

Welcome

Public Information Meeting

May 2012



Welcome

Technical Working Group

May 2012



Purpose and Need

Statewide

- Provide greater connectivity with commercial airports, mass transit, and the highway network, and relieve existing and projected capacity constraints on the statewide transportation systems as intercity travel demand is projected to increase.

Fresno to Bakersfield

- Provide electric-powered high-speed rail service with predictable and consistent travel times between major urban centers and increased connectivity to airports, mass transit, and the highway network in the south San Joaquin Valley.

Project-Wide High-Speed Train Benefits Compared to the No Project Alternative:

- More than \$100 billion to build new freeway lanes, airport runways, and departure gates to meet the transportation needs of a growing population
- Reduces daily vehicle miles travelled and, therefore, reduces related fuel consumption, congestion, and air pollution
- Encourages high-density, transit-oriented development, revitalizing downtown areas
- Discourages urban sprawl and reduces demand on conversion of agricultural lands to urban areas

California High-Speed Train

Fresno to Bakersfield Section

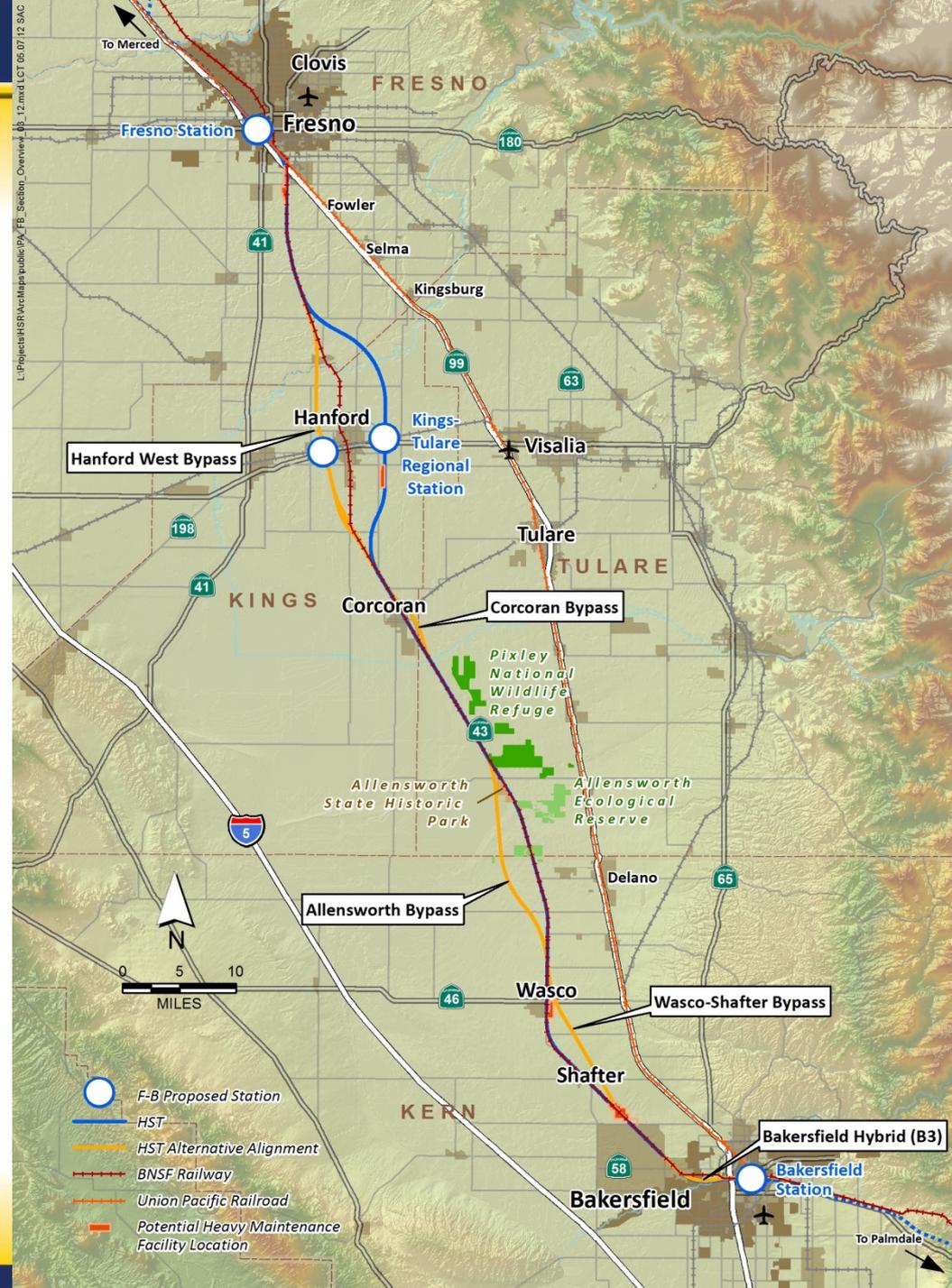
- 114 miles
- Part of 800-mile statewide system

Station Locations

- Fresno
- Bakersfield
- Proposed in the Hanford area, serving the Kings and Tulare counties region

