



CALIFORNIA
High-Speed Rail Authority

**MORGAN HILL
COMMUNITY MEETING**

Morgan Hill City Council Chambers

August 14, 2018

Morgan Hill, CA

AGENDA

- **Welcome, Introductions and Agenda Review**
- **High-Speed Rail Project Update and New Alignment**
- **ROW Presentation**
- **Map Review and Staff Discussion**

HIGH-SPEED RAIL UPDATE AND NEW ALIGNMENT

Boris Lipkin, Acting Northern California Regional Director



HIGH-SPEED RAIL: Around the World

- 12 Countries with High-Speed Rail
- Over 3,600 High-Speed Rail Train Sets
- Over 18,500 Miles of High-Speed Rail
- 1.6 Billion Annual Passengers
- High-Speed Rail first introduced in Japan in 1960s



FROM PLANNING TO IMPLEMENTATION

- **1980s:** California Creates Plan for Statewide-High-Speed Rail System
- **1996:** California High Speed Rail Authority Created
- **2008:** Voters Pass Proposition 1A
- **2009:** President Obama Announces Stimulus (ARRA) Funds
- **2012:** Rapid Acceleration of Program
 - 2012 Business Plan
 - Senate Bill 1029
 - Funding & Environmental Approvals
- **2012 – 14:** Development of a Statewide Rail Modernization Plan
- **2014:** Cap & Trade Investment and Work Underway
- **2015:** Groundbreaking at site of Fresno Station
- **2016-2017:** Major Construction Ramping Up in Central Valley

HIGH-SPEED RAIL: Connecting California



Increase Mobility



Needed Alternative



Better Air Quality



Job Growth

HIGH-SPEED RAIL: Helping Shape Cities

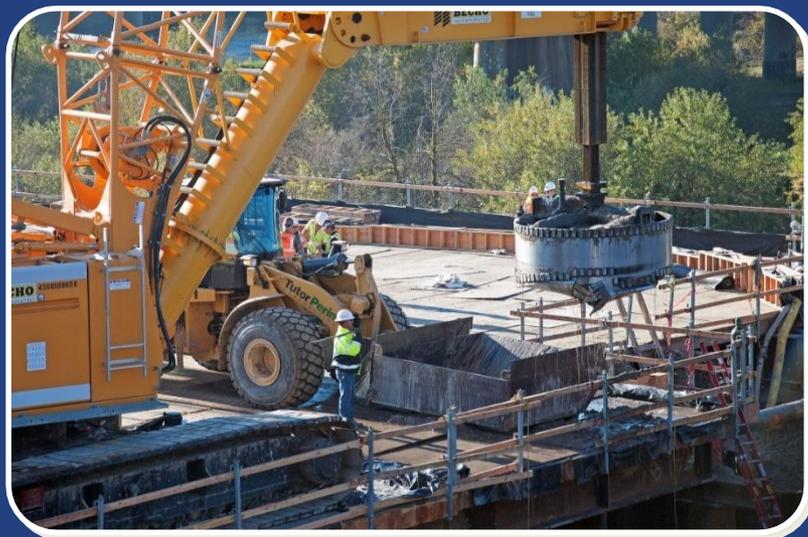
- **Ties Economies Together**
 - San Jose to Fresno = 60 Minutes
 - Bakersfield to Los Angeles = 60 Minutes
 - San Francisco to Los Angeles = about three hours
- **Connects With and Reinforces Local Mobility**
- **Foundation for Sustainable Growth**
- **Opportunities for Revitalization in Downtown Cores**



HIGH-SPEED RAIL: It's Happening!



