



CONNECTING AND TRANSFORMING CALIFORNIA

Ben Tripousis, Northern California Regional Director

SPUR

San Jose to Merced Project Section Update

June 27, 2017

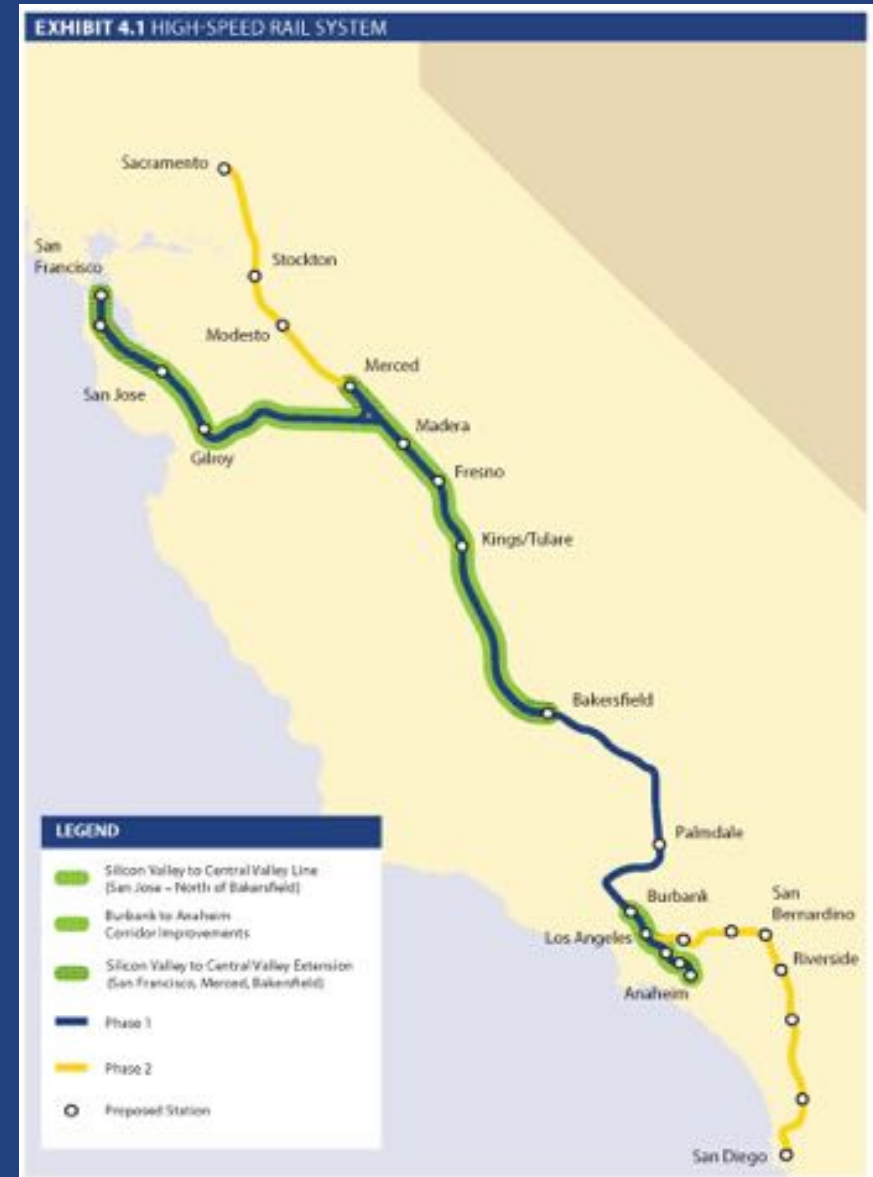


CALIFORNIA HIGH-SPEED RAIL PROGRAM OVERVIEW



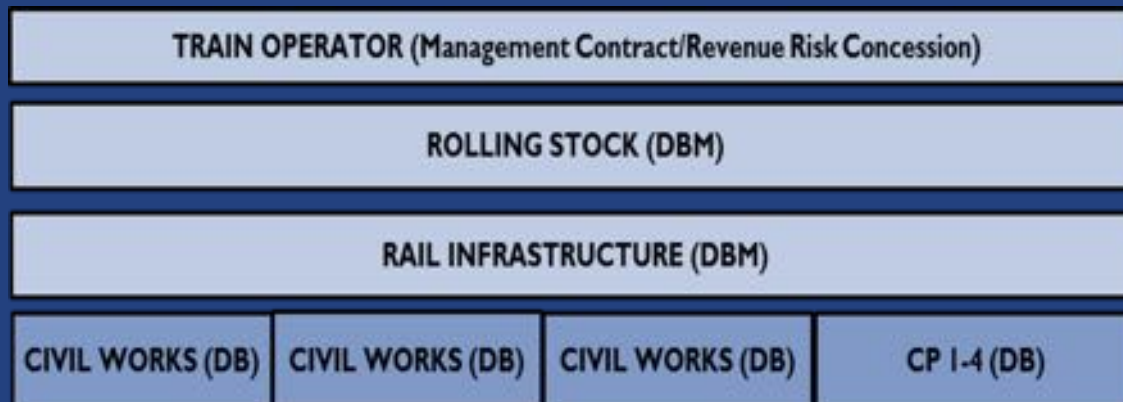
EARLY TRAIN OPERATOR PROCUREMENT: Phase 1

- Assist Authority With Shaping Future Procurements and Provides Guidance
- 2016 Business Plan called for Early Engagement of ETO
- Advise Authority on Design, Development and Procurement of:
 - » Rolling Stock
 - » Track and Systems
 - » Station
- 5 World Class Teams Invited to Bid
 - » China HSR ETO Consortium
 - » DB International US
 - » FS First Rail Group
 - » Renfe
 - » Stagecoach Group Plc



EARLY TRAIN OPERATOR PROCUREMENT

- Phase 1: Up to 6 Years Duration
- Estimated Costs not to Exceed \$30 Million
- Timeline
 - » June 16 – RFP Released
 - » July 12 – Pre-Bid Conference in Sacramento
 - » Sept. 19 – RFPs Due
 - » December – Selection of ETO
- Phase 2
 - » Franchise Agreement Negotiated for Management of Silicon Valley to Central Valley System
 - » To be Negotiated at Later Date with Board Approval



