



CALIFORNIA HIGH-SPEED RAIL: *GETTING ON TRACK*

Central Valley Wye Status & Next Steps

March 20, 2013

Fairmead, California

Jeff Morales, CEO

WHY HIGH-SPEED RAIL IN CA?

New Mode of Travel Needed Between Northern and Southern California

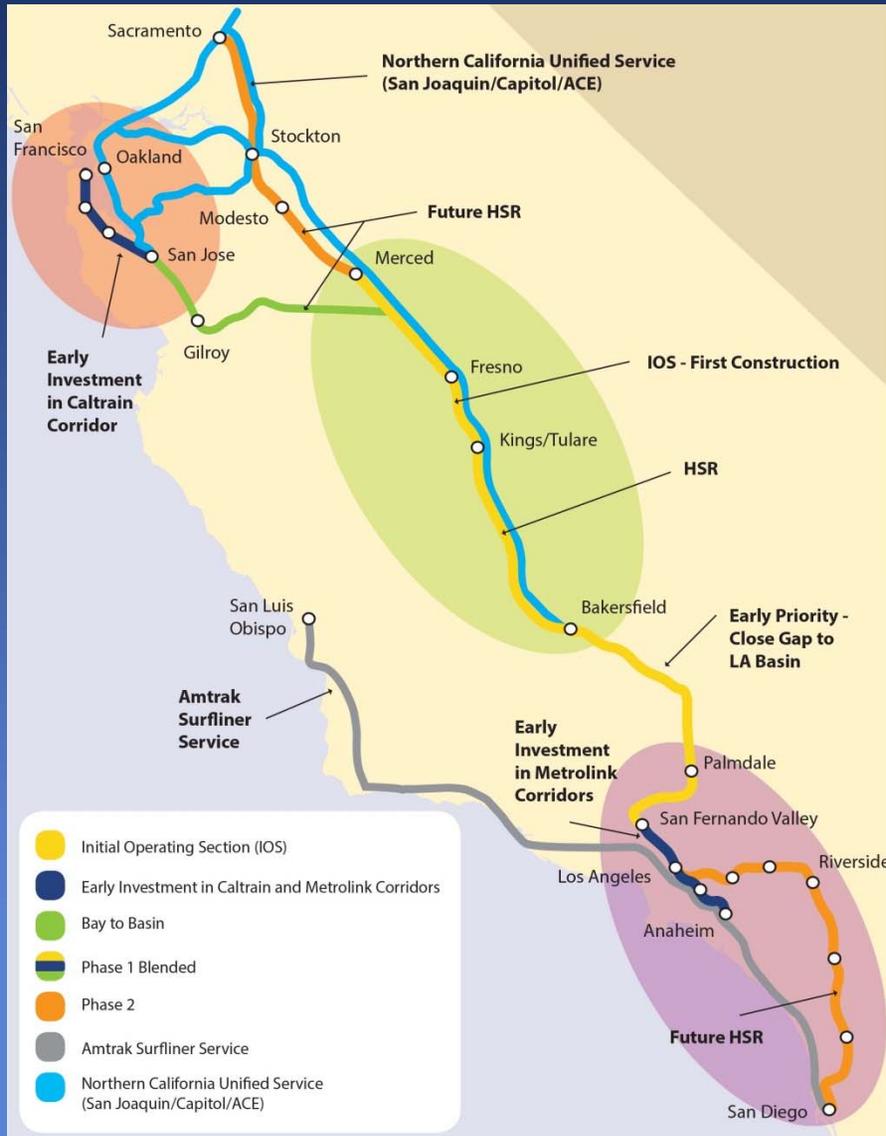
- The Amtrak San Joaquin line from Bakersfield to Sacramento is one of the Top Five Busiest Passenger Rail Corridors in the U.S.
- 5 Million Passengers Annually Fly Between LA and SF
- Congestion Resulting in \$19 Billion in Economic Activity Lost in 2011

DEVELOPING A SYSTEM THAT WILL...

