



**CALIFORNIA**  
**High-Speed Rail Authority**

# **A TRANSFORMATIVE INVESTMENT IN CALIFORNIA'S FUTURE**

Central Valley Wye Tribal Informational Meeting

July 16, 2014

Fresno, California





**CALIFORNIA**  
**High-Speed Rail Authority**

**DIANA GOMEZ**

**CENTRAL CALIFORNIA REGIONAL DIRECTOR**

# MORE THAN A TRANSPORTATION PROGRAM

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- California is 8th Largest Economy in the World
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- Transformative Investment
- Connecting all California Population Centers



# WHY HIGH-SPEED RAIL IN CALIFORNIA?

- **Curbs Congestion**
  - » LAX to SFO is the **Busiest Short-Haul Market** in US
  - » 1 in 6 Flights out of LA Heads to Bay Area
  - » Six of Top 30 Congested Urban Areas in US Located in California
- **Population Growth**
  - » Estimated to Reach **50 Million by 2030**
- **Air Quality/Sustainability**
  - » Meets Goals of AB 32/SB 375
  - » **Worst Air** Communities in the Country
- **Alternatives are Costly**
  - » 2-3 Times **More Expensive**



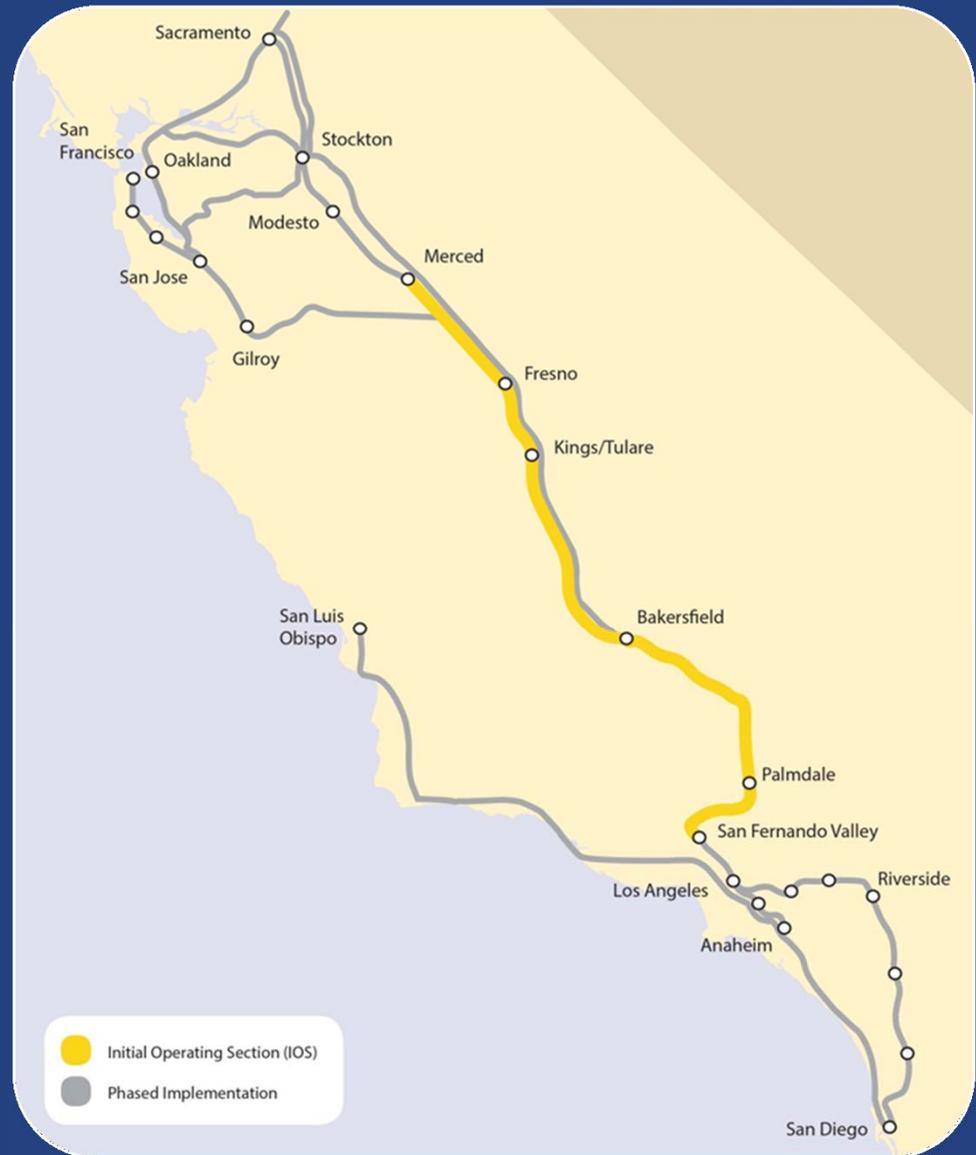
# RESULTS FOR CALIFORNIA

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- **Reduction in Vehicle Miles Traveled (VMT)**
  - » By 2040: 10 million Miles Every Day
  - » By 2030: Reduction in VMT Equivalent to Removing 1-500 Mile Lane of Cars
- **Daily Number of Flights Diverted**
  - » Starting in 2030: Reduction of 93 to 171 Flights
- **Air Quality Improvements**
  - » Tons of Volatile Organic Compounds Reduced
  - » Tons of Particulate Matter Reduced
  - » Tons of Ozone Precursors