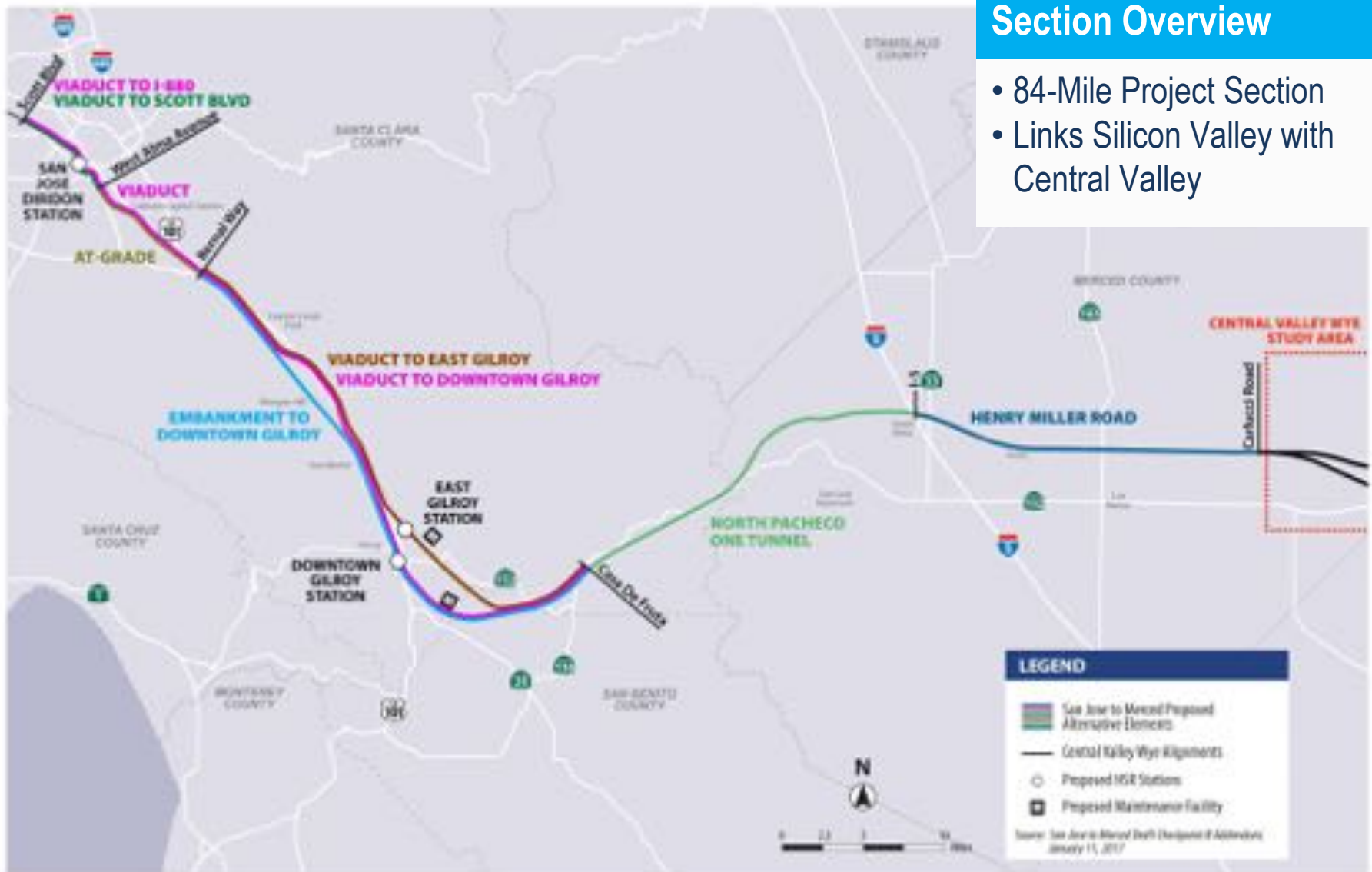
SAN JOSE TO MERCED PROJECT SECTION



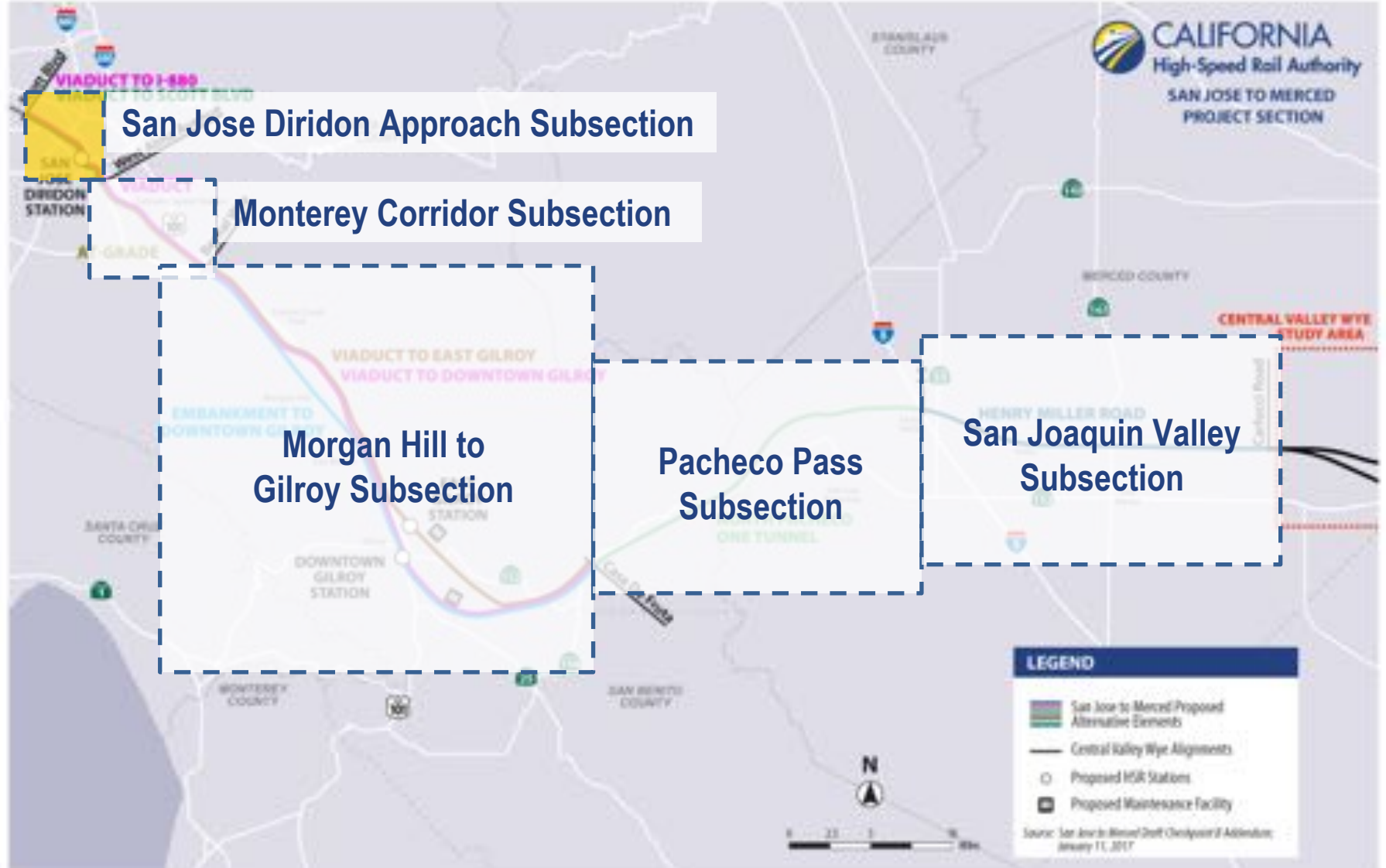
SAN JOSE TO MERCED: 2017 Range of Alternatives

