



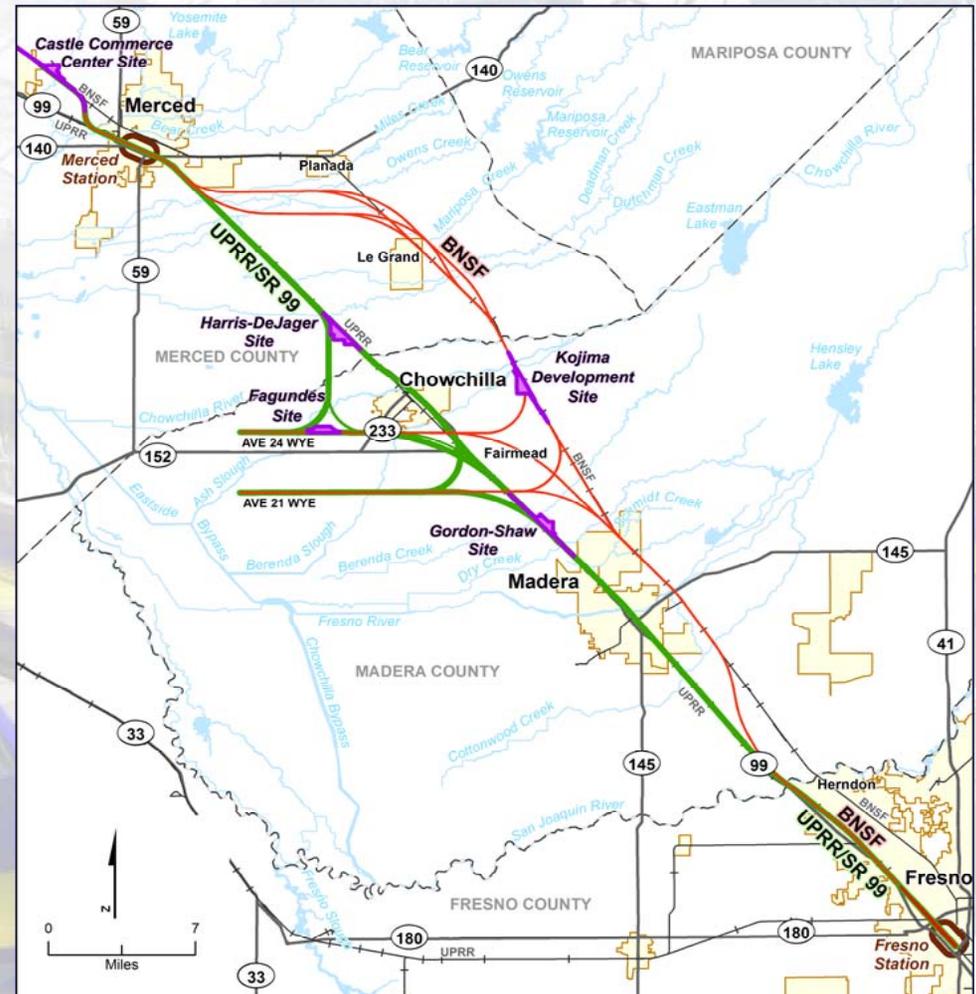
# WELCOME

## Tribal Information Meeting

### California High-Speed Train Project

#### Merced to Fresno Project Section

August 16, 2010





# Presentation Overview

- California HST Project
- Consultation with Native American Tribes
- Section 106 of the National Historic Preservation Act Process
- Environmental Process
- Discussion of Project Alternatives
- Next Steps





# California High-Speed Train Project



- **Steel-wheel-on-steel-rail** technology
- **Electrically** powered
- **Double-tracked** with four-tracks at intermediate stations
- Fully **grade-separated** tracks
- **No operating subsidy**, annual revenue of **\$1 Billion**





# Consultation with Native American Tribes

- FRA consultation with Native American Tribes at the Programmatic Level
- FRA consultation with Native American Tribes at the Project Level
  - Initiation of Government to Government Consultation
  - Consultation with Tribes on the development of a Programmatic Agreement regarding Section 106 of the National Historic Preservation Act for the California High-Speed Train System
  - Additional Tribal Consultation Points: to confirm historic properties; during assessment of adverse effects to develop, avoidance, minimization and treatment measures; during resolution of adverse effects and during construction, as applicable MS1



## Slide 4

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**MS1** "as appropriate" seems better - not a  
big deal

