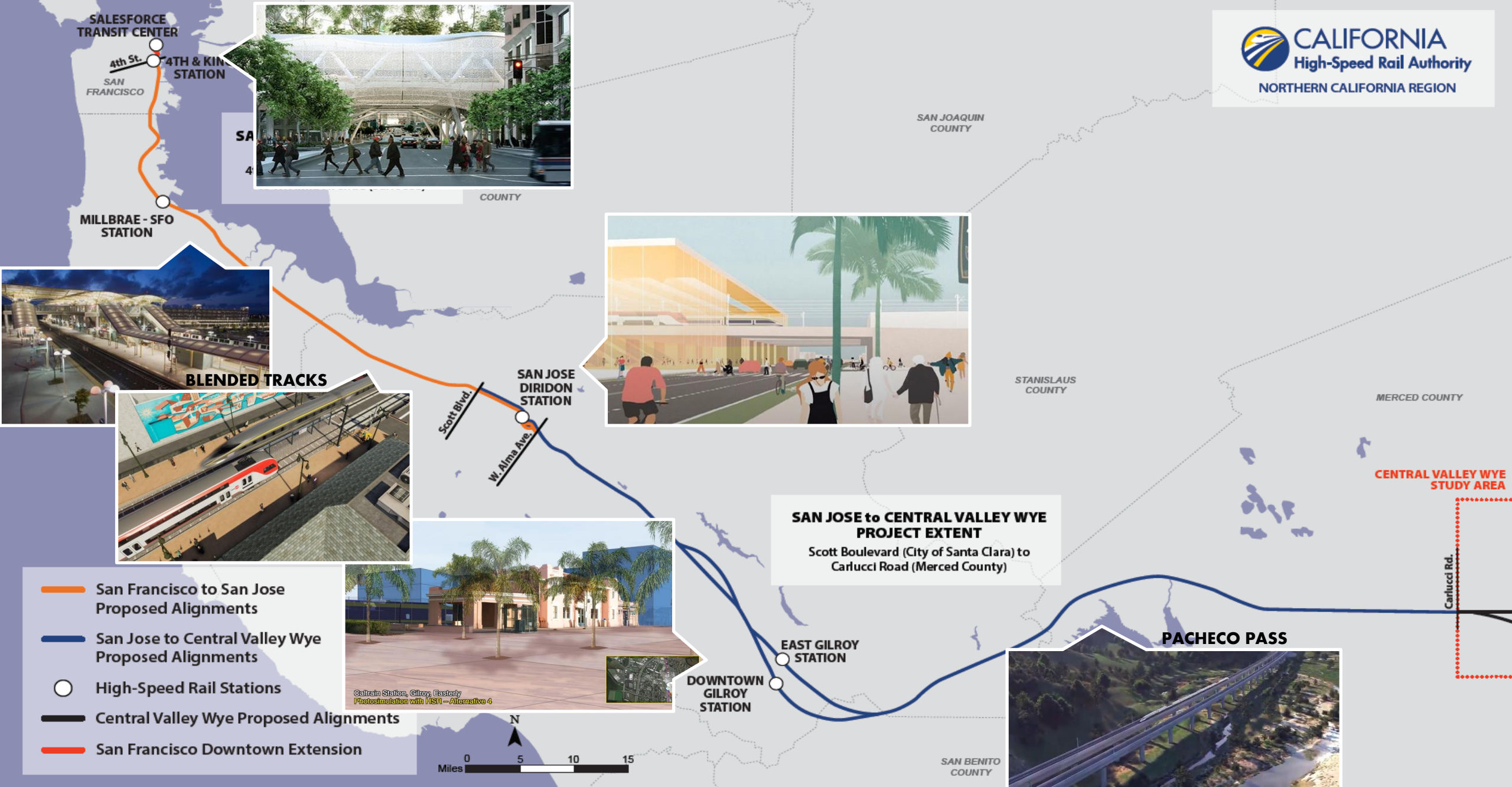


CALIFORNIA HIGH-SPEED RAIL: NORTHERN CALIFORNIA REGION

Boris Lipkin
Northern California Regional Director
October 21, 2021





- San Francisco to San Jose Proposed Alignments
- San Jose to Central Valley Wye Proposed Alignments
- High-Speed Rail Stations
- Central Valley Wye Proposed Alignments
- San Francisco Downtown Extension