Section Overview

- 84-Mile Project Section
- Links Silicon Valley with Central Valley



SAN JOSE TO MERCED: 2017 Range of Alternatives



CURRENT ALTERNATIVES

Approach to Diridon Subsection



SAN JOSE DIRIDON PROGRAM ALIGNMENT: 2008



Program Alignment (2008)

- Dedicated high-speed rail within existing Caltrain right of way through Gardner neighborhood
- Impact to Fuller Park
- Elevated station at Diridon Station

SAN JOSE DIRIDON TUNNEL HISTORY



Shallow Tunnel (2010)

- Conflicts with BART Station
- Impacts to residential development and Los Gatos Creek
- National Register archeological site
- Cost 5 times base case
- Reconstruction of Tamien Station & SR 87 Northbound ramp

Thread the Needle (2010)

5100m Tunnel (2010)

Deep Tunnel (2010)

Modified Tunnel (2011)

SAN JOSE DIRIDON TUNNEL HISTORY



Shallow Tunnel (2010)

Thread the Needle (2010)

- Construction of high-speed rail station beneath existing rail lines and station
- Increased travel time compared to Deep Tunnel
- Limited space to construct portal within SR 87/I-280 interchange
- Agreed with neighborhood group to eliminate in favor of Deep Tunnel

5100m Tunnel (2010)

Deep Tunnel (2010)

Modified Tunnel (2011)

SAN JOSE DIRIDON TUNNEL HISTORY



Shallow Tunnel (2010)

Thread the Needle (2010)

5100m Tunnel (2010)

- Construction of high-speed rail station beneath active rail lines and station
- Increased travel time compared to Deep Tunnel
- Agreed with neighborhood group to eliminate in favor of Deep Tunnel

Deep Tunnel (2010)

Modified Tunnel (2011)

SAN JOSE DIRIDON TUNNEL HISTORY



Shallow Tunnel (2010)

Thread the Needle (2010)

5100m Tunnel (2010)

Deep Tunnel (2010)

- Construction complexity/risks
- National Register archaeological site
- Costs 7 times base case
- Reconstruction of Tamien Station & SR 87 Northbound ramp

Modified Tunnel (2011)

SAN JOSE DIRIDON TUNNEL HISTORY



Shallow Tunnel (2010)

Thread the Needle (2010)

5100m Tunnel (2010)

Deep Tunnel (2010)

Modified Tunnel (2011)

- Medium depth tunnel needing extensive design coordination with future BART station
- Construction complexity to provide vertical circulation
- Ground conditions not suitable for mined construction
- Four tracks with crossovers close to station needed to fulfill service criteria
- Increased station footprint constrains future development

SAN JOSE DIRIDON: Current



SR 87 / I-280 (2010)

- Elevated station at Diridon Station
- High-speed rail on viaduct mostly within existing public right of way
- Visual Design Guidelines

At-Grade (Under study)

SAN JOSE DIRIDON: Current



SR 87 / I-280 (2010)

At-Grade (Under study)

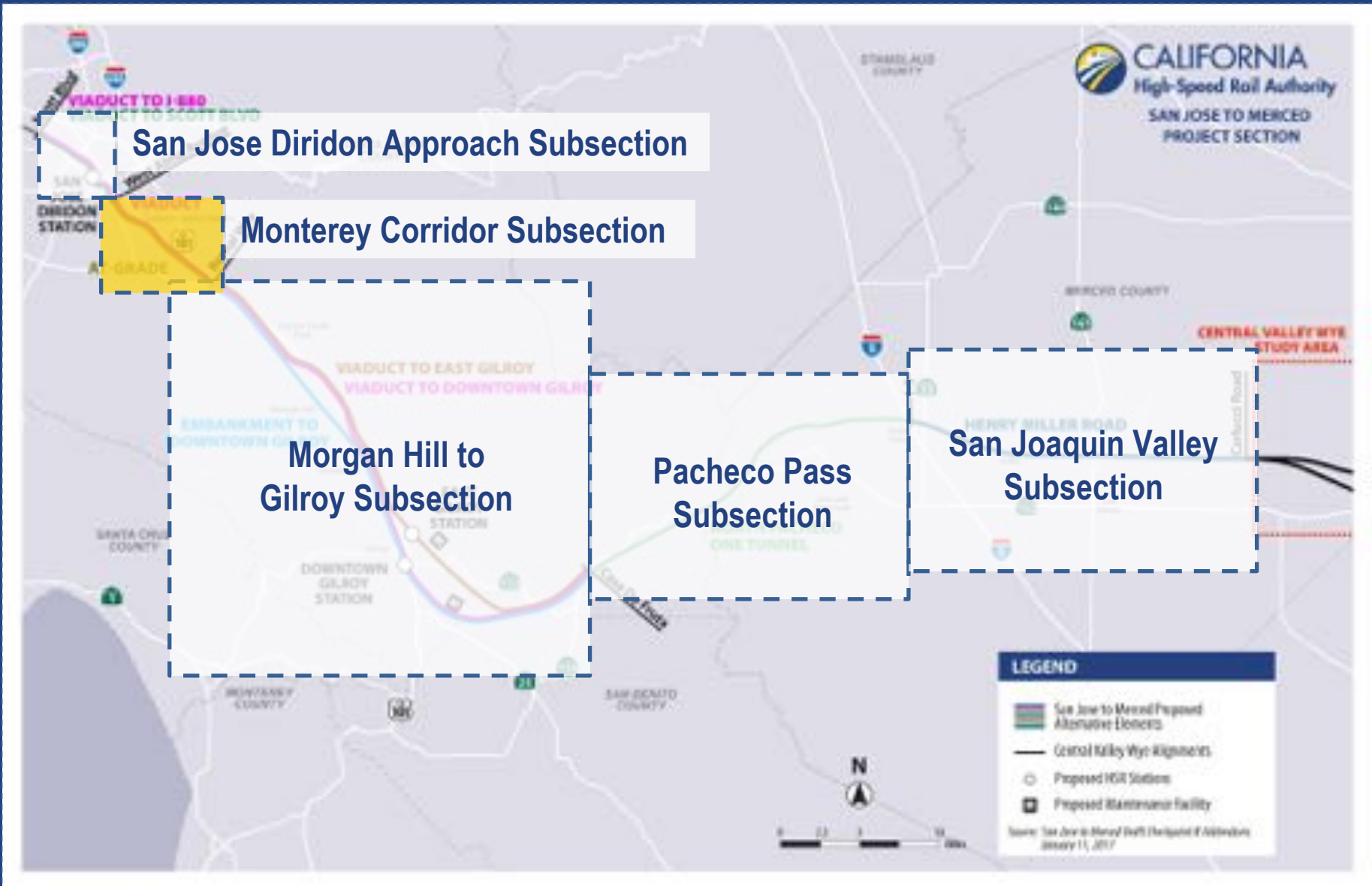
- Extending blended services through Diridon Station
- Evaluating station and neighborhood impacts
- Evaluating blended service operations

