

DRAFT EIR/EIS FACT SHEET

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

OVERVIEW

The rail corridor between San Francisco and San Jose is undergoing a transformation. In a landmark agreement in 2012, Caltrain and the California High-Speed Rail Authority (Authority) agreed to electrify the existing Caltrain corridor, share the tracks, and maintain the corridor as primarily a two-track railroad. The plan to share the tracks for both the regional commuter and state high-speed rail systems is referred to as the Blended System.

Following the 2012 agreement, Caltrain environmentally cleared and is now building the electrification system (learn more at Calmod.org) while the Authority is completing the environmental review process for the infrastructure that will be necessary to add high-speed rail service in the corridor.

DRAFT EIR/EIS

The Authority's Draft EIR/EIS evaluates the impacts and benefits of introducing high-speed rail between San Francisco and San Jose. The Draft EIR/EIS also describes how to avoid, minimize, or mitigate project effects.

Two alternatives, along with a no-build option, are evaluated in the San Francisco to San Jose Project Section Draft EIR/EIS. Key features of these alternatives are described in this factsheet. The alternatives were developed over the last decade through extensive local community and agency involvement, stakeholder meetings, and public input.

The Draft EIR/EIS has been prepared by the Authority as the California Environmental Quality Act (CEQA) lead agency and as the lead agency under the National Environmental Policy Act (NEPA) for the high-speed rail project pursuant to 23 U.S.C. 327. The Authority is making the Draft EIR/EIS available to the public for a minimum 45-day review and comment period in accordance with CEQA and NEPA requirements as the CEQA and NEPA lead agency.

The Draft EIR/EIS and associated documents will be available to the public on July 10, 2020.

Review the Draft EIR/EIS:

- Visit www.hsr.ca.gov for more information.

COVID-19 UPDATE

Due to public health and safety requirements concerning the coronavirus, in-person meetings for the Draft EIR/EIS may need to change to online and/or teleconference meetings. Health and safety directives may also reduce open days/hours of Authority offices. Please check the Authority website (www.hsr.ca.gov) for more information.

Learn more at a **Public Open House or Staff Office Hours**, tentatively scheduled as follows:

- **San Francisco, July 20, 2020 | 4:00-7:00 pm**
Bay Area Metro Center, 375 Beale St.
- **Redwood City, July 30, 2020 | 4:00-7:00 pm**
American Legion Post 105, 651 El Camino Real
- **Santa Clara, August 5, 2020 | 4:00-7:00 pm**
Santa Clara Marriott, 2700 Mission College Blvd.
- **Staff Office Hours** at the Northern California Regional Office (address below)
July 22, 2020 | 11:00 am-2:00 pm
July 29, 2020 | 11:00 am-2:00 pm
August 12, 2020 | 11:00 am-2:00 pm

Written comments will be accepted between **July 10 and August 24, 2020**:

- **Email:** san.francisco_sanjose@hsr.ca.gov
- **By Mail:** Addressed to the attention of the Northern California Regional Office (address below).
- **In Person:** At the Northern California Regional Office (address below) during business hours.
- **In Person:** At Public Open Houses (dates and locations listed above).

Written and verbal comments will be accepted at the **Draft EIR/EIS Public Hearing**, tentatively scheduled as follows:

- **San Francisco, August 19, 2020 | 3:00-8:00 pm**
Bay Area Metro Center, 375 Beale St.

Northern California Regional Office

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



Questions? Call us at 800-435-8670.