HIGH-SPEED RAIL IN NORTHERN CALIFORNIA

PROJECT DEVELOPMENT STAGES

Planning



Diridon Integrated Station Concept

Environmental



San Francisco to Merced Corridor

Pre-Construction



Downtown Extension (DTX)

Construction



Caltrain Electrification

Operations



Salesforce Transit Center

SAN FRANCISCO

THE FUTURE OF REGIONAL TRANSIT

Salesforce Transit Center (STC)

- Will connect 11 transit systems
- Authority is partnering with local agencies to advance the Downtown Extension (DTX) connecting STC to the existing rail corridor toward construction

4th and King Street Station

- Current end of Caltrain line
- Will serve as terminal station until DTX is complete



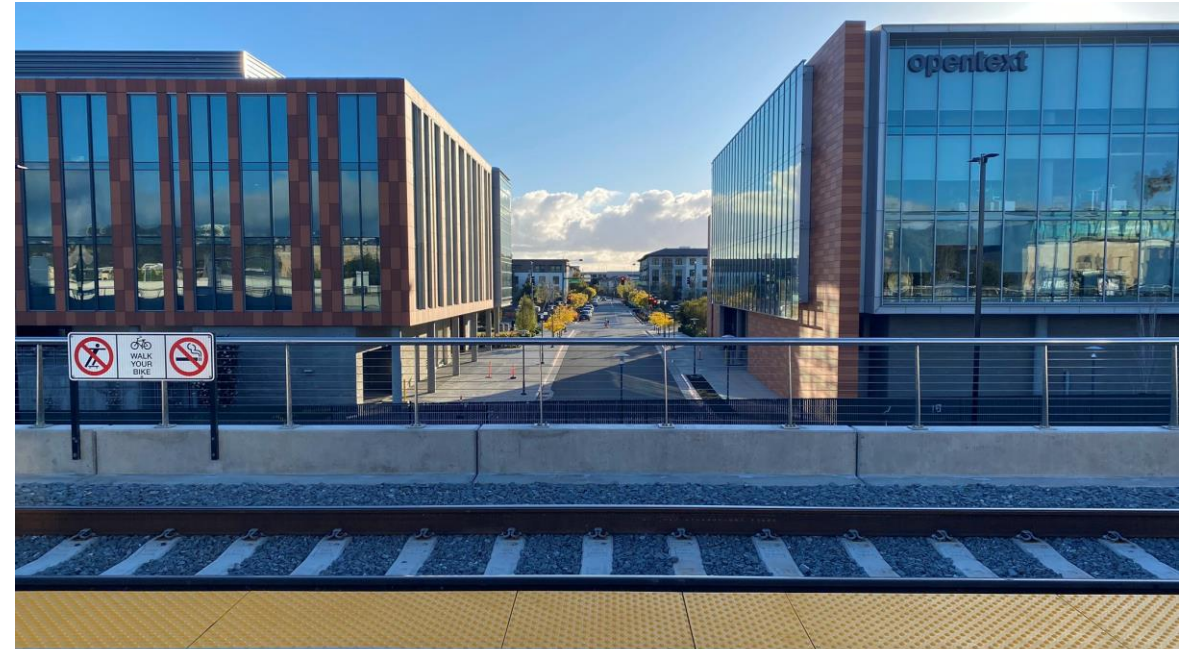
NORTHERN CALIFORNIA PARTNERSHIPS AND INVESTMENTS

Caltrain Peninsula Corridor Electrification Project

- Construction on this 51-mile corridor, representing the first phase of high-speed rail development in Northern California, is now over 50% complete
- The Authority has dedicated \$714 million toward electrifying this corridor
- Staff is reviewing Caltrain Remediation Plan for the project

