

SAN FRANCISCO TO SAN JOSE
PROJECT SECTION

- San Francisco
Salesforce
Transit Center
- San Francisco
4th & King Station
- Millbrae (SFO)

SAN JOSE TO MERCED
PROJECT SECTION

- San Jose
Diridon Station
- Gilroy
- Merced

CENTRAL VALLEY REGION

- Fresno
- Kings/Tulare
Regional Station
- Bakersfield

SOUTHERN CALIFORNIA REGION

- Palmdale
- Burbank
Airport Station
- Los Angeles
Union Station
- Norwalk
- Fullerton
- Anaheim



Photo by Pelli Clarke, Pelli Architects, courtesy of the Transbay Joint Powers Authority



Photo by Ei Katsumata



Rendering by the California High-Speed Rail Authority

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.

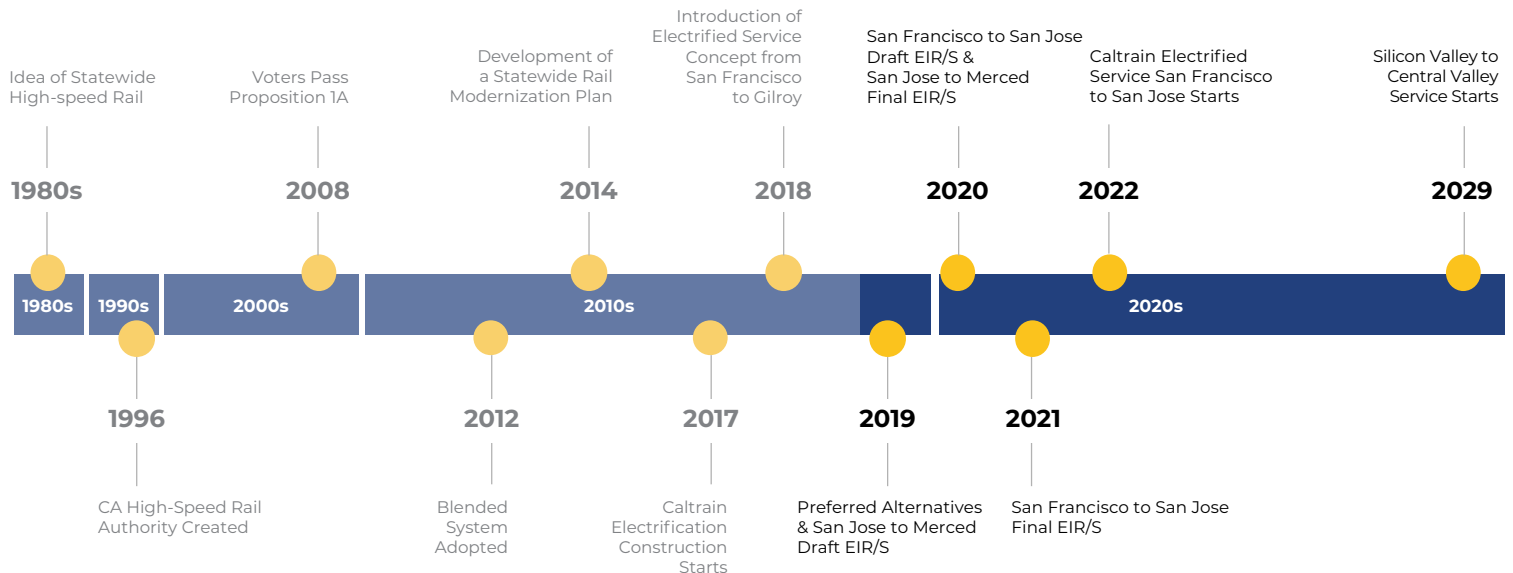
ENVIRONMENTAL PROCESS

In 2016, the Authority, in cooperation with the Federal Railroad Administration (FRA), started the environmental review process for the San Francisco to San Jose Project Section according to the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The purpose of these processes is to disclose the potential environmental effects of the project and describe how they may be avoided, minimized or mitigated.

In the San Francisco to San Jose Project Section, the Authority is currently studying Alternatives A and B, which includes a suite of common elements as well as several key differentiating factors between the alternatives. The alternatives differ in the following ways: (1) the location of a light maintenance facility, (2) whether passing tracks will be necessary, and (3) how best to approach the San Jose Diridon Station from the north. Straightening rail curves and various corridor safety modifications including four quadrant gates and channelization at road crossings and perimeter fencing throughout the corridor are included in both alternatives to achieve 110mph maximum operating speed and reduce travel times for Caltrain and high-speed rail.

A key next step in the analysis of these alternatives is to identify the **State's Preferred Alternative (PA)** in 2019 that will help guide the rest of the environmental process. Once a PA is identified, the Authority will circulate the **Draft Environmental Impact Report/Statement (EIR/S)** for public comment, which is scheduled for early 2020. After receipt of and response to public comments, the Authority will complete the **Final EIR/S**, which is scheduled for early 2021.

TIMELINE OF KEY MILESTONES



EIR/S = Environmental Impact Report/Statement



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