- Approximately 119 Miles
- Approximately \$3 Billion Investment
- Dozens of Active Construction Sites
- Over 2000 Workers
- 100% of Steel/Concrete Recycled



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**

2018 BUSINESS PLAN

- **Principles of the Business Plan**
 - » Plan shaped and informed by public comment
 - » Presents the program's status at this point in time
 - » Summarizes our approach to implementing the system
- **Key aspects:**
 1. Initiate HSR service as soon as possible
 2. Make strategic and concurrent investments that will be linked over time and provide mobility, economic and environmental benefits
 3. Position ourselves to construct additional segments as funding becomes available

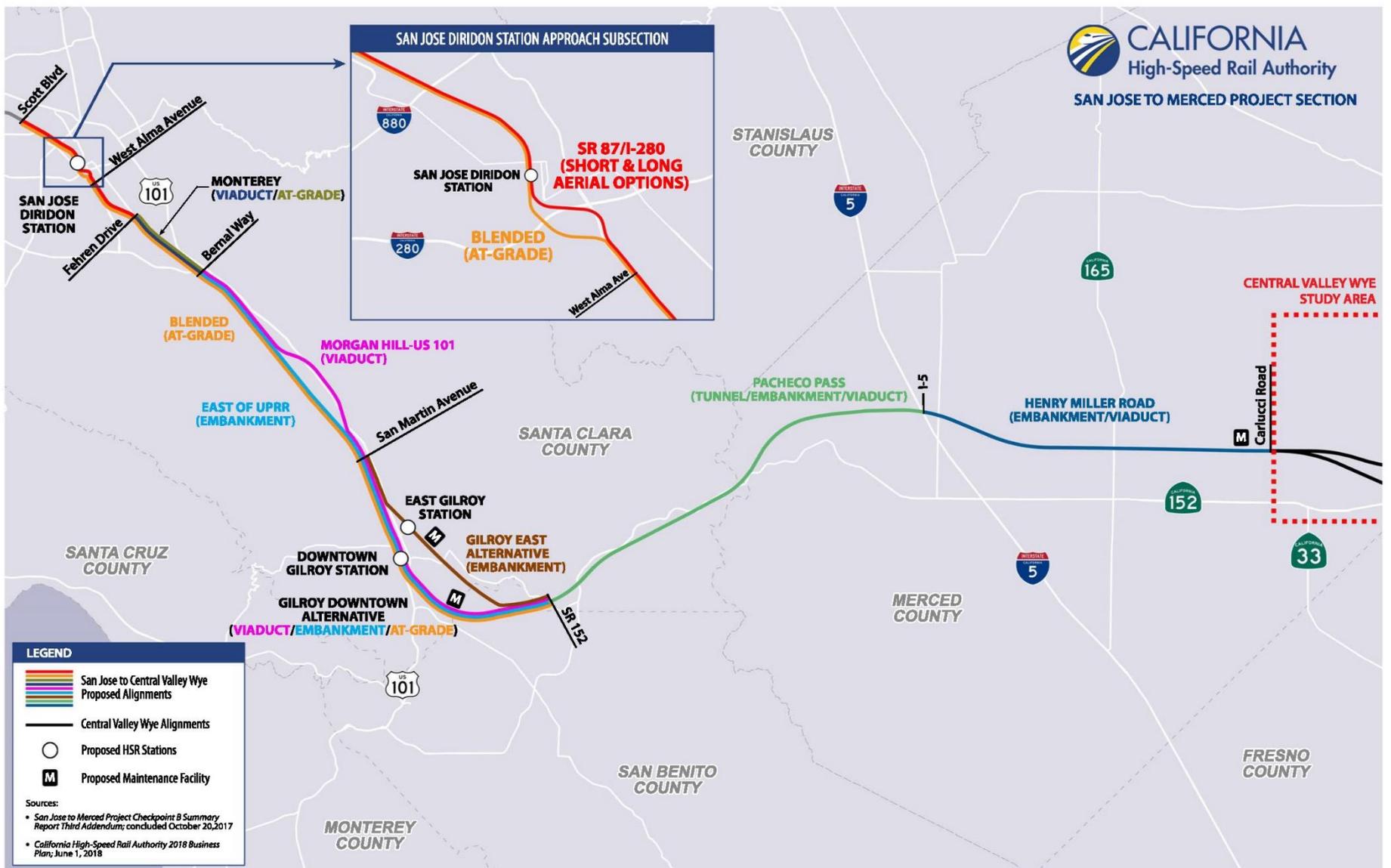


