

# CALIFORNIA HIGH-SPEED RAIL

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## HIGH-SPEED RAIL PROJECT OVERVIEW

PRESENTED BY

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Director of Environmental Services  
California High-Speed Rail Authority

**Presentation to the State Water Resources Control Board**

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**October 8, 2013**

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**Sacramento**

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# WHY HIGH-SPEED RAIL IN CA?

- **Airport Congestion**

- Los Angeles to San Francisco

- **Busiest short-haul market in US**
- **5 Million Passengers Every Year**
- **One in Four Flights Delayed by an Hour or More**



- **Roadway Congestion**

- Six of Top 30 Congested Urban Areas in US Located in California



# DEVELOPING A SYSTEM THAT WILL...

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- Reduce Construction and Operating Costs
- Minimize Community Impacts
- Provide Environmental Benefits
- Spur Economic Development
- Fully Integrate Into Existing Transportation Network



# A STATEWIDE RAIL MODERNIZATION PLAN



## Connects to Existing Systems

### Phase I Blended:

San Francisco to Los Angeles/  
Anaheim – 520 miles

- San Francisco to L.A. in Under 3 hours
- Speeds Over 200 MPH
- 14 Stations
- Completed by 2029

### Phase II:

Extensions to Sacramento  
and San Diego – 800 miles



# FUNDING (SENATE BILL 1029)

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- Signed into Law by Governor Brown in July 2012
  - \$3.3 Billion Federal ARRA Grant Funds
  - \$4.7 Billion Prop 1A Funds
- \$2.6 Billion (Prop 1A) and \$3.2 Billion (ARRA) for First Segment of IOS from Merced to Bakersfield
- \$819 Million (Prop 1A) Connectivity Projects Statewide
- \$600 Million (Prop 1A) Modernize Caltrain Corridor
- \$500 Million (Prop 1A) Upgrade Rail in SoCal
- \$252 Million (Prop 1A/ARRA) Design and Planning of Phase I and Phase II of System

# INITIAL OPERATING SECTION (IOS)

- Central Valley to San Fernando Valley
- 300 Miles
- First Step Towards a Statewide High-Speed Rail System



# 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
- Availability of Federal Funding
- Ability to Advance the Project Faster and at a Lower Cost



# FIRST CONSTRUCTION SEGMENT

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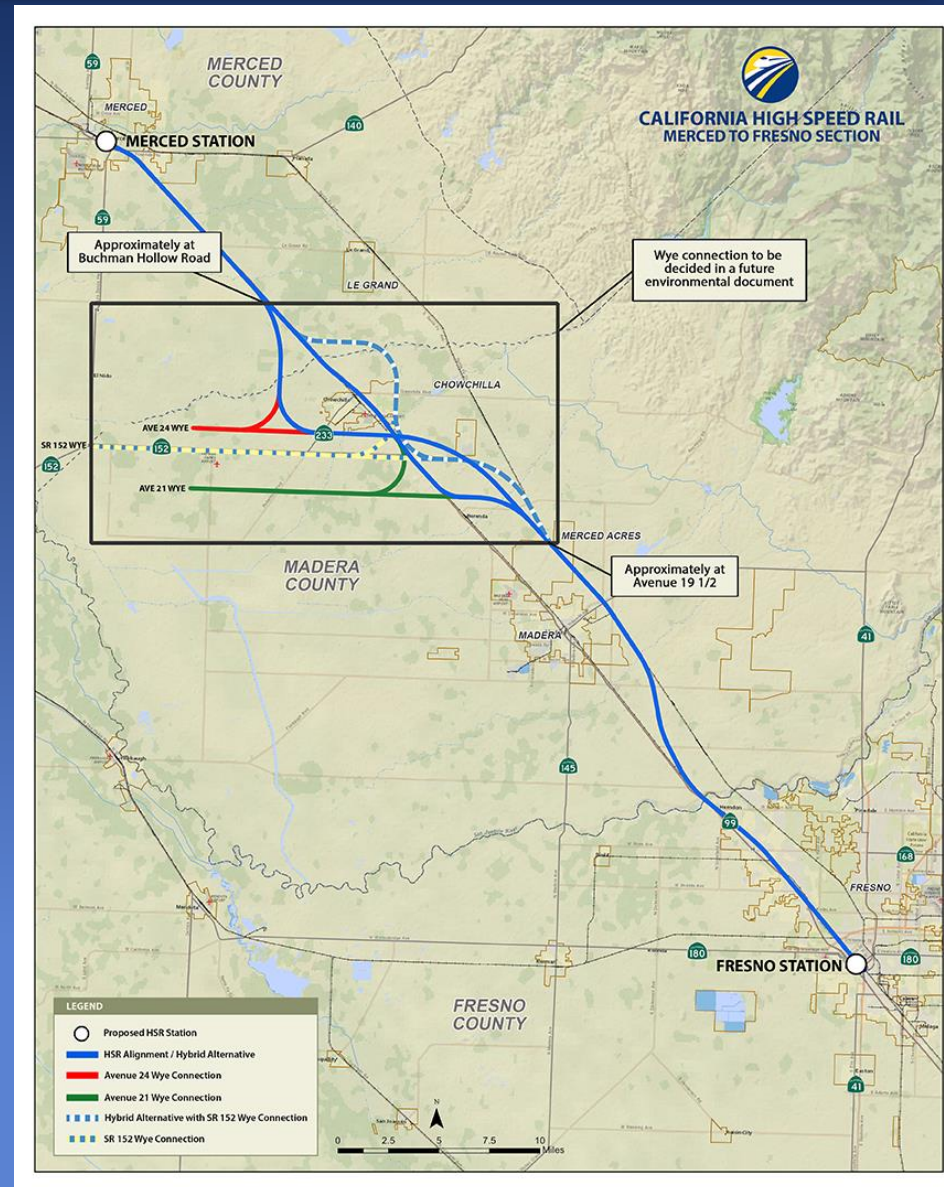
- Madera to North of Bakersfield – 130 Miles
- Five Construction Packages
  - CP 1- 4 – Civil
  - CP 5 – Railroad Infrastructure - Overhead Catenary System (OCS), Positive Train Control (PTC) and Track
- Estimated Completion – 2019
- Costs \$6 Billion – Completely Funded
  - Joint Federal and State Funding
- Construction Package 1 Contract Signed – August 16, 2013





