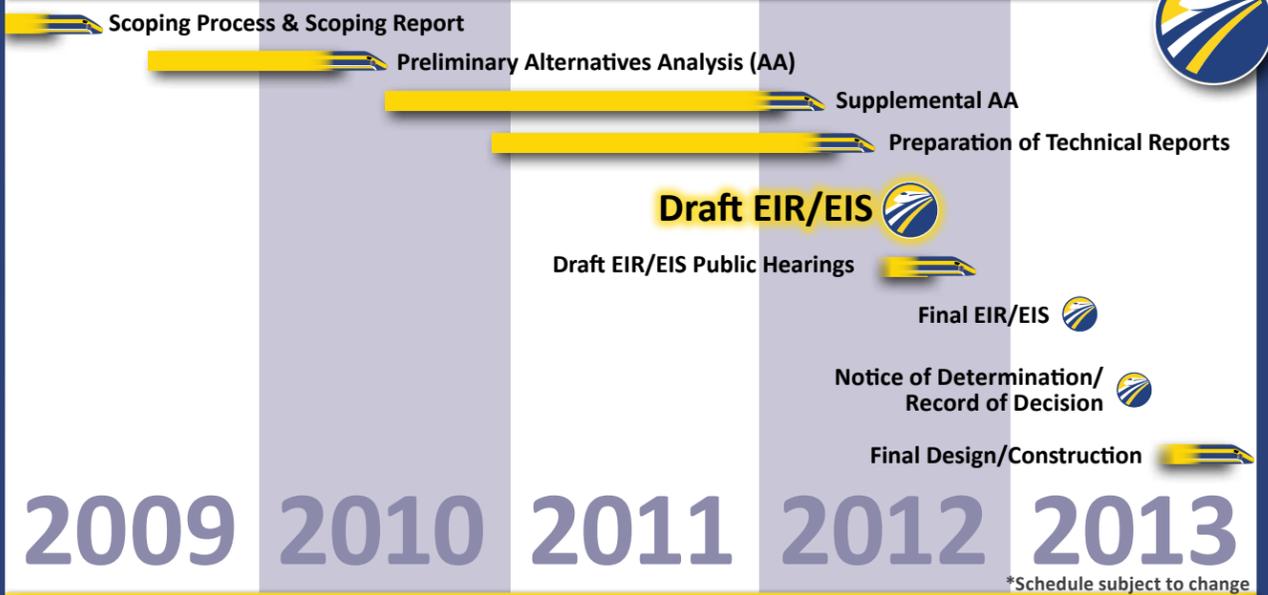




### Where Are We Now?

The San Jose to Merced high-speed train route is currently in the project-level environmental review phase. The environmental impacts being evaluated include impacts to transportation, cultural resources, air quality, water resources, sound, vibration and wildlife and ecosystems, among others. Public comment is an important part of this process. The San Jose to Merced Draft EIR/EIS will be available for public review and comment in summer 2012. Comments received on the Draft EIR/EIS will be evaluated and responded to in the Final EIR/EIS.

The Draft EIR/EIS process will lead to the selection of a preferred alternative, establishing the alignment and station locations to be carried forward in the Final EIR/EIS.



### 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 us, call us, 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.

For more information, visit:  
[www.cahighspeedrail.ca.gov/Lib\\_San\\_Jose\\_Merced.aspx](http://www.cahighspeedrail.ca.gov/Lib_San_Jose_Merced.aspx)



### A Vision for California

California is currently on track to building the country's first true high-speed rail system. On more than 800 miles of track, high-speed trains will carry Californians and visitors from around the world up and down the state at more than 200 miles per hour. High-speed rail provides an environmentally friendlier alternative to constructing thousands of miles of freeway lanes or dozens of new airport runways. It's a safer, cleaner and more efficient alternative to flying or driving that will create thousands of jobs and new opportunities for people and communities.

### 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 would travel south through Gilroy, east through the Pacheco Pass to Chowchilla and connects 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.



### Regional Facts

- Job Opportunities**—Over the life of construction, the project will create approximately **112,000 construction-related jobs** (full-time, one-year job equivalents) in the San Jose to Merced region. Once operational, high-speed rail is expected to stimulate the economy by creating up to **450,000 permanent new jobs** statewide over the next 25 years. (*December 2009 Business Plan/Report to the Legislature, California High-Speed Rail Authority*)
- Travel Time**—High-speed rail will create a safe, convenient, and fast way to travel throughout California. Travel time between San Jose and Merced is estimated to be **45 minutes**, approximately **2hr 10 minutes** from San Jose to LA and approximately **44 minutes** from Gilroy to San Francisco.
- Ridership**—By 2035, the system is projected to attract **7,600 boardings daily** in San Jose; **4,700 in Gilroy**; and **5,300 in Merced**. (*December 2009 Business Plan/Report to the Legislature, California High-Speed Rail Authority*)
- Environmentally Responsible**—High-speed rail uses only one-third the energy of airplanes and one-fifth the energy of the family car. (*ADDENDUM/ERRATA to Final Program EIR/EIS for the Bay Area to Central Valley, California High-Speed Rail Authority*)

For more information, email us at  
[San.Jose\\_Merced@hsr.ca.gov](mailto:San.Jose_Merced@hsr.ca.gov)  
or call 800-881-5799.