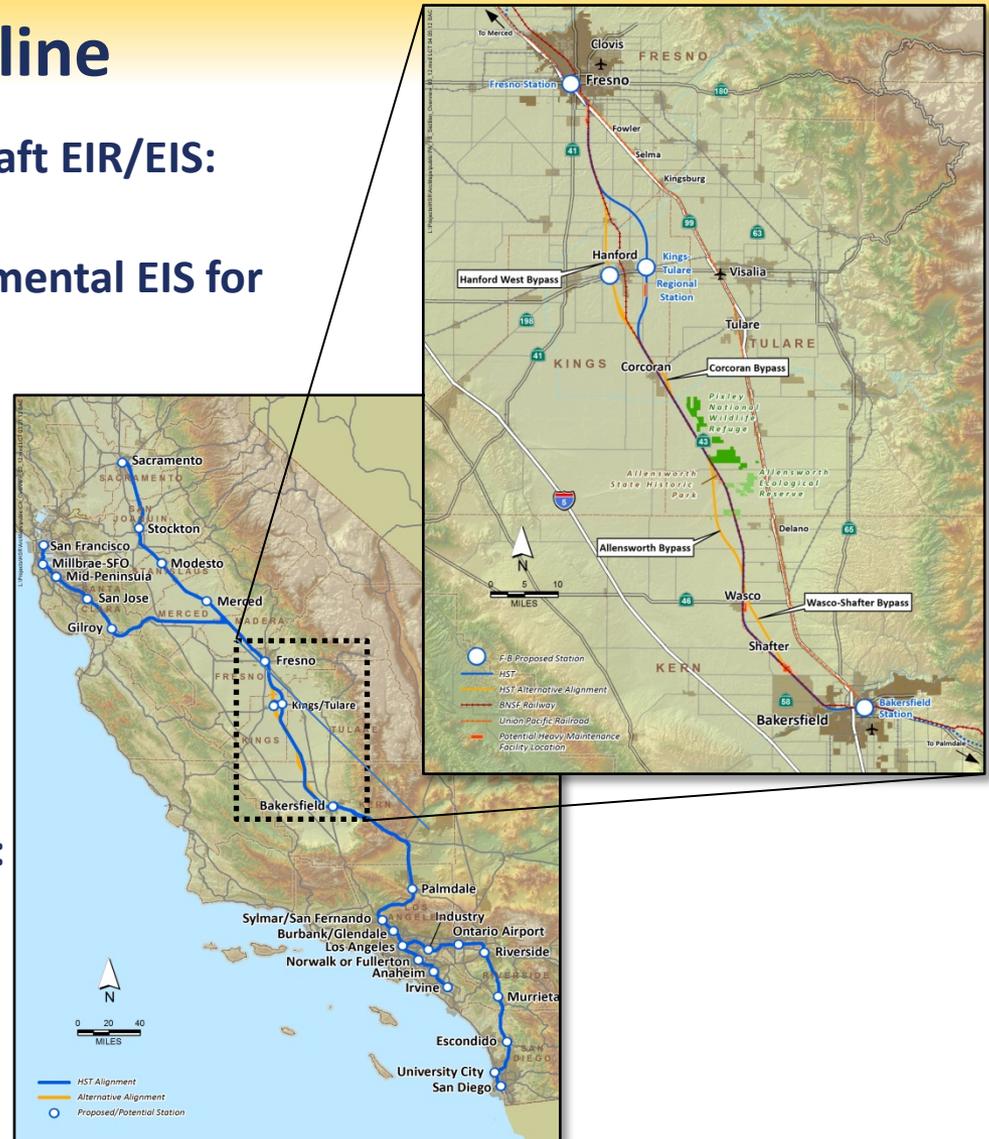
Local Benefits

- Improved air quality
- Central Valley jobs

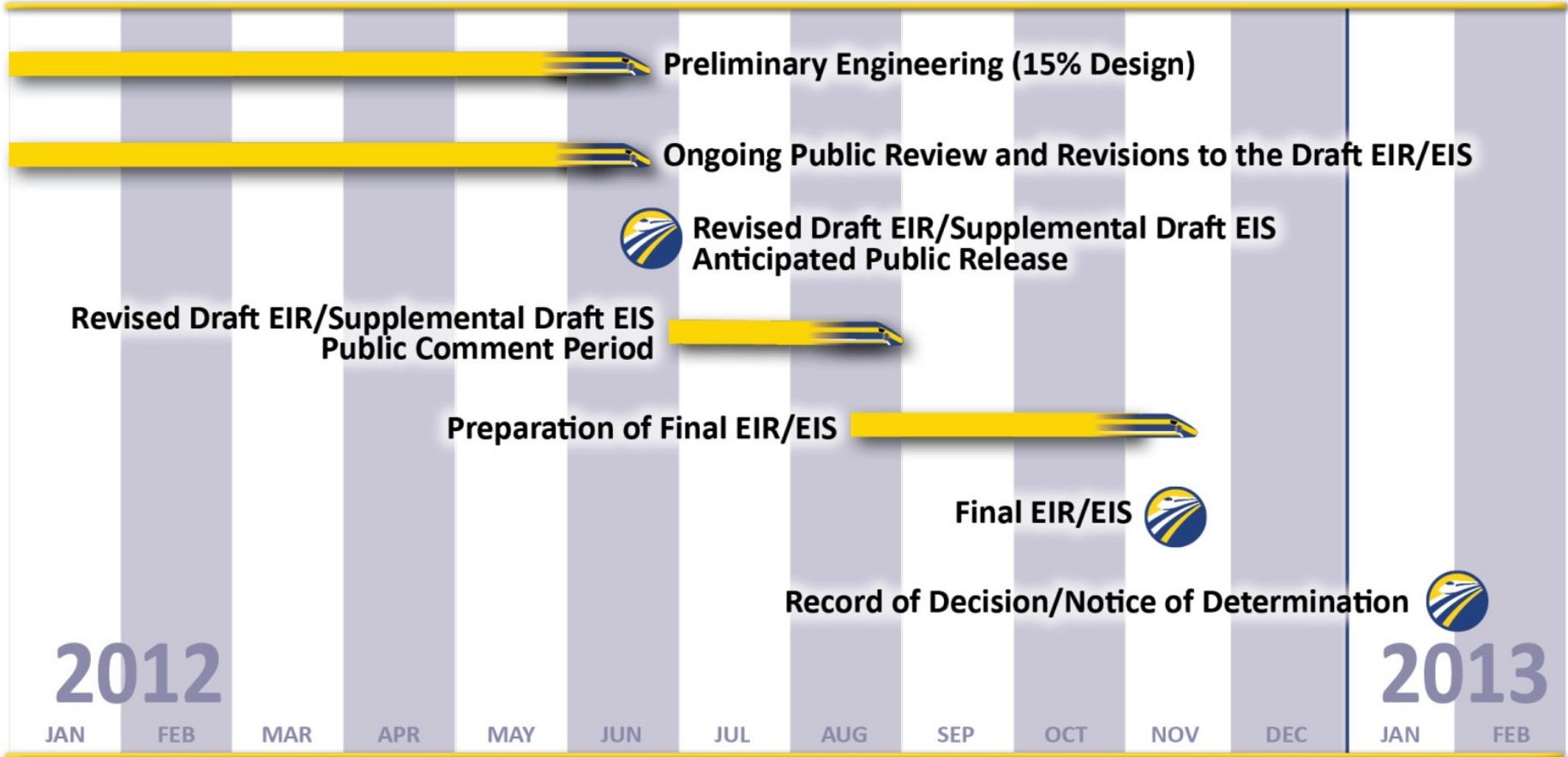


Project Status and Timeline

- **Public Comment Period for the Draft EIR/EIS:**
August 15 - October 13, 2011
- **Release Revised Draft EIR/Supplemental EIS for Public Review and Comment:**
Late June 2012
- **Final EIR/EIS:**
Fall 2012
- **Record of Decision/
Notice of Determination:**
Early 2013
- **Begin Right-of-Way Acquisition:**
Spring 2013
- **Award First Design-Build Contract:**
Late 2012
- **Begin Construction:**
Early 2013
- **Complete Payment for Work Funded with ARRA Dollars:**
September 2017



2012 Schedule



Schedule subject to change.

Since We Last Met:

±1,400 Comments Submitted

- Main issues: length of public comment period, community impacts, agricultural impacts, funding source(s), private property impacts.

Progress to Date

- Further engineering of the additional Hanford West Bypass and Bakersfield Hybrid routes and new station alternatives
- Additional environmental analyses conducted
- Updated, reviewed, and analyzed other alignments
- Sought “value engineering” opportunities to reduce costs
- Incorporated feedback from stakeholders comments received during the public comment period

Responses to comments from both the revised and draft environmental documents will be incorporated into the Final EIR/EIS.

Affected Environment

The EIR/EIS evaluates effects of the proposed HST project on both the natural (biological) and human environment. This evaluation includes potential impacts on:

- Transportation
- Air Quality and Global Climate Change
- Noise and Vibration
- Electromagnetic Fields and Electromagnetic Interference
- Public Utilities and Energy
- Biological Resources and Wetlands
- Hydrology and Water Resources
- Geology, Soils, and Seismicity
- Hazardous Materials and Wastes
- Safety and Security
- Socioeconomics, Communities, and Environmental Justice
- Station Planning, Land Use, and Development
- Agricultural Land
- Parks, Recreation, and Open Space
- Aesthetics and Visual Quality
- Cultural and Paleontological Resources
- Regional Growth
- Cumulative Impacts

Alternative Refinements - Fresno

- Following discussions with the City of Fresno, modifications were made to the design of roadways on Olive Avenue, Belmont Avenue, and Golden State Boulevard.
- Modifications of the configuration of the McKinley Avenue and State Route (SR) 99 interchange. Discussions are on-going with City of Fresno and Caltrans.
- Redesign of a bridge to accommodate two-way traffic on Stanislaus Street; removal of a crossing for Tuolumne Street; and addition of an underpass option at Ventura Avenue.
- To lessen impacts on agricultural lands, overcrossings were redesigned in the south part of Fresno county.