# NATION'S FIRST HIGH SPEED RAIL

- Initial Operation Section
- 300 Miles
- Central Valley to San Fernando Valley
- Operational by 2022



# WHY START IN THE CENTRAL VALLEY?

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- Central Valley will Serve as the **“Backbone”** of a System that will Tie Major Regions of California Together
- Fastest **Growing** Region in the State
- Revitalize Central Valley **Downtown Centers**
- Creates **Jobs** in a Region with High Unemployment
- Best, Most **Cost-Efficient** Location for Testing



# WORK IS UNDERWAY

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- **Construction Package 1**

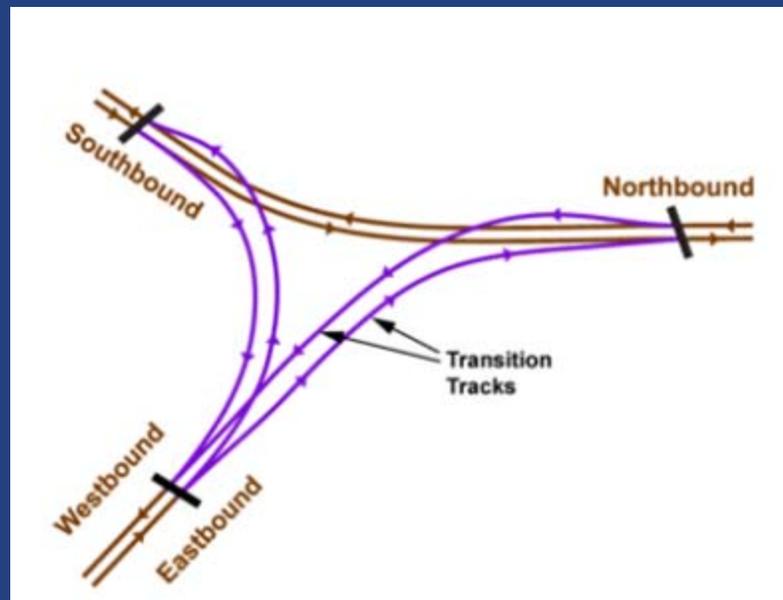
- » 29 miles between Madera and Fresno
- » Design-Build Contract with Joint Venture Tutor-Perini/Zachry/Parsons
- » Property Acquisition, Design Work, Utility Relocation
- » Over 250 employees, and 33 small or disadvantaged businesses currently working on the project



# WHAT IS THE CENTRAL VALLEY WYE?

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- The **Central Valley Wye (Wye)** connects train tracks branching off from a main line toward different directions, forming a “Y”-like shape
- In this case, two tracks traveling east-west must become four tracks - a set of two tracks branching northbound and a set of two tracks branching southbound



# BACKGROUND OF CENTRAL VALLEY WYE ACTIVITIES

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- **2009-2011:** Wye analyzed as part of Merced to Fresno Section
- **Early 2012:** Merced to Fresno released EIR/EIS, Authority determined additional alternatives should be studied
  - » Analysis of additional alternatives to be studied and included as part of San Jose to Merced EIR/EIS process

# STAKEHOLDER ENGAGEMENT FOR WYE ALTERNATIVES

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- **Resource and Regulatory Agencies**