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**1-800-881-5799**

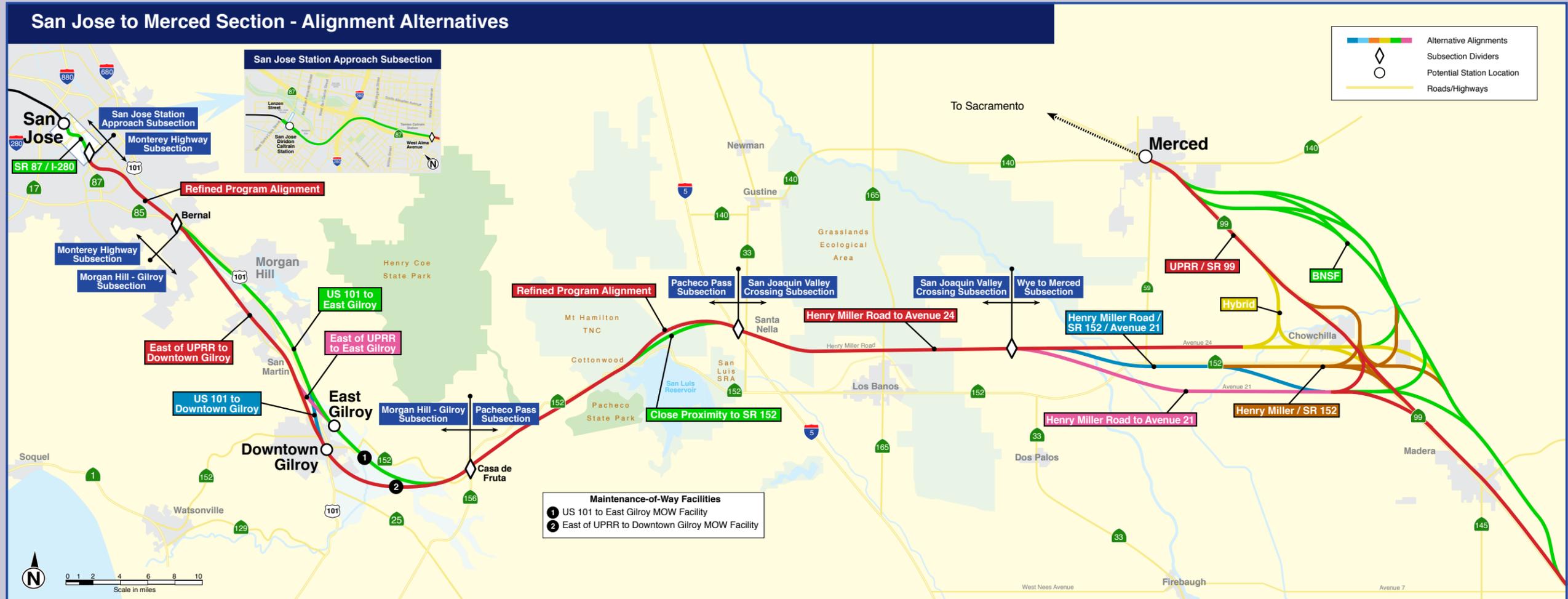
The **San Jose to Merced Section** is divided into five subsections, three of which have several proposed alignment alternatives (one alignment alternative is being evaluated for the Downtown San Jose and Monterey Highway subsections).

The project team is currently evaluating each alternative to determine impacts to the surrounding community and environment. In June 2010, the California High-Speed Rail Authority issued a Preliminary Alternatives Analysis (AA) Report, which recommended a set of alignment alternatives and station options for detailed evaluation in the environmental review process.

After receiving feedback from the public, agencies, staff and elected officials along the corridor, Supplemental AA Reports were issued in May and July 2011 to document the additional development and refinement of alignments and design options (shown below) for the Morgan Hill-Gilroy, Pacheco Pass, and San Joaquin Valley subsections. The SAA identifies the alternatives and design options in the

subsections noted above to be further studied through the environmental process. Further analysis for the San Jose Station Approach, Monterey Highway and San Joaquin Valley subsections will occur before future recommendations are made for these subsections.

To learn more about the environmental review process, please see the back page.



\*Alignments subject to change

### Simulations



Downtown San Jose



Monterey Highway



Highway 152 near Highway 156



Pacheco Pass

\*Draft simulations subject to change