2018 BUSINESS PLAN: Phased Valley to Valley Line

- 119-mile Madera to Poplar Avenue by 2022
- 224 miles of high-speed rail ready infrastructure on two lines:
 - » Central Valley
 - » San Francisco/San José to Gilroy
 - » Initiate service/testing by 2026/2027
- Isolate Pacheco Pass tunnels:
 - » Early work to de-risk
 - » Engage expertise on design
 - » Explore funding strategy
- Merced remains high priority
- Full service by 2029



ALIGNMENT OPTIONS: SAN JOSE TO MERCED



DRAFT - AUGUST 2018

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

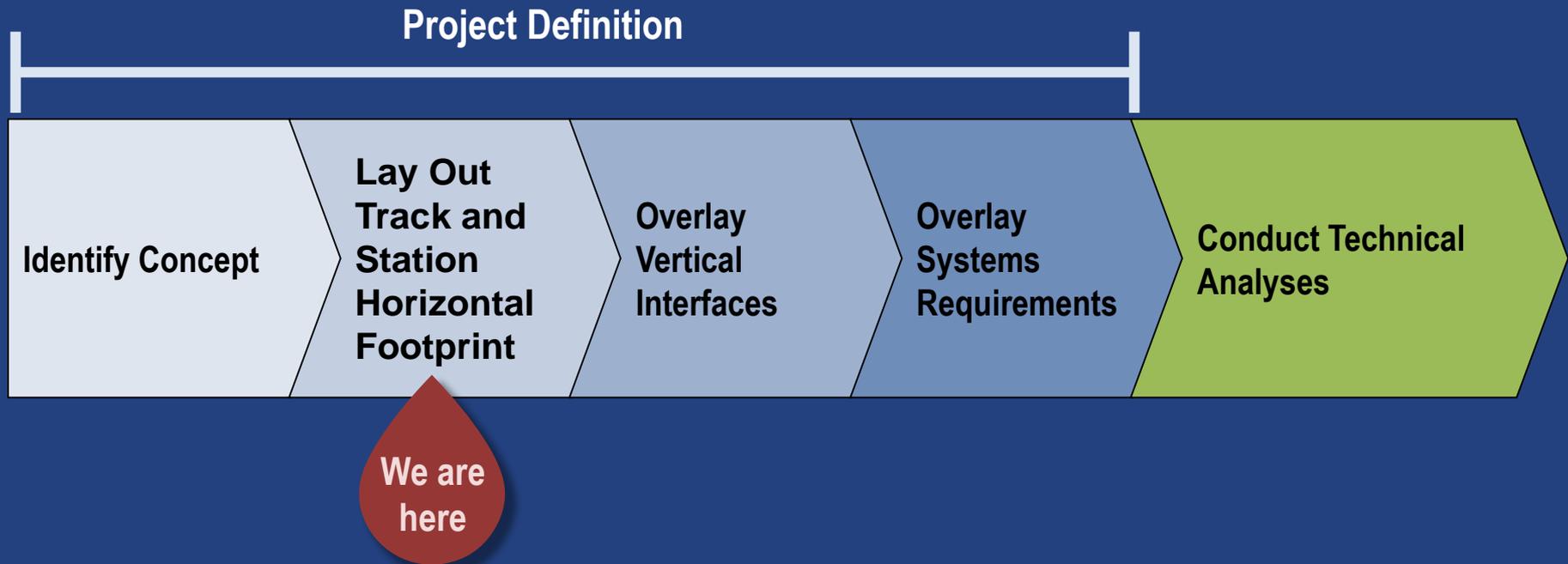
*Note: There are three existing tracks north of Diridon that would be expanded to four tracks and a passing siding for UPRR would be added in Coyote Valley

