SAN JOSE TO MERCED
PROJECT SECTION FINAL EIR/EIS

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Northern California Regional Director

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Northern California Director of Projects

April 27, 2022
SAN JOSE TO MERCED

Agenda

1. Key Points for Today’s Presentation
2. Project Section Overview
3. Development of Alternatives
4. Background on San Jose to Merced Project Section
5. Key Topics of Stakeholder Interest
Key Points for Today’s Presentation:

1. The Authority has developed the project to connect the San Francisco Bay Area and the Central Valley with reliable electrified high-speed intercity rail service in a manner that is both sensitive to communities and protective of the natural environment while also directly offsetting historic challenges from existing infrastructure.

2. Authority has conducted extensive outreach related to this environmental document since 2009 and refined the project substantially in response to stakeholder feedback and community engagement to the benefit of the project and the public.

3. The Final EIR/EIS presents a thorough analysis of the project’s effects, incorporates avoidance, minimization, and mitigation measures as appropriate, identifies the least impactful alternative with the fewest displacements, road closures and fewest impacts on wetlands and habitats, and serves the board and the public with a transparent informed decision-making document.
PROJECT SECTION OVERVIEW
• Improves connection between Silicon Valley and Central Valley and reduces travel time
• Creates opportunity for improved jobs/housing balance between the two regions
• Increases ridership reducing vehicle miles traveled and greenhouse gas emissions

Service to largest City and County in the Bay Area

Corridor integrates with local Caltrain service and extends electrification to Morgan Hill and Gilroy

Connects to existing and planned transit services including Caltrain, BART, VTA, Capitol Corridor, ACE, Monterey Co. Rail Extension, and more
**PROJECT BACKGROUND**

**Important Milestones**

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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</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>
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<tr>
<td>2009</td>
<td>Project Scoping for San Jose to Merced</td>
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<tr>
<td>2009-2019</td>
<td>Alternatives Development for San Jose to Merced</td>
</tr>
<tr>
<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>
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<tr>
<td>2020</td>
<td>Approval of Central Valley WyeExtent</td>
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<tr>
<td>2021</td>
<td>Revised Draft EIR/Supplemental Draft EIS</td>
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<tr>
<td>2022</td>
<td>Final EIR/EIS</td>
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</tbody>
</table>
SAN JOSE TO MERCED
ALTERNATIVE 4 SELECTED AS PREFERRED ALTERNATIVE

Background

Design Features
- Upgrades to existing rail corridor between San Jose and Gilroy
- Dedicated HSR infrastructure through Pacheco Pass and San Joaquin Valley connecting to Central Valley Wye
  - Two tunnels of 13.5 miles and 1.6 miles in the Pacheco Pass

Two Stations
- San Jose Diridon Station
- Downtown Gilroy Station

Two Maintenance Facilities
- South Gilroy Maintenance-of-Way Facility (MOWF)
- Maintenance-of-Way Siding (MOWS) near Turner Island Road in Merced County
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
PUBLIC INVOLVEMENT
Since 2009

<table>
<thead>
<tr>
<th>Stakeholder Working Groups</th>
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<tbody>
<tr>
<td><strong>Community Working Groups:</strong></td>
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<tr>
<td>Neighborhood, Business, Community, and Environmental Justice Organizations</td>
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<td><strong>Technical Working Groups:</strong></td>
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<tr>
<td>- San Jose to Morgan Hill</td>
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<td>- Gilroy to San Joaquin Valley</td>
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<td>- Wildlife Stakeholders</td>
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<td><strong>Engagement Tools:</strong></td>
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<tr>
<td>- Project website</td>
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<tr>
<td>- Surveys</td>
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<td>- Facilitated discussions on project design</td>
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</tbody>
</table>

1,200+
Meetings with the general public, stakeholder, agencies and tabling at local events

125+
Stakeholder Working Group Meetings

35
Open Houses and Hearings

Materials translated into Spanish, Mandarin and Vietnamese
## INTERFACING WITH NORTHERN CALIFORNIA AGENCIES

