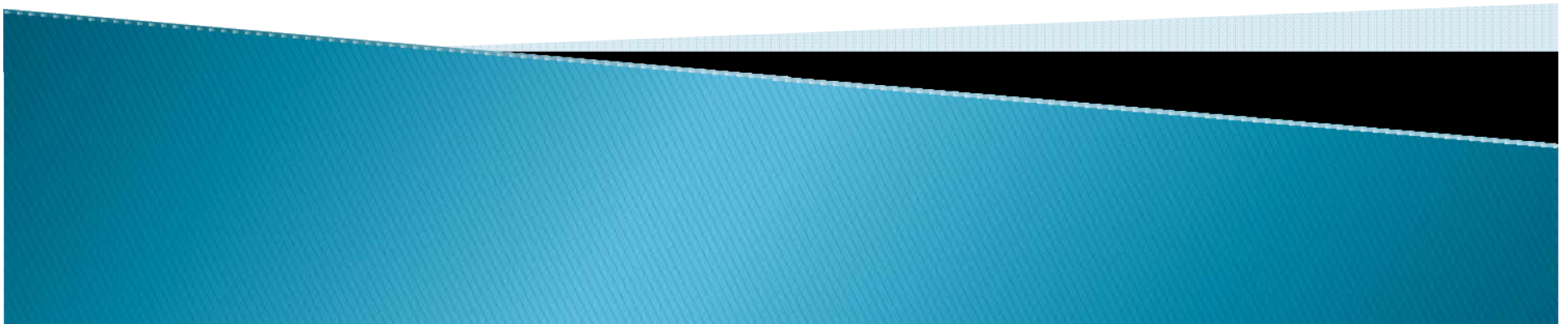


CALIFORNIA HIGH-SPEED TRAIN (HST)

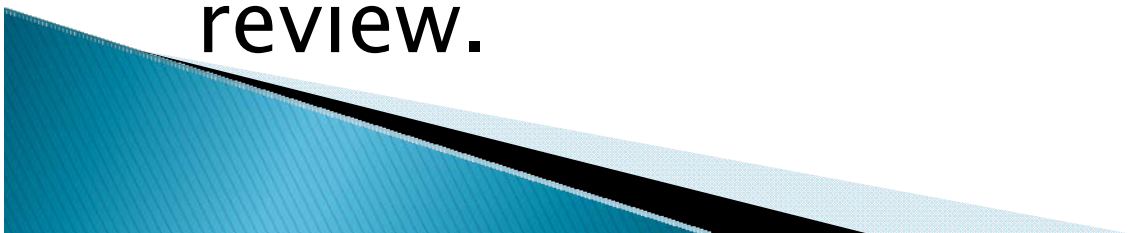
FRESNO COUNTY SUBSECTION



Analyzed in two separate EIR/EISs

- Merced–Fresno EIR/EIS
- Fresno–Bakersfield EIR/EIS

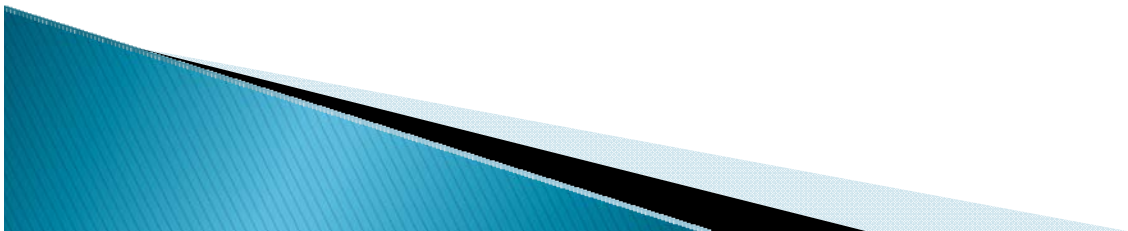
Both are currently undergoing public review.



First Tier EIR/EIS Documents

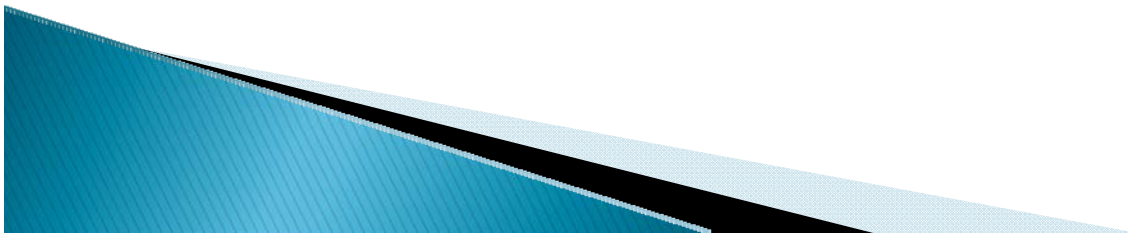
- ▶ Evaluated the overall HST System
- ▶ Determined general alignments and station locations for further study in second-tier EIR/EISs

(2005 Final Program EIR/EIS for the Proposed California High-Speed Train System and the 2008 Bay Area to Central Valley HST Final Program EIR/EIS)