Central/South Fresno Detail

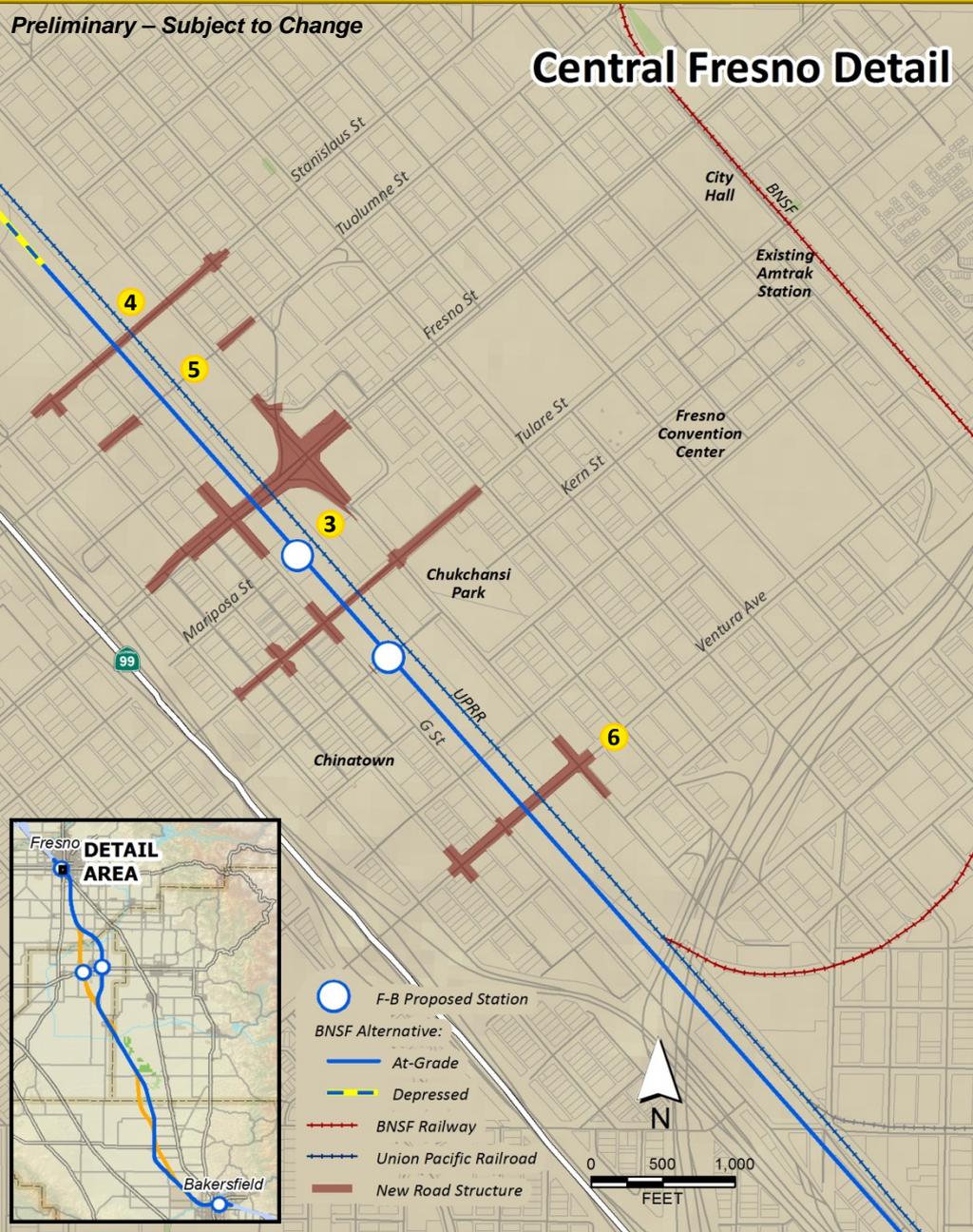


Fresno

- 1 Modified configuration of McKinley Ave./ SR-99 interchange. Revised roadway profile to McKinley Ave.
- 2 Golden State Blvd. realigned between McKinley Ave. and Olive Ave.
- 3 - 6 Station locations, and revisions to Stanislaus St., Tuolumne St., and Ventura Ave. (see next slide)

Preliminary – Subject to Change

Central Fresno Detail



Fresno (Downtown)

3 The Mariposa Station location was chosen as the preferred in the Merced to Fresno Final EIR/EIS.

Per requests from City of Fresno, the following modifications have been made:

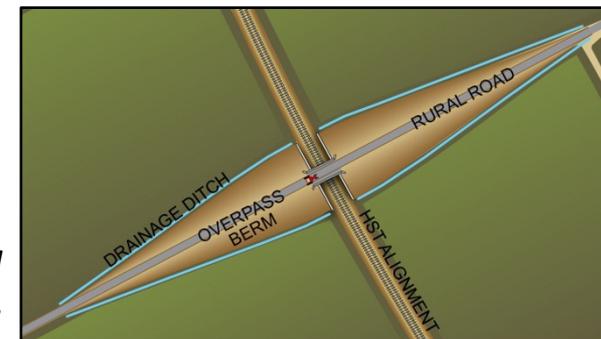
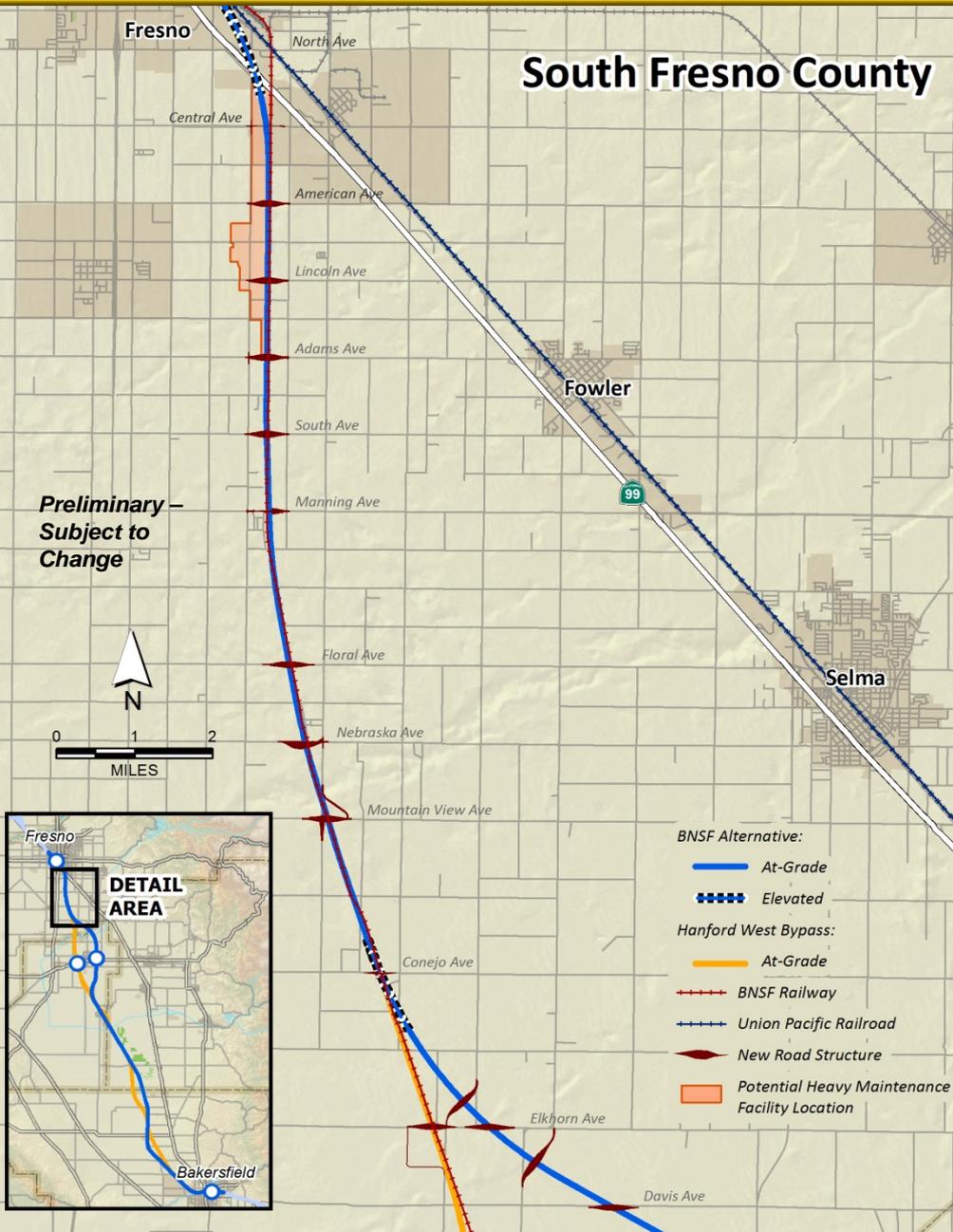
- 4** Stanislaus St. redesigned to reconstruct the bridge as a two-way, four-lane section.
- 5** Tuolumne St. bridge crossing will be removed, with traffic being redirected to Stanislaus St.
- 6** Ventura Ave. has been revised to include both overpass and underpass options, tying in to F St. to the west and H St. to the east.