Since 2018

- 👉 = coordination with agency on topic

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>ALIGNMENTS</th>
<th>WATER MANAGEMENT</th>
<th>WILDLIFE CROSSINGS</th>
<th>TRANSPORTATION/ROADS</th>
<th>ENGINEERING/DESIGN</th>
<th>LAND USE</th>
<th>JOINT OUTREACH</th>
<th>ENVIRONMENTAL JUSTICE</th>
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<td>California Highway Patrol</td>
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<td>Caltrans Districts 4, 5, and 10</td>
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<td>Cities of Gilroy, Morgan Hill, and San Jose</td>
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<td>San Joaquin Valley Wildlife Stakeholders Group</td>
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<td>Santa Clara County Roads and Airports</td>
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<td>Santa Clara Valley Transportation Authority</td>
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<td>Santa Clara Valley Water District</td>
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We also commend CHSRA for the extensive community outreach that has occurred throughout development of the environmental document for this project section. The Final EIS includes a robust set of proposed improvements to offset adverse effects to minority and low-income communities along the project alignment.

– Environmental Protection Agency

In a win for the CEQA/NEPA public engagement process, appropriate mitigation for cumulative impacts to wildlife movement and landscape connectivity was identified and consensus was reached for continued collaboration on this increasingly important issue.

– Santa Clara Valley Habitat Agency
DEVELOPMENT OF ALTERNATIVES
DEVELOPMENT OF ALTERNATIVES
• Public scoping range of alternatives

• Evaluated in Preliminary Alternatives Analysis

• Refined in Supplemental Alternatives Analysis
3 dedicated, grade-separated end-to-end alternatives were developed in response to 2016 Business Plan and ongoing outreach during 2017.
ALTERNATIVES DEVELOPMENT

- Alternative 1: Viaduct
- Alternative 2: Embankment
- Alternative 3: Viaduct with East Gilroy station
- Alternative 4: At-grade along existing rail corridor
- East of Gilroy to Central Valley Wye: All alternatives have same alignment

San Jose to Merced

Range of Alternatives Under Consideration

San Jose to Central Valley Wye Proposed Alignments

- Proposed HSR Stations
- Proposed Maintenance Facility

- San Francisco to San Jose Project Section
- Central Valley Wye

DEVELOPMENT OF ALTERNATIVES
DEVELOPMENT OF ALTERNATIVES

DESIGN REFINEMENTS TO PREFERRED ALTERNATIVE

1. **Guadalupe River Bridge**: Design revisions to ensure no increase to 100-year flood elevations

2. **Diridon Station**: Alter Diridon Station approaches to increase speed from 15 mph to 40 mph

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

Included in Preferred Alternative to optimize operations.
### SUMMARY OF PREFERRED ALTERNATIVE DESIGN FEATURES

<table>
<thead>
<tr>
<th>Design Features</th>
<th>Preferred Alternative</th>
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<tbody>
<tr>
<td>Total Length (linear miles)</td>
<td>88.8</td>
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<tr>
<td>At-grade (linear miles)</td>
<td>30.3</td>
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<tr>
<td>Embankment (linear miles)</td>
<td>25.9</td>
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<tr>
<td>Viaduct (linear miles)</td>
<td>15.2</td>
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<tr>
<td>Trench (linear miles)</td>
<td>2.3</td>
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<tr>
<td>Tunnel (linear miles)</td>
<td>15.1</td>
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<tr>
<td>Number of Water Crossings</td>
<td>147</td>
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<tr>
<td>Total Number of Roadway Crossings (San Jose to Gilroy)</td>
<td>29</td>
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SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH SUBSECTION

• Preferred Alternative
  » At-grade alignment predominantly in existing railroad right-of-way
  » At-grade Diridon Station

• Benefits
  » Electrification of corridor
  » Less displacements
  » Less visual and aesthetic impacts
  » Community improvements
  » Paralleling existing transportation infrastructure
  » Good access to transit systems and services
• Preferred Alternative
  » At-grade predominantly in existing railroad right-of-way