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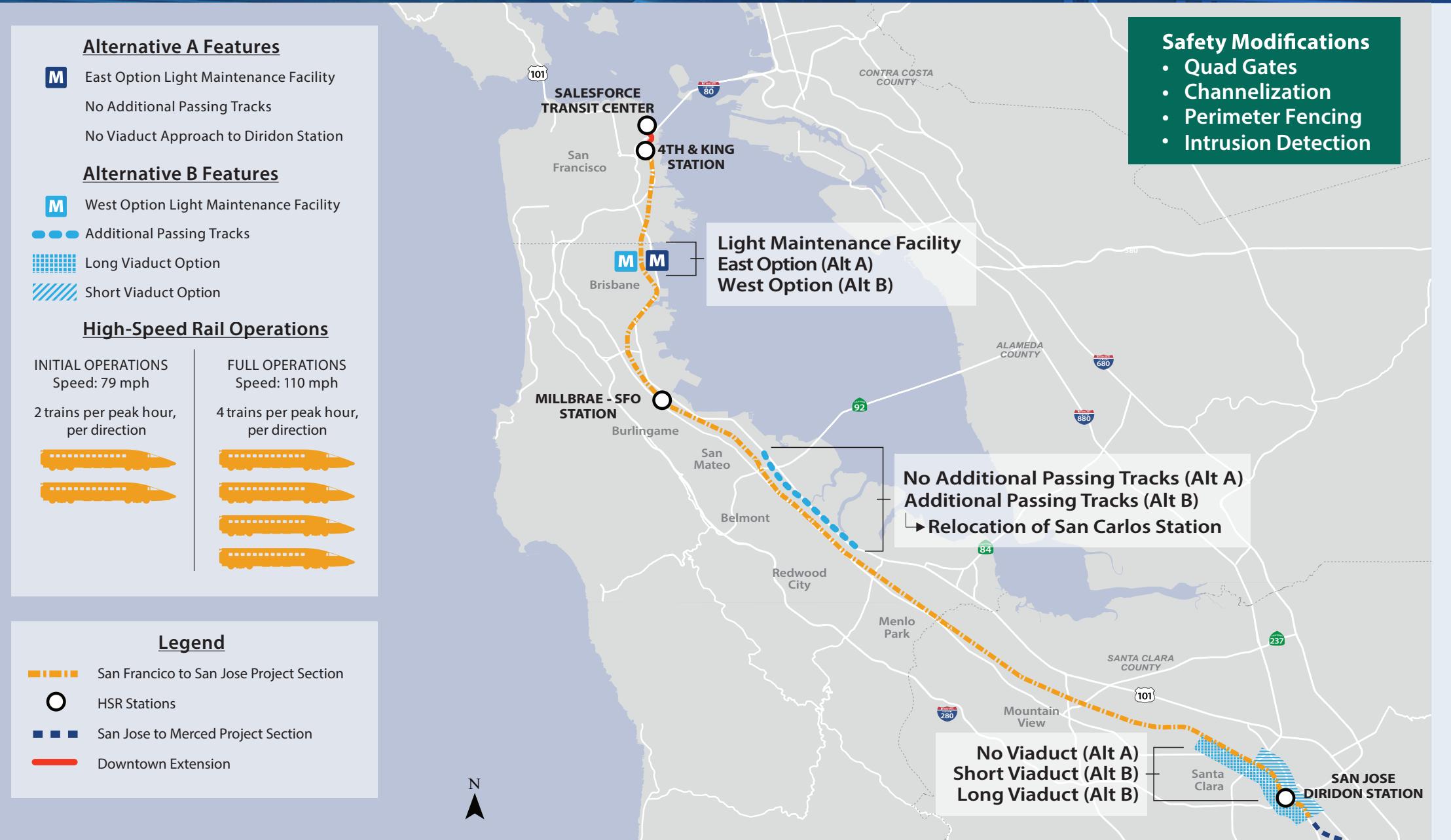
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youtube.com/CAHighSpeedRail

WHAT ARE THE ALTERNATIVES EVALUATED IN THE DRAFT EIR/EIS?

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019 and executed by the Federal Railroad Administration and the State of California.



Alternatives A and B for the San Francisco to San Jose Project Section will largely operate blended services within the existing Caltrain right-of-way between the 4th & King Street Station in San Francisco and San Jose Diridon Station.

Both alternatives include the following:

- Caltrain and high-speed trains operating on shared tracks.
- Construction of a Light Maintenance Facility (LMF) in Brisbane.
- Curve straightening along the tracks.
- Modifications to existing Caltrain stations.
- Installation of rail corridor safety improvements and communication radio towers.

The primary differences between the two alternatives are shown below.

Alternative A

- Identified as the Preferred Alternative by the Authority Board of Directors.
- Light Maintenance Facility (LMF) east of the Caltrain corridor.
- No additional passing tracks.
- No viaduct to Diridon Station.

Alternative B

- Light Maintenance Facility (LMF) west of the Caltrain corridor.
- Six miles of additional passing tracks between the cities of San Mateo and Redwood City.
- Viaduct options to Diridon Station.

Safety Modifications

- Quad Gates
- Channelization
- Perimeter Fencing
- Intrusion Detection

PLANNED HIGH-SPEED RAIL STATIONS

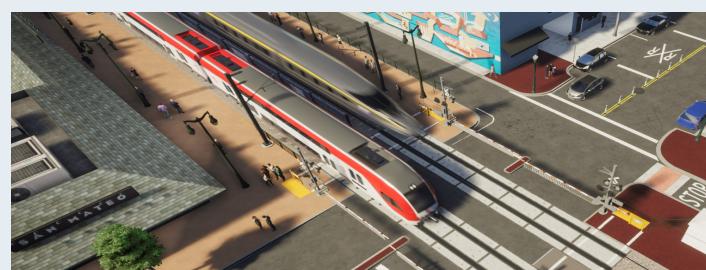
- Under both alternatives, high-speed rail stations are planned at 4th & King Street in San Francisco (until the connection to Salesforce Transit Center is made), Millbrae (also serving SFO), and San Jose Diridon. All three stations would undergo improvements to accommodate high-speed trains, including modifications to existing tracks and platforms.
- In San Francisco, the Salesforce Transit Center will be the system's northern terminus. The Center is built and will be connected to the existing rail corridor through the Downtown Extension (DTX) project:
 - The DTX has been environmentally cleared and will be implemented by the Transbay Joint Powers Authority (TJPA). The DTX is not being evaluated in the Draft EIR/EIS.
 - The Authority plans to use the Salesforce Transit Center as soon as it becomes available.
 - 4th & King Station is analyzed as a temporary terminus in the Draft EIR/EIS to ensure high-speed rail service to San Francisco until DTX is complete.

