

## DRAFT EIR/EIS FACT SHEET

### SAN JOSE TO MERCED PROJECT SECTION

## OVERVIEW

High-speed rail offers an unprecedented opportunity to modernize California's transportation system and tie together the state's economies. The San Jose to Merced Project Section will be the crucial connection between the Bay Area and the Central Valley.

This factsheet discusses the purpose of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and provides an overview of the alternatives under evaluation.

## DRAFT EIR/EIS

The Authority's Draft EIR/EIS evaluates the impacts and benefits of introducing high-speed rail between San Jose and the Central Valley. The Draft EIR/EIS also describes how to avoid, minimize, or mitigate project effects.

Four alternatives, along with a no-build option, are evaluated in the San Jose to Merced Project Section Draft EIR/EIS. Key features of these alternatives are described in this factsheet. The alternatives were developed over the last decade through extensive local community and agency involvement, stakeholder meetings, and public input.

The Draft EIR/EIS has been prepared by the Authority as the California Environmental Quality Act (CEQA) lead agency and as the lead agency under the National Environmental Policy Act (NEPA) for the high-speed rail project pursuant to 23 U.S.C. 327. The Authority is making the Draft EIR/EIS available to the public for a minimum 45-day review and comment period in accordance with CEQA and NEPA requirements as the CEQA and NEPA lead agency.



Visualization of a high-speed train traveling east toward the Pacheco Pass.

**The Draft EIR/EIS and associated documents will be available to the public on April 24, 2020.**

Review the Draft EIR/EIS:

- Visit [www.hsr.ca.gov](http://www.hsr.ca.gov) for more information.

### COVID-19 UPDATE

Due to public health and safety requirements concerning the coronavirus, in-person meetings for the Draft EIR/EIS may need to change to online and/or teleconference meetings. Health and safety directives may also reduce open days/hours of Authority offices. Please check the Authority website ([www.hsr.ca.gov](http://www.hsr.ca.gov)) for more information.

Learn more at a **Public Open House** or **Staff Office Hours**, tentatively scheduled as follows:

- **San Jose, May 11, 2020 | 4:00-7:00 pm**  
City Hall, Rotunda, 200 E Santa Clara St.
- **Gilroy, May 14, 2020 | 4:00-7:00 pm**  
Veterans Memorial Hall, 74 W. 6th St.
- **Los Banos, May 18, 2020 | 4:00-7:00 pm**  
Community Center, 645 7th St.
- **Staff Office Hours** at the Northern California Regional Office (address below)  
**May 11, 2020 | 12:00-3:00 pm**  
**May 20, 2020 | 12:00-3:00 pm**  
**May 27, 2020 | 11:00 am-2:00 pm**

Written comments will be accepted between **April 24 and June 8, 2020:**

- **Email:** [san.jose\\_merced@hsr.ca.gov](mailto:san.jose_merced@hsr.ca.gov)
- **By Mail:** Addressed to the attention of the Northern California Regional Office (address below).
- **In Person:** At the Northern California Regional Office (address below) during business hours.
- **In Person:** At Public Open Houses (dates and locations listed above).

Written and verbal comments will be accepted at the **Draft EIR/EIS Public Hearing**, tentatively scheduled as follows:

- **San Jose, May 27, 2020 | 3:00-8:00 pm**  
County Government Ctr., 70 W. Hedding St.

**Northern California Regional Office**  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 300  
San Jose, CA 95113



Questions? Call us at 800-455-8166.



