

San Jose to Merced Project Section



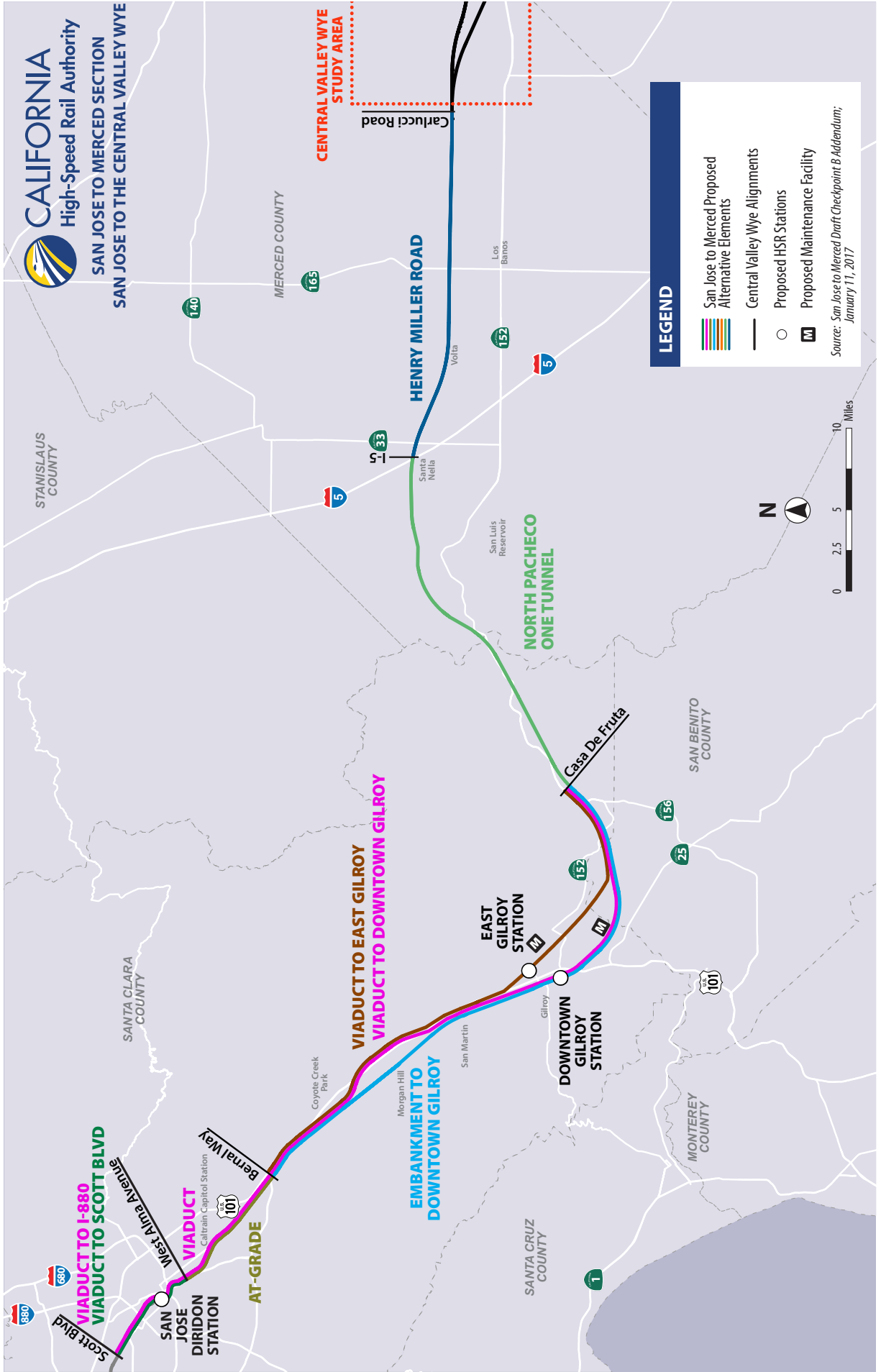
PROJECT SECTION OVERVIEW

The San Jose to Merced Project Section is part of the first phase of the California High-Speed Rail System that will provide a critical rail link between the Silicon Valley and the Central Valley. The approximately 84-mile project section will travel between stations in San Jose and Gilroy and (after passing through the Central Valley Wye) north to Merced or south to Fresno. The focus of the San Jose to Merced Project Section is the area between San Jose and the Central Valley Wye. The Central Valley Wye is being studied separately as an addition to the environmental document for the Merced to Fresno Project Section.

The project section generally follows the Caltrain corridor and then the Union Pacific Rail Road (UPRR) corridor through San Jose. From south of San Jose through Morgan Hill and Gilroy, the corridor could traverse either east of the UPRR corridor or along US 101. From Gilroy, the corridor extends east through Pacheco Pass, generally following State Route 152, and then along Henry Miller Road up to Carlucci Road, approximately eight miles east of Los Banos in Merced County.