25th Avenue Grade Separation project

- First bookend project to open to the public in Northern California
- Authority contributed \$84 million toward construction



SAN JOSE

Diridon Integrated Station Concept Plan

- Partnership with Caltrain, City of San José, Santa Clara Valley Transportation Authority (VTA), and Metropolitan Transportation Commission (MTC) to expand and redesign existing Diridon Station
- Key concepts for rail corridor and station design identified in 2020, roadmap for project development being refined
- Updating Cooperative Agreement with other agencies and finalizing Memorandum of Understanding (MOU) with San José



Station Area Planning

- Working with City of Gilroy to scope station area planning work based on preferred alternative
- Potential interfaces with VTA transit-oriented development on the site

Connections to Monterey Peninsula

- Planned project to expand rail service from Gilroy to Salinas



Alternative A Features

- M** East Option Light Maintenance Facility
- No Additional Passing Tracks
- No Viaduct Approach to Diridon Station

Alternative B Features

- M** West Option Light Maintenance Facility
- Additional Passing Tracks
- Long Viaduct Option
- Short Viaduct Option

High-Speed Rail Operations

INITIAL OPERATIONS
Speed: 79 mph

2 trains per peak hour,
per direction



FULL OPERATIONS
Speed: 110 mph

4 trains per peak hour,
per direction



Legend

- San Francisco to San Jose Project Section
- HSR Stations
- San Jose to Merced Project Section
- Downtown Extension

SAN FRANCISCO TO SAN JOSE PROJECT SECTION Range of Alternatives Under Consideration


Safety Modifications

- Quad Gates
- Channelization
- Perimeter Fencing
- Intrusion Detection



(RAIL)ROAD TO ROD

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

 = ongoing outreach

2019



Notice of Preparation



Development & Evaluation of Alternatives



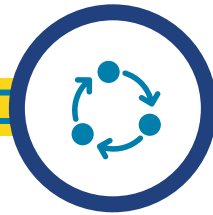
Identification of Preferred Alternative

2021

Public Review of Draft EIR/EIS



2020



Cooperating & Responsible Agency Review

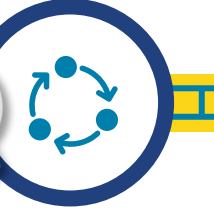
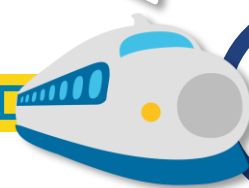


Prepare Draft EIR/EIS



Recirculated Materials

We are here



Cooperating & Responsible Agency Review

2022



Public Availability of Final EIR/EIS








Authority Certifies Final EIR/EIS and Issues ROD

Respond to Comments and Prepare Final EIR/EIS



ENVIRONMENTAL DOCUMENTS

Draft EIR/EIS

	Draft EIR/EIS	RDEIR/SDEIS
 Comment Period	July 10 – September 9, 2020	July 23 – September 8, 2021
 MeetHSRNorCal.org Visitors	10,600+	>800
 Webinar/Community Meeting Participants	100+	55
 # of Submissions	148	24
 Comments Received	2100+	150+

Revised Draft EIR/Supplemental Draft EIS

- Millbrae Reduced Site Plan (RSP) Design Variant
 - Changes to species status for monarch butterfly
- » **Final EIR/EIS and Record of Decision: Q2 2022**

