

Welcome to the
California High-Speed Rail Authority's
Scoping Meeting

Merced to Sacramento
High-Speed Train Project



Purpose and Need

Purpose of the High Speed Train Project

- Provide a new mode of high-speed intercity travel that would link the Central Valley to the Bay Area and Southern California
- Interface with international airports, mass transit, and highways
- Provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources

Current and Projected Need

- Expected growth in population
- Increases in intercity travel demand
- Increases in travel delays arising from the growing congestion on California's highways and airports
- Intercity highway system, commercial airports, and conventional passenger rail serving the intercity market at or near capacity
- Negative effects on the economy, quality of life, and air quality in the San Joaquin Valley from highway and airport congestion



Statewide High-Speed Train System



Connecting:

- San Francisco Bay Area
- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- Sacramento



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What are High-Speed Trains?

- Intercity passenger trains operating at speeds up to 220 miles per hour
- Tracks separated from roads and highways
- Proven Technology – Safe and Reliable
 - Successfully operating throughout Europe and Asia



California High-Speed Train Concept

Other High-Speed Trains Around the World



Shinkansen, Japan



TGV, France



Intercity Express, Germany



Grade Separations



Before
Typical Underpass
After



- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- California High-Speed Rail tracks will be grade-separated from adjacent roadways



Typical Overpass
Grade Separated from Roadway

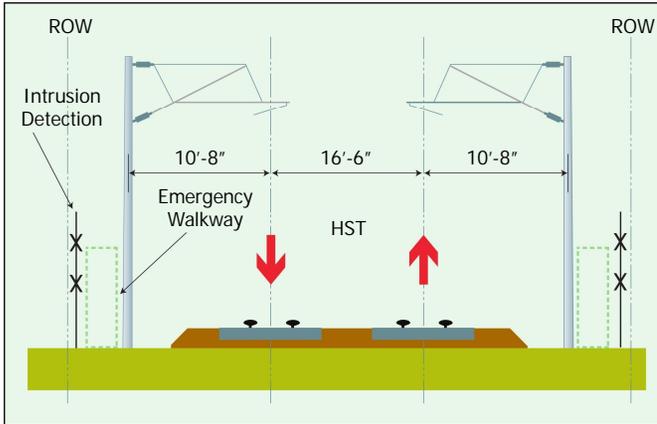


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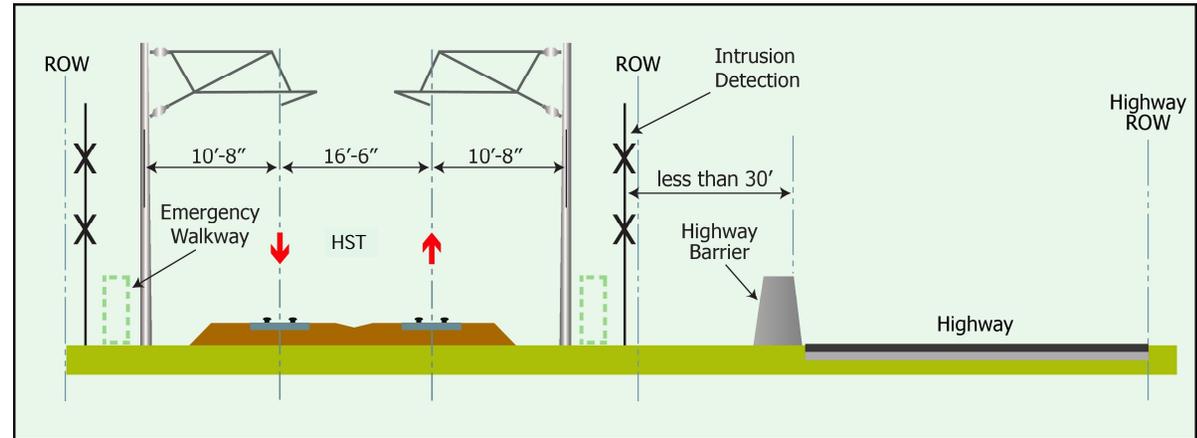


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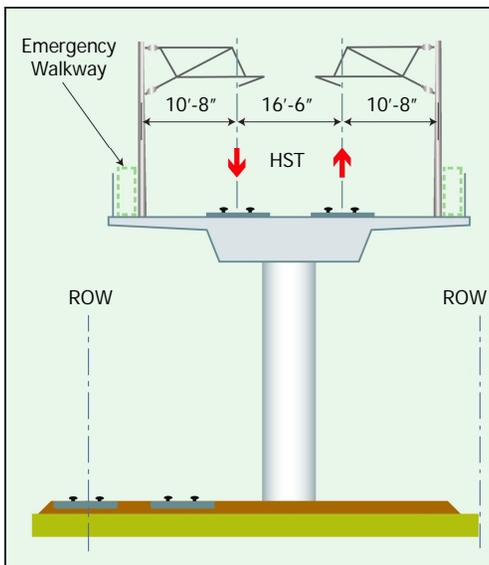
Typical Sections Along Alignment



