

# SAN JOSE TO MERCED PROJECT SECTION FINAL EIR/EIS

**Serge Stanich**

*Director of Environmental Services*

**Boris Lipkin**

*Northern California Regional Director*

**Gary Kennerley**

*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**



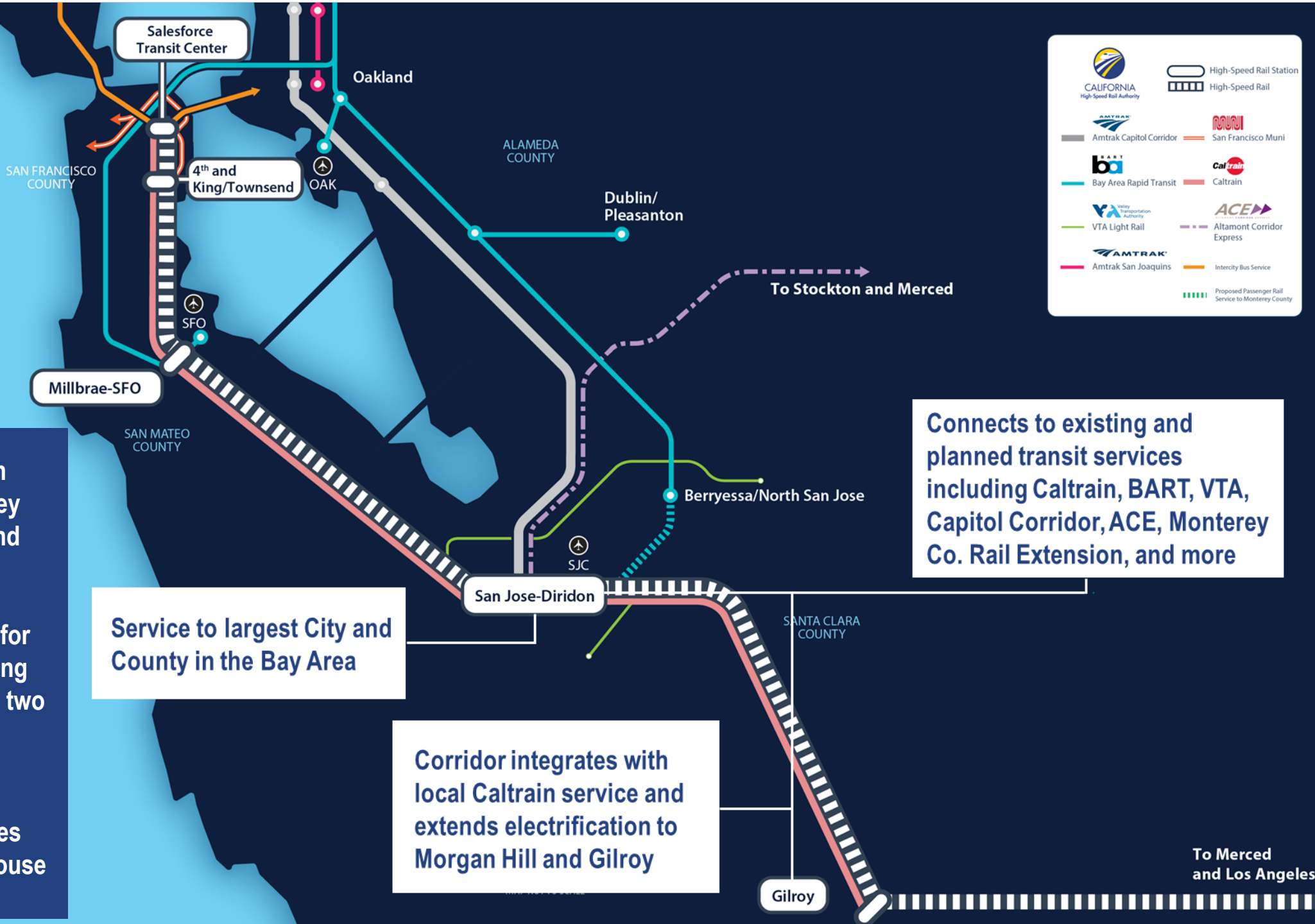
## Key Points for Today's Presentation:

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

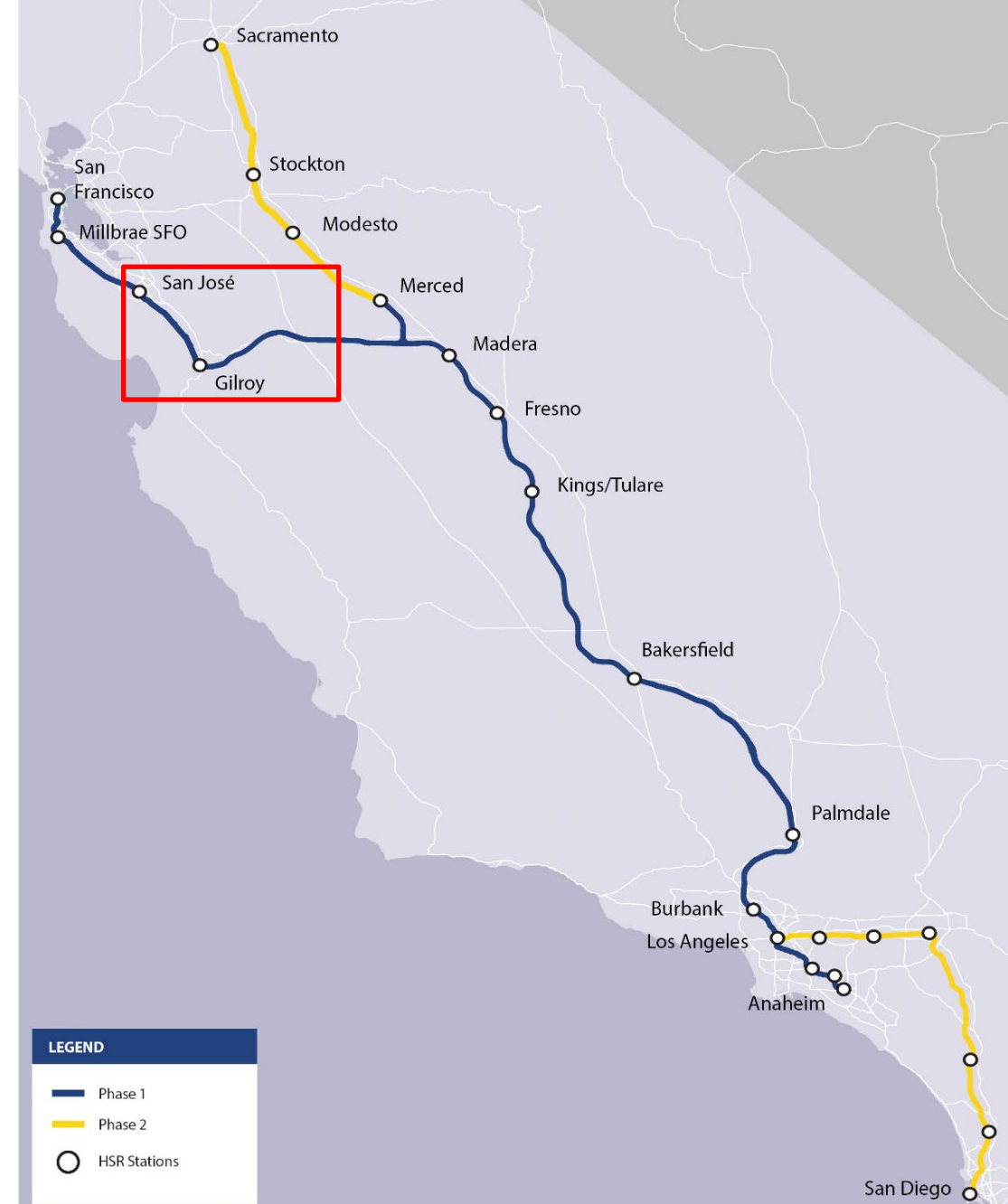
Corridor integrates with local Caltrain service and extends electrification to Morgan Hill and Gilroy

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

# PROJECT BACKGROUND

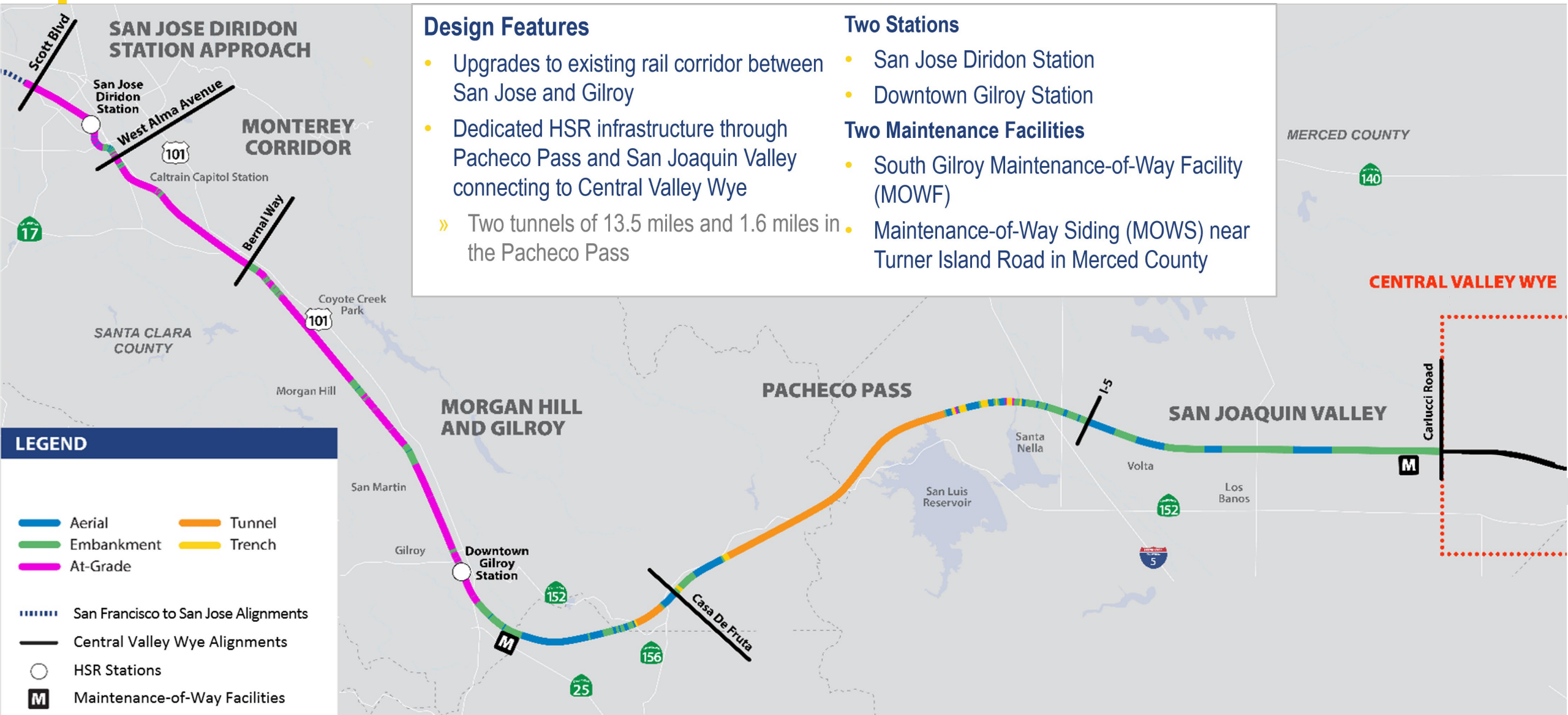
## Important Milestones

- 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
- 2020** Approval of Central Valley Wye Extent
- 2021** Revised Draft EIR/Supplemental Draft EIS
- 2022** Final EIR/EIS