South Fresno County

South Fresno County

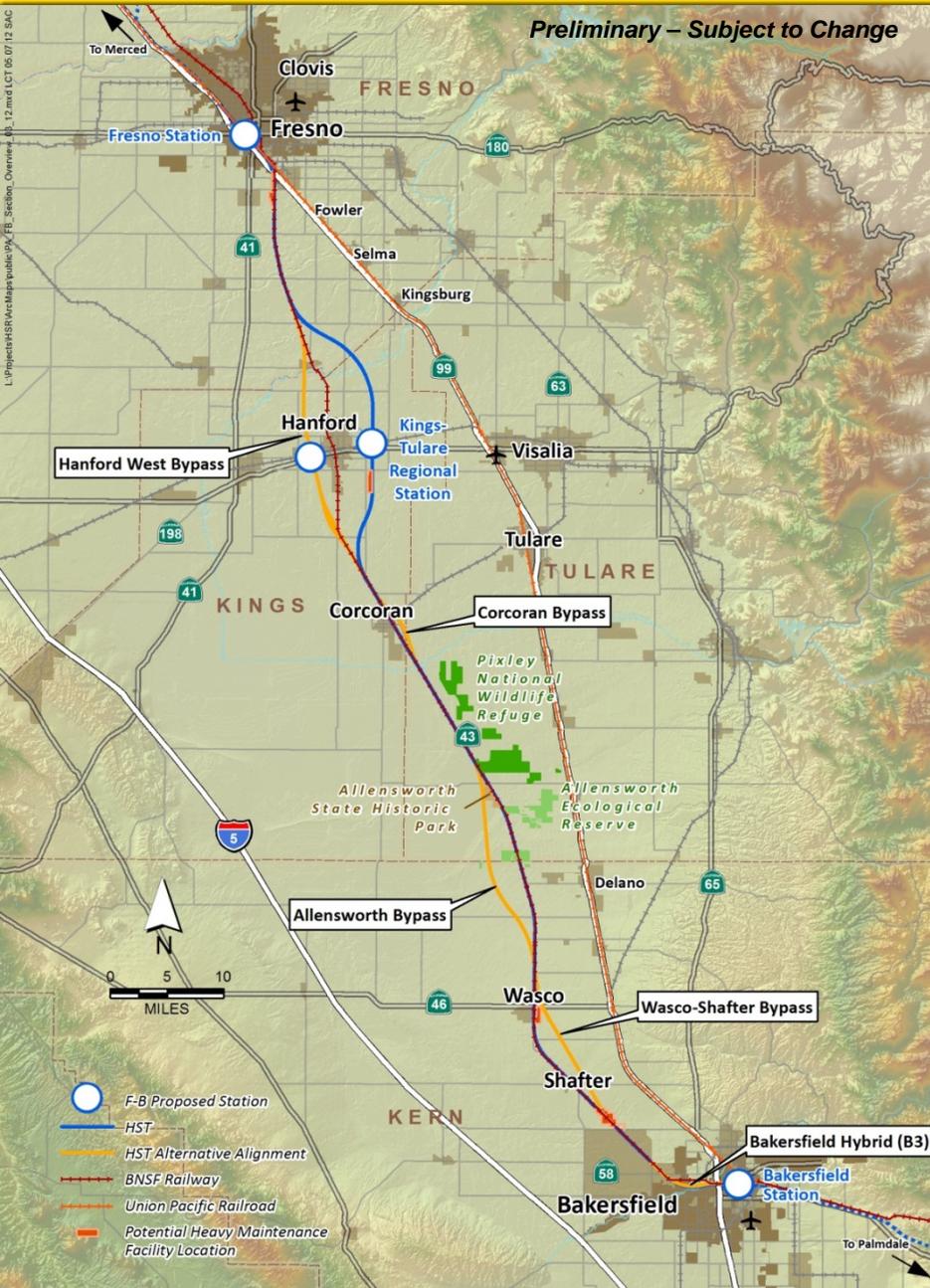
To lessen impacts on agricultural lands, overcrossings were redesigned at:

- East American Ave.
- East Elkhorn
- East South Ave.
- East Davis Ave
- East Floral Ave.



Alternative Refinements – Kings/Tulare

- New Hanford West alignment alternatives were developed: **Hanford West Bypass 1 Alternative** and **Hanford West Bypass 2 Alternative**.
- Station location chosen, with both at-grade and below-grade design options.
- Both Alternatives elevated over Kings River complex and Cross Creek.
- **Through-Corcoran West BNSF Alignment** now elevated in south area of town.
- Several roadway design changes in **Corcoran**.
- Addition of paved access roads paralleling the **Allensworth Bypass** to provide more direct and efficient travel routes.



Hanford West Alignment

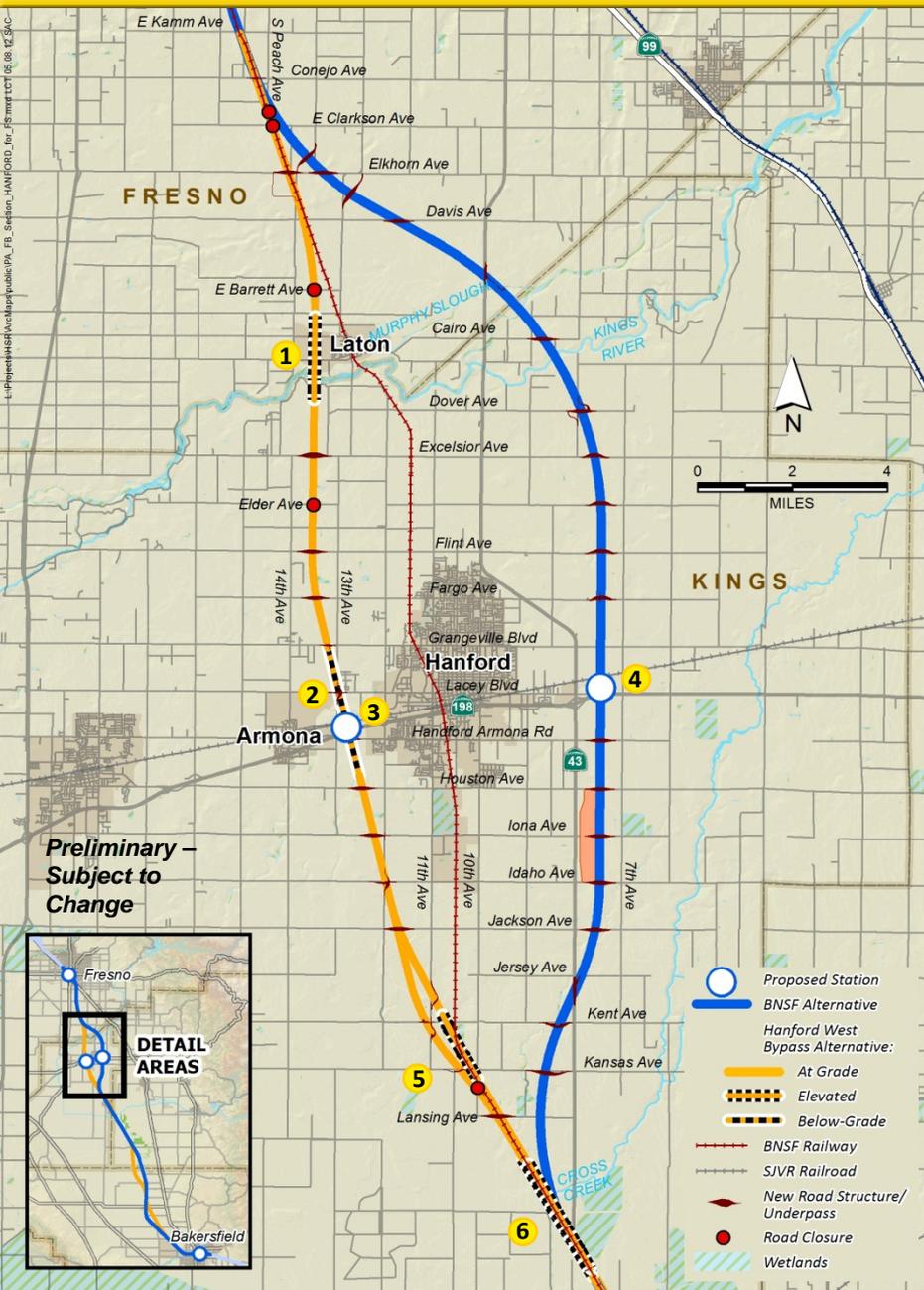
The Authority is considering an alternative route and station location to the west of Hanford to serve the Kings/Tulare region.

