



A TRANSFORMATIVE INVESTMENT IN CALIFORNIA'S FUTURE

Central Valley Wye
Community Meetings
January 20 & 21, 2015





CALIFORNIA
High-Speed Rail Authority

DIANA GOMEZ

CENTRAL VALLEY REGIONAL DIRECTOR



HIGH-SPEED RAIL: More Than A Transportation Program

- California is 8th Largest Economy in the World
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- Transformative Investment
- Connecting all California Population Centers



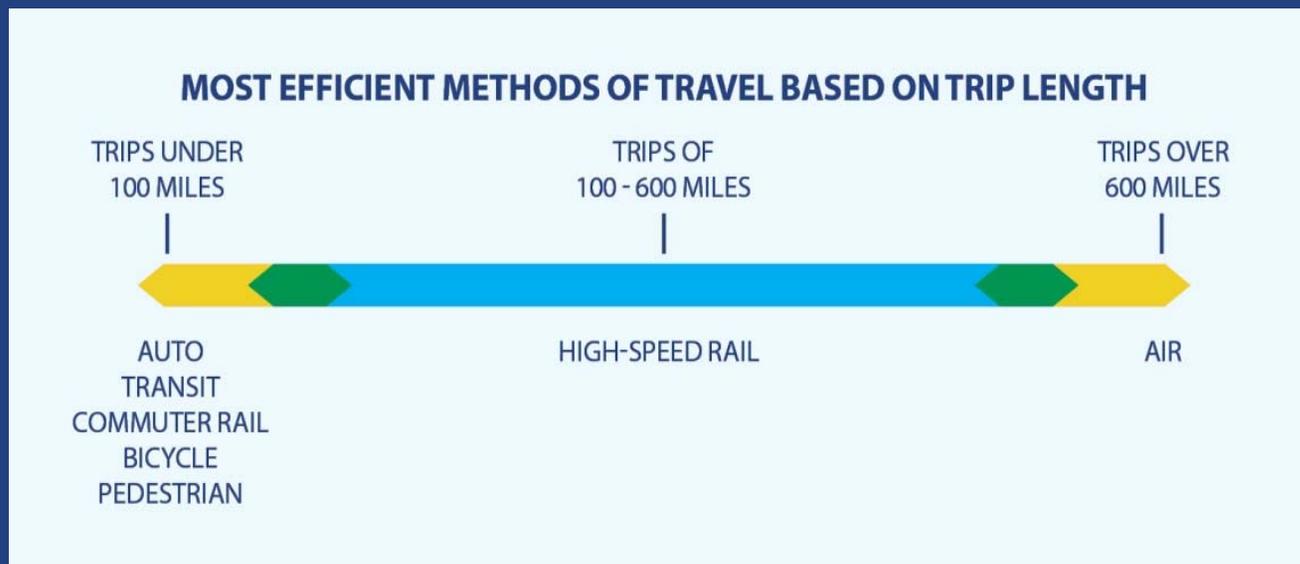
WHY HIGH-SPEED RAIL IN CALIFORNIA?

- **Curbs Congestion**
 - » LAX to SFO is the **Busiest Short-Haul Market** in US
 - » 1 in 6 Flights out of LA Heads to Bay Area
 - » Six of Top 30 Congested Urban Areas in US Located in California
- **Population Growth**
 - » Estimated to Reach **50 Million by 2050**
- **Air Quality/Sustainability**
 - » Meets Goals of AB 32/SB 375
 - » **Worst Air** Communities in the Country
- **Alternatives are Costly**
 - » 2-3 Times **More Expensive**



HIGH-SPEED, A MORE EFFICIENT ALTERNATIVE

- High-Speed Rail Fills a Gap in California's Infrastructure
- Equivalent New Capacity Between SF-LA would cost **\$158 billion**, and would require:
 - » 4,300 New Highway Lane Miles
 - » 115 Additional Airport Gates
 - » 4 New Runway Terminals



CONNECTING CALIFORNIA



• Initial Operation Section:

- » 300 Miles
- » Merced to Burbank

• Phase I:

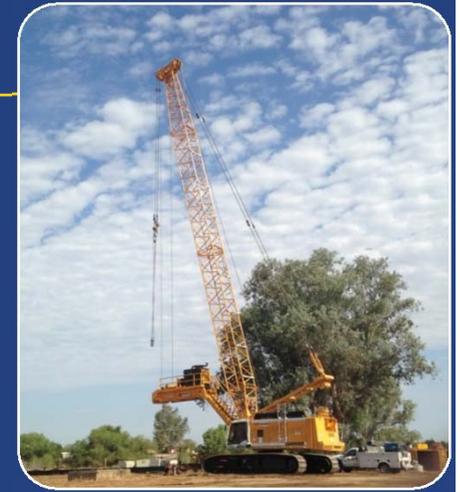
- » 520 Miles
- » San Francisco to Los Angeles/Anaheim

• Regional Improvements

- » Caltrain Electrification
- » LA Union Station Passing Tracks
- » Positive Train Control

KEY PROGRAM MILESTONES

- **Funding:**
 - » \$3.3 Billion Federal and \$4.7 Billion Prop 1A
 - » 25% of Future Cap and Trade Proceeds
- **Environmental Clearances:**
 - » Merced to Fresno: May 2012
 - » Fresno to Bakersfield: June 2014
- **Construction Packages:**
 - » CP 1: Executed in August 2013, Under \$1 Billion
 - » CP 2-3: Contract Execution Expected in Spring 2015
 - » CP4: Statements of Qualifications Due at the End of February
- **Official Groundbreaking Ceremony**
- **Work is Underway**



KEY ENVIRONMENTAL MILESTONES

- **Ag Conservation & Preservation**
 - » Department of Conservation Solicits Farmland Mitigation Proposals
 - » 5,000 Acres of Permanent Conservation Easements in the Central Valley
- **Tier 4 Construction Equipment:**
 - » Engines Meet Nation's Most Stringent Standards
- **Mitigation with A Difference:**
 - » Lazy K Mitigation Site:
 - 530 Acres for Mitigation Activities
 - » RFP for Habitat Mitigation in Central Valley
- **Voluntary Emissions Reduction Agreement (VERA):**
 - » MOU with San Joaquin Unified Air Pollution Control District
 - » Zero Net Emissions
 - » Replaces Aging Equipment Including Tractors and Irrigation Pumps