# SAN JOSE TO MERCED

ALTERNATIVE 4 SELECTED AS PREFERRED ALTERNATIVE



# 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



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

## Stakeholder Working Groups

### Community Working Groups:

Neighborhood, Business, Community, and Environmental Justice Organizations

### Technical Working Groups:

- San Jose to Morgan Hill
- Gilroy to San Joaquin Valley
- Wildlife Stakeholders

### Engagement Tools:

- Project website
- Surveys
- Facilitated discussions on project design



# INTERFACING WITH NORTHERN CALIFORNIA AGENCIES

Since 2018

● = coordination with agency on topic

AGENCY	ALIGNMENTS	WATER MANAGEMENT	WILDLIFE CROSSINGS	TRANSPORTATION/ ROADS	ENGINEERING/ DESIGN	LAND USE	JOINT OUTREACH	ENVIRONMENTAL JUSTICE
California Highway Patrol	●			●				
California Strategic Growth Council	●		●		●	●	●	●
Caltrain	●			●	●		●	
Caltrans Districts 4, 5, and 10	●		●	●	●			
Cities of Gilroy, Morgan Hill, and San Jose	●	●		●	●	●	●	●
Floodplain Administrators and Managers	●	●			●			
Gilroy, Los Banos, and Morgan Hill USDs	●			●	●	●	●	●
Metropolitan Transportation Commission	●			●		●		
Mineta San Jose International Airport	●				●			
San Benito County Resource Mgmt. Agency	●	●			●			
San Joaquin Valley Wildlife Stakeholders Group	●	●	●		●	●		
San Jose School Districts	●			●	●	●	●	●
Santa Clara County Parks	●	●	●			●		●
Santa Clara County Planning Department	●	●			●			
Santa Clara County Roads and Airports	●			●				
Santa Clara Valley Wildlife Stakeholders Group	●	●	●		●	●		
Santa Clara Valley Transportation Authority	●		●	●	●	●	●	●
Santa Clara Valley Water District	●	●			●			

# COMMENTS RECEIVED AFTER PUBLICATION OF FINAL EIR/EIS

“ 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

The screenshot shows an email from the Environmental Protection Agency (EPA) Region IX, San Francisco, CA, dated March 1, 2022. The email is addressed to Serge Stanich, Director of Environmental Protection for the Santa Clara Valley Habitat Agency. The subject is 'Final EIR/EIS Project Section (C)'. The email text includes a commendation for CHSRA's community outreach and mentions that the Final EIS includes proposed improvements to offset adverse effects to minority and low-income communities. The email is signed by Juan Bautista de Anza National Historic Trail, with a copy to the Superintendent of the National Park Service. The email also includes a link to the draft EIR/EIS and a list of board members for the Board of Education.

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

Serge Stanich  
Director Environ  
California High-  
770 L Street, Sui  
Sacramento, Cal

Subject: Final Eir  
Project Section (C)

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March 1, 2022

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**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

SANTA CLARA VALLEY HABITAT AGENCY

March 1

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**UNITED STATES DEPARTMENT OF THE INTERIOR**  
Juan Bautista de Anza National Historic Trail  
440 Civic Center Plaza, Suite 300  
Richmond, CA 94804

NATIONAL PARK SERVICE

**SUPERINTENDENT**  
Dr. Deborah A. Flores, Ph.D.

**BOARD OF EDUCATION**  
Melissa Aguirre | Enrique Diaz | Tuyen Flack | Mark Good  
Michelle Nelson | James E. Pace | Linda Picono

Transmitted via email to:  
[DraftBP2022@hsrc.ca.gov](mailto:DraftBP2022@hsrc.ca.gov)  
[boardmembers@hsrc.ca.gov](mailto:boardmembers@hsrc.ca.gov)

California High-Speed Rail Authority  
Attn: **PUBLIC COMMENT FOR APRIL 27, 2022 Authority Board meeting**  
770 L Street, Suite 1180  
Sacramento, CA 95814

**RE: Public Comment for the April 27, 2022 Authority Board meeting  
(IN Support of Approving Final EIR/EIS, with Alternative 4 alignment)**

The Gilroy Unified School District is supports bringing High-Speed Rail (HSR) to Gilroy, as there are a number of benefits to having a station in Downtown Gilroy, and the local economic benefits that will revitalize our downtown and help booster future economic growth for the City of Gilroy. The District has raised its concerns during the draft EIR/EIS comment period, objecting to the use of quad gates as a proper mitigation at the specific intersection of IOOF and Monterey Street, in Gilroy, CA. The District is very pleased, to see the outcome of the hard work through the efforts of the Environmental Justice Outreach team, led by Clid Vu, leading to the Final EIR/EIS recommending a bicycle/pedestrian overcrossing and complete streets at the intersection of IOOF and Monterey Street.

In summary, the District supports **Alternative 4 alignment**, with the specific mitigations as outlined by the Environmental Justice sections contained in Chapter 5, pages S-147 through S-148 (G-OMM#5), and incorporated herein as Exhibit A of this letter.

The District commends the outreach efforts of the Environmental Justice team, and the overall outreach efforts of HSR throughout the draft of the EIR/EIS. It is gratifying to see the Final EIS/EIR addressing the single largest safety-related concern the District raised with respect to this project segment of the High-Speed Rail. The HSR Authority should be pleased with the robust and engagement efforts to reach our traditionally underrepresented community by informing them of the potential impacts of this project. Thank you for the opportunity to participate in this stakeholder engagement process. Gilroy Unified is excited about the future of High-Speed Rail and the robust opportunities it will bring to our City of Gilroy and our local economy.

Sincerely,  
  
Alvaro Meza  
Assistant Superintendent, Business Services /  
Chief Business Official