• Benefits
  » Electrification of corridor
  » Less displacements
  » Less visual and aesthetic impacts
  » Community improvements
  » Paralleling existing transportation infrastructure
SAN JOSE TO MERCED
MORGAN HILL TO GILROY SUBSECTION

• **Preferred Alternative**
  » At grade, embankment, viaduct, and tunnel
  » Predominantly in existing UPRR right-of-way
  » Maintenance of Way Facility south of Gilroy
  » 1.6-mile Tunnel 1 west of Casa de Fruta

• **Benefits**
  » Downtown Gilroy Station
  » Electrification of corridor
  » Less displacements, including agricultural
  » Less visual and aesthetic impacts
  » Community improvements
  » Wildlife undercrossings to increase permeability
  » Paralleling existing transportation infrastructure
SAN JOSE TO MERCED
PACHECO PASS SUBSECTION

• Preferred Alternative
  » 13.5-mile Tunnel 2
  » Embankment
  » Viaduct

• Benefits
  » Minimize impacts to recreational and open space areas
  » Minimize impacts to wildlife movement
  » Paralleling existing transportation infrastructure
SAN JOSE TO MERCED
SAN JOAQUIN VALLEY SUBSECTION

• **Preferred Alternative**
  » Embankment
  » Viaduct
  » Maintenance of Way Siding at Turner Island Road

• **Benefits**
  » Community improvements
  » Paralleling existing transportation infrastructure

**LEGEND**

San Jose to Merced Alignments
- Aerial
- Embankment
- At-Grade
- Tunnel
- Trench

- HSR Stations
- Maintenance Facility
Actions taken in response to stakeholder comments:

- Added site-specific traffic mitigation measures
- Incorporated analysis and added mitigation measures on monarch butterfly, mountain lion, and operational noise and lighting from RDEIR/SDEIS
- Added species mitigation measure to construct a wildlife overcrossing on SR 152
- Revised Environmental Justice methodology, findings and added new offsetting mitigation measures

- Added new planned land use changes, in particular Google Downtown West development at Diridon Station
- Refined safety and security mitigation measures
- Refined air modeling and provided refined air emissions results
- Revised and further defined noise mitigation
SAN JOSE TO MERCED
Measures to Avoid or Address Impacts

• The project incorporates programmatic commitments to advance design and implement construction practices that avoid or minimize impacts (called Impact Avoidance and Minimization Features)
• When impacts remain after consideration of IAMFs, the Authority has included mitigation measures (MMs)
• The Authority’s Mitigation and Monitoring Enforcement Plan (MMEP) includes IAMFs and mitigation measures, and identifies:
  » The party responsible for implementation
  » The timing of implementation
  » The implementation mechanism
RESOURCES CONSIDERED IN THE FINAL EIR/EIS

CEQA Impacts for Preferred Alternative

3.2 Transportation

3.3 Air Quality and Global Climate Change

3.4 Noise and Vibration

3.5 Electromagnetic Interference and Electromagnetic Fields

3.6 Public Utilities and Energy

3.7 Biological and Aquatic Resources

3.8 Hydrology and Water Resources

3.9 Geology, Soils, Seismicity, and Paleontological Resources

3.10 Hazardous Materials and Waste

3.11 Safety and Security

3.12 Socioeconomics and Communities

3.13 Station Planning, Land Use, and Development

3.14 Agricultural Farmland and Forest Land

3.15 Parks, Recreation, and Open Space

3.16 Aesthetics and Visual Quality

3.17 Cultural Resources

3.18 Regional Growth

3.19 Cumulative Impacts

4.0 Section 4(f)

5.0 Environmental Justice
### Key Effects

#### Traffic delay, circulation, and access issues
- Installation of bus transit signal priority at traffic signals at San Jose Diridon Station Area, Monterey Road from Capitol Expressway and Blossom Hill Road, and Gilroy Station Area
- Implementation of railway disruption control plan
- Maintenance of pedestrian, bicycle, and transit access during construction
- Intersection improvements, including signal timing modifications, installation of new traffic signals, and restriping