Design Objectives:

1. Minimize Community Impacts
2. Minimize Operating and Capital Costs

Hanford West Bypass Alternative

- 1 Alignment elevated over the Kings River complex and Murphy Slough. Alignment avoids Laton and their future growth area.
 - 2 Includes an option where the alignment could be either at- or below-grade (approximately 35 feet below ground surface) between Grangeville Blvd. and Houston Ave.
 - 3 Potential Kings/Tulare Regional Station located east of 13th Ave., between Lacey Blvd. and San Joaquin Valley Railroad spur. Includes both an at- and below-grade design option.
 - 4 Station location on the BNSF alignment remains unchanged and is located near Lacey Blvd. and Highway 43.
 - 5 Connection from **Hanford West Bypass** to Corcoran alignments east of BNSF travels over Kent Ave., the BNSF Railway right-of-way, and Kansas Ave. on an elevated structure approximately 1.5 miles in length.
 - 6 **Both** alignment connections are elevated over Cross Creek and special aquatic features located north of Corcoran.
- Road closures at S Peach Ave., E Clarkson Ave., E Barrett Ave., Elder Ave., and S 10th Ave.



Detail of Central Corcoran



Corcoran Alternatives

- 1 On the **Through-Corcoran BNSF West Alternative**, Otis Ave. would be shifted an additional 50 feet to the west.
- 2 Patterson Ave. roadway now tees into Otis Ave. at-grade.
- 3 Connection from Otis Ave. to Chittenden Ave. modified.
- 4 **Through-Corcoran BNSF West Alternative** now elevated just north of Brokaw Ave., continuing southward over Whitley Ave. and Sherman Ave.

Preliminary – Subject to Change

Preliminary –
Subject to
Change

Allensworth Detail



Allensworth

- 1 Addition of paved access roads paralleling the Allensworth Bypass to provide more direct and efficient travel routes.

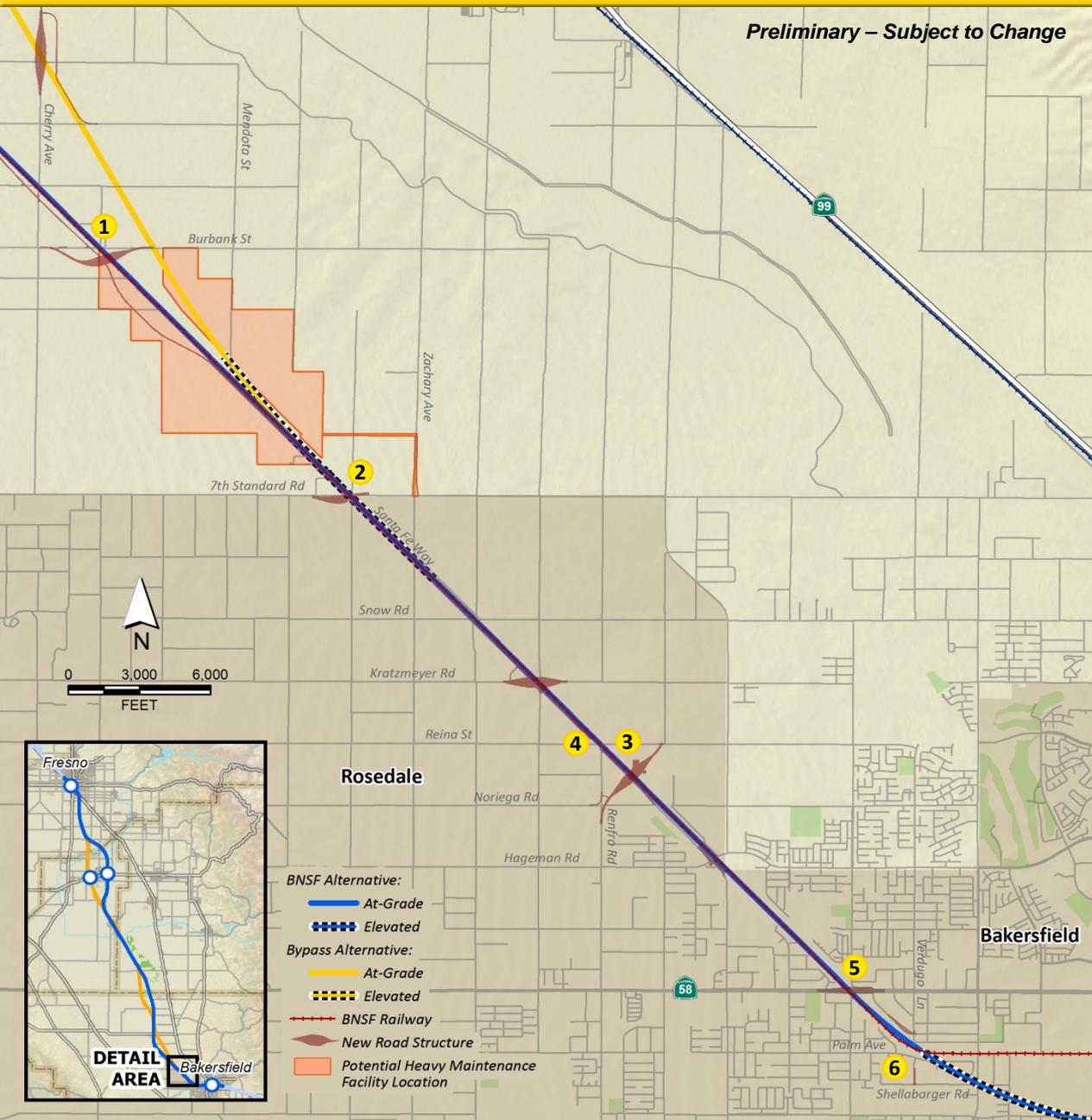
Alternative Refinements - Kern

- Changes to road overpasses in the Shafter/Rosedale/Bakersfield vicinity, including Burbank St., 7th Standard Rd., Reina St., Renfro Rd., Noriega Rd., and Verdugo Ln.
- SR-58/Rosedale Highway adjusted from four to six lanes
- Addition of a third alignment alternative and station location in Bakersfield (Hybrid B3 Alternative)