CENTRAL VALLEY: PROGRESS

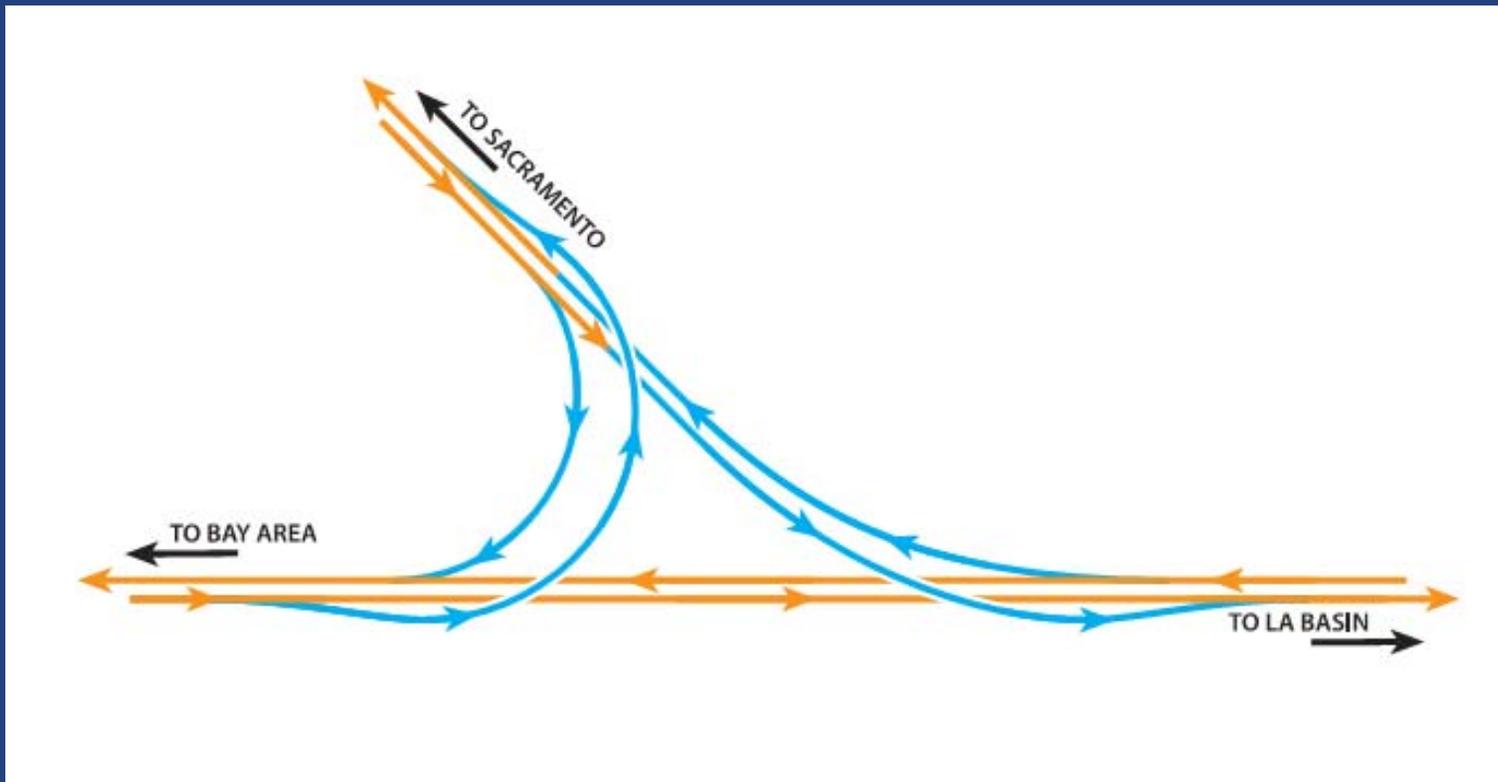
- Construction Package 1
 - » 29 Miles Between Madera and Fresno
 - » Work is Underway
- Construction Package 2-3
 - » 65 Miles Between Fresno and Tulare-Kern County Line
 - » Environmental Clearances Complete
 - » Best Apparent Value Winner Selected
- Construction Package 4
 - » RFQ Issued in November



Progress on Central Valley Wye

WHAT IS THE CENTRAL VALLEY WYE?

- The **Central Valley Wye (Wye)** connects train tracks branching off from a main line toward different directions, forming a “Y”-like shape
- From each direction, two tracks must become four tracks to travel in two different directions