Cc:  
Dr. Deborah A. Flores, Ph.D.  
Superintendent

# DEVELOPMENT OF ALTERNATIVES

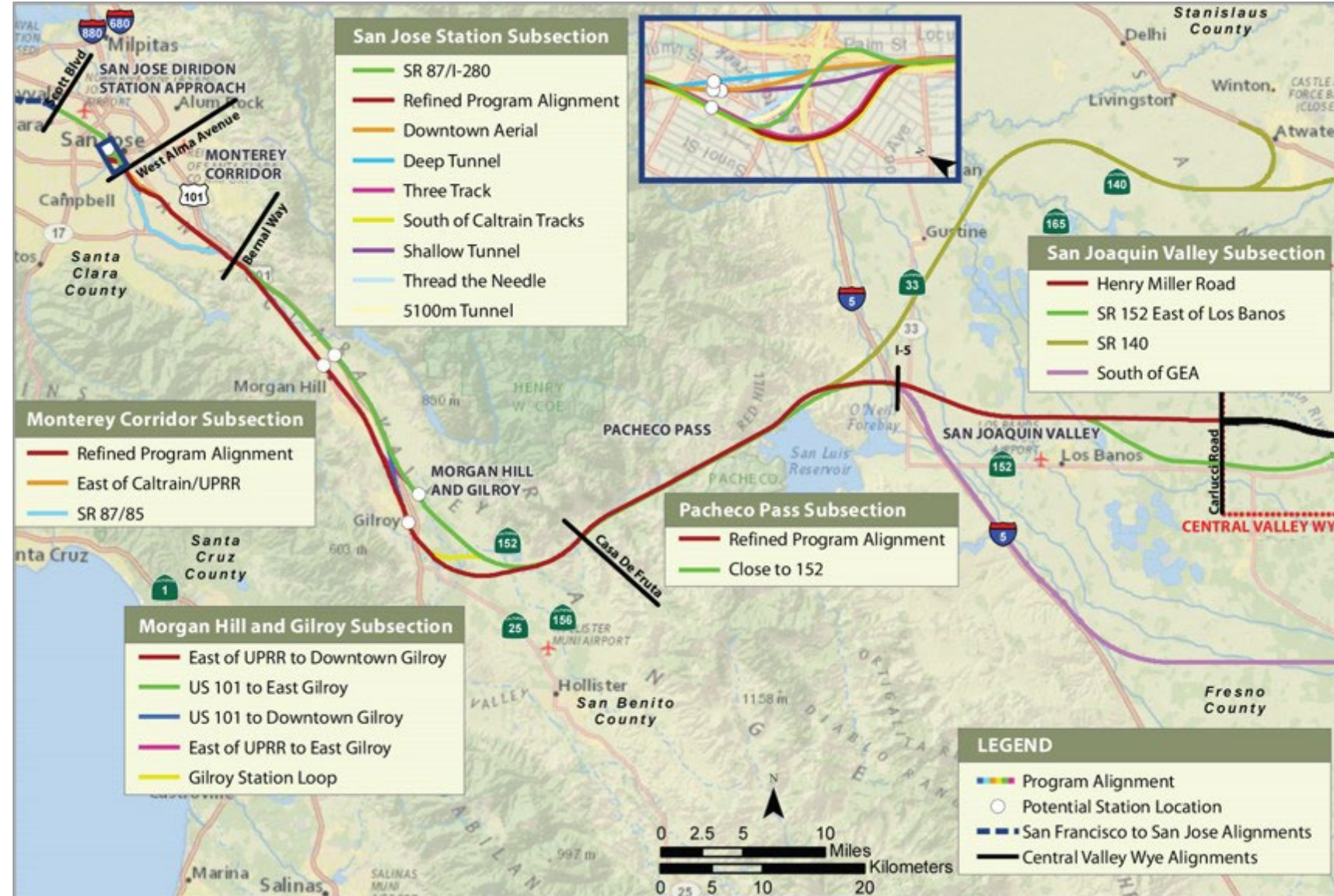






# ALTERNATIVES DEVELOPMENT: 2009-2013

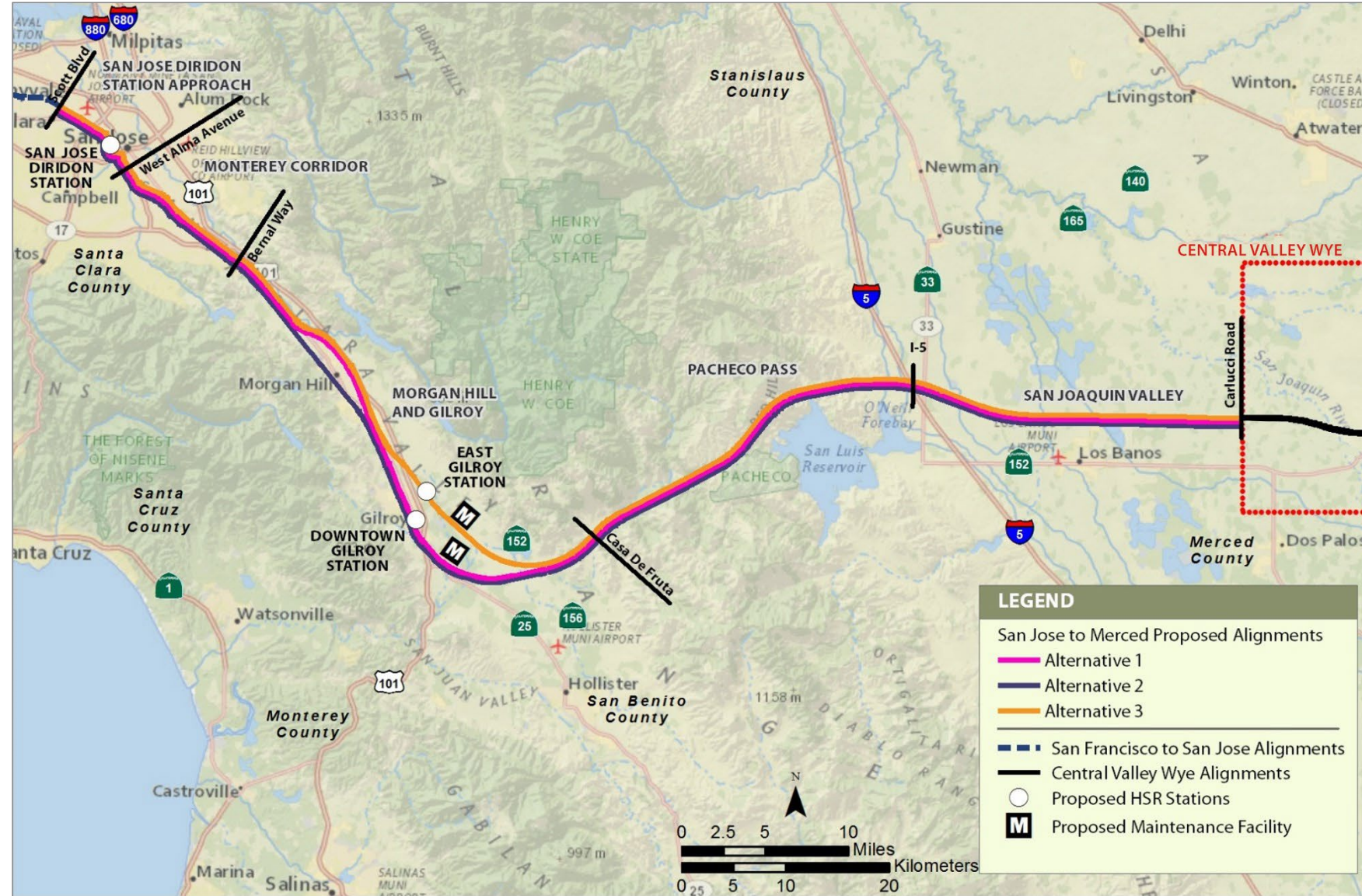
- Public scoping range of alternatives
- Evaluated in Preliminary Alternatives Analysis
- Refined in Supplemental Alternatives Analysis





# ALTERNATIVES DEVELOPMENT: 2016-2017

- 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

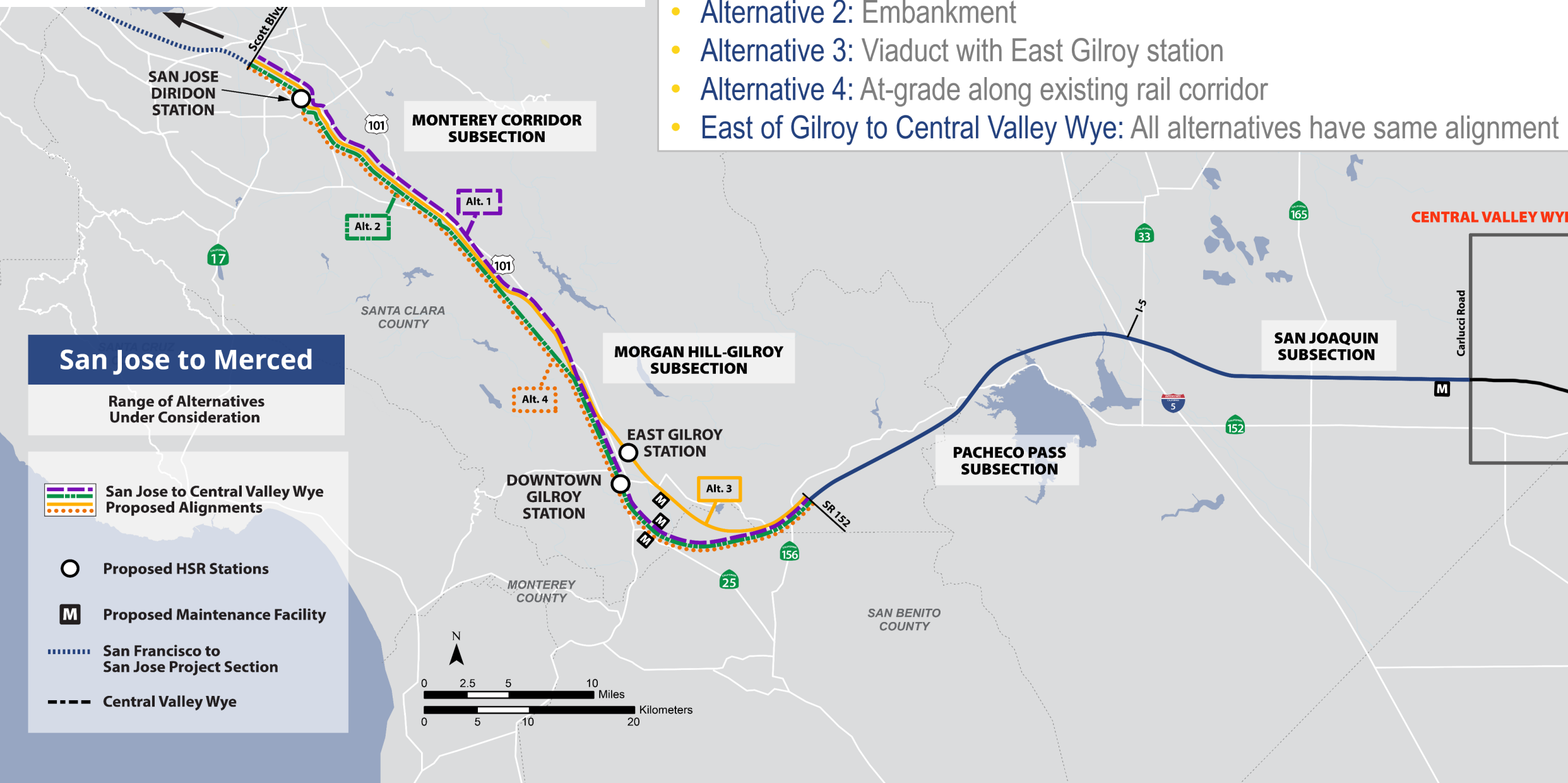
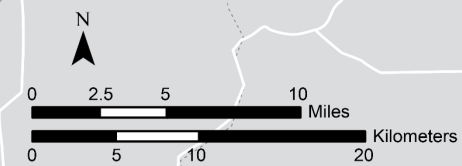
 San Jose to Central Valley Wye Proposed Alignments

 Proposed HSR Stations

 Proposed Maintenance Facility

 San Francisco to San Jose Project Section

 Central Valley Wye

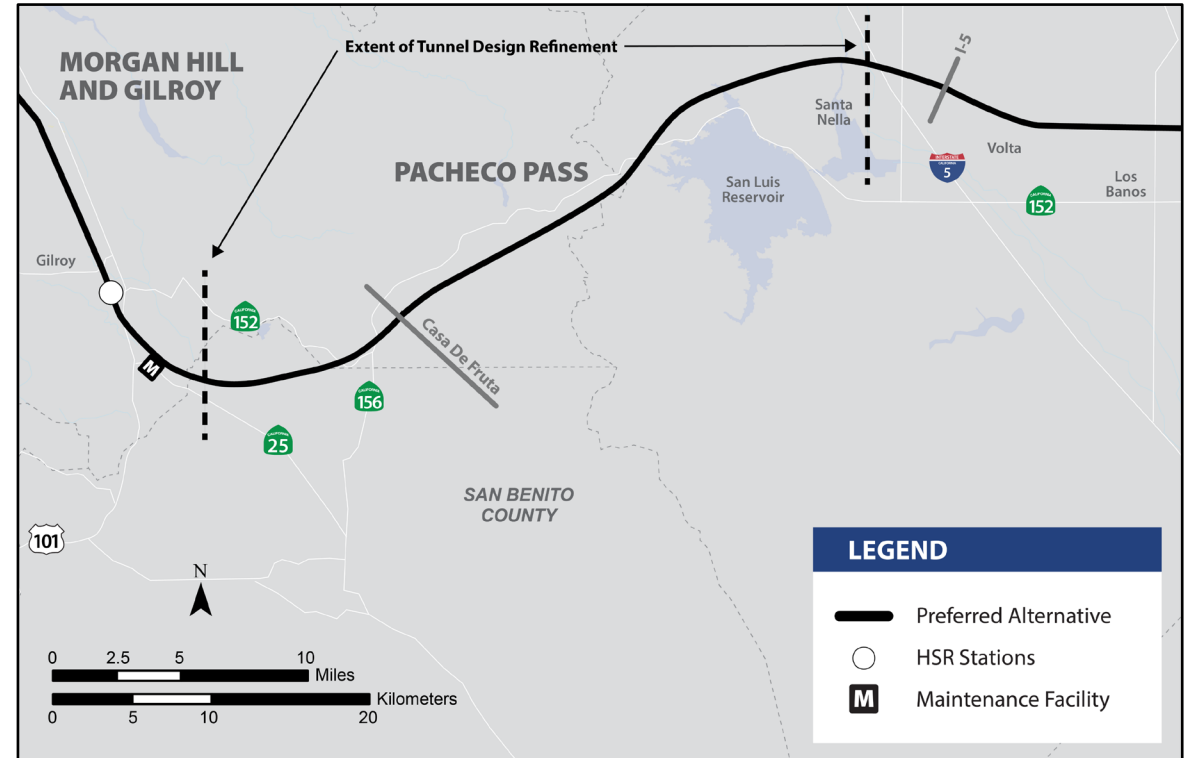


# DESIGN REFINEMENTS TO PREFERRED ALTERNATIVE

- 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

Design Features	Preferred Alternative
Total Length (linear miles)	88.8
At-grade (linear miles)	30.3
Embankment (linear miles)	25.9
Viaduct (linear miles)	15.2
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

