



**CALIFORNIA**  
High-Speed Rail Authority

# **SAN FRANCISCO TO SAN JOSE PROJECT SECTION**

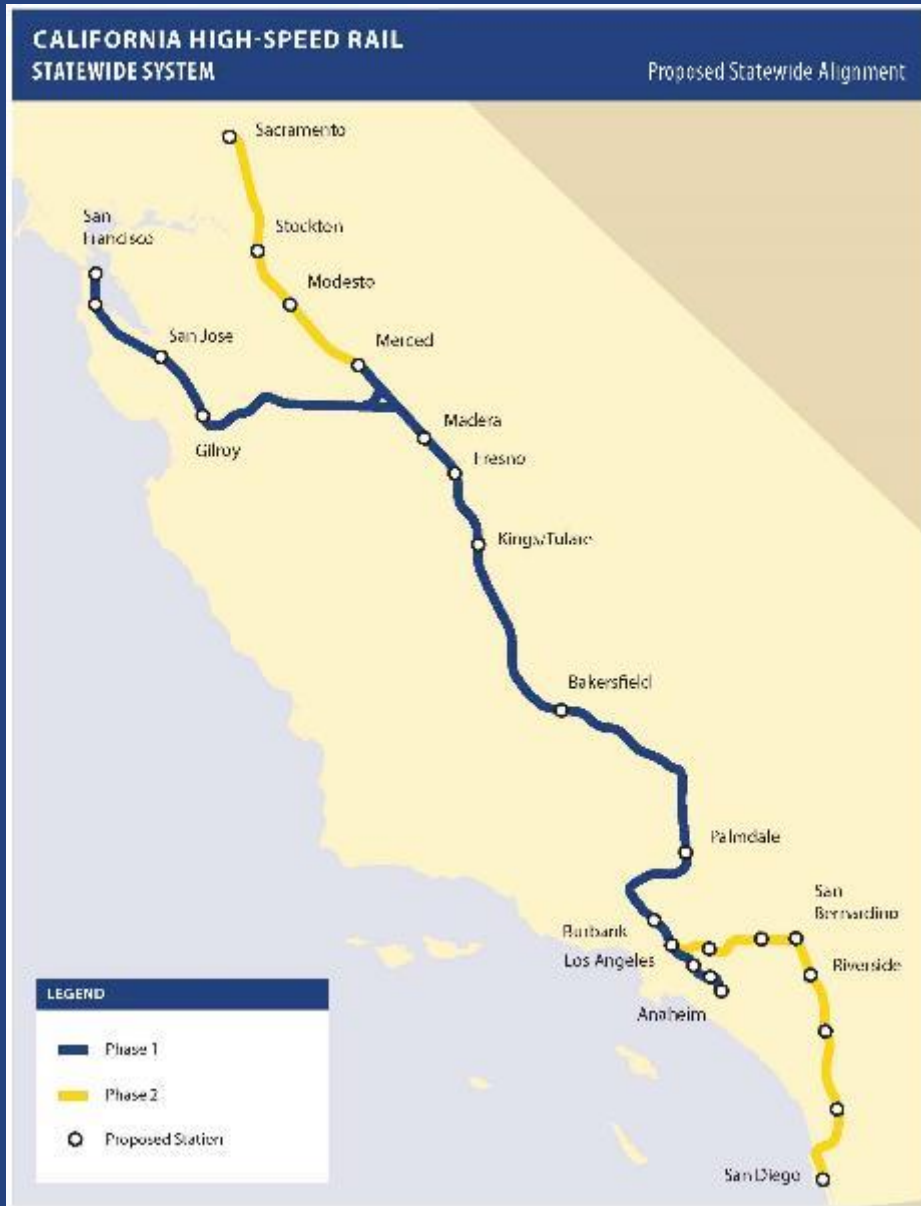
**City of Brisbane – Baylands Public Hearing  
June 7, 2017**



