



SAN JOSE COMMUNITY WORKING GROUP

San Jose City Hall
August 16, 2018
San Jose, CA

INTRODUCTION AND BACKGROUND

Boris Lipkin, Acting Northern California Regional Director



AGENDA

- Welcome, Introductions and Background
- CWG Reaffirmation Process
- Diridon Integrated Station Concept Plan Update
- Caltrain Business Plan Update
- Integration and Collaboration Among Agency Partners
- Update on HSR Alternatives
- CWG Meeting Schedule
- Public Comment

HIGH-SPEED RAIL: EXECUTIVE LEADERSHIP

- **Executive Leadership Appointments**

- » Brian P. Kelly, Chief Executive Officer
- » Joseph Hedges, Chief Operating Officer
- » Pamela Mizukami, Chief Deputy Director

- **Change in Northern California Team Leadership**

THREE STEPS TO POSITION FOR SUCCESS

1. Development and Adoption of the 2018 Business Plan



2. Approval of the Program Baseline



3. Revision of the Program Management Plan



CWG REAFFIRMATION PROCESS

Leah Robinson-Leach, Outreach, San Jose to Merced



CWG ROLES & RESPONSIBILITIES

- **Purpose**
 - » Provide project updates to member associations
 - » Present project alternatives to member associations for meaningful feedback
 - » Provide access to Authority environmental and engineering technical staff
 - » Collaborative engagement on environmental and engineering work
 - » Move the environmental process forward in the spirit of cooperation
- **Membership & Responsibilities**
 - » Broad spectrum of community association representatives
 - » Consider/present the interests of their respective communities/organizations
 - » Participate in open communication among different interests
 - » Help move the planning process forward in the spirit of cooperation

CWG REAFFIRMATION PROCESS

- **Purpose**
 - » To ensure effective representation and engagement
- **Timeline**
 - » Reaffirmation will occur annually
- **Commitment**
 - » Commits your organization to active participation in meetings
 - » Requests your organizations' assistance in reaching your membership or network with information and bringing back feedback

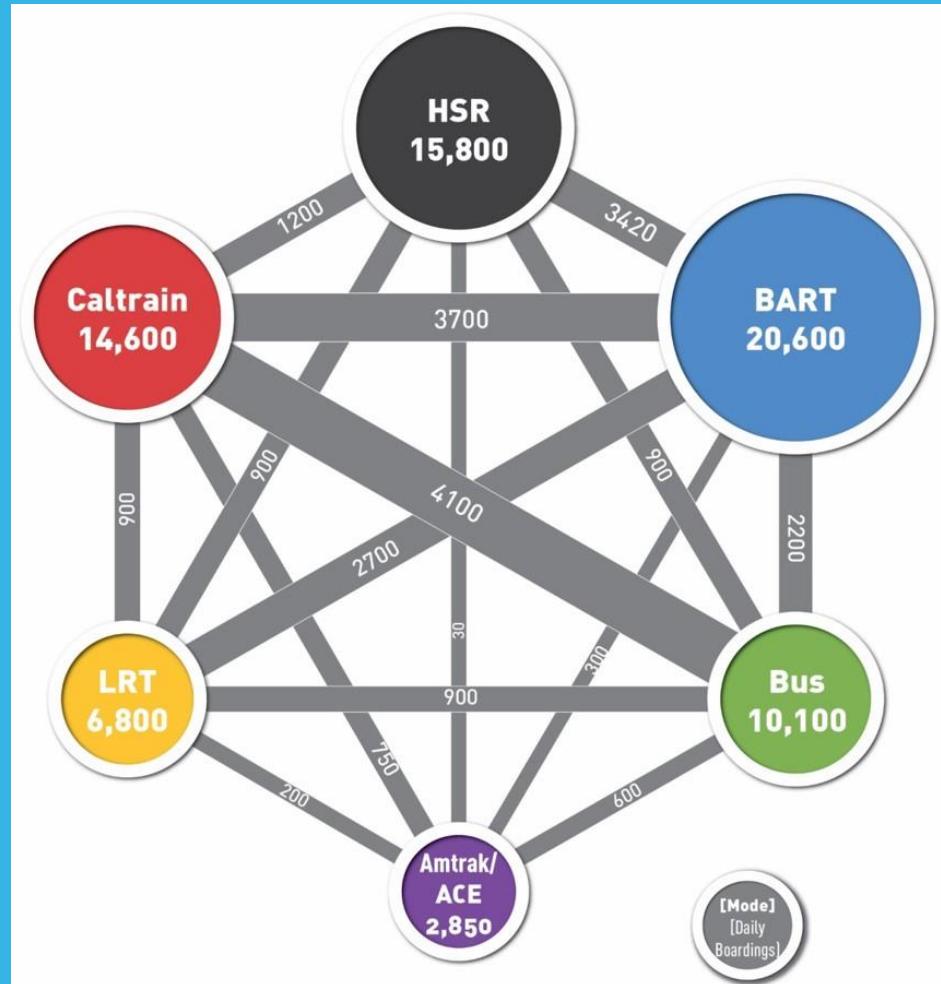
UPDATE ON DIRIDON INTEGRATED STATION CONCEPT PLAN

Eric Eidlin, Station Planning Manager, City of San Jose



Why is Diridon Station so Important?

- Only place in Bay Area where high-speed rail, commuter rail, light rail and BART will intersect in the same building.
- A modern intermodal station is a fundamental pillar of a more sustainable, productive, connected future for San Jose and Silicon Valley.



Diridon Integrated Station Concept Plan (DISC)

- Effort jointly led and funded by VTA, City, Caltrain, CHSRA
- Goals:
 1. Harmonize transportation and land-use goals to expand the benefits for all stakeholders.
 - Create a spatial arrangement for the station and its surrounds that offers seamless transportation connections.
 - Integrate the station facility into surrounding land uses to attract private development and create a sense of place and destination.
 2. Establish an effective organization that can deliver the vision.