PROJECT SECTION HIGHLIGHTS

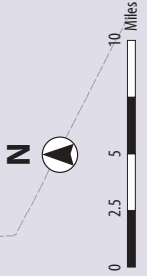
- Links the Silicon Valley with the Central Valley with dedicated high-speed train tracks in a grade-separated and protected corridor
- Approximately 84 miles (San Jose to Pacheco Pass)
- Proposed stations: San Jose (Diridon Station) and Gilroy (Downtown or East Gilroy)
- Estimated travel time of one hour between San Jose Diridon Station and Merced or Fresno



LEGEND

- San Jose to Merced Proposed Alternative Elements
- Central Valley Wye Alignments
- Proposed HSR Stations
- Proposed Maintenance Facility

Source: San Jose to Merced Draft Checkpoint B Addendum; January 11, 2017



ENVIRONMENTAL PROCESS

In 2001, the Authority, in cooperation with the Federal Railroad Administration (FRA), started a tiered environmental review process for the statewide high-speed rail system per requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The 2005 first-tier California High-Speed Rail Program Final Environmental Impact Report/Environmental Impact Statement (Statewide Program EIR/EIS) described the program alignment, which included the San Jose to Merced Project Section.

The development of the environmental document for the San Jose to Merced Project Section is advancing and a draft is anticipated for release in the Fall of 2017. The release of this draft will include public hearings as well as agency and public comment opportunities. The Authority is committed to an ongoing planning process that will continue to include public involvement opportunities.

TIMELINE OF ACTIVITIES

2009	2010	2011-2015	2016	2017	2018
Notice of Intent/ Notice of Preparation (NOI/NOP)	Preliminary Alternatives Analysis Report	Supplemental Alternatives Analysis Report (2011)	2016 Business Plan Adopted, Establishing Valley to Valley Segment	Staff-Recommended Preferred Alternative for Board Consideration	Final EIR/EIS with Response to Comments
Public Scoping	Community Outreach	Continued Development of Alternatives	Community Outreach	Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) to be issued	Board Notice of Decision (NOD)/ Certification
Community Outreach	Stakeholder Engagement	Community Outreach	Stakeholder Engagement	Community Outreach	Federal Railroad Administration Record of Decision (ROD)/Approval
Stakeholder Engagement		Stakeholder Engagement		Public Hearing to take Public Comment	Community Outreach (ongoing)
				45-Day Public Comment Period	Stakeholder Engagement (ongoing)
◀◀ PUBLIC INVOLVEMENT ▶▶					

The Authority is currently studying a range of alternatives for the San Jose to Merced Project Section. The full analysis of these alternatives will be included in an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The range of alternatives incorporates refinements that further avoid, minimize or mitigate potential impacts to the surrounding communities, existing facilities, land uses and environmental resources. In 2017, key next steps in the environmental process are to develop the staff-recommended Preferred Alternative (PA) and to release the Draft Environmental Impact Report/Environment Impact Statement (DEIR/DEIS) for the public review and public hearing process.

The Authority will continue to provide program and project updates as we work towards developing the Draft Environmental Documents the staff-recommended Preferred Alternative. The final project alternative will be selected upon adoption of the Final EIR/EIS.

ABOUT THE HIGH-SPEED RAIL AUTHORITY

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

HIGH-SPEED RAIL WILL BETTER CONNECT THE STATE AND IMPROVE OUR REGIONS IN THE FOLLOWING WAYS:



Increase Mobility

Improve mobility in the face of growth – with the state's population estimated to reach 50 million by 2050.



Needed Alternative

Provide a more convenient and productive way to travel and new opportunities to collaborate on business.



Better Air Quality

Improve air quality – by shifting people from cars and planes to clean trains.



Job Growth

Stimulate job growth across the state – now with construction and long-term with maintenance and operations.



CURRENT PROGRAM STATUS

The Authority remains focused on three fundamental objectives:

1. Initiate high-speed rail passenger service as soon as possible.
2. Make strategic, concurrent investments throughout the system that will be linked together over time.
3. Position additional segments for construction as funding becomes available.

Major activities underway now include the construction of the backbone of the high-speed rail system in the Central Valley, planning and environmental clearance of the remainder of the Phase 1 system, planning for the Phase 2 system and implementation of a statewide-rail modernization plan, in partnership with local stakeholders, that invests billions of dollars in local and regional rail lines right now.

The Phase 1 system that will ultimately connect the San Francisco Bay Area to the Los Angeles Basin via the Central Valley will be sequenced to maximize current federal and state dollars, and deliver the earliest operating high-speed rail line by 2029. The Silicon Valley to Central Valley Line will connect San Jose to just north of Bakersfield, is fully fundable at a cost of \$20.7 Billion and will be operational by 2025.



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