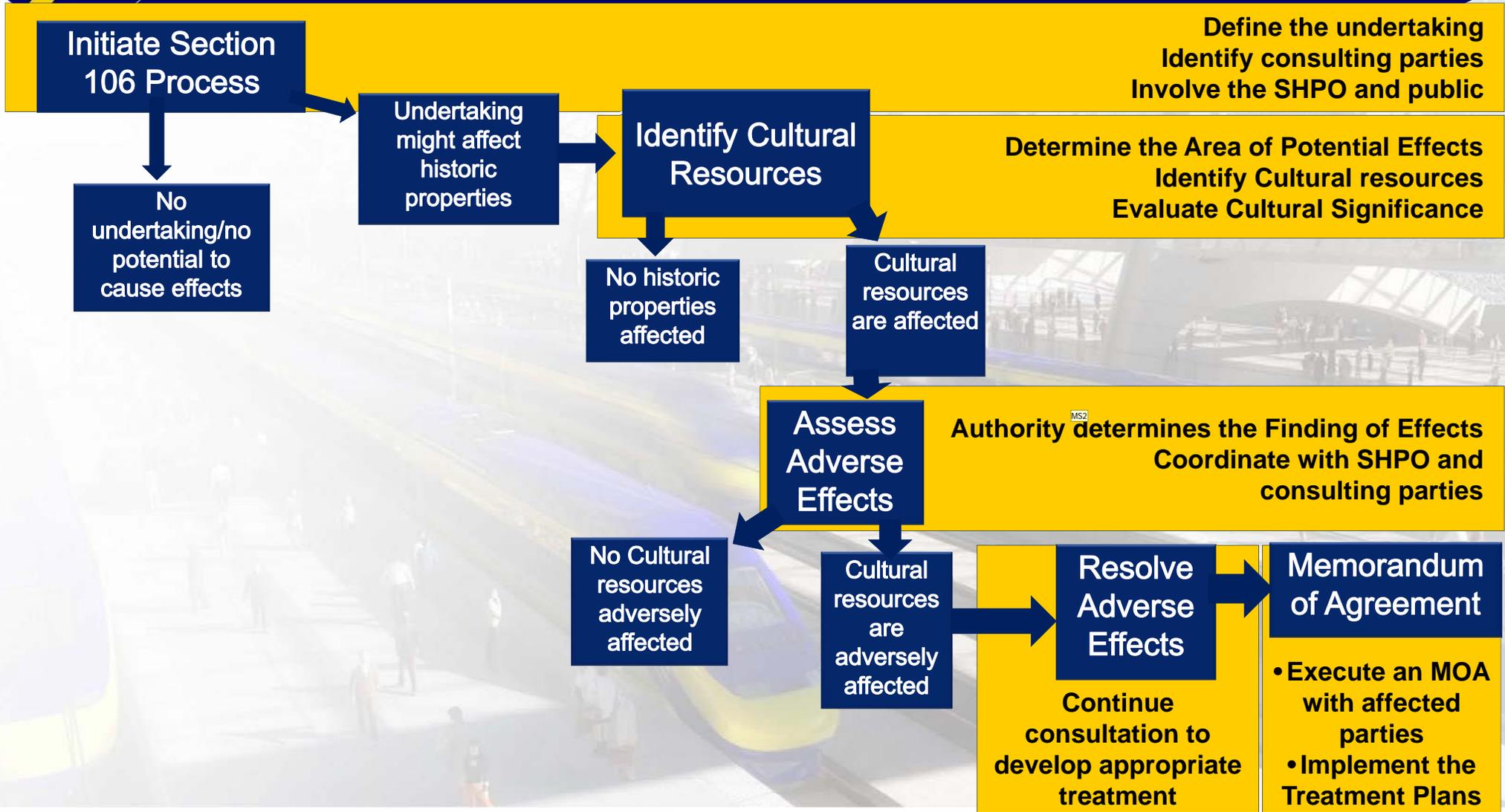
Margaret Scantlebury, 8/13/2010



# Section 106 of the National Historic Preservation Act Process



# Section 106 Process



**MS2** Changed from FRA to Authority in the  
draft PA

Margaret Scantlebury, 8/13/2010



# Environmental Process





# Environmental Process





# Discussion of Project Alternatives





# Major Engineering Objectives

- No at-grade crossings
- Maintain Express Train speed of 220 mph
- Provide for gradual grade changes; avoid “roller coaster” effect
- Right of Way width:
  - 50-feet wide for urban and elevated sections (2-track)
  - 100-feet wide for rural at-grade sections (2-track)
  - 136-feet wide for 4-track and station facilities
- 3,000 feet of straight track into and out of a station (6,000 feet total)
- Avoid impact on freight rail operations





## Local Design Goals for the HST Project

- Utilize existing transportation corridors
- Minimize disruption of agricultural operations
- Minimize local impacts to communities
- Allow for habitat/wildlife crossings
- Enhance local and regional connectivity