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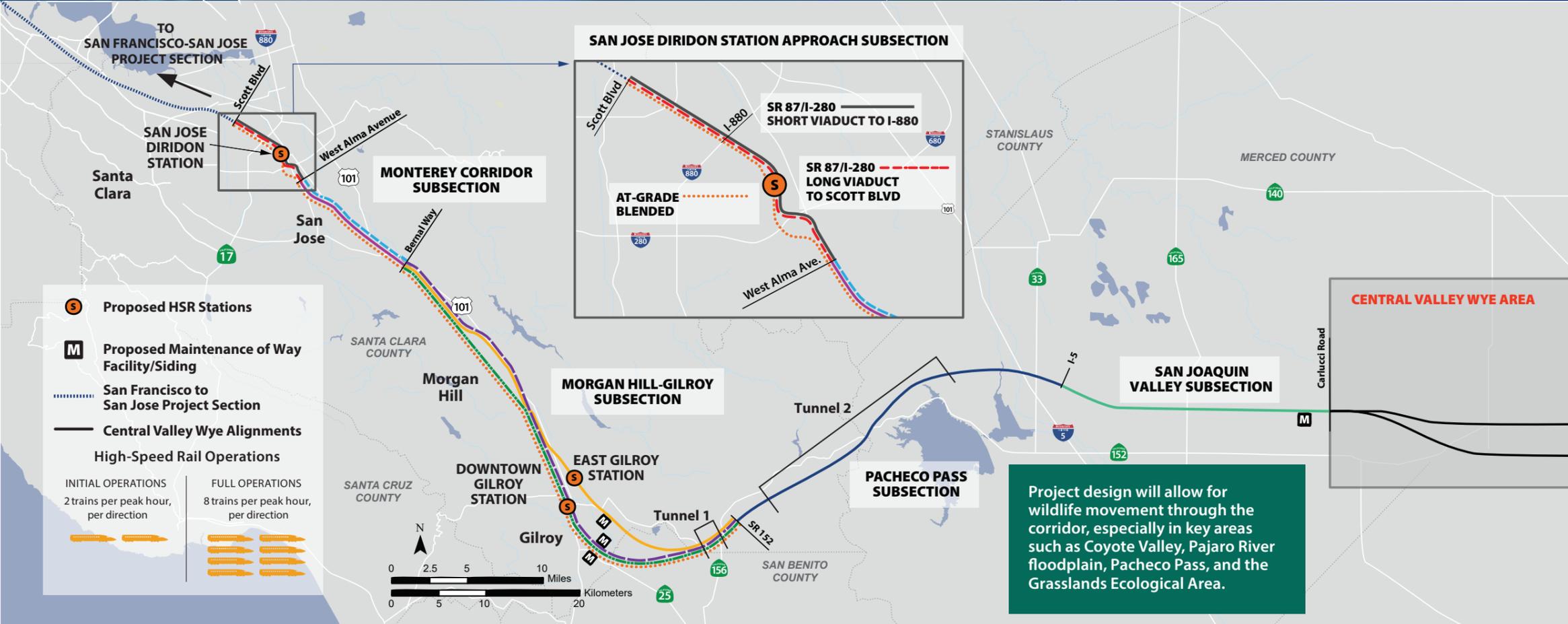


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youtube.com/CAHighSpeedRail

<b>DIRIDON APPROACH SUBSECTION</b> Scott Blvd to W Alma Ave	<ul style="list-style-type: none"> <li>Short Viaduct to I-880 (Alternative 1)</li> <li>Long Viaduct to Scott Blvd (Alternatives 2 and 3)</li> <li>Blended At-Grade (Alternative 4)</li> </ul>
<b>MONTEREY CORRIDOR SUBSECTION</b> W Alma Ave to Bernal Way	<ul style="list-style-type: none"> <li>Viaduct (Alternatives 1 and 3)</li> <li>Dedicated At-Grade (Alternative 2)</li> <li>Blended At-Grade (Alternative 4)</li> </ul>
<b>MORGAN HILL-GILROY SUBSECTION</b> Bernal Way to SR 152	<ul style="list-style-type: none"> <li>Viaduct to Downtown Gilroy (Alternative 1)</li> <li>Embankment to Downtown Gilroy (Alternative 2)</li> <li>Viaduct &amp; Embankment to East Gilroy (Alternative 3)</li> <li>Blended At-Grade (Alternative 4)</li> </ul>
<b>PACHECO PASS SUBSECTION</b> SR 152 to I-5	Two tunnels through the Pacheco Pass (Alternatives 1-4)
<b>SAN JOAQUIN VALLEY SUBSECTION</b> I-5 to Carlucci Rd	Embankment or viaduct adjacent to Henry Miller Rd (Alternatives 1-4)
<b>CENTRAL VALLEY WYE AREA</b>	The Central Valley Wye Area is being analyzed and evaluated as a supplement to the Merced to Fresno Project Section Final EIR/EIS.



### Alternative 1

- Blended, at-grade alignment between Scott Boulevard and I-880.
- Dedicated, fully grade-separated alignment from I-880 to Carlucci Road.
- Extensive use of viaduct structures.
- Bypasses downtown Morgan Hill.
- Downtown Gilroy Station.
- Minimizes changes to roadway network and adjacent land uses.