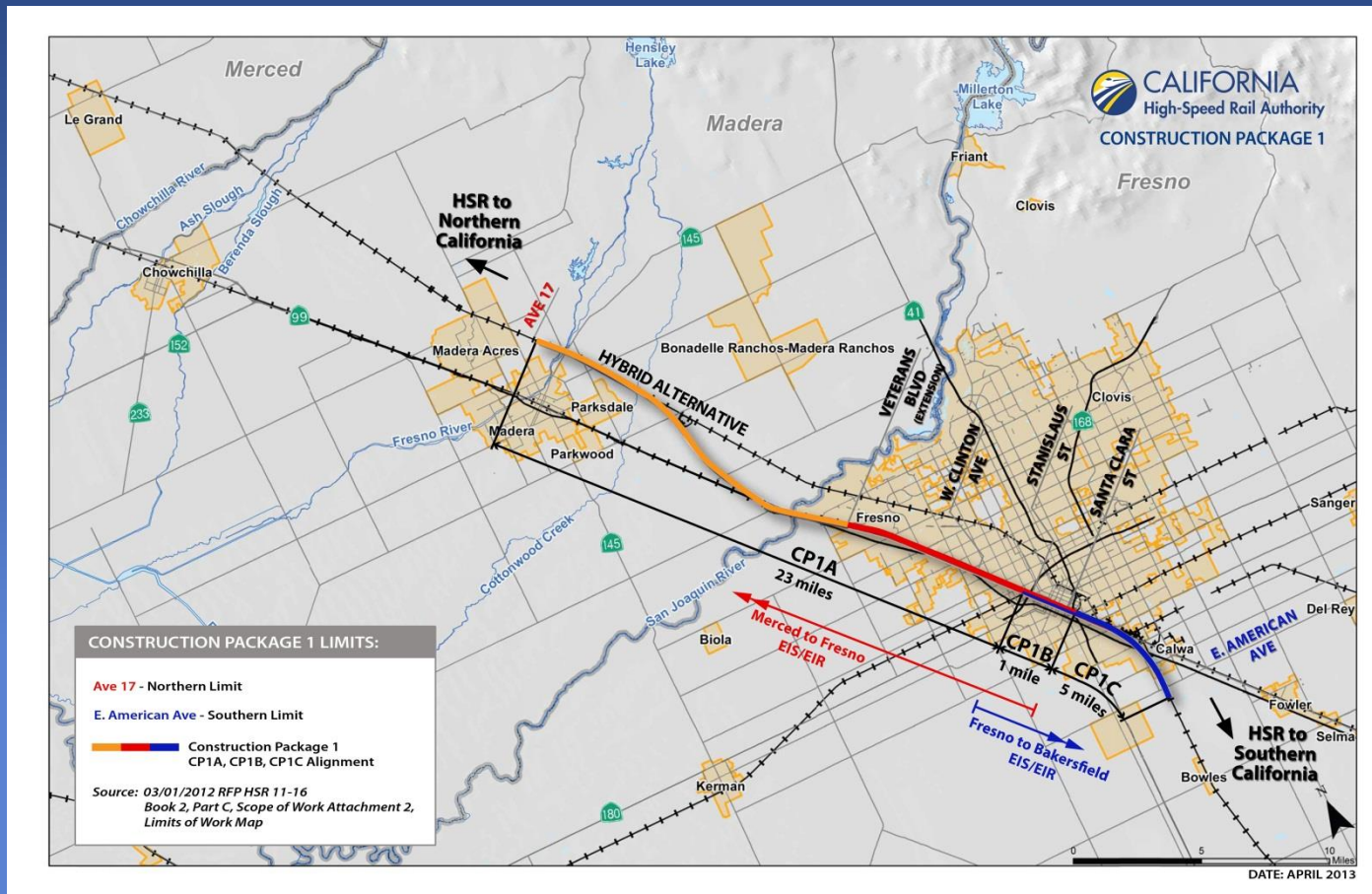
# MERCED TO FRESNO PROJECT SECTION

- 65 Mile Route
- Board Approved Hybrid Alternative May 2012
- Federal Railroad Administration Issued Record of Decision (ROD) September 2012
- Environmental Clearances Paved Way for Work to Begin