Concept Plan – Team

Arcadis/Bentham Crouwel (ABC)

- Arcadis

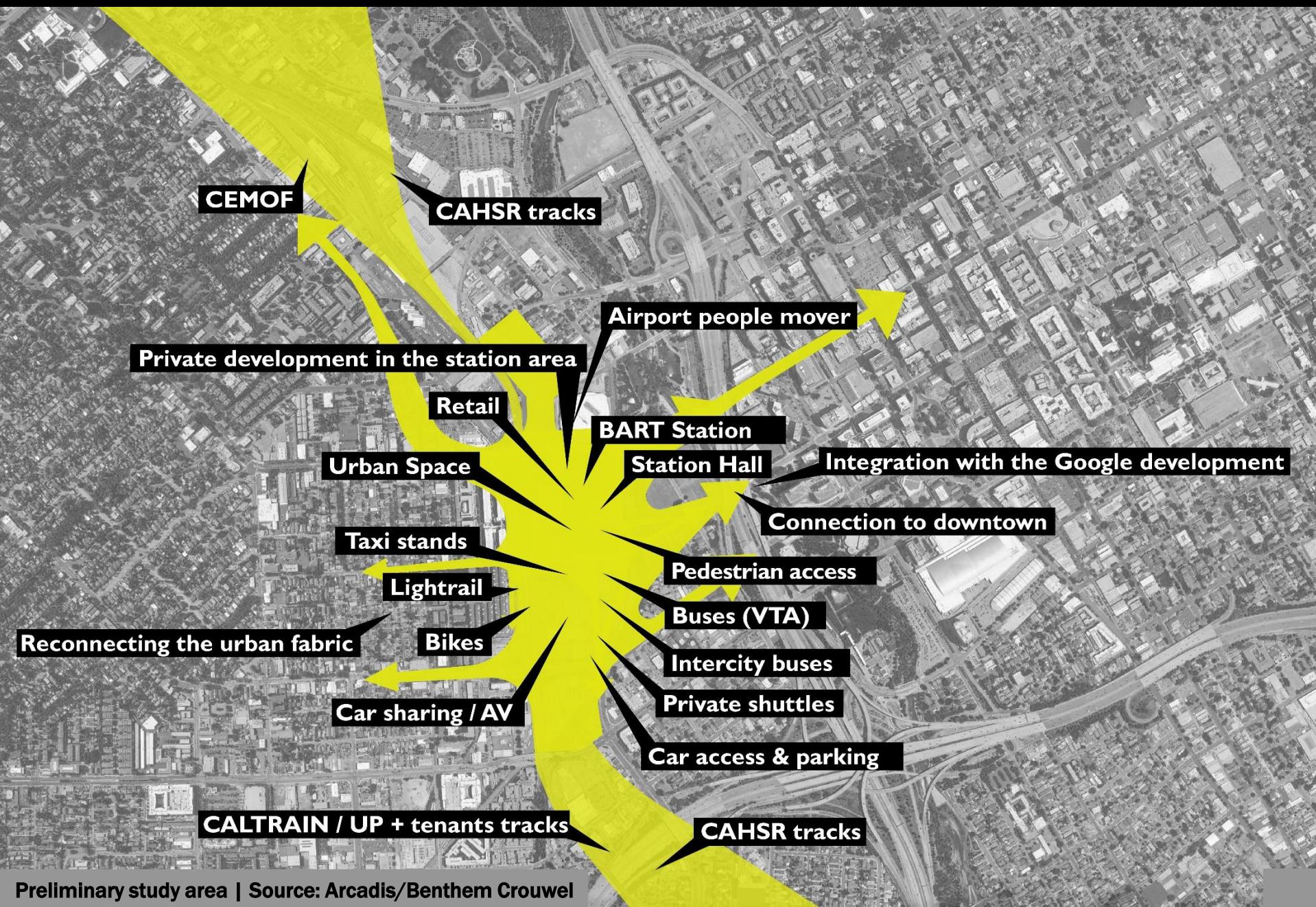
- A global consultancy providing urban planning, design, engineering, and project management
- 27,000 employees in over 70 countries
- Offices in San José

- Bentham Crouwel

- Urban Planning, Architecture
- Public buildings, infrastructural projects, and urban master plans
- Rotterdam Central Station
- Amsterdam, Netherlands



Approximate Study Area and Key Elements



Concept Plan Process

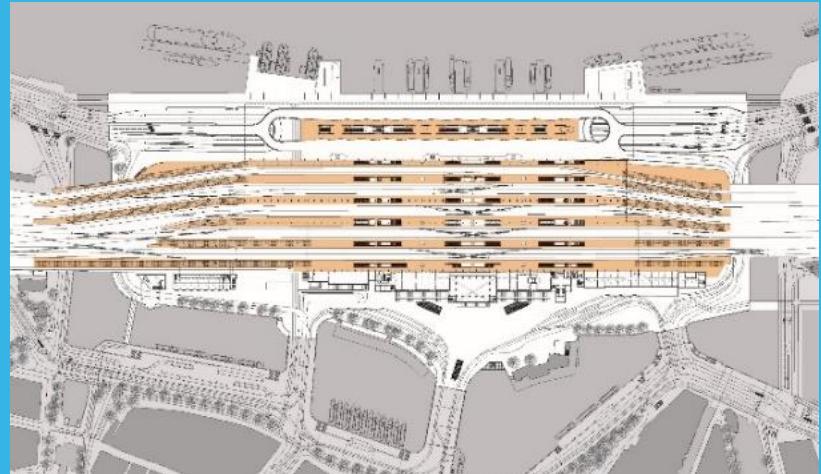
Phase I:

- Develop Scenarios
- Evaluation
- Identify Preferred Scenario

Phase II:

- Advance Preferred Scenario
- Concept Plan Development
- Roadmap to Delivery
- Final Report

Organizational framework developed in tandem with design and engineering



UPDATE ON CALTRAIN BUSINESS PLAN

Sebastian Petty, Senior Policy Advisor, Caltrain



What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.



What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

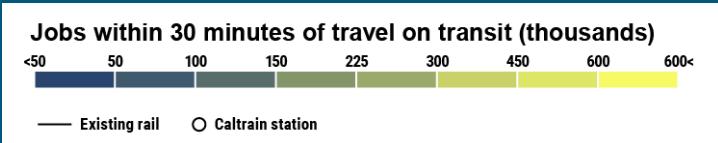
- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

Improving Caltrain is Vital to the Health of the Region's Economy



The Corridor is Woven into the Diverse Communities it Serves



Benefits

- Mobility options
- Regional connectivity
- Land use diversity
- Sustained economic growth

Challenges

- Grade crossings
- Impacts to corridor-adjacent neighbors
- Diverse community approaches to land use planning

Communication is a Key Success Factor

Meeting Schedule

Monthly: Board

- JPB Ad Hoc Committee
- Peninsula Corridor Joint Powers Board (JPB) (monthly memos, quarterly presentations)

Monthly: Stakeholder

- Project Partner Committee (PPC)
- Local Policymaker Group (LPMG)
- City/County Staff Coordinating Group (CSCG)

Quarterly: Stakeholder

- Partner General Managers (PGM)
- Citizen Advisory Committee (CAC)
- Stakeholder Advisory Group (SAG)
- State and Federal Elected Officials (SFO)
- Caltrain Commuter Coalition (C3)



INTEGRATION AND COLLABORATION OF PROJECTS AND PROCESSES

Boris Lipkin, Acting Northern California Regional Director



JOINT PLANNING EFFORTS

Process

HSR Environmental
Process

Lead Agency



CALIFORNIA
High-Speed Rail Authority

Diridon Integrated
Station Concept Plan



Caltrain Business
Plan



PARTNER REVIEW OF CITY GENERATED OPTIONS

The partners reviewed the City Generated Options (CGOs) based on the following questions:

What were the outcomes that the City was aiming to achieve with developing the CGOs?