At-Grade Section

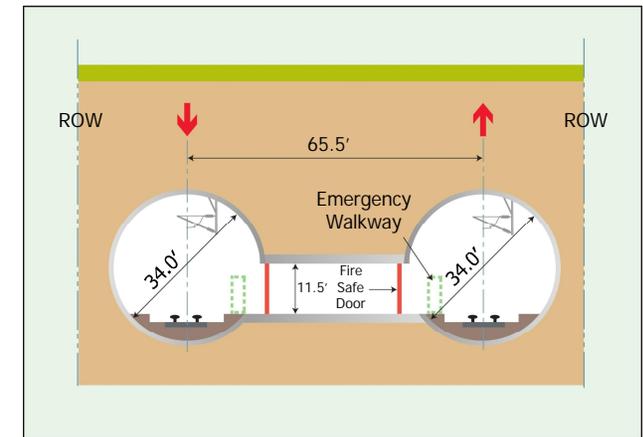


Shared Highway Corridor



Aerial Structure

- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
 - Aerial Structures (bridges)
 - Embankments
 - At grade
 - Tunnels



Twin Single Track Tunnels



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CEQA/NEPA Process

The Environmental Review Process and planning activities associated with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) will:

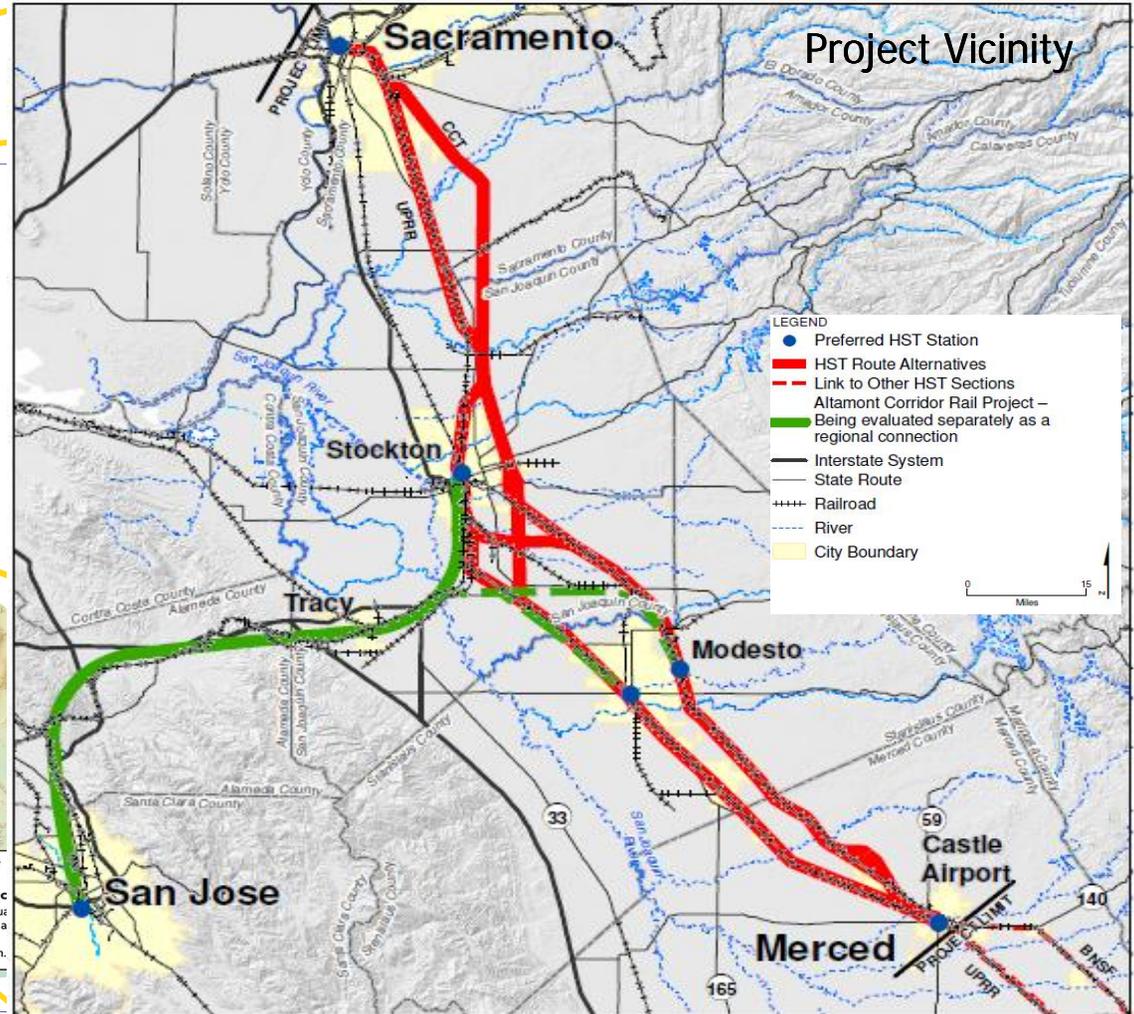


- Identify significant environmental impacts
- Evaluate reasonable alternatives that could reduce or avoid environmental impacts
- Develop detailed mitigation (ways to reduce or avoid environmental impacts)
- Provide information for public review and comment
- Disclose to decision makers the impacts, mitigation, and public comments