# 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



# SAN JOSE TO MERCED

## MONTEREY CORRIDOR SUBSECTION

- **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

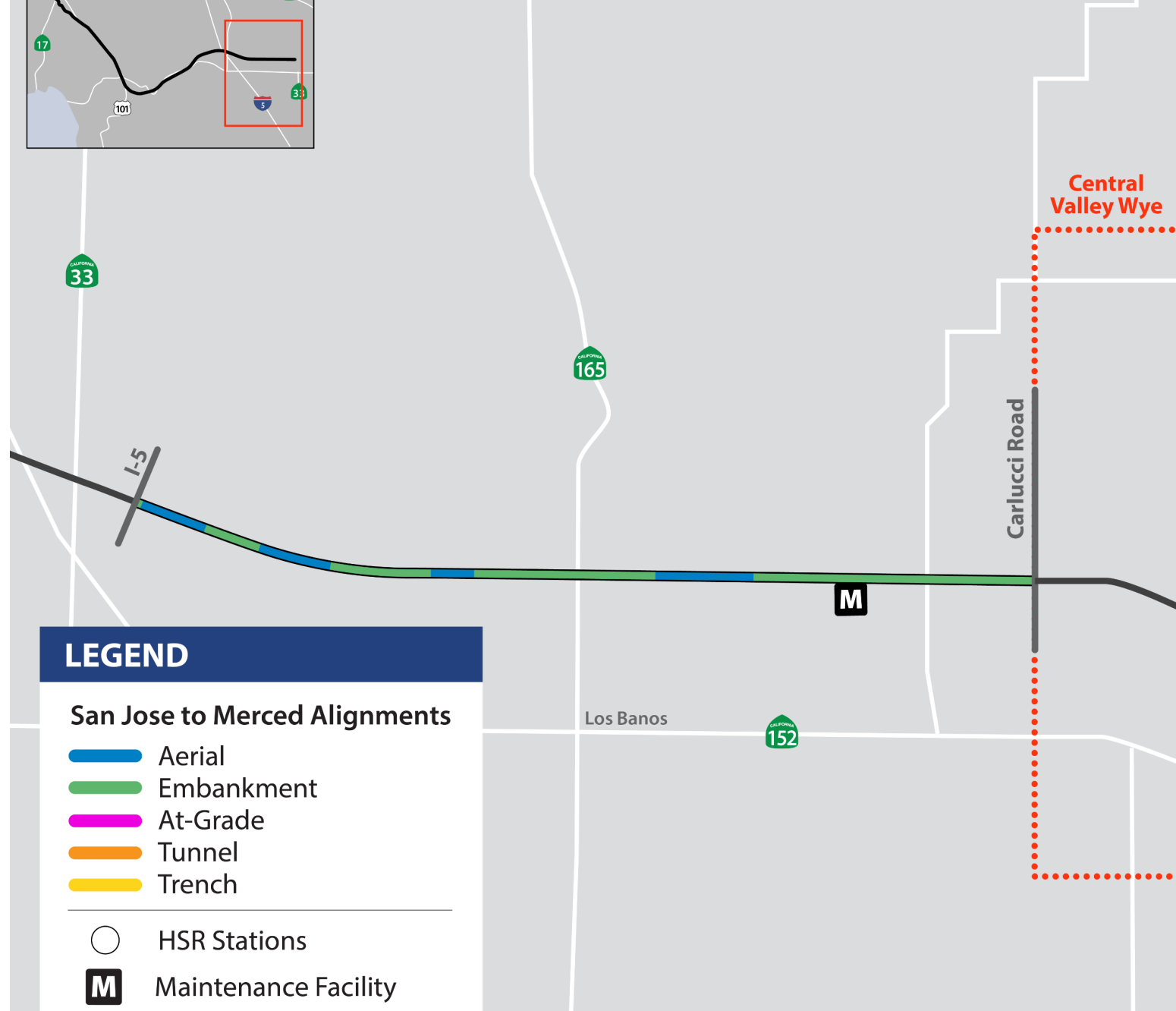
## SAN JOAQUIN VALLEY SUBSECTION

- **Preferred Alternative**

- » Embankment
- » Viaduct
- » Maintenance of Way Siding at Turner Island Road

- **Benefits**

- » Community improvements
- » Paralleling existing transportation infrastructure



# SAN JOSE TO MERCED PROJECT FINAL EIR/EIS



# ENVIRONMENTAL PROCESS



# CHANGES BETWEEN DRAFT AND FINAL EIR/EIS

## 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

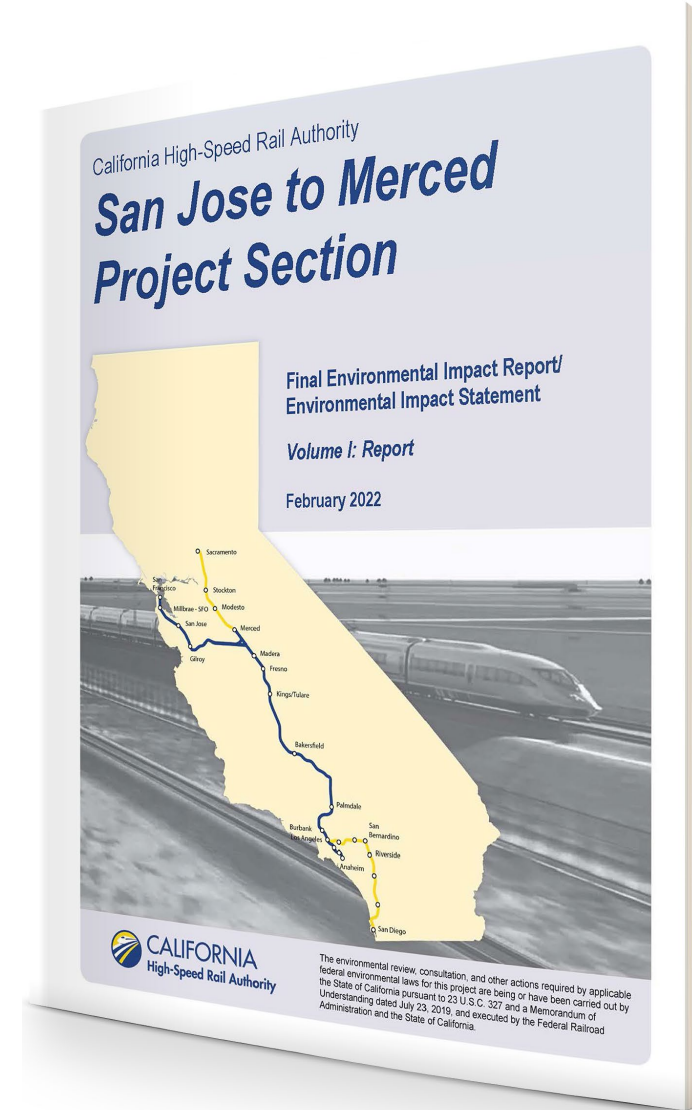
3.17 Cultural Resources

3.18 Regional Growth

3.19 Cumulative Impacts

4.0 Section 4(f)

5.0 Environmental Justice





# FINAL EIR/EIS

## KEY EFFECTS, IAMFs AND MITIGATION MEASURES

Key Effects	IAMFs and Mitigation Measures
Traffic delay, circulation, and access issues	<ul style="list-style-type: none"><li>• 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</li><li>• Implementation of railway disruption control plan</li><li>• Maintenance of pedestrian, bicycle, and transit access during construction</li><li>• Intersection improvements, including signal timing modifications, installation of new traffic signals, and restriping</li></ul>
<u>Air quality &amp; greenhouse gas emissions</u>	<ul style="list-style-type: none"><li>• Use of zero-emission and/or near-zero emission light-duty on-road vehicles and off-road equipment</li><li>• Minimization and control of fugitive dust emissions, fuel emissions, and exhaust emissions during construction</li><li>• Use of lower-emission materials and fuels in construction</li><li>• Commitments to construction emissions offsets in partnership with BAAQMD and SJVAPCD</li></ul>
<u>Increase in noise &amp; vibration levels</u>	<ul style="list-style-type: none"><li>• Use of sound barriers, sound insulation, and noise easements near sensitive populations and wildlife</li><li>• Preparation of a noise and vibration technical memorandum documenting compliance with FTA and FRA guidelines for work near sensitive populations</li><li>• Additional design work on noise analysis during Final Design, and vehicle noise specifications</li><li>• Support potential implementation of quiet zones by local jurisdictions</li></ul>

# FINAL EIR/EIS

## KEY EFFECTS, IAMFs AND MITIGATION MEASURES

Key Effects	IAMFs and Mitigation Measures
Hydrology and Water Resources	<ul style="list-style-type: none"><li>• Preparation and implementation of a groundwater adaptive management and monitoring program</li></ul>
<u>Safety and Security, emergency vehicle response times</u>	<ul style="list-style-type: none"><li>• Installation of emergency vehicle response improvements in the San Jose Diridon Station Area, Downtown Gilroy Station Area, and at several intersections on Monterey Road</li><li>• Intersection improvements, including signal timing modifications, installation of new traffic signals, and restriping</li></ul>
<u>Agricultural Farmlands</u>	<ul style="list-style-type: none"><li>• Conservation of Important Farmlands</li><li>• Minimize the area of important farmland required for HSR guideway</li><li>• Evaluation of modified access to remnant parcels with landowner input</li><li>• Avoidance of infrastructure serving important farmland near Casa de Fruta</li></ul>

# FINAL EIR/EIS

## KEY EFFECTS, IAMFs AND MITIGATION MEASURES

Key Effects	IAMFs and Mitigation Measures
<u>Biological and Aquatic Resources</u>	<ul style="list-style-type: none"><li>• Design wildlife crossings to facilitate wildlife movement, including at Pacheco Pass</li><li>• Minimize permanent intermittent noise and visual impacts on wildlife movement and aerial species movement</li><li>• Minimize operational lighting impacts on wildlife</li><li>• 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</li><li>• Acquire/secure 10,000 acres of conservation easements</li></ul>
<u>Aesthetics and Visual Quality</u>	<ul style="list-style-type: none"><li>• Incorporation of aesthetic guidelines that seek to balance providing a consistent, project-wide aesthetic with local context</li><li>• Screen traction power distribution stations and radio communication towers</li><li>• Vegetation screening along at-grade and elevated guideways adjacent to residential areas</li><li>• Community-coordinated aesthetic or landscaping treatments</li></ul>
<u>Cultural Resources</u>	<ul style="list-style-type: none"><li>• Preparation of public interpretive or educational materials (Diridon Station, Madrone Underpass, Live Oak Creamery, Negra Ranch, Cozzi Family Property)</li><li>• Preparation of a Historic American Engineering Record documentation (Madrone Underpass)</li><li>• Preparation of a relocation plan to move Cozzi Family residence to a new compatible site</li><li>• 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)</li></ul>



