

Detailed Project Descriptions

I. Regional Highway Projects

Staff provides regular updates to the Transportation and Environment Committee regarding the progress of key highway-related projects in San José. These updates encompass highway projects eligible for Valley Transportation Authority (VTA) 2016 Measure B funding, along with other highway projects not covered under Measure B.

A. US 101 / Blossom Hill Road Interchange Improvement Project (Managing Agency: VTA; Partner Agencies: City of San José and Caltrans)

The US 101 / Blossom Hill Road Interchange Improvement Project (101 / Blossom Hill Rd Project) is the first of the City's Measure B highway priority projects to be completed. The 101 / Blossom Hill Rd Project has accomplished the goals of Edenvale Area Development Policy to improve traffic congestion and provide safer and more convenient multimodal environments. The 101/Blossom Hill Rd Project:

- Constructed a Class I bicycle/pedestrian path along the north side of Blossom Hill Road through the interchange, connecting Xander's Crossing and Coyote Creek Trail;
- Widened the existing roadway over US 101 to add a vehicular travel lane along Blossom Hill Road in each direction; and
- Widened the existing southbound and northbound off-ramps to accommodate additional turning lanes and modify the traffic signals at each intersection.

The 101 / Blossom Hill Rd Project was substantially completed as of spring 2023 and is currently in the close-out phase of construction. The remaining scope of work includes another two years of plant establishment on Caltrans right-of-way and the restoration of the bike path lighting due to a wire vandalism incident. Staff expect to close out the project by March 2026. The total project cost was approximately \$47.0 million, with funding from Measure B and local (development-based) sources.

The 101 / Blossom Hill Rd Project has been well-received by the public and recognized by multiple engineering organizations. These awards include the following:

Statewide Awards:

- California Transportation Foundation – Interchange Project of the Year (2023)
- American Council of Engineering Companies California – Transportation Merit Award (2024)

Regional Awards:

- American Public Works Association Silicon Valley Chapter – Transportation Project of the Year (greater than \$25 million project cost) (2023)

- American Society of Civil Engineers San Francisco Branch – Transportation Project of the Year (2023)
- American Council of Engineering Companies Bay Bridge Chapter – Transportation Project of the Year (2023)

B. US 101 / Trimble Road / De La Cruz Boulevard Interchange

Project (Managing Agency: VTA; Partner Agencies: City of San José, County of Santa Clara, City of Santa Clara and Caltrans)

The US 101 / Trimble Road/De La Cruz Boulevard Interchange Improvement (101 / Trimble Project) upgrades the regional highway system and connects bicyclists and pedestrians to the Guadalupe River Trail and across United States (US) 101. The 101 / Trimble Project supports economic development and growth in North San José, a key job center. The project improves traffic circulation, enhances safety for vehicles merging onto southbound US 101 from the De La Cruz Boulevard / Trimble Road interchange, and improves safety and mobility for people who are walking and biking.

The 101 / Trimble Project:

- Constructed a separated bike/pedestrian path crossing, connecting the Guadalupe River Trail Network to De La Cruz Boulevard and Central Expressway;
- Reconstructed the existing US 101 southbound loop off-ramp to connect a new intersection terminus at De La Cruz Boulevard;
- Replaced the existing De La Cruz Boulevard-Trimble Road overcrossing structure to provide additional lanes and structural support for the bicycle/pedestrian facilities;
- Provided an additional through lane in each direction on De La Cruz Boulevard, from Trimble Road to Central Expressway; and
- Reconstructed the intersection of De La Cruz Boulevard and Central Expressway with additional through and turn lanes and improve operational and multimodal connectivity.

Construction of the 101 / Trimble Project began in September 2021. The 101 / Trimble Project conducted a ribbon-cutting ceremony to celebrate substantial completion in August 2024 and completed major construction in spring 2025. The project is anticipated to finish the remaining scope of work by spring 2026, including the Seaboard Avenue/De La Cruz Boulevard intersection, streetlighting for the bicycle/pedestrian facility, and one year of plant establishment in City right-of-way, followed by two years of plant establishment in Caltrans right-of-way. The total project cost is approximately \$76.0 million, with funding from Measure B, Senate Bill 1, and local, development-based sources.