Merced-to-Sacramento Section

Statewide Map

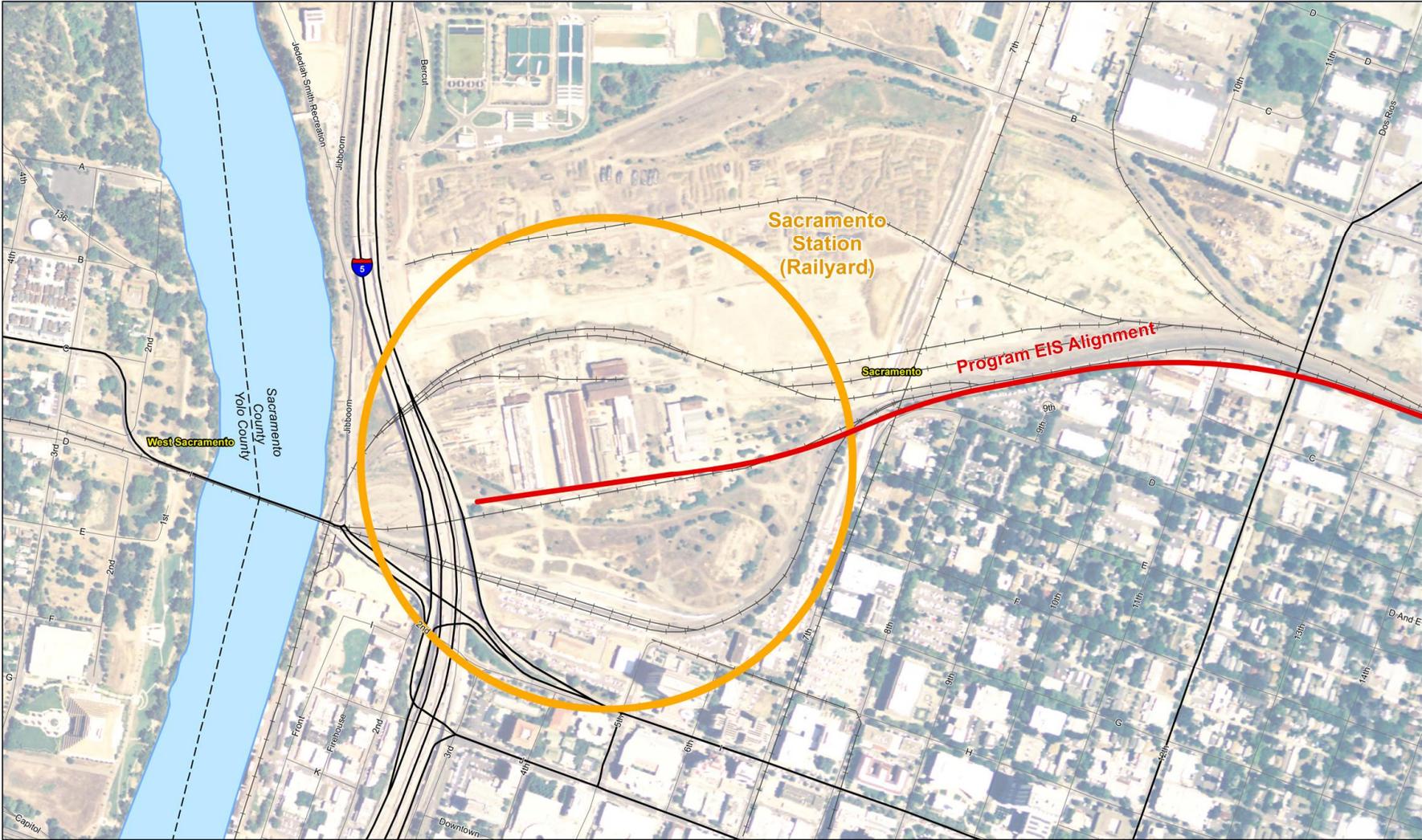


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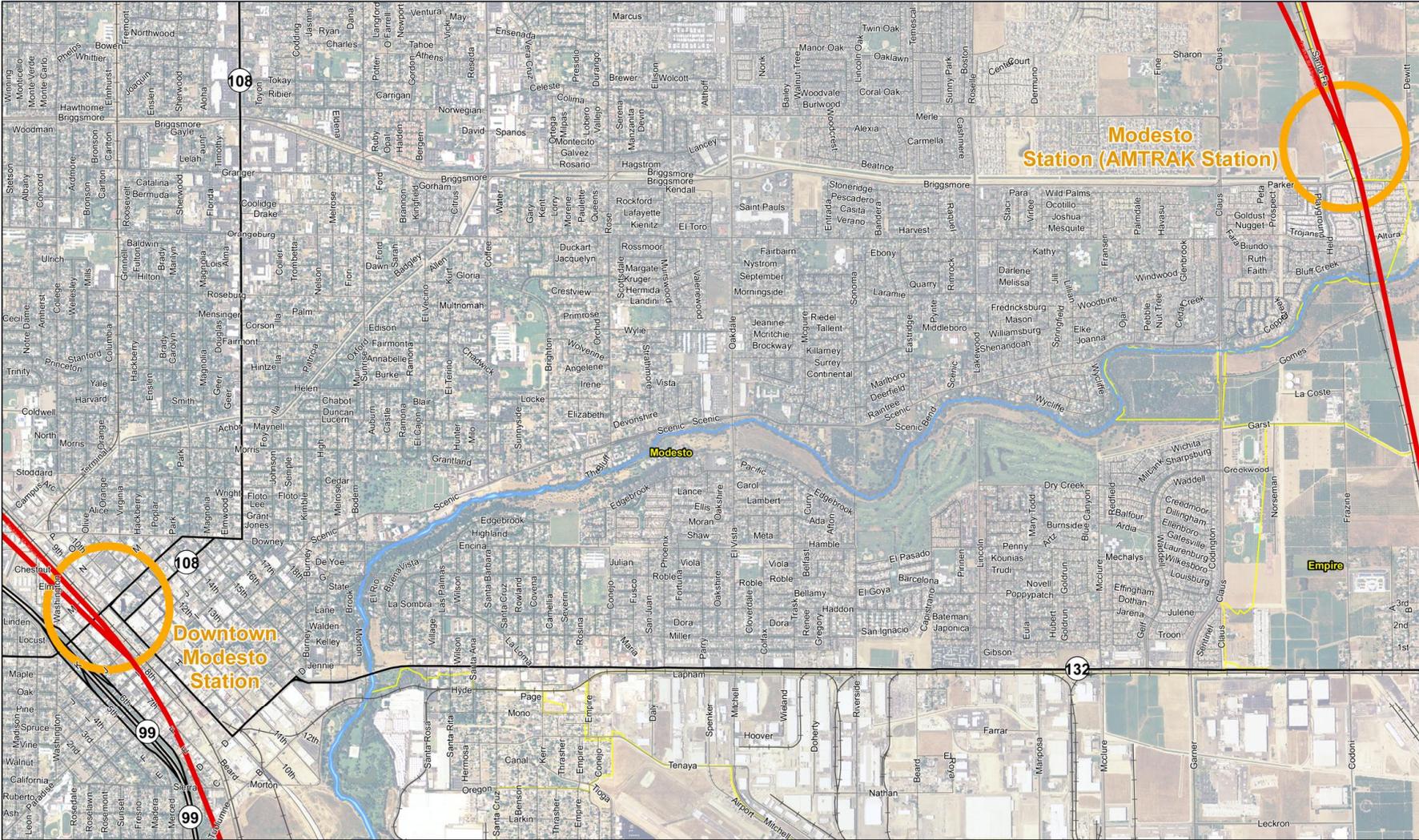
Potential Sacramento HST Station Location



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Sacramento Station (Railyard)
Department of Transportation
California High-Speed Rail Authority