ENVIRONMENTAL MILESTONES – SJ TO MERCED

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



PROCESS FOR DEVELOPING AN ALTERNATIVE

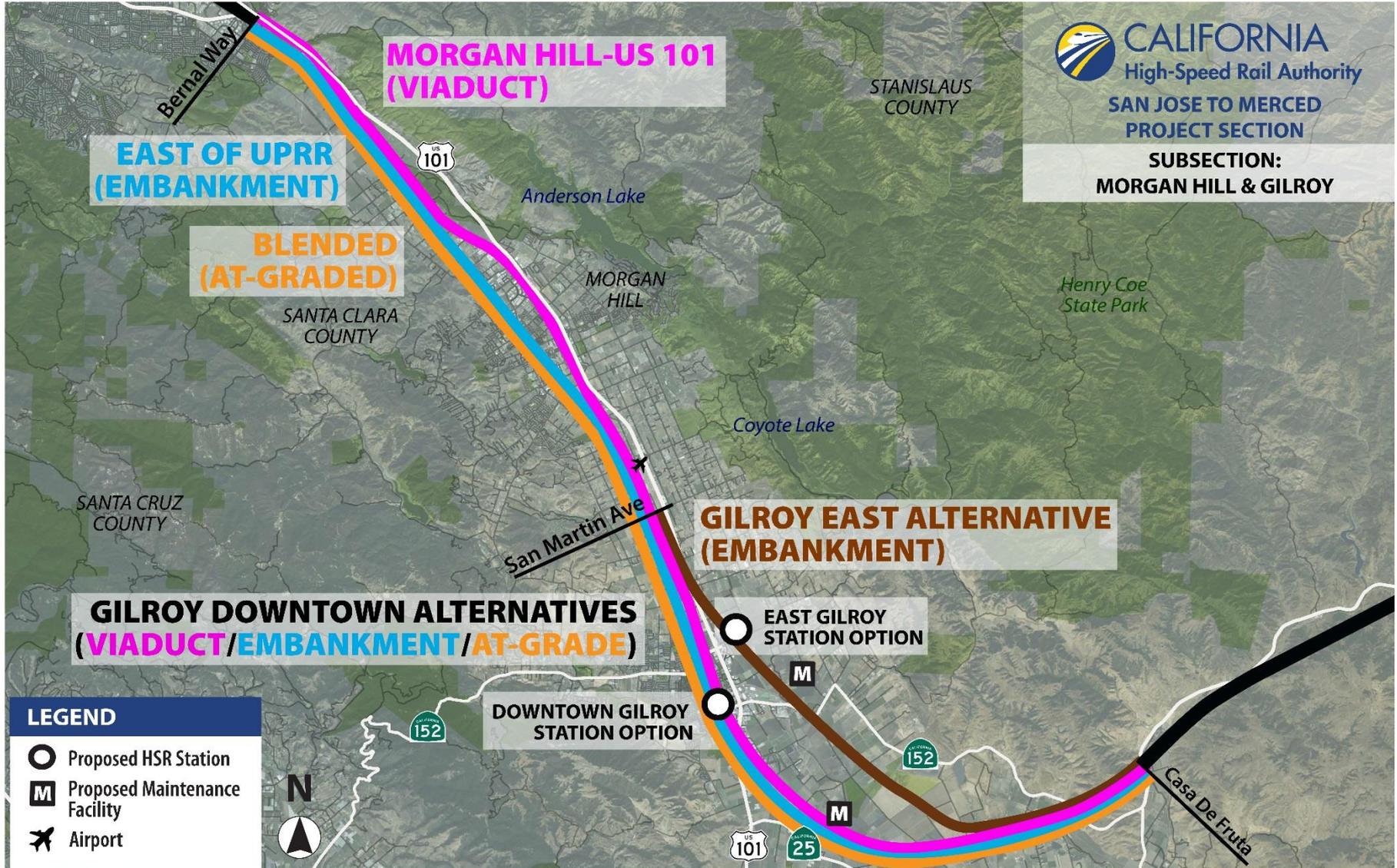


MAP REVIEW & DISCUSSION

