

SAN JOSE TO MERCED PROJECT SECTION

Gilroy/Morgan Hill Community Working Group

March 10, 2022

Webinar



AGENDA

COMMUNITY WORKING GROUP

1. Introductions & Agenda Review

2. 2022 Business Plan

3. San Jose to Merced Final EIR/EIS

4. Next Steps

WEBINAR GUIDELINES

COMMUNITY WORKING GROUP

- **Be respectful**
- **Mute your line when you are not speaking**
- **Only one person speaks at a time**
- **If CWG members would like to speak:**
 - » Please “raise your hand” *or*
 - » Send a message via webinar chat
- **Members of the public are welcome to listen**
- **Disruptive participants will be removed from the webinar**
- **If you are having a technical problem, please send a message via webinar chat**
 - » Or, send an email to jvazconcelo@kearnswest.com

2022 BUSINESS PLAN



DRAFT 2022 BUSINESS PLAN

- **2020 Business Plan finalized just 10 months ago**
- **2022 Business Plan**
 - » Construction progress
 - » New federal funding opportunities
 - » Governor's 2022 Budget
 - » Organizational changes
 - » Regional updates including environmental clearance

[View the Draft 2022 Business Plan here](#)



PROGRAM PROGRESS

- **Progress: Central Valley Construction**

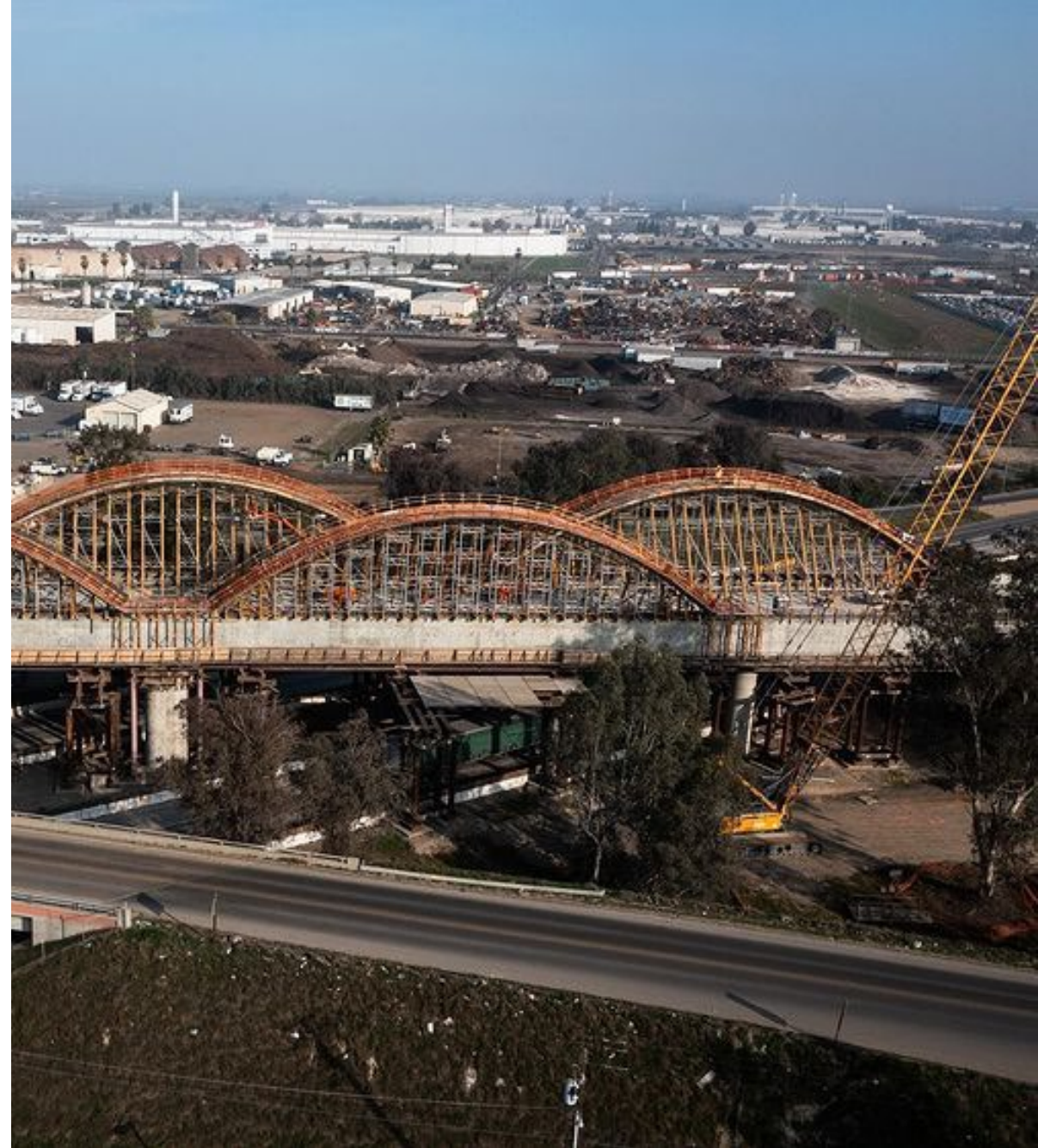
- » Advanced design from **30%** to nearly **100%**
- » **66** out of **93** structures in construction or complete
- » **86** out of **119** miles of guideway in progress or complete