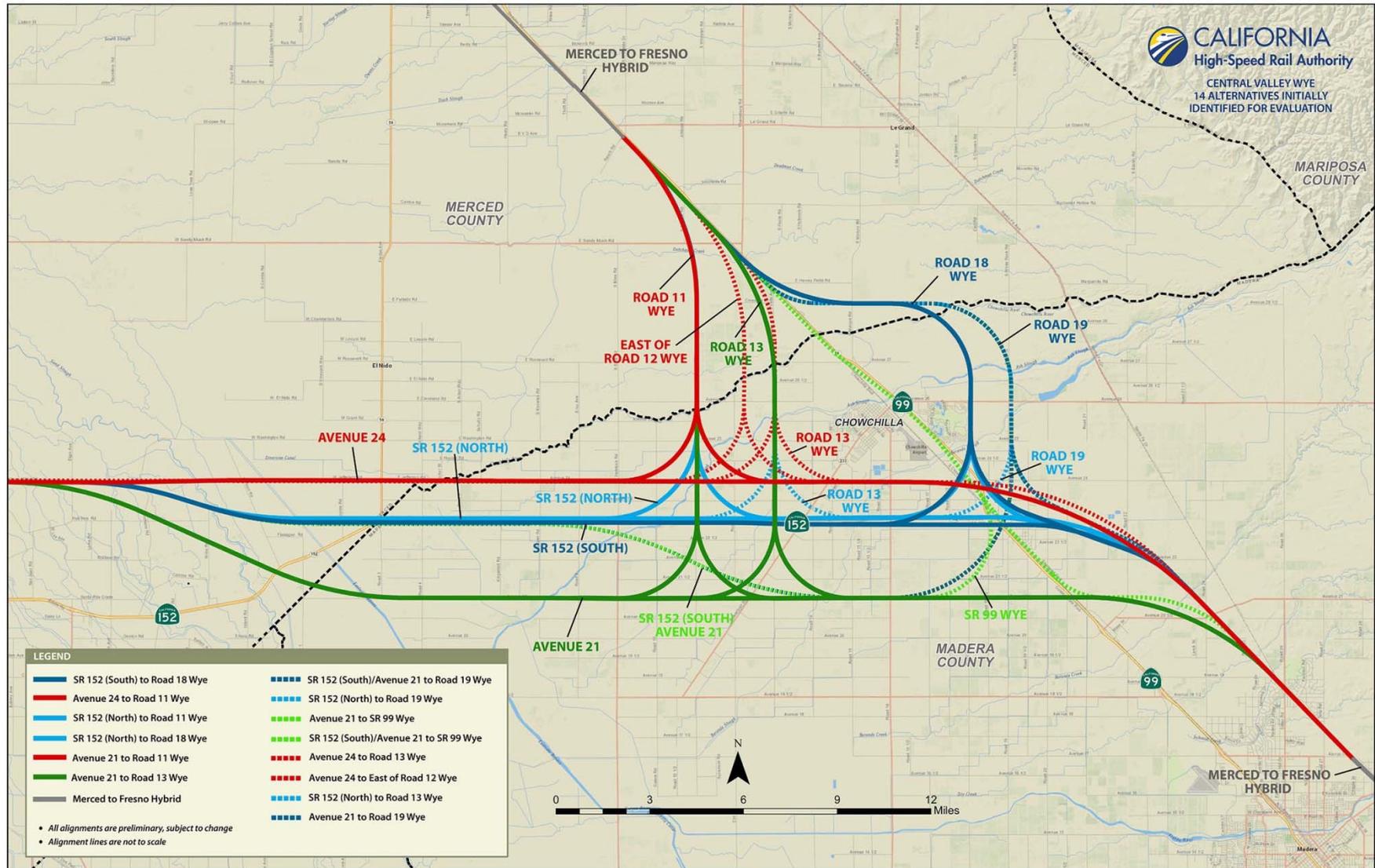


HISTORY OF THE WYE

- Since **2009**, the Authority has Worked with Residents, Stakeholders and Others to Identify a Range of Wye Alternatives
- The Wye was Originally Analyzed as Part of the Merced to Fresno Section Environmental Process
- In 2011, the Authority Decided to Carry Forward the Wye Area for Study as Part of the San Jose to Merced Section EIR/EIS Process
- **14 Alternatives** were Initially Identified for Further Evaluation

14 WYE ALTERNATIVES

CALIFORNIA
High-Speed Rail Authority
CENTRAL VALLEY WYE
14 ALTERNATIVES INITIALLY
IDENTIFIED FOR EVALUATION



- LEGEND**
- SR 152 (South) to Road 18 Wye
 - Avenue 24 to Road 11 Wye
 - SR 152 (North) to Road 11 Wye
 - SR 152 (North) to Road 18 Wye
 - Avenue 21 to Road 11 Wye
 - Avenue 21 to Road 13 Wye
 - Merced to Fresno Hybrid
 - SR 152 (South)/Avenue 21 to Road 19 Wye
 - SR 152 (North) to Road 19 Wye
 - Avenue 21 to SR 99 Wye
 - SR 152 (South)/Avenue 21 to SR 99 Wye
 - Avenue 24 to Road 13 Wye
 - Avenue 24 to East of Road 12 Wye
 - SR 152 (North) to Road 13 Wye
 - Avenue 21 to Road 19 Wye
- All alignments are preliminary, subject to change
• Alignment lines are not to scale