The 101 / Trimble Project has received public and professional recognition through the following awards:

Statewide Awards:

- American Council of Engineering Companies, California – Transportation Merit Award (2025)
- American Society of Civil Engineers, Region 9 – Outstanding Roadway and Highway Project Award (2025)
- California Transportation Foundation – Interchange Project of the Year (2025)

Regional Awards:

- American Council of Engineering Companies, Bay Bridge Chapter – Golden Gate Engineering Excellence Award (2024)
- American Society of Civil Engineers, San Francisco Section – Outstanding Roadway and Highway Project of the Year (2024)
- American Public Works Association Silicon Valley Chapter – Transportation Project of the Year (greater than \$25 million project cost) (2025)

C. I-280 / Winchester Boulevard Interchange Project (Managing Agency: VTA; Partner Agencies: City of San José and Caltrans)

The Interstate (I)-280 / Winchester Boulevard Interchange Project (280 / Winchester Blvd Project) will improve traffic operations, reduce congestion on local roadways, provide direct access from northbound I-280 to Winchester Boulevard and surrounding destinations, and improve bicycle and pedestrian access in the area. The 280 / Winchester Blvd Project will construct a new freeway-to-freeway connector ramp to connect northbound SR-17 to northbound I-280 and construct a new Monroe Avenue pedestrian overcrossing to replace the existing underused overcrossing, which also conflicts with the new northbound I-280 off-ramp. Additional project scope includes the following:

- Widen the existing Winchester Boulevard bridge over I-280 by approximately 35 feet to provide enhanced bicycle and pedestrian facilities in both directions. As part of this, the lane configuration on Winchester Boulevard across the bridge will be modified to improve operations at both the Winchester Boulevard / Moorpark Avenue and the Winchester Boulevard / Tisch Way intersections;
- Remove and replace some of the existing soundwall along the north side of I-280 and east of Winchester Boulevard;
- Construct raised separated bike lanes and approximately 10-foot-wide sidewalks within the project limits on both northbound and southbound Winchester Boulevard; and
- Construct separated bike lanes on Tisch Way from Hatton Street to Winchester Boulevard.

The project completed the project approval and environmental document phase with an approved project report in April 2025 and approved environmental impact report / environmental assessment in September 2024. A virtual scoping meeting was held on October 20, 2021, to provide information on the proposed 280 / Winchester Blvd Project and gather initial input from the public. The draft environmental impact report / environmental assessment report was circulated to the public from July 26, 2023 to

September 8, 2023, and a public meeting was held on August 14, 2023. The next step for the 280/Winchester Blvd Project is the plans, specifications, and estimate phase, which will produce the comprehensive set of technical documents, specifications, and cost estimates required to advance the project to the construction phase.

The 280 / Winchester Blvd Project is estimated to cost roughly \$230.0 million. The project is proposed to be funded by a combination of Measure B, local, state, and federal funds, as available.

D. US 101 / Zanker Road Overcrossing Project (Managing Agency: VTA; Partner Agencies: City of San José and Caltrans)

The US 101 / Zanker Road Overcrossing (101 / Zanker Rd Project) proposes constructing a new bridge that connects Zanker Road to Skyport Drive / North Fourth Street over US 101. In addition, the 101 / Zanker Rd Project will replace existing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road with new ramps at Bering Drive that will meet current design standards. The project will widen local roadways to accommodate the proposed overcrossing, bicycle, and pedestrian facilities. The 101 / Zanker Rd Project will enhance the multimodal transportation network in North San José, the city's largest employment district and key growth area. The purpose of the 101 / Zanker Rd Project includes:

- Improved access to the San José Mineta International Airport;
- Improved pedestrian and bicycle facilities within the project area; and
- Increased connectivity to and from North San José and associated development.

The project completed the project approval and environmental document phase with an approved project report and environmental impact report / environmental assessment on August 2025. On October 20, 2021, a virtual scoping meeting was held to provide information on the proposed 101 / Zanker Rd Project and gather initial public input. The next step for the project is the plans, specifications, and estimate phase, which will produce the comprehensive set of technical documents, specifications, and cost estimates required to advance the project to the construction phase.

The 101 / Zanker Rd Project is estimated to cost roughly \$350.0 million. The project is proposed to be funded by a combination of Measure B, local, state, and federal funds, as available.