CURRENT ALTERNATIVES:

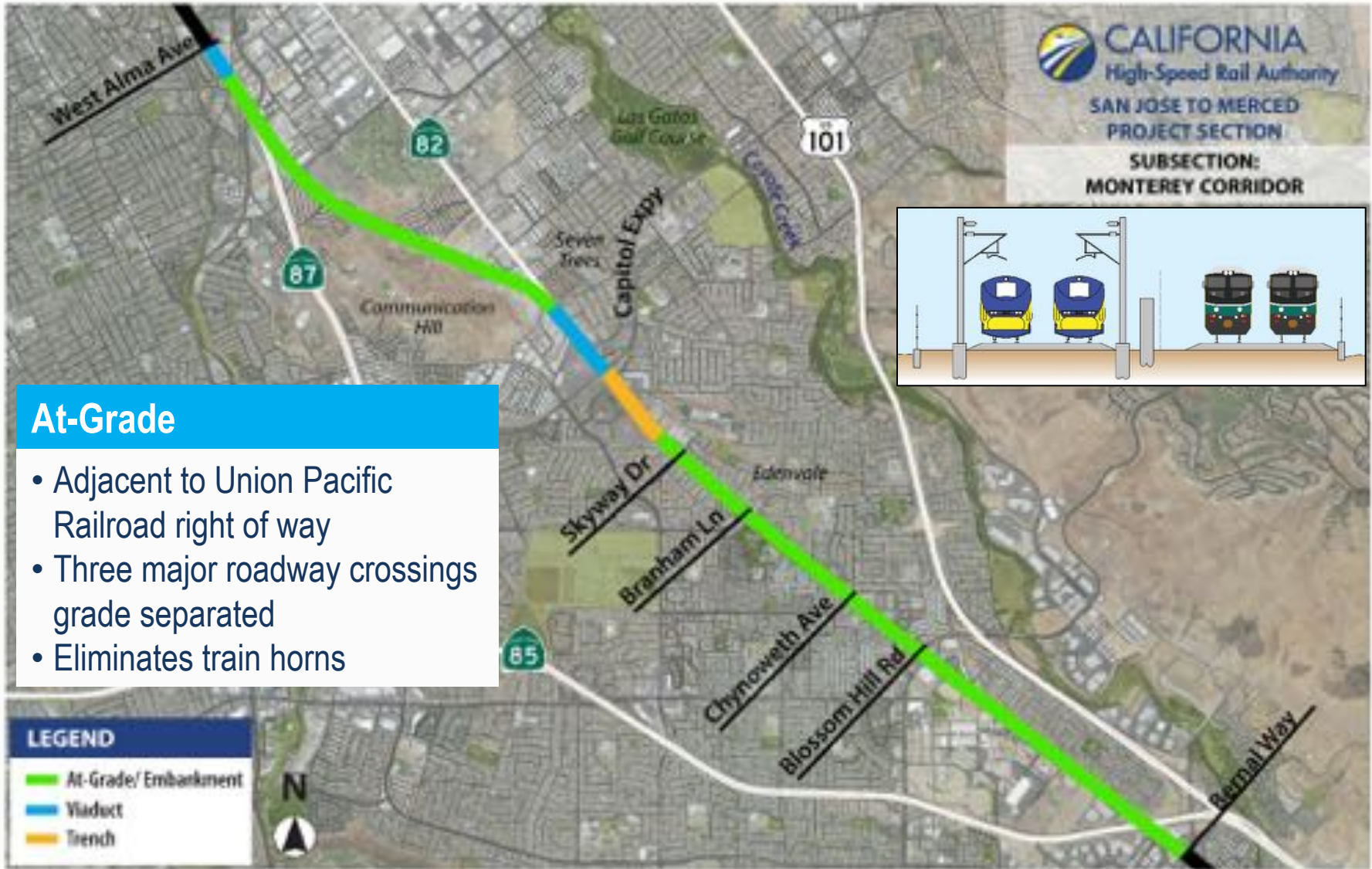
Monterey Corridor Subsection



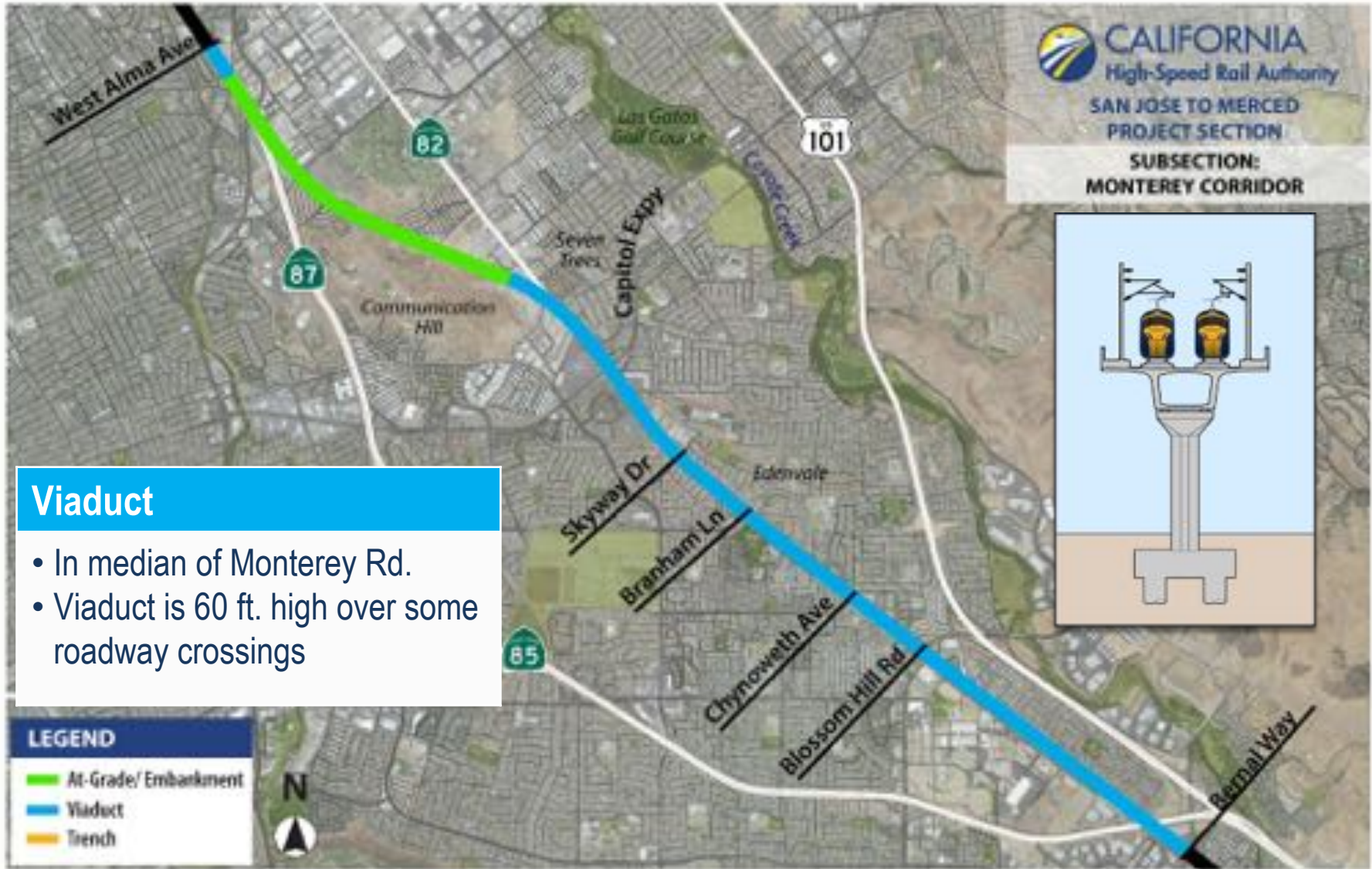
SAN JOSE TO MERCED: 2017 Range of Alternatives



MONTEREY CORRIDOR: Current Alternatives



MONTEREY CORRIDOR: Current Alternatives



QUESTIONS & COMMENTS



