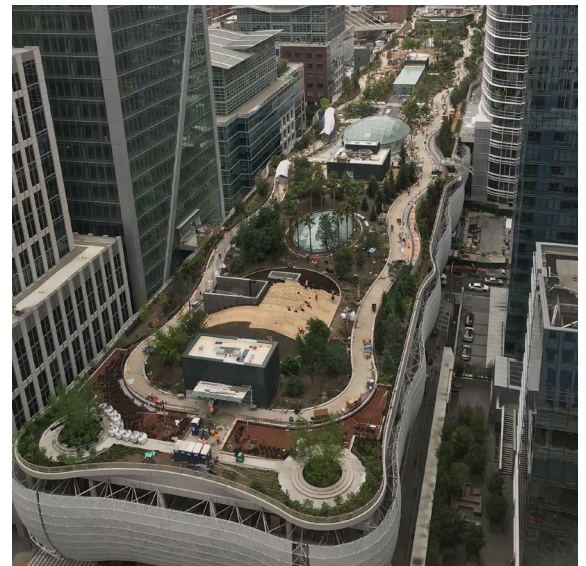


High-Speed Rail: Northern California at a Glance

California is building a high-speed rail system to connect the megaregions of the state and transform how people travel.



High-speed rail will provide clean, modern transportation for the millions of Northern California residents and will help tie the state's economies together like never before. In Northern California, the system will have stations in San Francisco, Millbrae, San José, and Gilroy that will connect with BART, Caltrain, Amtrak, ACE and other regional rail and transit options.

CURBING AIR TRAFFIC CONGESTION

- ▶ SFO to LAX is the busiest short-haul market in the nation
- ▶ 1 in 5 flights out of the Bay Area are headed to the Los Angeles Area

TRAFFIC¹

- ▶ San Francisco ranks as the third-worst congested city in the world
- ▶ San Francisco drivers averaged 79 hours sitting in traffic during peak hours every year

- ▶ Traffic jams cost drivers \$2,250 and the City of San Francisco \$10.6 billion in 2017

ACCESS TO MORE AFFORDABLE HOUSING

- ▶ The average home price in the San Francisco Metro Area is now more than \$900,000²
- ▶ The average home price in Fresno County is approximately \$240,000²
- ▶ High-speed rail can allow the Silicon Valley to continue to flourish by relieving some of the housing pressure by reducing travel times to the Central Valley.

HIGH-SPEED RAIL PROJECT SECTIONS

San Francisco to San José (51 miles)

Between San Francisco and San José, high-speed rail will use the existing Caltrain corridor. Working together, Caltrain and the California High-Speed

Rail Authority (Authority) are in the process of electrifying the corridor, which will allow for both operators to share tracks in a blended system. The service will ultimately run to the Salesforce Transit Center once it is connected to the existing rail corridor, replacing Caltrain's 4th and King Station as the ultimate northern terminus for high-speed rail trains.

Status:

- ▶ Construction of the electrification of the Caltrain corridor is under way.
- ▶ Salesforce Transit Center opened in August 2018 as the final northern stop of the high-speed rail system in San Francisco.
- ▶ Work to further define and environmentally clear the addition of high-speed rail to the Caltrain Corridor from 4th and King streets in San Francisco to Diridon Station in

San José is currently underway and is scheduled to be completed in 2021. Community engagement activities will continue throughout the process.

San José to Merced (84 miles)

This route will travel from Diridon Station in downtown San José, through the Pacheco Pass, to the western limits of the Central Valley Wye, approximately nine miles northeast of Los Banos in Merced County.

Status:

- ▶ The Authority is working to environmentally clear the section between San José and the Central Valley Wye. Options range from a new dedicated high-speed rail corridor between San José and Gilroy to a shared corridor with electrified Caltrain service using the existing rail corridor.
- ▶ Environmental clearance is scheduled to be completed in 2020. Community engagement activities will continue throughout the process in communities along the corridor.

Sacramento to Merced (120 miles)

As part of the effort to integrate the high-speed rail system into the state’s overall passenger rail network, the Authority continues to work with the Northern California Rail Partners to identify and prioritize near-term regional rail improvements. This includes working with our partners to maximize service options with the San Joaquin, Altamont and Capitol Corridor passenger rail lines to improve service frequency, reduce travel times and provide connectivity to the future high-speed rail system.

Station Planning and Development

Stations planned in the Northern California Project Section include:

- ▶ Salesforce Transit Center in downtown San Francisco

- ▶ 4th and King Street Station in downtown San Francisco
- ▶ Millbrae BART/San Francisco International Airport Station
- ▶ Diridon Station in San José
- ▶ Gilroy Station

Status:

The Authority has awarded station-area planning grants to the cities of Gilroy and San José to allow those cities to initiate the planning process for high-speed rail stations. In San José, that process has led to ongoing collaboration with Caltrain, the Santa Clara Valley Transportation

Authority, and the City of San José to plan for the future of Diridon Station beyond the introduction of high-speed rail service. Authority representatives are working in collaboration with Caltrain, BART, San Francisco International Airport and the City of Millbrae to develop strategies for activities in and around the Millbrae Station.

Footnotes

1. According to INRIX studies
2. According to Zillow.com

NORTHERN CALIFORNIA PORTION OF THE STATEWIDE SYSTEM