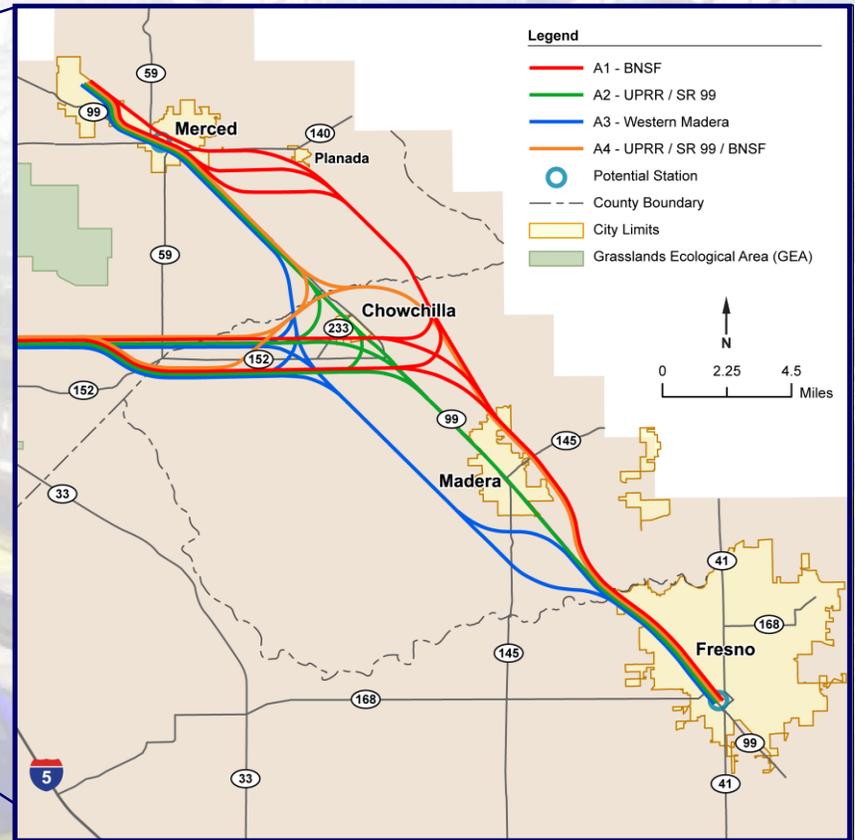




# Merced-to-Fresno Section



Statewide Map

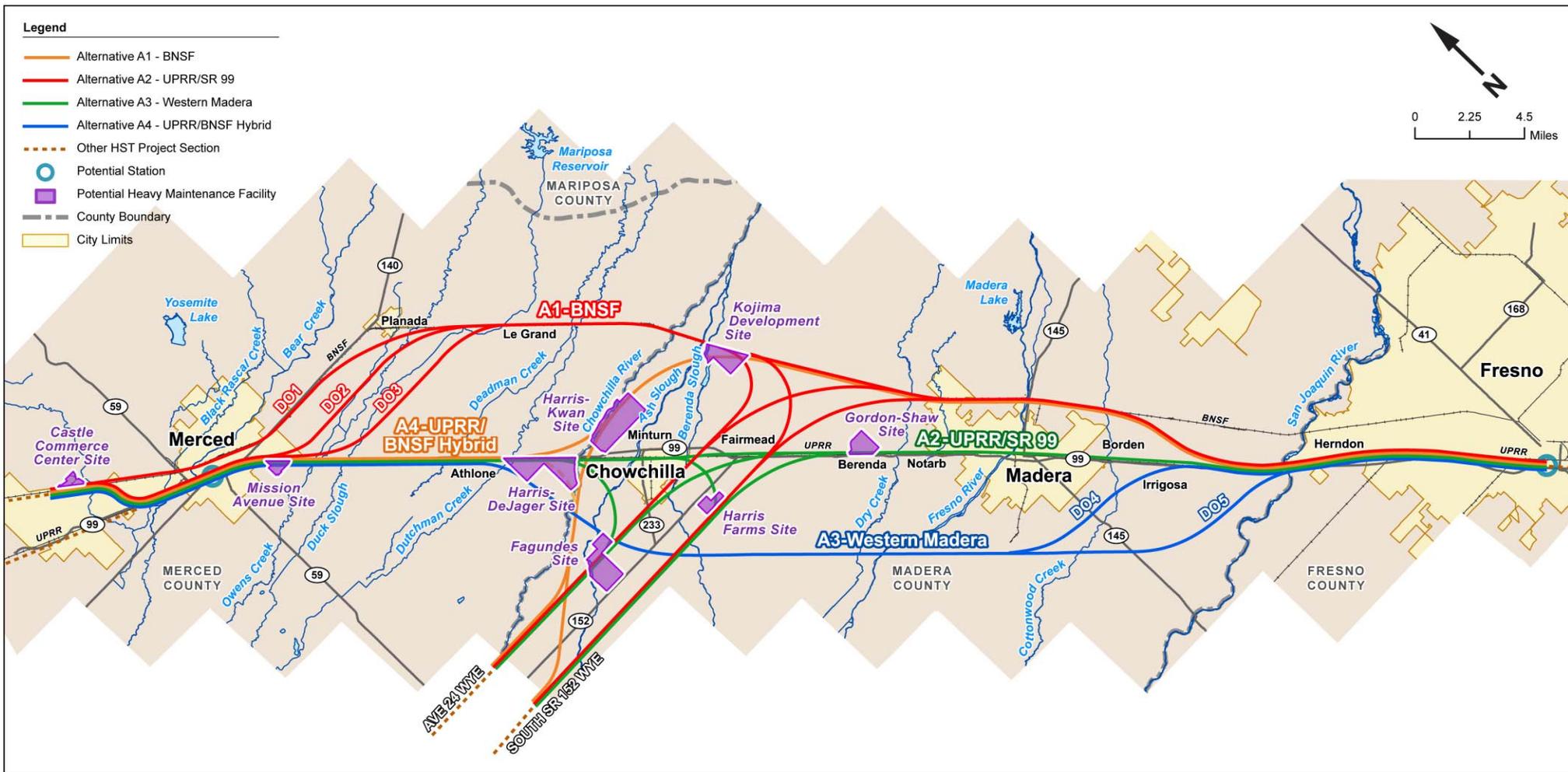


Project Vicinity



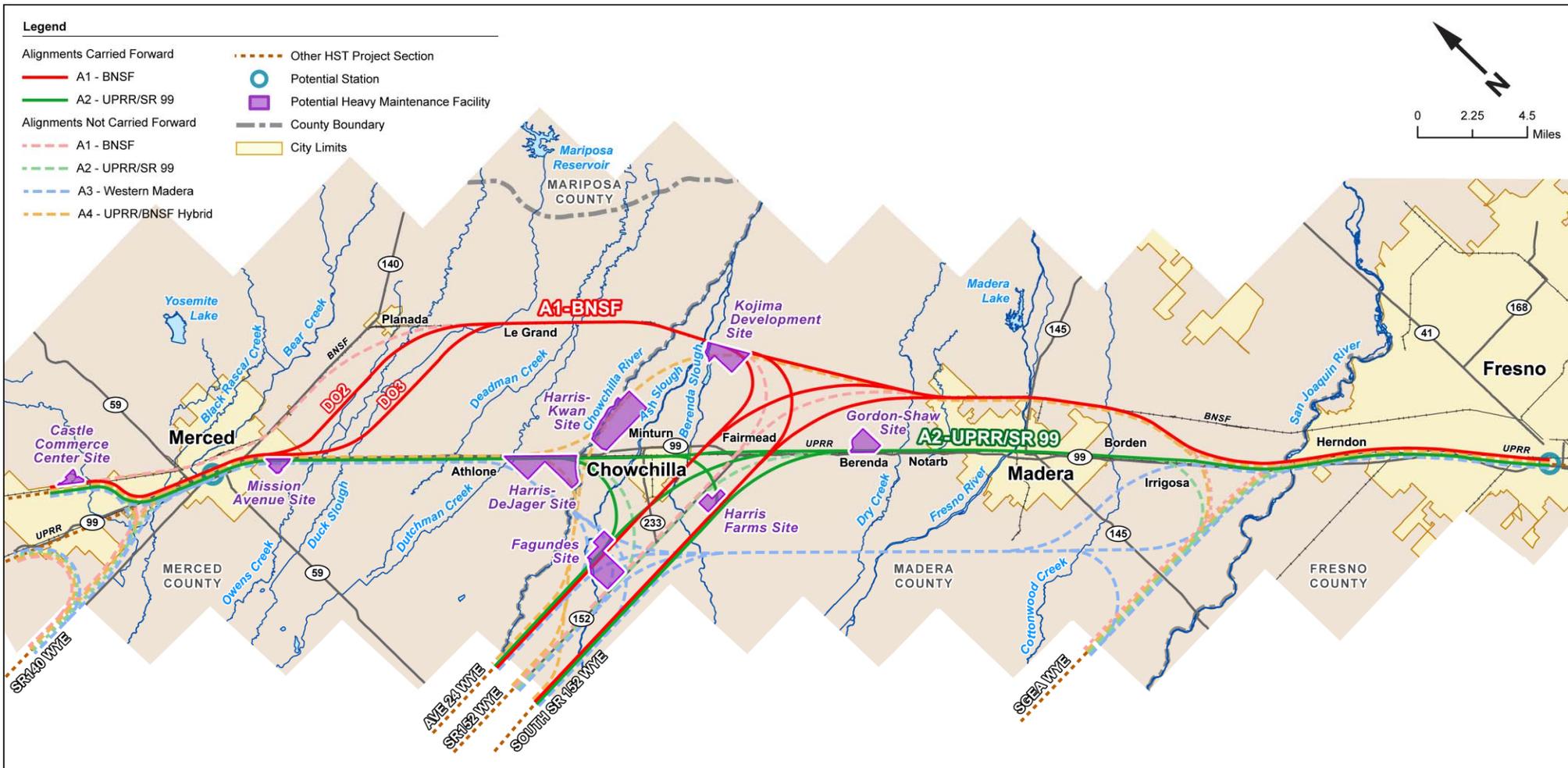


# Range of Alternatives Considered





# Advanced: A1 – BNSF and A2 – UPRR/SR 99



Merced to Fresno Section

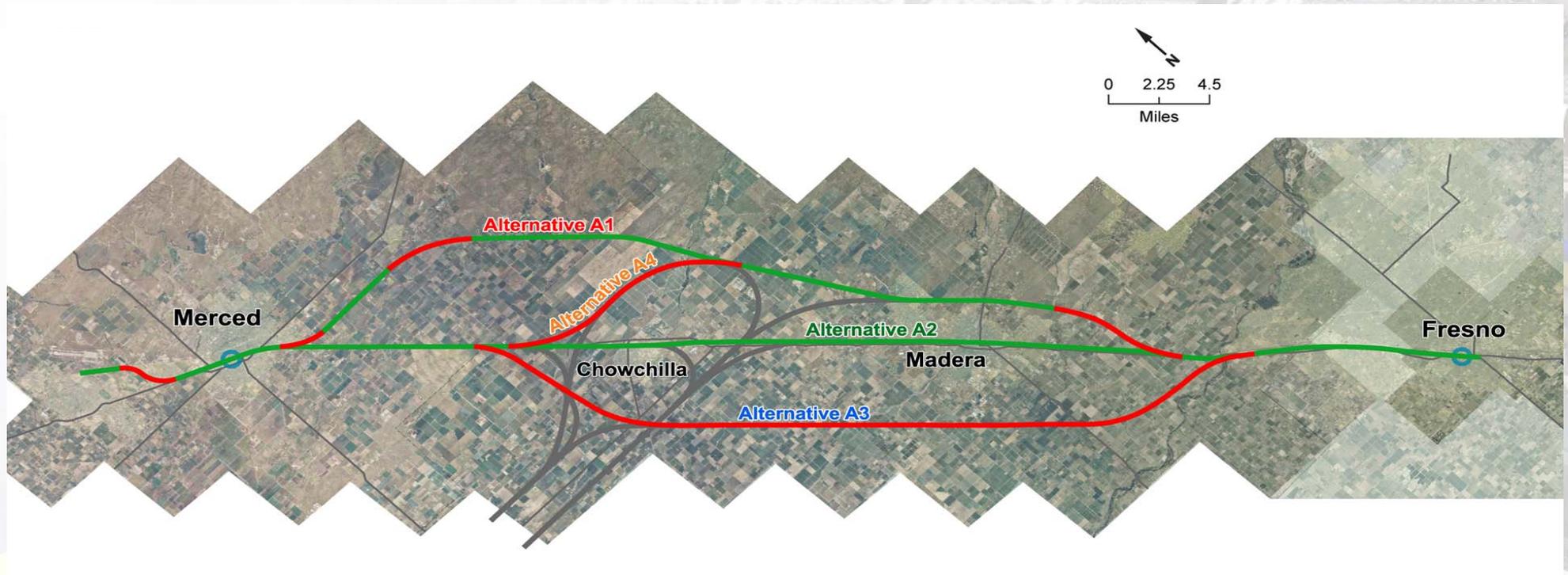
California High-Speed Train





# Adjacent to Existing Corridors

- Adjacent to Existing Corridor
- Not Adjacent to Existing Corridor





# Approved Preliminary Alignments Carried Forward

- 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/SR 99
  - Bay Area Program EIR/EIS 2008, Preferred Alternative
  - Possible challenges with UPRR
  - Broad base of support
  - Least ecosystem impacts