THANK YOU & STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: 1-800-455-8166

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](https://www.instagram.com/cahsra)



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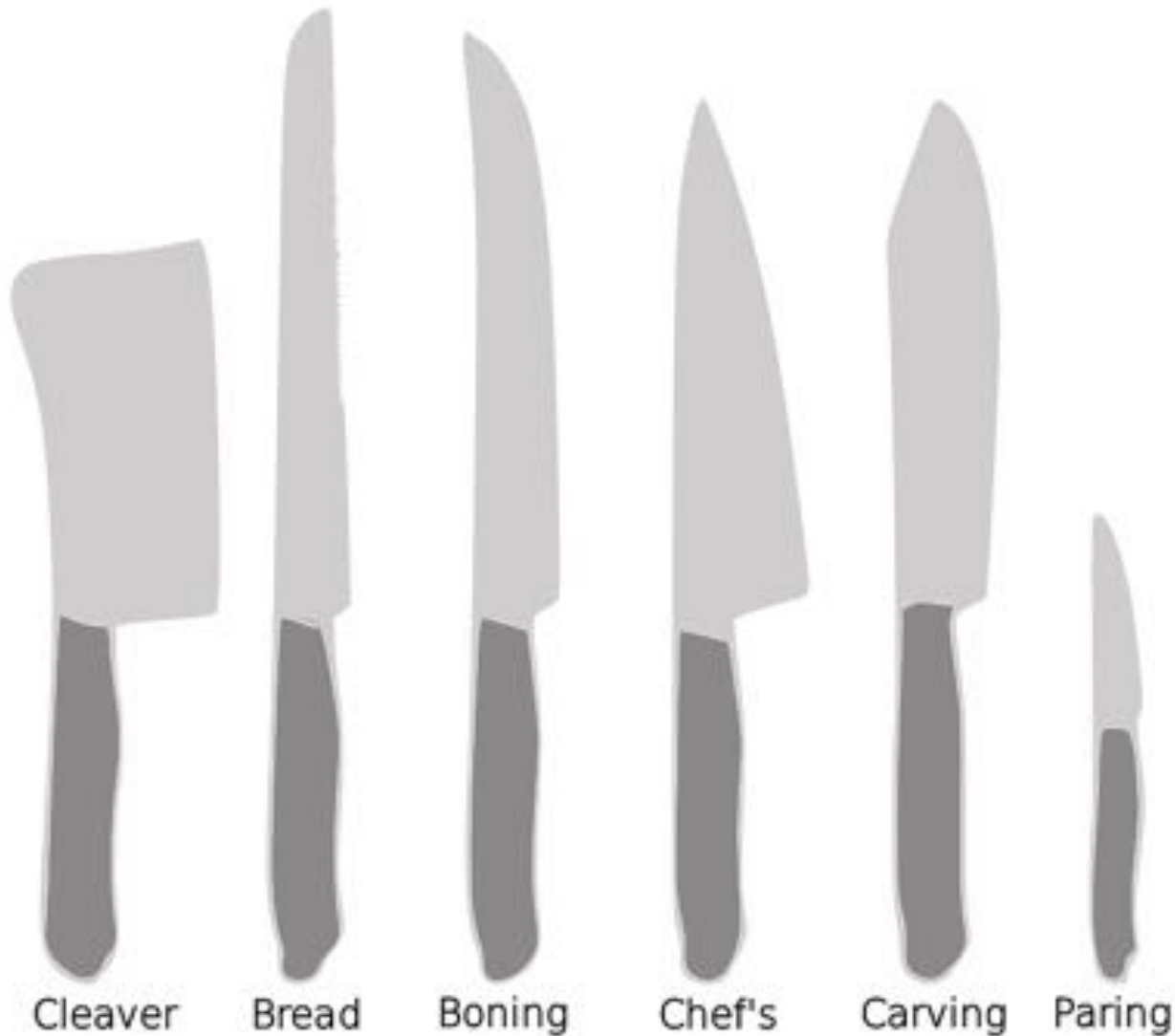
Ahmad Qayoumi, Division Director
Eric Eidlin, Station and Access Planning Manager
City of San Jose DOT