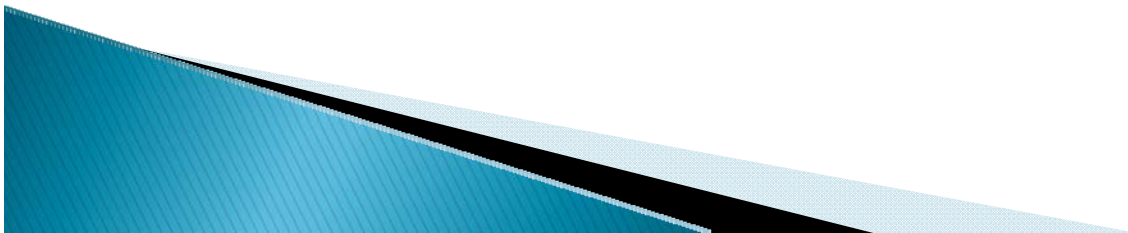




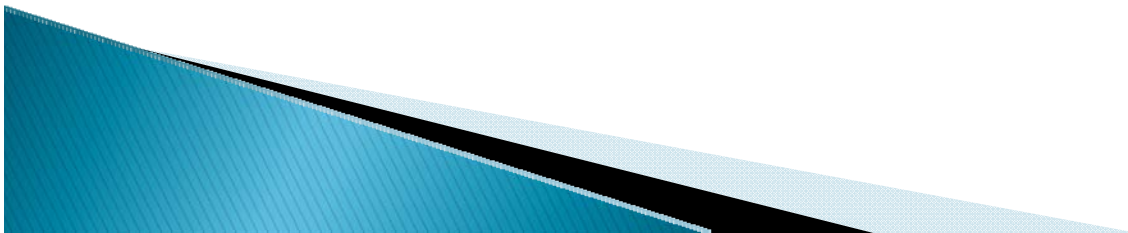
- ▶ The Merced–Fresno Section includes an HST station in Merced.
- ▶ The Fresno–Bakersfield Section includes HST stations in Fresno and Bakersfield, with a third potential station northeast of Hanford.



- ▶ Project construction in the Central Valley is expected to be completed within 7 years, including system testing.
- ▶ The HST stations would likely require approximately 3 to 4 years.

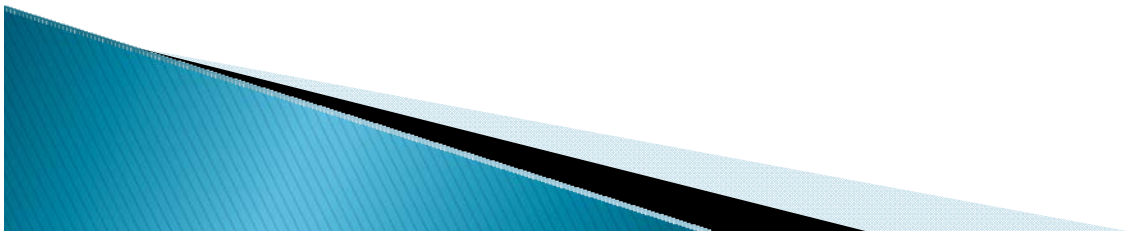


- ▶ The Heavy Maintenance Facility (HMF) would require about 10 years to reach full operation.
- ▶ The Central Valley HST project would commence operation in 10 years with full operation of the entire system in 25 years.

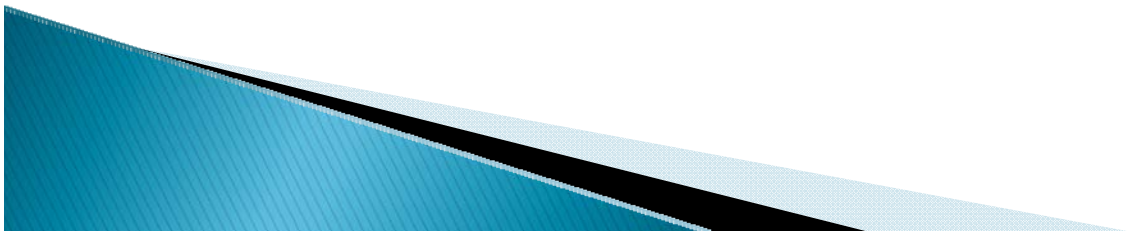


Estimated Costs

- ▶ The Merced–Fresno route ranges between \$1.3 and \$3.4 billion, considering various alternatives.
- ▶ The Fresno–Bakersfield route is estimated at \$7.01 billion.



- ▶ Merced to Bakersfield sections approximately \$11 billion, including an HMF at one of 10 alternative sites.
- ▶ Fresno subsection cost is estimated at \$4–5 billion.



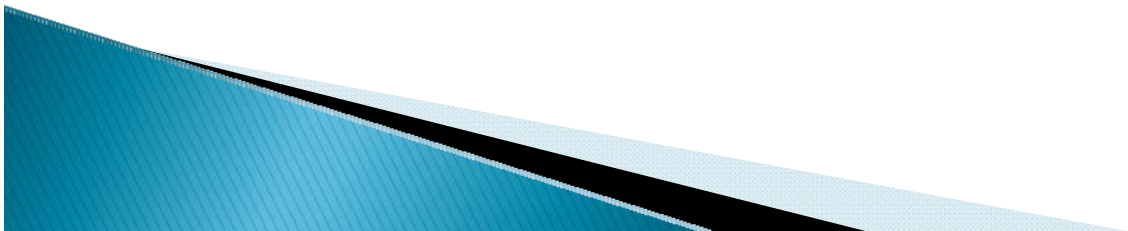
Ridership in 2035

High Ridership (Peak)

- ▶ Four trains per hour stop at the Fresno station in each direction.
- ▶ Six trains run through.

