

# NORTHERN CALIFORNIA REGIONAL UPDATE

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March 17, 2022



# SAN JOSE TO MERCED FINAL EIR/EIS

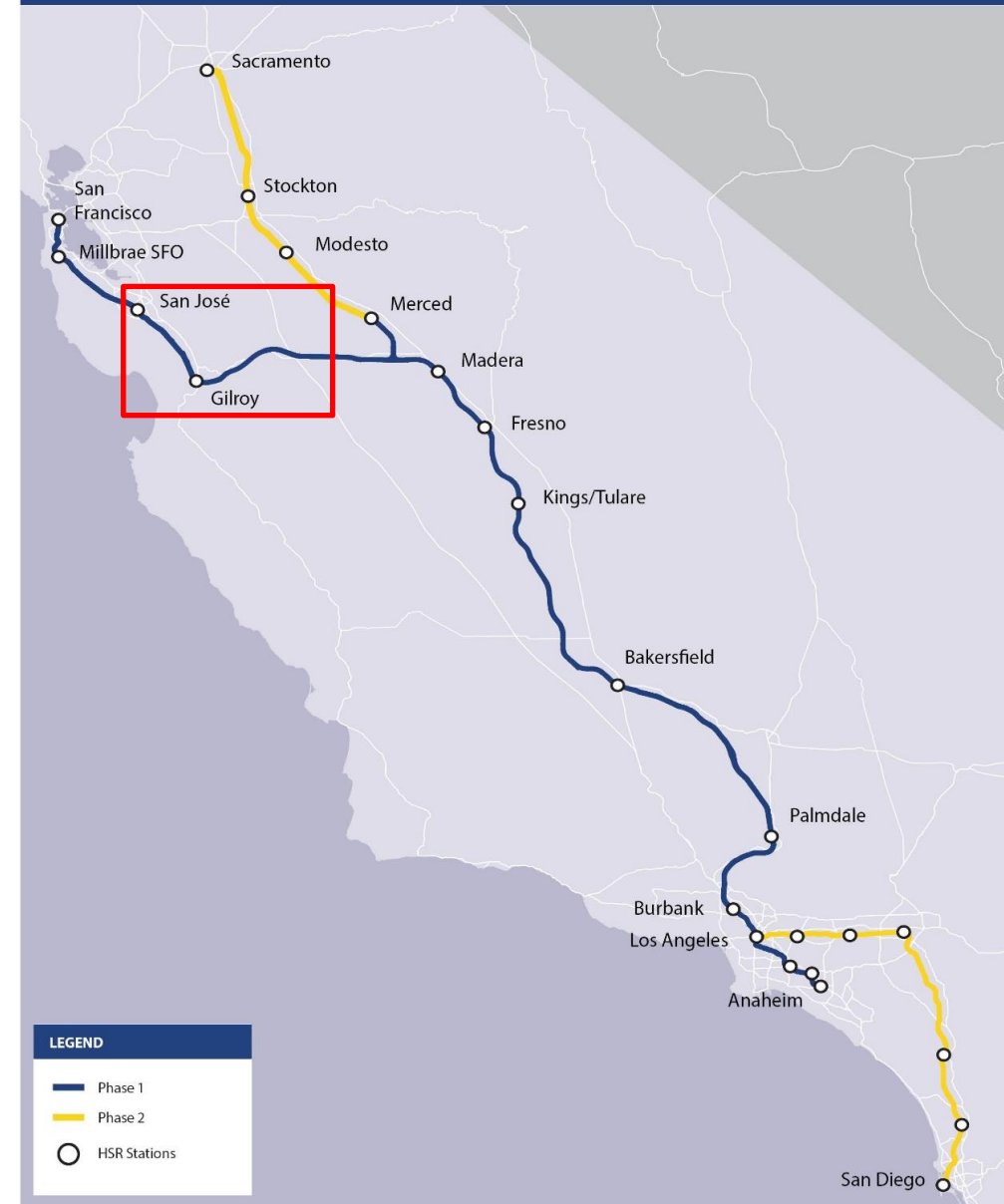


# SAN JOSE TO MERCED

## Project Background

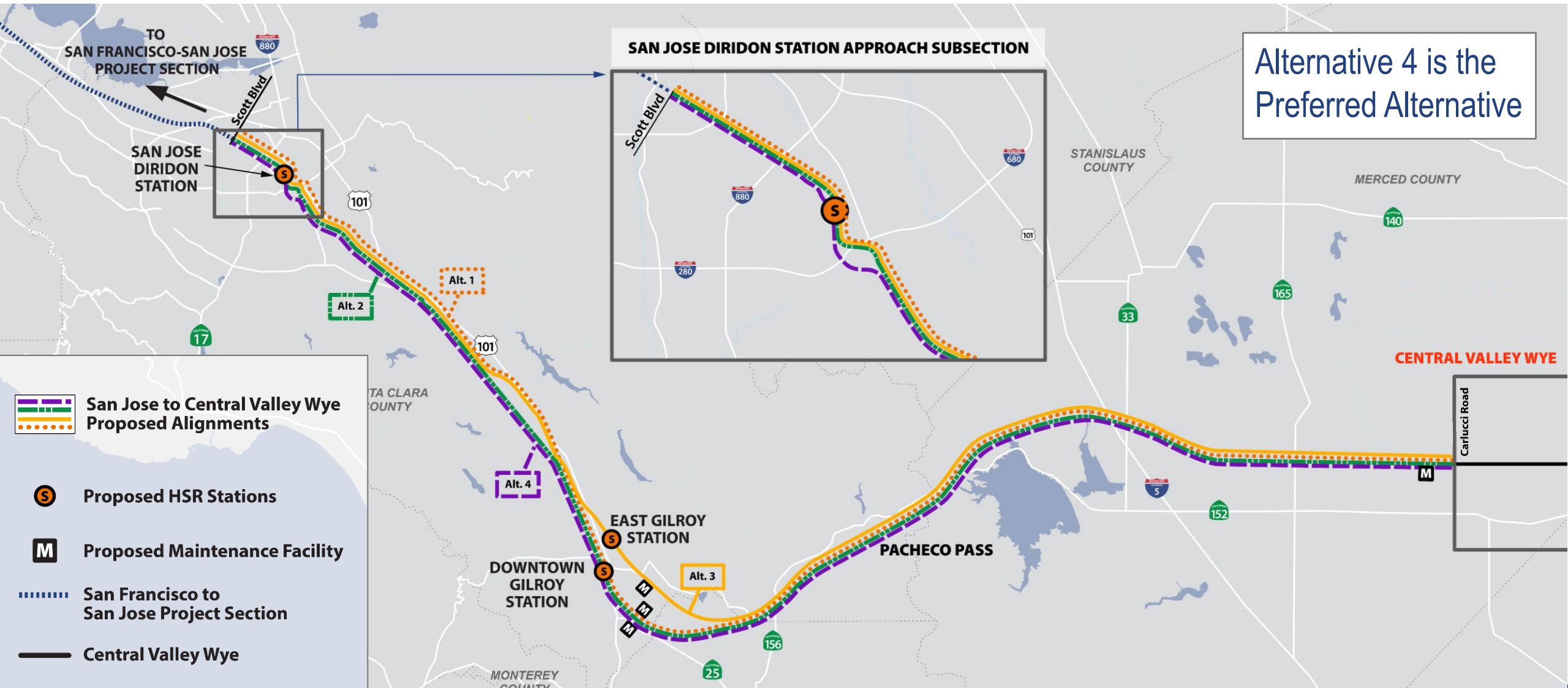
### Important Milestones

- 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