- Bring Down Costs
- Reduce Community Impacts
- Fully Integrate Into Existing Transportation Network
- Partner with Existing Transportation Providers



HIGH-SPEED RAIL IN CALIFORNIA



Statewide Rail
Modernization Plan

Phase I Blended:
San Francisco to
Los Angeles/Anaheim
520 miles

Phase II:
Extensions to
Sacramento and San Diego
800 miles

FUNDING

- \$6 B Currently Approved for Initial Operating Section
 - \$3.3 B Federal
 - \$2.7 B Prop 1A
- \$819 M in Prop 1A for Connectivity Projects including Upgrades to Amtrak Central Valley Rail Lines
- \$1.1 B for Early Investment in Existing Statewide Rail Systems

THE AUTHORITY IS...

Committed to Partnering with

- Communities
- Cities & Counties
- Government Agencies

Listening and Addressing Concerns





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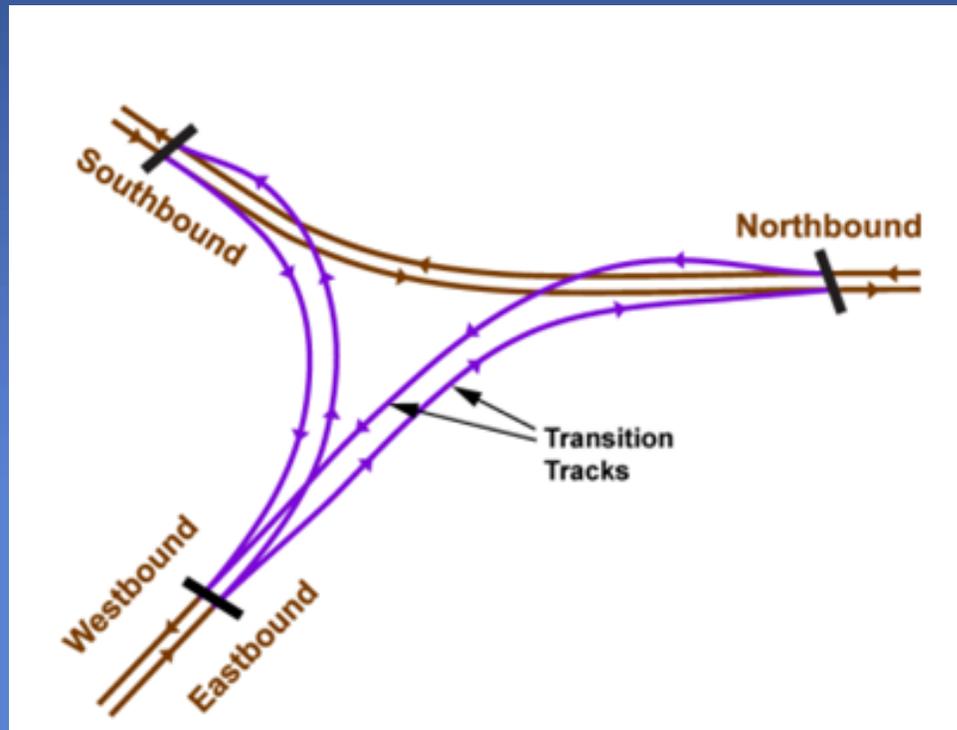
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Diana Gomez, Central California Regional Director

WHAT IS THE CENTRAL VALLEY WYE?