FROM 14 TO 6

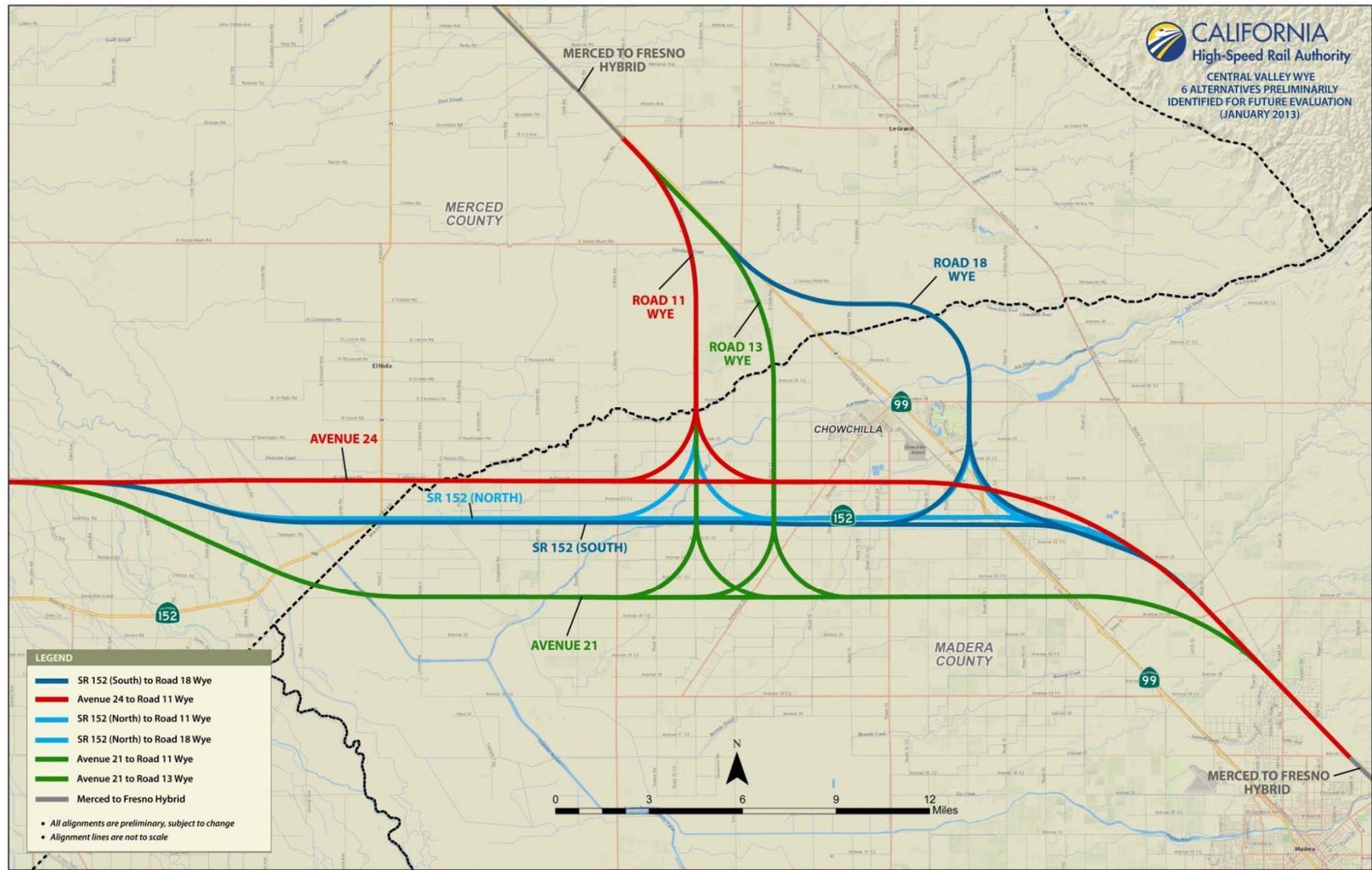
Late 2012

- Authority Staff Recognized the Opportunity to Possibly Extend Early Construction Further North
- Analysis of Wye Alternatives in a Subsequent EIR/Supplemental EIS (SEIR/SEIS) for Merced to Fresno Section Provided Flexibility to Reach Wye Decision

January 2013

- Authority Staff Provided Informational Update on the Wye to Board of Directors
- Based on Further Study and Stakeholder Feedback **Six Alternatives** were Preliminary Identified for Future Evaluation