# SAN JOSE TO MERCED RANGE OF ALTERNATIVES

FOUR END-TO-END ALTERNATIVES

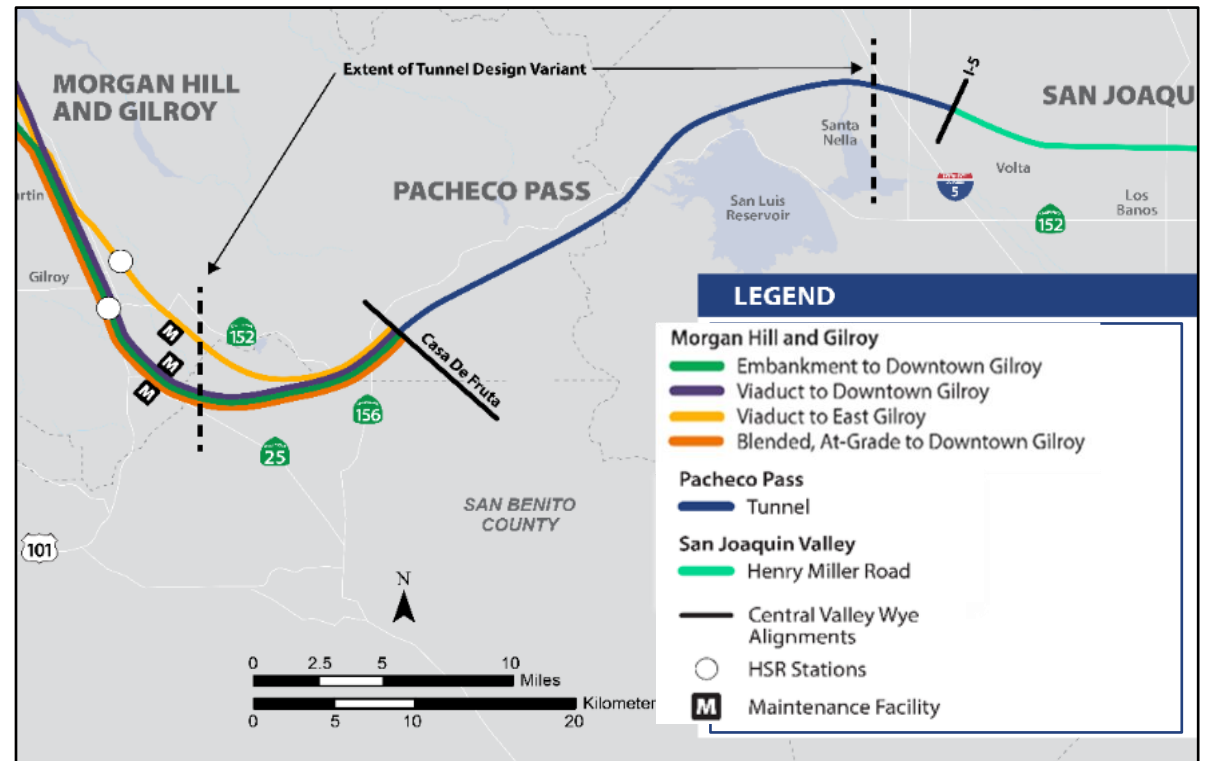
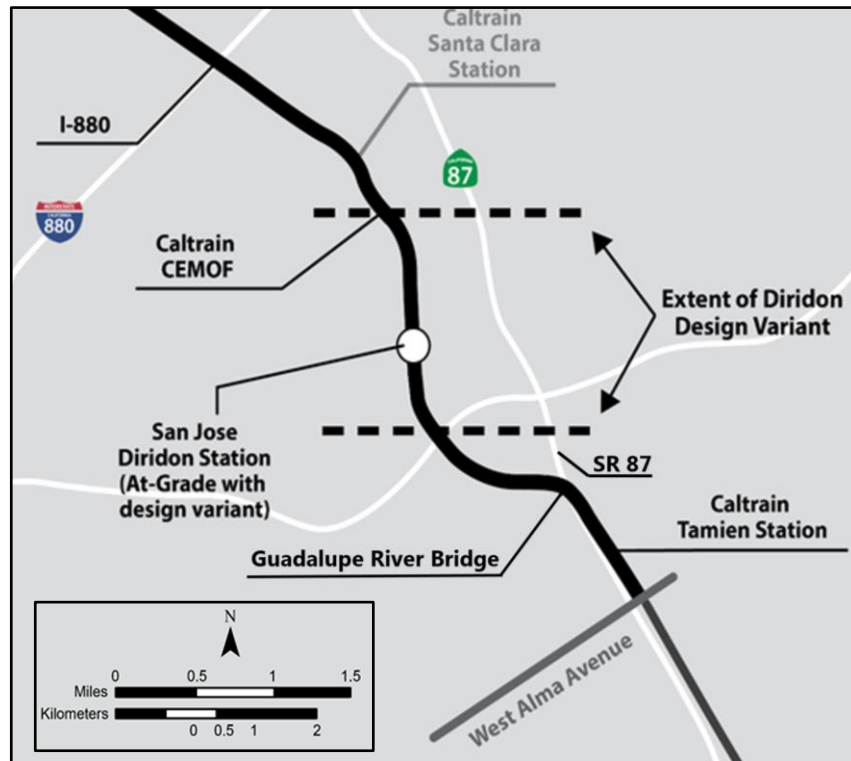


# PREFERRED ALTERNATIVE DESIGN REFINEMENTS

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.**



# SAN JOSE TO MERCED

## Design Features of Preferred Alternative

Design Features	San Jose to Merced Project Section – Preferred Alternative
Total Length (linear miles)	88.8
Viaduct (linear miles)	15.2
Embankment (linear miles)	25.9
At-grade (linear miles)	30.3
Trench (linear miles)	2.3
Tunnel (linear miles)	15.1
Number of Water Crossings	147
Total Number of Roadway Crossings (San Jose to Gilroy)	29
Number of Permanent Public and Private Roadway Closures	4 closed, 3 realigned (San Jose to Gilroy) 6 closed, 2 realigned (East of Gilroy to Carlucci Road)