KEY ISSUES

Millbrae-SFO Station

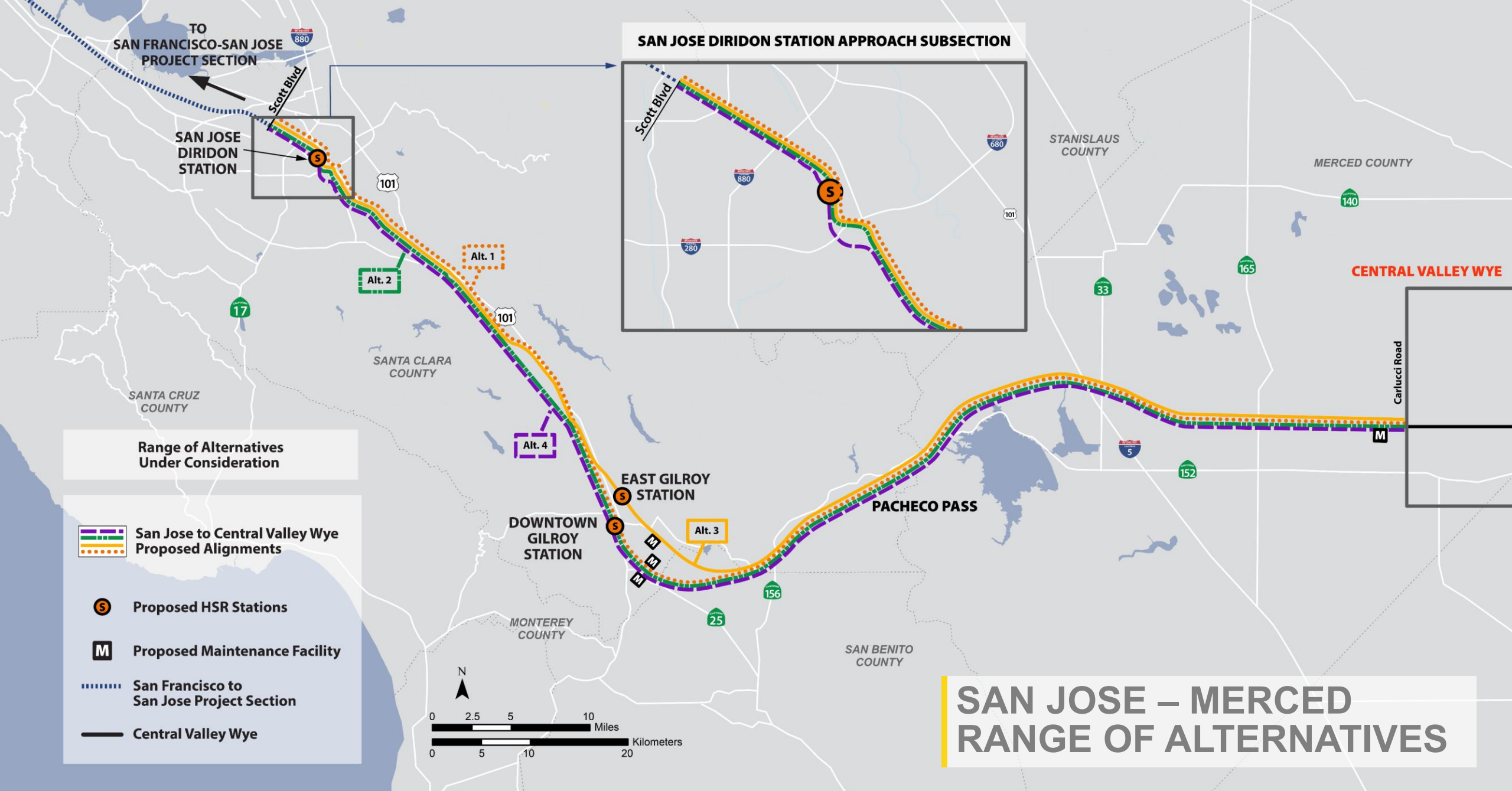
- Important intermodal connections to SFO, BART, Caltrain, and SamTrans
- Challenge due to conflicts with planned and existing land uses on the west side of the station



Light Maintenance Facility (LMF)


- Limited feasible LMF options near terminal station in San Francisco
- Preferred Alternative on the east side of the rail corridor to minimize impact to planned housing/mixed use development on the west side





