



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

Welcome



**U.S. Department
of Transportation
Federal Railroad
Administration**

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

**Merced to Bakersfield
High-Speed Train Project**



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Purpose and Need



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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



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



CHSRA Train Concept

Other High-Speed Trains around the World



TGV, France



Intercity Express, Germany



Shinkansen, Japan



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Grade Separations



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Existing at-grade crossing

Before

Typical Underpass

After



Underpass alternative

- 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



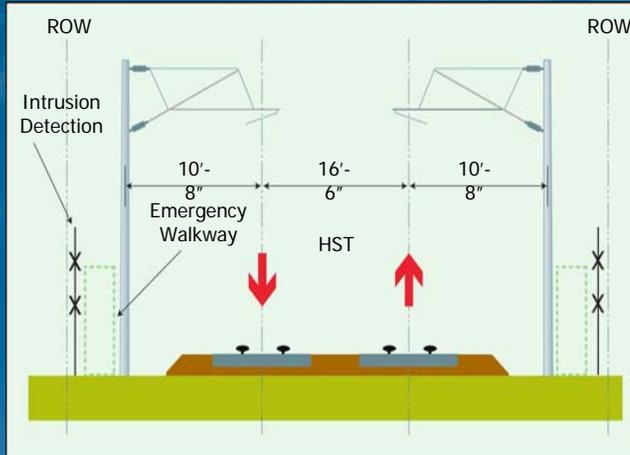
Overpass alternative

Typical Overpass

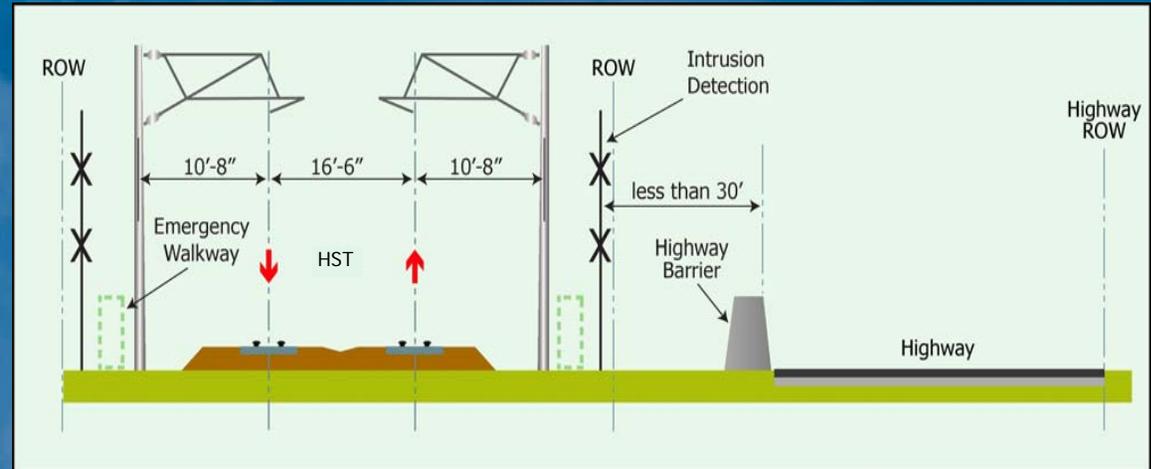
Grade Separated from Roadway



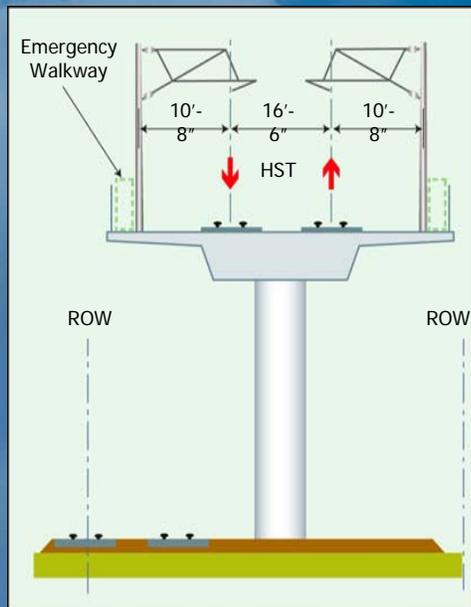
Typical Sections Along Alignment



At-Grade Section

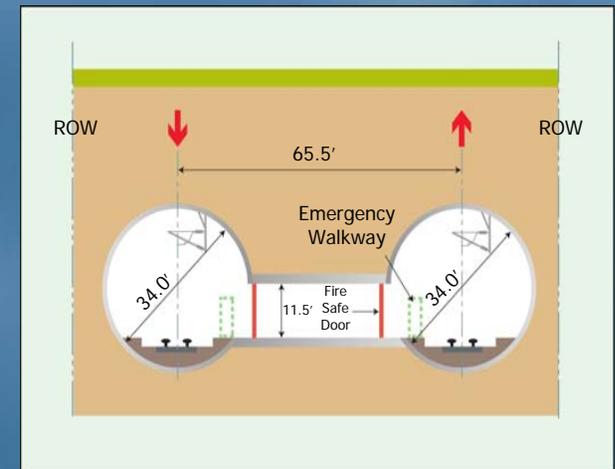


Shared Highway Corridor



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



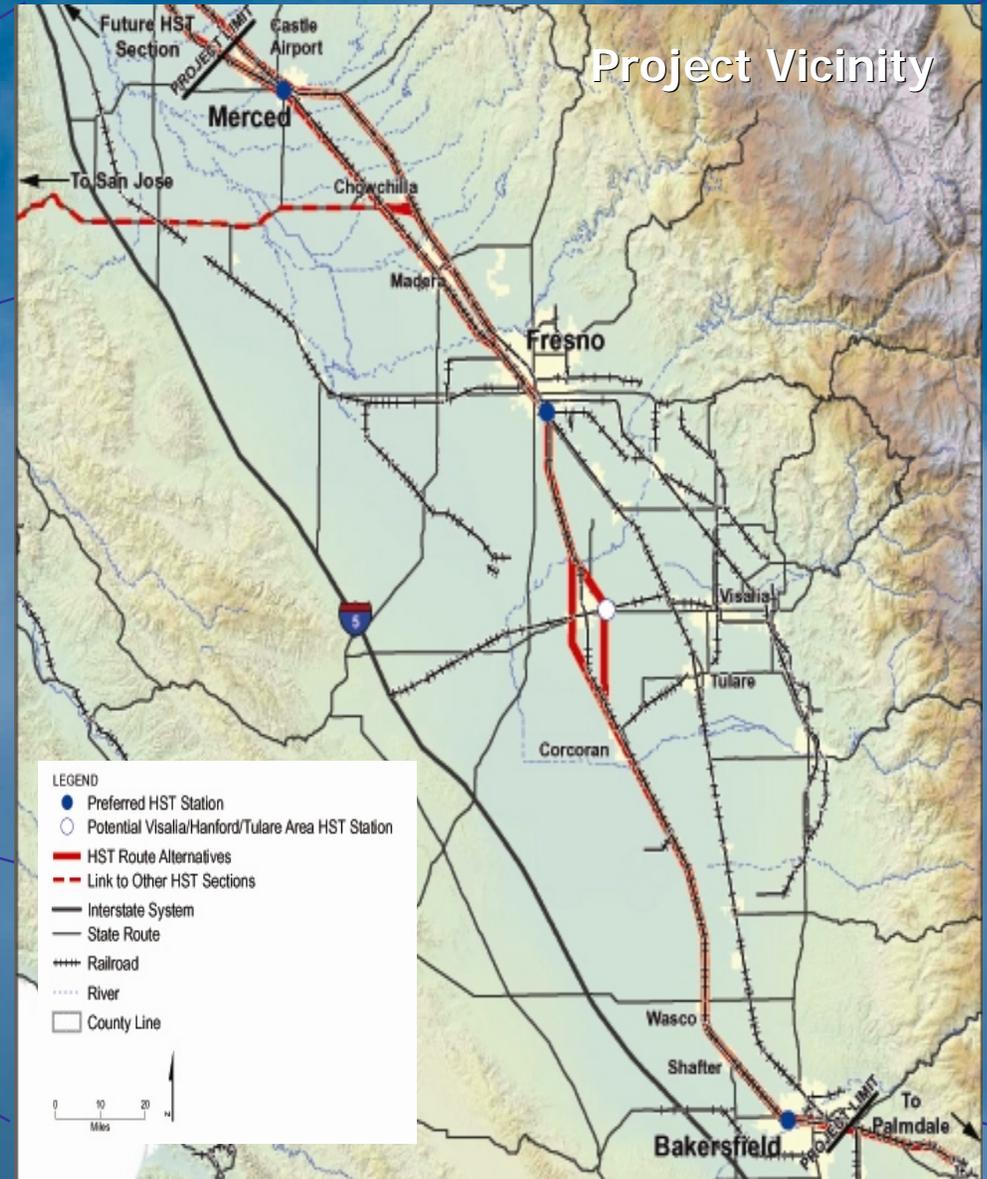
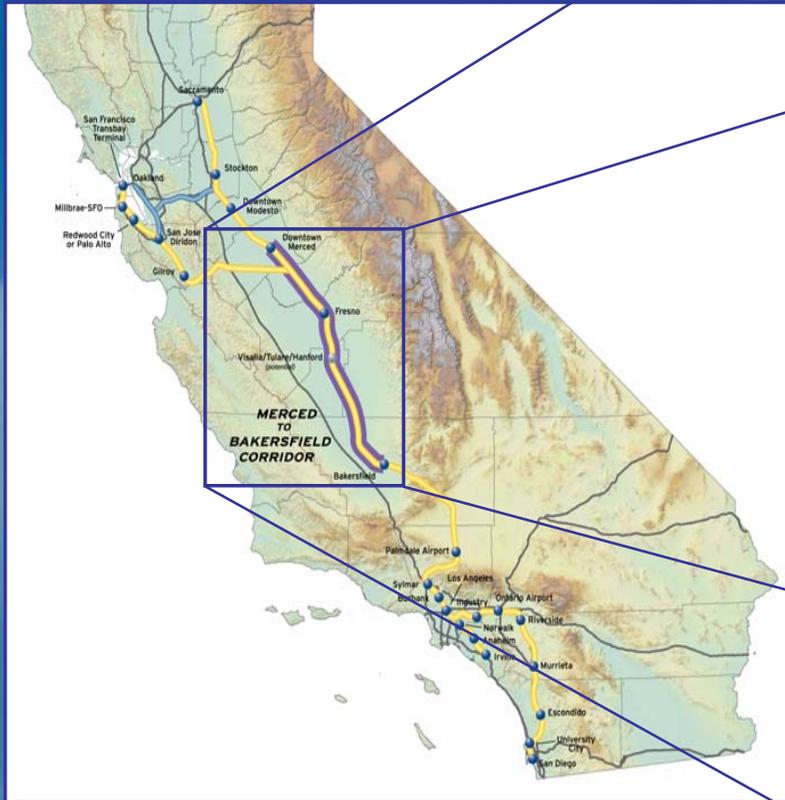
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Merced-to-Bakersfield Section