# 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

	Draft EIR/EIS	Revised/Supplemental Draft EIR/EIS
 Comment Period	April 24 – June 23, 2020	April 23 – June 9, 2021
 # of Submissions	746	16
 Comments Received	4,887	226



# 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**



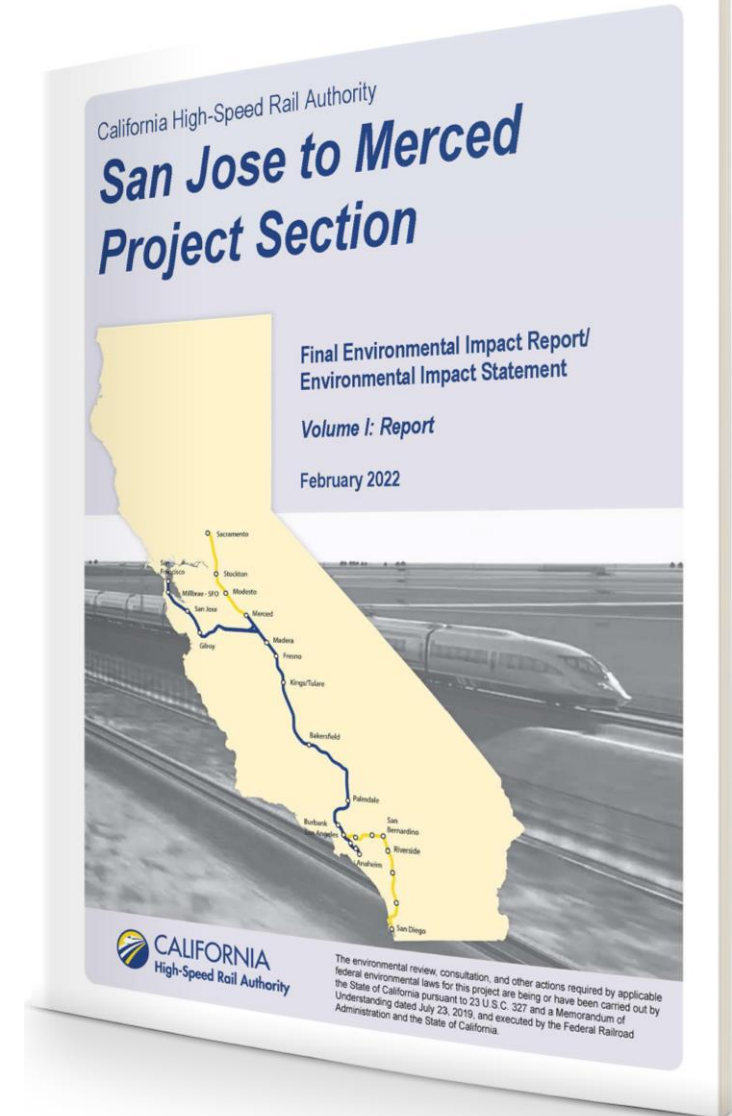
**Other Key Topics from Final EIR/EIS**

# SAN JOSE TO MERCED

April Two-Day Board Meeting

## 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



### Alternative A Features

- M** East Option Light Maintenance Facility
- No Additional Passing Tracks
- No Viaduct Approach to Diridon Station

### Alternative B Features

- M** West Option Light Maintenance Facility
- Additional Passing Tracks
- Long Viaduct Option
- Short Viaduct Option

### Safety Modifications

- Quad Gates
- Channelization
- Perimeter Fencing
- Intrusion Detection

Light Maintenance Facility  
East Option (Alt A)  
West Option (Alt B)

No Additional Passing Tracks (Alt A)  
Additional Passing Tracks (Alt B)  
Relocation of San Carlos Station

No Viaduct (Alt A)  
Short Viaduct (Alt B)  
Long Viaduct (Alt B)

### Legend

- San Francisco to San Jose Project Section
- HSR Stations
- San Jose to Merced Project Section
- Downtown Extension



# SAN FRANCISCO TO SAN JOSE ENVIRONMENTAL PROCESS

ENVIRONMENT IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS)

## Draft EIR/EIS

## Revised/Supplemental Draft EIR/EIS

## Final EIR/EIS



Draft Release and  
Public Comment  
Period Began  
*July 10, 2020*

Public Comment  
Period Ended  
*September 9, 2020*

Draft Release and  
Public Comment  
Period Began  
*July 23, 2021*

Public Comment  
Period Ended  
*September 8, 2021*

Final EIR/EIS  
Published

*Spring 2022*

Board  
Consideration to  
Certify Final  
EIR/EIS and  
Approve ROD  
*Summer 2022*



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