



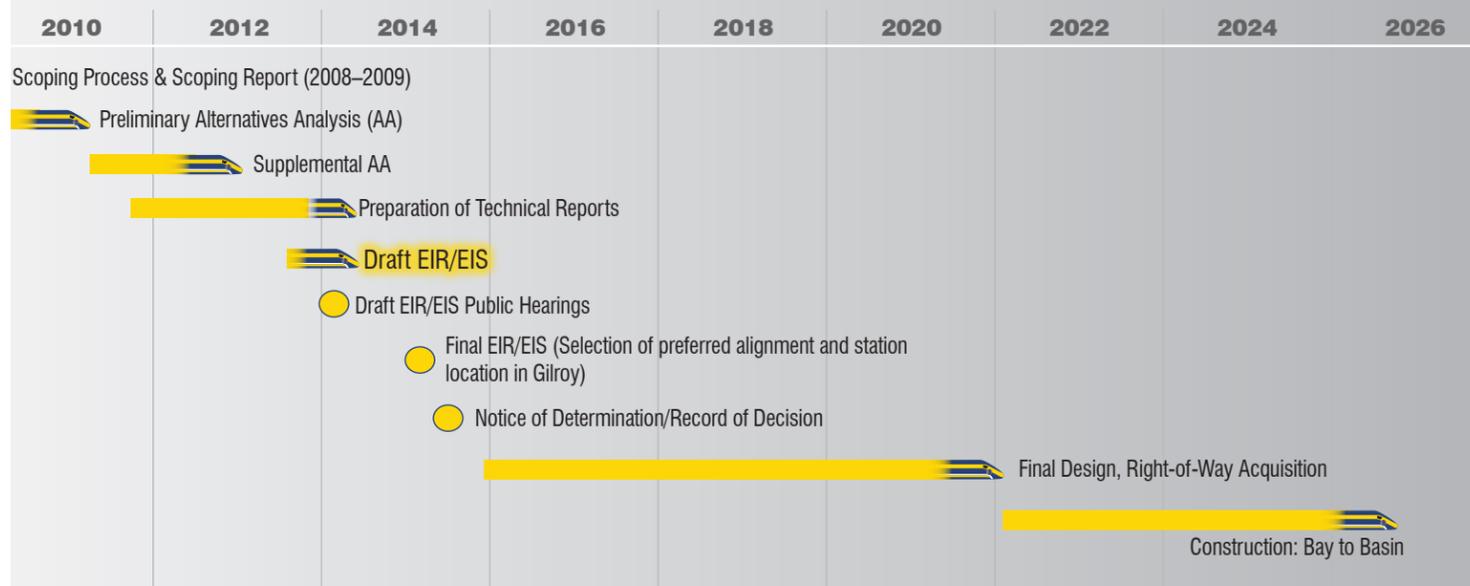
Where Are We Now?

The San Jose to Merced project team is completing the Alternatives Analysis phase, which identifies the range of alternative alignments to be carried forward for detailed environmental review in the Draft EIR/EIS. Refinements to current alignment alternatives are being considered in response to public and agency input. The Authority is also working with the City of San Jose on guidance for the visual design of high-speed train aerial facilities and structures in San Jose. Input received on the Supplemental Alternatives Analysis Reports and the Visual Design Guidelines will be considered during preparation of the Draft EIR/EIS.

When Will a Preferred Alignment be Selected?

Upon completion of the Draft Environmental Impact Report/Statement (EIR/EIS) in 2013, the public will be provided with an opportunity to review and comment on the analysis and findings. The Authority, FRA and the project team will then consider the comments provided to identify a preferred alternative. The Final EIR/EIS will document the preferred alternative and station locations, describe proposed mitigation measures, and provide responses to the public comments. Following the release of the Final EIR/EIS the Authority and FRA will then consider taking actions to certify the EIR/EIS and approve the project.

San Jose to Merced Schedule



*Schedule subject to change

Public Involvement

Since the environmental review process began in 2009, project team members have met with elected officials, agencies, stakeholder groups, and community members during hundreds of meetings to provide current information and answer questions. Just as we help you to understand the latest project developments, you help us to understand your priorities and how we can make the project the best it possibly can be.

