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Project Section Environmental Documents

Due to COVID-19 shelter-in-place order, the San Jose to Merced Draft EIR/EIS Open Houses have been moved to the following online platform available through June 8: www.MeetHSRNorCal.org

San Jose to Merced Project Section

Draft Environmental Impact Report/Environmental Impact Statement

The public review period for the San Jose to Merced Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) closed on June 23, 2020. The California High-Speed Rail Authority (Authority) will consider all comments received on the Draft EIR/EIS and respond to substantive comments on the Draft EIR/EIS in the Final EIR/EIS.

The Draft EIR/EIS was originally made available for a minimum 45-day public review beginning on April 24, 2020 and ending on June 8, 2020, pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). In response to agency and stakeholder requests and in consideration of limitations caused by the novel coronavirus pandemic, the Authority elected to extend the public review period for 15 days to June 23, 2020.

On July 23, 2019, Governor Newsom executed a Memorandum of Understanding (MOU) with the Federal Railroad Administration (FRA) under the Surface Transportation Project Delivery Program (known as NEPA Assignment), pursuant to the legal authority under 23 U.S.C. section 327. Under NEPA Assignment, the State, acting through the California State Transportation Agency and the Authority, has assumed FRA's responsibilities under NEPA and other federal environmental laws, as assigned by FRA under the MOU. These responsibilities that California will now carry out, pursuant to 23 U.S.C. section 327 and the MOU, include environmental review, consultation, and other actions required by applicable Federal environmental laws for this project. The Authority is therefore both the CEQA and NEPA lead agency.

The Preferred Alternative in the Draft EIR/EIS is Alternative 4 that includes the San Jose Diridon Station, a station in downtown Gilroy, and the South Gilroy MOWF. The Preferred Alternative serves as the proposed project for CEQA. The Draft EIR/EIS also evaluates a No Project Alternative and three other Build Alternatives. As part of ongoing design optimization, design variants have been identified to optimize speeds for the San Jose Diridon Station and approaches in Alternative 4 and for the Pacheco Pass tunnels in all four Build Alternatives. The Authority will consider whether to formally adopt Alternative 4 (with or without the San Jose Diridon Station and Pacheco Pass tunnel design variants) as they prepare and certify the Final EIR/EIS.

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San Francisco to San Jose Project Section

- [San Francisco to San Jose: Draft Environmental Impact Report/Environmental Impact Statement](#)

San Jose to Merced Project Section

- [San Jose to Merced: Draft Environmental Impact Report/Environmental Impact Statement](#)

Merced to Fresno Project Section

- [Merced to Fresno: Final Environmental Impact Report/Environmental Impact Statement \(EIR/EIS\)](#)
- [Merced to Fresno: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement](#)
- [Merced to Fresno: Central Valley Wye Revised Draft Supplemental EIR/Second Draft Supplemental EIS](#)

Fresno to Bakersfield Project Section

- [Fresno to Bakersfield: Final Environmental Impact Report/Environmental Impact Statement \(EIR/EIS\)](#)
- [Fresno to Bakersfield: Locally Generated Alternative Draft & Final Environmental Impact Report/Environmental Impact Statement \(EIR/EIS\)](#)

Bakersfield to Palmdale Project Section

- [Bakersfield to Palmdale: Draft Environmental Impact Report/Environmental Impact Statement](#)

Burbank to Los Angeles Project Section

- [Burbank to Los Angeles: Draft Environmental Impact Report/Environmental Impact Statement](#)

Project Section Details

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