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Statewide System



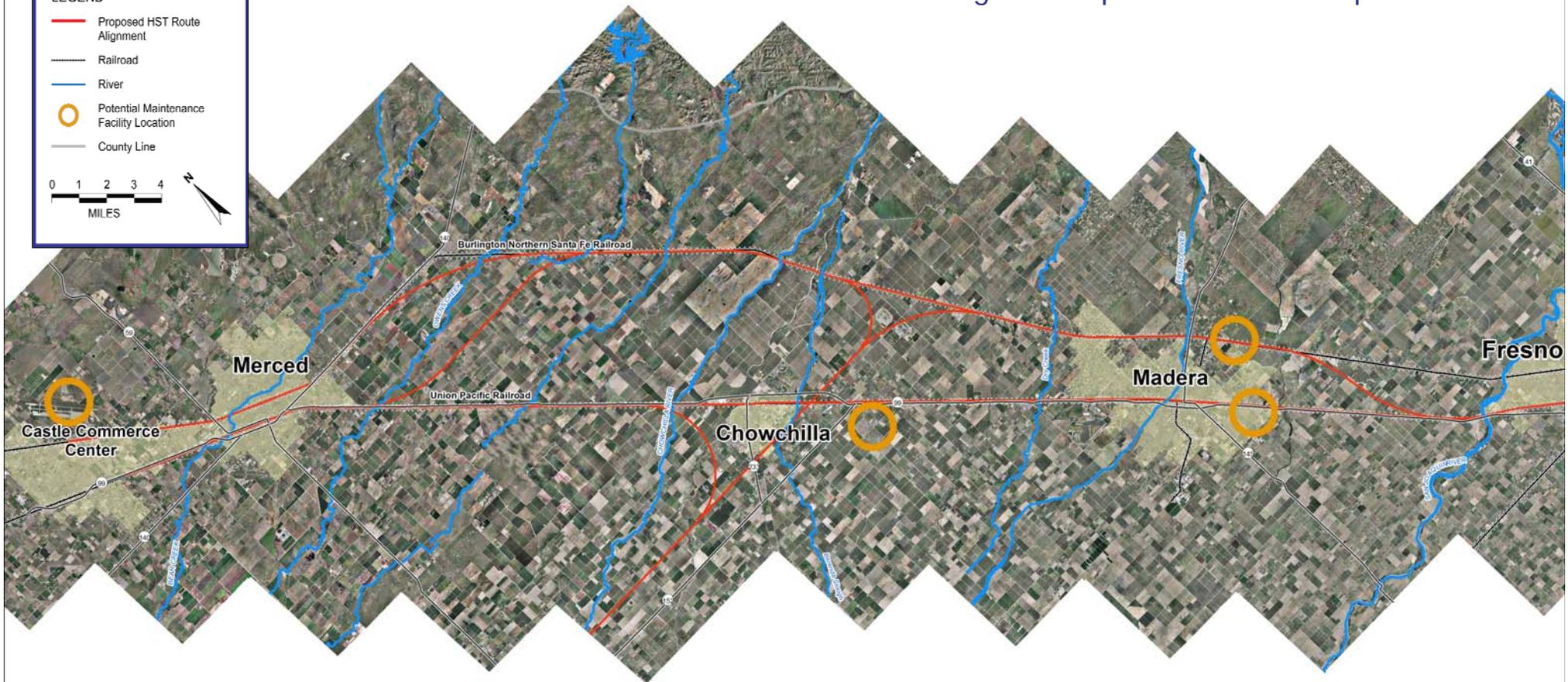
Potential HST Maintenance Facility Locations

Please give us input at the workshop tables

LEGEND

- Proposed HST Route Alignment
- Railroad
- River
- Potential Maintenance Facility Location