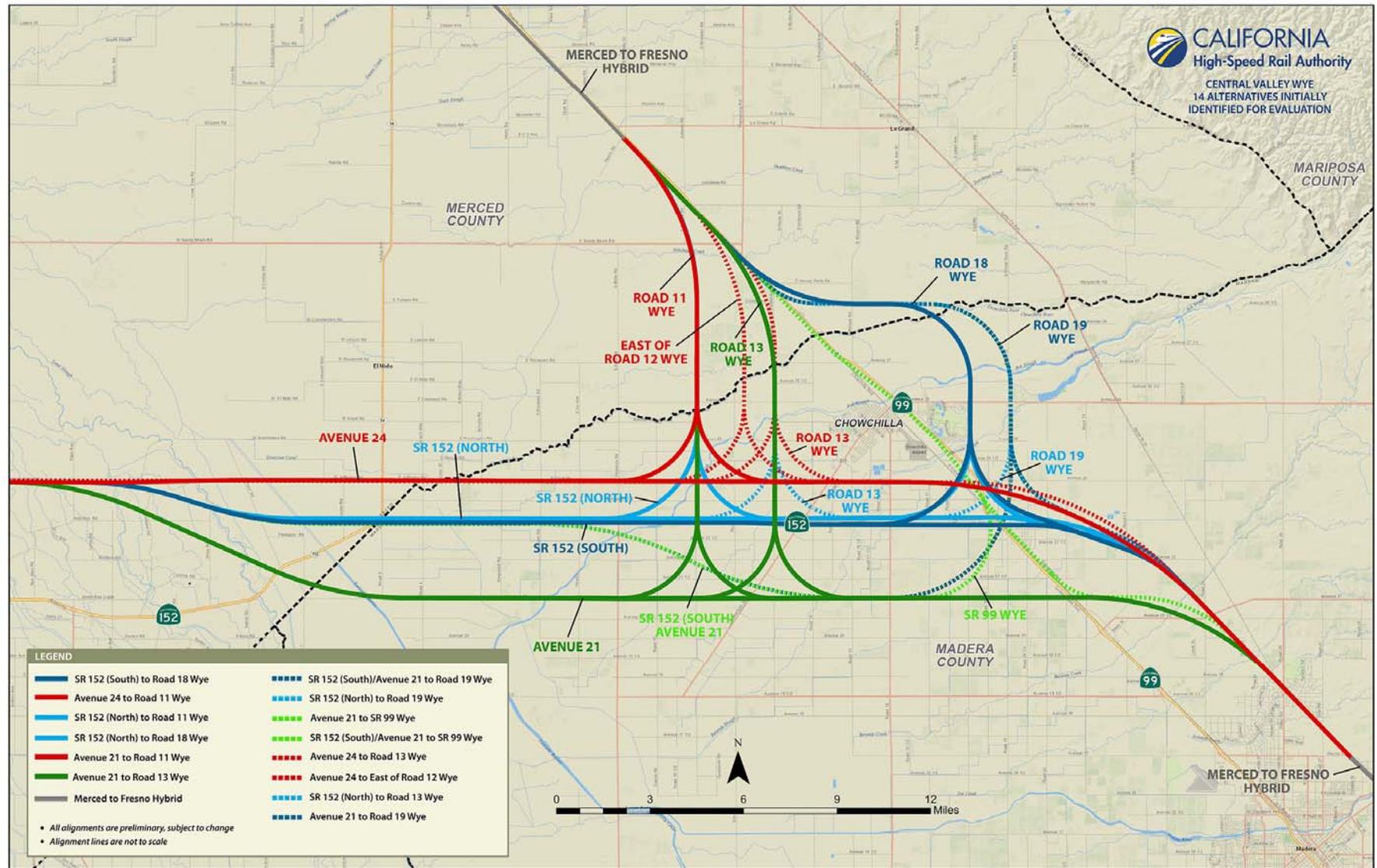
- A Junction for Trains to Head West, North and South
- The Wye will Cover About 2.5 Square Miles
- Each Wye Leg is About 5 Miles Long
- The Wye is Located Near Chowchilla



HISTORY OF THE CENTRAL VALLEY 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 ALTERNATIVES INITIALLY IDENTIFIED FOR EVALUATION



STAKEHOLDER ENGAGEMENT

- **Resource and Regulatory Agencies**

- US Environmental Protection Agency
- US Army Corps of Engineers
- Technical Working Group

- **Public and Stakeholders**

- State Agencies – Caltrans; California Department of Corrections and Rehabilitation (CDCR)
- Cities and Counties – Elected Officials and Staff
- School Districts
- Farm Bureaus
- Irrigation Districts
- Local Community Groups