Lunchtime Forum
SPUR San Jose
June 27, 2017



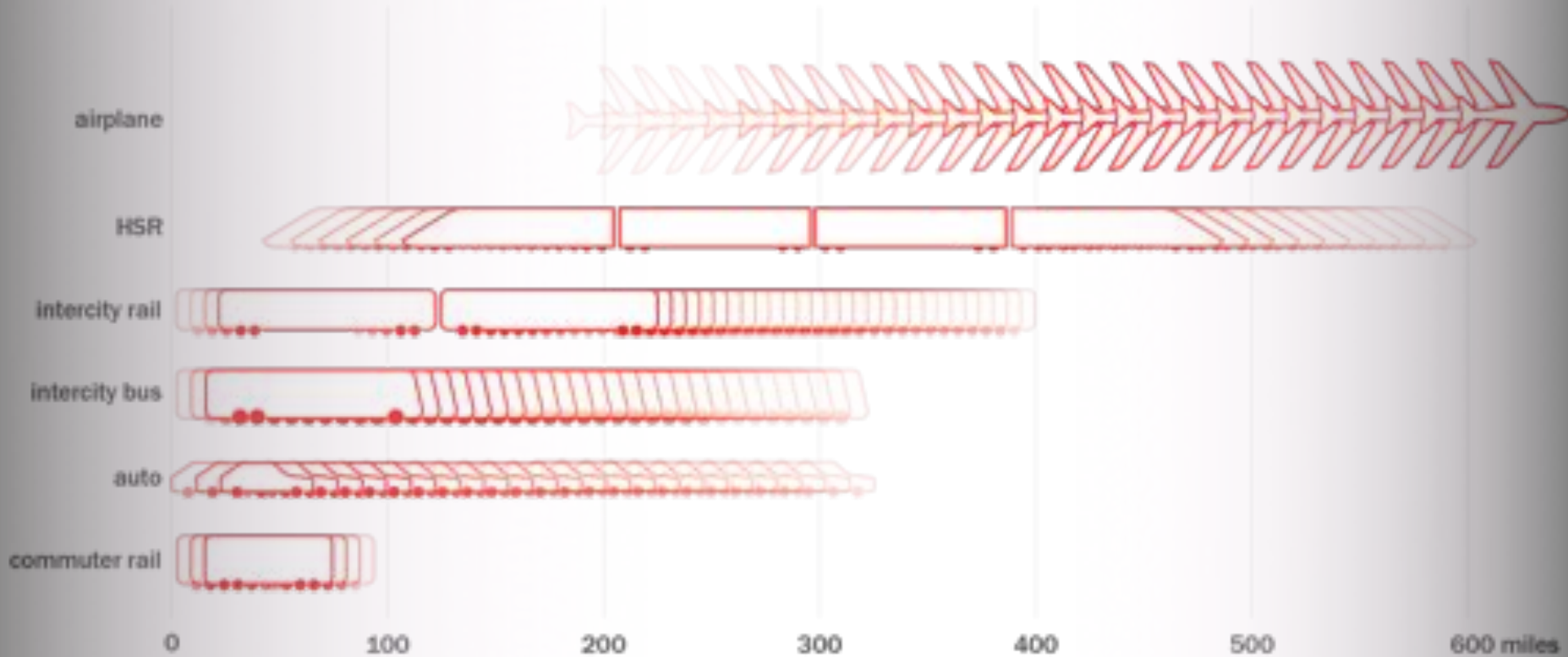
How Should High-Speed Rail Travel Through San Jose?