- County Line

0 1 2 3 4
MILES





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Potential Merced HST Station Locations



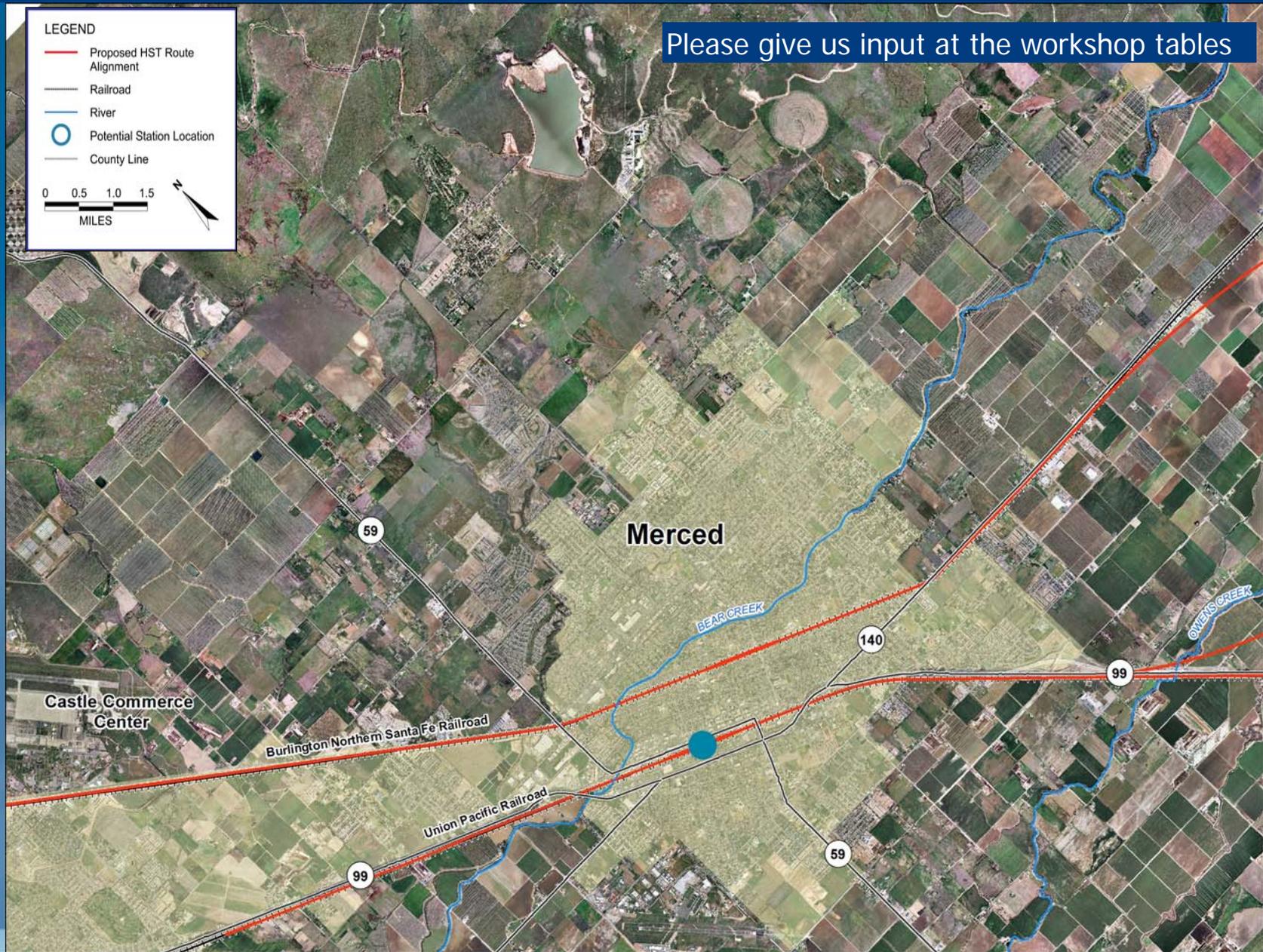
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Please give us input at the workshop tables