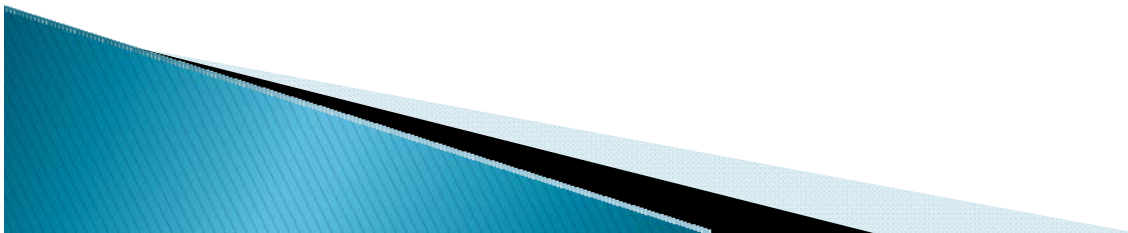
Off-Peak

- ▶ Same number of stops
- ▶ Three trains run through



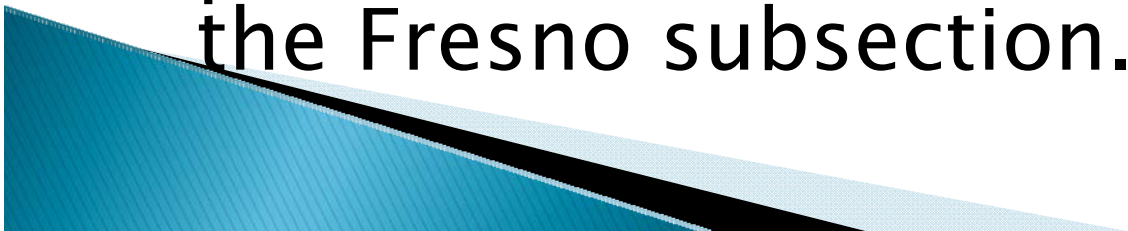
Schedules

- ▶ Trains run from 6:00 am to midnight.
- ▶ Total trains estimated at 142 per day – 72 would stop and 70 would run through.



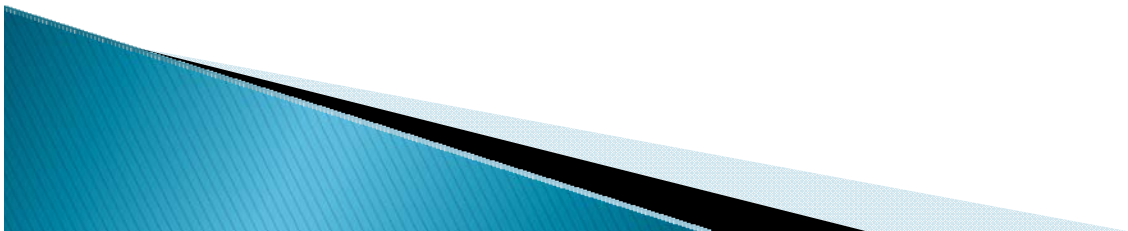
Length of Rail Sections

- ▶ Merced to Bakersfield sections total 204 miles – 142 miles at grade and 62 miles elevated. The Fresno County subsection contains 28 miles of which 25 are at-grade.
- ▶ Building the HST primarily at-grade was determined to be the only practicable construction method for the Fresno subsection.

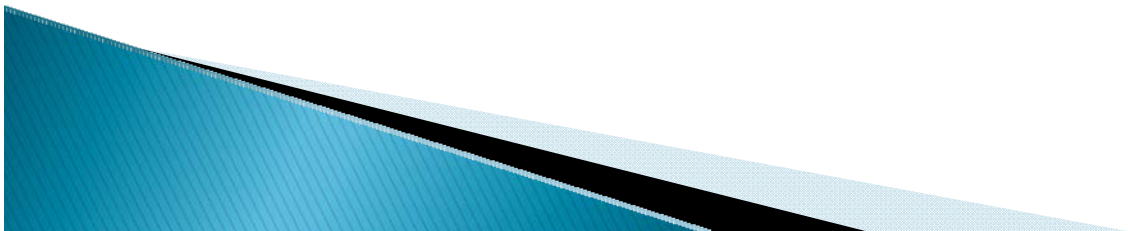


Fresno Subsection Route

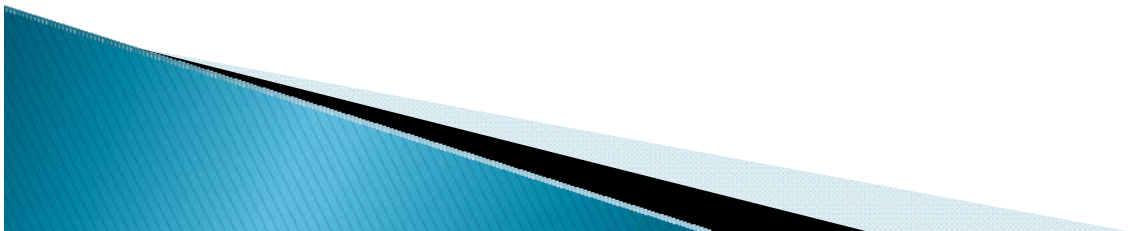
- ▶ Beginning in the north, the HST would be on an elevated structure across the San Joaquin River and Herndon Avenue, returning to at-grade south of Herndon and remaining at-grade to the downtown Fresno Station.