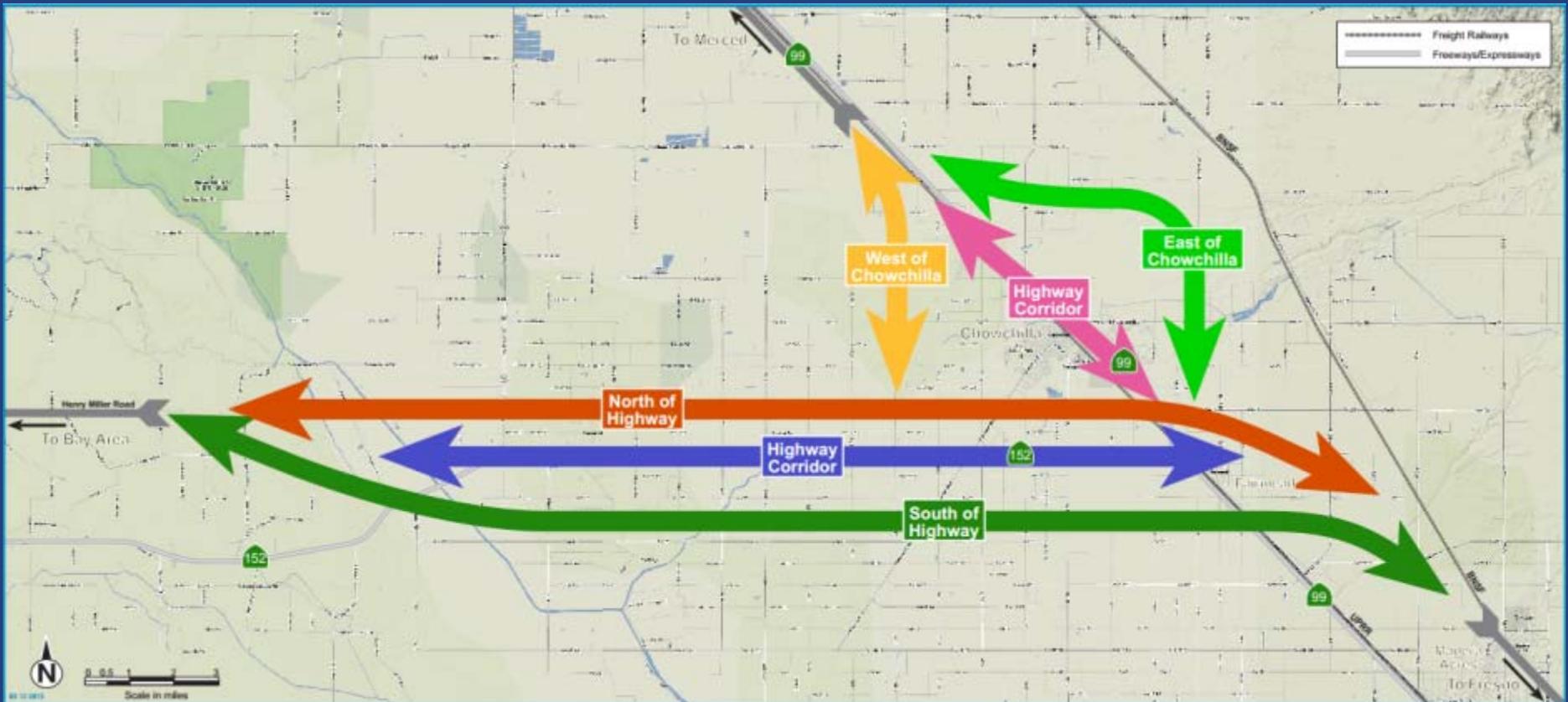
- » 404 Process (Checkpoint B) – EPA; US Army Corps of Engineers
- » Technical Working Group

- **Public and Stakeholders**

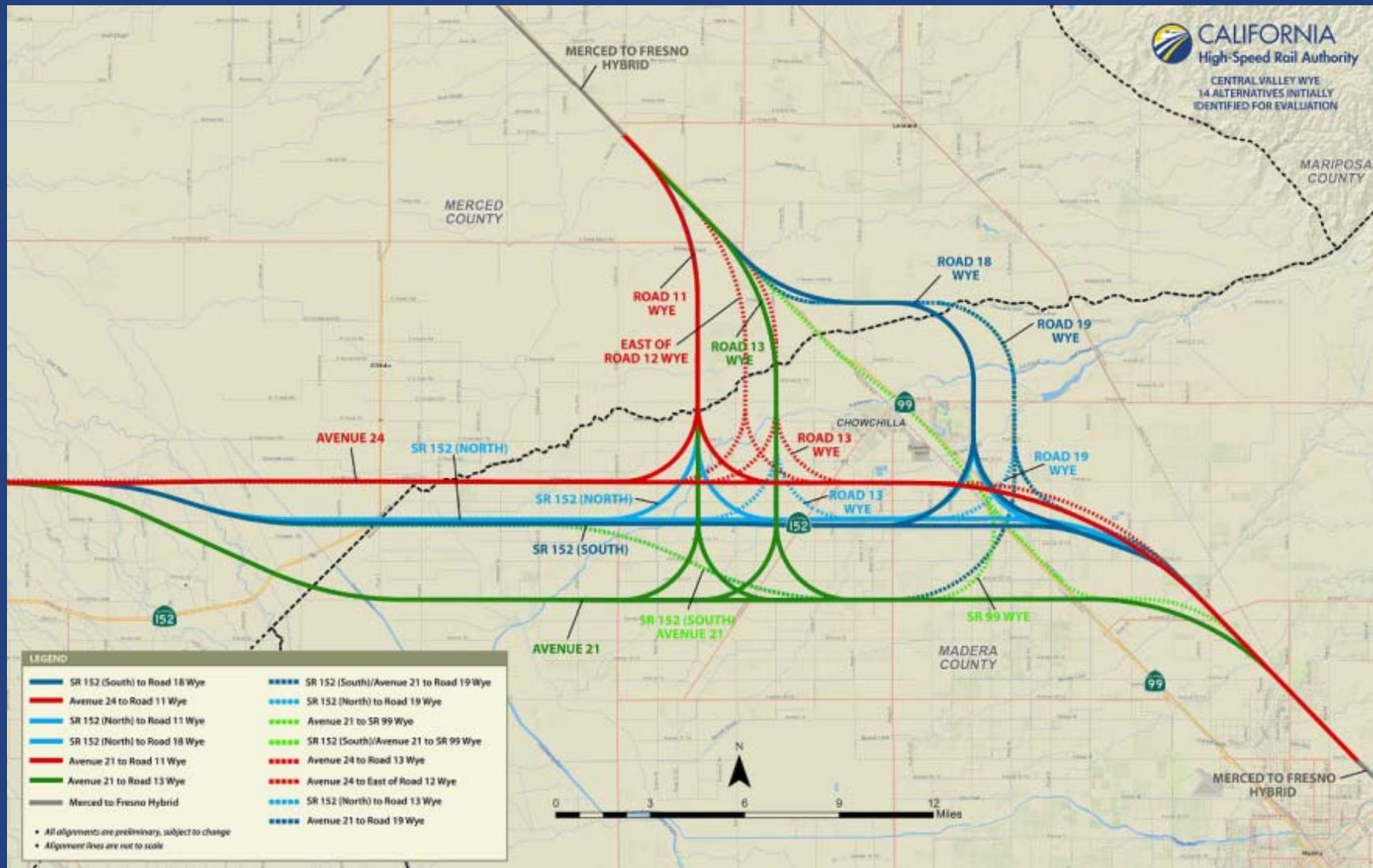
- » State Agencies – Caltrans; California Department of Corrections and Rehabilitation (CDCR)
- » Cities and Counties – Staff and Elected Officials
- » Farm Bureaus
- » Irrigation Districts
- » Local Community Groups
- » School Districts