How do those outcomes fit with each of the planning processes and efforts?

What elements may require additional study outside of the already-established planning efforts?

REVIEW OF CITY GENERATED OPTIONS

CGO Planned Outcomes and Concepts	Process(es) for Resolution
Extend the Blended System south	HSR Environmental
Reduce property, noise, and visual impacts of HSR infrastructure	HSR Environmental
Increase service and capacity at Diridon Station	HSR Environmental, Caltrain Business Plan, and Diridon Integrated Station Concept Plan
Elevate all platforms at Diridon to improve east-west pedestrian connections	Diridon Integrated Station Concept Plan
Relocate CEMOF and Consolidate maintenance facilities in San José	Caltrain Business Plan and Diridon Integrated Station Concept Plan
Analyze impacts at grade crossings along Monterey Corridor	HSR Environmental, Additional Study

HIGH SPEED RAIL ENVIRONMENTAL MILESTONES: SJ TO MERCED

- Preferred Alternative for Board Adoption – September 2019
- Draft EIR/S – December 2019
- Final EIR/S/ROD – November 2020



JOINT PLANNING EFFORTS: SCHEDULES AND MILESTONES

	2018	2019				2020			
	Dec.	March	June	Sept.	Dec.	Q1	Q2	Q3	Q4
High-Speed Rail Authority Milestones		Project Update Report		Selection of a Preferred Alternative	Draft EIR/EIS		2020 Business Plan		Final EIR/EIS
Caltrain Business Plan Milestones	Adoption of a Service Vision		Business Plan Adoption						
Diridon Integrated Station Concept Plan Milestones	Develop Scenarios		Single Preferred Option			Final Report			

Note: Current Schedules Subject to Change

UPDATE ON HSR ALTERNATIVES

Boris Lipkin, Acting Northern California Regional Director
Gary Kennerley, Project Manager San Jose to Merced



KEY ALTERNATIVE INPUTS

BASIC CONCEPT

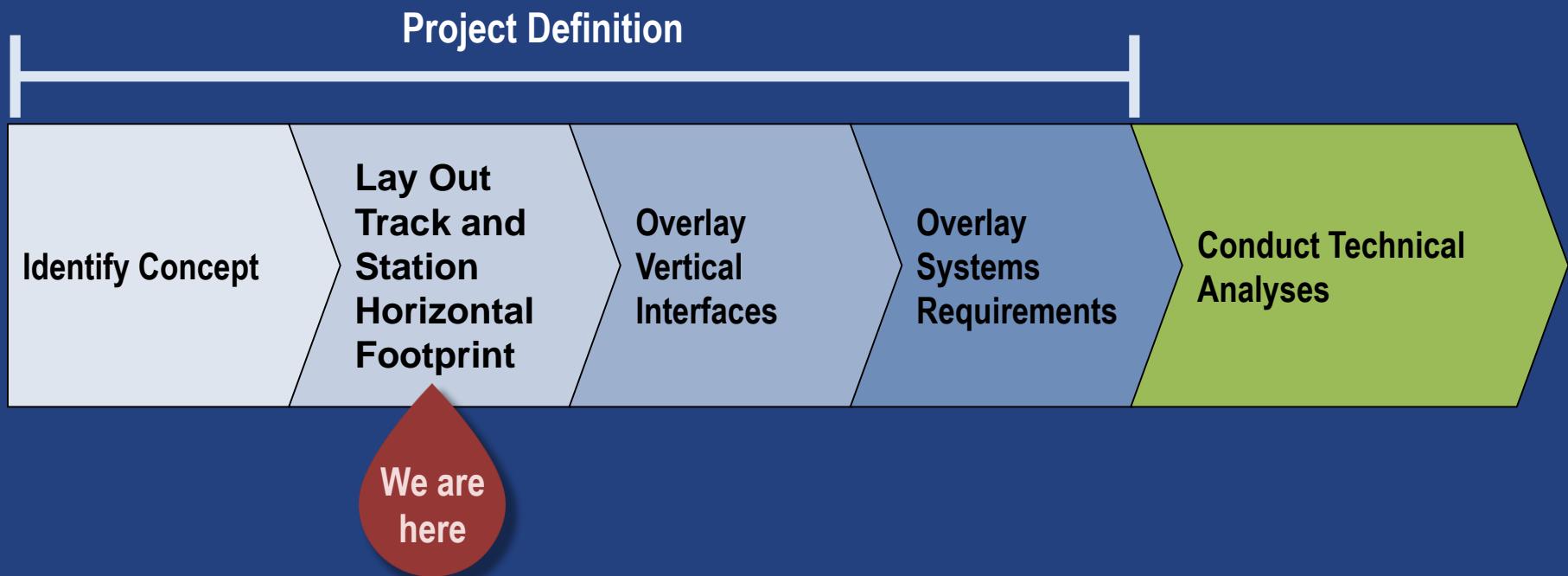
- » At-grade alignment using existing Caltrain/UPRR Corridor
- » Primarily 3 tracks (2 electrified passenger tracks, one unelectrified freight track)*
- » Blended operations with 110 mph max speed