#### Air quality & greenhouse gas emissions
- Use of zero-emission and/or near-zero emission light-duty on-road vehicles and off-road equipment
- Minimization and control of fugitive dust emissions, fuel emissions, and exhaust emissions during construction
- Use of lower-emission materials and fuels in construction
- Commitments to construction emissions offsets in partnership with BAAQMD and SJVAPCD

#### Increase in noise & vibration levels
- Use of sound barriers, sound insulation, and noise easements near sensitive populations and wildlife
- Preparation of a noise and vibration technical memorandum documenting compliance with FTA and FRA guidelines for work near sensitive populations
- Additional design work on noise analysis during Final Design, and vehicle noise specifications
- Support potential implementation of quiet zones by local jurisdictions
<table>
<thead>
<tr>
<th>Key Effects</th>
<th>IAMFs and Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydrology and Water Resources</td>
<td>• Preparation and implementation of a groundwater adaptive management and monitoring program</td>
</tr>
<tr>
<td>Safety and Security, emergency vehicle response times</td>
<td>• Installation of emergency vehicle response improvements in the San Jose Diridon Station Area, Downtown Gilroy Station Area, and at several intersections on Monterey Road</td>
</tr>
<tr>
<td></td>
<td>• Intersection improvements, including signal timing modifications, installation of new traffic signals, and restriping</td>
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<tr>
<td>Agricultural Farmlands</td>
<td>• Conservation of Important Farmlands</td>
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<tr>
<td></td>
<td>• Minimize the area of important farmland required for HSR guideway</td>
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<td></td>
<td>• Evaluation of modified access to remnant parcels with landowner input</td>
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<tr>
<td></td>
<td>• Avoidance of infrastructure serving important farmland near Casa de Fruta</td>
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</tbody>
</table>
### Key Effects IAMFs and Mitigation Measures

<table>
<thead>
<tr>
<th>Key Effects</th>
<th>IAMFs and Mitigation Measures</th>
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<tbody>
<tr>
<td><strong>Biological and Aquatic Resources</strong></td>
<td>• Design wildlife crossings to facilitate wildlife movement, including at Pacheco Pass  &lt;br&gt; • Minimize permanent intermittent noise and visual impacts on wildlife movement and aerial species movement &lt;br&gt; • Minimize operational lighting impacts on wildlife &lt;br&gt; • Implement pre-construction surveys for protected species and implement avoidance measures, conduct monitoring of construction activities, and implement a compliance reporting program and work stoppage &lt;br&gt; • Acquire/secure 10,000 acres of conservation easements</td>
</tr>
<tr>
<td><strong>Aesthetics and Visual Quality</strong></td>
<td>• Incorporation of aesthetic guidelines that seek to balance providing a consistent, project-wide aesthetic with local context  &lt;br&gt; • Screen traction power distribution stations and radio communication towers &lt;br&gt; • Vegetation screening along at-grade and elevated guideways adjacent to residential areas &lt;br&gt; • Community-coordinated aesthetic or landscaping treatments</td>
</tr>
<tr>
<td><strong>Cultural Resources</strong></td>
<td>• Preparation of public interpretive or educational materials (Diridon Station, Madrone Underpass, Live Oak Creamery, Negra Ranch, Cozzi Family Property)  &lt;br&gt; • Preparation of a Historic American Engineering Record documentation (Madrone Underpass) &lt;br&gt; • Preparation of a relocation plan to move Cozzi Family residence to a new compatible site &lt;br&gt; • Ensure that new HSR station design is consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Diridon Station &amp; SPRR Depot in Gilroy)</td>
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</table>
Secured Agency Approvals

- U.S. Fish and Wildlife Biological Opinion - December 22, 2021
- National Marine Fisheries Service Biological Opinion - June 24, 2021
- City of San Jose issued concurrence on Section 4(f) Findings - September 28, 2021
- Preliminary Recommendation on Section 408 from U.S. Army Corps of Engineers - February 18, 2022
- Submitted Checkpoint C Closure letter to U.S. Army Corps of Engineers and Environmental Protection Agency - March 3, 2022
- Memorandum of Agreement approved by State Historic Preservation Officer (SHPO) – March 11, 2022
- Federal Railroad Administration published Final General Conformity Determination in Federal Register – March 24, 2022
- Final Individual Section 4(f) Evaluation for Santa Clara County recreational resources completed – March 29, 2022
KEY TOPICS OF STAKEHOLDER INTEREST
KEY TOPICS OF STAKEHOLDER INTEREST