(RAIL)ROAD TO ROD

SAN JOSE TO MERCED PROJECT SECTION

 = ongoing outreach

2019



Notice of Preparation



Development & Evaluation of Alternatives



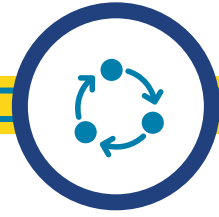
Identification of Preferred Alternative

2021

Public Review of Draft EIR/EIS



2020



Cooperating & Responsible Agency Review



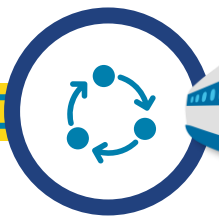
Prepare Draft EIR/EIS



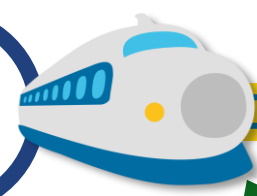
Recirculated Materials



Respond to Comments and Prepare Final EIR/EIS



Cooperating & Responsible Agency Review



We are here



Public Availability of Final EIR/EIS



2022



Authority Certifies Final EIR/EIS and Issues ROD



ENVIRONMENTAL DOCUMENTS

	Draft EIR/EIS	RDEIR/SDEIS
Comment Period	April 24- June 23, 2020	April 23- June 9, 2021
 MeetHSRNorCal.org Visitors	1,700+	>100
Webinar/Community Meeting Participants	152+	N/A
 # of Submissions	758	14
Comments Received	~4900	200+

Revised Draft EIR/Supplemental Draft EIS

- Changes to species status for mountain lion and monarch butterfly
- New information on noise and artificial lighting impacts on wildlife

» **Final EIR/EIS and Record of Decision:
Q1 2022**

ENVIRONMENTAL JUSTICE ANALYSIS TIMELINE

2016 – 2019

Initial EJ Outreach



Draft EIR/EIS EJ Analysis
2017 – 2019



Initial Development of Community Improvements Concepts
Nov 2019

Dec 2019 – March 2020

Outreach Phase 1: Input on Concepts



Development and Evaluation of Concepts
Feb – June 2020



Draft EIR/EIS Public Review
Apr – June 2020

Outreach Phase 2: Partner Outreach



Jul - Aug 2020

Revised EJ Analysis Identification of Proposed Community Improvements

Oct 2020 - Jul 2021

Jul 2021 - Oct 2021
Outreach Phase 3: Revised EJ Analysis and Community Improvements



