

SAN FRANCISCO TO SAN JOSE PASSING TRACKS

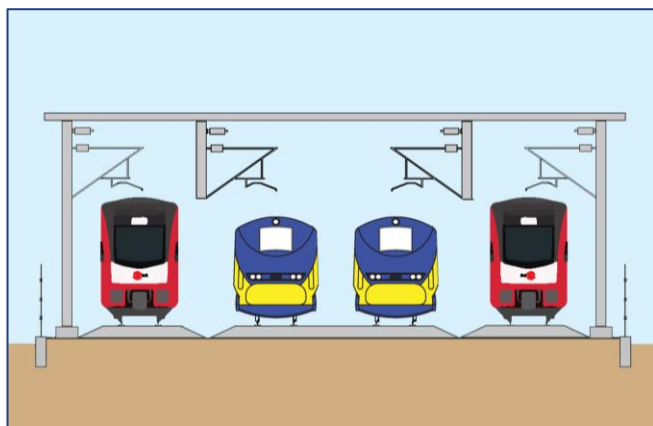


What Are Passing Tracks?

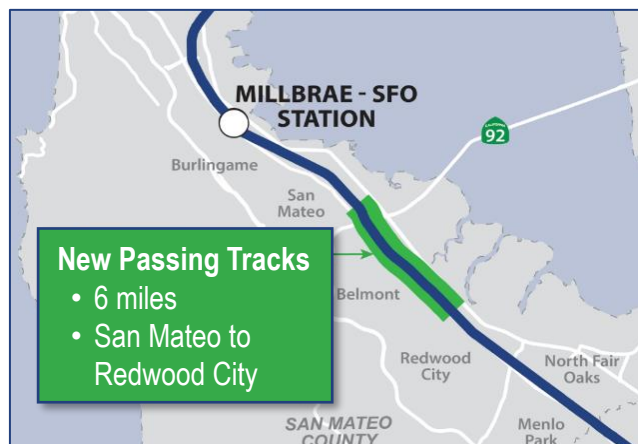
Passing tracks are four-track sections that allow for express trains to bypass trains with more stops. They also help the railroad recover when service is disrupted.

The Caltrain corridor currently has passing track segments in Brisbane and Sunnyvale.

Alternative B would add approximately six miles of new passing tracks from 9th Avenue in San Mateo to Whipple Avenue in Redwood City. No new passing tracks would be built under Alternative A.



Passing Tracks Cross-Section



Location of New Passing Tracks in Alt. B

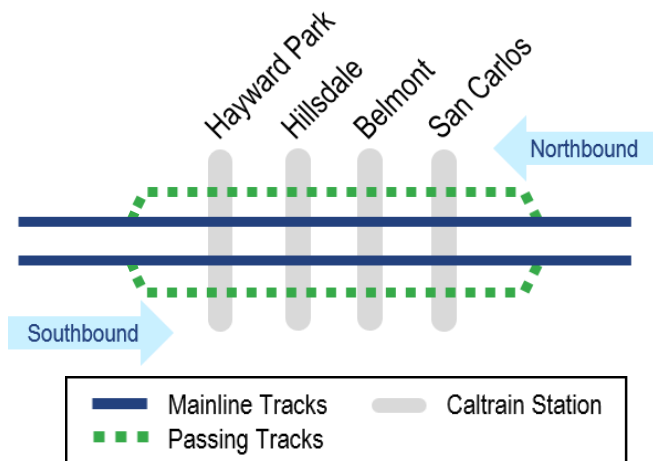


Diagram of New Passing Tracks in Alt. B

Effects of New Passing Tracks

Key effects include:

- Passing tracks would involve more substantial disruption during construction for Alternative B than Alternative A, including construction noise and traffic, as well as temporary delays to emergency response times during roadway undercrossing modifications.
- Passing tracks for Alternative B would require 90 more displacements than Alternative A: nine residential displacements, 79 business displacements, and two institutional displacements.
- Passing tracks would require relocation of the San Carlos Caltrain Station (about 2000 feet to the south).
 - This would increase the walking time from the station to downtown San Carlos.
 - The historic structure at San Carlos Station would not be affected.
- Noise and vibration during high-speed rail operations are almost the same for both Alternatives.

