

High-Speed Rail: Northern California at a Glance

High-speed rail will provide clean, modern transportation for millions of Northern California residents and will help connect the state's regional economies.



More than \$1.6 billion of Proposition 1A funds from the California High-Speed Rail Authority (the Authority) and other Authority funding are supporting investments in Northern California projects that will provide near-term regional mobility benefits and lay the foundation for high-speed rail service.

In collaboration with regional stakeholders, the Authority completed funding agreements for the following projects:

- \$714 million for construction for the Caltrain Peninsula Corridor Electrification Project (nearly 40 percent of the project's total cost); and
- \$84 million for the San Mateo Grade Separation Project (a project which ranked sixth on the California Public Utilities Commission's priority rail crossing safety list).

An electrified Caltrain corridor will enable high-speed trains to reach San Francisco by sharing tracks with Caltrain, increase Caltrain service, reduce emissions by 97 percent from today's diesel service, and allow passengers to experience what new electric trains can mean for travel up and down the Peninsula.

High-speed rail stations in San Francisco, Millbrae, San José and Gilroy will connect with BART, Caltrain, Amtrak, the Altamont Corridor Express and other regional rail and transit options.

HIGH-SPEED RAIL PROJECT SECTIONS

In September 2019, the Board of Directors identified the Preferred Alternatives for the San Francisco to San José and San José to Merced project sections. Within the next two years, environmental clearance will be complete, setting the stage for pre-construction activities to begin.

San Francisco to San José (51 miles)

Working together, Caltrain and the Authority are in the process of electrifying the existing Caltrain corridor, which will allow both operators to share tracks in a blended system. The service will 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 2018 as the eventual 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 underway and is scheduled to be completed in 2022. 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 2021. 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 the:

- Salesforce Transit Center in downtown San Francisco;
- 4th and King Street Stop in downtown San Francisco;
- Millbrae BART/San Francisco International Airport Station;
- Diridon Station in San José; and the
- 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.

NORTHERN CALIFORNIA PORTION OF THE STATEWIDE SYSTEM



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