

# San Francisco to San Jose High-Speed Train Project EIR/EIS



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

## The Environmental Review Process—Where Are We Now?

In July 2008, the California High-Speed Rail Authority (Authority) selected the Pacheco Pass–San Francisco and San Jose alternative as the preferred corridor and alignment for the future High-Speed Train (HST) service. The selected alignment uses the Caltrain rail right-of-way, between San Francisco and San Jose along the San Francisco Peninsula. Stations are proposed in San Francisco, Millbrae, and San Jose, with another potential station in either Redwood City or Palo Alto. In December 2008, the Authority issued a Notice of Preparation (NOP) and the FRA issued a Notice of Intent (NOI) for a Project EIR/EIS for the San Francisco to San Jose section of the HST system initiating the state environmental review process under the California Environmental Quality Act (CEQA) and the federal environmental review process under the National Environmental Policy Act (NEPA). The Project EIR/EIS will examine site-specific impacts of the preferred alignment, station locations, and HST operations between San Francisco and San Jose, and will identify specific mitigation measures as necessary. This public scoping effort is intended to collect information on potential impacts, mitigation measures, and project alternatives to help define the scope of evaluation of the project.



## Where will the High-Speed Train run?

The Authority is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from the San Francisco Bay Area and Sacramento in the north, through the Central Valley to Los Angeles, Orange County and San Diego in the south. This fast, safe and reliable system is forecast to carry 93 million passengers annually by the year 2030.

### Purpose of High-Speed Train System

- Provide a new mode of high-speed intercity travel to link major metropolitan areas.
- Interface with international airports, mass transit and highways.
- Offer alternative transportation in a manner sensitive to and protective of the State's unique natural resources.
- Develop a practical and economically viable transportation system, with phased implementation that would generate revenues in excess of operations and maintenance costs.

### Need for the High-Speed Train System

- Forecasted 40-50% state population growth by 2030.
- Increased demand for region-to-region transportation.
- Travel delays and traffic congestion on local highways and at airports at a cost of \$20 billion per year.
- Poor and deteriorating air quality and pressure on natural resources as a result of expanded highways and airports.
- Congestion costs approximately \$20 billion annually in wasted fuel and lost time for commuters.

## Existing High-Speed Trains



Britain, France, Belgium—Eurostar



Germany—ICE



Japan—Shinkansen

## System Benefits

High-speed trains will have many benefits.

- **Protecting our environment:** by eliminating over 12 billion pounds of greenhouse gas emissions.
- **Reduce dependency on fossil fuels:** up to 12 million barrels per year.
- **Enhancing the economy:** by creating as many as 450,000 permanent jobs in California by 2035 through the anticipated economic growth brought by train system.
- **Making better connections:** by providing a safer, faster and more cost efficient alternative to air travel and will help relieve overcrowding at local airports.
- **Improve existing infrastructure:** by removing existing at-grade crossings, installing fencing, new signaling systems, and additional tracks.
- **Providing passenger cost savings:** by providing lower intercity passenger costs than travel by air or auto.

## Environmental Issues to Be Analyzed Include:

- Air Quality
- Noise / Vibration
- Traffic and Circulation
- Land Use, Development, Planning, & Growth
- Biological Resources—Section 7 or Section 10, 2081 Permit
- Wetlands / Waters of the U.S.—Sections 401 & 404, 1600
- Community Impacts / Environmental Justice
- Parks and Recreational Facilities—Section 4(f)
- Historic / Archeological Resources—Section 106
- Construction Impacts
- Cumulative Impacts
- Visual Quality & Aesthetics
- Hazards and Hazardous Materials
- Flood Hazards, Floodplains, and Water Quality

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## Get Involved

The California High Speed Rail Authority has initiated a project environmental review for the HST from San Francisco to San Jose. Scoping meetings are an opportunity to learn about the project, and to provide input on issues and alternatives to be considered in the environmental document.

You can also provide written and e-mailed comments to the California High-Speed Rail Authority.