

Appendix G:

Scoping Meeting Handout Materials

- Meeting Agenda
- San Jose to Merced Section Fact Sheet
- Comment Card



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

SCOPING MEETING

San Jose to Merced High-Speed Train Project Environmental Review

Welcome . . .

The California High-Speed Rail Authority is holding scoping meetings in Merced, San Jose, and Gilroy to support the project environmental review process for the San Jose to Merced High-Speed Train (HST) Project. The purpose of today's meeting is to provide you the opportunity to learn more about the Statewide HST system and the San Jose to Merced section, ask questions, and provide comment.

The proposed alignment for the San Jose to Merced section generally follows the Caltrain/Union Pacific Railroad corridor from San Jose to Gilroy. From Gilroy, the corridor extends east through the Pacheco Pass, generally following State Route 152, and then along Henry Miller Road to Chowchilla to connect with the Bakersfield to Merced section of the High-Speed Train system. Stations are proposed in San Jose (Diridon Station), Gilroy, and downtown Merced. The preferred station location in the city of Gilroy is the current Caltrain Station.

Your comments and ideas are important to us. Please visit the **Comment Station** to provide feedback related to the environmental review of the San Jose to Merced HST Project. You may comment today in writing on comment sheets or verbally to the court reporter. Completed comment sheets may be handed to any team member or deposited in comment boxes. Comments may also be mailed or e-mailed by April 10, 2009 to the address listed below.

Submit comments by April 10, 2009 to:

By mail

Mr. Dan Leavitt - Deputy Director
ATTN: San Jose to Merced HST Project EIR/EIS
California High Speed Rail Authority
925 L Street, Suite 1425, Sacramento, CA 95814

By e-mail: comments@hsr.ca.gov with subject
line "San Jose to Merced HST"

For more information

www.cahighspeedrail.ca.gov

Meeting Format and Schedule

3:00 – 7:00 p.m. Today's meeting is an open house format. We encourage you to visit the information stations in the order noted below, speak with High-Speed Rail project staff, and provide comments.

Meeting Stations

1. **Sign-in station:** Sign-in, pick up factsheets and comment cards
2. **About High-Speed Rail**
 - a. What are high-speed trains?
 - b. About the statewide high-speed rail system
 - c. Purpose and need
 - d. Typical sections along the alignment
 - e. Grade separations
 - f. View high-speed rail video
3. **About the Project Process**
 - a. Project milestones to date
 - b. Project process
 - c. Project alternatives to be evaluated in the EIR/EIS
 - d. Alternative analysis
4. **About the San Jose to Merced Section**
 - a. San Jose to Merced section map
 - b. San Jose to Gilroy sub-section
 - c. Gilroy to Valley floor sub-section
 - d. Along Henry Miller Road sub-section
 - e. Central Valley Wye to Merced
 - f. Areas of environmental analysis
 - g. Alignment maps
5. **How to Comment:** Complete written comment forms or provide comments verbally to the court reporter.

Thank you for coming!

San Jose to Merced Section High-Speed Train Project Level EIR/EIS



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The Environmental Review Process—Where Are We Now?

In July 2008, the California High-Speed Rail Authority (Authority) selected the Pacheco Pass to San Francisco via San Jose alternative as the preferred corridor and alignment for the future High-Speed Train (HST) service. In February 2009, the Authority issued a Notice of Preparation (NOP) and the Federal Railroad Administration (FRA) issued a Notice of Intent (NOI) for a Project EIR/EIS for the San Jose to Merced section of the HST system initiating the state environmental review process under the California Environmental Quality Act (CEQA) and the federal environmental review process under the National Environmental Policy Act (NEPA).

The selected alignment for the San Jose to Merced section generally follows the Caltrain/Union Pacific Railroad corridor from San Jose to Gilroy, passing through urban and suburban areas. From Gilroy, the corridor extends east through the mountainous Pacheco Pass, generally following State Route 152, and then along Henry Miller Road to Chowchilla to connect with the Bakersfield to Merced section of the HST system. Stations are proposed in San Jose (Diridon Station), Gilroy and downtown Merced. The preferred station location in the city of Gilroy is the current Caltrain Station. The Project EIR/EIS will examine site-specific impacts of the preferred alignment, station locations, and HST operations between San Jose and Merced, and will identify specific mitigation measures as necessary. This public scoping effort is intended to collect information on potential impacts, mitigation measures, and project alternatives to help define the scope of evaluation of the project. Comments will be accepted through close of business on Friday, April 10, 2009 at comments@hsr.ca.gov.