# Henry Miller/Ave 24 Wye Refinement

## Original Ave 24 Wye

## Refined Ave 24 Wye (to be carried forward)

Smaller Triangle

Constrains Chowchilla

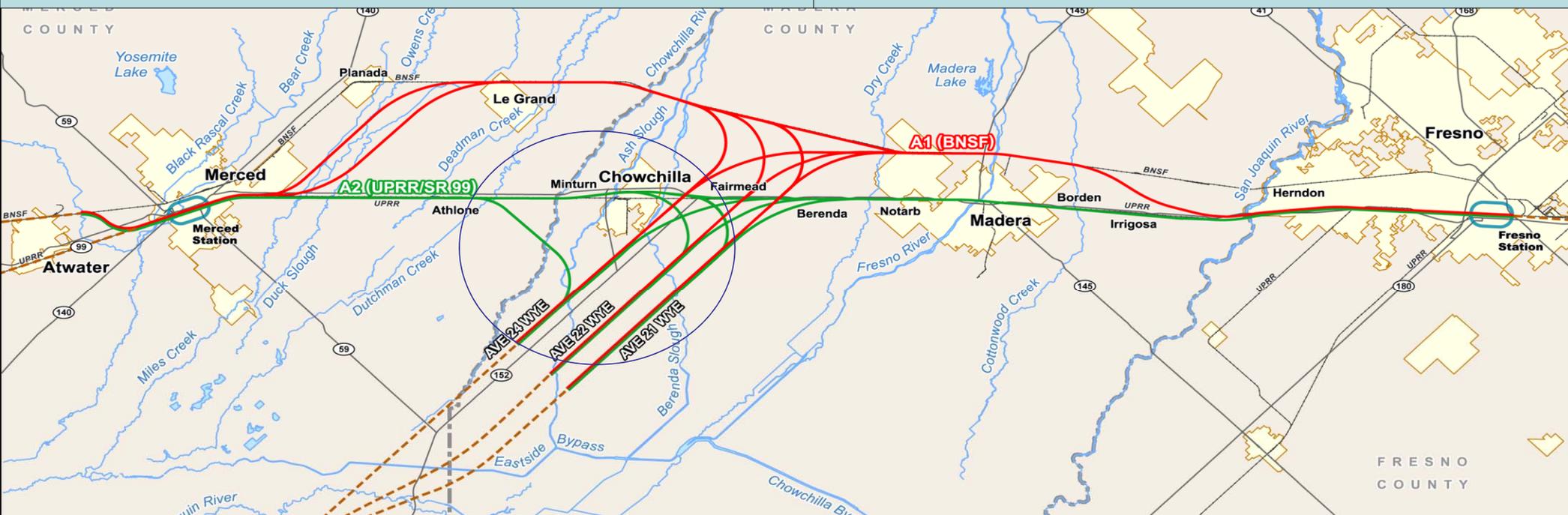
Curved Align/  
Farm Land Impact



Larger Triangle

Further from Growth Plans

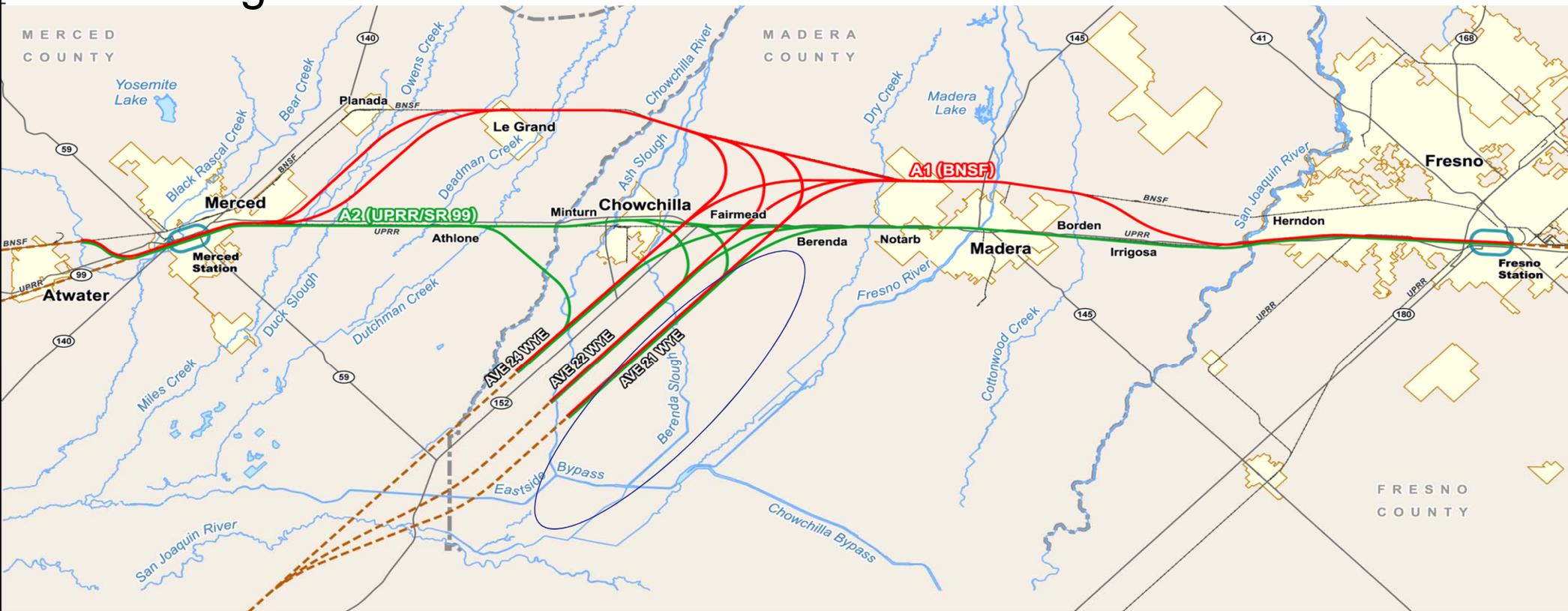
N-S Tangent Alignment/Aligned to Farm  
Grids/Less Impact





# South SR 152 Wye Options

- Two Preliminary Wye Options, South of SR 152:
  - Along Ave 22
  - Along Ave 21