### Alternative 2

- Dedicated, fully grade-separated alignment.
- Extensive use of viaduct and embankment structures.
- Located between the existing Union Pacific Railroad (UPRR) corridor and Monterey Road.
- Downtown Gilroy Station.
- Highest number of property displacements (using private or public land for rail).

### Alternative 3

- Dedicated, fully grade-separated alignment.
- Extensive use of viaduct structures.
- Bypasses downtown Morgan Hill.
- East Gilroy Station.
- The same as Alternative 1 from the Monterey Corridor Subsection to Church Avenue in San Martin.
- Minimizes use of UPRR right-of-way.

### Alternative 4

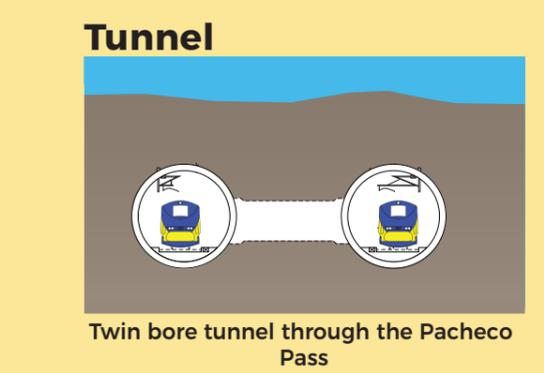
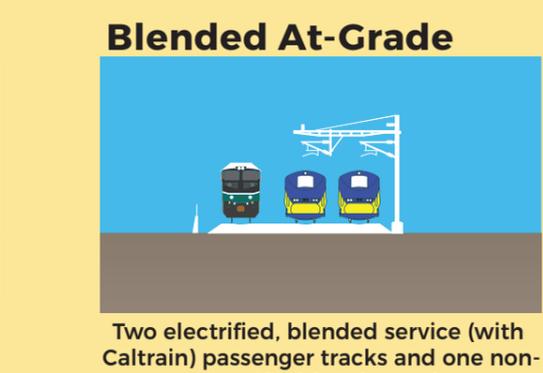
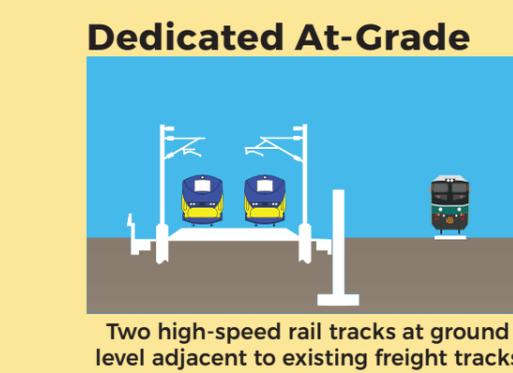
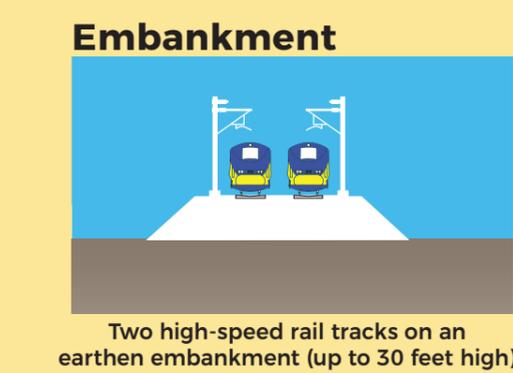
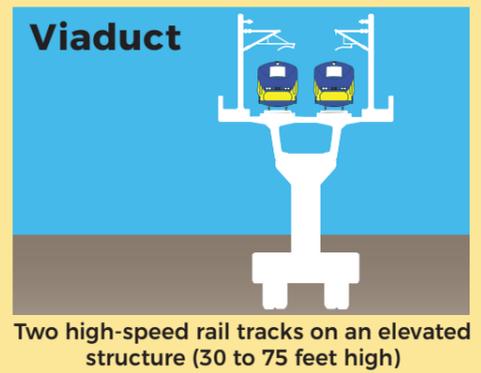
- Identified as the Preferred Alternative by the Authority Board of Directors.
- Blended, at-grade alignment predominantly within the existing Caltrain and UPRR rights-of-way between Scott Boulevard and Gilroy.
- Minimizes property displacements and limits natural resource impacts.
- Downtown Gilroy Station.
- Sets stage for extending electrified Caltrain service to Southern Santa Clara County.