- **Progress: Central Valley Right-of-Way**

- » **90%** of total parcels needed delivered to contractors

- **Progress: Statewide Environmental Clearance**

- » **~300** miles cleared
- » **430** miles expected to be cleared by Summer 2022



Opportunities with new stable funding:

- » Deliver electrified, double-track operating segment in the Central Valley
- » Advance design statewide as each project section is cleared
- » Leverage new federal and state funds for targeted statewide investments
- » Evaluate funding scenarios to extend high-speed rail beyond the Central Valley to the Bay Area



Updated: Jan. 2022



PROPOSITION 1A APPROPRIATION

- Governor Newsom proposed a new \$9.1 billion transportation infrastructure package
 - » Includes the appropriation of \$4.2 billion in high-speed rail funds



THE CALIFORNIA BLUEPRINT

CALIFORNIA ALL

TRANSPORTATION

\$9.1 Billion: CA Blueprint

- **\$4.9 Billion:**
 - **\$2 Billion:** Transit and Rail projects
 - **\$1.25 Billion:** Local projects
 - **\$750 Million:** Bicycle/ pedestrian safety/connecting communities projects
 - **\$500 Million:** Grade separation
 - **\$400 Million:** Climate adaptation
- **\$4.2 Billion:** High Speed Rail

DRAFT 2022 BUSINESS PLAN

• Important Dates

- » February 8: Start of 60-day public review
- » April 11: End of 60-day public comment
- » April 20 and 21: Board Meeting
- » May 1: Final 2022 Business Plan due to Legislature

• Public Comment and Board Action

- » Online comment form through Draft 2022 Business Plan [website](#)
- » By email at: DraftBP2022@hsr.ca.gov
- » By U.S. mail to:
 - California High-Speed Rail Authority
 - Attn: Draft 2022 Business Plan
 - 770 L Street, Suite 1180, Sacramento, CA 95814
- » At Board of Directors meetings: February 17 and March 17