# WYE CORRIDORS CONSIDERED

- **San Jose to Merced Section** met with stakeholders to explore potential Wye alignments
- Three corridors identified; Alternatives developed within corridors



# 14 ALTERNATIVES INITIALLY IDENTIFIED FOR EVALUATION



## SELECTION OF WYE AS HIGH PRIORITY

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- **Late 2012:** Authority staff recognized opportunity to extend early construction further north, identified selection of Wye as high priority
  - » Analysis of Wye alternatives returns to Merced to Fresno, will be completed as Subsequent EIR / Supplemental EIS (SEIR/SEIS) for Merced to Fresno Section
- **January 2013:** Authority staff presented six preliminary Wye alternatives that appear to address most consistent stakeholder and agency concerns

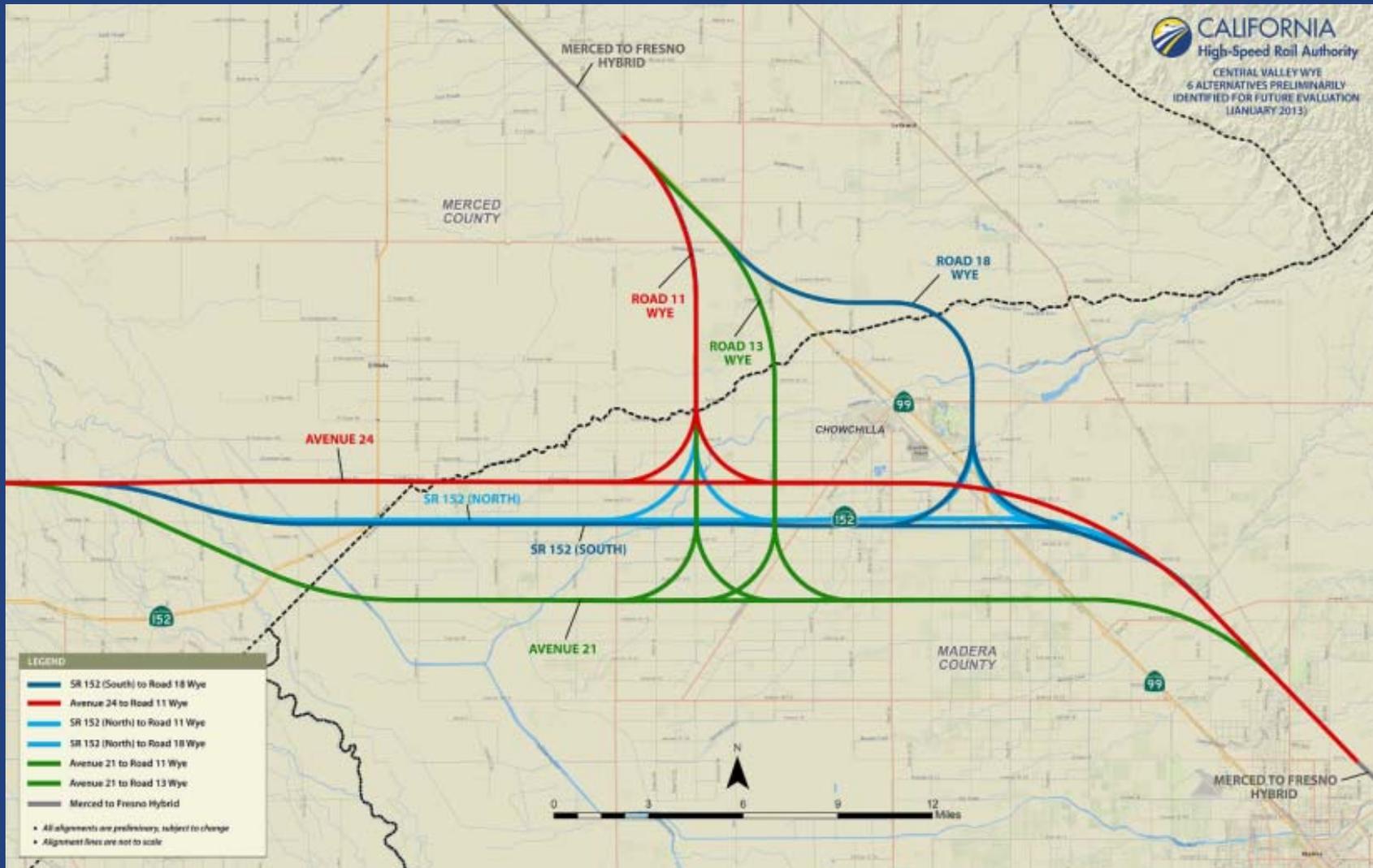
# KEY EVALUATION CRITERIA CONSIDERED

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- The Authority worked with Central Valley residents, stakeholders and regulatory agencies to identify alignments to carry forward for further analysis and consideration
- **Key evaluation criteria considered:**
  - » Avoid agricultural impacts
  - » Minimize residential impacts
  - » Reduce Impacts to Chowchilla, School Districts and Correctional Facility
  - » Close proximity to existing transportation corridors
  - » Consideration of noise/vibration impacts
  - » Minimize aquatic resource impacts

