



CALIFORNIA
High-Speed Rail Authority

A TRANSFORMATIVE INVESTMENT IN CALIFORNIA'S FUTURE

**Northern California
Community Open House Meetings
September 8 – October 7, 2015**



HIGH-SPEED RAIL: CONNECTING CALIFORNIA



- Phase I:
 - » 520 Miles
 - » San Francisco to Los Angeles/Anaheim
- Phase II:
 - » Extends 300 Miles
 - » Connections to Sacramento & San Diego

CONNECTING CALIFORNIA: Northern California

- Improves Mobility & Upgrades Bay Area Transportation Infrastructure
- Connects Bay Area to Central Valley
- Blended System Along Peninsula
- Multi-Model Transportation Hubs
 - » Transbay Transit Center
 - » Millbrae Transit Center
 - » San Jose Diridon Station
 - » Gilroy Station





Caltrain Modernization Program

- **Early Investment Program (\$1.7 billion)**
 - Advanced Signal System: CBOSS PTC (scheduled completion 2015)
 - Peninsula Corridor Electrification Project (scheduled completion 2020)
- **Funded by 2012 9-Party MOU**
 - \$705 million investment from HSR



BLENDING SYSTEM: SAN FRANCISCO TO SAN JOSE



- 51-Mile Corridor
- Blended Service on Electrified Caltrain Corridor
- Stations Being Studied:
 - » 4th and King
 - » Millbrae-SFO
 - » Mid-Peninsula Option
 - » San Jose (Diridon)

THE BLENDED SYSTEM: What It Means For You

- **Reduced Costs**
- **Increased Ridership Capacity & Service**
 - » Primarily Shared Two Track System on Caltrain Corridor
- **Environmental Benefits:**
 - » Improved Regional Air Quality
 - » Reduction of Greenhouse Gas Emissions
- **Improved Safety**
 - » Positive Train Control
 - » Early Earthquake Warning System
 - » Quad Gates, Fencing & Grade Separations

THE BLENDED SYSTEM: How We Got Here

- **2004:** Early Planning for a Shared Corridor
- **2009:** Planning Advanced to Identify Specific Improvements & Design
- **2012:** Revised 2012 Business Plan Featured Blended Service:
“The proposed blended system for the San Francisco Peninsula is primarily a two-track system that will be shared by Caltrain, high-speed rail service, and current rail tenants. Initial investigations show that blended operations as currently envisioned for the corridor are cost-effective solutions on both a capital and operating basis.”

THE BLENDED SYSTEM: Defined by the Legislature

2012: Senate Bill 1029:

"Any funds appropriated...for projects in the San Francisco to San Jose corridor, consistent with the blended system strategy identified in the April 2012 California High-Speed Rail Program Revised 2012 Business Plan, shall not be used to expand the blended system to a four-track system."

"In adopting a blended approach, the Authority recognizes that this project will only get built by partnering with local and regional governments and transit operators."



THE BLENDED SYSTEM: Advance By Regional MOU

2012/2013: Regional MOU Between High-Speed Rail Authority, MTC, Caltrain and Six Other Bay Area Funding Partners:

"A blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula."