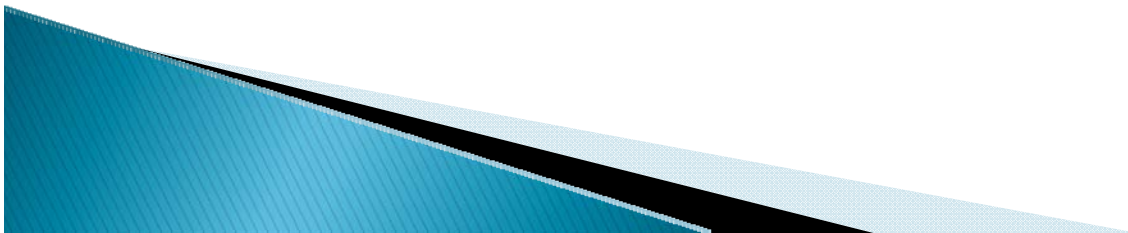
- ▶ South of Herndon, Golden State Boulevard would be shifted to the west for approximately 4.5 miles to accommodate the HST.
- ▶ At Shaw, a new overcrossing would be constructed over the HST and UPRR corridors.



- ▶ Between Ashlan and Clinton, the HST would be accommodated on existing Caltrans right-of-way by shifting SR 99 100 feet to the west for approximately 2.3 miles.
- ▶ South of Clinton, new over-crossings would be constructed at McKinley, Olive and Belmont to carry traffic over the HST and UPRR corridors.



- ▶ To accommodate the HST alignment, Golden State would be shifted to the west between Clinton and Olive and would be closed between Olive and Belmont adjacent to Roeding Park.
- ▶ As part of the downtown station design, Tulare Street would become either an overpass or undercrossing of H Street, the HST and UPRR.

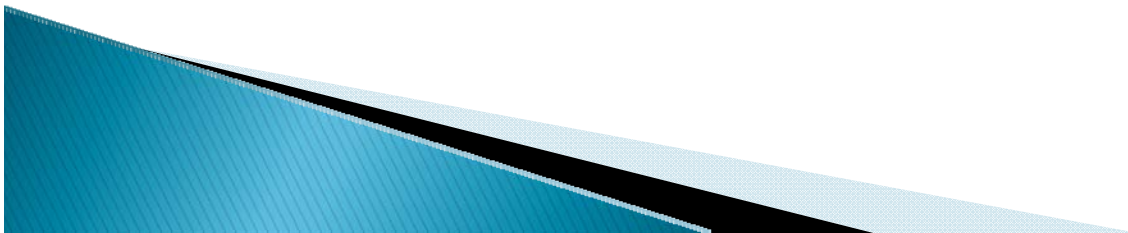


- ▶ From the Fresno Station, the HST would continue southeast with an elevated crossing of Golden State and SR 99 south of Jensen. Returning to grade, the alignment joins the BNSF Railway right-of-way south of Fresno.
- ▶ The HST would continue through rural Fresno County at-grade and cross the Cole Slough and the Kings River on bridges.

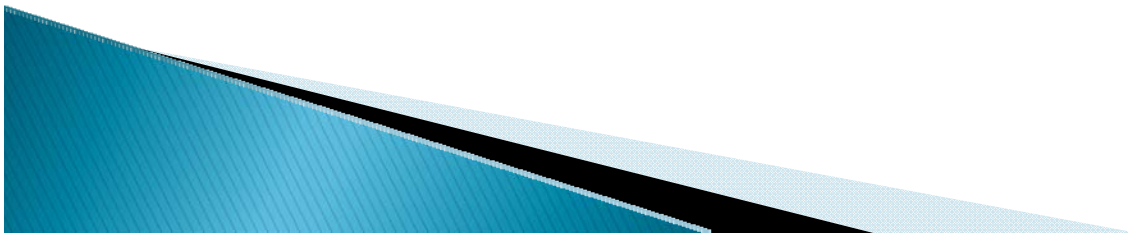


FRESNO STATION ALTERNATIVES

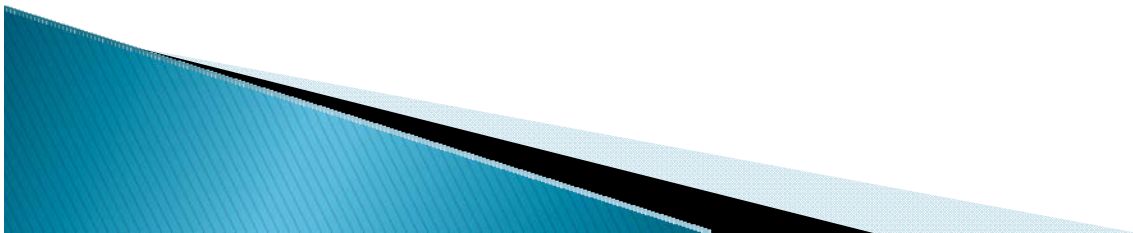
- ▶ The Fresno Station–Mariposa Alternative would be centered on Mariposa Street and bordered by Fresno, Tulare, H and G . The station building would be two levels and approximately 75,000 sq. ft. The station would encroach on the historic Southern Pacific depot and displace the existing Greyhound bus depot.



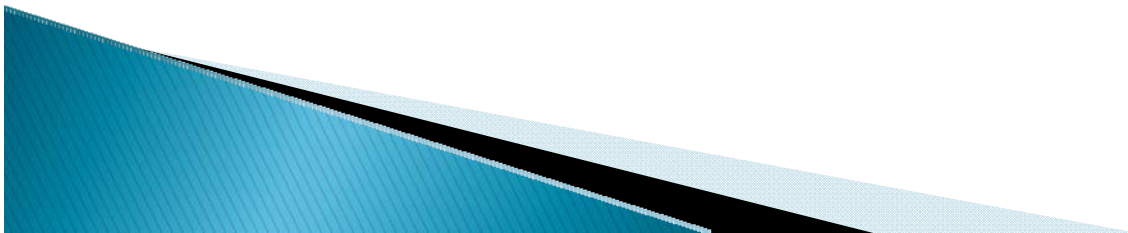
- ▶ The Fresno Station–Kern Alternative would be centered on Kern Street between Tulare and Inyo and include the same components as the Mariposa Alternative, but would not encroach on the Southern Pacific Depot or require relocation of the Greyhound facilities. However, it would require removal of the historic Hobbs Parson building which houses the Fresno Fire Department headquarters.