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Where Will the High-Speed Train Run?

The Authority is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from the San Francisco Bay Area and Sacramento in the north, through the Central Valley to Los Angeles, Orange County and San Diego in the south. This fast, safe and reliable system is forecast to carry 93 million passengers annually by the year 2030.

Purpose of High-Speed Train System

- Provide a new mode of high-speed intercity travel to link major metropolitan areas.
- Interface with international airports, mass transit and highways.
- Offer alternative transportation in a manner sensitive to and protective of the state's unique natural resources.
- Develop a practical and economically viable transportation system, with phased implementation that would generate revenues in excess of operations and maintenance costs.

Need for the High-Speed Train System

- Forecasted 40-50 percent state population growth by 2030.
- Increased demand for region-to-region transportation.
- Travel delays and traffic congestion on local highways and at airports at a cost of \$20 billion per year.
- Poor and deteriorating air quality and pressure on natural resources as a result of expanded highways and airports.
- Congestion costs approximately \$20 billion annually in wasted fuel and lost time for commuters.

Existing High-Speed Trains



Britain, France, Belgium—Eurostar



Germany—ICE



Japan—Shinkansen

System Benefits

High-speed trains will have many benefits.

- **Protecting our environment:** by eliminating more than 12 billion pounds of greenhouse gas emissions.
- **Reducing dependency on fossil fuels:** by decreasing use by up to 12.7 million barrels of oil per year.
- **Enhancing the economy:** by creating as many as 450,000 permanent jobs in California by 2035 through the anticipated economic growth brought by the train system.
- **Making better connections:** by providing a safer, faster and more cost-efficient alternative to air travel; helping to relieve overcrowding at local airports.
- **Improving existing infrastructure:** by removing existing at-grade crossings, installing fencing, new signaling systems and additional tracks.
- **Providing passenger cost savings:** by providing lower intercity passenger costs than travel by air or auto.

For more information: (415) 613-3612

California High-Speed Rail Authority

925 L Street, Suite 1425

Sacramento, CA 95814

p: (916) 324-1541

f: (916) 322 -0827

e: comments@hsr.ca.gov

www.cahighspeedrail.ca.gov



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Federal Railroad Administration

1200 New Jersey Avenue, SE (Mail Stop 20)

Washington, DC 20590

p: (202) 493-6368

www.fra.dot.gov



U.S. Department
of Transportation
Federal Railroad
Administration

Para solicitar este aviso en español,
llame (Autoridad): (415) 613-3612

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Để nghe đề nghị này bằng tiếng Việt,
xin gọi: (415) 613-3612

Environmental Issues to Be Analyzed Include:

- Transportation
- Air Quality
- Noise & Vibration
- EMI/EMF
- Public Utilities & Energy
- Biological Resources & Wetlands
- Hydrology & Water Resources
- Geology, Soils, Seismicity
- Hazardous Materials/Wastes
- Safety & Security
- Socio Economics, Communities & Environmental Justice
- Local Growth, Station Planning, Land Use & Property
- Agricultural Land
- Parks, Recreation & Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Construction Methods & Impacts
- Cumulative & Secondary Impacts
- Mitigation Summary
- Section 4(f) & 6(f) Evaluation
- Unavoidable Adverse Impacts

Get Involved

The California High-Speed Rail Authority has initiated a project environmental review for the HST from San Jose to Merced. Scoping meetings are an opportunity to learn about the project, and to provide input on issues and alternatives to be considered in the environmental document.

You also can provide written comments to the California High-Speed Rail Authority through close of business on Friday, April 10, 2009 to Mr. Dan Leavitt, Deputy Director, ATTN. San Jose to Merced, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via e-mail with subject line "San Jose to Merced HST" to comments@hsr.ca.gov.

EIR/EIS Scoping Comment Form



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

c/o **CirclePoint**

135 Main Street, Suite 1600
San Francisco, CA 94105

Place
Stamp
Here

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814