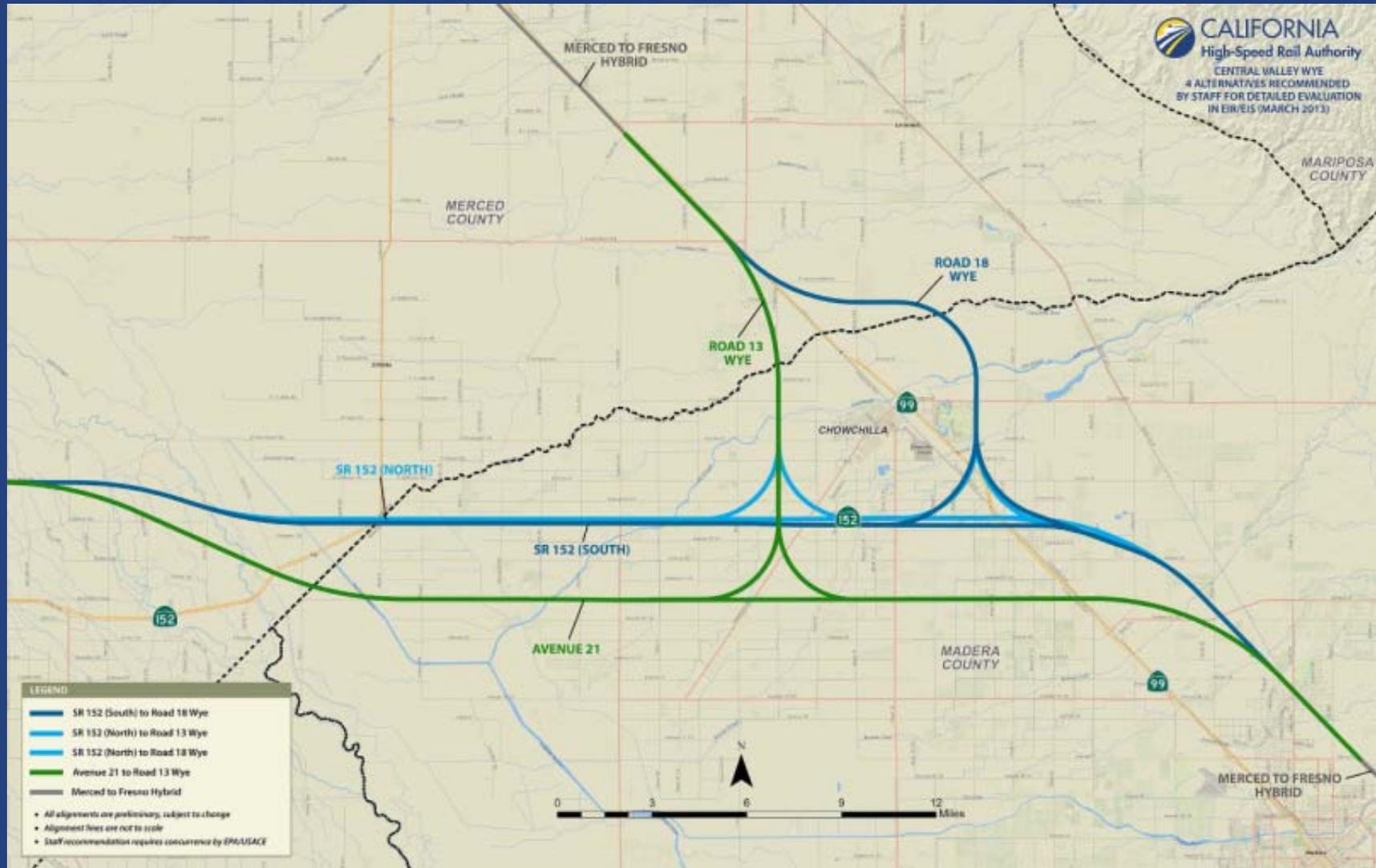
6 WYE ALTERNATIVES



MARCH 2013 AND FEBRUARY 2014 – ADDITIONAL INPUT

- Ongoing Stakeholder Engagement
- Regulatory Agency Input
- Recognizing and Addressing Local Community Concerns
- Reduction of Potential Commercial/Industrial Effects
- **Resulting Changes to Wye Alternatives**
 - » Road 18 Wye Alternatives Refined to Minimize Impacts to City of Chowchilla and the Community of Fairmead
 - » 4 Current Recommended Alternatives