# South SR152 Wyes Refinement

## Issues with Ave 22 Wye Option (Not to be Carried Forward)

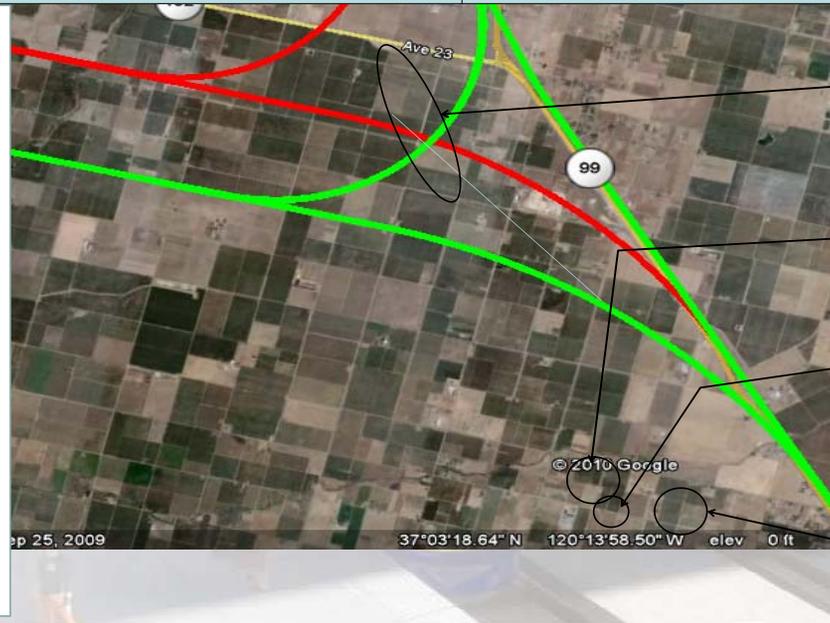
## Ave 21 Option (To be Carried Forward)

- 1-Chowchilla Airport Conflict
- 2- Adjacent to Fairmead Landfill
- 3-Adjacency to Museum
- 4-Conflicts with SR 99 Interchange

Similar performance without landfill, museum, interchange or airport conflicts

Ave 22 Wye Option →

Ave 21 Wye Option →



1-Chowchilla Airport

2-Fairmead Landfill

3-Museum

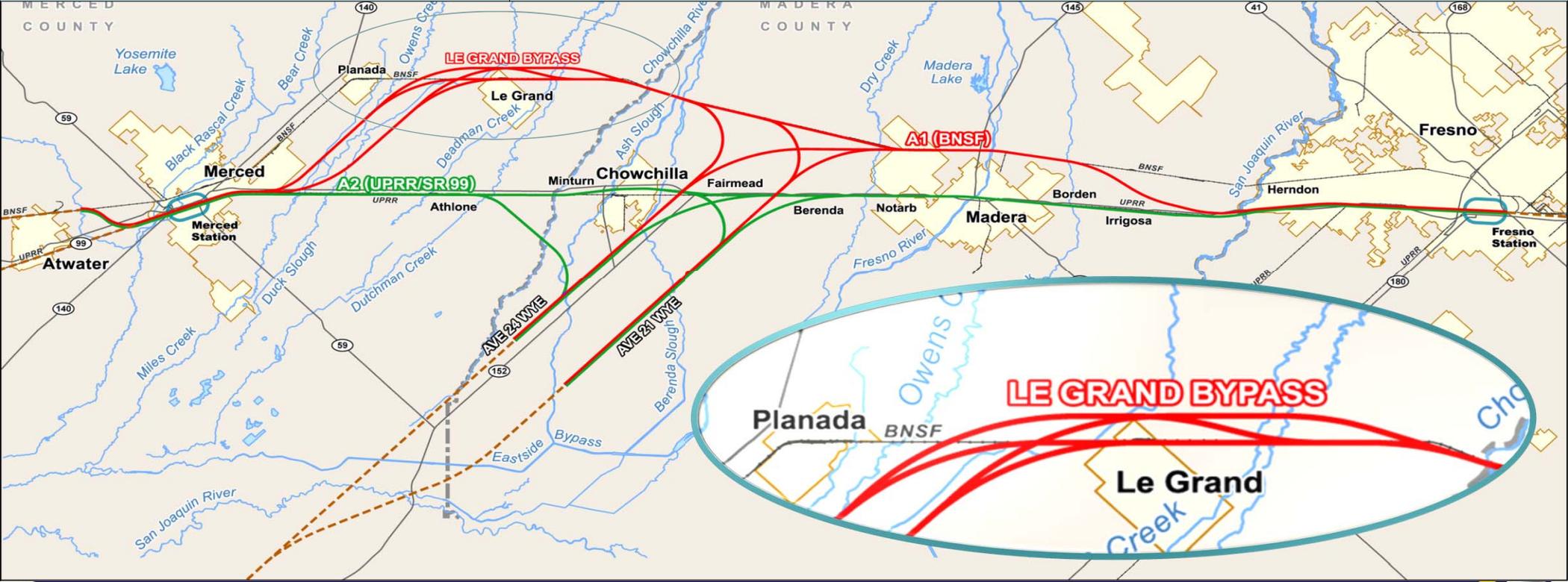
4-SR99 Interchange





# Le Grand Design Options

<b>Preliminary A1 Alignment</b>	<b>Impact to the City of Le Grand Vicinity</b>
<b>Design Options</b>	<b>To Minimize or Avoid Impacts (To be Carried Forward)</b>



Merced to Fresno Section

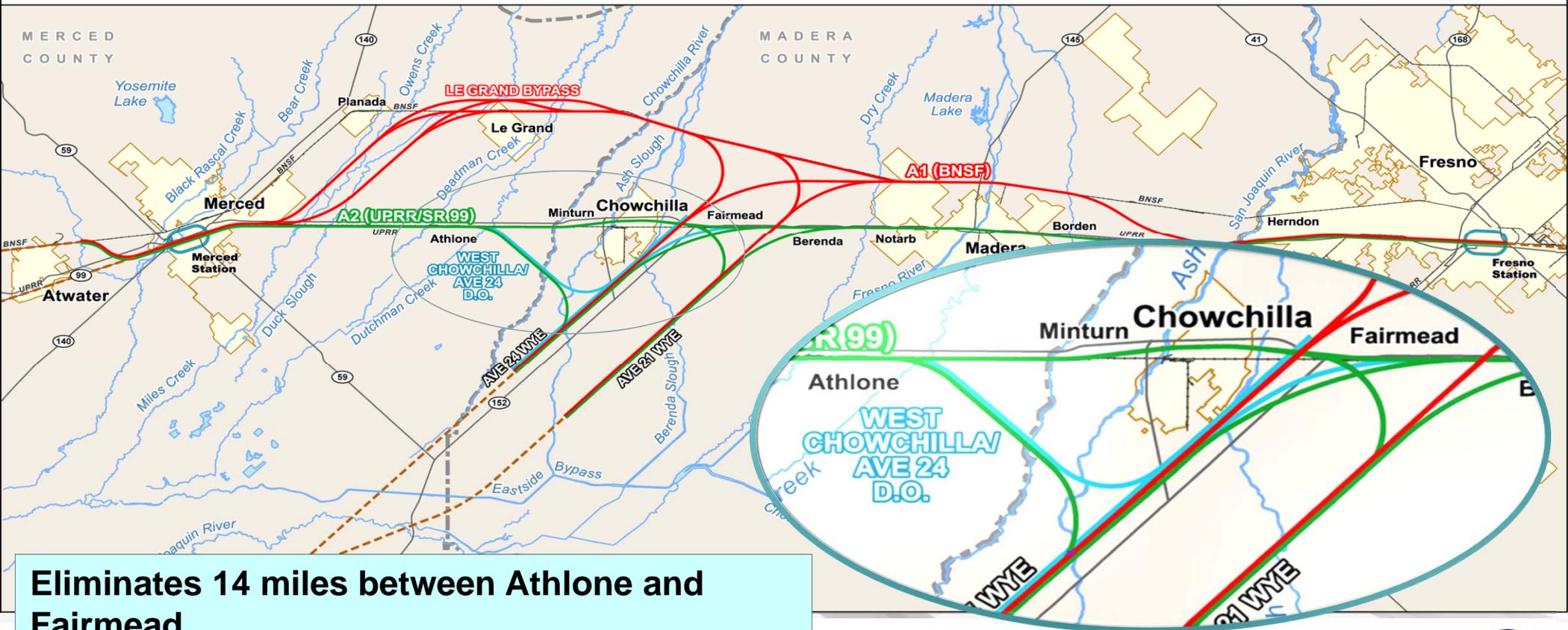
California High-Speed Train





# West Chowchilla Design Option

- Legend**
- UPRR/SR 99
  - BNSF
  - West Chowchilla Design Option
  - Other HST Project Section
  - Potential Station
  - County Boundary
  - City Limits