- ▶ The Fresno station would occupy several blocks and would include plazas, drop-offs, a multimodal transit center and parking structures. Four tracks would pass through the station, with two express tracks separated from those that stop at the station. The footprint for the four-track section extends approximately 3,000 feet on either side of the station, or a total distance of 6,000 feet.

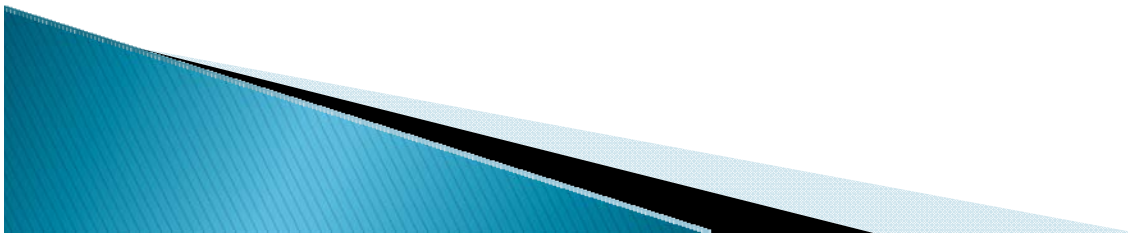


- ▶ Parking demand at the Fresno Station is estimated at 7,400 spaces in 2035. Based on the amount of excess public parking within 1 mile of the station, it is estimated that the 2035 parking demand can be met with a total of 5,000 parking spaces provided in four new parking structures built adjacent to the station by 2035.



HEAVY MAINTENANCE FACILITY

- ▶ The Merced–Bakersfield Sections may include a Heavy Maintenance Facility (HMF).
- ▶ The HMF would require 150 acres with 1,200 to 1,500 employees and 1,200 parking spaces.
- ▶ The EIR/EISs evaluate 10 potential HMF sites.



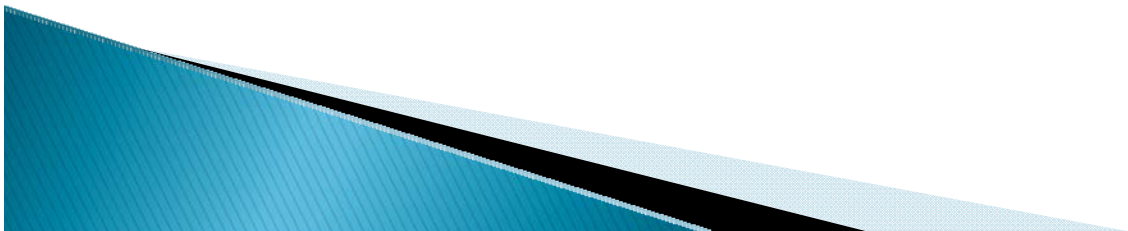
- ▶ For the Merced–Fresno section, five HMF locations are analyzed including north of Merced (Castle Commerce Center) and four locations near Chowchilla.
- ▶ For the Fresno–Bakersfield section, five HMF sites are evaluated: The Fresno Works–Fresno HMF Site – located south of Fresno between SR 99 Adams Avenue, as well as locations in Kings County and Kern County.



Environmental Consequences

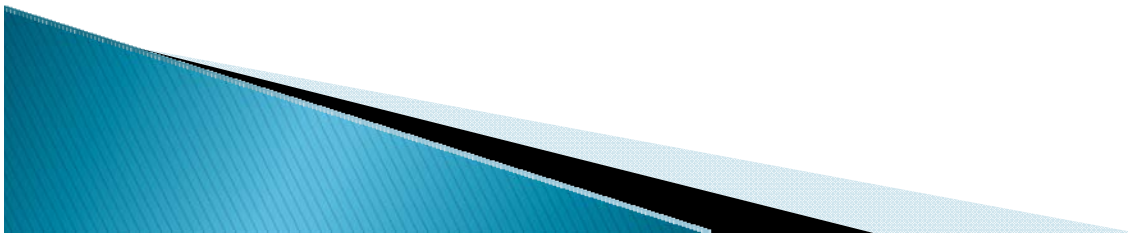
Traffic:

- ▶ The Fresno station would generate 4,370 daily trips in 2035 with 650 trips occurring in the am and pm peak hours.
- ▶ The HMF would generate 3,000 daily trips with 300 trips occurring during both the AM and PM peak hours.