# REGULATORY AGENCY COORDINATION

## 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





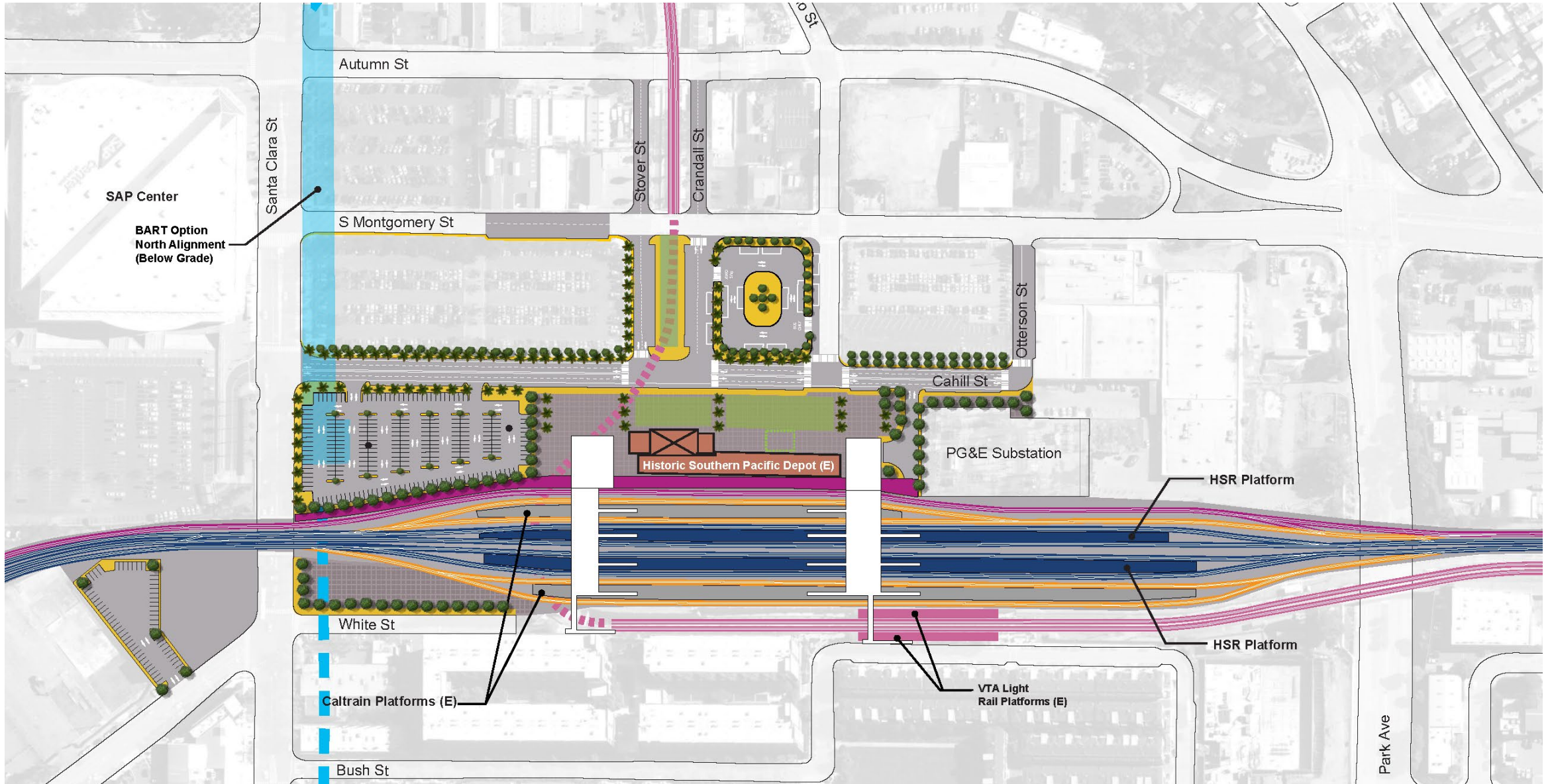
# KEY TOPICS OF STAKEHOLDER INTEREST

- Stations (Diridon Station and Gilroy Station)
- Environmental Justice
- At-grade crossings and grade separations
- Union Pacific Railroad
- Wildlife movement and connectivity
- Grasslands Ecological Area





# DIRIDON STATION



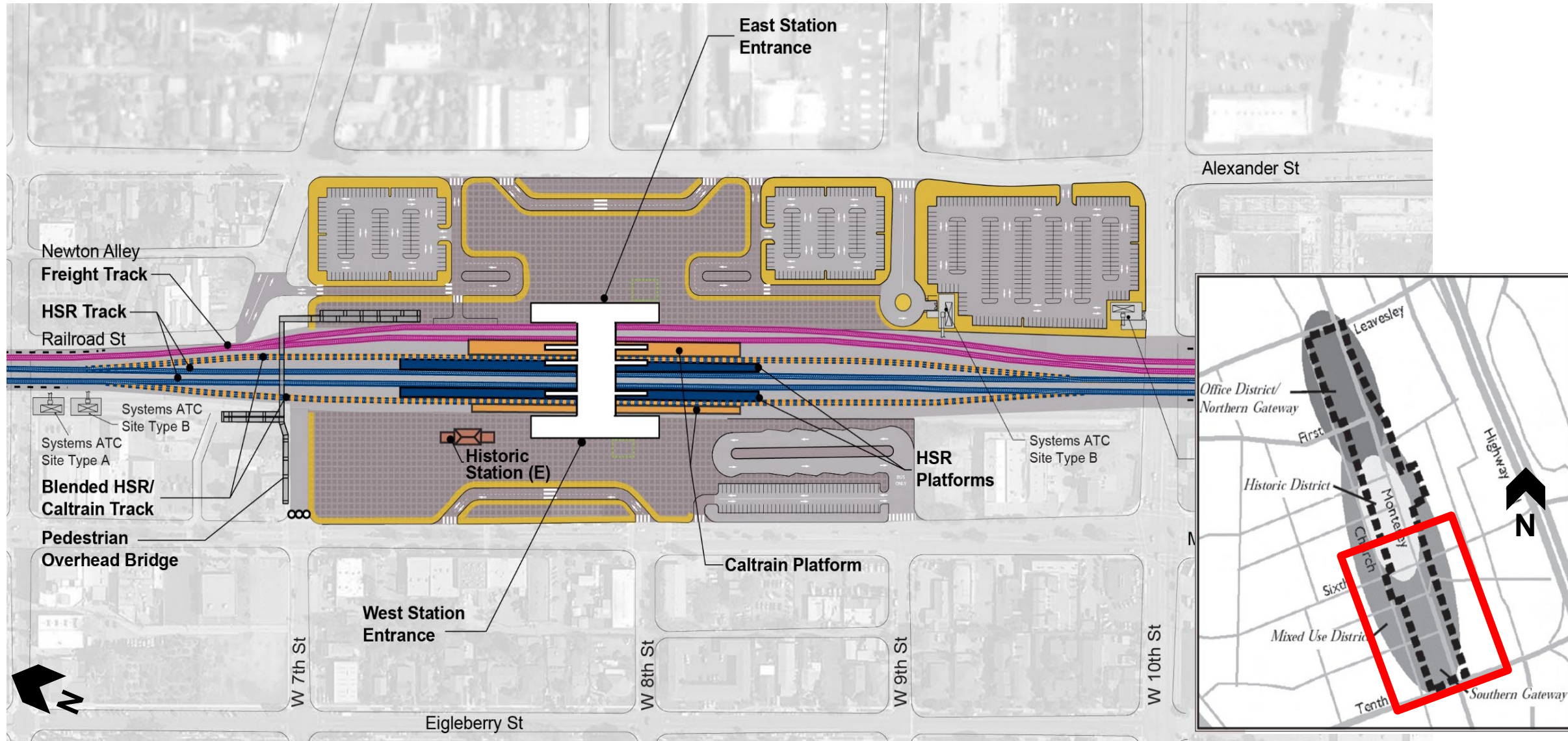
# DIRIDON INTEGRATED STATION CONCEPT PLAN

- 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





# GILROY STATION



# ENVIRONMENTAL JUSTICE ANALYSIS AND OUTREACH





# COMMUNITY IMPROVEMENTS PLANNING PROCESS



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

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

# SUMMARY OF POTENTIAL EFFECTS IN FINAL EIR/EIS

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

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	
Residential Displacements		●		
Business Displacements	●	●		●
Emergency Response Delays				●
Parks		●		
Operational Noise Effects	●	●		●
Operational Vibration				
Construction Traffic/Bus Transit Delay	●	●	●	
Operational Traffic	●	●	●	●

● Effects whose burden disproportionately falls on minority and low-income communities

# SUMMARY OF POTENTIAL EFFECTS IN FINAL EIR/EIS

Summary of Potential Effects On Environmental Justice Communities With Direct Mitigation, Project Benefits, and Offsetting Mitigation				
Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	
Residential Displacements		●		
Business Displacements	●	●		●
Emergency Response Delays				●
Parks		●		
Operational Noise Effects	●	●		●
Operational Vibration				
Construction Traffic/Bus Transit Delay	●	●	●	
Operational Traffic	●	●	●	●

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



# GARDNER NEIGHBORHOOD



INTERSTATE CALIFORNIA 280

CALIFORNIA 87

Shifting Tracks to West Requires Additional ROW

Gardner Elementary School

Residential Noise Treatments

BIRD AVE

W VIRGINIA ST

DELMAS AVE

PREVOST ST

Minimize Impacts to Fuller Park

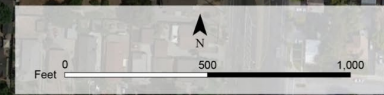
FULLER PARK

Recreational Improvements

Shifting Tracks to West Requires Additional ROW

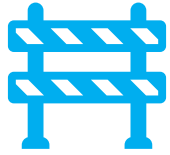
## LEGEND

- Caltrain Electrification
- San Jose to Merced Alternatives
- Quad Gates
- Additional ROW
- Noise Treatments





# CORRIDOR AT-GRADE CROSSINGS



## 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



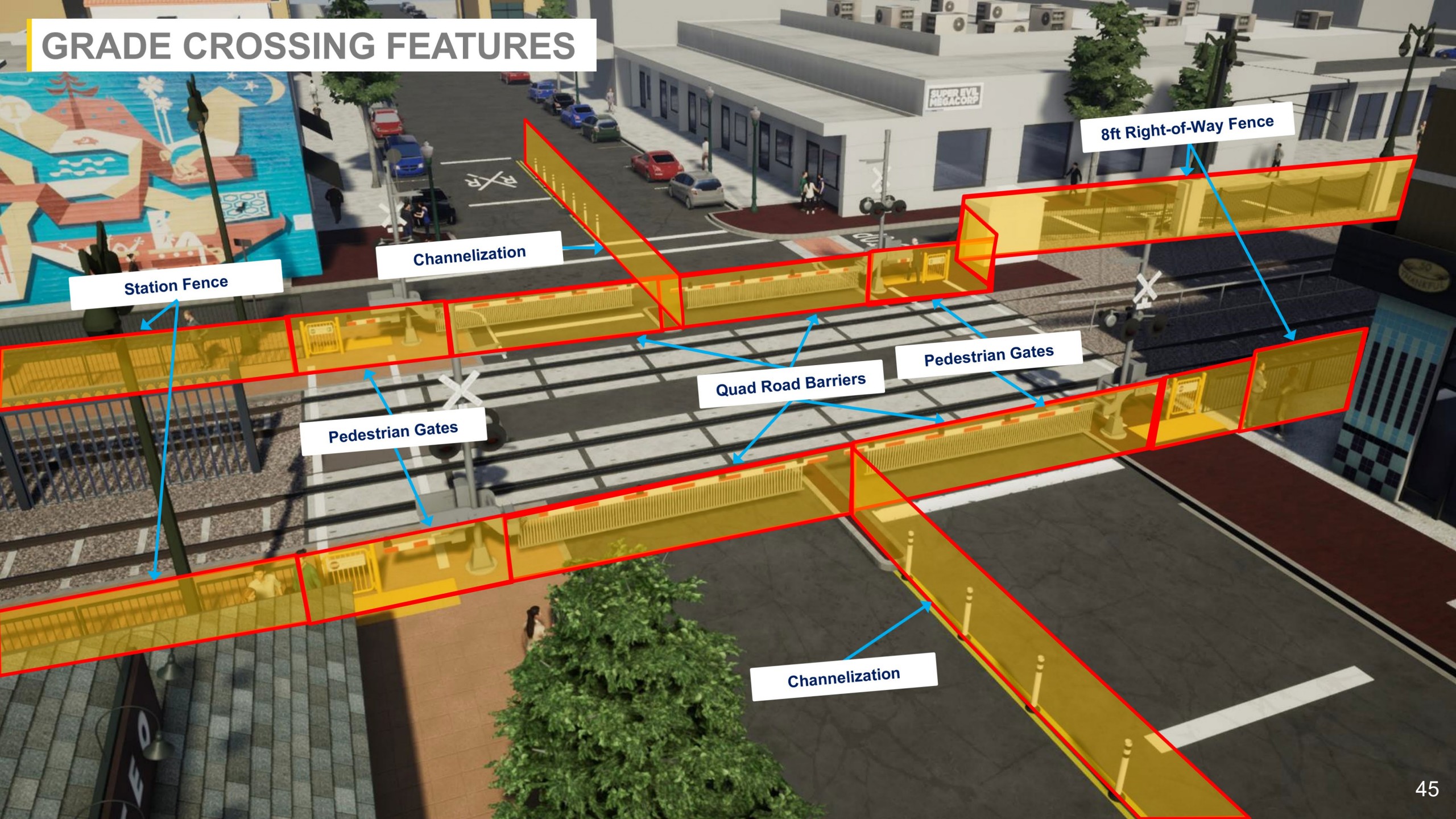
Approved Memorandum of Understanding (MOU) with City of San Jose to advance grade separations