Preliminary – Subject to Change

Kern County

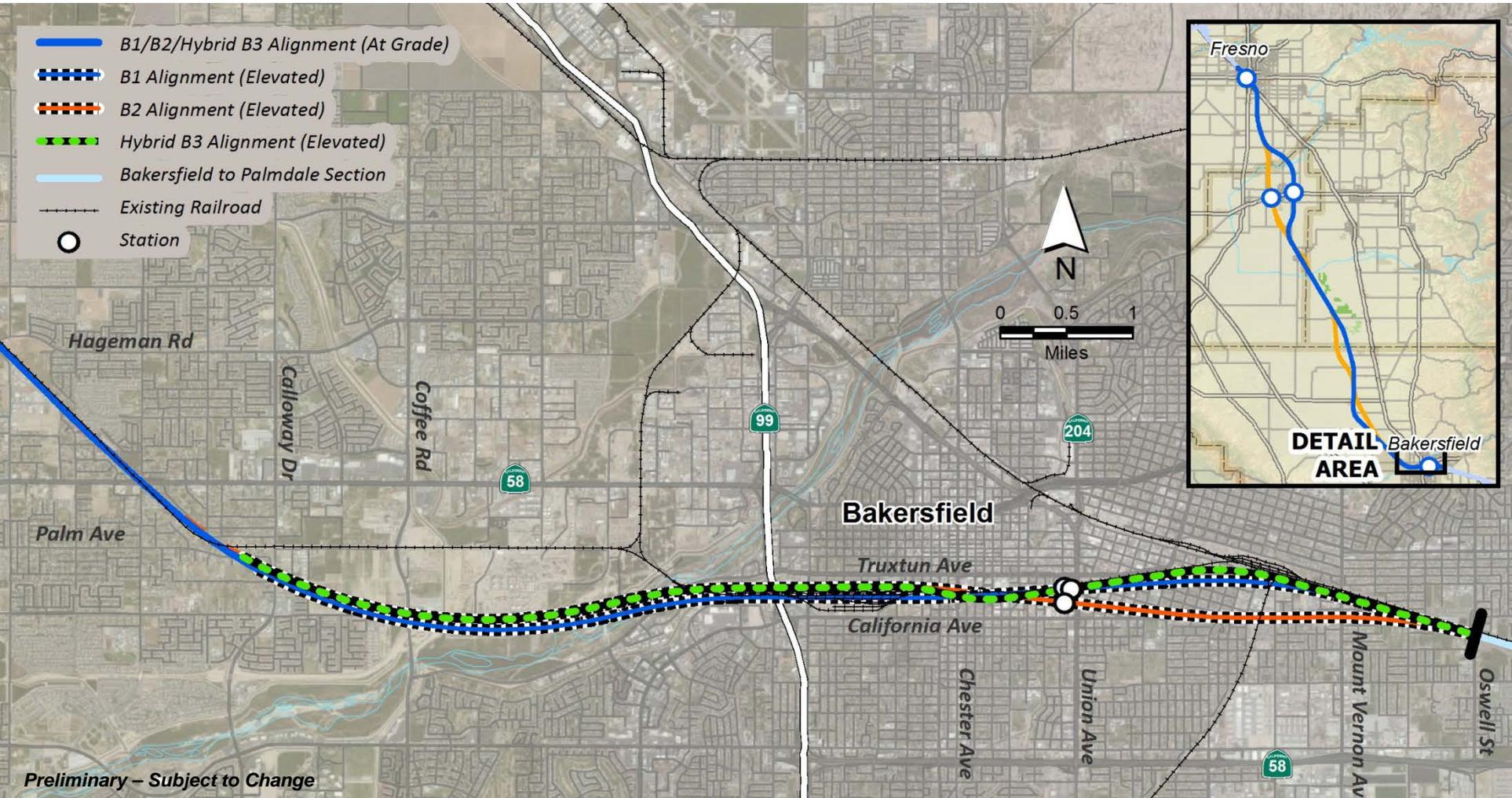
- 1 Burbank St. overpass (from Cherry Ave. to Mendota St.) added, reducing impact on cemetery access.
- 2 Overpass added at 7th Standard Rd.
- 3 Reina St. overpass removed and replaced with Renfro Rd. overpass between Noriega Rd. and Reina St.
- 4 Existing BNSF crossing at Reina St. removed and a street barricade added.
- 5 SR 58/Rosedale Hwy crossing of the HST has been adjusted from four to six lanes to facilitate Kern County future expansion plans.
- 6 Extension of Verdugo Ln. to connect Palm Ave with Shellabarger Rd.



Bakersfield Hybrid B3 Alternative

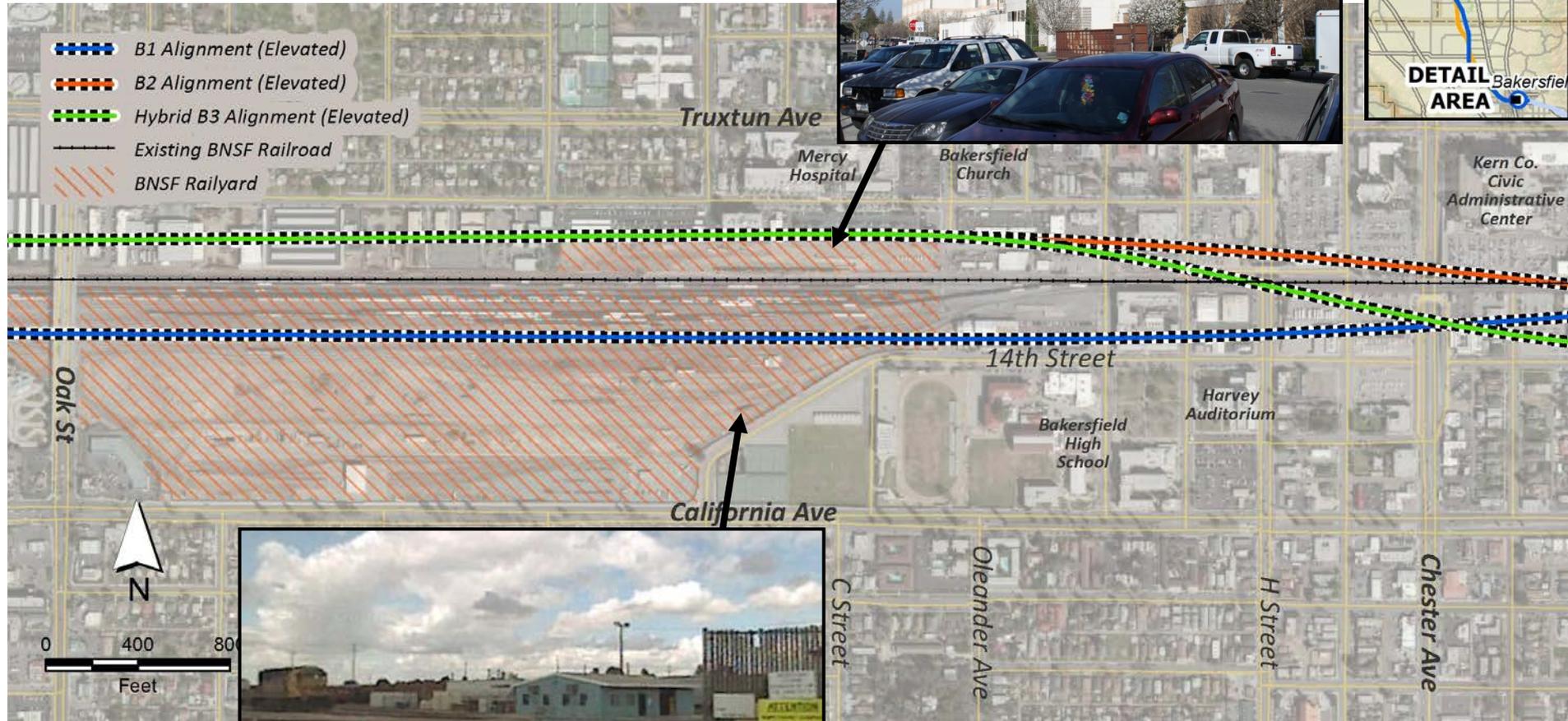
- Represents a blending of features from the BNSF Alternative and the Bakersfield South Alternative.
- New station location for Hybrid Alternative was added near the existing station options.
- Reduces community impacts associated with the BNSF and Bakersfield South Alternatives.