Gary Kennerley, Project Manager San Jose to Merced



ALIGNMENT OPTIONS: MORGAN HILL AREA



MORGAN HILL TO GILROY: 2017 Alternatives



MORGAN HILL TO GILROY: 2017 Alternatives



CALIFORNIA
High-Speed Rail Authority
SAN JOSE TO MERCED
PROJECT SECTION

SUBSECTION:
MORGAN HILL & GILROY

Viaduct to Downtown Gilroy

- Along west side of US 101
- Downtown Gilroy Station



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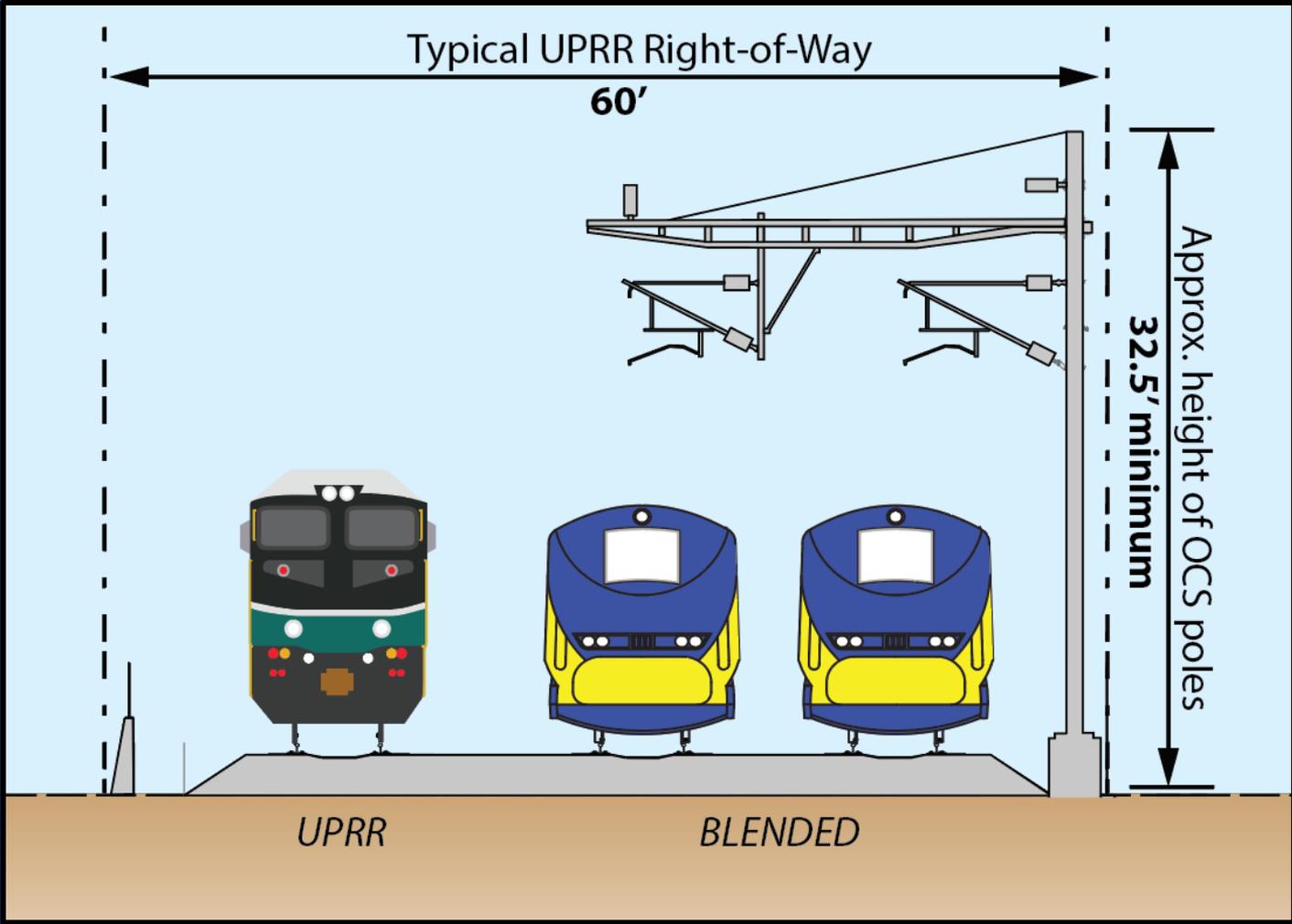