# 6 ALTERNATIVES

Preliminarily identified for future evaluation in January 2013



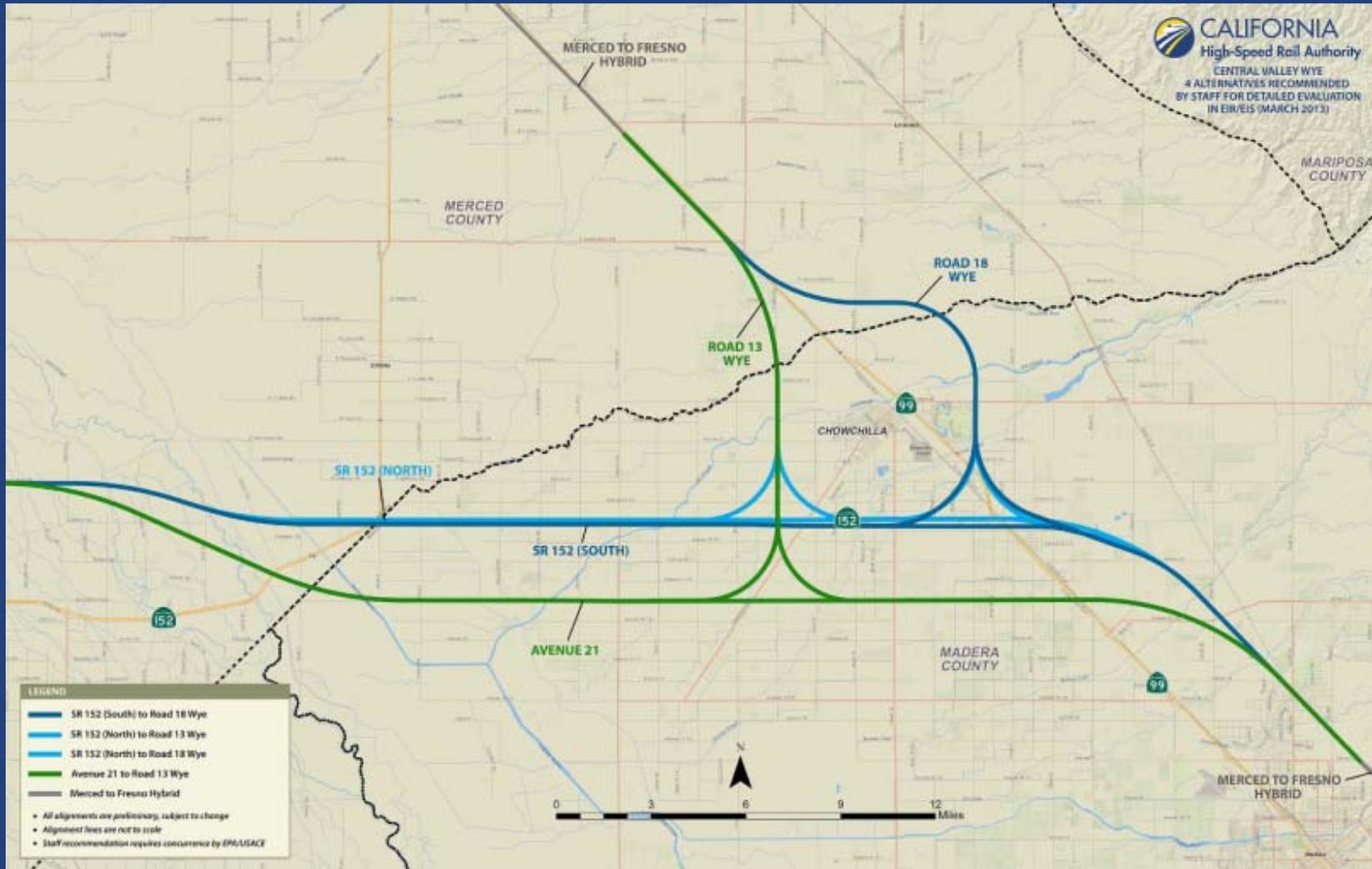
## ADDITIONAL INPUT SINCE JANUARY 2013

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- Ongoing stakeholder engagement
- Public feedback since January Board meeting
- Regulatory Agency input
- Completed Supplemental Alternatives Analysis (SAA) & finalized evaluation criteria
- **Resulting changes to Wye alternatives**
  - » 3 of the 6 recommended to be withdrawn
  - » 1 recommended from the 14 for further study