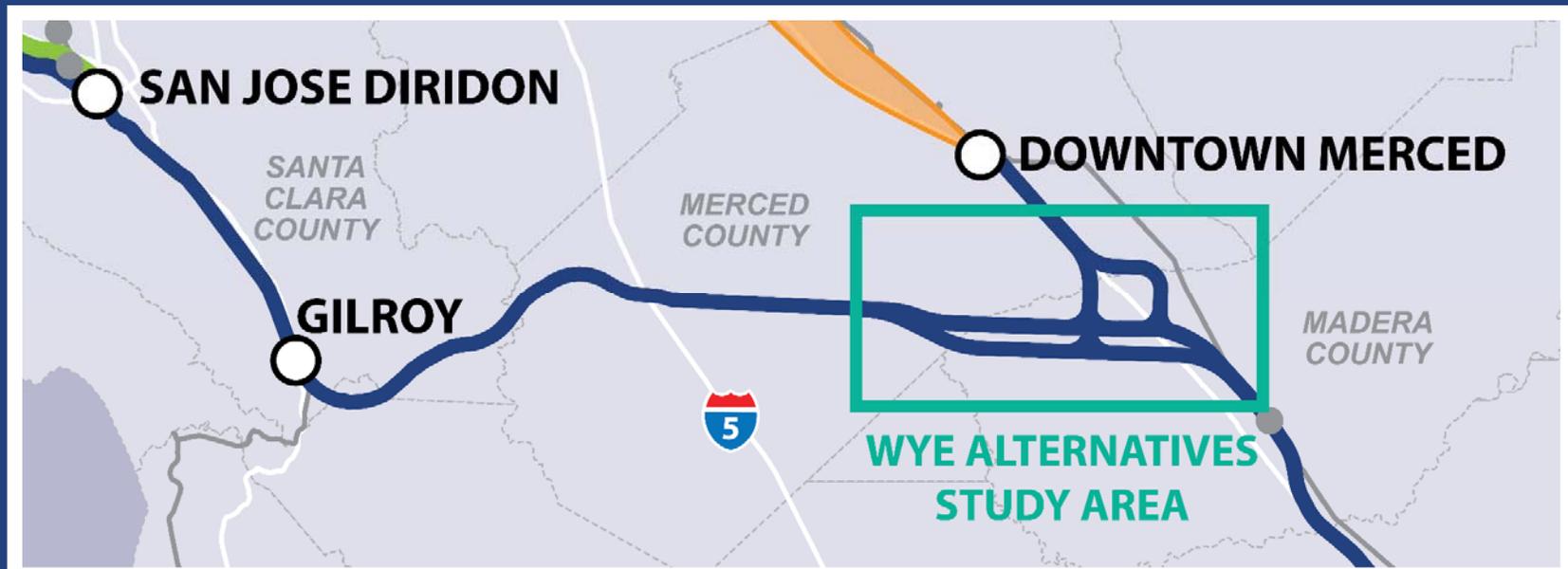
"This MOU is specific to project investments that upgrade existing rail services and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail..."

THE BLENDED SYSTEM: What We Need to Do

- **Continue Planning & Environmental Studies for:**
 - » Passing Tracks
 - » Curve Straightening
 - » Safety Improvements
 - » Station Areas
 - » Light Maintenance Facility
- **Minimized Impacts:**
 - » Majority of Work within Caltrain Right of Way
- **Next Steps:**
 - » Continue Community & Stakeholder Engagement
 - » Conduct Technical Studies & Environmental Analysis

SAN JOSE TO MERCED PROJECT SECTION

- 84-Mile Corridor
- Central Valley Wye Portion Being Studied Separately
- Primarily Follows Monterey Highway, Highway 101 and Highway 152 through the Pacheco Pass
- Stations Being Studied:
 - » San Jose (Diridon)
 - » Gilroy



SAN JOSE TO MERCED PROJECT SECTION: History

- **2009:** Scoping and Early Planning Underway
- **2010:** Alternatives Analysis Released
- **2011:** Supplemental Alternatives Released
- **2015:** Planning and Environmental Work Continues



SAN JOSE TO MERCED: What We Need to Do

- **Continue Planning & Environmental Studies:**
 - » Conduct Detailed Technical Studies
 - » Refine Alignment Concepts
 - » Evaluate Station Locations
- **Next Steps:**
 - » Continue Community & Stakeholder Engagement
 - » Conduct Technical Studies & Environmental Analysis

FREQUENTLY ASKED QUESTIONS: Main Topics

- Timeline
- Project Definition
- Impacts to Current Caltrain Service
- Traffic & Noise Impacts
- Diesel or Electric Trains
- Right of Way Impacts
- Projected Costs

STAY INVOLVED

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