We Need the Right Tool for the Job

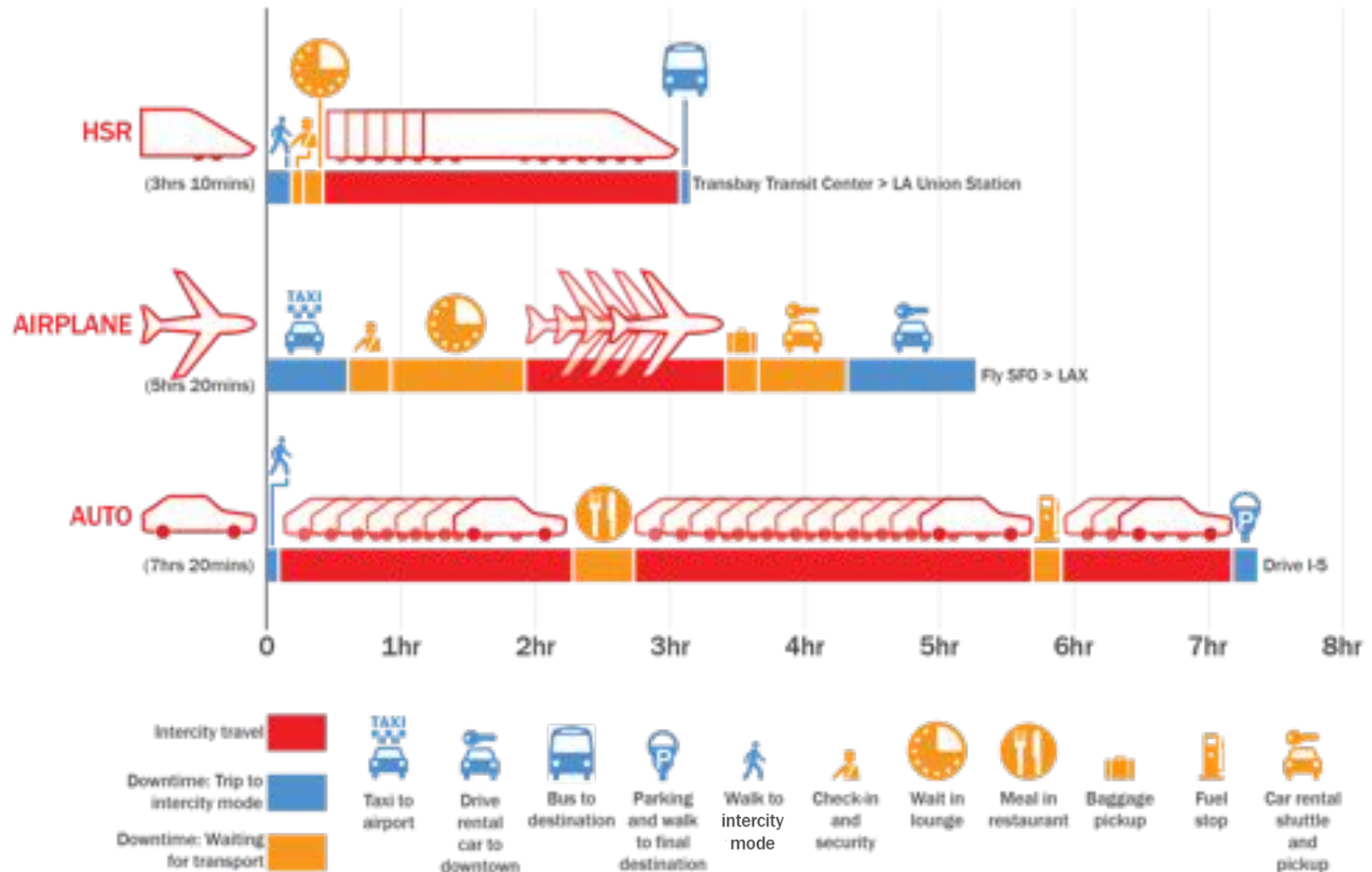




Optimal Distance Ranges of Intercity Travel Modes



SF Ferry Building to LA Grand Central Market





Christoph Büscher

Compatibility of HSR with Dense Cities



Grand Lyon

Center City – Lyon Part Dieu

Lyon Part-Dieu HSR

26 million passengers in 2011

**10 x jobs and development
on 1/12th the land**



**40x passenger throughput
120x economic development
Per unit of land area**

Lyon St. Exupéry Airport

8 million passengers in 2011



HSR Stations and Space-Efficiency

Basic Urban Math. Congestion Busting Copenhagen Style



Plan lignes fortes

- Métro**
- Tramway**
- Funiculaire**
- Lignes majeures de Bus**

Ligne	Tramway	Funiculaire	Lignes majeures de Bus
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
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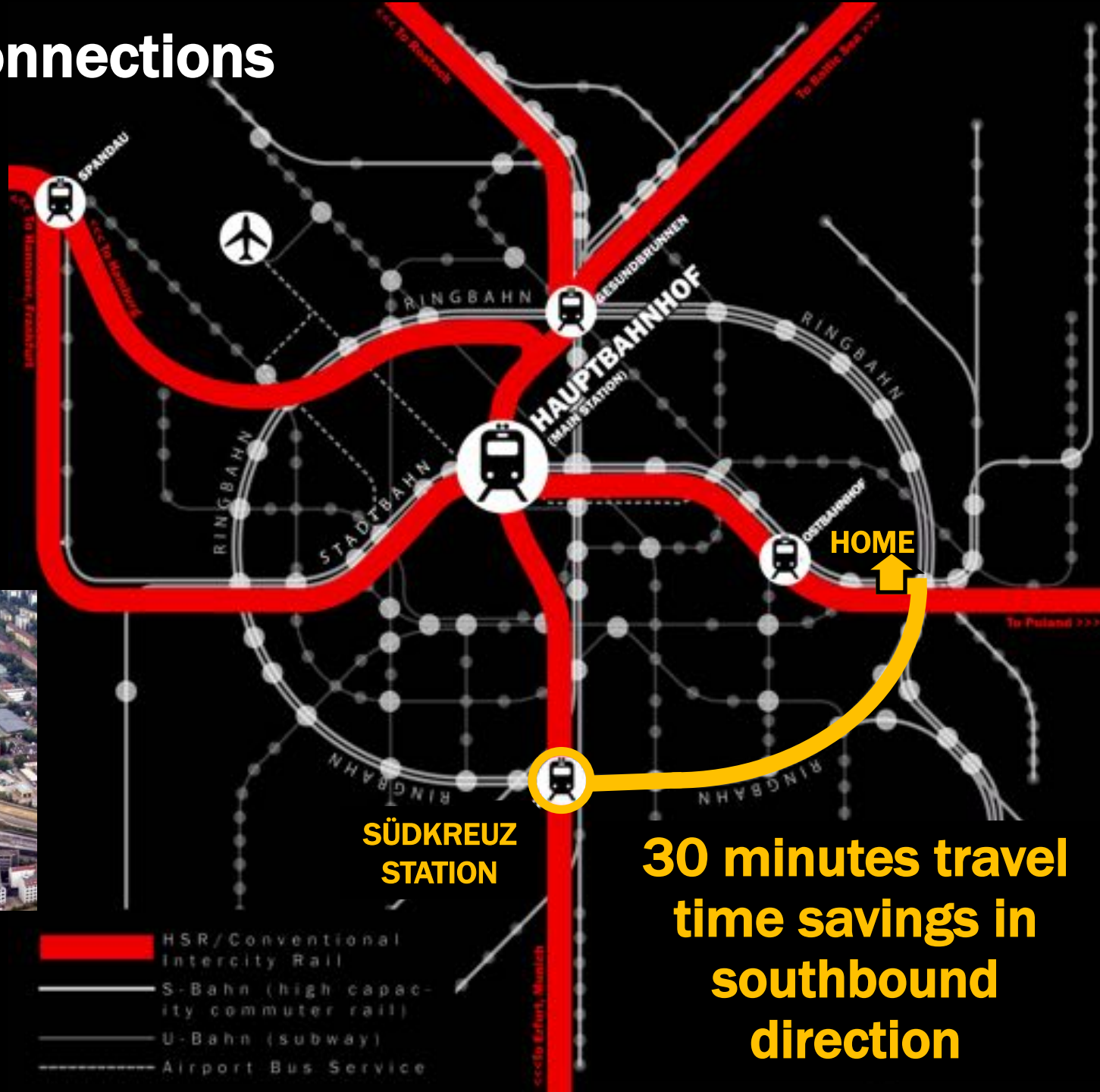
www.mtl.ca

www.mtl.ca



Regional Connections

[Berlin]



**30 minutes travel
time savings in
southbound
direction**

“gare betterave”



AREP

Train station in exurban or rural area



Holistically Designed Projects



Not-So-Seamless Transit

AB-3034

2704.09.

The high-speed train system ... shall be designed to

(b) Maximum nonstop service travel ... not exceed:

(1) San Francisco-Los Angeles Union Station: two hours, 40 minutes.

(3) San Francisco-San Jose: 30 minutes.