KEY CRITERIA CONSIDERED

- Ability to Meet Project Purpose and Need/Objectives
- Ability to avoid/minimize impacts
 - Impacts to Waters/Wetlands/Habitat
 - Agricultural Land Impacts
 - Businesses and Residential Displacement
 - Impacts to Chowchilla
 - Impacts to Schools
 - Noise/Vibration Impacts
- Cost/Feasibility

RANGE OF ALTERNATIVES FROM 14 TO 6

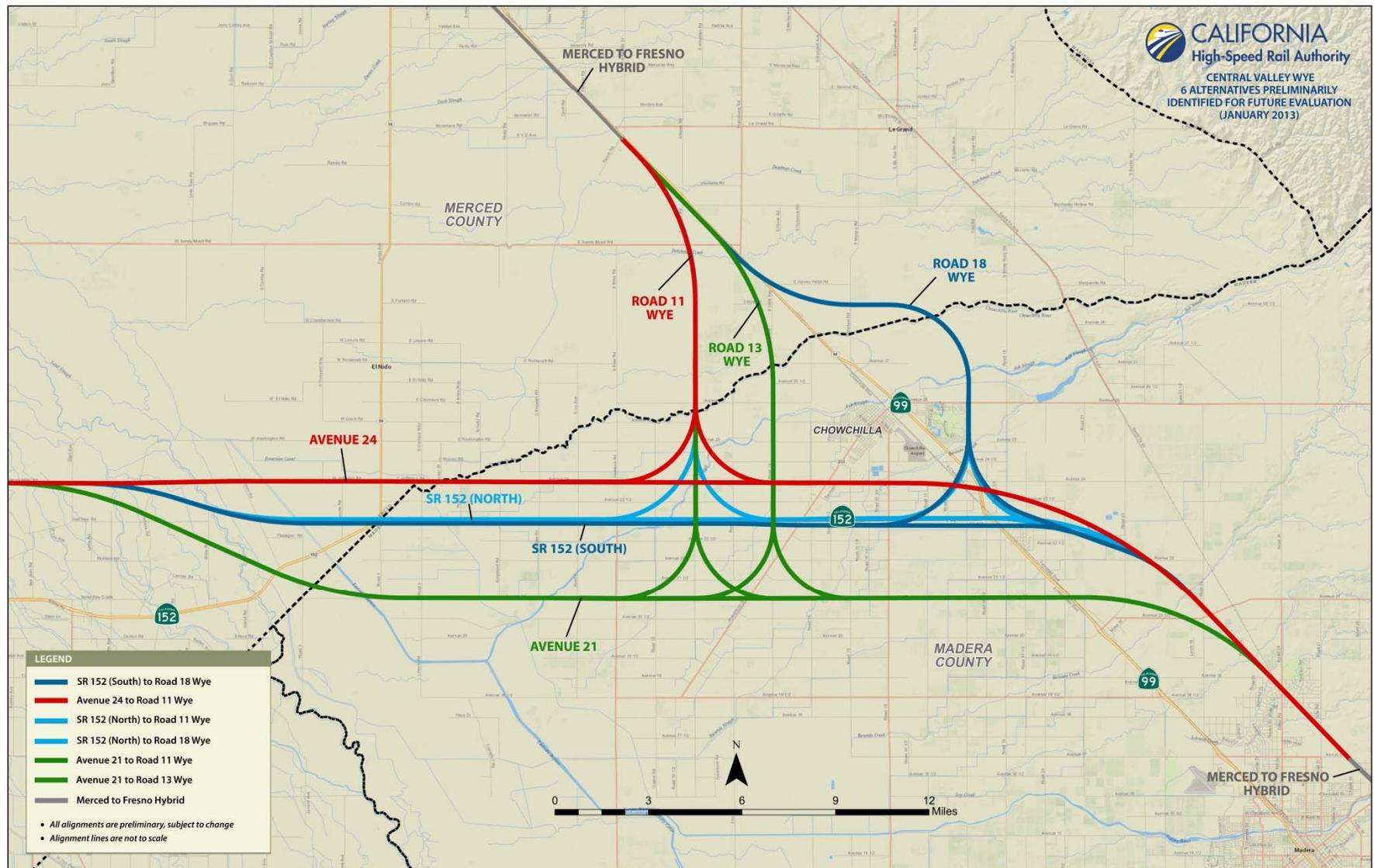
Late 2012

- 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 ALTERNATIVES PRELIMINARILY IDENTIFIED FOR FUTURE EVALUATION (JANUARY 2013)



PROGRESS SINCE JANUARY

- Continued Stakeholder Engagement
- Regulatory Agency Input
- Continued Evaluation of Data