Potential Modesto HST Station Locations



**Downtown
Modesto
Station**

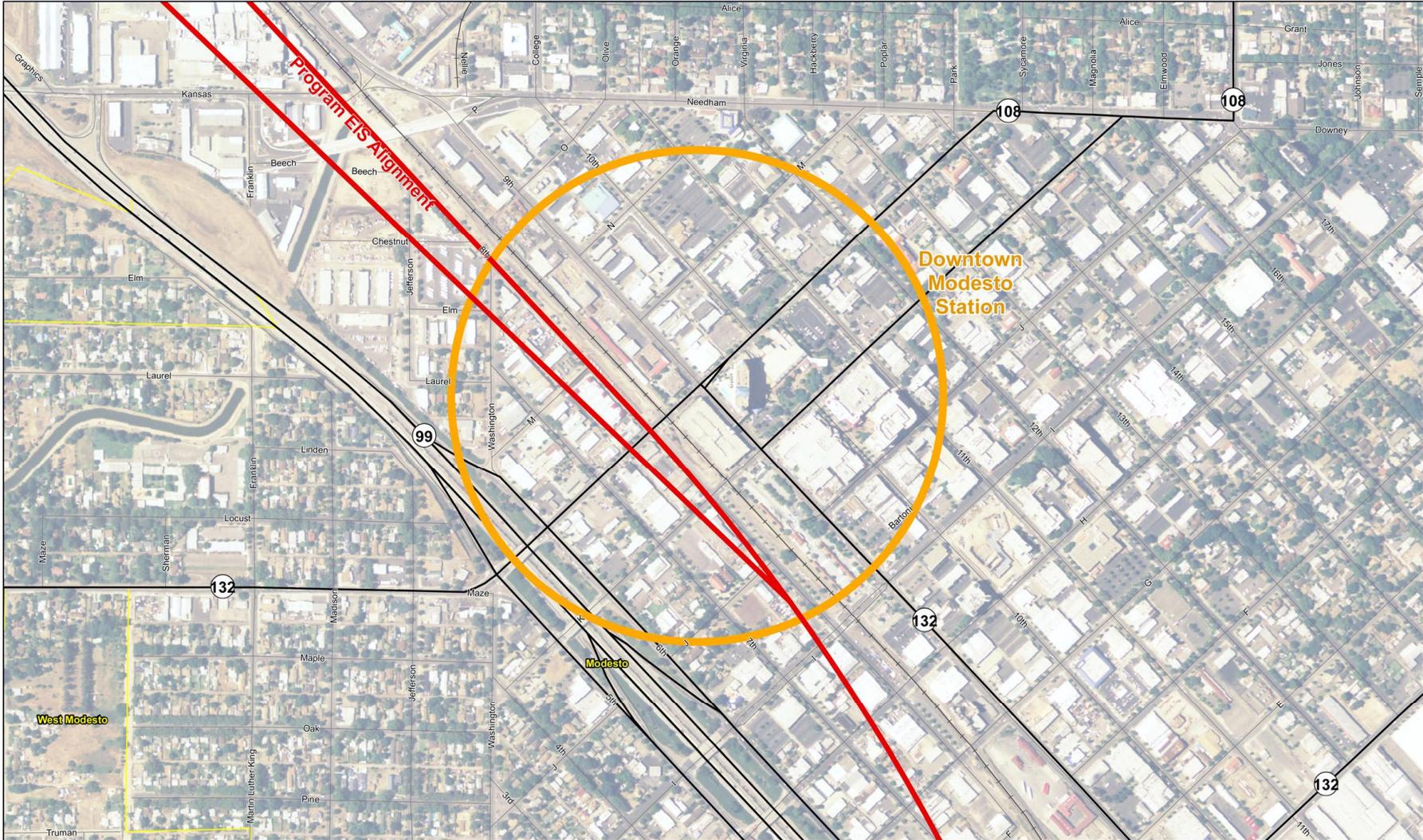
**Modesto
Station (AMTRAK Station)**



Modesto Stations