KEY DESIGN CRITERIA

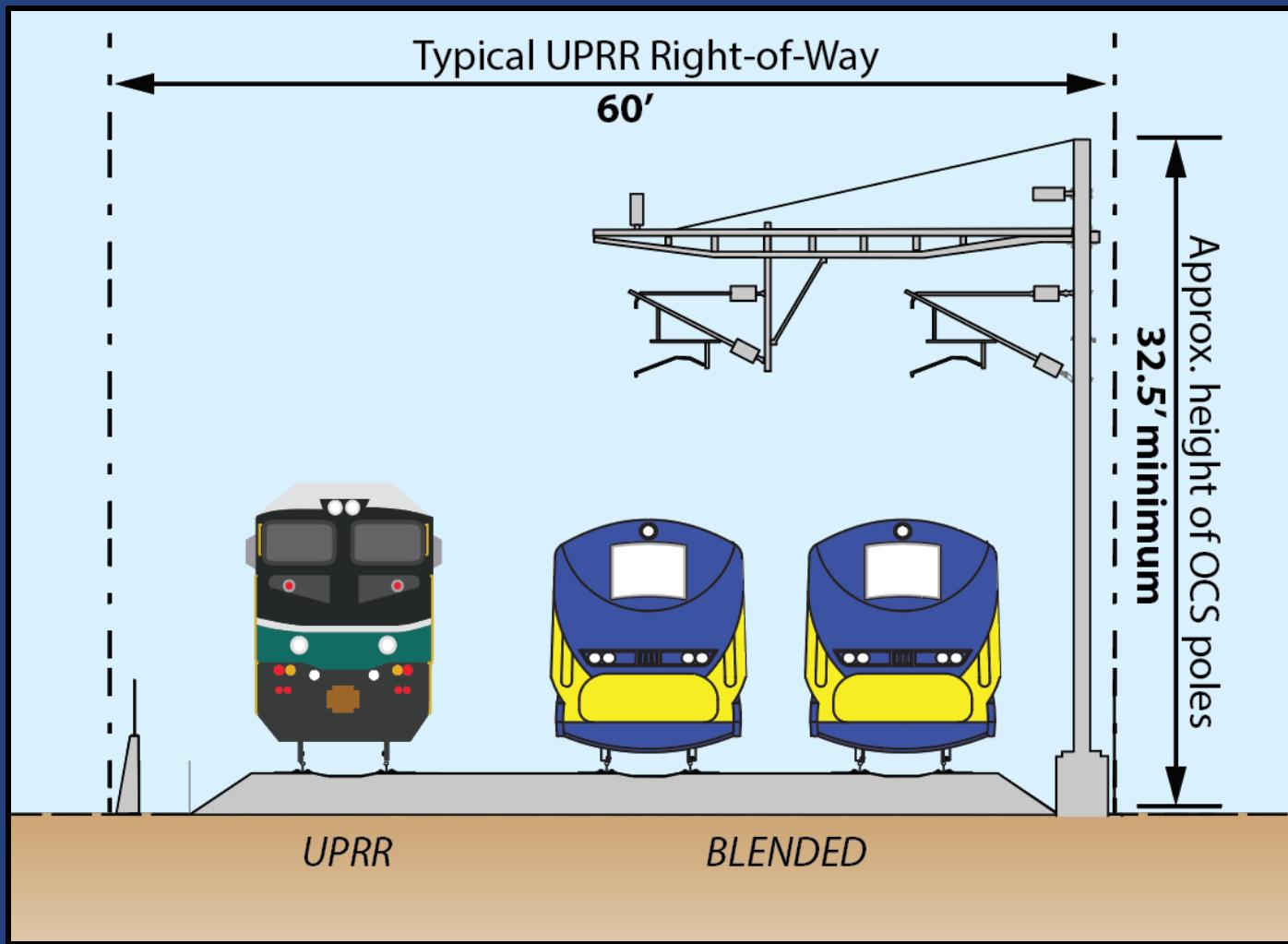
- » Priority: stay within the existing railroad rights-of-way while maintaining 110 mph speed
 - Use Caltrain/HSR Blended system criteria to reduce need for additional property
- » Maintain functionality for Caltrain service to existing Caltrain Stations
- » Minimize modifications to existing infrastructure where practical
- » Improve corridor safety through continuous fencing and four-quad gates at grade crossings

*Note: There are three existing tracks north of Diridon that would be expanded to four tracks and a passing siding for UPRR would be added in Coyote Valley

PROCESS FOR DEVELOPING AN ALTERNATIVE



BLENDED AT-GRADE TYPICAL SECTION



DESIGN DEVELOPMENT

- Vertical interfaces
- Overhead Contact System (OCS) portal frames (Every ~1500 to 2000 ft)
- Traction power and system sites (Every ~5 miles)