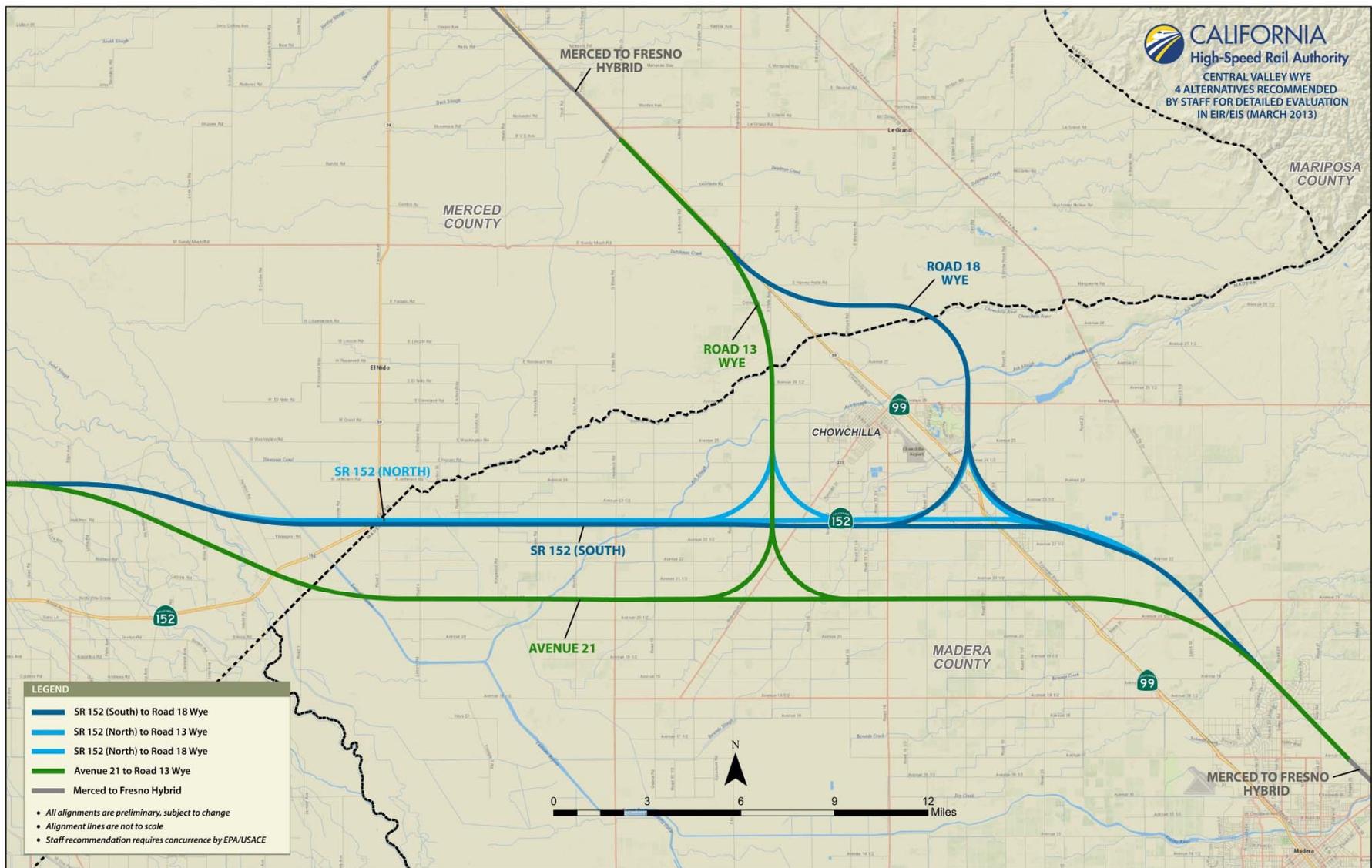
RANGE OF ALTERNATIVES FROM 6 TO 4

Authority Staff is Now Recommending Four Alternatives for Detailed Evaluations in SEIR/SEIS

- SR 152 (South) to Road 18
- SR 152 (North) to Road 13
- SR 152 (North) to Road 18
- Avenue 21 to Road 13

4 ALTERNATIVES RECOMMENDED BY STAFF FOR DETAILED EVALUATION IN EIR/EIS (MARCH 2013)

 CALIFORNIA
High-Speed Rail Authority
CENTRAL VALLEY WYE
4 ALTERNATIVES RECOMMENDED
BY STAFF FOR DETAILED EVALUATION
IN EIR/EIS (MARCH 2013)



Central Valley Wye

4 Alternatives Recommended by Staff for Detailed Evaluation in EIR/EIS

EVALUATION DATA*				
IMPACT AREAS	SR 152 NORTH TO ROAD 13 WYE	SR 152 NORTH TO ROAD 18 WYE	SR 152 SOUTH TO ROAD 18 WYE	AVENUE 21 TO ROAD 13 WYE
Aquatic Resources (Acres) Wetland Habitat, Vernal Pool Complex, Lakes/Ponds/Rivers, Reservoir, Swamps/Marshes	118.1	121.5	118.7	119.2
Streams, Creeks, or Canals (Miles)	20.0	24.9	21.6	22.3
Biological Resources (Acres) San Joaquin Kit Fox, California Tiger Salamander, California Red-legged Frog, Vernal Pool Tadpole Shrimp, Vernal Pool Fairy Shrimp	5,607	6,253	6,197	5,535
Agricultural Land (Acres of Important Farmland) Farmland of Local Importance, Prime Farmland, Unique Farmland, Farmland of Statewide Importance	2,514	2,834	3,231	2,823