Continue to coordinate with local jurisdictions on traffic issues



# GRADE CROSSING FEATURES



Station Fence

Channelization

Pedestrian Gates

Quad Road Barriers

Pedestrian Gates

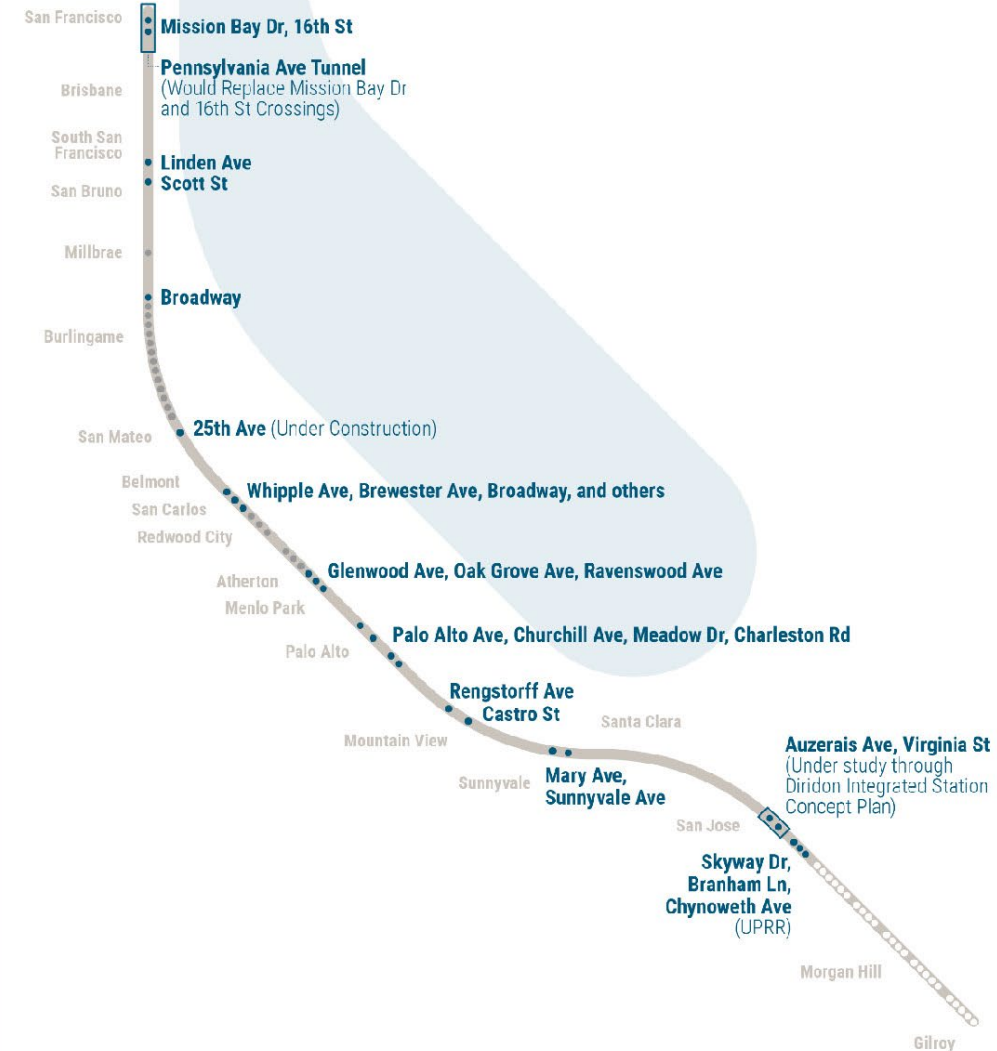
8ft Right-of-Way Fence

Channelization



# AT-GRADE CROSSINGS

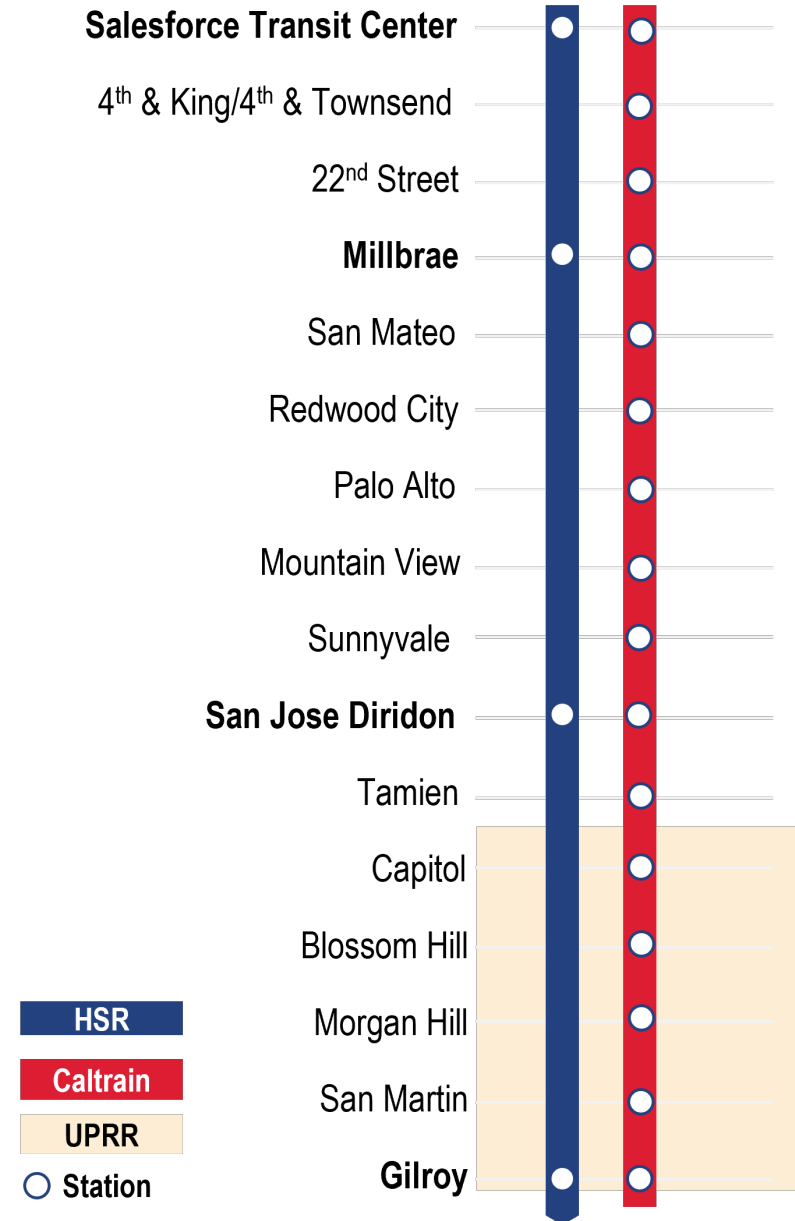
- **Caltrain Corridor includes over 70 at-grade crossings**
  - » 39 between San Francisco and San Jose
  - » 29 between San Jose and Gilroy
- **Many jurisdictions have started planning for grade separations in their communities**
- **The Authority and Caltrain have supported these efforts**