Christoph Büscher

Compatibility of HSR with Dense Cities



All Modes Coming to Diridon Station

Planned Major Regional Rail Services San Jose Diridon-2026

■ *HSR*



■ *BART*



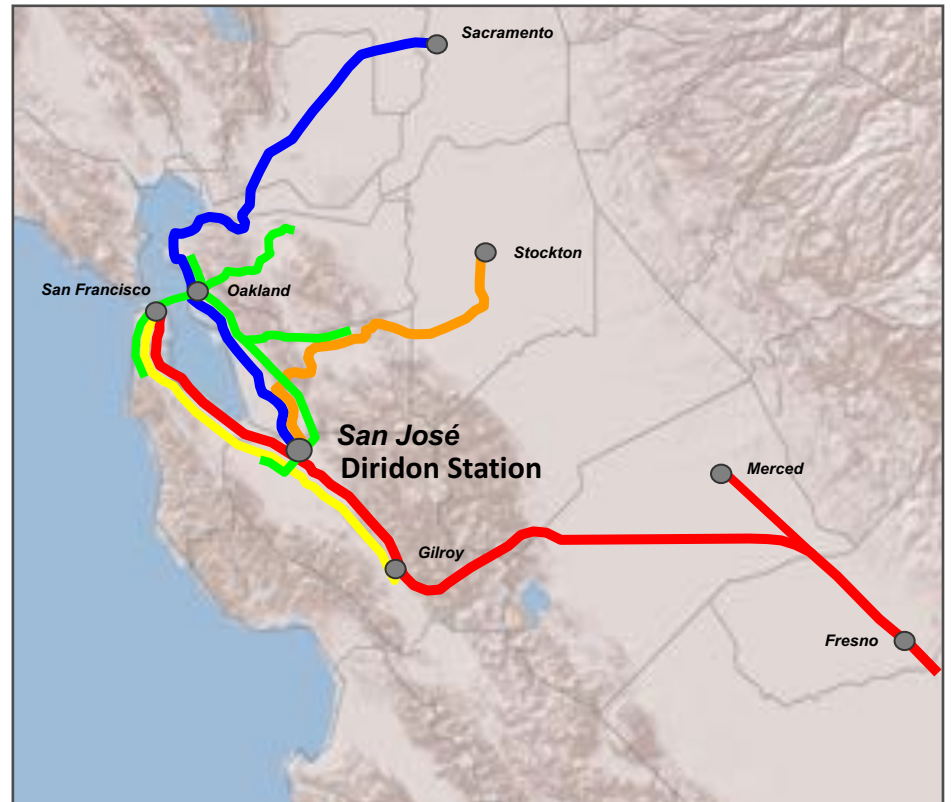
■ *Caltrain*



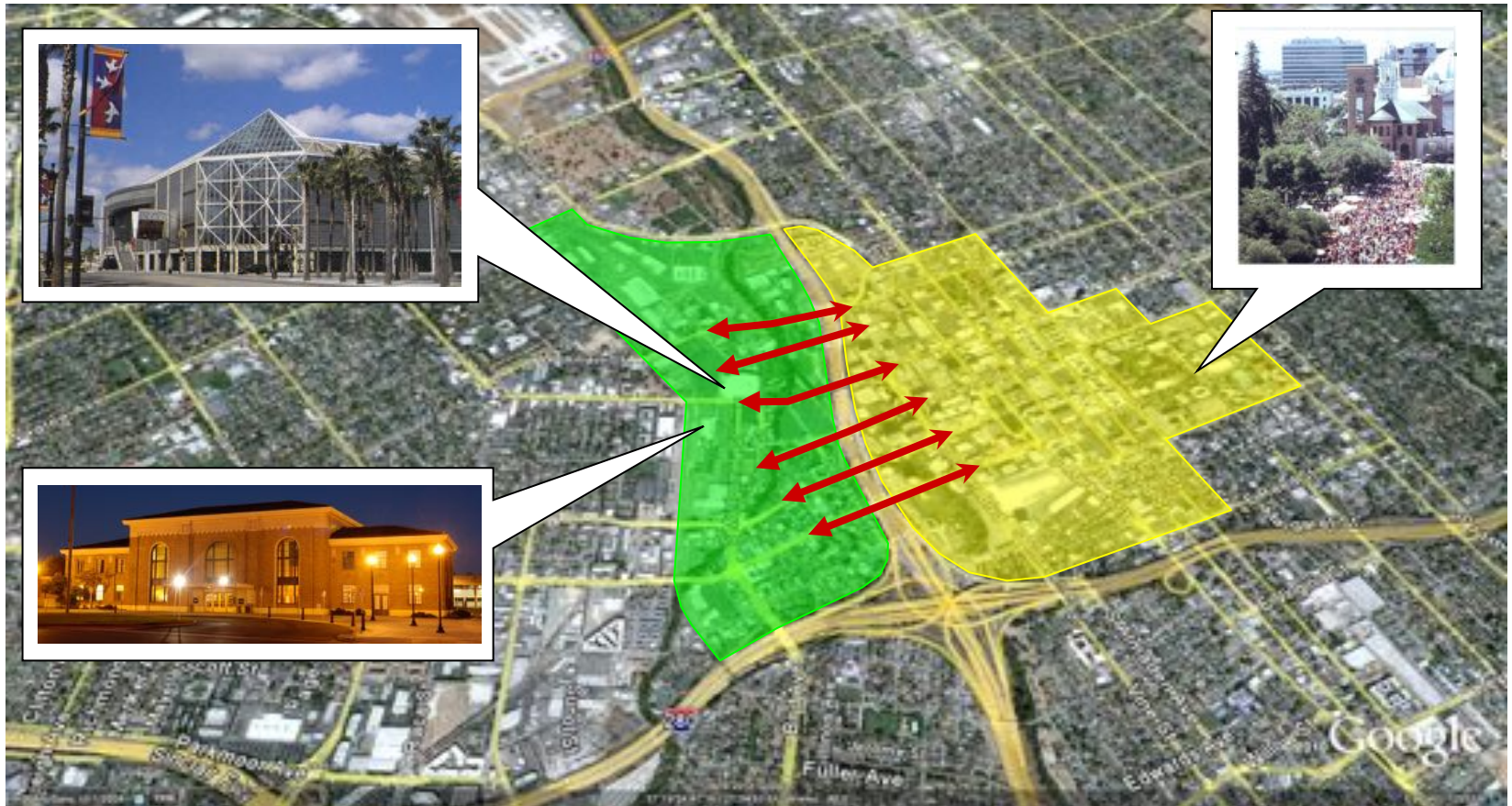
■ *ACE*



■ *Capitol*



Downtown Expansion & Integration



Issues To Be Addressed

- Cooperation among public land owners essential to create great place and maximize long term value for all
- Governance structures must be determined for Intermodal Station and for Area Development
- Financing Plan for Station and Area infrastructure must be developed in a unified manner

Next Steps

- **Community Working Group meeting July to December 2017**
- **Environmental Document in 2018**
- **Adoption City Standards for Monterrey Corridor**



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