# 4 ALTERNATIVES

Recommended by staff for detailed evaluation in SEIR/SEIS in March 2013

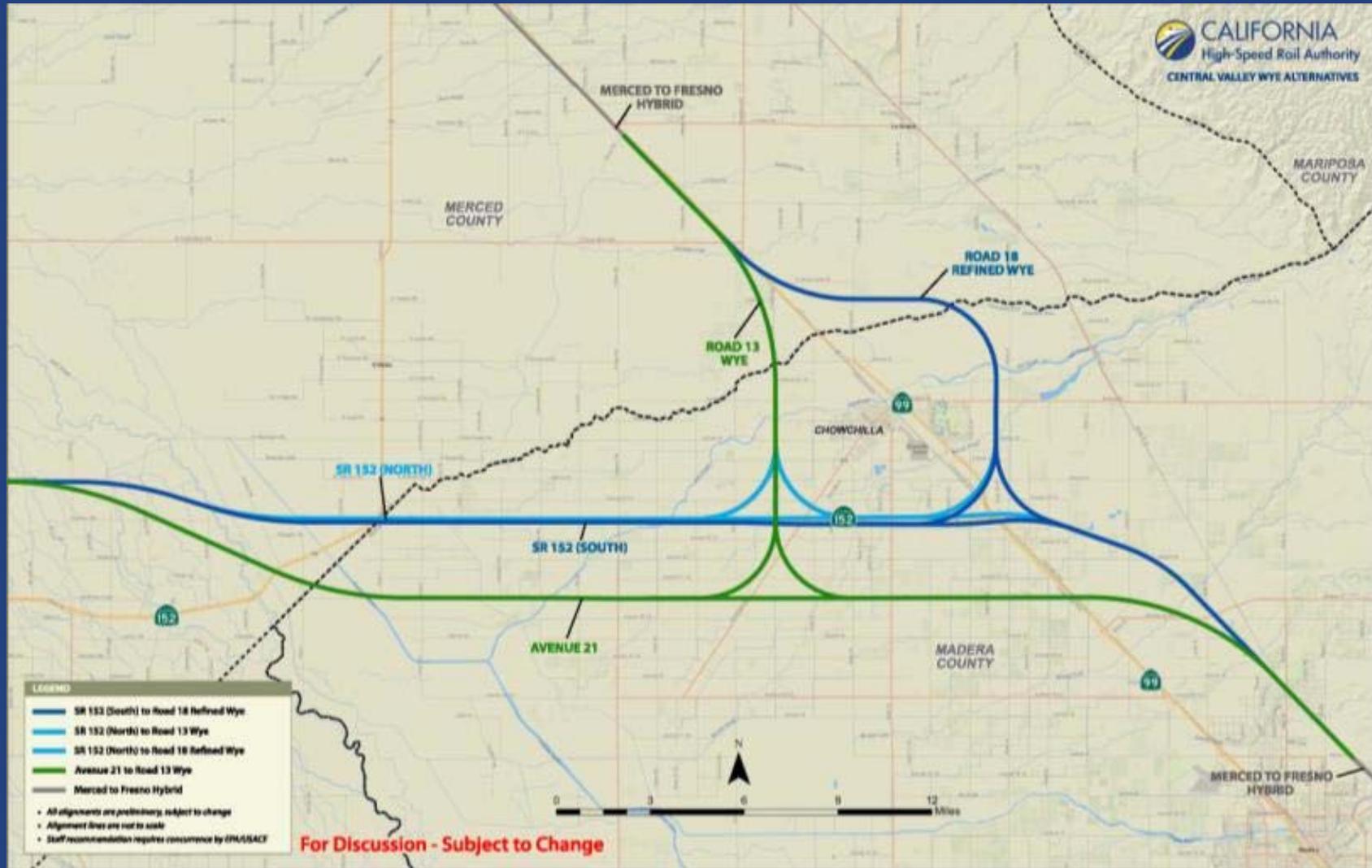


## MARCH 2013 AND FEBRUARY 2014 – ADDITIONAL INPUT

- Ongoing stakeholder engagement
- Regulatory Agency input
- Recognizing and addressing local community concerns
- Reduction of potential commercial/industrial effects
- **Resulting changes to Wye alternatives**
  - » Road 18 wye alternatives refined to minimize impacts to City of Chowchilla and the community of Fairmead
  - » 4 current recommended alternatives