SAN JOSE TO MERCED FINAL EIR/EIS

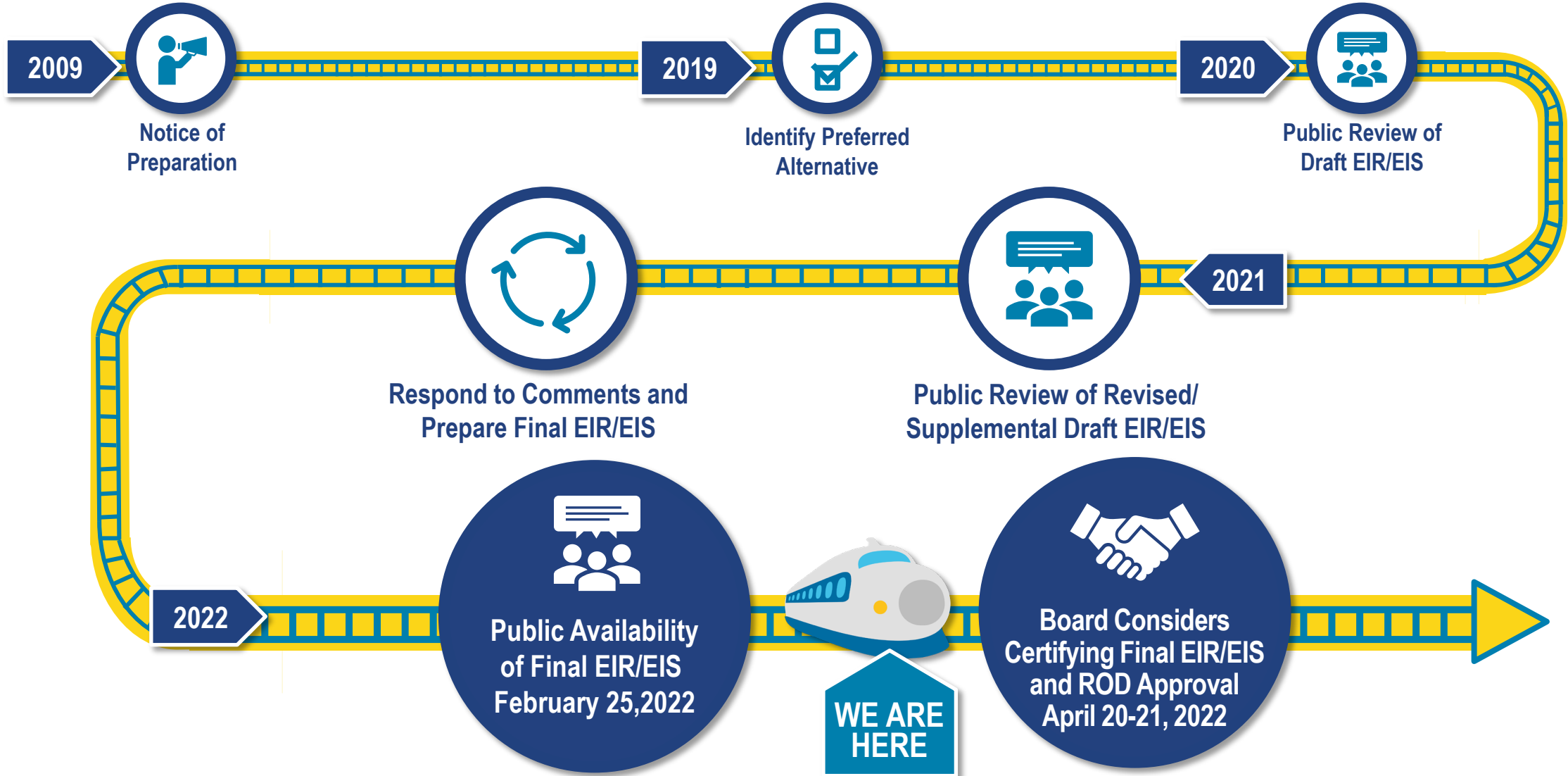




NORTHERN CALIFORNIA ENVIRONMENTAL PROCESS

SAN JOSE TO MERCED PROJECT SECTION

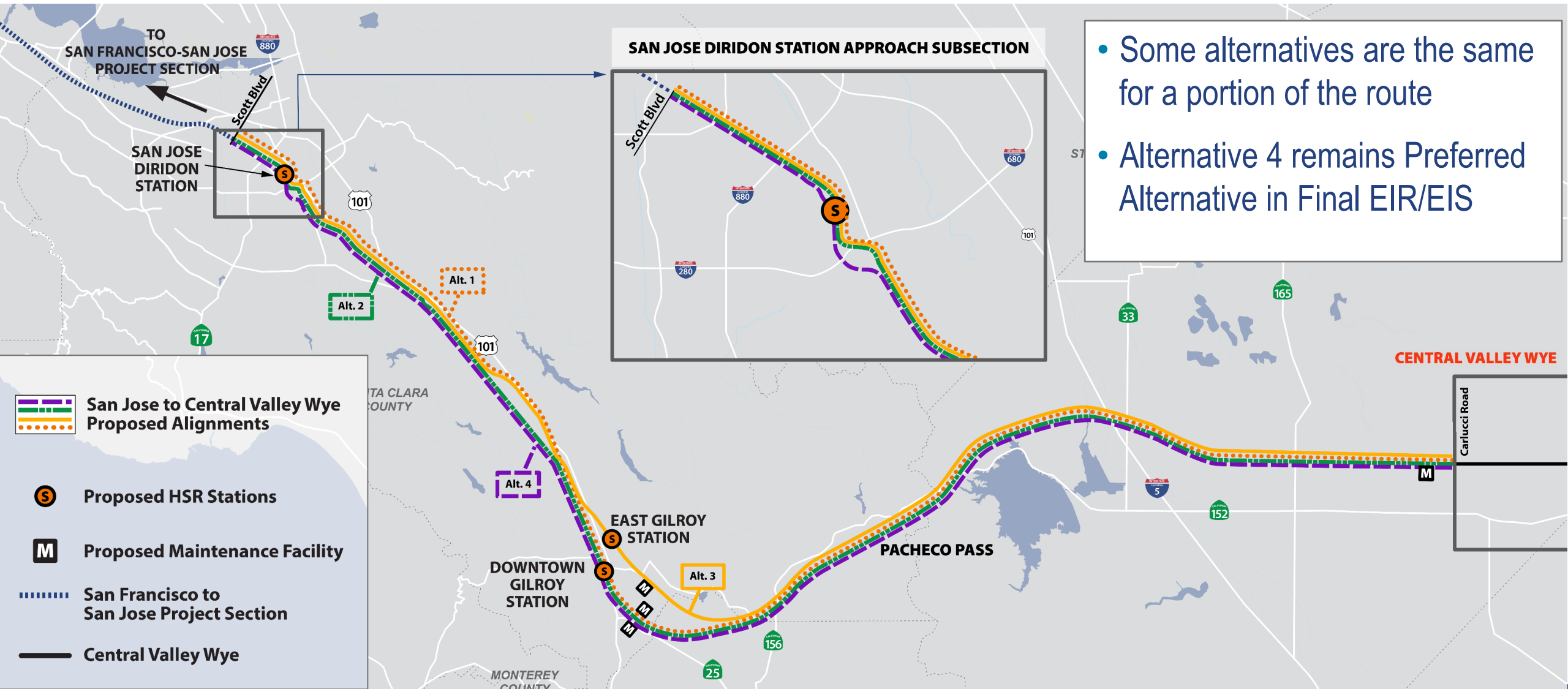
= ongoing outreach





SAN JOSE TO MERCED RANGE OF ALTERNATIVES

FOUR END-TO-END ALTERNATIVES



- Some alternatives are the same for a portion of the route
- Alternative 4 remains Preferred Alternative in Final EIR/EIS

SAN JOSE TO MERCED

Summary of Preferred Alternative Design Features

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 public at-grade 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)