E. US 101 / Mabury Road-Berryessa Road-Oakland Road Corridor Improvement Project (Managing Agency: City of San José; Partner Agencies: Caltrans)

The US 101 / Mabury Road-Berryessa Road-Oakland Road Corridor Improvement (101 / Mabury Rd-Berryessa Rd Project) improves access to the Berryessa / North San José BART Station, the planned Berryessa Urban Village, and North San José. The City's

Berryessa BART Urban Village Plan identifies it as one of 20 infrastructure improvements key to achieving area goals. The project will alleviate traffic congestion at the nearby US 101 / Oakland and US 101 / McKee interchanges and improve local traffic circulation and freeway access. The 101 / Mabury Rd-Berryessa Rd Project will enhance bicycle/pedestrian connectivity over US 101, which is currently a significant barrier for people walking or bicycling between neighborhoods and to and from the BART station.

The 101 / Mabury Rd-Berryessa Rd Project includes:

- A new full interchange over US 101 at either Mabury Road or Berryessa Road with modifications to the current US 101 / Oakland Road interchange with the latter alternative;
- Improvements to bicycle/pedestrian connectivity in the area following the City's Better Bike Plan 2025, Berryessa BART Urban Village Plan, and Complete Streets Design Standards and Guidelines.

In August 2018, Caltrans accepted findings that the US 101 / Mabury Interchange would not adversely impact safety or operations along US 101. However, Caltrans stipulated that specific operational improvements – namely, auxiliary lanes – would have to be included and studied in the environmental phase. In addition, Caltrans and the City agreed to study the local street network and other interchange improvements.

In tandem, the City began examining the US 101 corridor from Mabury Road to Oakland Road and considering an interchange at Berryessa Road as a potential alternative. An interchange at US 101 and Berryessa Road would include modifications to the US 101 / Oakland Road interchange and improve interchange spacing along US 101. The City coordinated with Caltrans to include this alternative in the study and received concurrence from Caltrans in July 2019.

In December 2019, the City issued a request for proposal to evaluate the US 101 / Mabury Rd-Berryessa Rd Project and allow for new perspectives on the project. The request for proposal solicited engineering consultant services to prepare scoping, environmental studies, project reports, and potentially a final 101 / Mabury Rd-Berryessa Rd Project design. The City awarded the project to HNTB in October 2020.

A virtual scoping meeting was held on January 19, 2022. This scoping meeting provided information on the proposed 101 / Mabury Rd-Berryessa Rd Project and gathered initial public input. Currently, the project is in the environmental phase, advancing the necessary environmental technical studies. The environmental phase is anticipated to be completed by late 2027 to early 2028.

The 101 / Mabury Rd-Berryessa Rd Project is estimated to cost up to \$286.0 million. The project is proposed to be funded by a combination of Measure B, local, state, and federal funds, as available.

F. SR-87 / Capitol Expressway Interchange Improvement Project (Managing Agency: VTA; Partner Agencies: City of San José, County of Santa Clara and Caltrans)

The State Route (SR)-87 / Capitol Expressway Interchange Improvement Project recommends changes to the Capitol Expressway Interchange on SR 87 to eliminate traffic bottlenecks at the on-ramps and off-ramps, remove the existing northbound ramps at Narvaez Avenue, and improve mobility and safety for bicyclists and pedestrians travelling along Capitol Expressway and potentially SR 87. Due to existing land uses, VTA's Capitol Station Transit-Oriented Development project, and future projects expected in the area, there will be a significant increase in all types of transportation by 2050, including vehicles, bicyclists, pedestrians, and transit. The project is being designed to accommodate current and projected needs.

The proposed improvements include:

- Replacing the existing SR 87 / Capitol Expressway Interchange with new northbound on and off-ramps that connect directly to Capitol Expressway;
- Closing the existing northbound SR 87 ramps at Narvaez Avenue; and
- Removing the existing signalized northbound SR 87 ramp intersection on Narvaez Avenue.

An in-person scoping meeting was held on August 21, 2024 to provide information on the proposed SR 87 / Capitol Expressway Interchange Improvement Project and gather initial input from the public. The project is currently in the environmental phase with ongoing technical studies pertaining to traffic, cultural resources, water quality assessment, and visual impacts. The environmental phase is anticipated to be completed by 2027.

The SR 87 / Capitol Expressway Interchange Improvement project is anticipated to cost between \$45.0 and \$50.0 million, which will be funded by a combination of funding sources, including local (development-based) and other funds to be determined.

G. I-880 / Montague Expressway Interchange and McCarthy/O'Toole Intersection Improvement Projects (Managing Agency: VTA; Partner Agencies: City of San José, County of Santa Clara and Caltrans)

On December 14, 2022, the County of Santa Clara and the City of San José entered the "Settlement Agreement Between the County of Santa Clara and the City of San José Regarding North San José," in which the City and County memorialized the parameters for a set of projects including the I-880 / Montague Expressway Interchange and McCarthy/O'Toole Intersection Improvement Projects.