Environmental Consequences

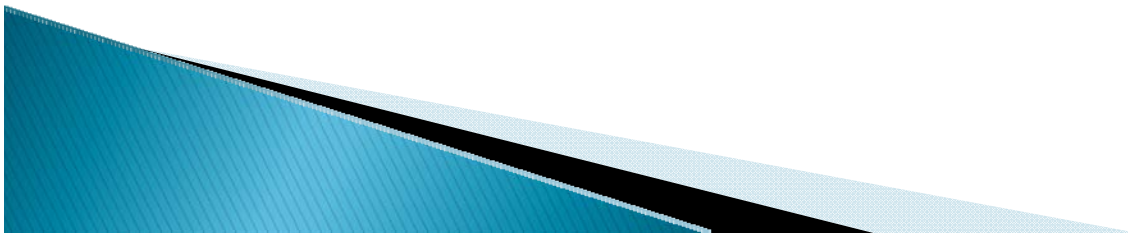
- ▶ Under 2035 conditions, two roadway segments, Tulare between Broadway and Van Ness, and Divisadero Street would experience a change in LOS from D to E.
- ▶ 30 intersections would be impacted, 12 in the AM peak, and 27 in the PM peak. These intersections would degrade to LOS E or F



Environmental Consequences

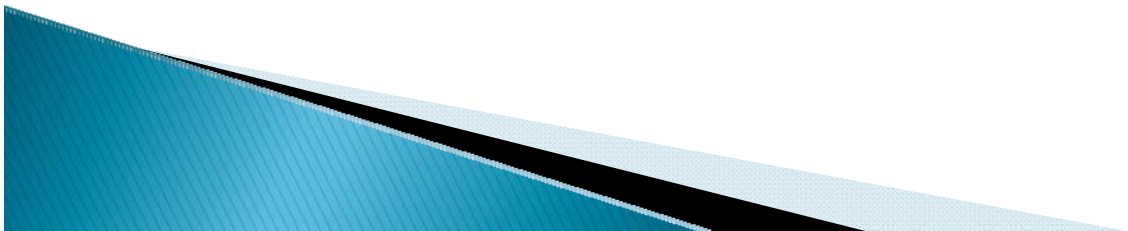
24 New Grade Separations include:

- ▶ Shaw Ave.
- ▶ Ashlan Ave. (replace overcrossing)
- ▶ Clinton Ave. (replace overcrossing)
- ▶ McKinley Ave.
- ▶ Olive Ave.
- ▶ Belmont Ave.
- ▶ Stanislaus St. (modify overcrossing)
- ▶ Tuolumne St. (modify overcrossing)



Environmental Consequences

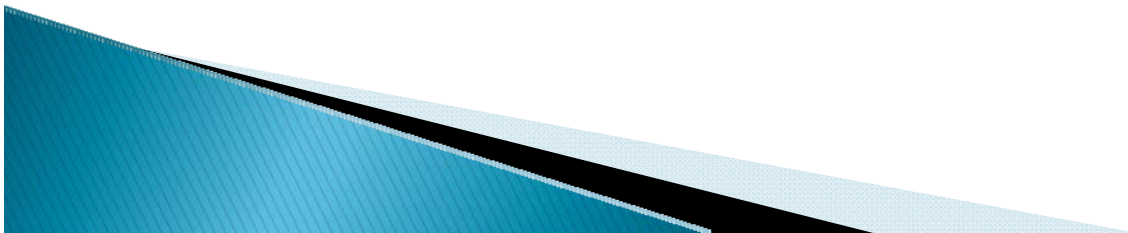
- ▶ Fresno St. (modify undercrossing)
- ▶ Tulare St. (new overcrossing or undercrossing)
- ▶ Ventura St.
- ▶ Church Ave. (separate pedestrian bridge would also be required.
- ▶ Manning Ave.
- ▶ Chestnut Ave./Mountain View (combined overpass solution)



Environmental Consequences

Air Quality:

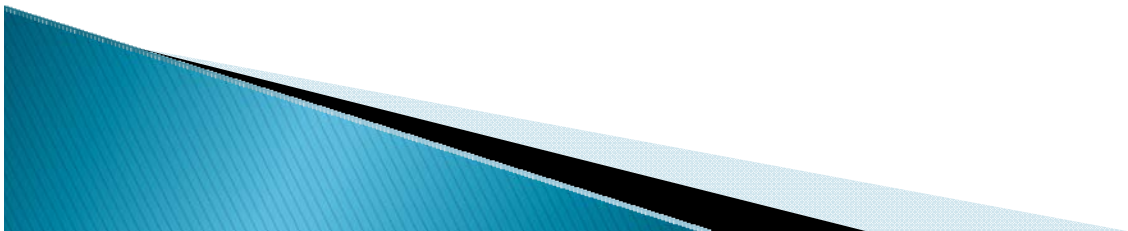
- ▶ **Construction** – Construction has the potential to cause significant but temporary air quality impacts given the size of the project.
- ▶ **Operation** – Operation of the HST would generally reduce pollutants and have a beneficial impact on air quality, including overall reduction of GHG emissions.



Environmental Consequences

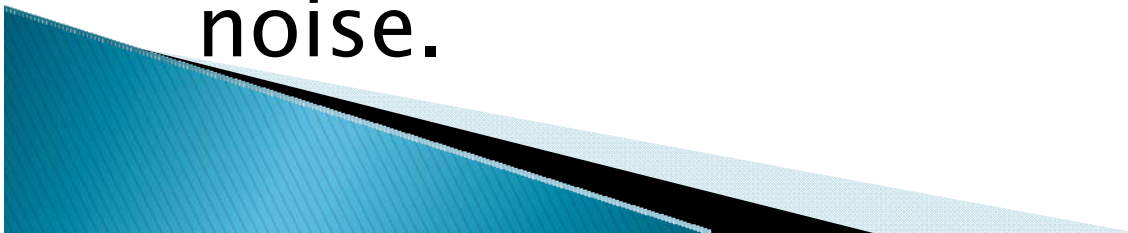
Noise and Vibration:

- ▶ The HST at grade and at 220 mph, generates noise levels of approximately 100 dB at 100 feet from the centerline. The HST at grade under normal operations is slightly noisier but roughly equivalent to a typical freight train.