Final EIR/EIS Analysis including Community Improvements

Oct 2021 – Mar 2022



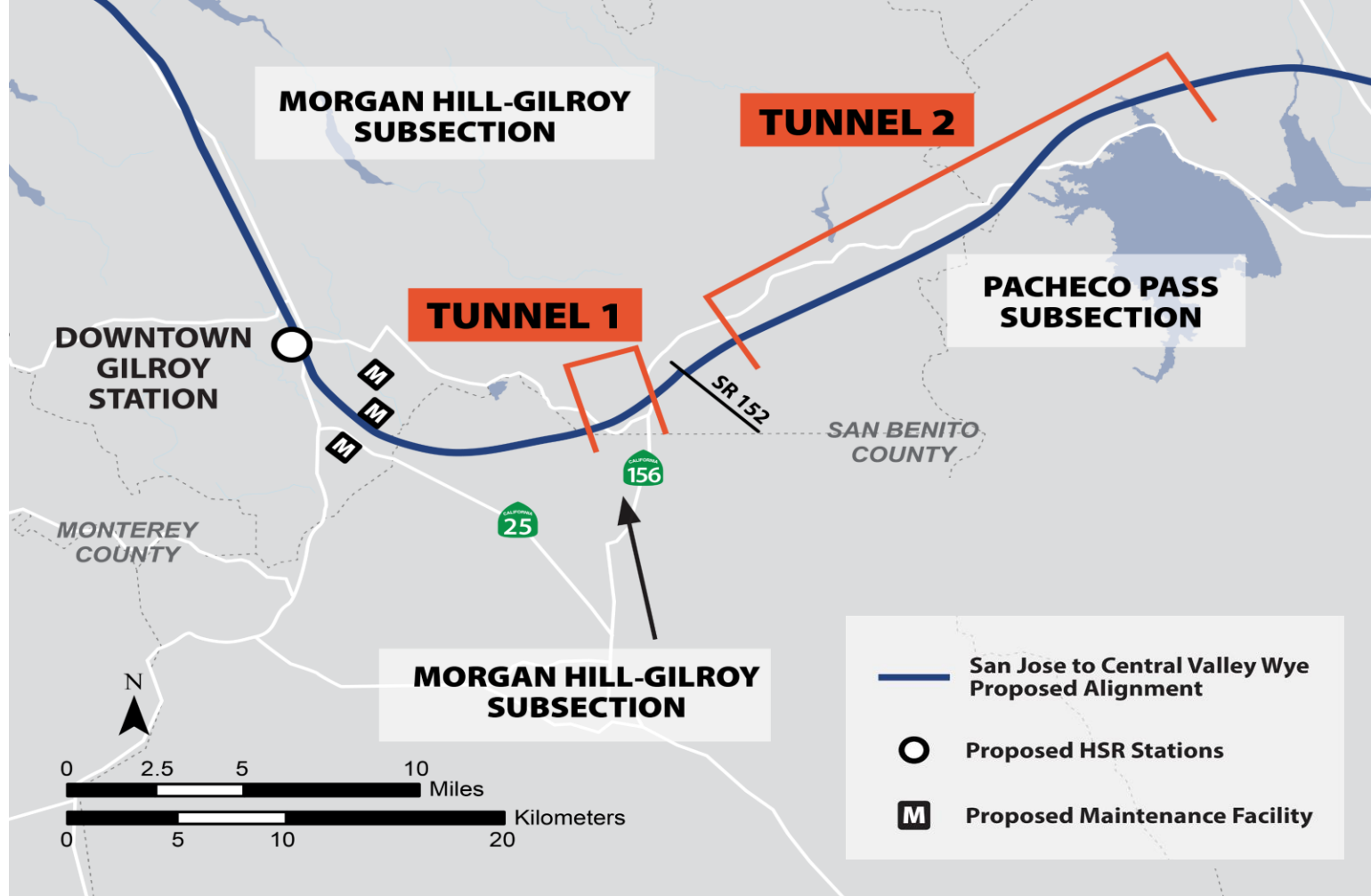
KEY ISSUES

Electrification from San Jose to Gilroy

- Preferred Alternative extends blended system from San Jose to Gilroy
- Requires agreement with Union Pacific Railroad over use of the rail corridor
- Negotiations ongoing since 2017

Pacheco Pass and San Joaquin Valley

- Long lead-time item for Valley-to-Valley connection
- Major tunnel construction including 13.5-mile Tunnel 2
- Important wildlife areas including Coyote Valley, Pacheco Pass, and Grasslands Ecological Area



MTC PLAN BAY AREA 2050

- Bay Area's Long-Range Plan being considered by MTC Commission in coming weeks
- Includes up to \$7 billion to bring high-speed rail to the Bay Area and other improvements
- First region in the state to include regional discretionary funds for HSR in its long-range plans
- Provides opportunity to leverage regional, state, and federal funds for joint-benefit projects

“We need to be putting the pieces in place to enable high-speed rail to connect the jobs in Silicon Valley to the affordable housing of the Central Valley.”

- San Jose Mayor Sam Liccardo

“This region really needs a plan for how we get high-speed rail into our region and if we just sit on our hands and wait for the train to come, we’ll be waiting a long time.”

- SPUR Chief Policy Officer, Nick Josefowitz

“If we want to be a 21st century nation, the high-speed rail project has got to move forward.”