Example OCS Portal

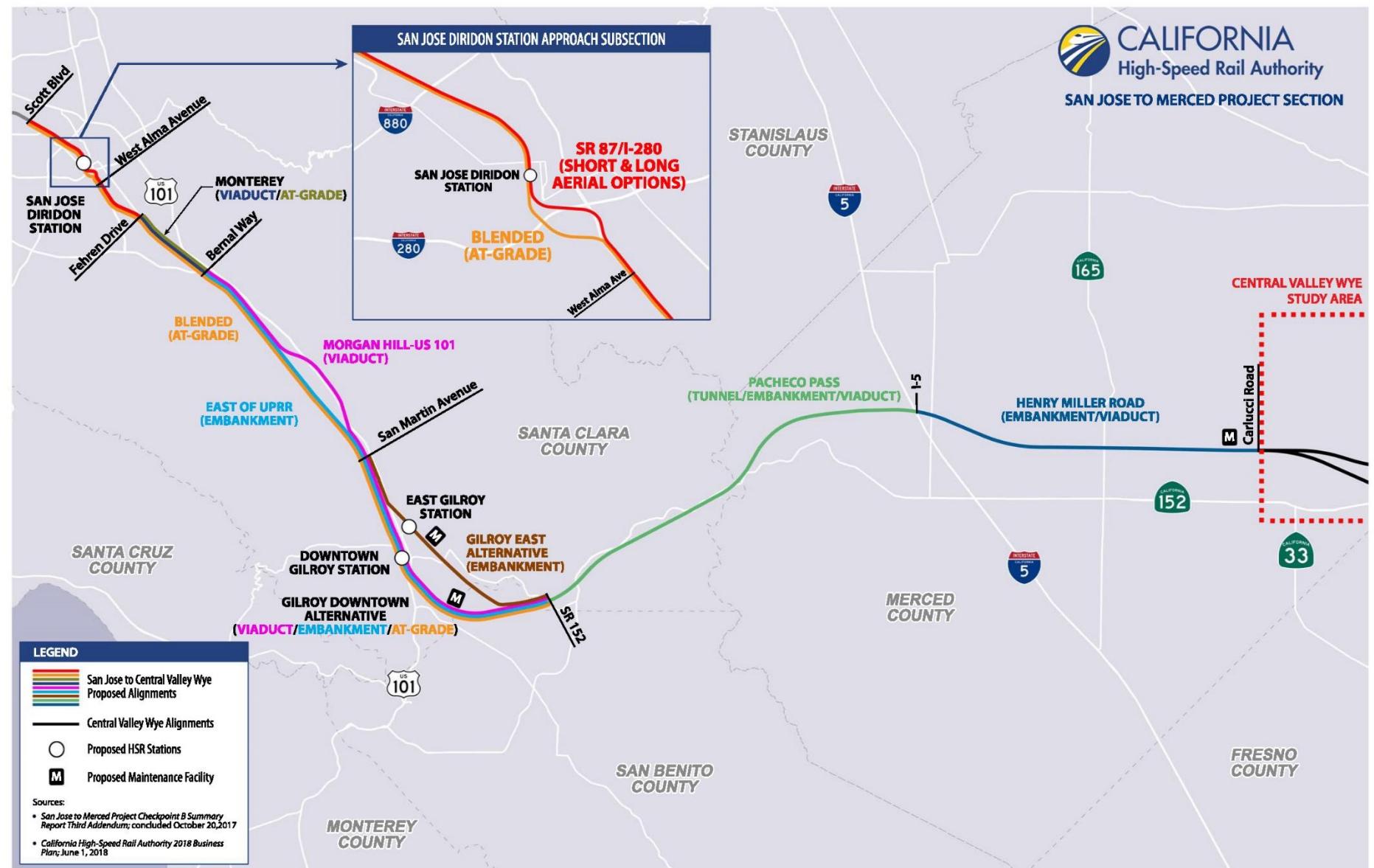


Example of Vertical Separation



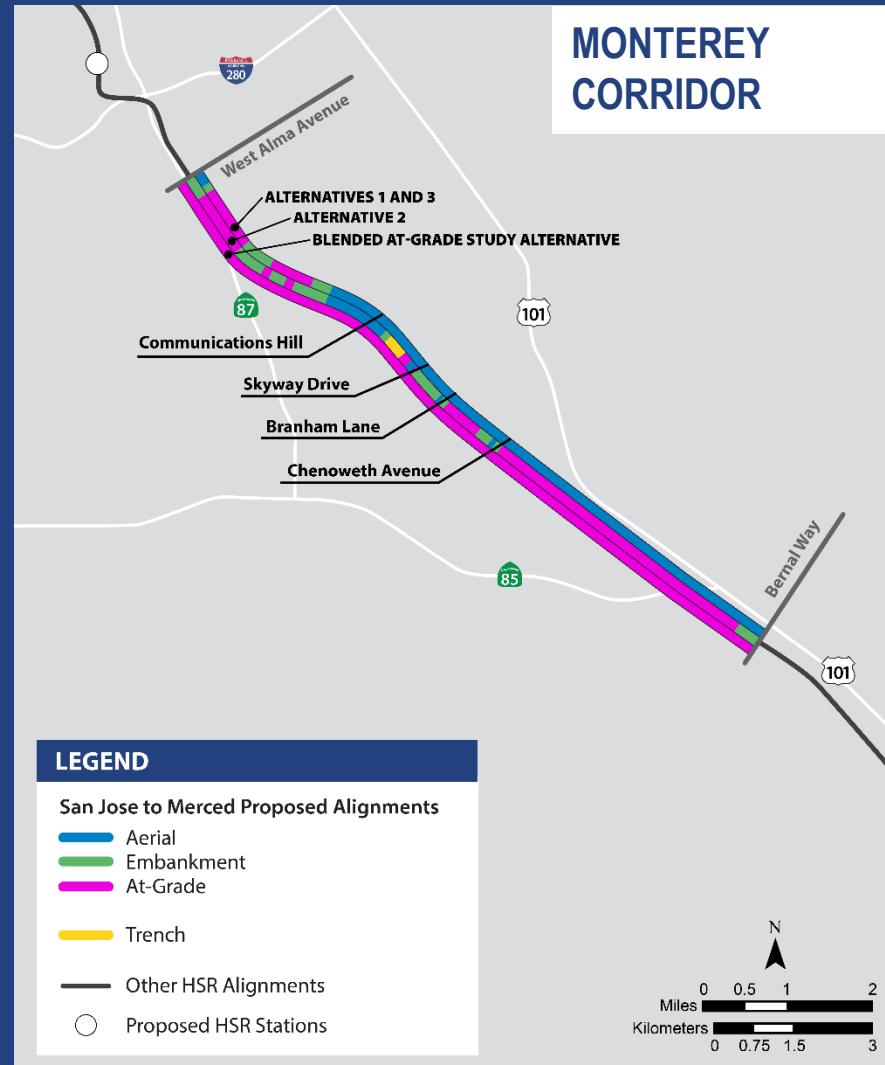
Example of Traction Power Paralleling Station

