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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2009022083

Project Title: Gilroy to Central Valley Wye Project Segment of the San Jose to Merced Project Section

Lead Agency: California High Speed Rail Authority

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Project Location: Santa Clara, San Benito, and Merced Counties

City *County*

Project Description (Proposed actions, location, and/or consequences).

The Authority approved an alignment from San Jose to the Central Valley Wye based on the 2022 Final EIR/EIS for the San Jose to Merced Project Section. The Authority is exploring optimized design solutions from south of Gilroy to northeast of Gilroy to reduce project costs in light of current revenue forecasts. The Previously Approved Alignment extends 46.1 miles east from Gilroy through the Pacheco Pass and includes 15.1 miles in tunnel. The Authority has developed three new alternatives. Alternative 5 would follow the same alignment as the Previously Approved alignment, but would have 10.7 miles in tunnel. Alternatives 6 and 7 would diverge from the Previously Approved alignment, would travel south of the San Luis Reservoir across the Diablo Range, and would have 4 miles in tunnel. Alternative 5, 6 and 7 would initially have single-track alignments across the Diablo Range, double-track alignments beyond the hills and would be planned for initial operation in 2040. Alternatives 5, 6 and 7 would have double-track alignment the entire distance by 2050. All alternatives would include a Maintenance of Way Facility (MOWF) south of Gilroy, traction power facilities, train control and communication facilities, and access road. No new stations are include in this segment.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The purpose of preparation of the Supplemental EIR (SEIR) is to explore the effects of the new alternatives on the environment and compare them to the effects of the Previously Approved Alignment from south of Gilroy to northeast of Los Banos. The Authority will build on the prior 2022 San Jose to Merced EIR/EIS evaluation of environmental impacts of the construction and operation of the HSR system. Impact areas to be addressed include transportation; air quality and greenhouse gases; noise and vibration; electromagnetic fields and interference; public utilities and energy; biological and aquatic resources; hydrology and water resources; geology, soils, seismicity, and paleontological resources; hazardous materials and wastes; safety and security; land use and development; community impacts such as division of communities, displacements, and relocations; agricultural farmland; parks, recreation and open space; aesthetics and visual quality; cultural resources; regional growth ; and cumulative impacts. Where appropriate, the prior avoidance, minimization and mitigation measures from the 2022 EIR/EIS will be included to address similar impacts. New measures to avoid, minimize, and mitigate significant impacts will be identified and evaluated, as and if necessary.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Based on the comments provided from agencies and the public during preparation of the 2022 EIR/EIS, some (but not necessarily all) of potential areas of concern regarding the new alternatives could include

1. Effects on biological resources and wildlife movement.
2. Effects on communities, including property acquisition, displacements and relocation
3. Effects on farmland
4. Project noise and vibration
5. Effects on historic structures, archaeological resources, and tribal resources
6. Effects on parks, recreation and open space
7. Construction disruption
8. Effects on water resources
9. Visual effects
10. Effects on safety and security
11. Project costs

Provide a list of the responsible or trustee agencies for the project.

Federal Railroad Administration
U.S. Bureau of Reclamation
U.S. Fish and Wildlife Service, Region 8
U.S. Army Corps of Engineers, Sacramento District
U.S. Environmental Protection Agency, Region 9
Surface Transportation Board
Federal Emergency Management Agency, Region 9
National Marine Fisheries Service, Central Valley and California Coast
U.S. Advisory Council on Historic Preservation
California State Historic Preservation Office
California Department of Fish and Game
California State Parks
California Department of Transportation (Caltrans)
Native American Heritage Commission
State Water Resources Control Board, San Francisco Bay Regional Water Quality Control Board, and Central Valley Regional Water Quality Control Board
Department of Toxic Substance Control
California State Lands Commission
California Public Utilities Commission
California Department of Water Resources
Bay Area Air Quality Management District, San Joaquin Valley Air Pollution Control District, and Monterey Bay Unified Air Pollution Control District