Preliminary
Alternatives Analysis

Federal Railroad Administration
California High-Speed Rail Authority

Authority Board Meeting
April 2010
Range of Alternatives Considered

Merced to Fresno Section
California High-Speed Train Project
Alternative A2 – UPRR/SR99

Merced – Fresno Segment

California High-Speed Train Project
Range of Alternatives Considered

Merced – Fresno Segment  California High-Speed Train Project
Merced Station Locations
Merced Station Selection

- Downtown Transit Center - connects with all alternatives

- Amtrak Station on BNSF - only connects with Alternative A1

- Castle Commerce Center - connects with all alternatives but outside of Merced Downtown
Adjacent to Existing Corridors

Adjacent to Existing Corridor
Not Adjacent to Existing Corridor

Merced – Fresno Segment
California High-Speed Train Project
Alternative A1 - BNSF

- Statewide Program EIR/EIS 2005, Preferred Alternative
- BNSF MOU established
- Least constraints with UPRR
- Supported by Madera County and the Cities of Chowchilla and Madera
Alternative A2 – UPRR/SR99

- Bay Area Program EIR/EIS 2008, Preferred Alternative
- Possible challenges with UPRR
- Broad base of support


“Green Field Alternative”

- Bifurcates large number of small farms
- Least adjacent to Existing transportation facilities

- Unwanted development patterns
- Strong opposition from region
Alternatives A4 – UPRR/BNSF

Hybrid

- Longest travel time between SF and LA
- Less adjacent to existing transportation corridors
- Long portions of elevated profile
- Most river crossings (19)
Alternative A2 - UP/SR99
- Competitive travel time
- Adjacent to UPRR
- Fewest resident/habitat impacts
- Strong community/regulatory support

Alternative A1 – BNSF
- Meets travel time
- Potential for sharing BNSF ROW
- Fewest commercial impacts
Evaluation Results – Do Not Carry Forward

Alternative A3 - Western
- Green field alternative
- Not adjacent to existing transportation corridors
- Bifurcates large number of small farms
- Opposed by Merced, Madera County

Alternative A4 – UP/BNSF Hybrid
- Slower travel time
- Less adjacent to existing transportation corridors
- Bifurcates small farms
- Residential and critical habitat impacts
- Low agency support
Next Steps for the AA Process

- Board Action to accept recommendations
- Meet with Tech Working Groups
- Meet with Members of the Public/Stakeholders
- Complete technical studies
- According to current schedule - circulate Draft EIR/EIS – December 2010
## Merced to Fresno HMF Sites

<table>
<thead>
<tr>
<th>Site and Proposer</th>
<th>Location / Compatibility</th>
<th>Property Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Castle Commerce Center HMF Site,</strong></td>
<td>• 164 acres</td>
<td>• Economic incentives:</td>
</tr>
<tr>
<td>Merced HSR Committee</td>
<td>• Compatible with A1-BNSF and A2-UPRR</td>
<td>• State Route access</td>
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<tr>
<td></td>
<td></td>
<td>• Utilities readily available</td>
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<td></td>
<td></td>
<td>• Low environmental resources impact</td>
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<td></td>
<td></td>
<td>• Outside of floodplain</td>
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<tr>
<td><strong>Merced Mission HMF Site,</strong></td>
<td>• 222 acres</td>
<td>• Economic incentives</td>
</tr>
<tr>
<td>Merced HSR Committee</td>
<td>• Southeast Merced</td>
<td>• State Route access</td>
</tr>
<tr>
<td></td>
<td>• Compatible with A1-BNSF and A2-UPRR</td>
<td>• Utilities readily available</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential environmental impacts</td>
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<tr>
<td></td>
<td></td>
<td>• Within floodplain</td>
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<tr>
<td><strong>Harris/ DeJager HMF Site,</strong></td>
<td>• 155 acres</td>
<td>• Conditionally offered at no cost to the Authority</td>
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<td>Chowchilla &amp; property owners</td>
<td>• North of Chowchilla.</td>
<td>• Joint Powers Authority financing</td>
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<tr>
<td></td>
<td>• Compatible with A2 -UPRR</td>
<td>• State Route access</td>
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<td>• Possible Environmental impacts</td>
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<tr>
<td></td>
<td></td>
<td>• Within floodplain</td>
</tr>
<tr>
<td><strong>Kojima HMF Site,</strong></td>
<td>• 400 acres</td>
<td>• Conditionally offered at no cost to the Authority &amp; financing available</td>
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<tr>
<td>Chowchilla, Madera &amp; property owners</td>
<td>• Southeast of Chowchilla</td>
<td>• Possible Environmental impacts</td>
</tr>
<tr>
<td></td>
<td>• Compatible with A1-BNSF</td>
<td>• Within floodplain</td>
</tr>
<tr>
<td><strong>Gordon Shaw Property HMF Site,</strong></td>
<td>• 451 acres</td>
<td>• Joint Powers Authority financing available</td>
</tr>
<tr>
<td>Madera County</td>
<td>• South of Chowchilla.</td>
<td>• State Route access</td>
</tr>
<tr>
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<td>• Compatible with A2 - UPRR.</td>
<td>• Possible Environmental impacts</td>
</tr>
<tr>
<td></td>
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<td>• Partially in 100-year floodplain</td>
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