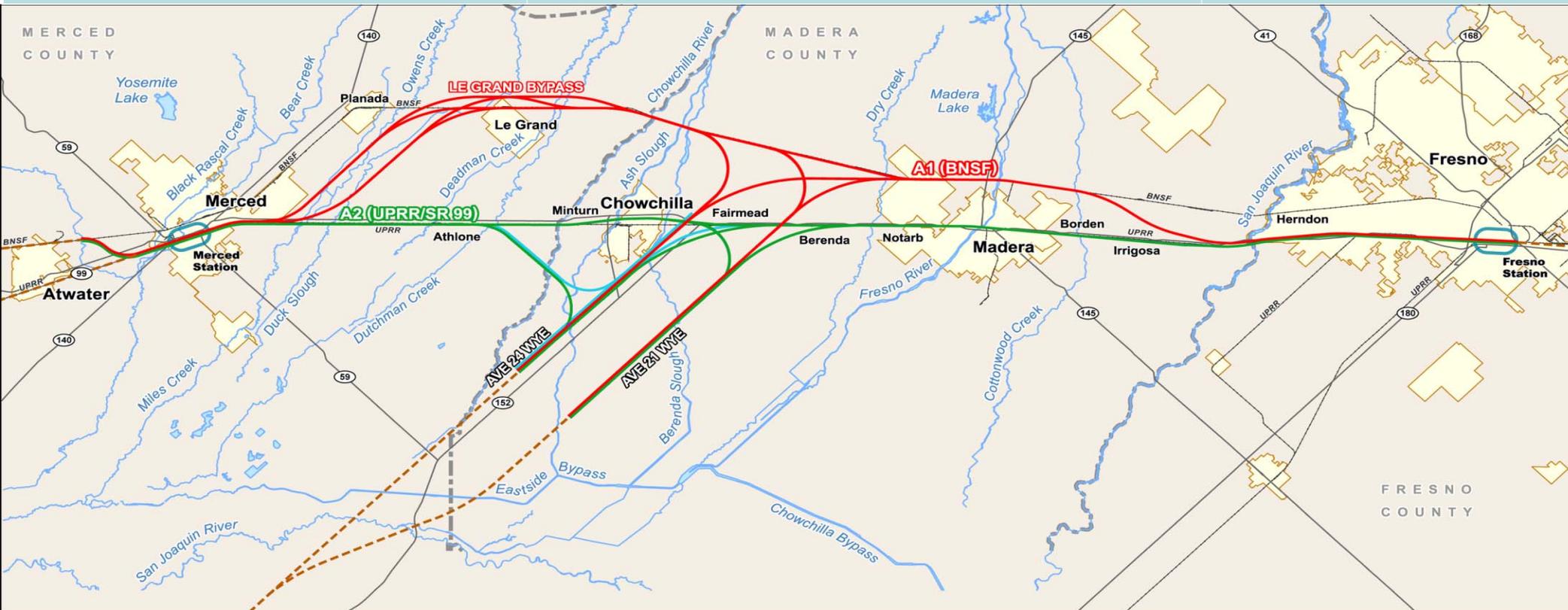
**Eliminates 14 miles between Athlone and Fairmead**  
**Adds 4 miles to Ave 24 Wye**





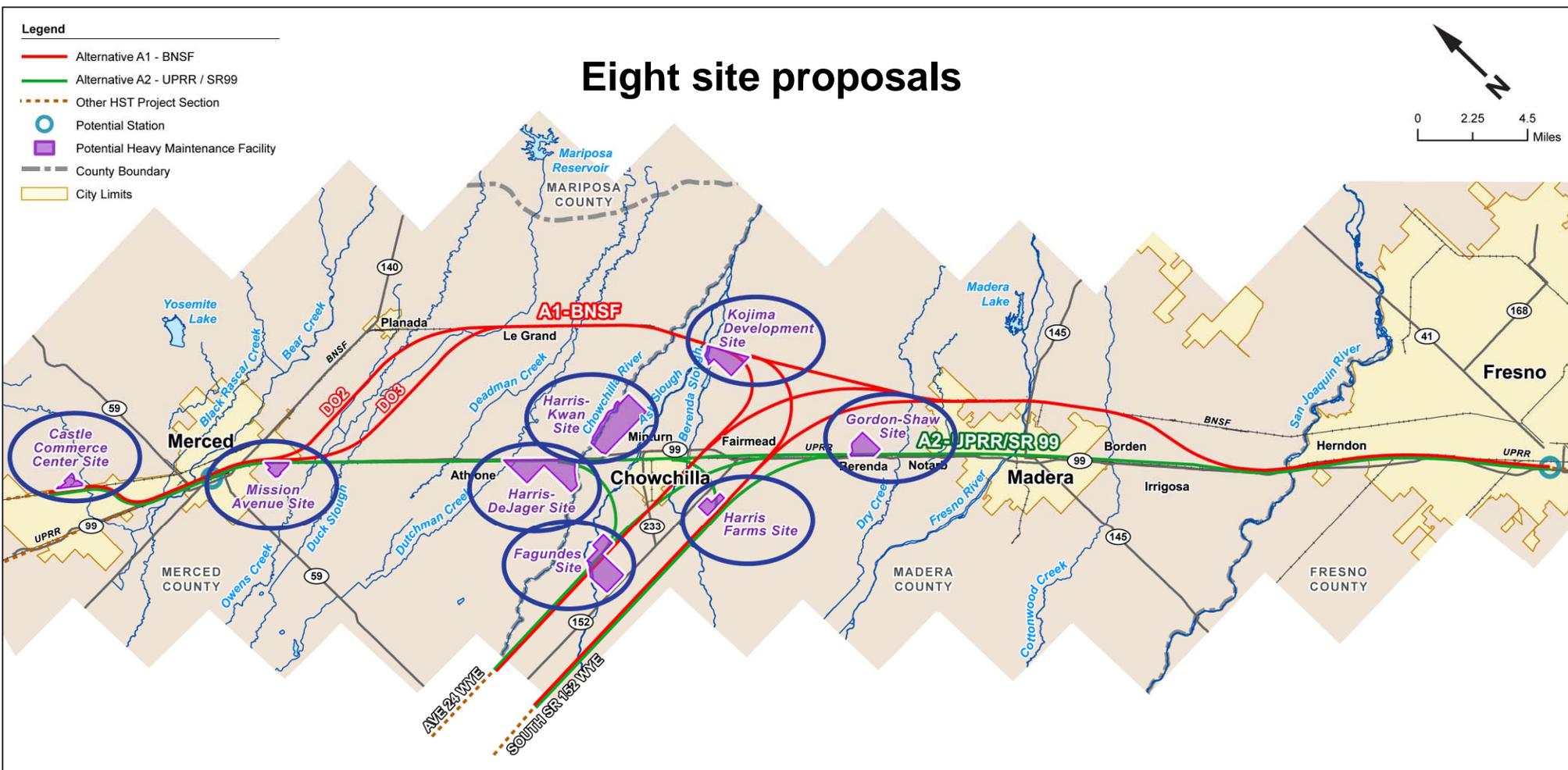
# Preliminary Alignments, Wyes, and Design Options