LEGEND

- Proposed HST Route Alignment
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- Potential Station Location
- County Line

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MILES





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



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HST Project Process

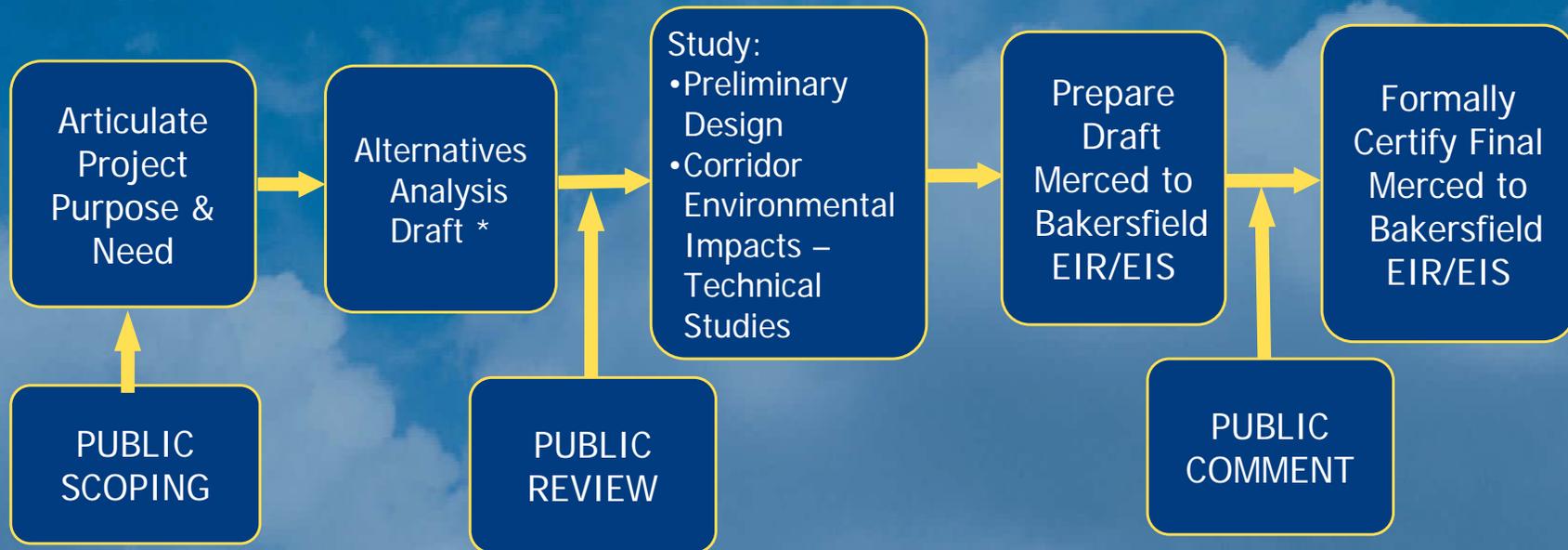


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Merced to Bakersfield HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2009

