

Notice of Completion and Environmental Document Transmittal—Attachment

Governor's Office of Planning & Research

APR 17 2020

STATE CLEARINGHOUSE

Project Title

California High-Speed Rail Project: San Jose to Merced Project Section

Project Location, Cross Streets

The proposed San Jose to Merced Project Section (Project Section) is located in Santa Clara, San Benito, and Merced Counties near the cities of Santa Clara, San Jose, Morgan Hill, Gilroy, and Los Banos. The project extends from Scott Boulevard in Santa Clara County (lat/long 37° 21' 48.996"N / 121° 57' 36"W) to Carlucci Road in Merced County (lat/long 37° 5' 28.716"N / 120° 40' 15.6"W). The nearest major state highways are State Route (SR) 33, SR 85, SR 87, SR 89, U.S. Highway 101, SR 152, SR 165, Interstate (I-) 5, I-280, and I-880.

Project Description

The California High-Speed Rail Authority (Authority) certified a Statewide Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (Tier 1) in November 2005 as the first phase of a tiered environmental review process for the proposed California High-Speed Rail (HSR) System planned to provide a reliable, high-speed, electric-powered rail system that links the major metropolitan areas of the state and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources. A second program-level (Tier 1) EIR/EIS was completed in 2008 focusing on the connection between the Bay Area and Central Valley; the Authority revised this document under CEQA and completed it in 2012. Based on the Program EIR/EISs, the Authority selected preferred corridors and station locations to advance for further study.

The Authority has prepared a project-level (Tier 2) EIR/EIS that further examines the San Jose to Merced Project Section. The approximately 145-mile-long Project Section—as part of the larger, 800-mile California HSR System planned throughout California—would provide HSR service between San Jose Diridon Station in downtown San Jose and a station in downtown Merced, with a Gilroy station either in downtown Gilroy or east of Gilroy. The Project Section would allow trains in the San Francisco Bay Area to transition smoothly via the Central Valley Wye to and from the Central Valley portion of the HSR system running north to Merced and south to Fresno and Southern California. The Project Section comprises three project extents:

- From Scott Boulevard in Santa Clara to Carlucci Road in Merced County, at the western terminus of the Central Valley Wye (the project covered in the EIR/EIS that is the subject of this NOC)
- The Central Valley Wye, beginning at Calucci Road in Merced County, connecting the east-west portion of HSR from the Bay Area to the Central Valley with the north-south portion from Merced to Fresno
- The northernmost portion of the Merced to Fresno Project Section, from the northern limit of the Central Valley Wye (Ranch Road) to the Merced Station

The extent of the Project Section between Carlucci Road and Merced has been analyzed in the *Merced to Fresno Section Final EIR/EIS* and the *Merced to Fresno Section: Central Valley Wye Draft Supplemental EIR/EIS*. The Authority has prepared this Draft EIR/EIS at the project level (Tier 2) to examine the portion of the Project Section from Scott Boulevard north of San Jose Diridon Station to Carlucci Road in Merced County. This is referred to as the San Jose to Central Valley Wye Project Extent (project or project extent). The project extent is located in Santa Clara,

San Benito, and Merced Counties in or near the cities of Santa Clara, San Jose, Morgan Hill, Gilroy, and Los Banos.

The approximately 90-mile project extent comprises mostly dedicated HSR system infrastructure, HSR station locations at San Jose Diridon and Gilroy, a maintenance of way facility (MOWF) either south or southeast of Gilroy, and a maintenance of way siding (MOWS) west of Turner Island Road in the Central Valley. HSR stations at San Jose Diridon and Gilroy provide links with regional and local mass transit services as well as connectivity to the Santa Clara County and Central Valley highway network.

This Draft EIR/EIS evaluates the impacts and benefits of a no project Alternative and four end-to-end project alternatives (Alternatives 1 to 4), including stations. The Authority's Preferred Alternative, which also serves as the proposed project for CEQA, is Alternative 4, which includes two stations (San Jose Diridon and Downtown Gilroy), an MOWF and MOWS, two tunnels, and traction power sites.

Reviewing Agencies Checklist—Other

California Business, Consumer Services, and Housing Agency, Secretary, Sacramento, CA
California Environmental Protection Agency, Secretary for Environmental Protection, Sacramento, CA
California Geological Survey
California Health and Human Services Agency
California Office of Environmental Health Hazard Assessment
California Office of Statewide Health Planning and Development
California State Transportation Agency, Secretary, Sacramento, CA
California Transportation Commission, Executive Director, Sacramento, CA
California Governor's Office of Emergency Services, Mather, CA

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