- Rohnert Park Vice Mayor
Jake Mackenzie



ALL ABOARD! NORTHERN CALIFORNIA SUPPORT

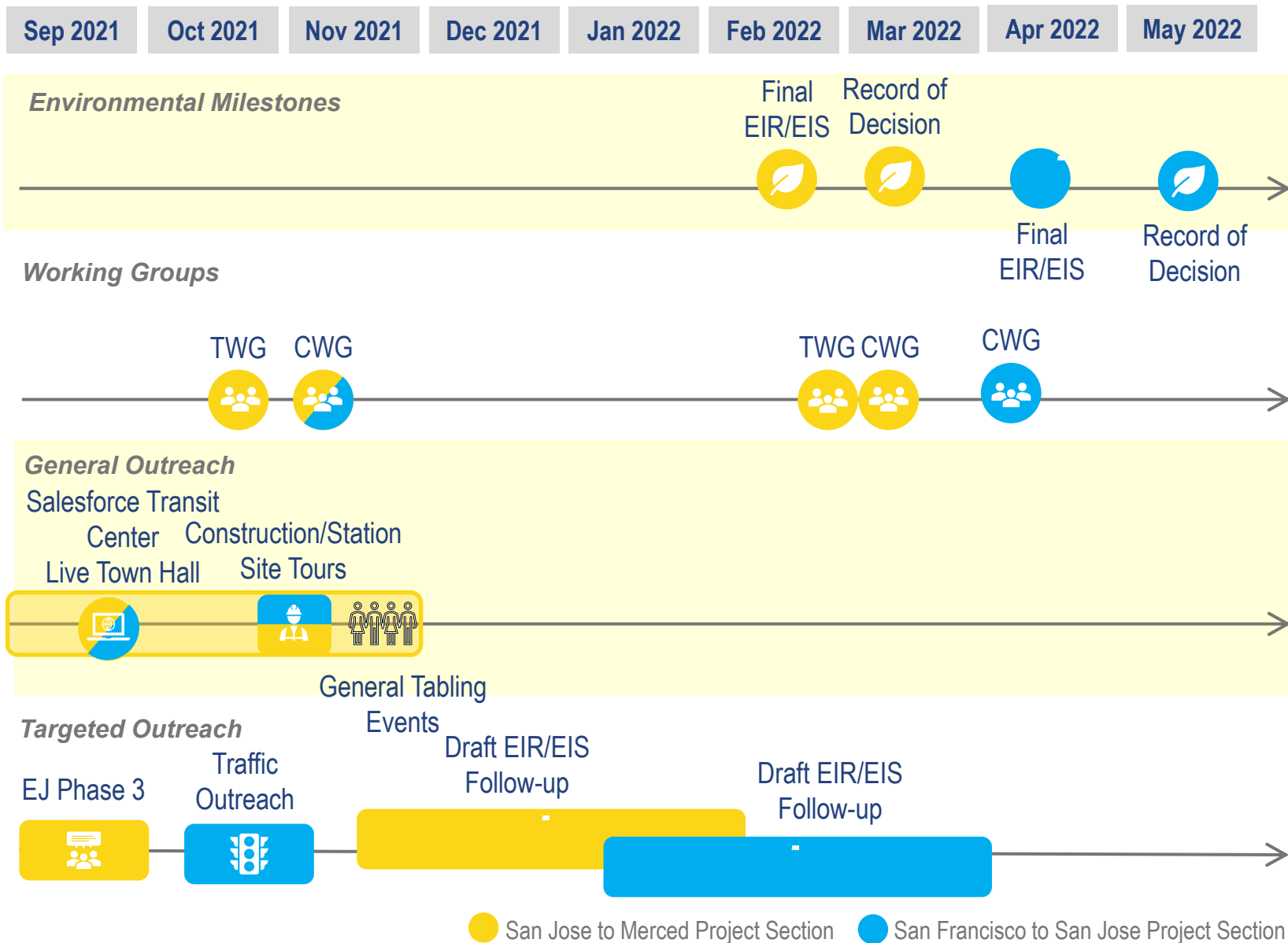


“ We look forward to continuing to collaborate with the Authority as it works to provide Californians with a sustainable transportation alternative that will connect economies throughout the state like never before. ”

- San Francisco Mayor London Breed

STAKEHOLDER ENGAGEMENT

Outreach Engagement Timeline



Regular Stakeholder Engagement

- Legislative briefings
- Local Policy Maker Group
- Technical and Community Working Groups



Headquarters

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Northern California Regional Office

California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 300
San Jose, CA 95113