Alignment	SJ Wye Connection	Design Options
A1 (BNSF)	Ave 24	Le Grand
A2 (UPRR/SR99)	Ave 21 South SR 152 (Ave 21 and 22)	West Chowchilla





# Merced to Fresno Heavy Maintenance Facility Sites





# Heavy Maintenance Facility Sites Evaluation

## Three Sites Not Carried Forward

### Mission Ave

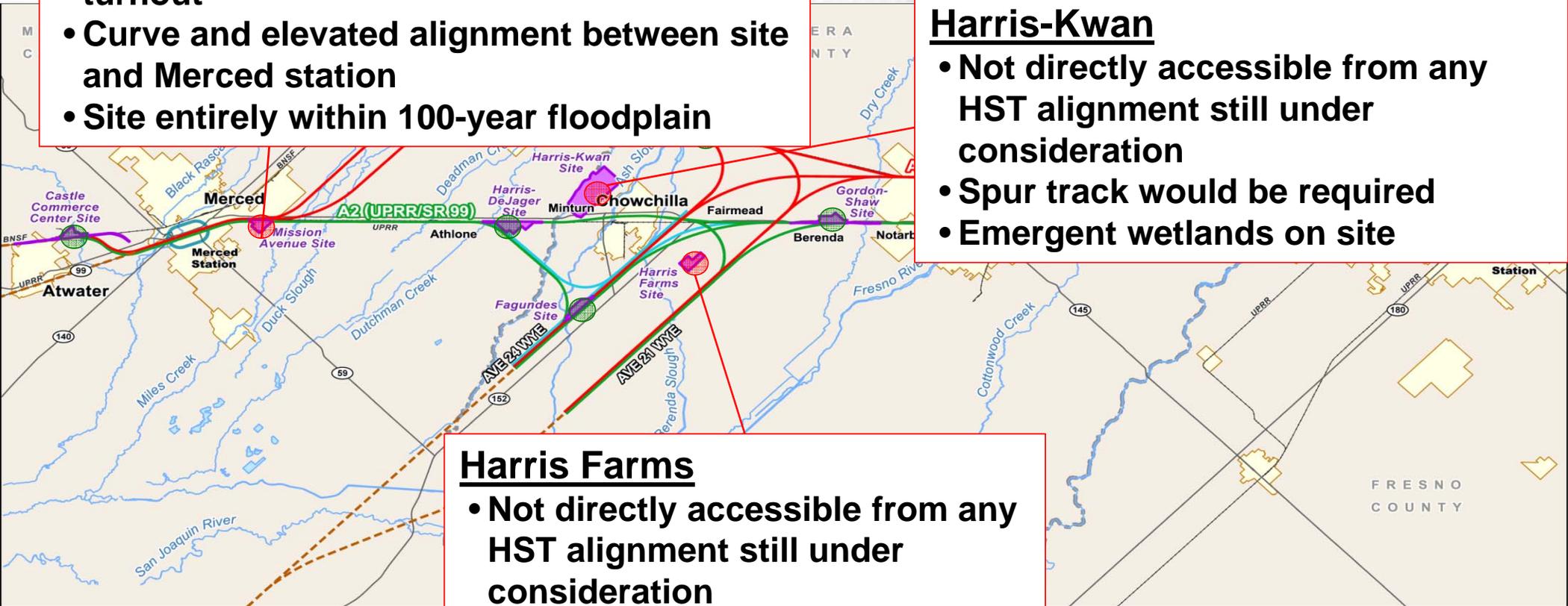
- Insufficient distance for northern yard turnout
- Curve and elevated alignment between site and Merced station
- Site entirely within 100-year floodplain

### Harris-Kwan

- Not directly accessible from any HST alignment still under consideration
- Spur track would be required
- Emergent wetlands on site

### Harris Farms

- Not directly accessible from any HST alignment still under consideration
- Spur track would be required