# CALIFORNIA HIGH-SPEED RAIL PROGRAM OVERVIEW



# HIGH-SPEED RAIL: Connecting California



*Increase Mobility*



*Needed Alternative*



*Better Air Quality*



*Job Growth*

# HIGH-SPEED RAIL: It's Happening!

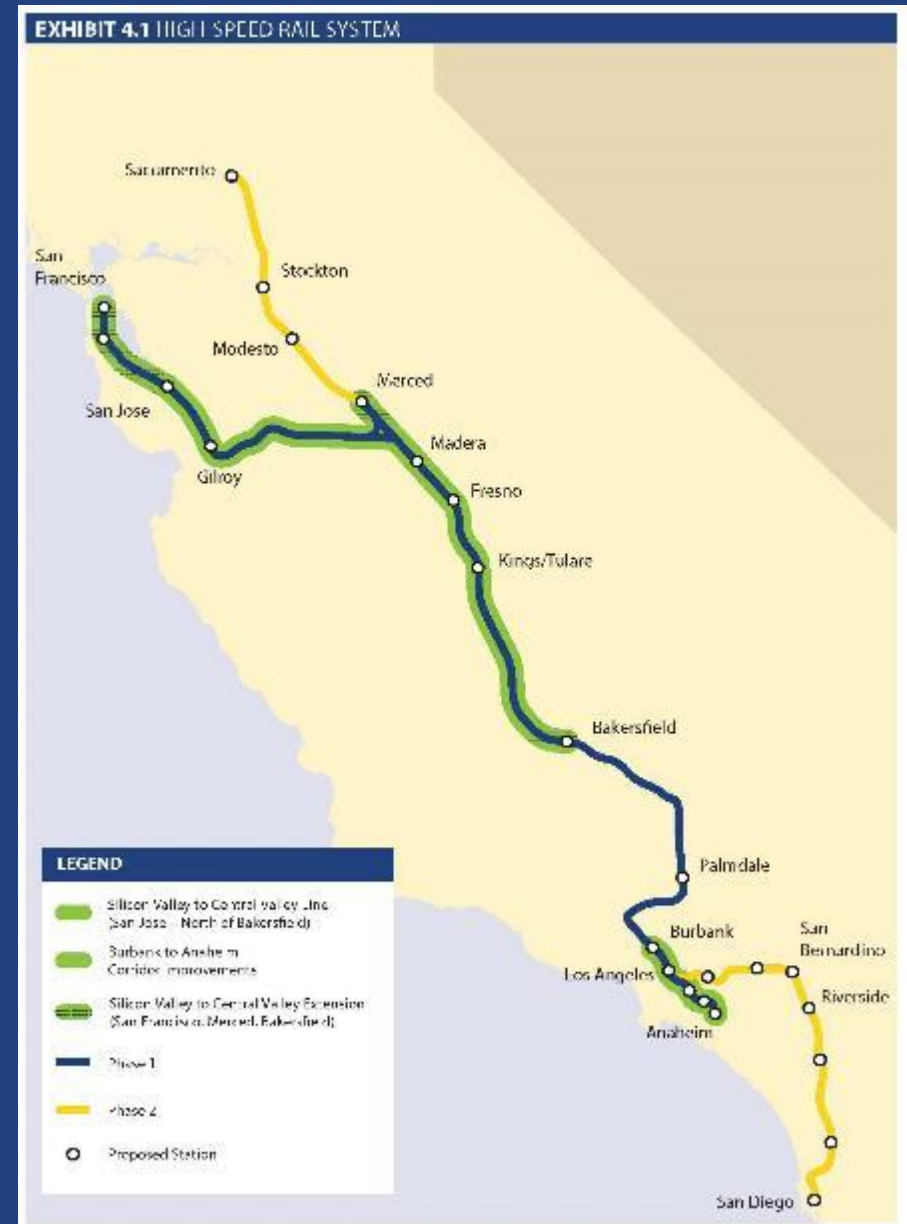
- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately \$3 Billion Investment





# 2016 BUSINESS PLAN: Key Highlights

- **Silicon Valley to Central Valley Line**
  - » Operational by 2025
  - » San Jose-North of Bakersfield
  - » \$20.7 Billion – Fully Fundable
- **Extension to San Francisco, Merced & Bakersfield**
  - » Operational by 2025
  - » Additional \$2.9 Billion
- **Phase 1 (San Francisco-LA/Anaheim)**
  - » Operational by 2029



# The Economic Impact of California High-Speed Rail

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**JOB-YEARS OF  
EMPLOYMENT**

**19,900 - 23,600**



**LABOR  
INCOME**

**\$1.38B - \$1.68B**



**ECONOMIC  
OUTPUT**

**\$3.5B - \$4.1B**

TOTALS FOR JULY 2006 – JUNE 2016

# SAN FRANCISCO TO SAN JOSE SECTION OVERVIEW



# SAN FRANCISCO TO SAN JOSE: Milestone Schedule\*

Spring 2016

Project  
Definition

Spring 2017

Design &  
Technical  
Analysis  
Station  
Footprint  
Outreach

Summer 2017

Identify  
Preferred  
Alternative  
Board  
Concurrence  
Outreach

Fall 2017

Release Draft  
Environmental  
Document  
Outreach  
Public Hearing

2018

Final  
Environmental  
Document/  
Record of  
Decision

\*Preliminary/Subject to Change



# SAN FRANCISCO TO SAN JOSE: Narrowed Alternatives



## Altamont Corridor Alternative (2008)

- Impacts to wetlands, waterbodies and the environment
- Strong support from local cities, agencies and organizations