Department of Transportation
Railroad Station

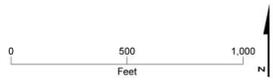
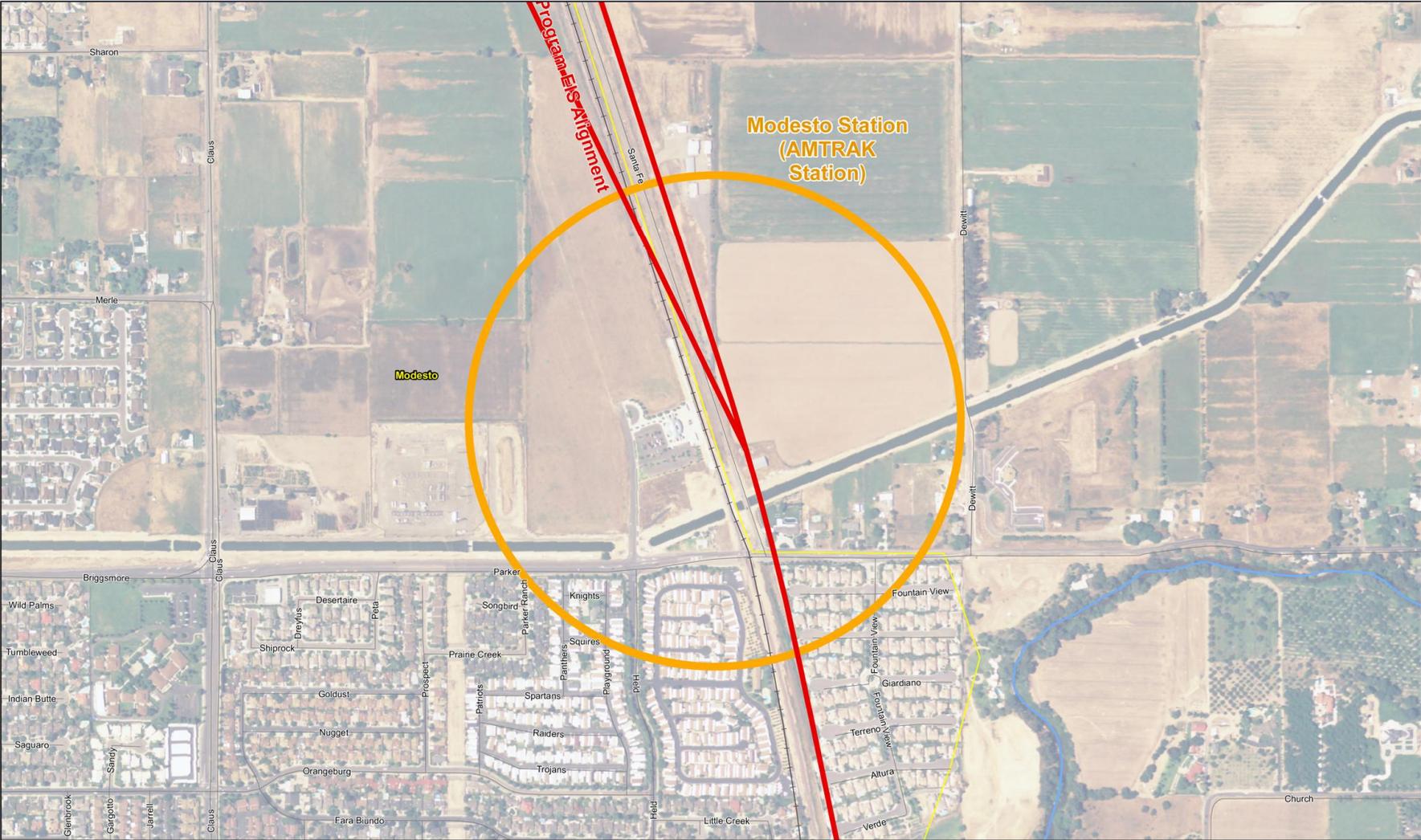
Potential Modesto Downtown HST Location