ALTERNATIVES UPDATE

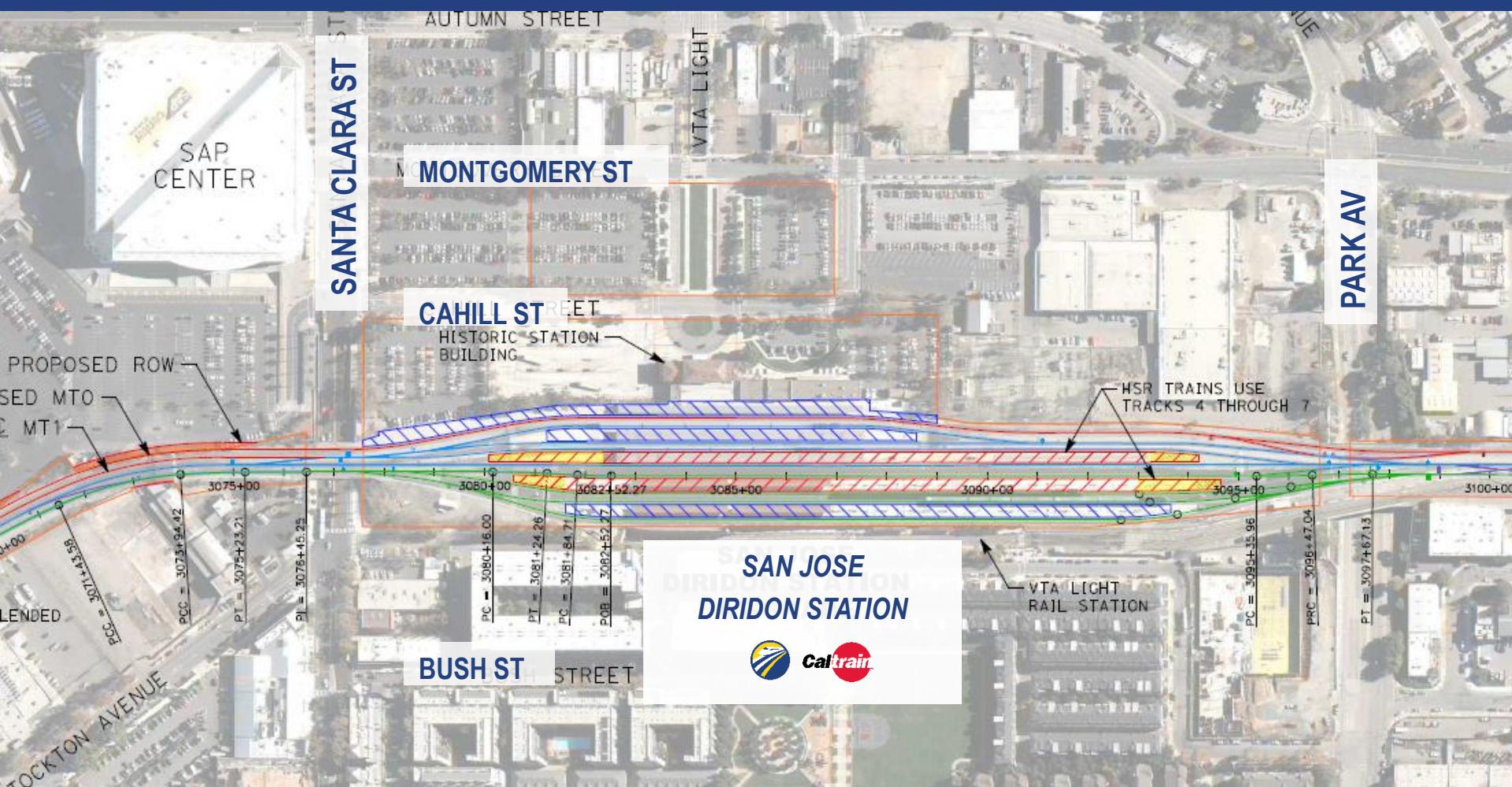


DRAFT - AUGUST 2018

ALTERNATIVES UPDATE: DIRIDON STATION APPROACH



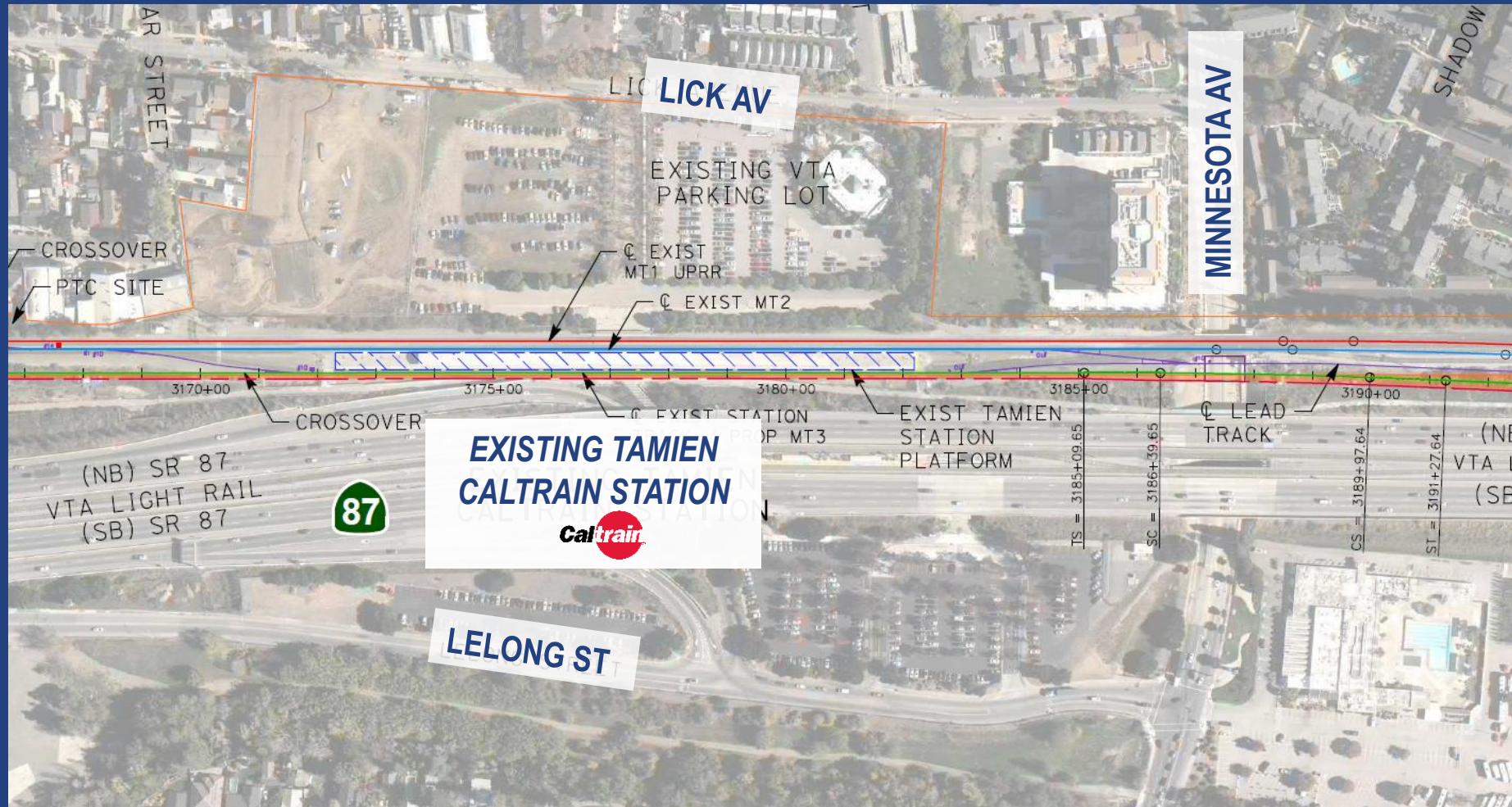
DIRIDON STATION



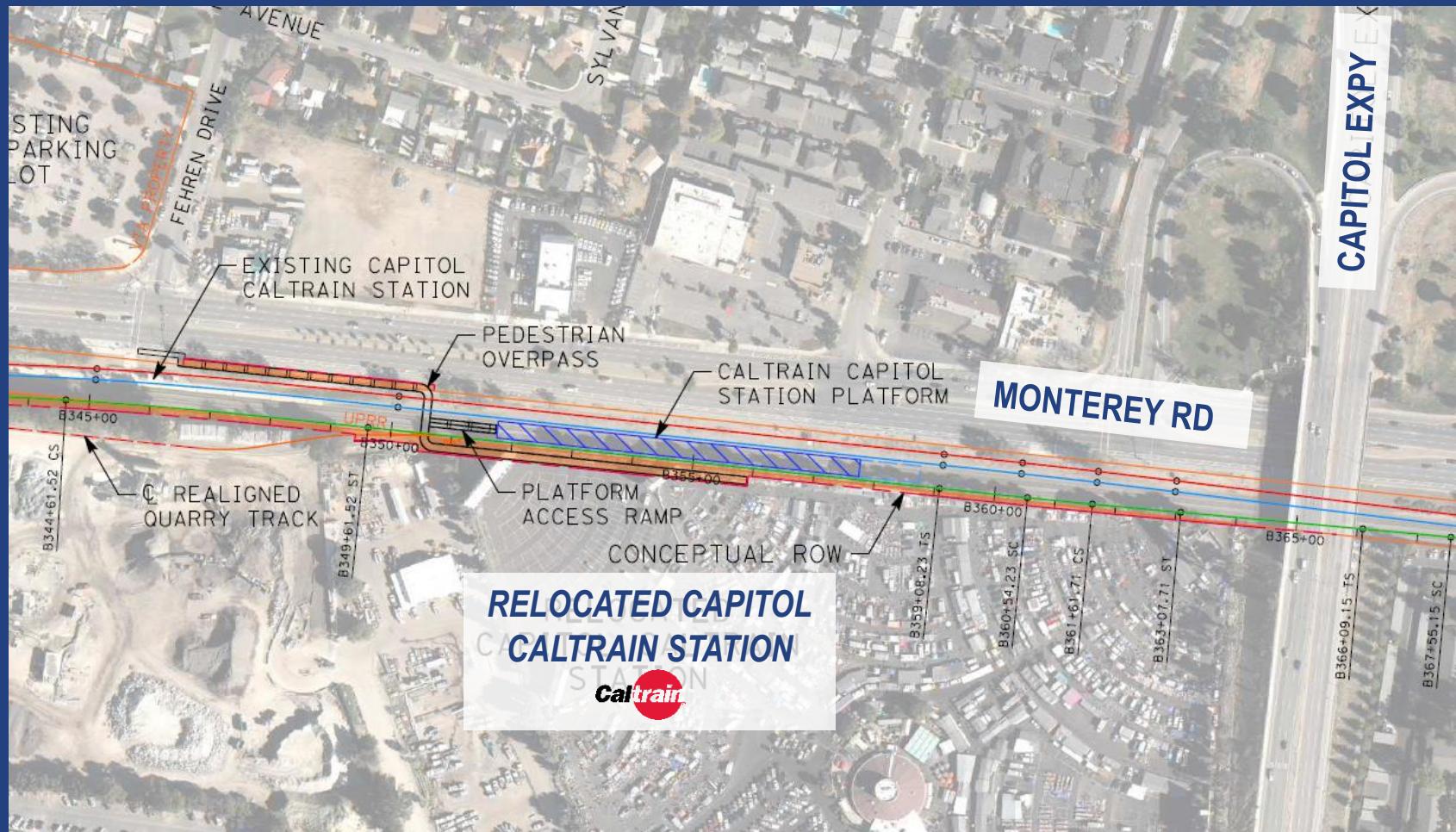
GARDNER/WILLOW GLEN



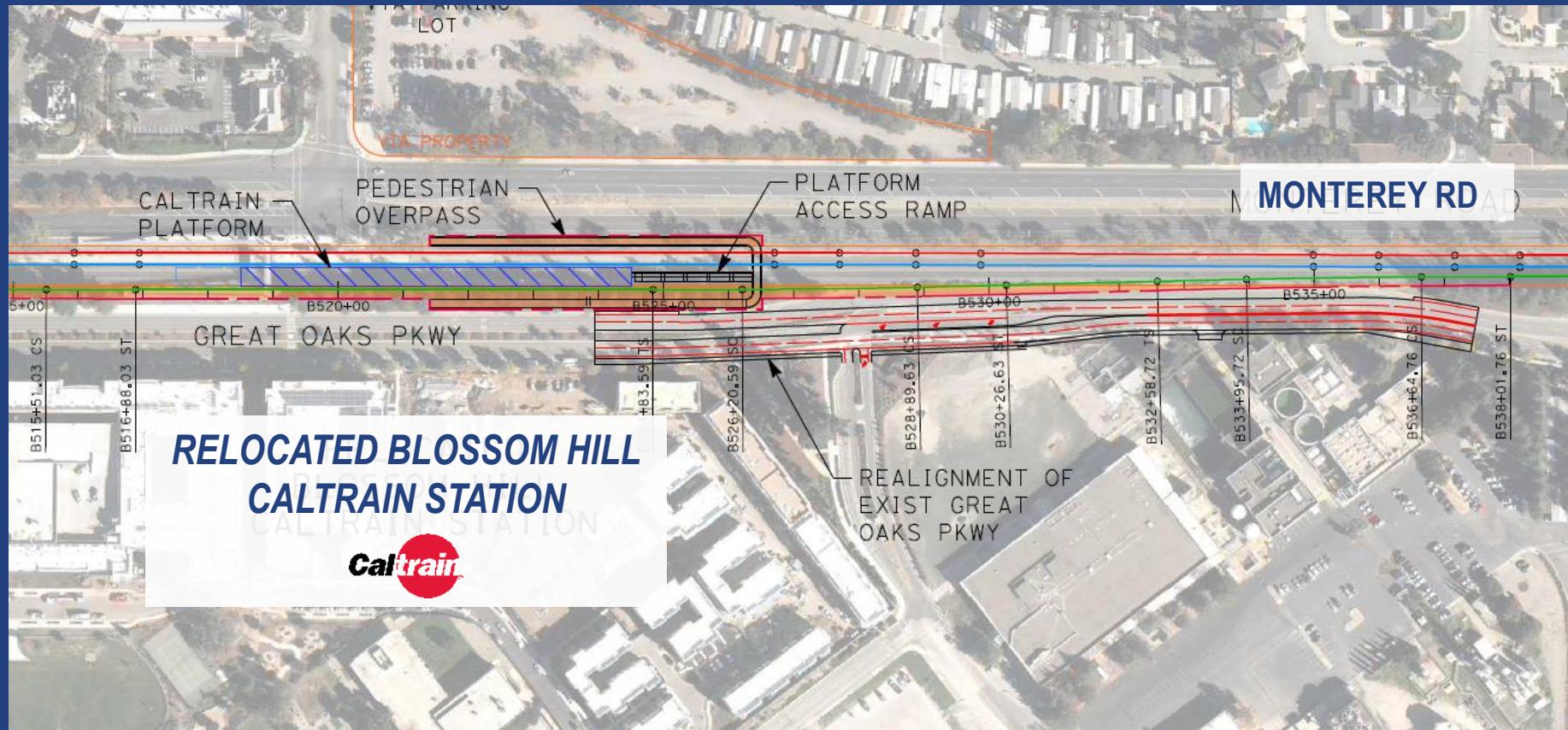
TAMIEN CALTRAIN STATION



CAPITOL CALTRAIN STATION



BLOSSOM HILL CALTRAIN STATION

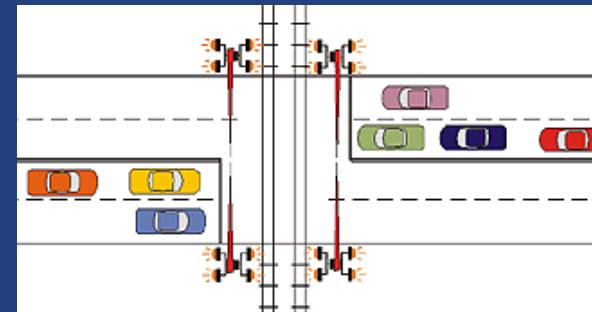


MONTEREY CORRIDOR AND LOS PASEOS NEIGHBORHOOD



GRADE CROSSINGS WITH QUAD GATES AND FENCING

- **Grade Crossings in San Jose:**
 - » Aurerais Ave., West Virginia St., Skyway Dr., Branham Ln., Chynoweth Ave., Blanchard Rd., Palm Ave., Live Oak Ave.
- **Private Road Closures (with new connection to Santa Teresa Blvd):**
 - » Emado Ave., Fox Ln.



Example of quad-gate layout (Not shown: Additional tracks and OCS)