## Highway 101 and I-280 Alternatives (2008)

- Environmental and socioeconomic impacts
- Lack of connectivity
- Constructability and cost factors

## Fully grade-separated, four-track system (2011)

- Additional community impacts
- Substantially higher-costs (\$6 billion)
- Substantial construction impacts
- Legislation (SB 1029)

## New tunnel alignment from Brisbane to Transbay Transit Center\* (2016)

- Construction challenges
- Shift to blended system

## Optional Mid-Peninsula Station\* (2016)

- Ridership analysis
- Market demand

\*Alternatives that could be studied in other environmental processes

# SAN FRANCISCO TO SAN JOSE: Overview

- 51-Mile Blended Corridor
- Smallest footprint of previously considered alternatives
  - » Fewer impacts to landowners
  - » Fewer environmental impacts
- Currently evaluating two alternatives
  - » Three Key Project Elements
  - » Common Project Elements
- Stations being studied
  - » San Francisco (4<sup>th</sup> and King)
  - » Millbrae (SFO)
  - » San Jose (Diridon)
- Elements of the alternatives can be “mixed and matched”



# SAN FRANCISCO TO SAN JOSE: Range of Alternatives



## Alternative B

- Light Maintenance Facility – Brisbane West
- Additional Passing Tracks
- Aerial Approach to Diridon—Long Viaduct

*Elements of the alternatives can be “mixed and matched”*

# SAN FRANCISCO TO SAN JOSE: Common Project Elements

- **Station Modifications and Dedicated Platforms**

- » San Francisco 4<sup>th</sup> and King
- » Millbrae

- **110 MPH Speeds**

- » Track modifications are required to support higher speeds

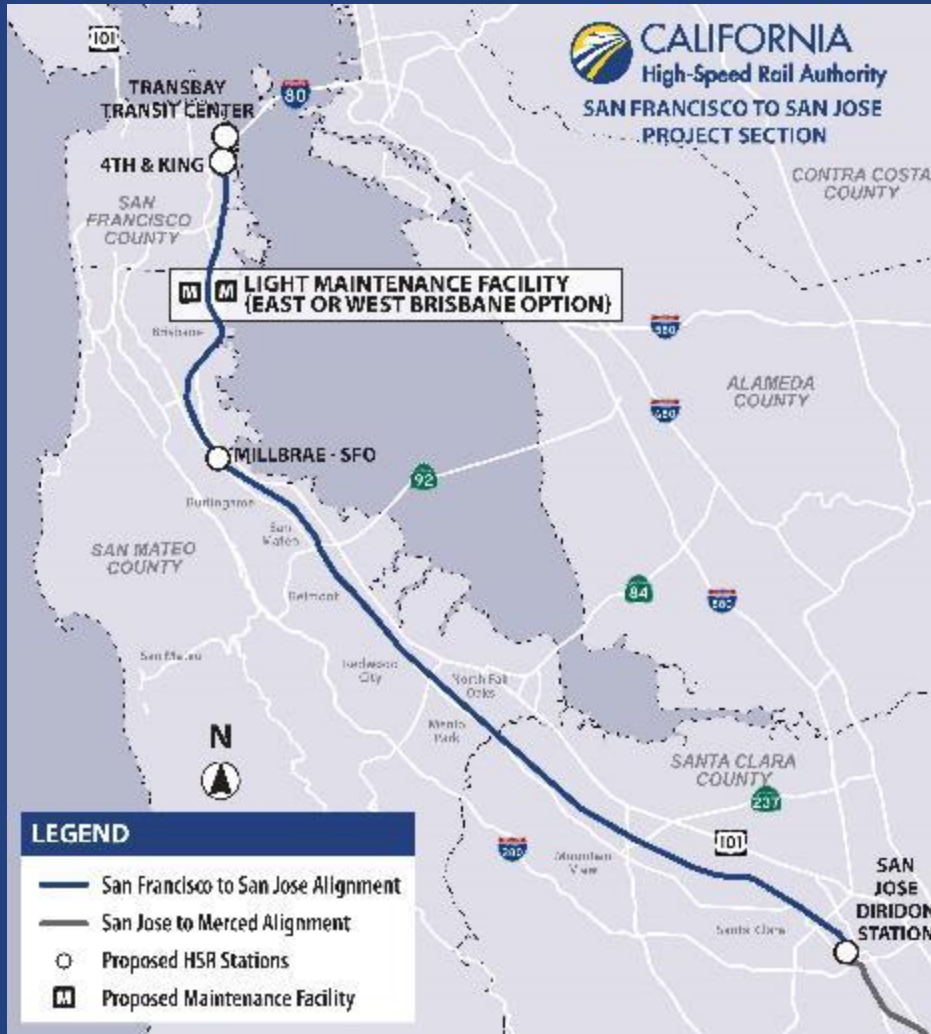


*Example of “hold-out rule”*

- **4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction in the peak period**
- **Safety modifications at 41 at-grade roadway crossings**
  - » Includes 3 planned grade separation projects - 25<sup>th</sup>, 28<sup>th</sup>, & 31<sup>st</sup> Avenues
- **Address hold-out rule at Burlingame Broadway and Atherton Caltrain Stations**
- **Evaluating potential safety modifications at Caltrain-only stations**