Bakersfield Hybrid B3 Alternative



Bakersfield Hybrid B3 Alternative (West Detail)

-  B1 Alignment (Elevated)
-  B2 Alignment (Elevated)
-  Hybrid B3 Alignment (Elevated)
-  Existing BNSF Railroad
-  BNSF Railyard

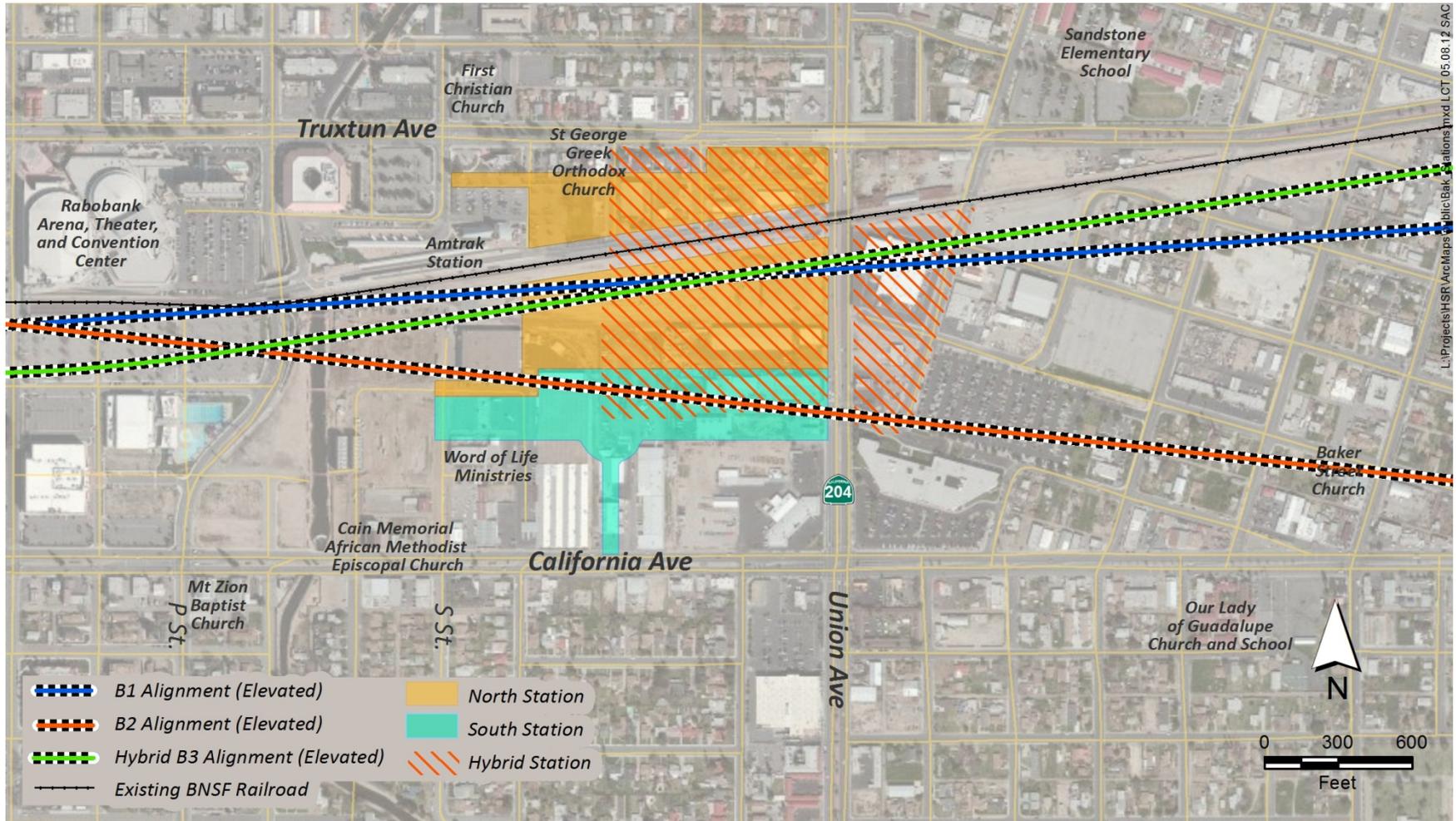


Preliminary –
Subject to Change

Bakersfield Hybrid B3 Alternative (Central Detail)

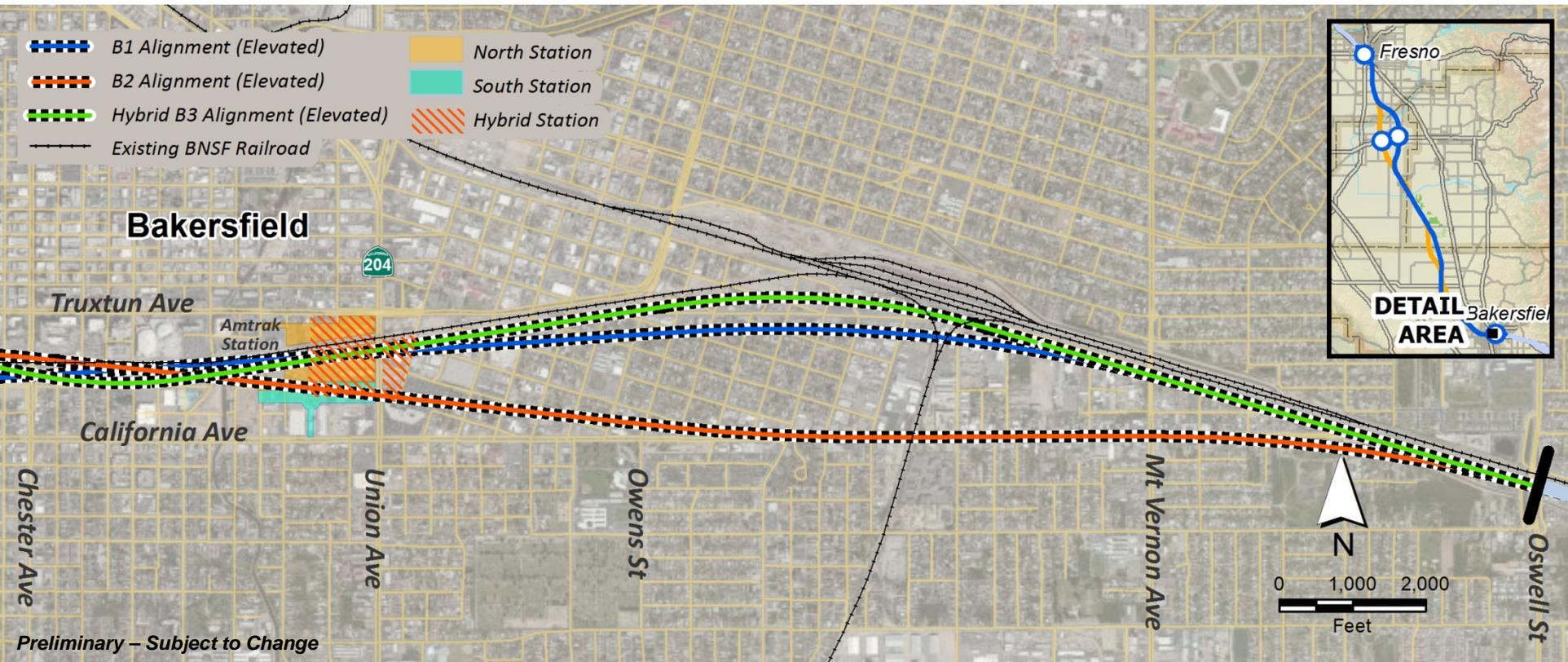


Bakersfield Station Options



Preliminary – Subject to Change

Bakersfield Hybrid B3 Alternative (East Detail)