PLANNED LIGHT MAINTENANCE FACILITY (LMF)

This is a facility where trains are cleaned, serviced, and stored so they can be dispatched to high-speed rail terminal stations at the start of the day. Alternatives A and B both include an LMF in Brisbane (on either the east or west side of the tracks).

BLENDED OPERATIONS WITH CALTRAIN

- Caltrain and high-speed rail service will operate a blended timetable for both commuter and intercity service.
- High-speed trains will use the same tracks and infrastructure as Caltrain, including the electrification currently under construction.
- The Caltrain corridor has several four-track segments where trains can pass one another. Additional passing tracks (under study in Alternative B) marginally reduce travel time but are not necessary to achieve the required capacity to run the blended system.
- High-speed rail will not preclude the Caltrain Business Plan or its planned future growth.



Rendering of Caltrain and high-speed rail trains operating side by side in a blended track configuration in San Mateo.

Acronyms, Abbreviations, and Key Terms



At-grade	An alignment at ground level.	LMF	Light Maintenance Facility: Where trains are cleaned, serviced, and stored for supply to high-speed rail terminal stations at the start of the revenue day.
Aerial	An alignment with tracks raised in the air (e.g., on a bridge or viaduct).	NEPA	National Environmental Policy Act: A Federal law that requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
Authority	California High-Speed Rail Authority: State agency responsible for planning, designing, building, and operating the first high-speed rail system in the US.	NOA	Notice of Availability: Announcement that a draft environmental document is available for viewing.
Bay Area to Central Valley Program EIR/EIS	This Program EIR/EIS, concluded between 2008 and 2012, identified the corridor to connect high-speed rail service along the San Francisco peninsula with the Central Valley corridor identified by the Statewide Program EIR/EIS.	NOD	Notice of Determination: The final step in the CEQA environmental process.
Blended	A rail system shared between two or more operators (e.g., high-speed rail and Caltrain).	NOI	Notice of Intent: A formal announcement of intent to prepare an EIS; the first step of the NEPA process.
CEQA	California Environmental Quality Act: A California law that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.	NOP	Notice of Preparation: A document stating that an EIR will be prepared for a particular project; the first step in the CEQA process.
Dedicated	Track infrastructure used exclusively by high-speed trains.	Passing tracks	A section of track parallel to a through line and connected to it at both ends by switches, allowing a train to bypass a segment of main rail line.
EIR	Environmental Impact Report: A document required by CEQA for certain actions that may result in significant impacts; it describes the environmental impacts of, and proposed mitigation for a proposed project.	Preferred Alternative	The alternative identified by the Authority to best balance the tradeoffs between potential environmental or community impacts and high-speed system performance and cost factors on an end-to-end basis.
EIS	Environmental Impact Statement: A document required by NEPA for certain actions that significantly affect the quality of the human environment; it describes the environmental effects of a proposed action.	PTE	Permission to Enter: Process through which the Authority obtains consent to access property to conduct environmental studies.
Embankment	An earthen structure that raises tracks above the ground.	ROD	Record of Decision: The final step in the NEPA environmental process.
Environmental document	A combined EIR/EIS document.	ROW	Right-of-Way: Land reserved for use by railroads.
FRA	Federal Railroad Administration: Federal agency that regulates passenger and freight rail travel in the US.	Sensitive receptor	Places where the occupants are more susceptible to the adverse effects of exposure to noise, such as residences, hospital, hotels, schools, libraries, or concert halls.
Hold-out rule	A Caltrain requirement that if a train is stopped for passengers, an approaching train in the opposite direction on the other track must wait outside the station if passengers may be crossing the tracks.	Statewide Program EIR/EIS	Final Program EIR/EIS for the Proposed California High-Speed Train System: This document, released in 2005, identified a high-speed train system as the preferred alternative for meeting future intercity travel needs and cleared the way for further analysis of alignment and station locations.
Grade-separated	High-speed rail track profile that is vertically separated from roadway or highway crossings to enable independent operation.	Viaduct	An alignment profile that uses bridge-like structures to raise high-speed rail tracks above the ground.