Williamson Act Farmland (Acres)	1,024	1,123	1,286	1,192
Noise/Vibration (Number of Potentially Impacted Receptors Before Mitigation)	1,321/269	888/207	1,034/100	1,279/232
Grade Separations	21	22	20	23
Number of Schools Within 1,500 feet	1	1	1-School Displaced	2
Residential and Business Relocations	142-163 Residences 5-10 Businesses	137-160 Residences 7-15 Businesses	132-155 Residences 9-16 Businesses	128-142 Residences 2-3 Businesses
Capital Costs M-F Wye Leg – Ranch Road to Avenue 17 (Millions)	\$1,010.19	\$1,137.63	\$1,142.90	\$1,043.03
Capital Costs (Millions)	\$6,250	\$6,723	\$6,840	\$5,836

*Preliminary, Subject to Change, Data Collected Based on 3% Design and Engineering



NEXT STEPS

- **March-April**
 - Continue Stakeholder Engagement
- **April 4, 2013 Board of Directors Meeting**
 - Present Supplemental Alternatives Analysis (SAA)
 - Provide Results from Public Engagement
 - Recommend Range of Alternatives to be Carried Forward in SEIR/SEIS

NEXT STEPS

- **Fall 2013**
 - Anticipated Release of Draft Subsequent EIR/Supplemental EIS
- **Fall 2013**
 - Public Workshops and Hearings Related to Draft SEIR/SEIS
 - Identify Preferred Alternative
- **Winter/Spring 2014**
 - Release Final Subsequent EIR/Supplemental EIS
- **Spring 2014**
 - Record of Decision (ROD)