- Stations (Diridon Station and Gilroy Station)
- Environmental Justice
- At-grade crossings and grade separations
- Union Pacific Railroad
- Wildlife movement and connectivity
- Grasslands Ecological Area
• Partnership with Caltrain, City of San Jose, Santa Clara Valley Transportation Authority (VTA), and Metropolitan Transportation Commission (MTC) to expand and redesign existing Diridon Station

• Key concepts for rail corridor and station design identified in 2020, roadmap for project development being refined
The Authority conducted community improvement planning process from 2019 to 2021, which included 3 rounds of outreach:

1. December 2019 - March 2020: Identifying community improvements, developing evaluation criteria

2. June - July 2020: Coordinating with potential implementing partners on preliminary evaluation

3. September 2021: Presentation of updated impact analysis, potential community improvements to address disproportionately high and adverse effects.

The Final EIR/EIS takes into consideration input from EJ communities on project effects, project benefits and mitigation and includes certain proposed community improvements as offsetting mitigation measures.
## Environmental Justice Offsetting mitigation

### PREFERRED ALTERNATIVE

<table>
<thead>
<tr>
<th>Environmental Justice Community</th>
<th>Authority Identified Improvements as of September 2021</th>
<th>Improvements added after Phase 3 Outreach</th>
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</thead>
<tbody>
<tr>
<td>Santa Clara</td>
<td>Residential noise treatments</td>
<td>Street safety improvements</td>
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<tr>
<td>San Jose Diridon</td>
<td>Residential noise treatments</td>
<td>Community center/library enhancement</td>
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<tr>
<td>Gardner/Willow Glen</td>
<td>Residential and school noise treatments</td>
<td>Fuller Park enhancements</td>
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<tr>
<td>Guadalupe/Washington Tamien/Alma/Almaden</td>
<td>Residential noise treatments, Tamien Park sports field netting</td>
<td>School public announcement system</td>
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<tr>
<td>South San Jose</td>
<td>Residential noise treatments, ped/bike overcrossings over Monterey Road/railroad</td>
<td>School all-weather turf and track</td>
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<tr>
<td>Morgan Hill</td>
<td>Residential noise treatments</td>
<td>Caltrain station access master plan design, school bus route study</td>
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<tr>
<td>Gilroy</td>
<td>Residential noise treatments, ped/bike overcrossing at IOOF Avenue, bikeway safety, sidewalk and curb improvements, neighborhood lighting</td>
<td>Community service organization safety fence</td>
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<td>San Joaquin Valley</td>
<td>Volta Elementary School enhancements, new community park at Volta School</td>
<td>Refined community park concept</td>
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## SUMMARY OF POTENTIAL EFFECTS IN FINAL EIR/EIS

### Summary of Potential Effects On Environmental Justice Communities With Direct Mitigation Only

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<th>Effects</th>
<th>Alternatives</th>
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<tr>
<td>Aesthetics and Visual Quality</td>
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<td>Residential Displacements</td>
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<td>Business Displacements</td>
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<td>Emergency Response Delays</td>
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<td>Parks</td>
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<td>Operational Noise Effects</td>
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<td>Operational Vibration</td>
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<td>Construction Traffic/Bus Transit Delay</td>
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<td>Operational Traffic</td>
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- Effects whose burden disproportionately falls on minority and low-income communities
### Summary of Potential Effects On Environmental Justice Communities With Direct Mitigation, Project Benefits, and Offsetting Mitigation

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<td>Operational Traffic</td>
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- Effects whose burden disproportionately falls on minority and low-income communities
- Effects offset by project benefits or offsetting mitigation measures in Final EIR/EIS

