SAN JOSE TO MERCED FINAL EIR/EIS
## SAN JOSE TO MERCED

### Project Background

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>Program EIR/EIS</td>
</tr>
<tr>
<td>2008</td>
<td>Second Program EIR/EIS for Bay Area to Central Valley</td>
</tr>
<tr>
<td>2009</td>
<td>Project Scoping for San Jose to Merced</td>
</tr>
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<td>Alternatives Development for San Jose to Merced</td>
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<td>2012</td>
<td>Partial Revision to Second Program EIR/EIS</td>
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<tr>
<td>2019</td>
<td>Identification of the Preferred Alternative</td>
</tr>
<tr>
<td>2020</td>
<td>Draft EIR/EIS</td>
</tr>
<tr>
<td>2021</td>
<td>Revised Draft EIR/Supplemental Draft EIS</td>
</tr>
<tr>
<td>2022</td>
<td>Final EIR/EIS</td>
</tr>
</tbody>
</table>

### Important Milestones

- **2005**: Program EIR/EIS
- **2008**: Second Program EIR/EIS for Bay Area to Central Valley
- **2009**: Project Scoping for San Jose to Merced
- **2009-2019**: Alternatives Development for San Jose to Merced
- **2012**: Partial Revision to Second Program EIR/EIS
- **2019**: Identification of the Preferred Alternative
- **2020**: Draft EIR/EIS
- **2021**: Revised Draft EIR/Supplemental Draft EIS
- **2022**: Final EIR/EIS

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**CALIFORNIA HIGH-SPEED RAIL STATEWIDE SYSTEM**

- **Sacramento**
- **San Francisco**
- **Millbrae SFO**
- **Stockton**
- **Modesto**
- **Madera**
- **Fresno**
- **Kings/Tulare**
- **Bakersfield**
- **Palmdale**
- **Burbank**
- **Los Angeles**
- **Anaheim**
- **San Diego**
- **Merced**

**LEGEND**

- Phase 1
- Phase 2
- HSR Stations

**Proposed Statewide Alignment**

*Subject to Change - February 2023*
SAN JOSE TO MERCED RANGE OF ALTERNATIVES
FOUR END-TO-END ALTERNATIVES

SAN JOSE DIRIDON STATION APPROACH SUBSECTION

Alternative 4 is the Preferred Alternative

San Jose to Central Valley Wye Proposed Alignments

- Proposed HSR Stations
- Proposed Maintenance Facility
- San Francisco to San Jose Project Section
- Central Valley Wye

SAN JOSE TO MERCED FINAL EIR/EIS
1. **Guadalupe River Bridge**: Design revisions to ensure no increase to 100-year flood elevations for Alternative 4

2. **Diridon Design Variant**: Alter Diridon Station approaches to increase speed from 15 mph to 40 mph for Alternative 4

3. **Tunnel Design Variant**: Alter tunnel and tunnel approaches to increase speed from 200 mph to 220 mph for all alternatives

Diridon and Tunnel design variants included in Preferred Alternative to optimize operations.
## Design Features of Preferred Alternative

<table>
<thead>
<tr>
<th>Design Features</th>
<th>San Jose to Merced Project Section – Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Length (linear miles)</td>
<td>88.8</td>
</tr>
<tr>
<td>Viaduct (linear miles)</td>
<td>15.2</td>
</tr>
<tr>
<td>Embankment (linear miles)</td>
<td>25.9</td>
</tr>
<tr>
<td>At-grade (linear miles)</td>
<td>30.3</td>
</tr>
<tr>
<td>Trench (linear miles)</td>
<td>2.3</td>
</tr>
<tr>
<td>Tunnel (linear miles)</td>
<td>15.1</td>
</tr>
<tr>
<td>Number of Water Crossings</td>
<td>147</td>
</tr>
<tr>
<td>Total Number of Roadway Crossings (San Jose to Gilroy)</td>
<td>29</td>
</tr>
<tr>
<td>Number of Permanent Public and Private Roadway Closures</td>
<td>4 closed, 3 realigned (San Jose to Gilroy) 6 closed, 2 realigned (East of Gilroy to Carlucci Road)</td>
</tr>
</tbody>
</table>
SAN JOSE TO MERCED
Benefits of the Preferred Alternative

- Fewest displacements
- Fewest road closures
- Fewest impacts on wetlands and habitats
- Good access to transit systems and services
- Fewest visual impacts
- Fewest impacts to parks
- Lowest capital cost
- Allows for extension of electrified Caltrain service to Gilroy
# Comments on Draft and Revised/Supplemental Draft EIR/EIS

<table>
<thead>
<tr>
<th></th>
<th>Draft EIR/EIS</th>
<th>Revised/Supplemental Draft EIR/EIS</th>
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<tbody>
<tr>
<td><strong>Comment Period</strong></td>
<td>April 24 – June 23, 2020</td>
<td>April 23 – June 9, 2021</td>
</tr>
<tr>
<td><strong># of Submissions</strong></td>
<td>746</td>
<td>16</td>
</tr>
<tr>
<td><strong>Comments Received</strong></td>
<td>4,887</td>
<td>226</td>
</tr>
</tbody>
</table>
WHAT HAS RESULTED FROM PUBLIC COMMENTS AND RESPONSES?

PUBLIC COMMENTS AND RESPONSES TOPICS

- Specific project alternatives
- Displacements
- Wildlife habitat and movement
- At-grade crossing safety and grade separations
- Emergency vehicle response delays
- Interaction with other projects
- Cultural resource effects
- Noise and vibration effects
- Traffic effects and mitigation
- Farmland effects
- Environmental Justice

MODIFIED AND ADDITIONAL ANALYSES

MODIFIED AND ADDITIONAL MITIGATIONS
TOPICS FOR APRIL BOARD MEETING

- History of Alternatives
- Overview of Stakeholder Engagement
- Key Project Effects and Mitigation Measures
- Station Planning in San Jose and Gilroy
- Wildlife Movement and Impacts
- Environmental Justice
- Other Key Topics from Final EIR/EIS
The Board will consider whether to:

1. Certify the Final EIR/EIS as CEQA Lead Agency
2. Approve the Preferred Alternative and related CEQA decision documents
3. Direct the Authority Chief Executive Officer to issue the Record of Decision (ROD) under the Authority’s NEPA Assignment
SAN FRANCISCO TO SAN JOSE
PROJECT SECTION