Source: Caltrain Business Plan

# UNION PACIFIC RAILROAD

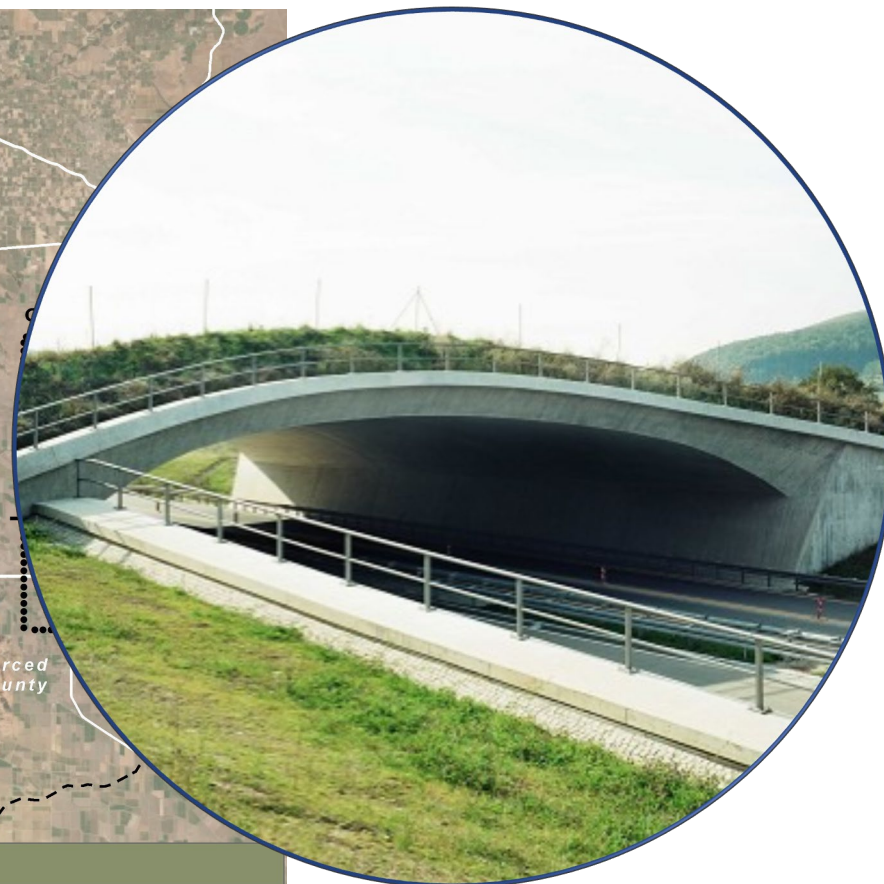
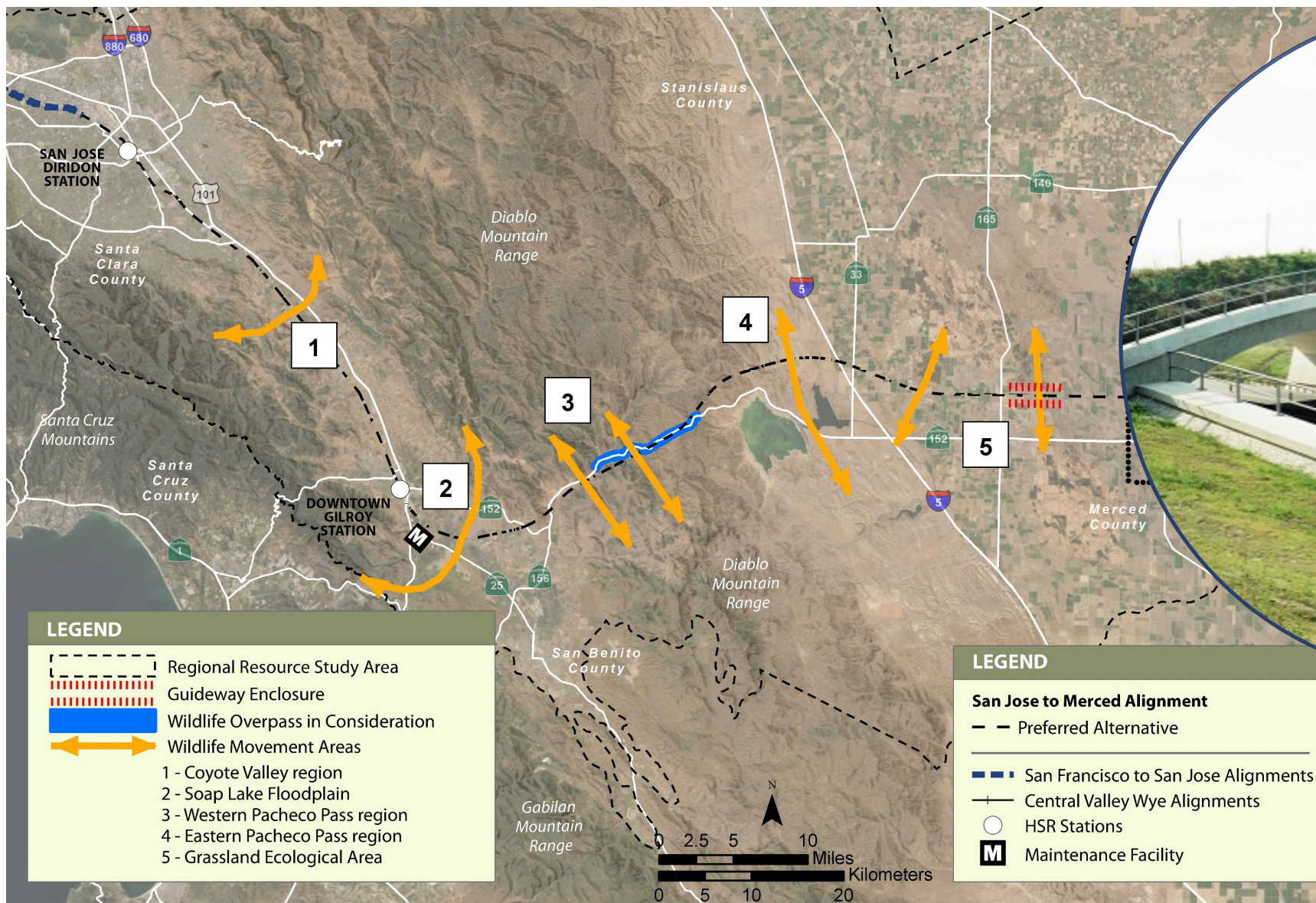
- **Union Pacific Railroad (UPRR) owns the rail corridor between San Jose (Control Point Lick) and Gilroy.**
- **The Authority and CalSTA have been in negotiations with UPRR for use of the corridor since 2018.**
- **Future agreement with UPRR will be necessary to implement the project between San Jose and Gilroy.**



**Note:**  
Not all Caltrain  
Stations  
shown



# WILDLIFE MOVEMENT



**LEGEND**

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

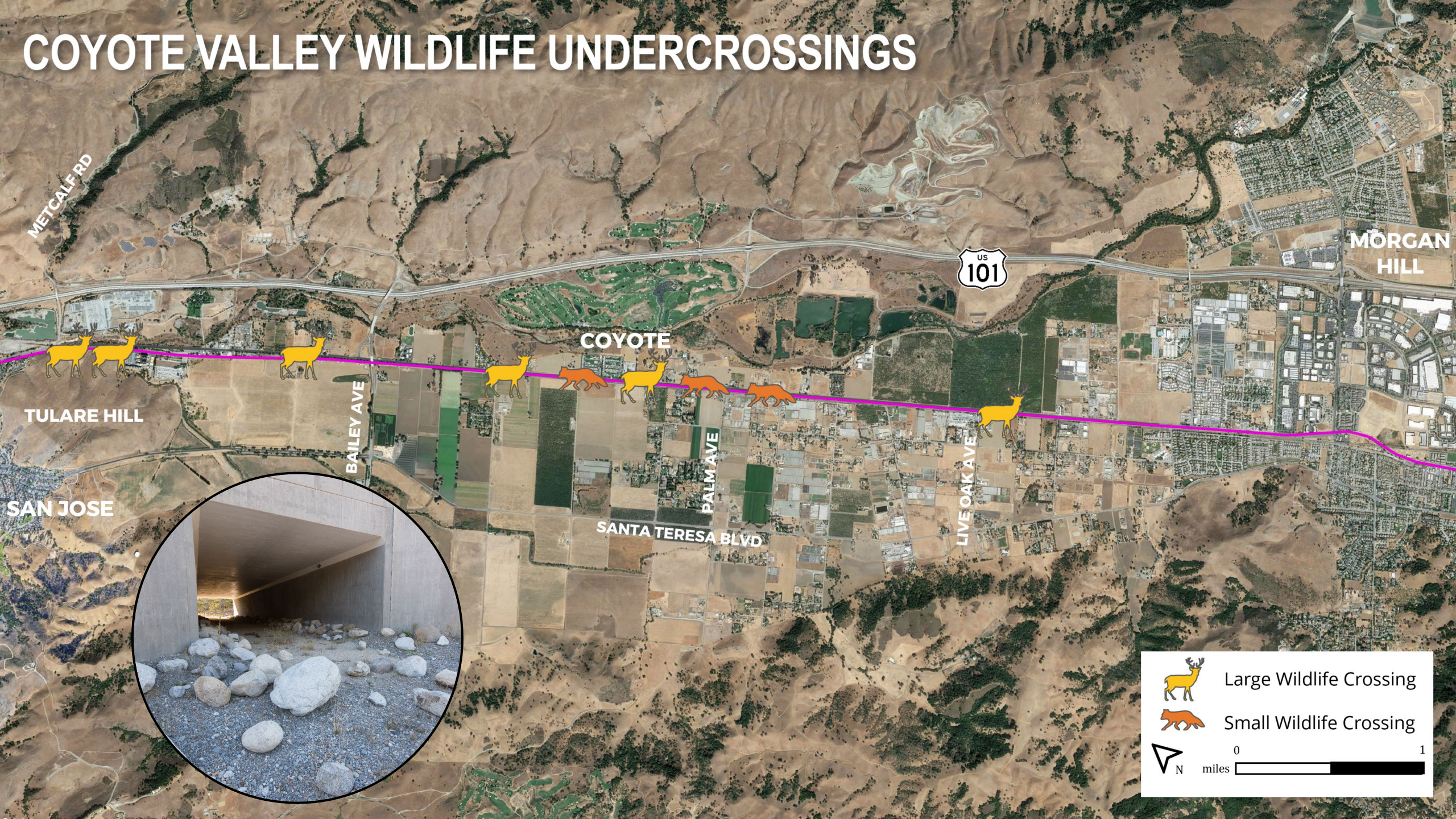
**LEGEND**


**San Jose to Merced Alignment**


- Preferred Alternative
- San Francisco to San Jose Alignments
- Central Valley Wye Alignments
- HSR Stations
- Maintenance Facility





