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 30-40 percent 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.

System Benefits

High-speed trains will have many benefits.

- **Protecting our environment:** by eliminating more than 12 billion pounds of greenhouse gas emissions.
- **Reducing dependency on fossil fuels:** by decreasing use by up to 12.7 million barrels of oil 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 the train system.
- **Making better connections:** by providing a safer, faster and more cost-efficient alternative to air travel; helping to relieve overcrowding at local airports.
- **Improving 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

- Transportation
- Air Quality
- Noise & Vibration
- EMI/EMF
- Public Utilities & Energy
- Biological Resources & Wetlands
- Hydrology & Water Resources
- Geology, Soils, Seismicity
- Hazardous Materials/Wastes
- Safety & Security
- Socioeconomics, Communities & Environmental Justice
- Local Growth, Station Planning & Land Use
- Agricultural Land
- Parks, Recreation & Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Construction Methods & Impacts
- Cumulative & Secondary Impacts
- Mitigation Summary
- Section 4(f) & 6(f) Evaluation
- Unavoidable Adverse Impacts

FOR MORE INFORMATION

The California High-Speed Rail Authority is committed to updating and involving the public during the environmental review for the HST. There are a number of ways you can learn more and get involved.

San Jose to Merced Section

Call: 800-881-5799

Visit: http://www.cahighspeedrail.ca.gov/library.asp?p=8281 to view the San Jose to Merced Section Library

E-Mail: highspeedrail@circlepoint.com

Request a speaker: Please contact us if you are part of a community organization and would like a presentation or update at one of your meetings.

San Francisco to San Jose Section

Call: 510-587-8640

Visit: http://www.cahighspeedrail.ca.gov/library.asp?p=8243 to view the San Francisco to San Jose Section Library

Merced to Fresno Section

Call: 559-221-2636

Visit: http://www.cahighspeedrail.ca.gov/library.asp?p=8732 to view the Merced to Fresno Section Library

Para más información, por favor llame al 1-800-881-5799, o visite la Página Web www.cahighspeedrail.ca.gov

如需索取本通知中文版，
請電詢加州高速鐵路局: 1-800-881-5799

Để nghe đề nghị này bằng tiếng Việt, xin gọi: 1-800-881-5799

San Jose to Merced Section High-Speed Train Project EIR/EIS

Updated Winter 2010

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

About the California High-Speed Train (HST) System

The California High-Speed Rail Authority (Authority) is proposing high-speed train service that 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 as many as 93 million passengers annually by the year 2030. Comprehensive program-level environmental studies to determine overall route and station locations were completed in 2005 and 2008. The November 2008 California voter approval of $9.95 billion in bonds helped to move the program forward and project-specific environmental studies are now underway.

About the San Jose to Merced Section

In July 2008 the Authority selected the Pacheco Pass to San Francisco via San Jose as the network alternative for connecting the Bay Area with the Central Valley. The selected Pacheco Pass network alternative included general alignments between San Jose and Gilroy, over the Pacheco Pass, across the San Joaquin Valley, and north to Merced, which would be studied further in project EIRs. However, due to a recent court ruling, the Authority has re-opened the related environmental document and is working to address issues identified by the court as part of a revised and recirculated environmental document. The Authority will consider the revised materials and the entire record before making a new certification decision on the revised program EIR under CEQA. The Authority will also make a new programmatic decision on a network alternative for connecting the Bay Area with the Central Valley that it will study at the project level. The court ruling did not require the Authority to stop the work being done on the project-specific environmental review. The corridor that has been studied at the project level extends approximately 125 miles, starting at the Diridon train station in San Jose, where it connects with the San Francisco to San Jose HST section, runs south through Gilroy and then east through the mountainous Pacheco Pass to Chowchilla, where it connects with the Merced to Fresno HST section. Stations are planned in San Jose, Gilroy and Merced. The Program Alignment is fully described in the Authority/Federal Railroad Administration (FRA) Final Bay Area to Central Valley Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) located at http://www.cahighspeedrail.ca.gov/library.asp?p=8052

Environmental Review Process

In February 2009, the Authority, in cooperation with the FRA began a project environmental review of the San Jose to Merced section per requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). In March 2009, scoping meetings were held to receive input on the scope of issues that should be analyzed in the EIR/EIS. Input at these meetings and other comments were distilled to produce initial alignment alternatives and station and design options for consideration in an Alternatives Analysis (AA) Report. The initial alignment alternatives were then evaluated using established criteria and the evaluation of the alternatives was reviewed with the FRA and Authority at a workshop in November 2009. At the workshop, the FRA and Authority preliminarily identified which alignment alternatives, stations, and design options should be carried forward into the EIR/EIS process. These recommendations were presented to the CHSRA Board in early December, and are being shared with the public in December 2009 and January 2010. The draft AA Report with the full evaluation, including input from the board, will be made available for public review in Spring 2010. After all comments have been reviewed and incorporated, the Final AA report will be published. The maps on the following pages summarize the results of the workshop and Board meeting.

Alternatives Analysis Report Criteria

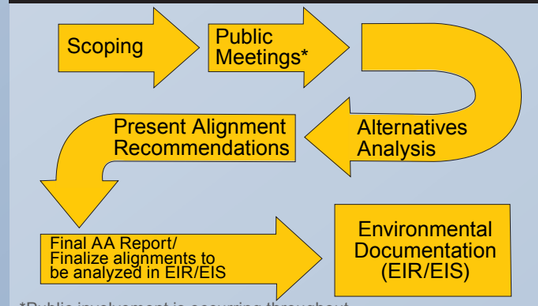
The Alternatives Analysis Report documents the preliminary evaluation of alternatives, based on specific criteria, as noted below (for more on AA methodology, see http://www.cahighspeedrail.ca.gov/library.asp?p=8300).

Objective	Criteria
Maximize ridership/ revenue potential	Travel time Route length
Maximize connectivity and accessibility	Intermodal connections
Minimize operating and capital costs	Operations and maintenance issues and costs

Evaluation Measures

- Land use
- Construction feasibility
- Minimize disruption to neighborhoods & communities
- Minimize impacts to environmental resources
- Minimize impacts to natural resources

Environmental Review Process



*Public involvement is occurring throughout the entire environmental review process.

Alignments to Be Considered for Environmental Review

The overall San Jose to Merced Section is broken down into five subsections, each of which has several proposed alignment alternatives.

On the following maps, each alignment alternative within the subsection is color-keyed to the key issue descriptions on the maps. Solid lines indicate alignment alternatives identified to be carried forward into the EIR/EIS process. Dashed lines indicate alignment alternatives that may potentially be withdrawn. For additional details on the criteria used to narrow alignment alternatives and descriptions of the alignments withdrawn from further analysis, visit the Authority's Website at www.cahighspeedrail.ca.gov or view materials from the December 2009 CHSRA Board meeting (Item 13) at http://www.cahighspeedrail.ca.gov/library.sp?p=4856&year=2009.

San Jose to Merced Section - Alignment Alternatives