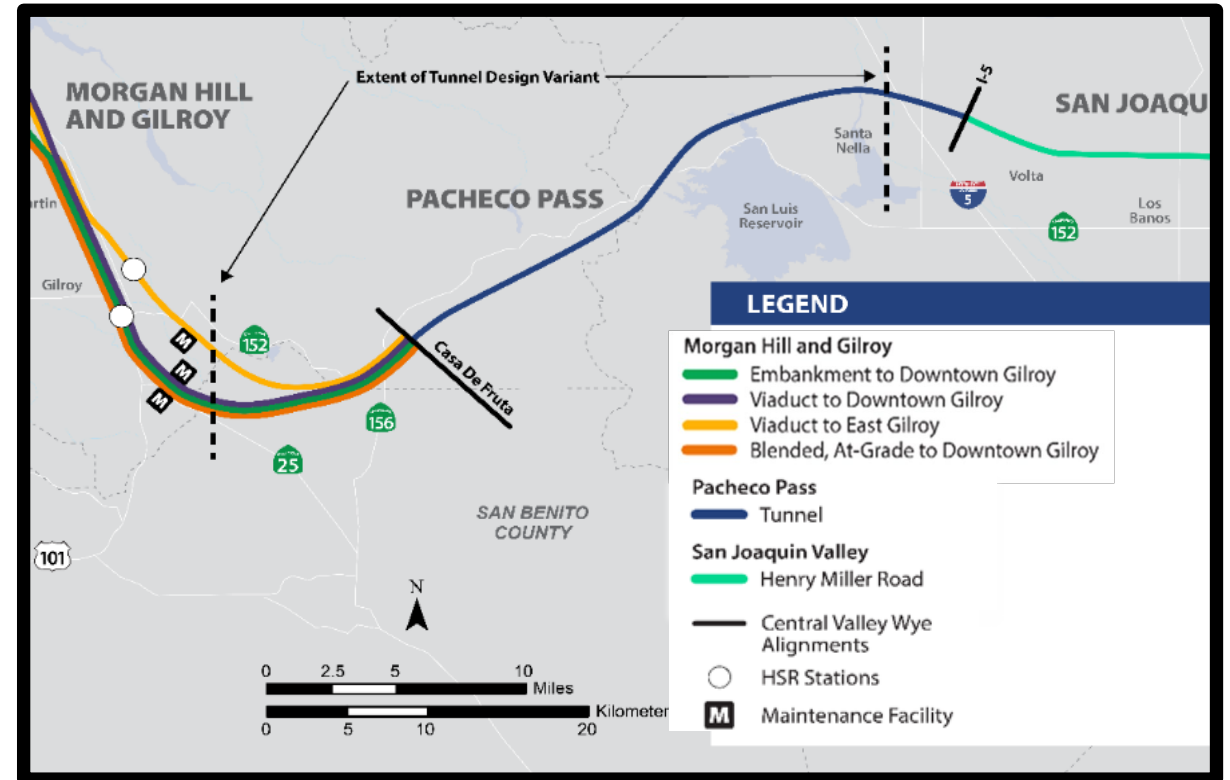
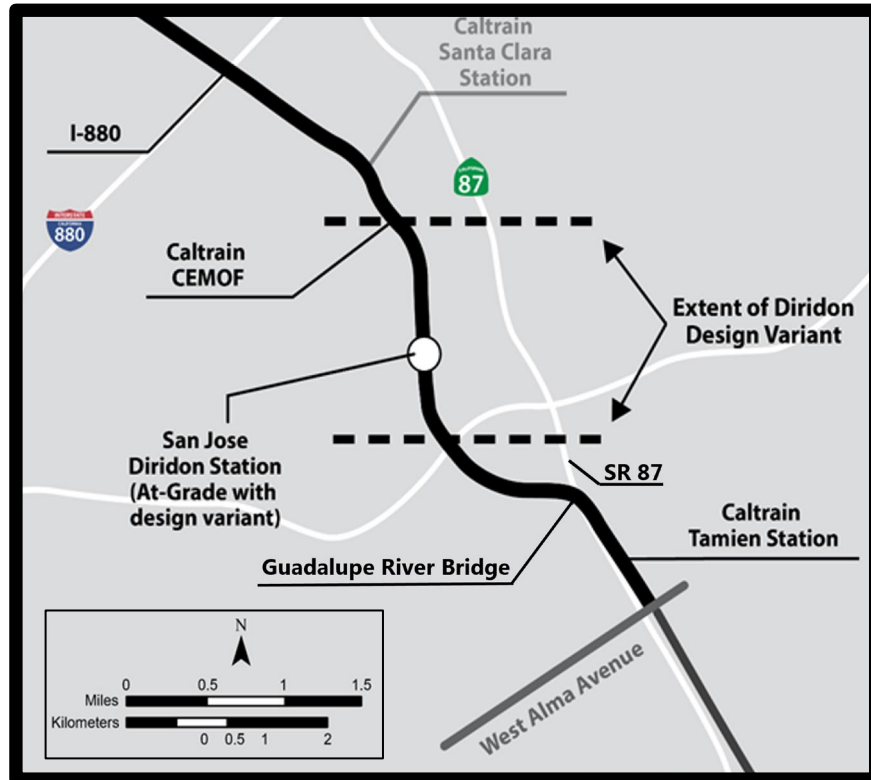
SAN JOSE TO MERCED

Design Refinements to Preferred Alternative

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.