# COYOTE VALLEY WILDLIFE UNDERCROSSINGS



 Large Wildlife Crossing

 Small Wildlife Crossing

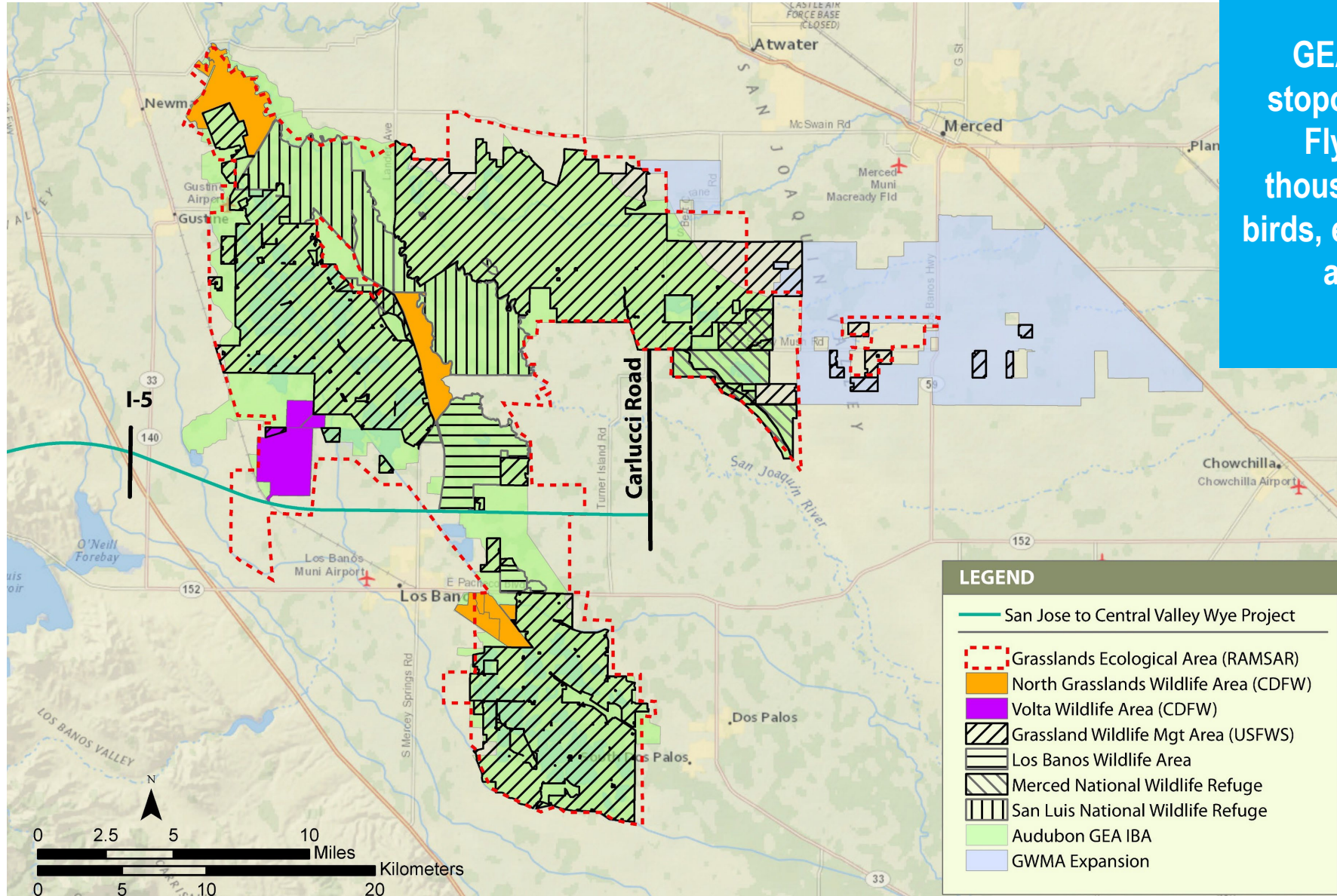
 N

0  1 miles



# GRASSLANDS ECOLOGICAL AREA

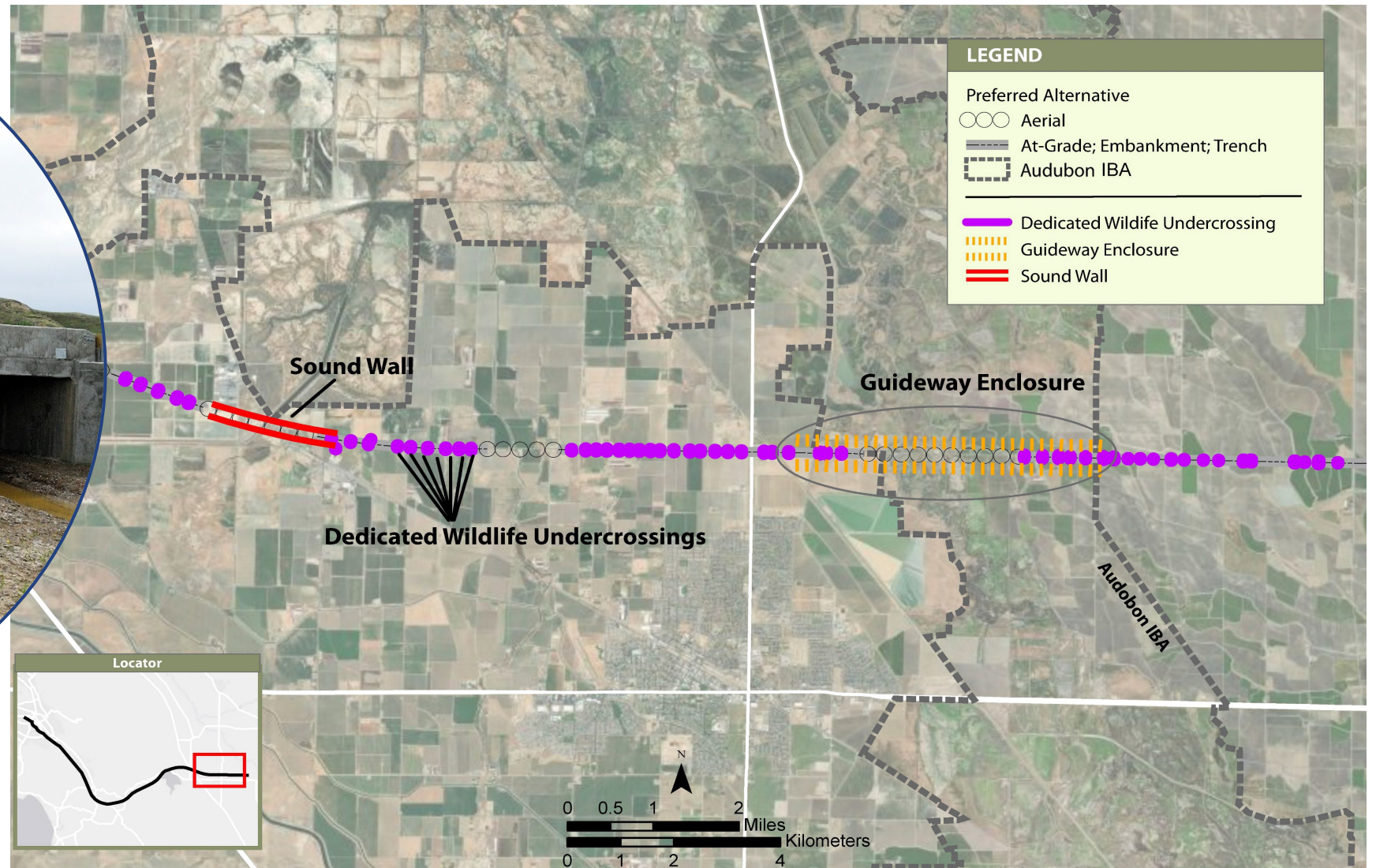
GEA is an important stopover on the Pacific Flyway for tens of thousands of migratory birds, especially waterfowl and shorebirds





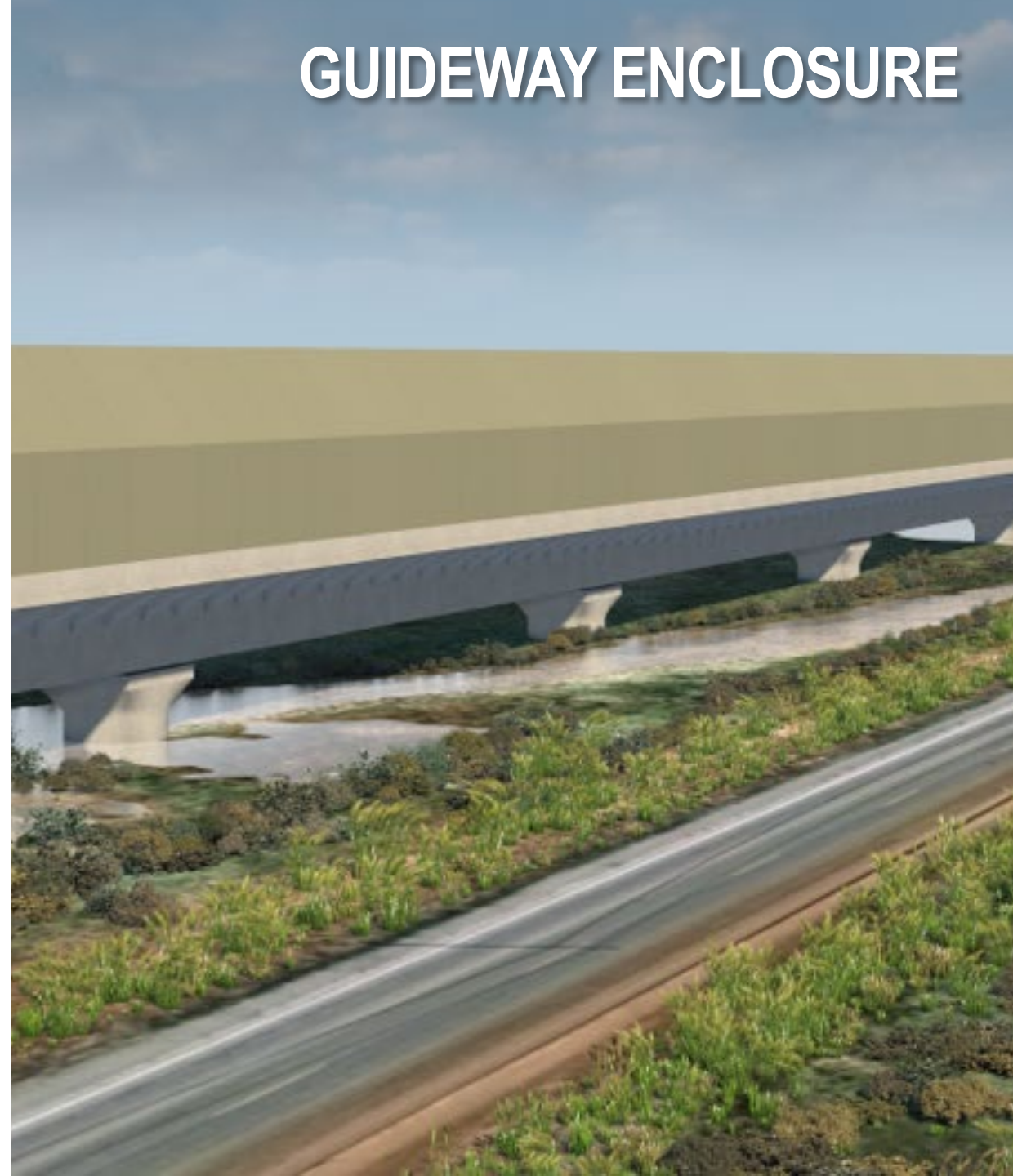
# SAN JOAQUIN VALLEY

Wildlife Undercrossing





# GUIDEWAY ENCLOSURE



# NEXT STEPS

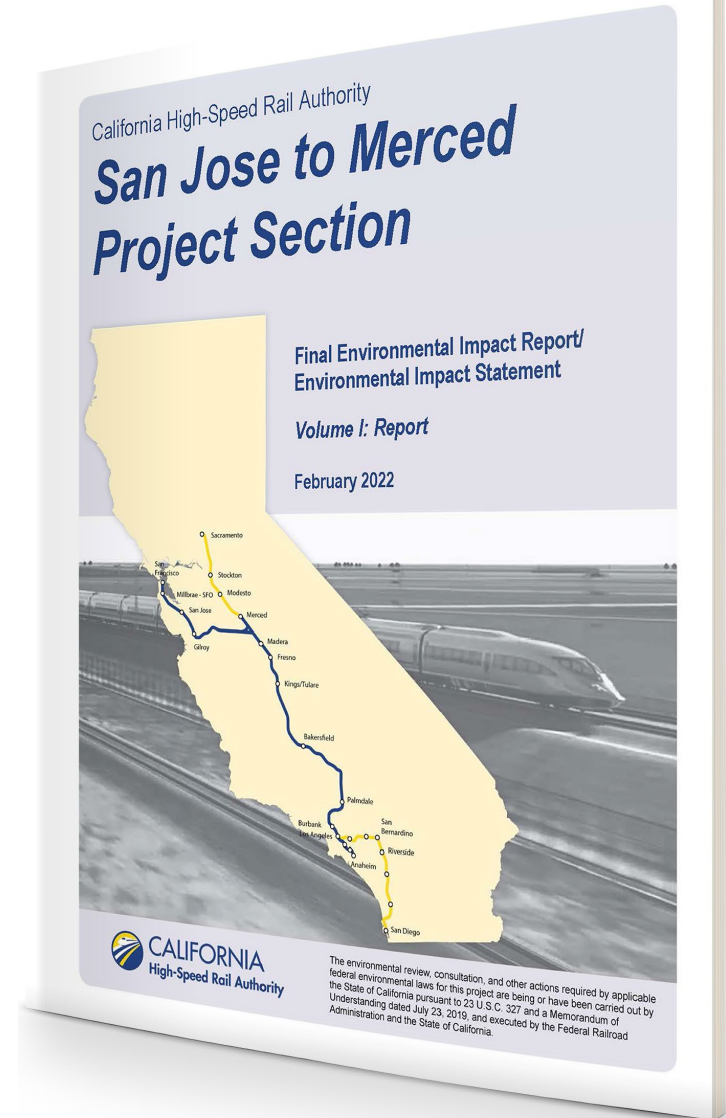
Prior to Board Deliberation and Action

## 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



# BENEFITS

## 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





### Headquarters

California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

[www.hsr.ca.gov](http://www.hsr.ca.gov)

### Northern California Regional Office

California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 300

San Jose, CA 95113