# 4 ALTERNATIVES

Recommended by staff for detailed evaluation in SEIR/SEIS in February 2014



# NEXT STEPS

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- **Summer 2014**
  - » Checkpoint B Concurrence
- **Spring 2015**
  - » Release Draft Subsequent EIR/Supplemental EIS
- **Spring 2016**
  - » Release Final Subsequent EIR/Supplemental EIS
- **Summer 2016**
  - » Record of Decision (ROD)



**CALIFORNIA**  
**High-Speed Rail Authority**

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**LEAD ARCHEOLOGIST**

**ICF**

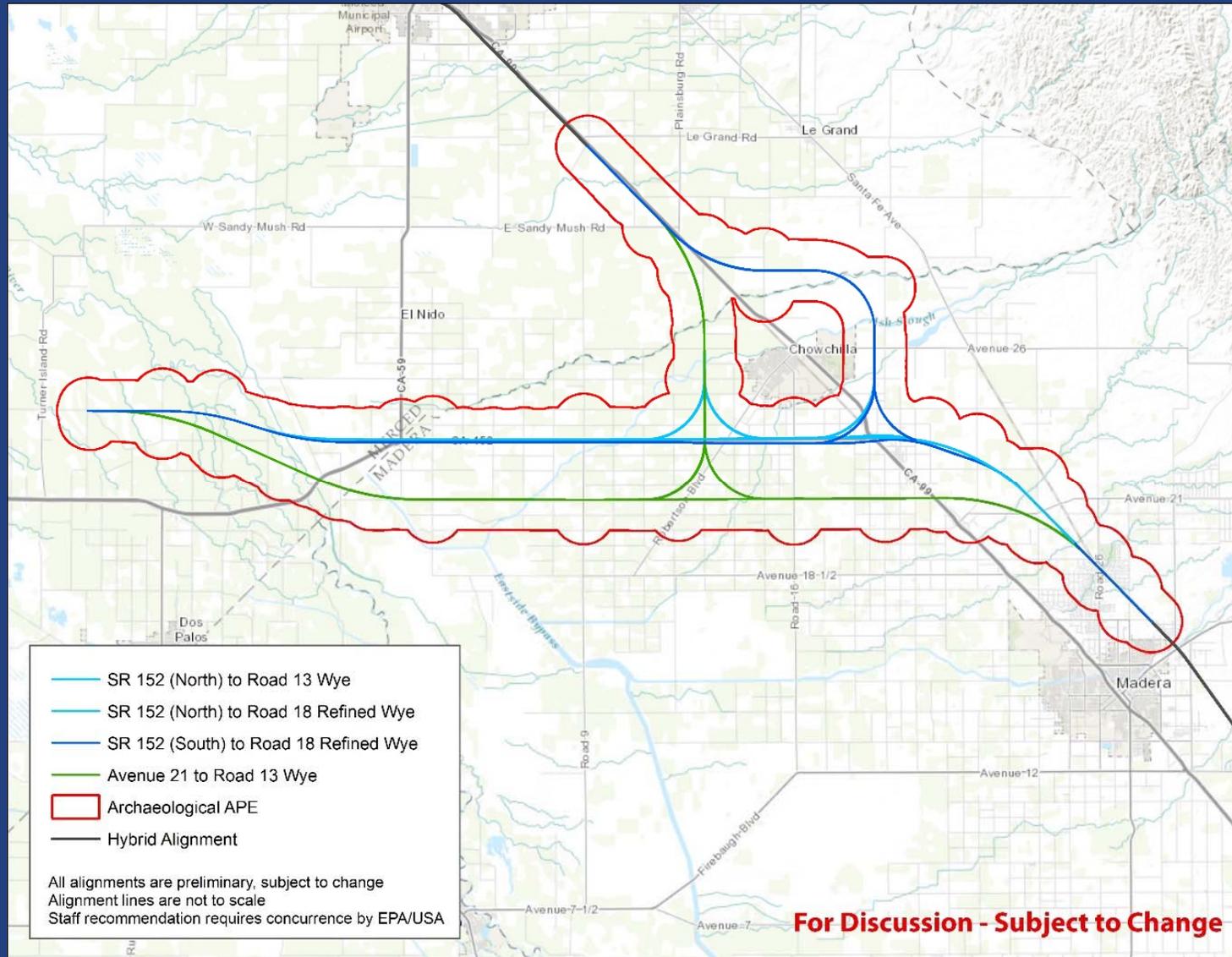
# STEPS IN IDENTIFICATION OF RESOURCES

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- Literature Review / Record Search
- Field Survey
- Sensitivity Analysis