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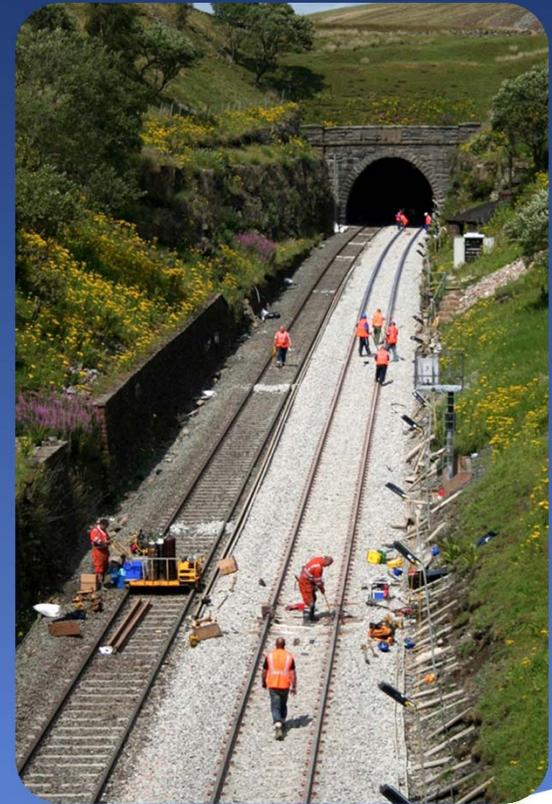
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Vice-Chair Tom Richards, Board of Directors

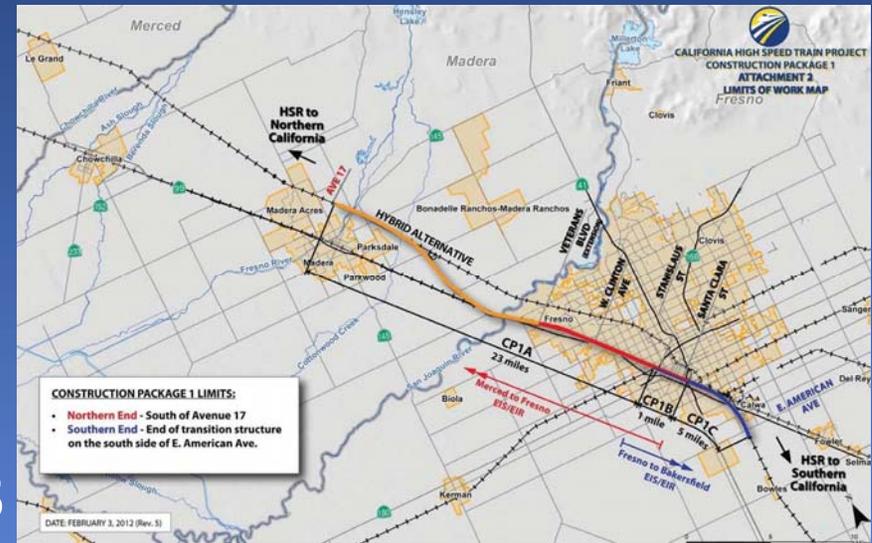
JOB CREATION

- Work will Begin in July 2013
- 20,000 Jobs Annually for Five Years



CONSTRUCTION PACKAGE #1

- Madera to Fresno - 30 Miles
 - Avenue 17 in Madera
 - East American Avenue in Fresno
- Bids Received from All Five Short-listed Firms
- Authority Evaluating Bids
- Authority Anticipates Contract Award June 2013
- Work Underway Summer 2013



SMALL BUSINESS PROGRAM

- Small Business Program (SB): Helping Small Businesses Compete and Play Major Role in Project
- Aggressive 30% SB Participation Goal Including:
 - 10% Disadvantaged Business Enterprises (DBE)
 - 3% Disabled Veteran Business Enterprises (DVBE)



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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