



2016

## 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](http://Calmod.org)) while the Authority completes the environmental review process for the infrastructure that will be necessary to add high-speed rail service in the corridor.



## FINAL EIR/EIS AND PROJECT APPROVAL PROCESS

The purpose of the Authority's Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is to evaluate the benefits and impacts of introducing high-speed rail between San Francisco and San Jose, and describe approaches to avoid, minimize, or mitigate project effects.

The EIR/EIS presents the analysis of two project alternatives and a no-build option. The alternatives were developed over the last decade through extensive local community and agency involvement, stakeholder meetings, and public input.

The Final EIR/EIS will be prepared by the Authority as the California Environmental Quality Act (CEQA) lead agency and as the lead agency under the National Environmental Policy Act (NEPA) for the high-speed rail project pursuant to 23 U.S.C. 327. The Authority will publish the Final EIR/EIS in Fall 2021 in accordance with CEQA and NEPA requirements.

Following the circulation of the Final EIR/EIS, the Authority's Board of Directors will consider approving the Record of Decision (ROD), as required by NEPA, and the Notice of Decision or Determination, as required by CEQA. This will complete the environmental review process. Final design and construction may begin once funding is secured.



2020



2021



Salesforce Transit Center

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



Millbrae (SFO) Station

Photo by Ei Katsumata

Summer 2020

### Draft EIR/EIS Circulation

The Draft EIR/EIS was released on **July 10, 2020** for a public review and comment period, which ended **September 9, 2020**. Almost **150** submissions were received during the comment period. Responses to comments will be included in the Final EIR/EIS.

#### Stay Involved

1. Receive email updates: [hsr.ca.gov/contact](http://hsr.ca.gov/contact)
2. Visit the Authority's website: [hsr.ca.gov](http://hsr.ca.gov)
3. Visit [MeetHSRNorCal.org](http://MeetHSRNorCal.org) for resources
4. Questions? Call us at **800-435-8670** or email us at [san.francisco\\_san.jose@HSR.ca.gov](mailto:san.francisco_san.jose@HSR.ca.gov)