Keep telling us how we can continue to further integrate high-speed rail appropriately between San Jose and Merced. Attend an upcoming meeting, write, call, or ask us to give a presentation to your community. If you're unable to connect with us in person, you can always visit the San Jose to Merced Library on the Authority website to view maps, simulations, previous public presentations, and reports.



California High-Speed Train San Jose to Merced Section

A VISION FOR CALIFORNIA

JUNE 2012

The California High-Speed Rail Authority is developing a San Francisco Bay Area to Los Angeles and Anaheim high-speed rail system that will operate at speeds of up to 220 miles per hour. The full system will connect all of the state's major urban centers, including Sacramento and San Diego. Initial construction will begin in the Central Valley, the backbone of the system, in 2012 or 2013. The project will generate 100,000 construction job-years of employment over the next five years and nearly one million economy-wide job-years (full-time, one year job equivalents) over the life of the project. The project is being funded through voter-approved state bonds, federal funding grants, local funding, and public-private partnerships.

About the San Jose to Merced Section

The San Jose to Merced section of the system is 125 miles long. Starting at the Diridon Train Station in downtown San Jose, trains will travel south through Gilroy, east through the Pacheco Pass to Chowchilla and connect with the Central Valley section (Merced to Fresno). Potential route alignments and station locations are being evaluated through an environmental review process under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This process will result in the development of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) that will be available for public review and comment in 2013.

Rail Ridership Grows in California

Californians are riding commuter rail in rapidly growing numbers, especially throughout Central and Northern California. As the state's population grows, having an environmentally superior and cost-effective alternative to cars and short-haul flights is crucial to California's future.

Current Commuter Rail System*	Annual Ridership 2000	Annual Ridership 2011	Percent Increase
Caltrain	29,000 (daily)	38,000 (daily)	31 (daily)
San Joaquin Corridor - Amtrak	676,000	1,032,000	52.7
Capital Corridor - Amtrak	770,000	1,710,000	122

Projected High-Speed Rail Ridership (Phase 1 Blended 2030)**	Daily Boardings	Annual Boardings
San Jose - Diridon Station	3,300 - 6,100	1,163,000 - 2,142,000
Gilroy Station	2,300 - 3,900	815,000 - 1,385,000
Merced Station	3,300 - 7,000	1,205,000 - 2,554,000



* Caltrain. "February 2011 Caltrain Annual Passenger Counts: Key Findings." 2011.

San Joaquin Corridor - Amtrak. "California Passenger Rail System: 20-Year Improvement Plan - A Summary Report" March 2001 "Amtrak California's San Joaquin Corridor Reaches More Than a Million Riders." 29 September 2011.

Capitol Corridor. "2011 Capitol Corridor Performance Report." 2011.

** CHSRA. "California High-Speed Rail 2012 Revised Business Plan: Ridership and Revenue Forecasting." April 2012.



For more information, email us at San.Jose_Merced@hsr.ca.gov or call 800-881-5799.

www.cahighspeedrail.ca.gov

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San Jose to San Francisco Alignment Update

The Revised 2012 Business Plan lays out a strategy for a “blended” system that includes early investment in electrification and upgrades to the Caltrain corridor, allowing a one-seat ride (no need to change trains) through San Jose to San Francisco as early as 2029. Electrification will improve efficiency and reduce noise on the existing Caltrain corridor. On April 12, 2012, the Authority Board approved a Memorandum of Understanding with Bay Area transportation entities to pursue investment of over \$700 million in improvements to the Caltrain corridor.

San Jose to Merced Section – Alignment Alternatives

The San Jose to Merced Section is divided into five subsections as noted on the map below. Two of the five, the Downtown San Jose and Monterey Highway subsections, include a single alignment alternative. The remaining three subsections each have multiple potential alignments under evaluation.