Downtown Modesto Station

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California High-Speed Rail Authority

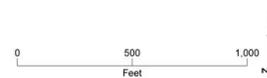
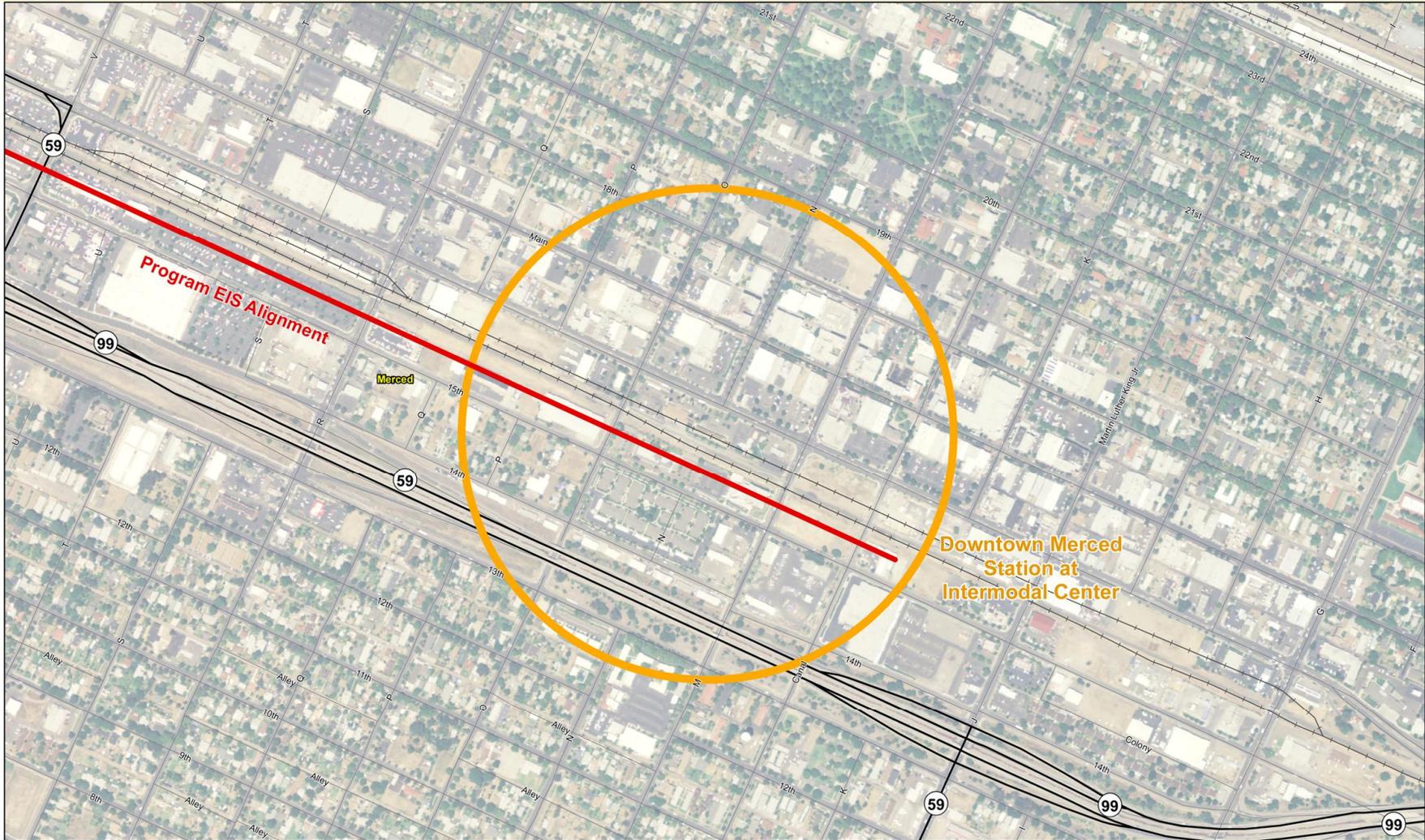
Potential Modesto Amtrak HST Station Location



Modesto Station (AMTRAK Station)