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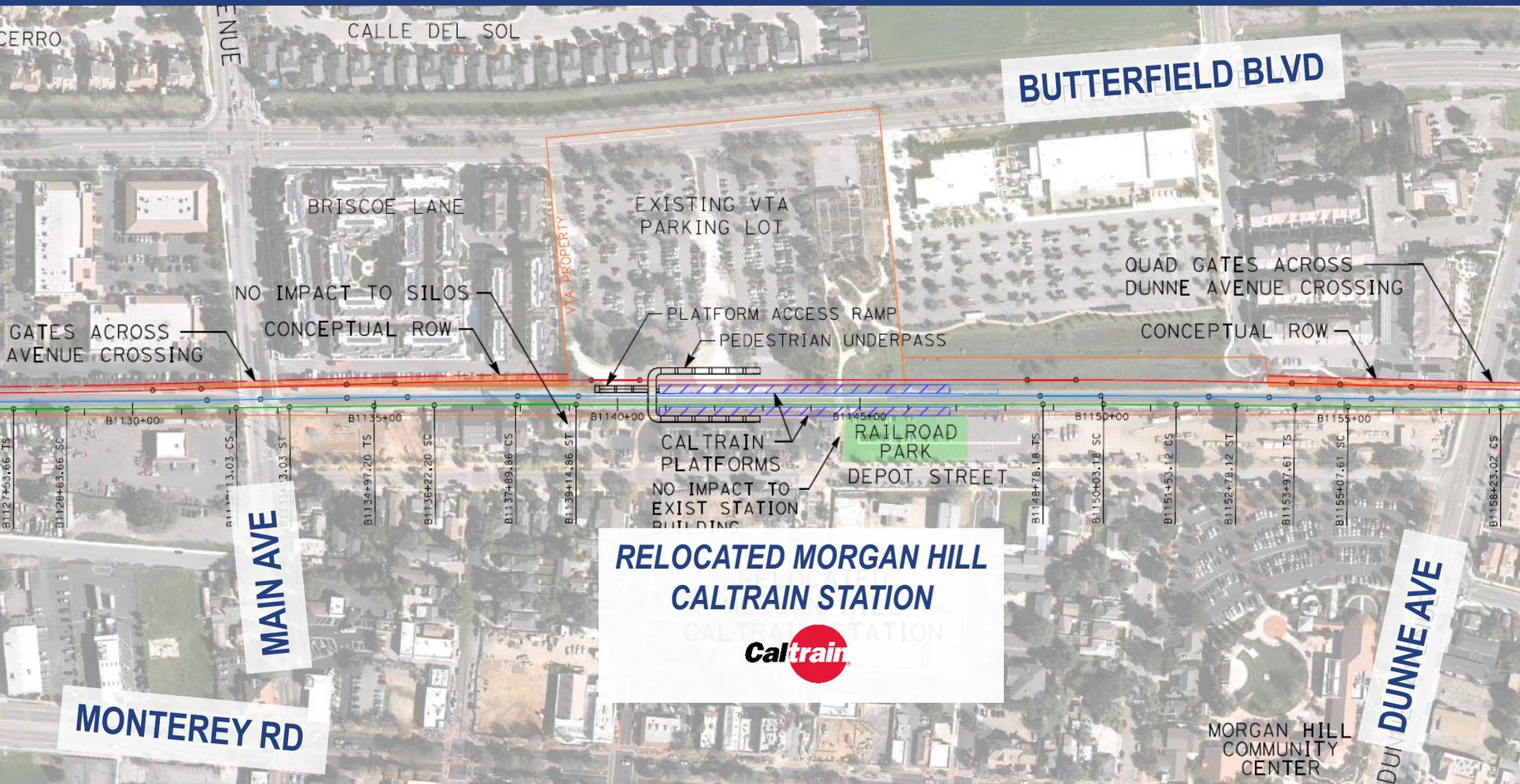
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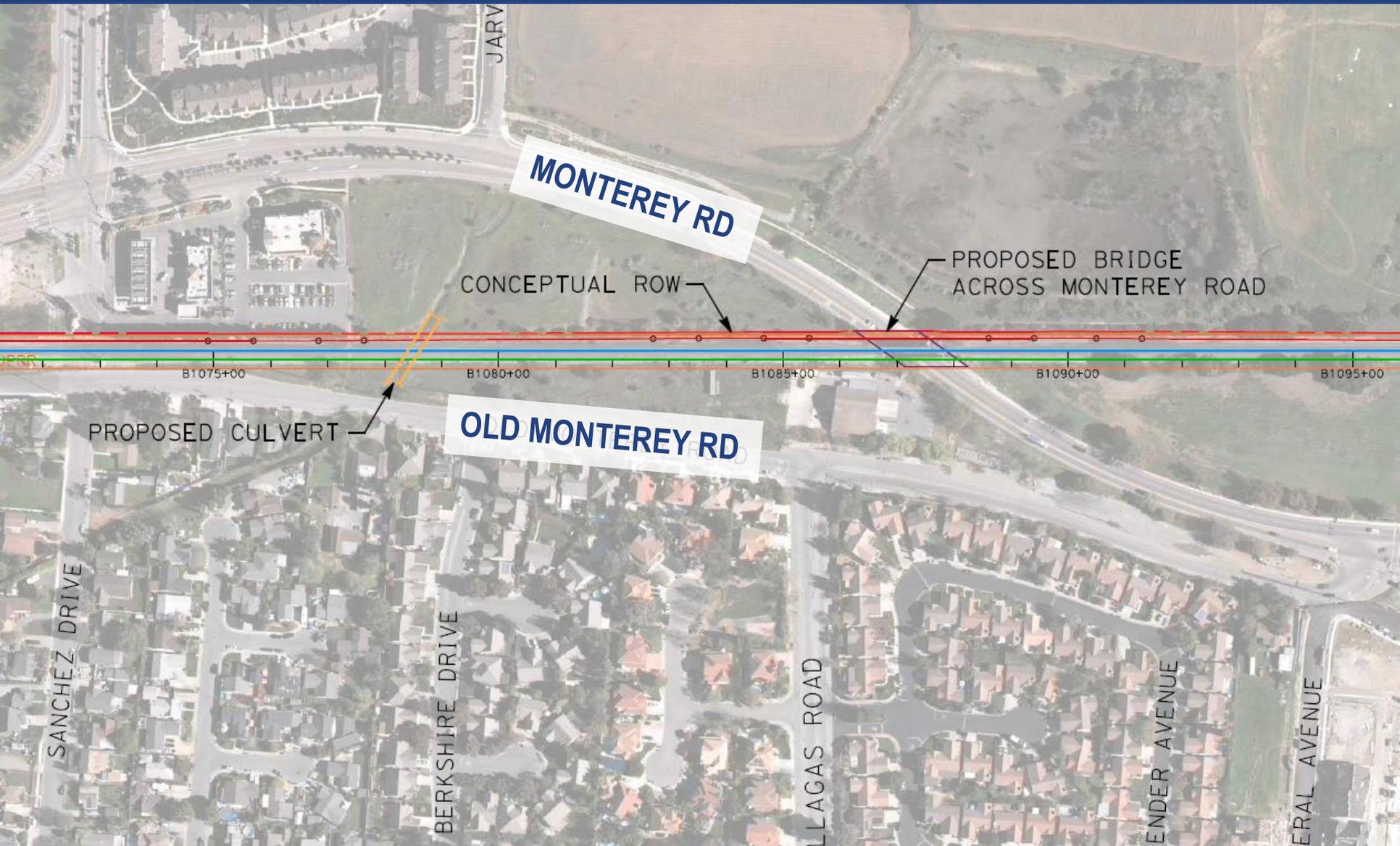
BLENDING AT-GRADE TYPICAL SECTION