PREFERRED ALTERNATIVE



Fewest displacements



Fewest road closures



Fewest impacts on wetlands and habitats



Good access to transit systems and services



Fewest impacts on natural resources



Fewest visual impacts



Marginal increase in system travel time



More noise (if no quiet zones)



Lowest capital cost



Allows for extension of electrified Caltrain service to Gilroy



WHAT IS THE FINAL EIR/EIS?

- » Comprehensive document that fulfills federal and state environmental review requirements, allowing the Authority to approve the project and proceed to final design and construction.
- » The document includes:
 - **Analysis** of alternatives based on preliminary design, including impacts/effects
 - **Mitigations** proposed to reduce negative impacts/effects
 - **Public comments** received on the Draft EIR/EIS and Revised/Supplemental Draft EIR/EIS and responses from the Authority
 - **Revisions** to the Draft EIR/EIS made in response to comments





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 CHANGED SINCE THE DRAFT EIR/EIS?

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

MODIFIED AND ADDITIONAL ANALYSES

Resource Areas

- Transportation
- Noise and Vibration
- Biological Resources
- Hydrology/Water Quality
- Safety and Security
- Socioeconomics
- Agricultural Farmland
- Parks and Recreation
- Cultural Resources
- Cumulative Impacts
- Environmental Justice

MODIFIED AND ADDITIONAL MITIGATIONS

Resource Areas

- Transportation
- Air Quality
- Noise and Vibration
- Biological Resources
- Safety and Security
- Socioeconomics
- Parks and Recreation
- Aesthetics and Visual Quality
- Cultural Resources
- Environmental Justice



QUICK REFERENCE GUIDE TO THE FINAL EIR/EIS



Impacts in my Community

Volume 1 – Within each resource section, impact analysis is provided by project subsection:

- **San Jose Diridon Approach**
- **Monterey Corridor**
- Morgan Hill to Gilroy
- Pacheco Pass
- San Joaquin Valley



Responses to Comments on Draft or Revised/Supplemental Draft EIR/EIS

Volume 4 –

- Chapter 17 – Standard Responses
- Chapters 18 to 20 – Standard Responses in Spanish, Mandarin, and Vietnamese
- Chapters 21 to 27 – Responses to Agency, Official, Tribe, Business, Organization, and Individual Comments



Maps of the Alternatives

Volume 1, Chapter 2, Alternatives, General Maps

Volume 2, Appendix 3.01-A, Maps of Affected Properties

Volume 3, Preliminary Engineering Design Plans



Visual Simulations of the Alternatives

Volume 1, Chapter 3, Section 3.16, Aesthetics and Visual Quality

NEXT STEPS





BOARD MEETING

SCHEDULE

Two-day meeting | April 20 and April 21, 2022

- » Consider whether to:
 - Certify the Final EIR/EIS and approve the Preferred Alternative
- » If approved:
 - Direct the staff to issue a **Record of Decision** for the San Jose to Merced Project Section selecting the Preferred Alternative in the Authority's role as NEPA lead agency
 - Direct staff to file the CEQA **Notice of Determination** for the San Jose to Merced Project Section with the State Clearinghouse





NEXT STEPS AFTER ROD

Approval of the Project enables the Authority to advance the project

- » Seek funding from state and federal sources
- » Advanced design, third-party agreements, right-of-way mapping, appraisals



Continued Engagement

How Authority will continue to engage you and your organization



Ongoing Updates

Meetings, social media, newsletters, email, phone



WHICH TOPICS ARE MOST IMPORTANT TO YOU?



Feedback to the Authority

- » Drop your topics in the chat or text them to 415-780-7051
- » Share verbal questions by “raising your hand”
- » If you are having a technical problem, please send a message via webinar chat
 - Or, send an email to jvazconcelo@kearnswest.com

This webinar is not an opportunity to comment on the final document.



Headquarters

California High-Speed Rail Authority

770 L Street, Suite 620

Sacramento, CA 95814

www.hsr.ca.gov

Northern California Regional Office

California High-Speed Rail Authority

100 Paseo de San Antonio, Suite 300

San Jose, CA 95113