The I-880 / Montague Expressway Interchange Improvement Project seeks to upgrade the I-880 / Montague Expressway Interchange and the McCarthy Boulevard/O'Toole Avenue Intersection in San José and Milpitas. The project aims to improve traffic

circulation, enhance bicycle and pedestrian connectivity, and ensure more reliable access to transit services.

The proposed improvements include:

- I-880/Montague Expressway Interchange Improvement – Reconstruct the existing interchange at Montague Expressway and I-880 to bring up to current standards, improve access and circulation for local and regional travel, and enhance bicycle and pedestrian access; and
- McCarthy / O'Toole Intersection Project – Reconstruct the existing at-grade intersection, potentially with a grade-separated intersection due to its close proximity to the I-880 / Montague Expressway interchange to improve traffic flow and traffic safety, as well as enhance bicycle and pedestrian access.

The project is currently in the project initiation document phase, with the draft project study report submitted on December 23, 2024. The final project study report was approved in September 2025. The next phase of the project is the project approval and environmental document phase, in which project alternatives are further studied and refined, detailed environmental studies are conducted, and the project's potential impacts and mitigation measures are documented.

The project cost will be estimated after further refinement of the proposed scope and design. The project is proposed to be funded by a combination of local, state, and federal funds, as available.

II. Regional Rail & Transit Projects

A. Eastridge to BART Regional Connector (Managing Agency: VTA; Partner Agencies: City of San José and County of Santa Clara)

The Eastridge to BART Regional Connector (EBRC Project) will extend light rail approximately 2.4 miles along Capitol Expressway from the Alum Rock Station to the Eastridge Transit Center. It includes elevated structures along the alignment and grade separations at Capitol Avenue, Story Road, Ocala Avenue, Cunningham Avenue, and Tully Road. The EBRC Project includes an elevated light rail station at Story Road and an at-grade station at the Eastridge Transit Center. The project extension will operate primarily in the median of the Capitol Expressway. The EBRC Project includes an aerial guideway, trackwork, two passenger stations, two traction power substations, and minor road widening.

The total EBRC Project is estimated to be \$530.0 million, with funding from Measure A, Regional Measure 3, Senate Bill 1, the Low Carbon Transit Operations Program, and

the Transit and Intercity Rail Capital Program. The project groundbreaking and community resource fair was conducted in June 2024. The EBRC Project is currently under construction, with passenger service expected to start by the beginning of 2029.

B. Caltrain Electrification (Managing Agency: Caltrain; Partner Agency: City of San José)

Caltrain began running two electrified trains on August 11, 2024 and added new electric trains every week until September 21, 2024, when Caltrain officially launched fully electrified service between San José and San Francisco. Riders from stations south of Tamien Station, where the corridor is not owned by Caltrain and not electrified, continue to ride on diesel trains up to Diridon Station where they can transfer to an electric train in order to continue north, and vice versa. Eventually Caltrain plans to equip their electrified trains with batteries that would allow them to continue south of Tamien Station and back.

The official launch came with a new schedule, with 16 stations seeing trains every 15-20 minutes during peak hours. All stations see trains every 30 minutes on the weekends, compared to every 60 minutes previously. Express service between San José and San Francisco now takes less than one hour, compared to 65 minutes previously. Caltrain average estimated weekday ridership in August increased by approximately 62% compared to last year, from 24,762 to 39,986 passengers, as riders continue to return to the Caltrain system for increased work and leisure travel.

The electrified trains reduce Caltrain's carbon dioxide emissions by 250,000 metric tons every year. Noise pollution is also reduced. The new trains feature amenities like Wi-Fi, digital displays, more power outlets, baby-changing tables in bathrooms, and more.

C. BART Silicon Valley, Downtown/Santa Clara Extension (Phase II) (Managing Agency: VTA; Partner Agencies: City of San José and City of Santa Clara)

VTA's BART Silicon Valley Phase II Extension Project (BSV Phase II Project) is one of the largest and most transformational transit projects underway in California. It will extend BART regional rail service six miles from the Berryessa / North San José Station into Downtown San José and terminate in the City of Santa Clara. It will include three below-ground stations in San José -- 28th Street / Little Portugal, Downtown, and Diridon Station -- and one at-grade station in the City of Santa Clara adjacent to the Santa Clara Caltrain Station. Most of the alignment in San José will be underground in a single-bore tunnel containing side-by-side tracks.