MAIN AVE TO MORGAN HILL STATION TO DUNNE AVE

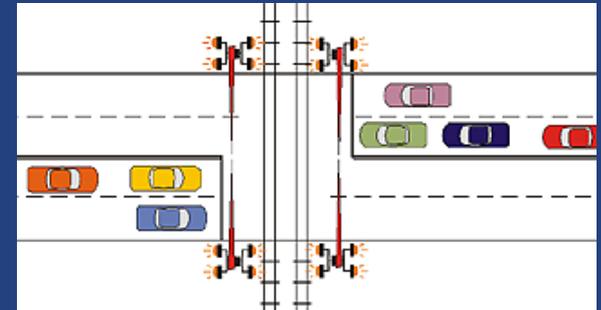


WIDENING OF RAILROAD BRIDGE OVER MONTEREY RD



GRADE CROSSINGS WITH QUAD GATES

- Tilton Avenue, Main Avenue, Dunne Avenue, San Pedro Avenue, Tennant Avenue



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

RIGHT OF WAY PROCESS

Don Odell, Larry Bellucci, Shirley Parker, Jennifer Romero
ROW Real Property Team



RIGHT OF WAY

- **What is Right of Way?**

- » Right of Way refers to the land upon which the high-speed rail system will be built.

- **How does Right of Way Work?**

- » By law, public agencies must purchase private property for public use. They must do so in a way that does not infringe on the rights of property owners.
- » The acquisition of property for high-speed rail **cannot begin until the project section has been environmentally cleared.**
- » The Authority is required to ensure owners receive fair market value for their property.

RIGHT OF WAY: During The Planning Stage

- **Private property rights are protected** by federal & state constitutions and applicable federal and state laws.
- The process of evaluating property impacts, appraising fair market value and compensating property owners is done on a **parcel-by-parcel basis between right of way agents and landowners.**
- Landowners will be contacted regarding the appraisal process only **after** a Preferred Alternative has been selected.
- Negotiations regarding property acquisition or compensation **cannot take place before a Final EIR/EIS is complete and the FRA issues a Record of Decision (anticipated in late 2020).**

RIGHT OF WAY: Relocation Assistance Program

Relocation Benefits are based on each, specific situation:

- **Advisory Assistance**
- **Residential displacees may be eligible for:**
 - » Costs to move personal property
 - » Replacement housing payments
 - » Incidental expenses
- **Non-residential displacees may be eligible for:**
 - » Moving and related expenses
 - » Reestablishment and search costs
- **State of California: Loss of Business Goodwill Compensation**

In Accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)



RIGHT OF WAY EXAMPLE: Fresno County Relocations

84% of Residential Relocations Stayed in Fresno County

Half Transitioned to **Home Ownership** or
Moved into a **Larger House**

97% of Business Relocations Stayed in Fresno County

One-Fourth Took Opportunity to **Expand**

SUCCESSFUL RELOCATIONS EXAMPLE: Gymnastics Beat



THANK YOU & STAY INVOLVED

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