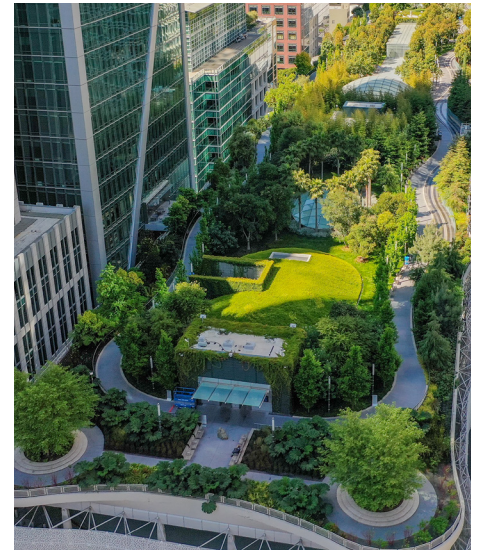


# High-Speed Rail: Northern California at a Glance

High-speed rail will transform and modernize passenger rail in Northern California by electrifying existing rail and connecting the state's regional economies like never before.



Rendering of high-speed rail and Caltrain operating at Bayshore Station



Salesforce Transit Center

In Northern California, the California High-Speed Rail Authority (Authority) is partnering with regional stakeholders to modernize existing regional rail from San Francisco to Gilroy and to transform the region by connecting to the Central Valley and the statewide passenger rail network.

The Authority is working with local operators and cities to deliver both near-term and long-term benefits. In the near-term, the Authority contributed \$714 million in Proposition 1A funds for the [Caltrain Peninsula Corridor Electrification Project](#) and \$84 million for the [San Mateo Grade Separation Project](#).

In the long-term, the Authority will deliver electrified high-speed rail service to the Bay Area. High-speed rail stations in San Francisco, Millbrae, San José and Gilroy will connect with regional transit,

including Muni, BART, Caltrain, Amtrak and the Altamont Corridor Express.

## HIGH-SPEED RAIL PROJECT SECTIONS

In 2022, the Authority Board of Directors approved the environmental documents for both Northern California project sections, setting the stage for pre-construction activities in the coming years.

### San Francisco to San José (43 miles)

The Authority completed the environmental document analyzing the infrastructure necessary to introduce high-speed rail service into the Caltrain corridor from San Francisco to San José. Caltrain electrification will allow both operators to share tracks in a blended system. Service will run to the [Salesforce Transit Center](#) once it connects to the existing rail corridor, replacing Caltrain's

4th and King Station as the northern terminus for high-speed rail trains and will include a high-speed rail station at Millbrae-SFO connecting to BART, Caltrain and San Francisco International Airport.

### Status

- Environmental clearance was completed in 2022.
- Construction of the Caltrain electrification is under way.

### San José to Merced (89 miles)

The Authority completed the environmental document for the San José to Merced project section. The approved route goes from the city of Santa Clara through San José, along the existing rail corridor to Gilroy and through the Pacheco Pass to the western limits of the [Central Valley Wye](#) in Merced County. This route includes stations at

Diridon Station in San José and Gilroy with numerous regional rail connections. A 13.5-mile tunnel is planned to connect through the Pacheco Pass.

Status

- Environmental clearance was completed in 2022.
- Electrifying the existing rail corridor from San José to Gilroy will modernize the rail corridor for electrified high-speed rail service and allow Caltrain to extend electrified service to southern Santa Clara County.

Sacramento to Merced (120 miles)

While the Sacramento to Merced project section is part of Phase II for high-speed rail services, the Authority continues to work with the Northern California Rail Partners to identify and prioritize near-term regional rail improvements as part of the effort to integrate the high-speed rail system into the state’s overall passenger rail network. This includes maximizing service options with the San Joaquin, Altamont Corridor Express 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 Northern California include:

- Salesforce Transit Center in downtown San Francisco\*
- 4th and King Street Station in San Francisco
- Millbrae-SFO 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 initiate the planning process for high-speed rail stations.
- In San José, a collaborative planning effort, known as the [Diridon Integrated Station Concept \(DISC\)](#) plan, is already underway. The Authority, with partners Caltrain, the City of San José, the Metropolitan Transportation Commission, and the Santa Clara Valley Transportation Authority, are working together to

plan the future of Diridon Station. This has led to ongoing collaboration with Caltrain, the Santa Clara Valley Transportation Authority, the Metropolitan Transportation Commission 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



\*The rail connection from 4th and King Street in San Francisco to Salesforce Transit Center, known as The Portal, is a project being delivered by the Transbay Joint Powers Authority, of which the Authority is a partner.