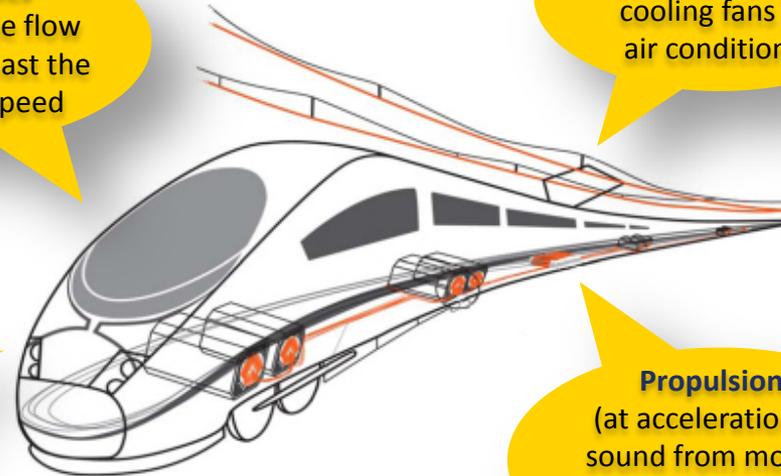
Noise and Vibration

Aerodynamics – sound from the flow of air moving past the trail at high speed

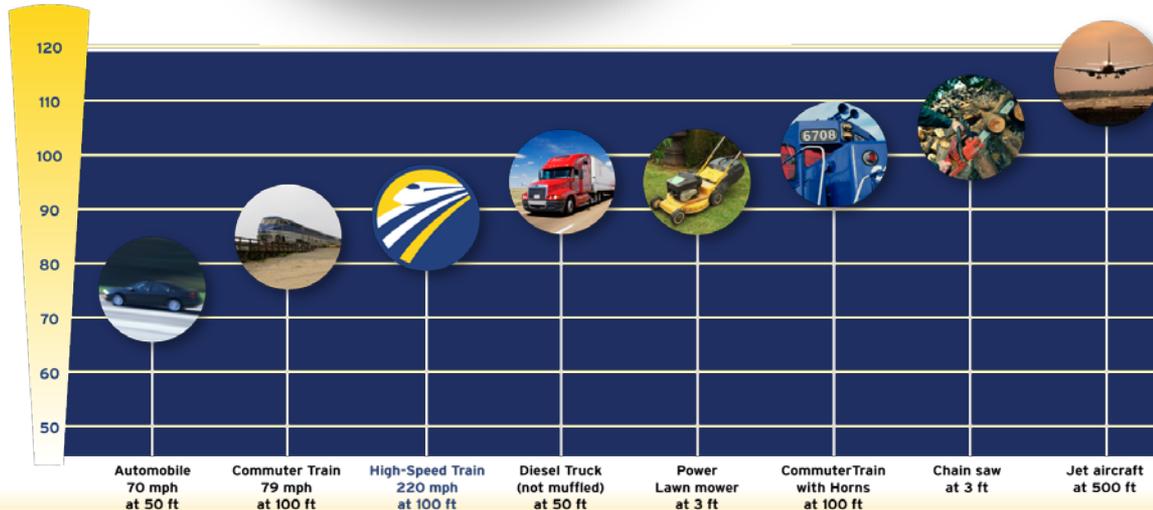
Equipment – sound from cooling fans and air conditioners

Rolling (at lower speeds) – sound from wheels as train moves along the track

Propulsion (at acceleration) – sound from motors and gears that make the train move



Maximum level in decibels (single event)



How does the sound from high-speed trains measure up?

Right-of-Way Process

In Accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)



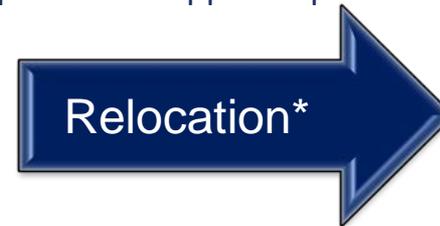
- Engineering develops right-of-way requirements
- Surveyor prepares boundary survey
- Legal descriptions
- Appraisal maps



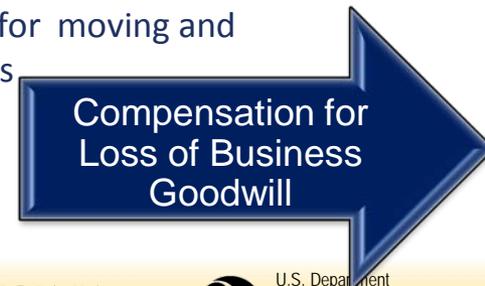
- May begin only after approval of preferred alternative.
- Appraisal inspection w/owner
- Surveyor may stake area
- Valuation may include mitigation to re-establish remainder.
- Appraisal review
- Required final approval process
- Up to \$5,000 for owner appraisal



- May begin only after approval of the NOD/ROD
- Property owner negotiations
- Consideration of new information
- Required final approval process



- Eligibility at time of initial offer
- Minimum 90-days notice
- Advisory assistance
- May be eligible for moving and related expenses



* Please refer to *"Your Property, Your High-Speed Rail Project"* and *"Relocation Assistance Program Information"* pamphlets located at: www.cahighspeedrail.ca.gov/rightofway.aspx

Right-of-Way Process

- **Fifth Amendment to U. S. Constitution**

“No person shall ... be deprived of, life liberty, or property, without due process of law; nor shall private property be taken for public use without just compensation.”

- **Primary Law for Acquisition and Relocation Activities**

Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended.

- **Measure of Just Compensation**

Determination of “fair market value” of the real property required for the proposed project. Further, the owner may be entitled to any loss in market value to property that remains in their ownership after a partial acquisition.

Right-of-Way Process

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, assessing fair market value, and compensating property owners is done on an **individual basis between right-of-way real estate specialists and landowners**.
- Landowners will be contacted regarding the right-of-way process **once a preferred alternative has been selected**. Negotiations regarding property acquisition or compensation cannot take place before a Final EIR/EIS.

Right-of-Way - Additional Compensation

Relocation Benefits are specific to each individual's specific needs:

- **Relocation advisory assistance:**
 - Individuals may be eligible for costs to move personal property.
- **Residential displacees (Owners and Tenants) may be eligible for:**
 - Purchase Differentials, Rental Differentials, or Down Payments towards replacement dwellings.
 - Incidental expenses incurred by owners for replacement dwellings.
- **Non-Residential displacees may be eligible for:**
 - Actual moving and related expenses or loss of tangible personal property.
 - Reestablishment and search costs.

State of California – Loss of Business Goodwill Compensation

Right-of-Way - Just Compensation

In addition to fair market value, owner may be eligible for:

- Qualified **owner occupant** (more than 180 days) prior negotiations for acquisition:
Price Differential, Mortgage Differential, and Incidental Expenses; or Rent Differential
- Qualified **owner occupant** (more than 90 days, but less than 180 days),
OR
qualified **tenant occupant** (at least 90 days):
Rent Differential or Down Payment Option
 - Owner or tenant may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

How to Participate

- Join our mailing list
- Visit our project office in Hanford:
101 Irwin Ave., Suite 109
- Request information or schedule a meeting by calling:
(866) 761-7755
- E-mail: **Fresno_Bakersfield@hsr.ca.gov**
- Visit: **cahighspeedrail.ca.gov/Fresno_-_Bakersfield.aspx**
- Follow us on: **twitter.com/cahsra** 
- Find us on: **Facebook** 