**KEY TOPICS OF STAKEHOLDER INTEREST**
Permanent Public and Private Roadway Closures:
» 4 closed, 3 realigned (San Jose to Gilroy)
» 6 closed, 2 realigned (East of Gilroy to Carlucci Road)

Safety upgrades at each at-grade crossing based on FRA and CPUC Requirements

12 site-specific traffic mitigation measures for the Preferred Alternative

Revised mitigation measure on emergency vehicle response times to allow for more flexibility in implementation and mitigation options

Approved Memorandum of Understanding (MOU) with City of San Jose to advance grade separations

Continue to coordinate with local jurisdictions on traffic issues
GRADE CROSSING FEATURES

- Station Fence
- Channelization
- Pedestrian Gates
- Quad Road Barriers
- Pedestrian Gates
- 8ft Right-of-Way Fence
- Channelization
AT-GRADE CROSSINGS

- Caltrain Corridor includes over 70 at-grade crossings
  - 39 between San Francisco and San Jose
  - 29 between San Jose and Gilroy
- Many jurisdictions have started planning for grade separations in their communities
- The Authority and Caltrain have supported these efforts

Source: Caltrain Business Plan
UNION PACIFIC RAILROAD

• Union Pacific Railroad (UPRR) owns the rail corridor between San Jose (Control Point Lick) and Gilroy.

• The Authority and CalSTA have been in negotiations with UPRR for use of the corridor since 2018.

• Future agreement with UPRR will be necessary to implement the project between San Jose and Gilroy.
WILDLIFE MOVEMENT

KEY TOPICS OF STAKEHOLDER INTEREST

LEGEND

1. Regional Resource Study Area
2. Guideway Enclosure
3. Wildlife Overpass in Consideration
4. Wildlife Movement Areas
   - Coyote Valley region
   - Soap Lake Floodplain
   - Western Pacheco Pass region
   - Eastern Pacheco Pass region
   - Grassland Ecological Area

LEGEND

- San Jose to Merced Alignment
  - Preferred Alternative
  - San Francisco to San Jose Alignments
  - Central Valley Wye Alignments
  - HSR Stations
  - Maintenance Facility
GRASSLANDS ECOLOGICAL AREA

GEA is an important stopover on the Pacific Flyway for tens of thousands of migratory birds, especially waterfowl and shorebirds.
KEY TOPICS OF STAKEHOLDER INTEREST

SAN JOAQUIN VALLEY

Wildlife Undercrossing

LEGEND

Preferred Alternative
- Aerial
- At-Grade; Embankment; Trench
- Audubon IBA

- Dedicated Wildlife Undercrossing
- Guideway Enclosure
- Sound Wall

Dedicated Wildlife Undercrossings

Sound Wall

Guideway Enclosure

Locator
NEXT STEPS
Prior to Board Deliberation and Action

TODAY

• Listen to public comments
• Board identifies issues for staff to address further

TOMORROW

• Staff presents on issues identified by Board
• Counsel remarks to the Board for consideration of the approval documents
• Board deliberation and proposed action:
  » Certification of the Final EIR/EIS as CEQA Lead Agency
  » Approve the Preferred Alternative and related CEQA decision documents
  » Direct the Authority CEO to issue the Record of Decision under the Authority’s NEPA Assignment
## Mobility and Connectivity

### Statewide
- Connects the Central Valley to the Bay Area, decreases travel time, and improves mobility
- Long-term reduction in transportation-related energy requirements

### Local and Regional
- Stimulates growth, promotes transit-oriented development through investments in station areas and increases statewide accessibility at intermodal connections.
- Improves congestion and wait times; transit, bicycle and pedestrian safety
- Reduces annual vehicle miles traveled
- Supports electrified Caltrain service to South San Jose and southern Santa Clara County

## Environmental

### Statewide
- Reduction in vehicle miles travelled and greenhouse gases
- Creates operational and maintenance jobs
- Economic benefits of reduced travel times and automobile usage

### Local and Regional
- Community improvements to low-income and minority communities
- Improved wildlife connectivity where paralleling existing transportation corridors
- Investments in transportation, electrical, waterway, and utility infrastructure