SAN FRANCISCO TO SAN JOSE PASSING TRACKS

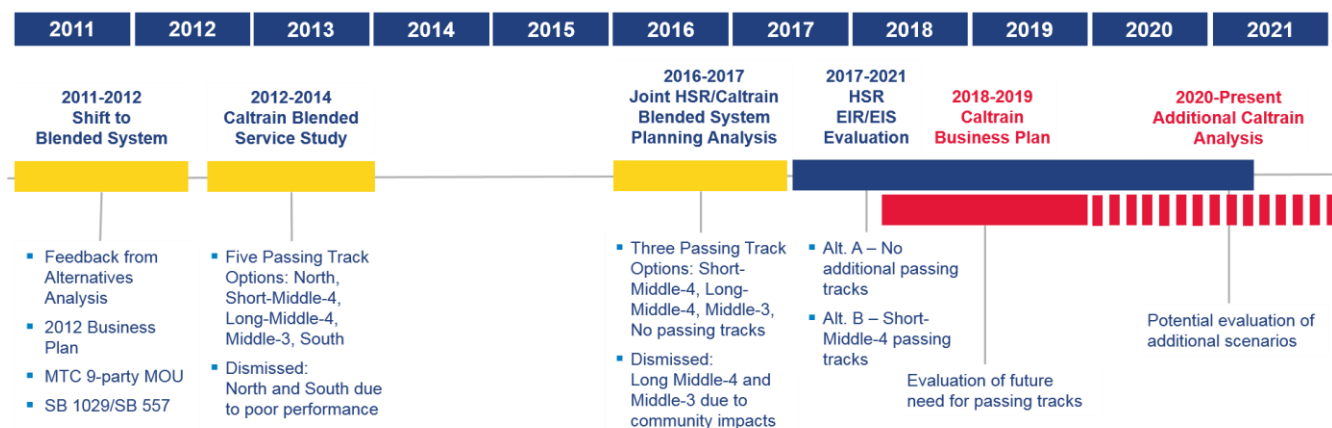


Are New Passing Tracks Needed?

Since the blended system concept (high-speed trains and Caltrain on shared tracks) was introduced for the San Francisco to San Jose Project Section in 2012, a key question has been whether new passing tracks are needed to add high-speed rail service to the corridor.

A joint operational analysis by the California High-Speed Rail Authority (Authority) and Caltrain in 2017 found that the projected blended service levels can be accommodated without new passing tracks. Since then, Caltrain has continued to evaluate what additional infrastructure (including potential other passing track options) could be necessary to grow service on the corridor further through the Caltrain Business Plan process. The Authority Board of Directors identified Alternative A (no new passing tracks) as the Preferred Alternative in 2019. Should that alternative ultimately be selected, it does not preclude future proposals for other passing track options from the Caltrain Business Plan.

Passing Tracks Evaluation Timeline



Comparison of Alternatives

Criteria	No New Passing Tracks (Alt. A)	New Passing Tracks (Alt. B)
High-Speed Rail Average Operational Service Time (minutes)*	47	45
Caltrain Average Operational Service Time (minutes)*	63	65
Communities Affected	None	San Mateo, Belmont, San Carlos, Redwood City (see page one)

*Average operational service travel times are for peak hour operations from 4th and King Street Station to San Jose Diridon Station, and assume 3-minute headways/separation along the corridor and 2-minute headways/separation at junctions.

To learn more about passing tracks in the San Francisco to San Jose Project Section, see Volume I, Chapters 2 and 3 (San Mateo to Palo Alto Subsection).