4 WYE ALTERNATIVES



FROM 4 TO 3

- Continued Stakeholder Engagement
- Regulatory Agency Input
- Continued Evaluation of Data
- Recommended by Staff for Regulatory Agency Concurrence in **January 2014**
- Regulatory Agencies Recommended Refinements to Alternates Leading to the Final 3 that will be Studied

REFINEMENTS TO WYE ALTERNATIVES

- SR 152 (South) to Road 18 Withdrawn
- SR 152 (North) to Road 13 Carried Forward
- SR 152 (North) to Road 18 Refined to Road 19 and Carried Forward
- Avenue 21 to Road 13 Carried Forward
- Three Wye Alternatives to be Fully Evaluated in Supplemental Environmental Impact Report/Subsequent Environmental Impact Statement (SEIR/SEIS)

STAKEHOLDER ENGAGEMENT

- **Resource and Regulatory Agencies**
 - » Environmental Protection Agency, US Army Corps of Engineers
 - » Surface Transportation Board
- **Public and Stakeholders**
 - » State Agencies
 - » Cities and Counties – Staff and Elected Officials
 - » Tribes
 - » Farm Bureaus
 - » Irrigation Districts
 - » Local Community Groups
 - » School Districts
 - » Business and Commercial Interests
 - » General Public

KEY EVALUATION CRITERIA

- The Authority worked with Central Valley residents, stakeholders and regulatory agencies to refine alternative to carry forward for further analysis and consideration in SEIR/SEIS
- **Key Evaluation Criteria and Impact Areas:**
 - » Aquatic and Biological Resources
 - » Agricultural Land
 - » Residential and Business
 - » School Districts
 - » Noise/Vibration
 - » Existing Transportation Corridors

PERMIT-TO-ENTER PROCESS DURING PLANNING

- **Permit to Enter Letters**

- » Allow Authority representatives to visit your property to conduct necessary environmental and cultural surveys for high-speed rail program

- Visual Surveys are the most common inspection
- If more invasive studies are required we will consider compensation
- At times more than one Environmental Specialist will need to access your property
- Each time you will be notified prior to them accessing your property

PERMIT-TO-ENTER PROCESS DURING PLANNING

- Permit to Enter Letters

- » The Authority representatives **WILL NOT**
 - Go inside your house or other structures. They will only go in areas like front and back yards
 - Alter or remove anything from the property
- » Accessing your property **DOES NOT** necessarily mean that the Authority will acquire your property
- » Our study area is approximately 200' on each side of the proposed right-of-way
- » The Authority will work with property owner on issues of notice and access

RIGHT-OF-WAY PROCESS DURING PLANNING

- Facts About the Process:

- » Private property rights are protected by federal and state constitutions and applicable federal and state laws
- » The process of evaluating property impacts, appraising fair market value and compensating property owners is done on a parcel by parcel basis between right-of-way agents and landowners
- » Landowners will be contacted regarding the appraisal process sometime after a preferred alternative has been selected
- » Negotiations regarding property acquisition or compensation cannot take place before a Final EIR/EIS is issued

RIGHT-OF-WAY: RESOURCES

- Property Owners Can Contact:
 - » Authority Fresno Office
2550 Mariposa Mall, Suite 3015
Fresno, CA 93721
 - » Authority Sacramento Office
770 L Street, Suite 620
Sacramento, CA 95814
- Authority Website
 - » www.hsr.ca.gov



CALIFORNIA
High-Speed Rail Authority

RIGHT-OF-WAY • REV. 2 APRIL 2013 (PREV. DECEMBER 2012 AND NOVEMBER 2009)

*Your Property,
Your High-Speed Rail Project*

www.hsr.ca.gov | (916) 324-1541 | info@hsr.ca.gov

NEXT STEPS

- **Current:** Discuss Wye Alternatives with Stakeholders and Gather Comments
- **Summer 2015:** Identify Preliminary Preferred Alternative
- **Fall 2015:** Release Draft SEIR/SEIS
- **Winter 2015:** Public Comment on the Draft SEIR/SEIS
- **Summer 2016:** Select Preferred Alternative and Release Final SEIR/SEIS

THANK YOU

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*Please send comments to:
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