

San Francisco to San Jose Project Section



PROJECT SECTION OVERVIEW

The San Francisco to San Jose Project Section is part of the first phase of the California High-Speed Rail System connecting the communities from San Francisco and Silicon Valley to the rest of the state. The approximately 51-mile Project Section will travel between stations at the Transbay Transit Center, 4th and King, near the San Francisco Airport (Millbrae), and in San Jose (Diridon).

The San Francisco to San Jose Project Section differs from others because the alignment has been defined by state legislation, Senate Bill 1029 (SB1029) and regional, multi-agency agreements. Per the requirements of SB 1029 high-speed rail service along the San Francisco to San Jose corridor will be a blended service with Caltrain and high-speed rail service sharing tracks.

PROJECT SECTION HIGHLIGHTS

- Approximately 51 miles (San Francisco to San Jose)
- Proposed stations: San Francisco 4th Street and King Street (interim until the Downtown Extension to the Transbay Transit Center is completed), San Francisco Airport (Millbrae), and San Jose (Diridon Station)
- Approach minimizes impacts on surrounding communities, reduces project cost, improves safety, and expedites implementation
- Incorporates passing track options, curve straightening, enhanced at-grade crossings, and corridor safety improvements

ENVIRONMENTAL PROCESS

In 2001, the Authority, in cooperation with the Federal Railroad Administration (FRA), started a tiered environmental review process for the statewide high-speed rail system per requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The 2005 first-tier California High-Speed Rail Program Final Environmental Impact Report/ Environmental Impact Statement (Statewide Program EIR/EIS) described the program alignment, which included the San Francisco to San Jose Section.

The continued development of the San Francisco to San Jose Project Section is moving forward. Currently, the Authority is working with stakeholders as it completes the scoping process and develops both an Initial

Preferred Alternative and a Draft EIR/EIS. Scoping is a process under environmental review laws that allows other public agencies and the public to provide comment about issues that are likely to be of greatest importance during the Environmental Impact Assessments (EIA) and to eliminate other issues that are of little concern. Public participation is an integral part of scoping. If it is determined that there might be significant impacts associated with a concern that is raised during scoping, it will be analyzed in detail in the EIR/EIS.

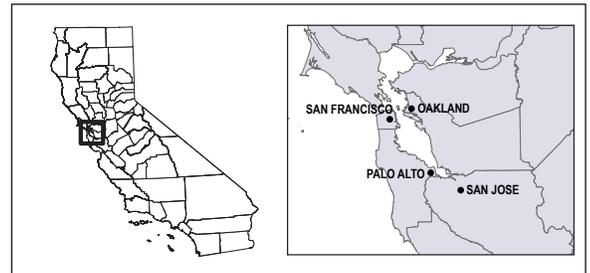
A scoping process was initially conducted for the San Francisco to San Jose Project Section in 2009, and the Authority is currently conducting a subsequent scoping process as the project has changed significantly since then (i.e., it is being evaluated now as a blended system along the Caltrain corridor).

SAN FRANCISCO TO SAN JOSE PROJECT SECTION



LEGEND

- Proposed San Francisco to San Jose Section Alignment
- Proposed HSR Stations
- County Limits



TIMELINE OF ACTIVITIES

2009	2010	2011	2016	2017
<p>Notice of Intent/Notice of Preparation (NOI/NOP) for a fourtrack project</p> <p>Scoping meetings held in San Francisco, San Mateo and Santa Clara counties</p>	<p>Preliminary Alternatives Analysis</p>	<p>Supplemental Alternatives Analysis</p>	<p>Scoping meetings held in San Francisco, San Mateo and Mountain View for blended project</p> <p>Identification of an Preliminary Preferred Alternative</p>	<p>Draft Environmental Document</p> <p>Public Hearing</p> <p>Final Environmental Document</p>

◀◀ PUBLIC INVOLVEMENT ▶▶



CURRENT PROGRAM STATUS

Phase 1 of the high-speed rail system will provide fast, safe and reliable connections between counties and cities from the Bay Area to Los Angeles/Anaheim. Phase 2 will add further connections to Sacramento and San Diego.

Four major activities are underway now:

1. Construction of the backbone of the high-speed rail system in the Central Valley.
2. Planning and/or environmental clearance of the remainder of the Phase 1 System.
3. Planning for the Phase 2 System.
4. Implementation of a statewide rail modernization plan, in partnership with local stakeholders, that invests billions of dollars in local and regional rail lines right now.

HIGH-SPEED RAIL WILL BETTER CONNECT THE STATE AND IMPROVE OUR REGIONS IN THE FOLLOWING WAYS:



Increase Mobility

Improve mobility in the face of growth – with the state's population estimated to reach 50 million by 2050.



Needed Alternative

Provide a more convenient and productive way to travel and new opportunities to collaborate on business.



Better Air Quality

Improve air quality – by shifting people from cars and planes to clean trains.



Job Growth

Stimulate job growth across the state – now with construction and long-term with maintenance and operations.

ABOUT THE HIGH-SPEED RAIL AUTHORITY

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.



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