### Pacheco Pass and San Joaquin Valley Subsections

- All alternatives have the same alignment east of Gilroy (starting near Casa de Fruta).
- A 13.5-mile long tunnel through Pacheco Pass.
- Viaducts over California Aqueduct, Delta Mendota Canal, I-5, major watercourses, and through the Grasslands Ecological Area.
- Predominantly on embankment along the south side of Henry Miller Road to Carlucci Road.

### TYPICAL SECTIONS

These drawings illustrate the various high-speed rail track profiles.





<b>At-grade</b>	An alignment at ground level.	<b>Grade-separated</b>	High-speed rail track profile that is vertically separated from roadway or highway crossings to enable independent operation.
<b>Aerial</b>	An alignment with tracks raised in the air (e.g., on a bridge or viaduct).	<b>MOWF</b>	Maintenance of Way Facility: Site for storage of equipment, materials, and replacement parts, and quarters to stage personnel for maintenance of track, power, communications and other high-speed rail infrastructure.
<b>Authority</b>	California High-Speed Rail Authority: State agency responsible for planning, designing, building, and operating the first high-speed rail system in the US.	<b>MOWS</b>	Maintenance of Way Siding: Site for temporary storage of work trains as they perform maintenance in the vicinity of the track.
<b>Bay Area to Central Valley Program EIR/EIS</b>	This Program EIR/EIS, concluded between 2008 and 2012, identified the corridor to connect high-speed rail service along the San Francisco peninsula with the Central Valley corridor identified by the Statewide Program EIR/EIS.	<b>NEPA</b>	National Environmental Policy Act: A Federal law that requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
<b>Blended</b>	A rail system shared between two or more operators (e.g., high-speed rail and Caltrain).	<b>NOA</b>	Notice of Availability: Announcement that a draft environmental document is available for viewing.
<b>CEQA</b>	California Environmental Quality Act: A California law that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.	<b>NOD</b>	Notice of Determination: The final step in the CEQA environmental process.
<b>Dedicated</b>	Track infrastructure used exclusively by high-speed trains.	<b>NOI</b>	Notice of Intent: A formal announcement of intent to prepare an EIS; the first step of the NEPA process.
<b>EIR</b>	Environmental Impact Report: A document required by CEQA for certain actions that may result in significant impacts; it describes the environmental impacts of, and proposed mitigation for a proposed project.	<b>NOP</b>	Notice of Preparation: A document stating that an EIR will be prepared for a particular project; the first step in the CEQA process.
<b>EIS</b>	Environmental Impact Statement: A document required by NEPA for certain actions that significantly affect the quality of the human environment; it describes the environmental effects of a proposed action.	<b>Preferred Alternative</b>	The alternative identified by the Authority to best balance the tradeoffs between potential environmental or community impacts and high-speed system performance and cost factors on an end-to-end basis.
<b>EJ</b>	Environmental Justice: Fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.	<b>PTE</b>	Permission to Enter: Process through which the Authority obtains consent to access property to conduct environmental studies.
<b>Embankment</b>	An earthen structure that raises tracks above the ground.	<b>ROD</b>	Record of Decision: The final step in the NEPA environmental process.
<b>Environmental document</b>	A combined EIR/EIS document.	<b>ROW</b>	Right-of-Way: Land reserved for use by railroads.
<b>FRA</b>	Federal Railroad Administration: Federal agency that regulates passenger and freight rail travel in the US.	<b>Statewide Program EIR/EIS</b>	Final Program EIR/EIS for the Proposed California High-Speed Train System: This document, released in 2005, identified a high-speed train system as the preferred alternative for meeting future intercity travel needs and cleared the way for further analysis of alignment and station locations.
<b>GEA</b>	Grasslands Ecological Area: An extensive complex of wetlands and agricultural lands that provide internationally recognized habitat for resident and migratory waterfowl, dairies, pasture and orchard crops, hunting and other recreation.	<b>Trench</b>	An excavation that lowers the tracks below ground level.
		<b>Viaduct</b>	An alignment profile that uses bridge-like structures to raise high-speed rail tracks above the ground.