Environmental Consequences

- ▶ HST operation would increase noise above the ambient by as much as 22 dB, with the potential for moderate to severe noise impacts along the alignment.
- ▶ Options exist to address severe noise effects including: sound barriers; building insulation in residences and institutional buildings; and easements on properties severely affected by noise.



Environmental Consequences

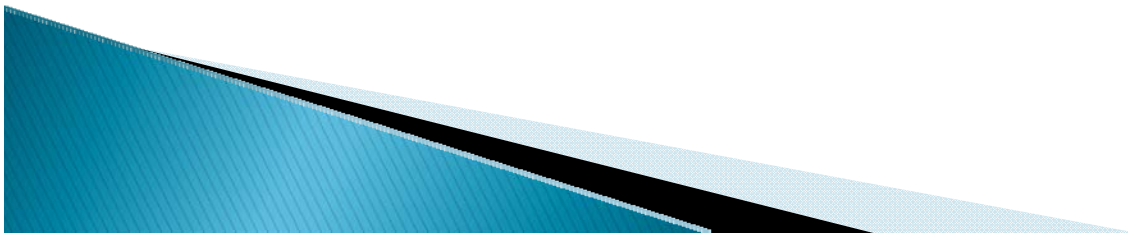
Energy and Utilities:

- ▶ The Fresno subsection would cross 23 electrical transmission lines, 22 natural gas lines, 19 petroleum and fuel lines, 13 canals, and 141 water or sewer lines.
- ▶ The Authority would work with PG&E, SCE, and other utilities to relocate transmission lines, protect them in place, or place affected lines underground in a protective casing.



Environmental Consequences

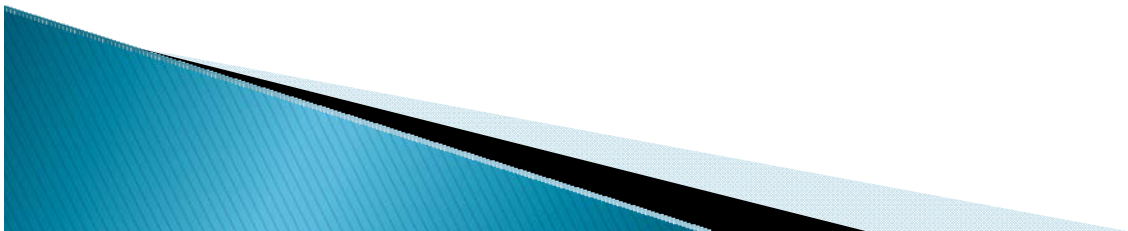
- ▶ Although the HST System would result in an increase in electricity demand (a annual demand of about 3 billion kWh), it would reduce energy demands from automobile and airplane travel, resulting in an overall beneficial effect on statewide energy use.



Environmental Consequences

Socioeconomics :

- ▶ The HST would generate \$14 million in sales tax during construction, including \$7 million in Fresno County.
- ▶ The HST station would help revitalize downtown Fresno, resulting primarily in beneficial social impacts.



Environmental Consequences

- ▶ Construction jobs would peak in 2014–2017 at 3,900. The existing labor force should fill the majority of demand.
- ▶ 47,500 new jobs would be created by 2035, including 2,000 jobs to operate the project and additional jobs created by growth in the regional economy.



Environmental Consequences

Displacement of Homes and Businesses:

- ▶ For the Merced–Bakersfield sections, there would be 370 residences with 1,100 persons and 360 businesses with 8,800 employees displaced.
- ▶ In the Fresno County subsection, about 95 residences with 280 persons and 80 businesses with 2,000 employees displaced.



Environmental Consequences

- ▶ Fresno County has available housing units as well as many commercial and industrial vacancies offering opportunities for nearby relocation.
- ▶ The Fresno Mariposa Station would displace 5 businesses with 47 employees. The Fresno Kern Station would displace 3 businesses with 68 employees. Sufficient numbers of potential replacement sites are available for relocation.



Environmental Consequences

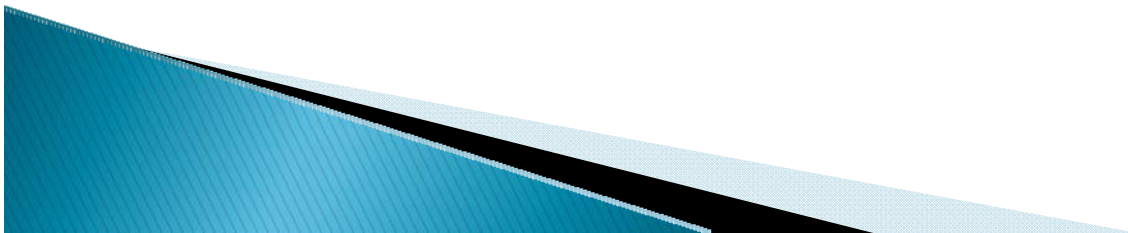
Agricultural Lands:

- ▶ The Merced–Bakersfield HST route will convert 2,211 acres of important farmland to HST uses, of which 1,313 acres are in the Williamson Act.
- ▶ Kings County would have 733 acres of converted farmland, while Fresno County has 555 acres, with 255 acres in the Williamson Act. An additional 150 acres of prime farmland is likely to be converted for the HMF.