Approximate Travel Times

San Jose to Los Angeles	2 hours, 13 minutes
San Jose to Merced	51 minutes
Gilroy to San Francisco	51 minutes

How Alignments are Selected for Study

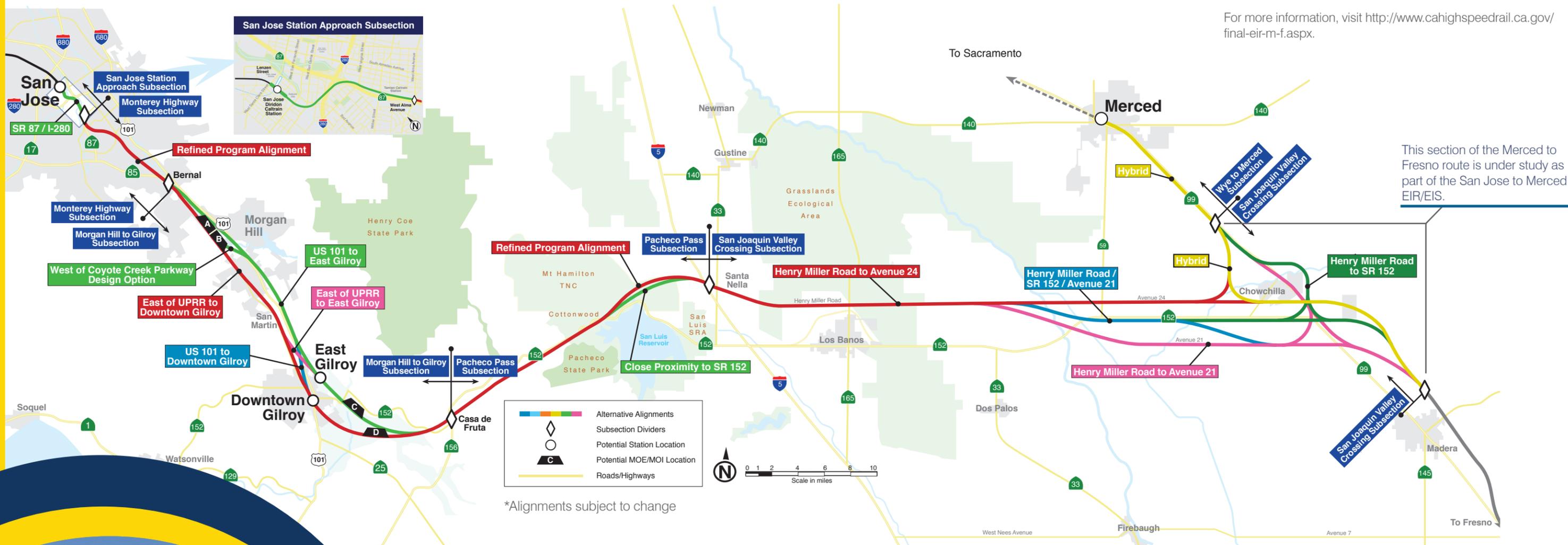
The San Jose to Merced route is currently in the project-level environmental review phase, which begins with a determination of the feasible range of alternatives to be evaluated. The process for determining the range of feasible alternatives is called the Alternatives Analysis (AA).

Based on input received from the public, agencies, staff and elected officials along the corridor, as well as technical and environmental evaluation of each potential alignment, a series of Preliminary and Supplemental Alternatives Analysis (AA) Reports have been prepared and presented to the Authority.

Central Valley Leading the Way

The San Jose to Merced Section (San Joaquin Valley Crossing Subsection) alignment alternatives connect to the Merced to Fresno Section north-south route in the Central Valley. On May 3, 2012, the Authority certified the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the Merced to Fresno Section of the High-Speed Train project. At this time, the Authority also chose a north-south route and station locations for Merced and Fresno. The Federal Railroad Administration will now consider approving the project and issuing a Record of Decision (ROD). Certification of the Final EIR/EIS allows the Authority to take additional steps toward starting construction in late 2012 or early 2013.

For more information, visit <http://www.cahighspeedrail.ca.gov/final-eir-m-f.aspx>.



This section of the Merced to Fresno route is under study as part of the San Jose to Merced EIR/EIS.



Downtown San Jose Station



Downtown San Jose
Iconic station example

*Draft simulations subject to change



Monterey Road



Pacheco Pass



San Joaquin Valley