

San Jose to Merced Project Section



PROJECT SECTION OVERVIEW

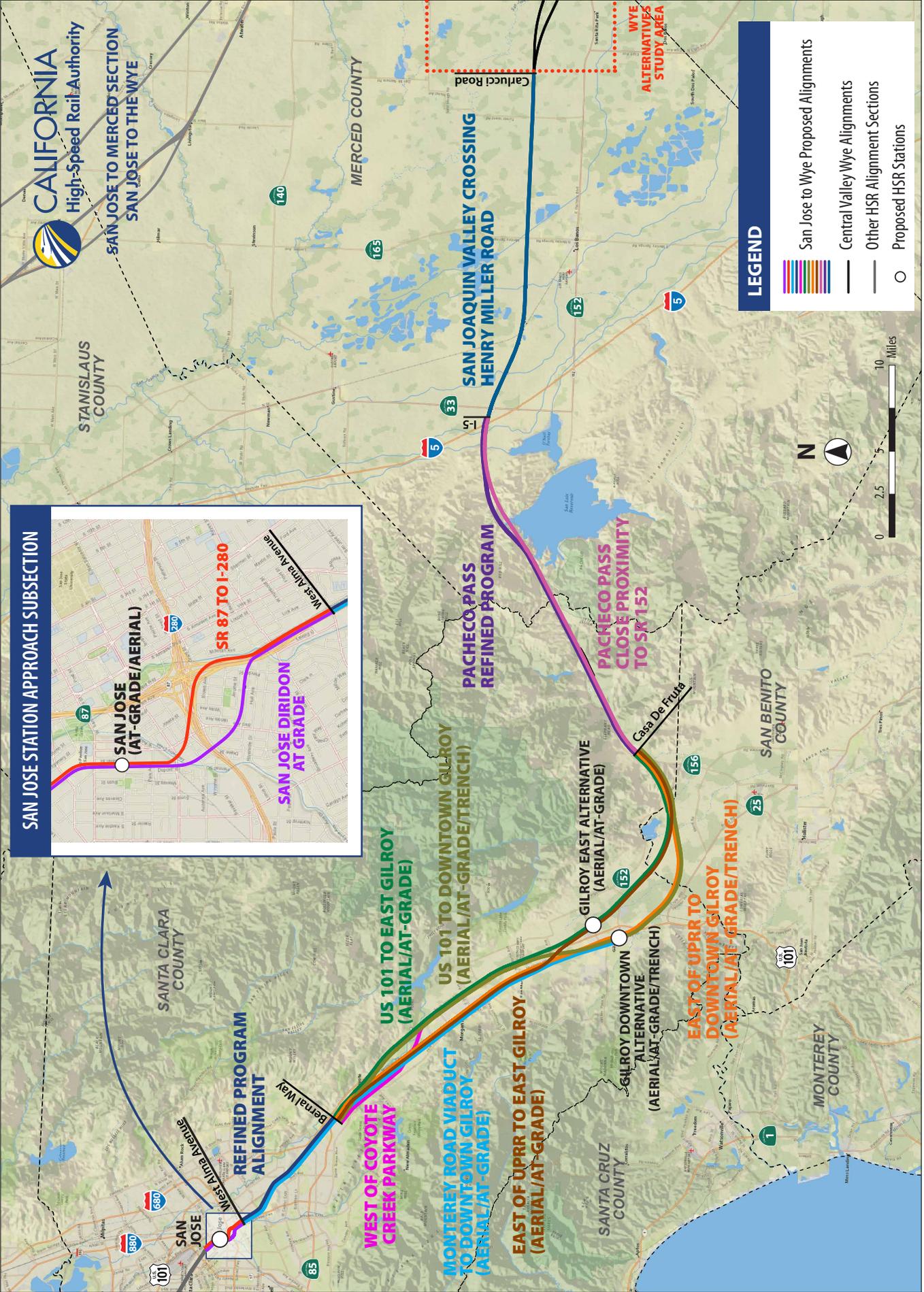
The San Jose to Merced Project Section is part of the first phase of the California High-Speed Rail System that will provide a critical rail link between the Silicon Valley and the Central Valley. The approximately 84-mile project section will travel between stations in San Jose and Gilroy and (after 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 alignment and alignment connections to Merced and Fresno are part of the Merced to Fresno Section.

The project of 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 the Pacheco Pass, generally following State Route 152, and then along Henry Miller Road up to Carlucci Road, approximately 8 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

SAN JOSE STATION APPROACH SUBSECTION



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 early 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	2010-2014	2016	2017
Scoping meetings held in San Jose, Gilroy and Merced (NOI/NOP)	Preliminary Alternatives Analysis Supplemental Alternatives Analysis Project Update and Stakeholder Engagement	Continued Development of Alternatives Identification of a Preliminary Preferred Alternative	Draft Environmental Document Public Hearing Final Environmental Document

◀◀ PUBLIC INVOLVEMENT ▶▶



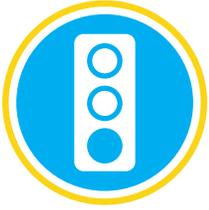
CURRENT PROGRAM STATUS

Phase 1 of the high-speed rail system will provide fast, safe and reliable connections between counties and cities from the Bay Area to Los Angeles/Anaheim. Phase 2 will add further connections to Sacramento and San Diego.

Four major activities are underway now:

1. Construction of the backbone of the high-speed rail system in the Central Valley.
2. Planning and/or environmental clearance of the remainder of the Phase 1 System.
3. Planning for the Phase 2 System.
4. 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.

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.

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.



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