Environmental Consequences

- ▶ The project will purchase agricultural conservation easements at a ratio of no less than 1:1 to preserve Important Farmlands in the amount commensurate with the quantity and quality of converted farmlands.



Environmental Consequences

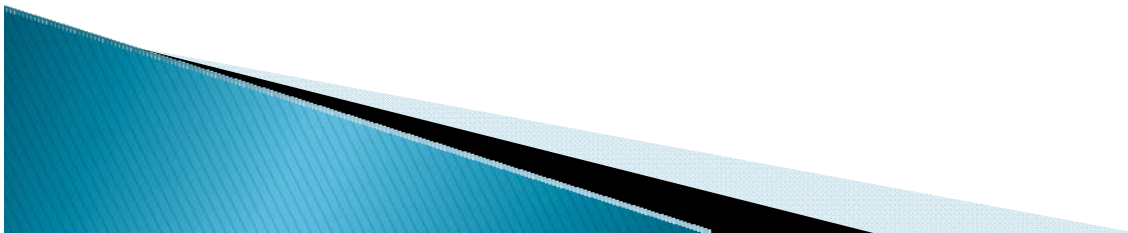
Parks:

- ▶ **Camp Pashayan** – To construct an elevated structure, 0.6 acres of Camp Pashayan would be purchased.
- ▶ **Chukchansi Park** – Chukchansi Park is adjacent to a grade separation of Tulare Street required for the HST. The ballpark would experience construction noise as well as access restrictions from Tulare Street.



Environmental Consequences

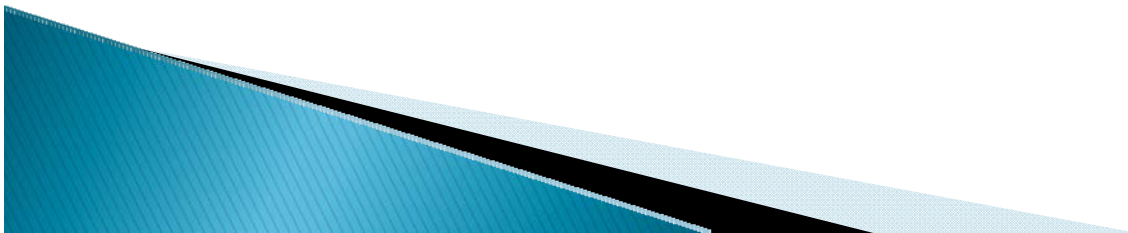
- ▶ Roeding Park – Golden State Blvd would be closed between Olive and Belmont and the HST would occupy the road alignment at-grade.
- ▶ Severe noise impacts would occur along the eastern park boundary. A long sound barrier 14 feet tall would be required to reduce the noise level.



Environmental Consequences

Historical Resources:

- ▶ The Mariposa Station would demolish one historical resource (the Del Monte building on Tulare Street).
- ▶ The Kern Station would demolish two historic structures – the Hobbs Parsons Produce Building (Fresno Fire Department headquarters), and the Del Monte building.



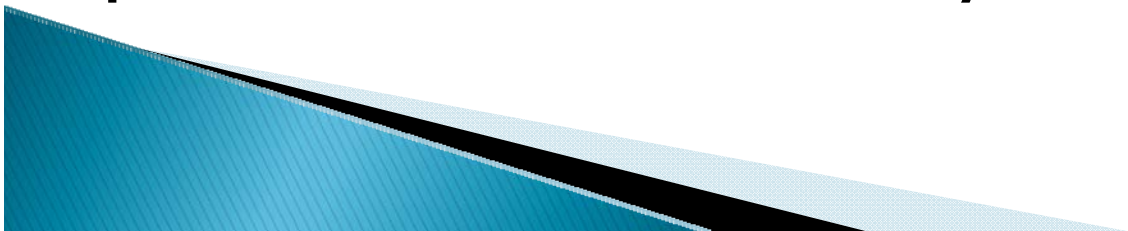
Environmental Consequences

- ▶ Construction of a Tulare Street overcrossing would impact the Southern Pacific Depot, the Bank of America Building at Tulare and Fulton, and the Hobbs Parsons Building.
- ▶ The HST includes an option for an undercrossing at Tulare that would not effect these historic properties.



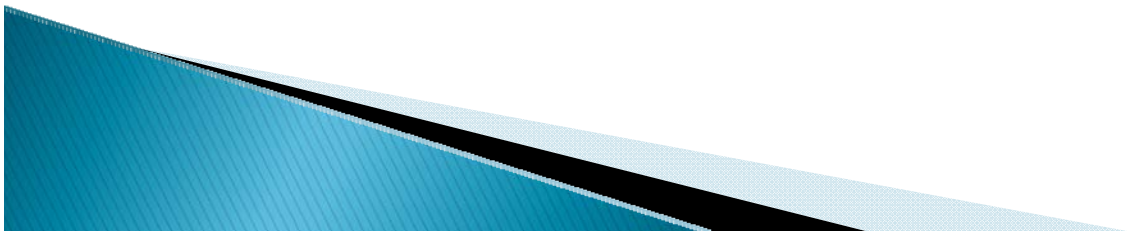
Review and Decision Making

- ▶ The Draft EIR/EIS is circulated for 60 days, ending on October 13, 2011.
- ▶ The Final EIR/EIS will include responses to comments and a description of the preferred alternatives and proposed mitigation. The Authority will identify a preferred alignment, station sites, and a preferred HMF facility.



Review and Decision Making

- ▶ After completion of the environmental process, the Authority would complete final design, obtain construction permits, and acquire property prior to construction, as shown in the following slide.



Process Timeline