In 2024, the BSV Phase II Project cost was estimated at \$12.7 billion and VTA was accepted into the Federal Transit Administration (FTA) New Starts Engineering program with a 40% federal commitment (\$5.1 billion), about \$1.2 billion less than VTA had targeted as part of its original funding strategy. To reduce the funding gap, VTA allocated \$502.0 million from available Measure A funding to the project and won two

additional state grants amounting to \$100.0 million. As a result of this, VTA's funding strategy now includes \$12.1 billion in funding.

Over the last year, VTA's engineering team has been analyzing additional cost saving ideas to close the remaining funding gap. These include design changes in several areas, such as revisions to the Systems/Criteria, refinements to the stations and Newhall Yard, and replacing the two parking garages with surface parking lots – a change that could enable VTA to pursue future transit-oriented development on these sites.

In October of this year, the VTA Board of Directors approved to move forward with the identified cost savings with the 53-foot diameter single-bore tunnel and advance the design of the BSV Phase II Project with a rough order of magnitude cost between \$12.1 billion and \$12.5 billion. VTA and BART are continuing to collaborate on additional refinements to the Newhall Maintenance Yard facility that could provide up to \$450 million in additional savings, refining the current range of estimated cost, and bringing the project cost in alignment with available funding. The BSV Phase II Project team has acknowledged that seeking cost savings will be an ongoing effort throughout the life of the project. VTA continues to explore opportunities for additional non-local funding sources.

The latest BSV Phase II Project schedule anticipates execution of the Full Funding Grant Agreement (FFGA) with the FTA in Q2 2027. To reach this milestone, the project team plans to advance design to approximately 60% design level by Q2 2026, submit FFGA readiness documents to FTA in mid-2026, complete a risk assessment with the FTA and their project management oversight consultant in Q3 2026, and submit the FFGA application to FTA in Q4 2026.

In May of 2022, the VTA Board of Directors awarded the progressive-design-build tunnel and trackwork contract to Kiewit Shea Traylor Joint Venture (KST). Initially KST was authorized for Stage 1 services: design and preconstruction services, including the development of open-book cost estimates for Stage 2, and the major construction portion of the tunnel and trackwork. If VTA agreed with KST's cost estimate, the two parties would amend their contract to include the Stage 2 construction work. An "off-ramp" option was included as part of the progressive-design-build contract in case agreement on the Stage 2 price could not be reached. In June of 2025, after nearly a year of unsuccessful negotiation on the cost estimate for Stage 2, the VTA Board of Directors approved to "off-ramp" KST.

Off-ramping KST requires VTA to rebid the tunnel and trackwork package to find a new contractor. VTA is taking this opportunity to reevaluate its overall contract packaging approach. Initially VTA envisioned delivering the BSV Phase II Project via four distinct contract packages. After further research, including outreach with other agencies that have delivered megaprojects and with tunneling contractors, the project team is

expected to break some of the contracts into smaller packages which should make them more competitive and have smaller risk premiums. VTA is also considering changing the delivery models of some of the packages from progressive design-build and design-bid-build to other models, such as construction manager / general contractor. VTA is expected to finalize its new contract packaging and procurement plan in December of this year.

VTA officially started construction on the BSV Phase II Project in April of 2024, starting with grading and site preparation at the West Portal, in preparation for the construction of the tunnel boring machine launch structure, which is now visibly underway. Tunneling is the largest construction effort of the project and the longest item on the project's critical path. The project schedule anticipates awarding a new tunnel contractor in mid-2027 and launching the tunnel boring machine in mid-2029. The tunnel award contract timing follows the execution of the FFGA with FTA in 2027. However, VTA has stated that it is developing a back-up plan to keep the project moving in the event that the FFGA is not executed at that time. Some other construction activities that are currently underway include the demolition of buildings on the future construction staging areas and conducting geotechnical investigations throughout the project alignment.

D. Diridon Station Program of Projects (Managing Agencies: Caltrain, VTA, City of San José, BART, and High-Speed Rail)

Since 2018, the City has been part of a collaborative effort with other agencies – City of San José, Caltrain, VTA, California High-Speed Rail Authority, and Metropolitan Transportation Commission (collectively the “Partner Agencies”) – to expand and redesign San José Diridon Station to address the region's future transit needs. This initiative aims to improve the station's integration with the surrounding area, positioning it as a catalyst for both economic and community development.