# LIGHT MAINTENANCE FACILITY: Range of Alternatives



2010

## Brisbane



Alternative B  
West



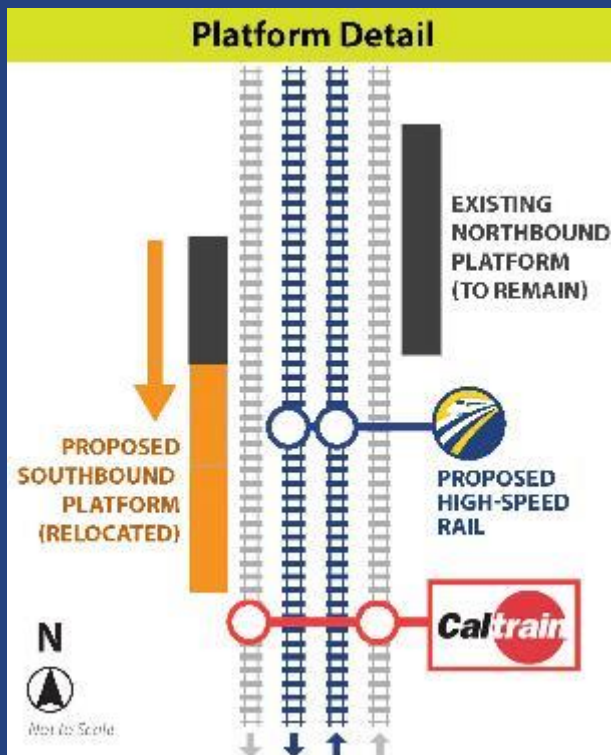
Alternative A  
East

Operationally Infeasible



# LIGHT MAINTENANCE FACILITY: Alternative A - Brisbane East

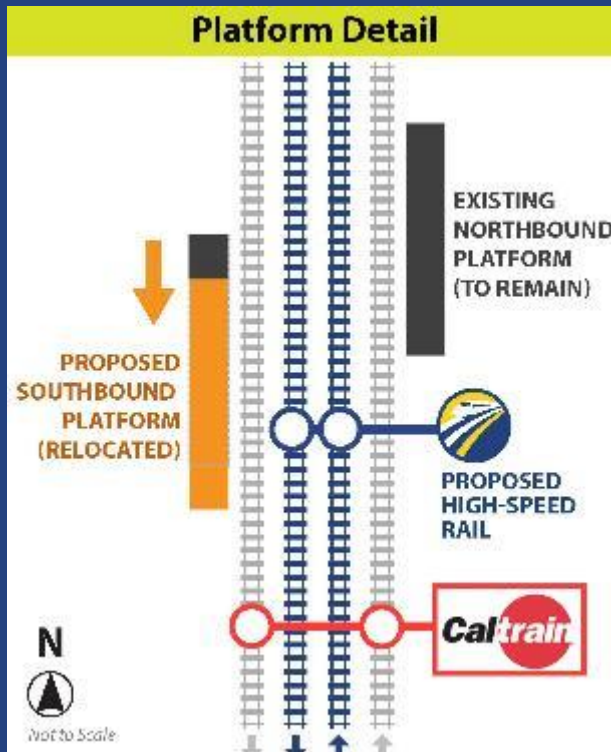
- Approximately 105 acres
- Relocates Bayshore Station Southbound platform to south end of existing station



Elements of the alternatives can be “mixed and matched”

# LIGHT MAINTENANCE FACILITY: Alternative B - Brisbane West

- Approximately 95 acres
- Relocates Bayshore Station Southbound platform and east parking lot to south end of existing station





# **LIGHT MAINTENANCE FACILITY: Common Elements**

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- **Allows for planned Geneva Avenue Extension**
- **Reconstructs Tunnel Avenue Overcrossing**
- **Caltrain Bayshore Station maintains planned connection to Schlage Development**
- **Caltrain Bayshore Station near existing location, Northbound platform in current location**
- **Yard Lead Flyover at Caltrain Bayshore Station**

# QUESTIONS & COMMENTS



# THANK YOU & STAY INVOLVED

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