# RECORD SEARCH INFORMATION



# FINDINGS

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- 12 archaeological sites previously recorded (within 1 mile of study area boundary)
  - » 2 Isolates
  - » 1 Lithic Scatter
  - » 4 Prehistoric
  - » 5 Historical
- 32 Studies / Surveys on approximately 16% of Study Area

# FIELD SURVEY

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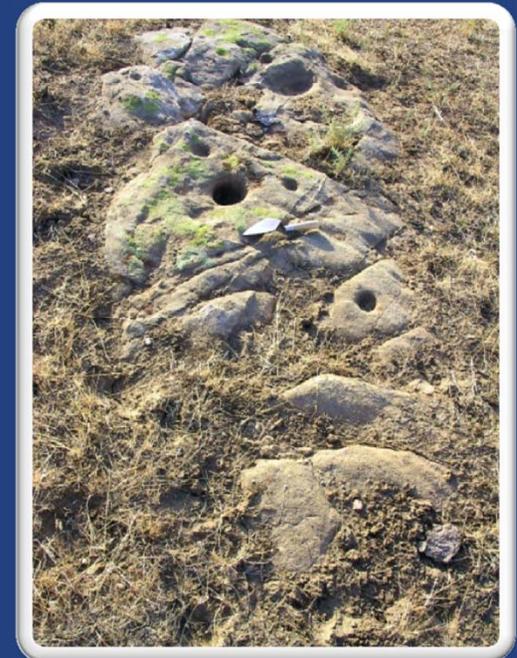
- Access to about 9 percent of study area
- Some areas with pavement or crops



# ARCHAEOLOGICAL SITE TYPES

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- Midden sites
- Multiple-Occupation Sites
- Bedrock Milling Features
- Isolated Artifacts
- Lithic Scatters
- Buried Sites
- Historical



# SUMMARY

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- No new sites identified
- No sites within Study Area
- 2 Prehistoric Resources near Study Area
- Next Steps (**Federal Process**)



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**High-Speed Rail Authority**

**SARAH ALLRED**

**AUTHORITY TRIBAL LIAISON**

# PROJECT DELIVERY TEAM/IMPLEMENTING PARTIES

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- **Federal Railroad Administration (FRA)** – lead federal agency
- **California High-Speed Rail Authority (Authority)** – lead state agency
- **Program Management Team (PMT)** – Parsons Brinckerhoff
- **Regional Consultants (RC)** – Different RC for each section (IFC for Wye)
- **Design-Build Contractor (D-B)** – Responsible for design and construction of the project. CP-1 D-B is Tutor-Perini/Zachry/Parsons.
- **Project Construction Management (PCM)** – Responsible for overseeing the work of the D-B. CP-1 PCM is Wong+Harris.
- **Signatories and Consulting Parties** – Those parties to the PA and MOA

## ENVIRONMENTAL REVIEW AND PROJECT DELIVERY MILESTONES

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- Scoping and Alternatives Analyses
- Draft Environmental Document/Public Comments
- Identification of LEDPA/Preferred Alternative
- Final Environmental Document – **NOD issued by Authority/ROD issued by FRA**
- Post-Environmental Commitments – **MOA requirements and Implementation of Treatment Plans**
- Final Design/Construction – **Continuation of MOA requirements and Treatment Plan implementation.**

# CULTURAL RESOURCES DOCUMENTATION

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- Section 106 Programmatic Agreement (PA)
- Cultural Resources Technical Studies
  - » Archaeological Survey Report (ASR)
  - » Archaeological Evaluation Report (AER)
  - » Historic Property Survey Report (HPSR)
  - » Finding of Effect (FOE)
- Agreement Documents, Treatment Plans and Supplemental Cultural Resources Technical Studies
  - » Memorandum of Agreement (MOA)
  - » Archaeological Treatment Plan (ATP)
  - » Supplemental Archaeological Survey Reports (sASR)
  - » Archaeological Evaluation Reports (AERs)
  - » Supplemental Historic Property Survey Reports (sHPSR)
  - » Archaeological Data Recovery Plans and Reports (ADRRPs/ADRRs)

# TRIBAL INPUT AND PARTICIPATION

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- Importance of Early Input
- Become a Consulting Party
- Participate in Tribal Monitoring

## LINKS TO MORE INFORMATION

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- Authority Tribal Relations web page:  
[http://www.hsr.ca.gov/Programs/Tribal\\_Relations/index.html](http://www.hsr.ca.gov/Programs/Tribal_Relations/index.html)
- Authority Merced to Fresno web page:  
[http://www.hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/merced\\_fresno.html](http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/merced_fresno.html)
- FRA Environmental Webpage  
<http://www.fra.dot.gov/Page/P0183>

# THANK YOU

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