In a first phase of work from 2018 through 2021 called the Diridon Integrated Station Concept Plan, the Partner Agencies developed a “spatial vision” for the station, which set for key goals for the station project and physical design features to meet those goals. Subsequently, from 2023 into 2025, the Partner Agencies collaborated on the Diridon Business Case, an effort that built off of the Concept Plan, but that looked carefully at cost and constructability considerations to define a project that can most easily be delivered.

On May 21, 2025, the Diridon Steering Committee – a representative body of the Partner Agencies – [selected a preferred station alternative](#). This marked the conclusion of the business case (which was renamed the Alternatives Development Report). The at-grade, preferred station alternative will rebuild the station with the tracks at roughly the same elevation as they are today. It also requires some streets surrounding the station to be reconfigured to improve neighborhood connections, particularly for those on foot or bike. In addition to the at-grade alternative, the Steering Committee approved several complementary efforts meant to improve connectivity from one side of the tracks

and station to the other and improve quality of life for residents and businesses near the tracks, particularly for neighborhoods south of Diridon Station. These access improvements are the focus of a six-month study that City is leading from fall 2025 into early 2026.

This comprehensive two-year planning and design process has been documented in the [Diridon Station Alternatives Development Report](#). The report's recommendations were shaped by over 5,700 points of input from the community across over 40 engagement events.

Having selected a preferred alternative, the Partner Agencies began the next phase of work on the project: environmental review, which is expected to take approximately three to four years. The Partner Agencies selected an environmental consultant, ICF, to assist with this work. In parallel with this environmental review work, the Partner Agencies will continue to develop the funding strategy and implementation phasing for the project. They will also continue to develop the most suitable long-term organizational structure to deliver the project.

E. Diridon to Airport Connector (Managing Agency: City of San José; Partner Agency: VTA)

The Diridon to Airport Connector (Connector) will provide a frequent, reliable, and quick connection between San José Mineta International Airport and the region's transit network. A dedicated transit connection will allow residents of San José, and the broader Bay Area, better access to the San José Mineta International Airport and improve the airport's competitive position against San Francisco and Oakland San Francisco Bay airports.

Over the last year the project completed the Phase 1 Feasibility Validation Report (Report). The Report provides a detailed assessment of the Connector, including technical, commercial, and financial aspects, along with a cost-benefit analysis. The Report studies two operating segments: 1) Diridon Station to Terminal B and 2) an optional extension to Terminal A and the Economy Parking Lot / Optional Intra-Airport Extension Project.

Based on the Report findings, City Council directed staff to refine ridership estimates and transit utilization and competition assumptions, progress funding plans, finalize a preferred route, and identify a list of initial key business terms for San José Connection Partners (the Connector's private partner), VTA, and other entities as appropriate. Since getting City Council direction, staff and tSan José Connection Partners have negotiated a work order with the available funding on hand. This work order consists of investment grade projections for airport and Connector usage, development of alternative alignments for future environmental review, and updates to the construction and operating cost estimates. San José Connection Partners and city staff continue to work

together to pursue additional state and federal funding to complete Phase 2 of the project.

F. California High Speed Rail (Managing Agency: High-Speed Rail; Partner Agencies: City of San José and Caltrain)

Approximately 21 miles of the California High-Speed Rail (HSR) project is within San José city limits, extending from the Santa Clara Caltrain station in the north along the Caltrain line through Diridon Station, Tamien Station, and Communications Hill, and along Monterey Corridor through South San José and Coyote Valley.

The final environmental impact report / statement for the San José to Merced Project Section was adopted on April 28, 2022. The City and the HSR Authority signed a memorandum of understanding in February 2022 to coordinate their work going forward. The memorandum of understanding memorializes the shared objectives of both agencies and the future roles and responsibilities of each agency regarding:

- Access planning around Diridon Station;
- The future Diridon Integrated Station project; and
- Grade separations along Monterey Road.

In August of this year, the federal government withdrew its award to the City to perform preliminary design and environmental review of the three grade separations along Monterey Road, as well as general federal support for the HSR project.

The state extended its Cap & Invest program to include at least \$1.0 billion per year for the HSR project, which provides a more stable funding source than has previously existed. For a current summary of HSR's efforts, refer to the California High-Speed Rail Authority's 2025 Project Update Report: <https://hsr.ca.gov/about/project-update-reports/2025-project-update-report/>.