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Merced HST Station Location

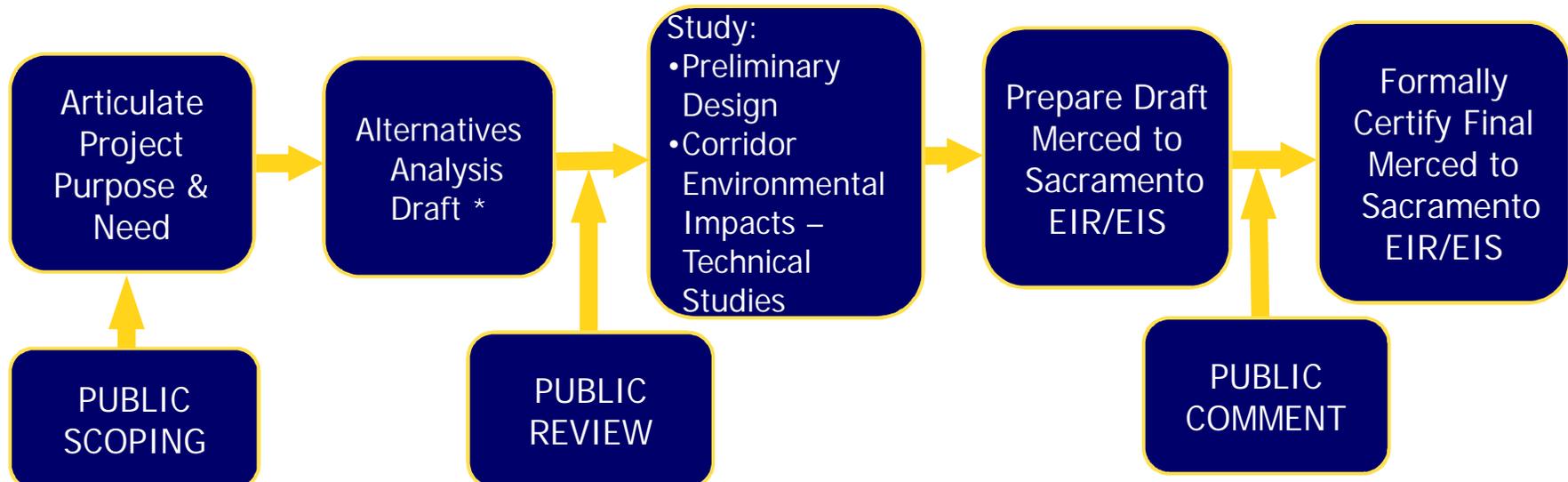


Downtown Merced Station at Intermodal Center

HST Project Process

Merced to Sacramento HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

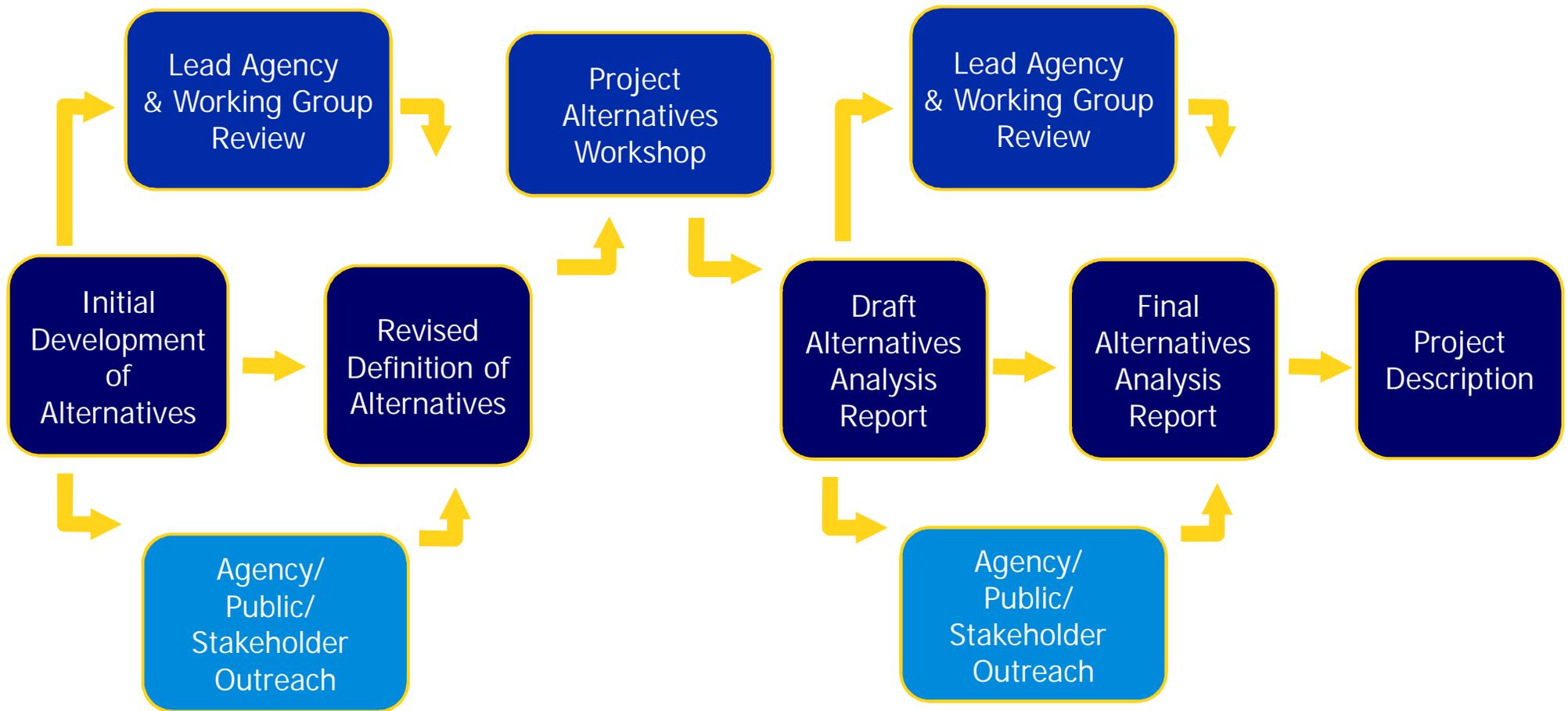
2013



Ongoing Community & Agency Meetings, Interviews, Communications

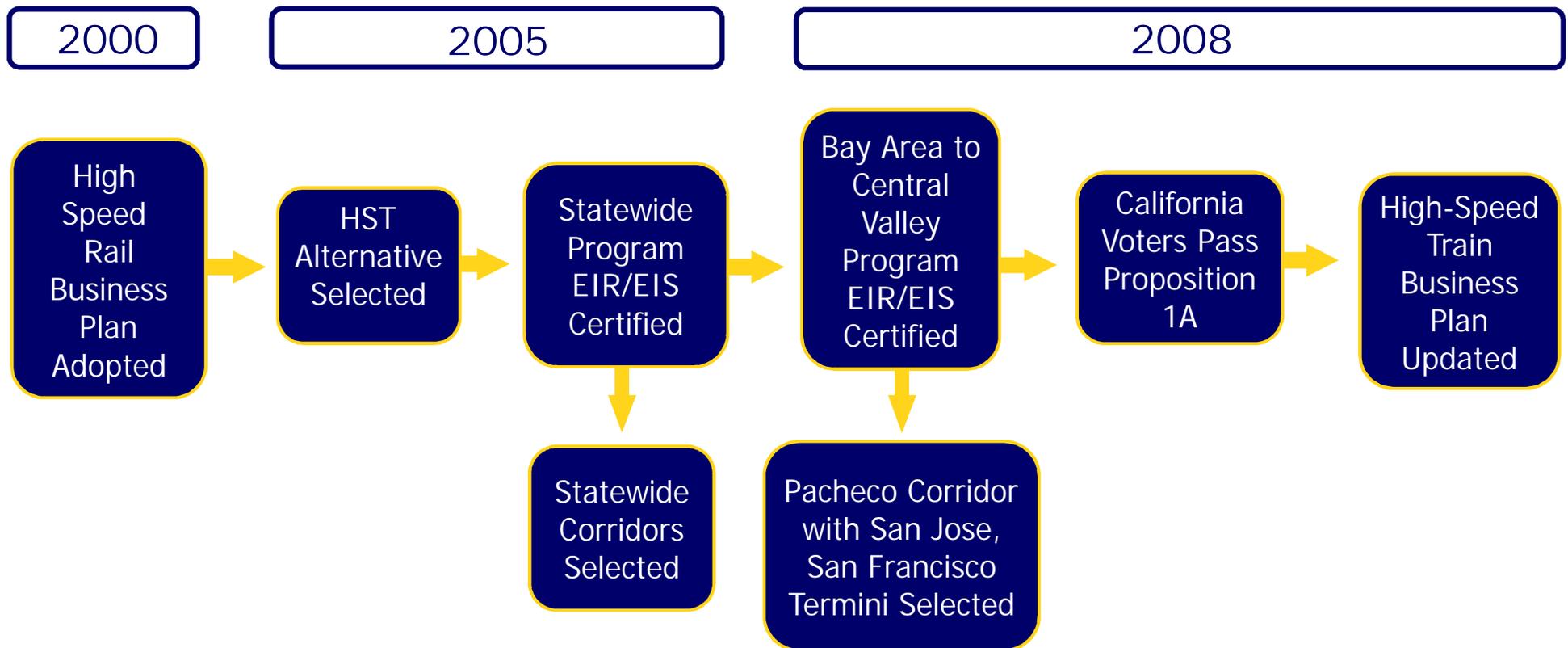


Alternatives Analysis Process



CA High-Speed Train Prior Milestones

California High Speed Train Program



Potential Environmental Issues



- Aesthetics and Visual Quality
- Agricultural Resources/ Farmland
- Air Quality / Climate Change
- Biological Resources and Wetlands
- Construction Impacts
- Historic, Archaeological and Paleontological Resources
- Cumulative Impacts and Secondary Impacts



- Electromagnetic Interference/ Electromagnetic Frequency
- Geology, Soils and Seismicity
- Hydrology, Water Resources and Floodplains
- Hazardous Materials/ Wastes
- Impact to Low Income and Minority Populations
- Land Use and Planning
- Noise and Vibration



- Parks, Recreation and Open Space
- Population and Housing
- Public Utilities and Energy
- Safety and Security
- Socioeconomic and Community Impacts
- Traffic and Circulation



Public Participation - How to Comment

Thank you for attending today's scoping meeting. Please fill out a comment sheet, hand it to a staff person or leave it in the comment boxes provided at each station.

If you want to comment outside the meeting, here is how to provide input:

Written Comments –

California High-Speed Rail Authority

Mr. Dan Leavitt, Deputy Director

Attn: Merced to Sacramento

HST Project EIR/EIS

925 L Street, Suite 1425

Sacramento, CA 95814

Fax: (916) 322-0827

Emailed Comments –

California High-Speed Rail Authority

comments@hsr.ca.gov

Include in the subject line:

Merced to Sacramento HST

Comments must be received no later than February 26, 2010.

For more project information visit the authority's website:

www.cahighspeedrail.ca.gov