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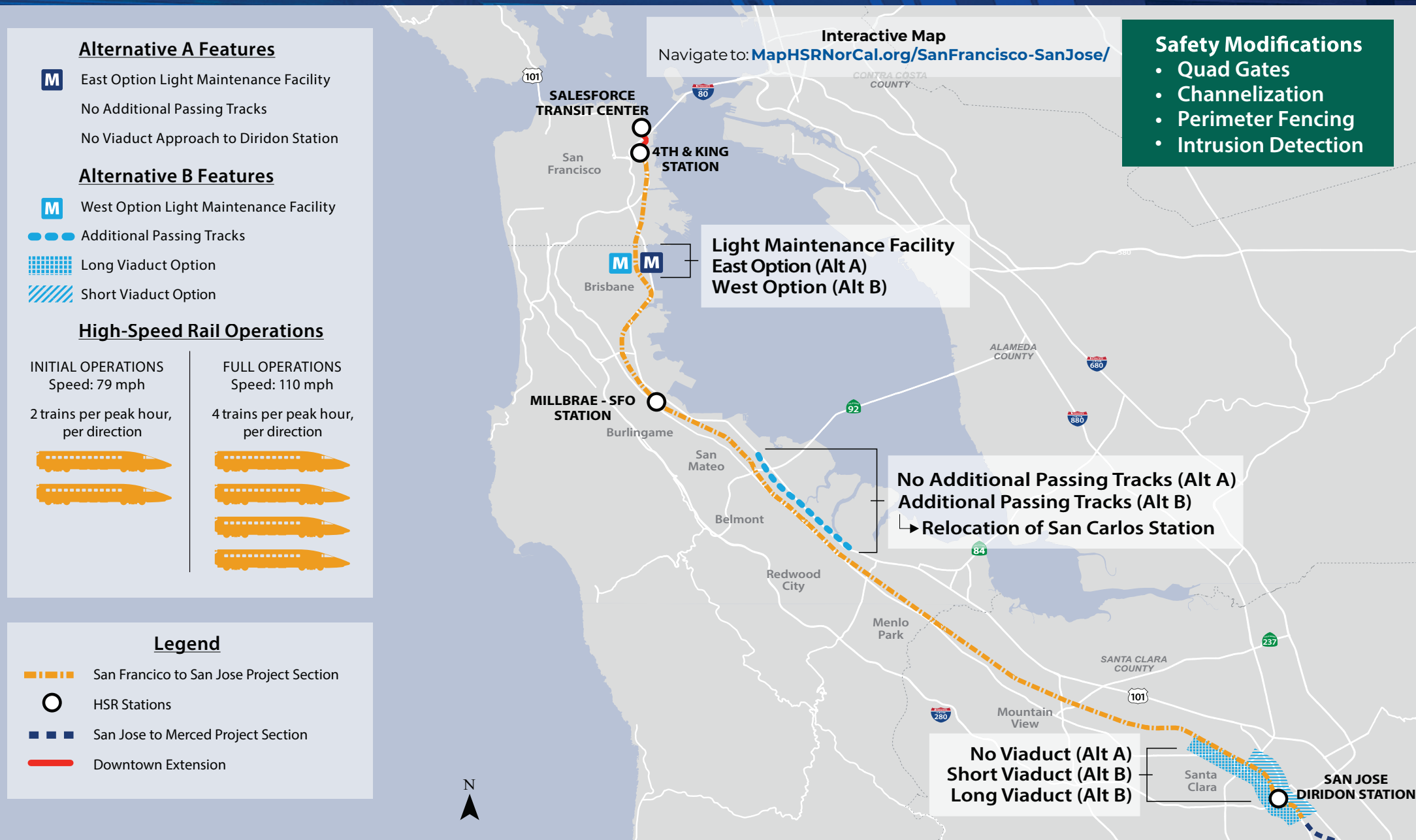
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## HIGH-SPEED RAIL STATIONS

- Under both alternatives, high-speed rail stations are planned at 4th & King Street in San Francisco (until the connection to Salesforce Transit Center is made), Millbrae (also serving SFO), and San Jose Diridon. All three stations would undergo improvements to accommodate high-speed trains, including modifications to existing tracks and platforms.
- In San Francisco, the Salesforce Transit Center (SFTC) will be the system's northern terminus. The SFTC is built and will be connected to the existing rail corridor through the Downtown Extension (DTX) project:
  - The DTX has been environmentally cleared and will be implemented by the Transbay Joint Powers Authority (TJPA). The DTX is not being evaluated in the Final EIR/EIS.
  - The Authority plans to use the Salesforce Transit Center as soon as it becomes available.
  - 4th & King Station is analyzed as a temporary terminus in the Final EIR/EIS to ensure high-speed rail service to San Francisco until DTX is complete.

## LIGHT MAINTENANCE FACILITY (LMF)

This is a facility where trains are cleaned, serviced, and stored so they can be dispatched to high-speed rail terminal stations at the start of the day. Alternatives A and B both include an LMF in Brisbane (on either the east or west side of the tracks).

## BLENDED OPERATIONS WITH CALTRAIN

- Caltrain and high-speed rail service will operate a blended timetable for both commuter and intercity service.
- High-speed trains will use the same tracks and infrastructure as Caltrain, including the electrification currently under construction.
- The Caltrain corridor has several four-track segments where trains can pass one another. Additional passing tracks (under study in Alternative B) marginally reduce travel time but are not necessary to achieve the required capacity to run the blended system.
- High-speed rail will not preclude the Caltrain Business Plan or its planned future growth.



Alternatives A and B for the San Francisco to San Jose Project Section will operate blended services largely within the existing Caltrain right-of-way between the 4th & King Street Station in San Francisco and San Jose Diridon Station.