CWG MEETING SCHEDULE

Boris Lipkin, Acting Northern California Regional Director
Leah Robinson-Leach, Outreach, San Jose to Merced



SAN JOSE CWG: Upcoming Meeting Schedule

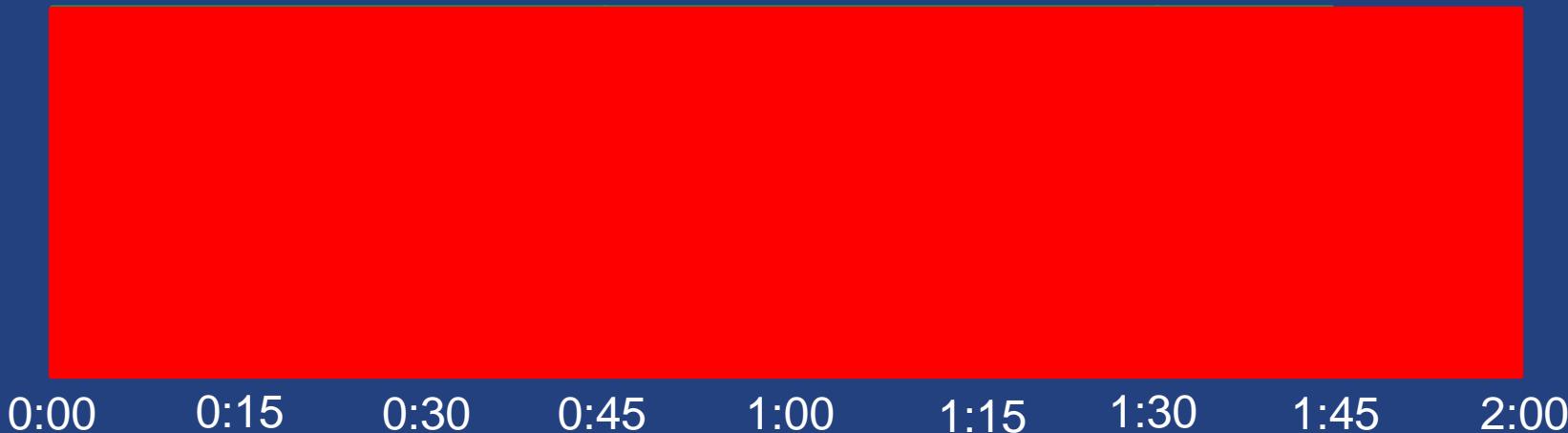
<u>DATE</u>	<u>LOCATION</u>	<u>POTENTIAL DISCUSSION TOPICS</u>
2018	August 16 City Hall Wing 118-120	<ul style="list-style-type: none">• Reaffirmation; Diridon Integrated Station Concept Plan Process; Caltrain Business Plan; Project Integration and Collaboration; HSR Timeline and Update on At-Grade Blended Alignment
	November TBD	<ul style="list-style-type: none">• Design Refinement and Tradeoffs on At-Grade Blended Alignment• Wildlife Movement Corridor Assessment
2019	January/ February TBD	<ul style="list-style-type: none">• Rationale for Preferred Alternative and Environmental Analysis Overview• Flyover and Visual Simulations of Alternatives• Safety
		<i>Additional Future Topics for Consideration (2019)—Subject to Change</i>
		<ul style="list-style-type: none">• HSR User Experience• Diridon Station• Noise• Caltrain Business Plan Service Vision• Traffic• Environmental Justice• Review of Alternatives and Process for Selecting a Preferred Alternative• Preferred Alternative Review

PUBLIC COMMENT



Questions & Comments

Please limit your comments to **two minutes**



Thank you!

THANK YOU & STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: 1-800-435-8670

Email: san.jose_merced@hsr.ca.gov

Northern California Regional Office
California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113
www.hsr.ca.gov



instagram.com/cahsra



facebook.com/CaliforniaHighSpeedRail



twitter.com/cahsra



youtube.com/user/CAHighSpeedRail