2012



Ongoing Community & Agency Meetings, Interviews, Communications

* See separate board

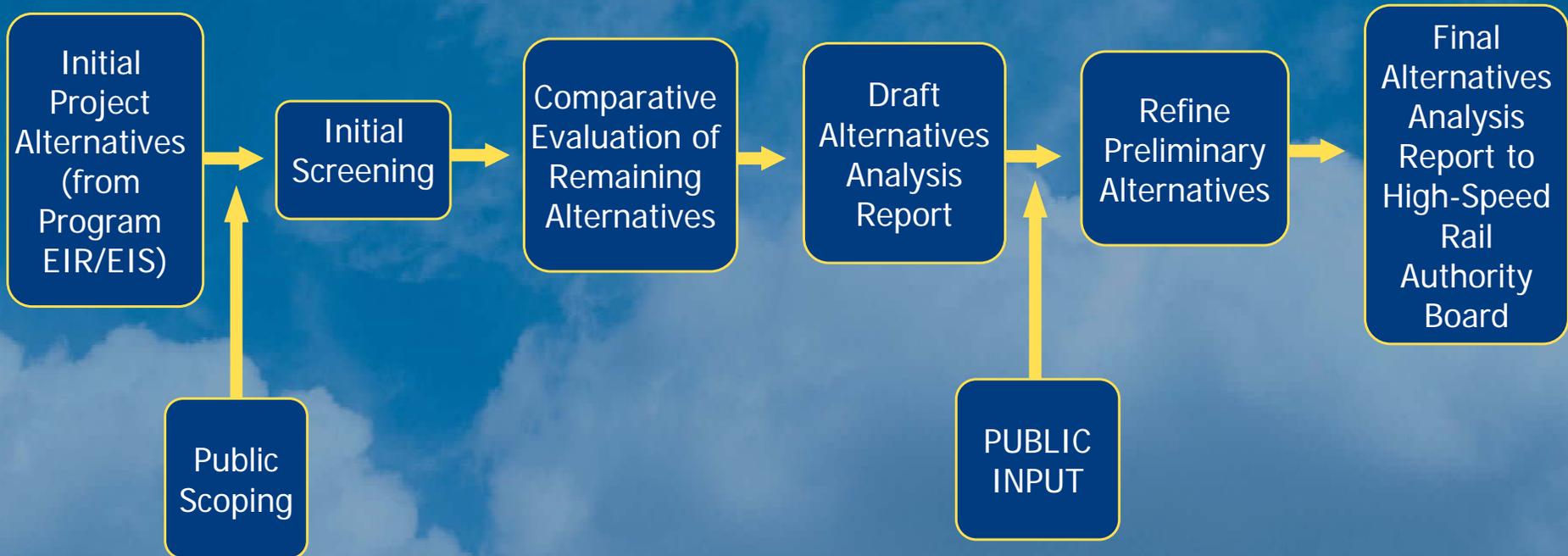


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Alternatives Analysis



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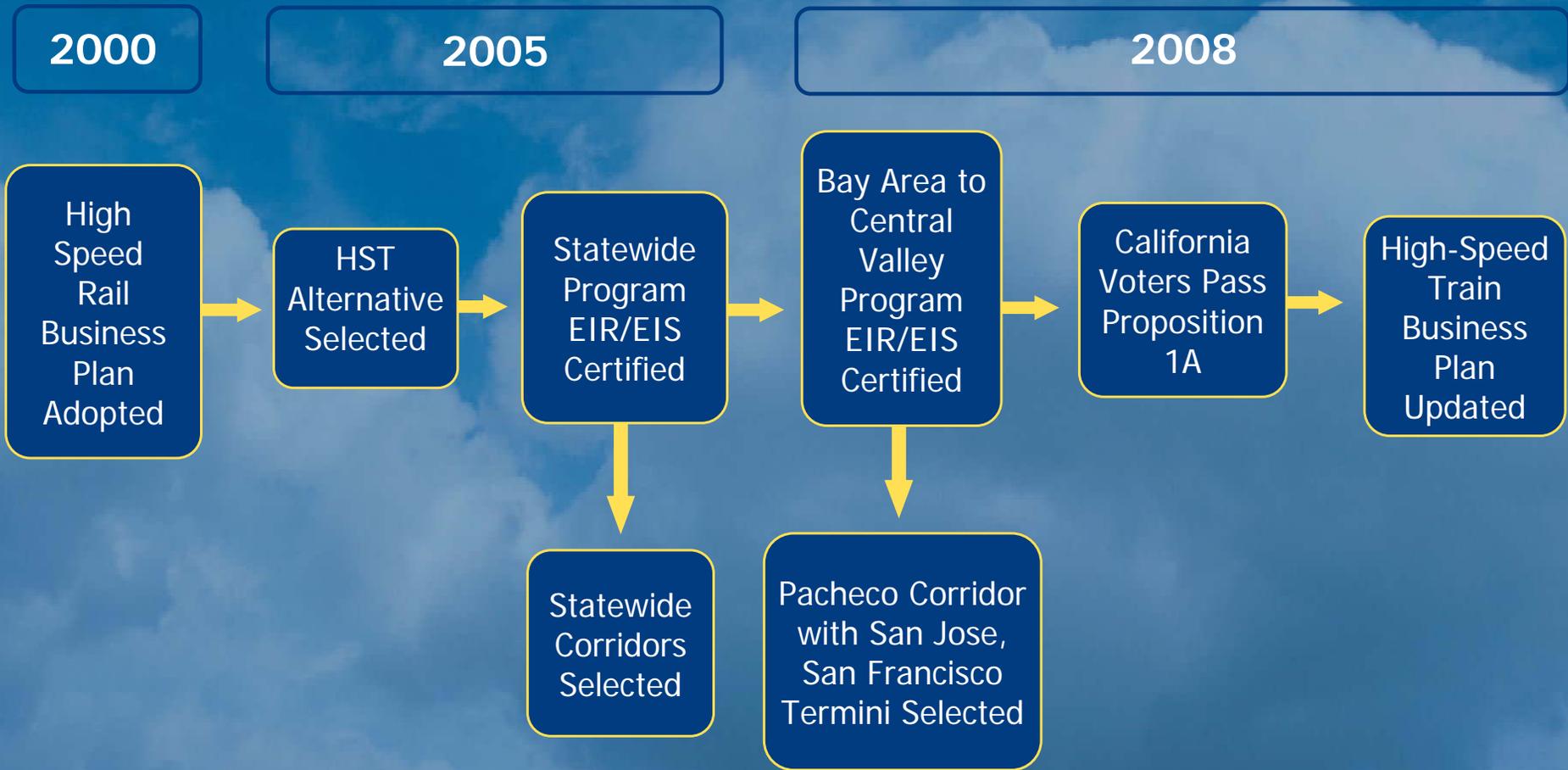
Ongoing Community & Agency Meetings, Interviews, Communications



CA High-Speed Train Prior Milestones



California High Speed Train Program





Environmental Studies



- Agricultural Land
- Air Quality
- Construction Impacts
- Cumulative Impacts
- Effects on Poor and Minority
- Floodplains
- Geology and Soils
- Hazards and Hazardous Materials
- Historic and Archeological Resources
- Land Use Changes
- Neighborhood and Community Resources
- Noise and Vibration
- Parks and Recreational Facilities Visual Quality
- Plant and Animal Habitat
- Populations
- Traffic and Circulation
- Water Quality
- Wetlands and Rivers



Potential Environmental Issues



Issues to be addressed in the EIR/EIS

- Wayside Noise and Vibration of Train Operations
- Historical and Cultural Resources, including train stations
- Community Character – visual, land use, and noise compatibility
- Accessibility of Stations from Local Communities
- Connectivity with Other Modes of Travel
- Constructability of the HST System
- Power Supply/Energy Requirements
- Right-of-Way Constraints
- Safety and Security
- Station Development



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
Ms. Carrie Pourvahidi, Deputy Director
Attn: Merced to Bakersfield
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 Bakersfield HST

Comments must be received no later than April 10, 2009.
For more project information visit the authority's website:

www.cahighspeedrail.ca.gov