Both alternatives include the following:

- Caltrain and high-speed trains operating on shared tracks.
- Construction of a Light Maintenance Facility in Brisbane.
- Curve straightening along the tracks.
- Modifications to existing Caltrain stations.
- Installation of rail corridor safety improvements and communication radio towers.

The primary differences between the two alternatives are shown below.

### Alternative A

- Identified as the Preferred Alternative by the Authority Board of Directors.
- Light Maintenance Facility east of the Caltrain corridor.
- No additional passing tracks.
- No viaduct to Diridon Station.

### Alternative B

- Light Maintenance Facility west of the Caltrain corridor.
- Six miles of additional passing tracks between the cities of San Mateo and Redwood City.
- Viaduct options to Diridon Station.

**At-grade.** An alignment at roadway level.

**Aerial.** An alignment with tracks raised in the air (e.g., on a bridge or viaduct).

**Authority.** California High-Speed Rail Authority: State agency responsible for planning, designing, building, and operating the first high-speed rail system in the US.

**Bay Area to Central Valley Program EIR/EIS.** This Program EIR/EIS, concluded between 2008 and 2012, identified the corridor to connect high-speed rail service along the San Francisco peninsula with the Central Valley corridor identified by the Statewide Program EIR/EIS.

**Blended.** A rail system shared between two or more operators (e.g., high-speed rail and Caltrain).

**CEQA.** California Environmental Quality Act: A California law that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

**Dedicated.** Track infrastructure used exclusively by high-speed trains.

**EIR.** Environmental Impact Report: A document required by CEQA for certain actions that may result in significant impacts; it describes the environmental impacts of, and proposed mitigation for a proposed project.

**EIS.** Environmental Impact Statement: A document required by NEPA for certain actions that significantly affect the quality of the human environment; it describes the environmental effects of a proposed action.

**EJ.** Environmental Justice: Fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

**Embankment.** An earthen structure that raises tracks above the ground.

**Environmental document.** A combined EIR/EIS document.

**FRA.** Federal Railroad Administration: Federal agency that regulates passenger and freight rail travel in the US.

**LMF.** Light Maintenance Facility: A facility where trains are cleaned, serviced, and stored so they can be dispatched to high-speed rail terminal stations at the start of the day.

**NEPA.** National Environmental Policy Act: A Federal law that requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019 and executed by the Federal Railroad Administration and the State of California.

**NOA.** Notice of Availability: Announcement that a draft environmental document is available for viewing.

**NOD.** Notice of Decision: The final step in the CEQA environmental process.

**NOI.** Notice of Intent: A formal announcement of intent to prepare an EIS; the first step of the NEPA process.

**NOP.** Notice of Preparation: A document stating that an EIR will be prepared for a particular project; the first step in the CEQA process.

**Preferred Alternative.** The alternative identified by the Authority to best balance the tradeoffs between potential environmental or community impacts and high-speed system performance and cost factors on an end-to-end basis.

**ROD.** Record of Decision: The final step in the NEPA environmental process.

**ROW.** Right-of-Way: Land reserved for use by railroads.

**Statewide Program EIR/EIS.** Final Program EIR/EIS for the Proposed California High-Speed Train System: This document, released in 2005, identified a high-speed train system as the preferred alternative for meeting future intercity travel needs and cleared the way for further analysis of alignment and station locations.

**Trench.** An excavation that lowers the tracks below ground level.

**Viaduct.** An alignment profile that uses bridge-like structures to raise high-speed rail tracks above the ground.

**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 TO FRESNO PROJECT SECTION**

- Merced

**CENTRAL VALLEY REGION**

- Fresno
- Kings/Tulare Regional Station

**BAKERSFIELD TO PALMDALE PROJECT SECTION**

- Bakersfield

**SOUTHERN CALIFORNIA REGION**

- Palmdale

- Burbank Airport Station

- Los Angeles Union Station

- Norwalk

- Fullerton

- Anaheim

UPDATED FALL 2020