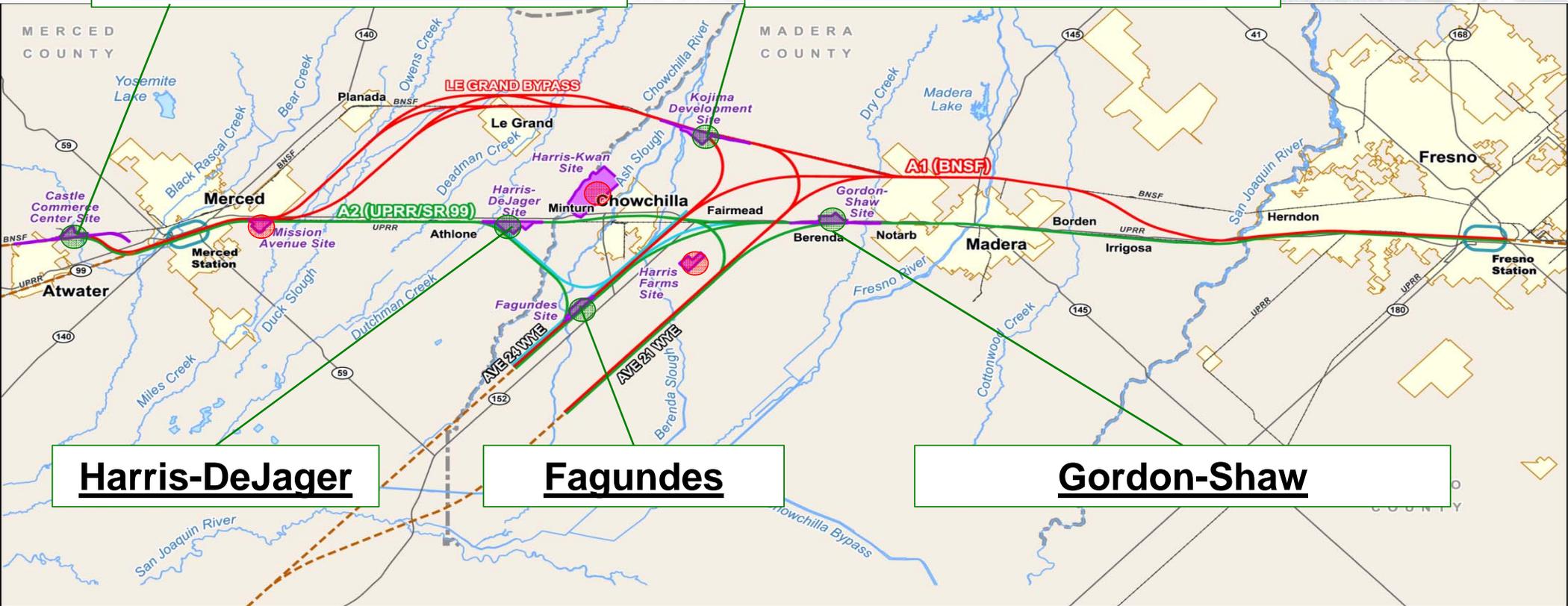




# Heavy Maintenance Facility Sites Evaluation Five Sites Carried Forward

**Castle Commerce Center**

**Kojima Development**



**Harris-DeJager**

**Fagundes**

**Gordon-Shaw**

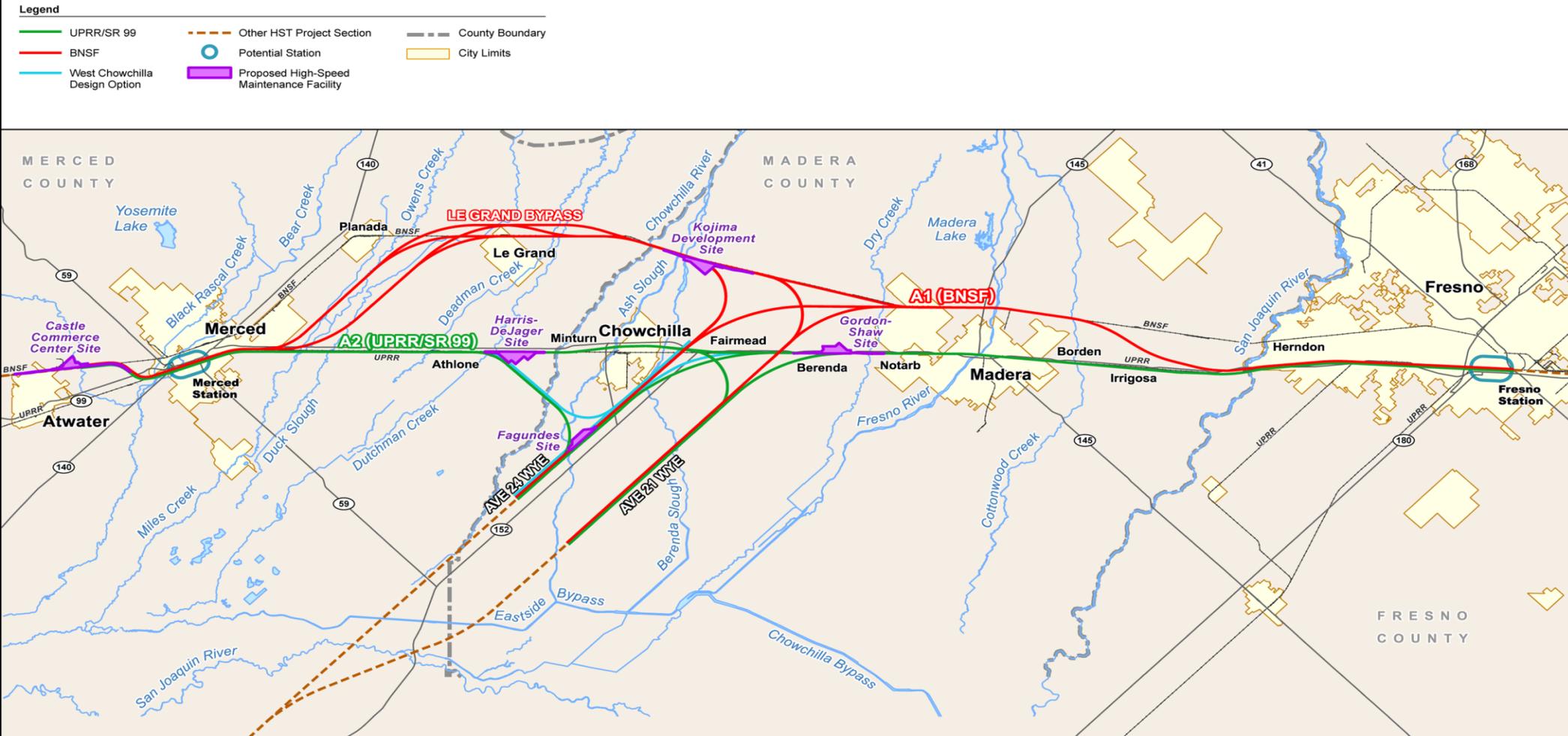
Merced to Fresno Section

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# Alternatives Carried Forward in the DEIR/EIS



Merced to Fresno Section

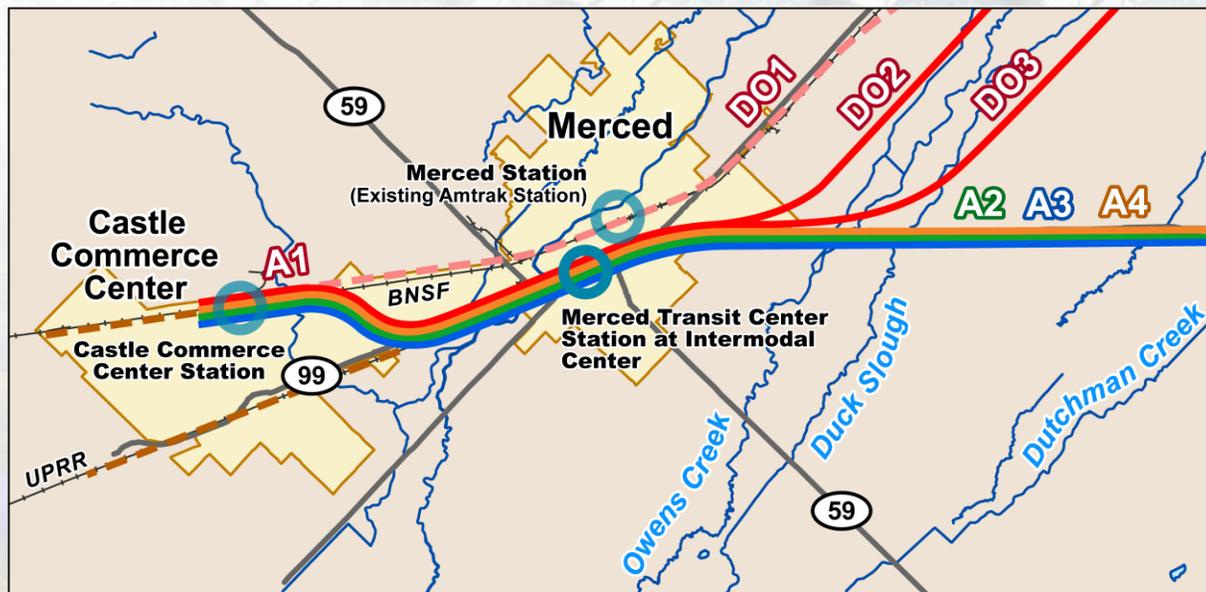
California High-Speed Train





# Merced Stations Considered

- 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





## Next Steps

- Continue to meet with Stakeholders and the Public
- Refine design to incorporate input and minimize impacts
- Complete Environmental Technical Studies
- Draft EIR/EIS – January 2011
- Final EIR/EIS – September 2011





# Proposed Schedule to Meet Stimulus Funding Requirements (half the time)

	2009												2010												2011												2012											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project Scoping																																																
Alternatives Analysis																																																
Environmental Analysis																																																
Public Review of Draft EIR/EIS																																																
Prepare Final EIR/EIS																																																
Record of Decision																																																
Acquire R/W and Finalize Permits																																																
Procure Design-Build Contracts																																																
Ready for Construction																																																