# CONSTRUCTION PACKAGE #1

- Madera to Fresno - 29 Miles
  - Avenue 17 in Madera
  - East American Avenue in Fresno





# CONTRACT BIDS

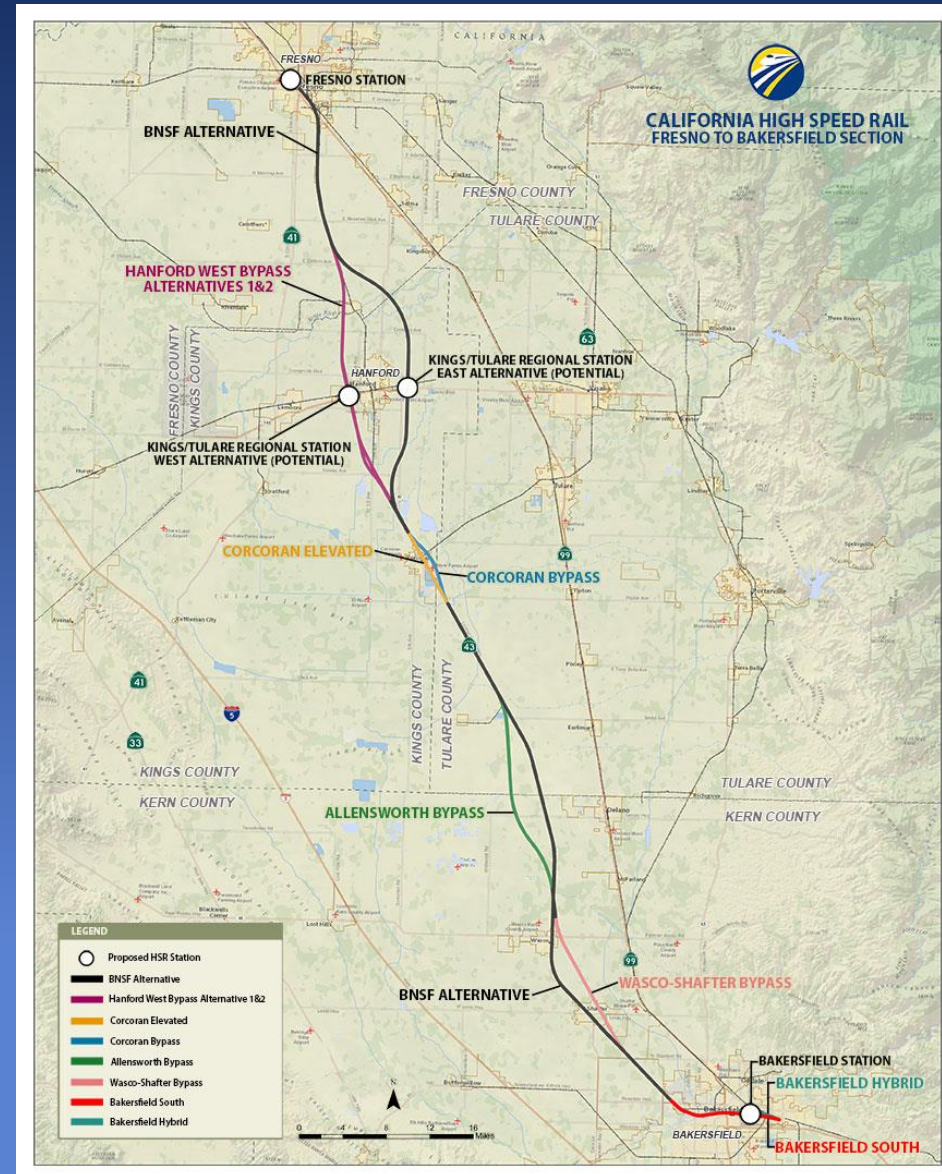
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- **January 18, 2013: Five Qualified Design-Build Teams Submitted Bids to Authority**
- **April 12, 2013: Tutor Perini/Zachry/Parsons, a Joint Venture Ranked Apparent Best Value**
- **June 6, 2013: Authority Board of Directors Authorized CEO to Negotiate Design-Build Contract with Tutor Perini/Zachry/Parsons**
- **August 16, 2013: Authority CEO Signed and Executed Contract**



# FRESNO TO BAKERSFIELD PROJECT SECTION

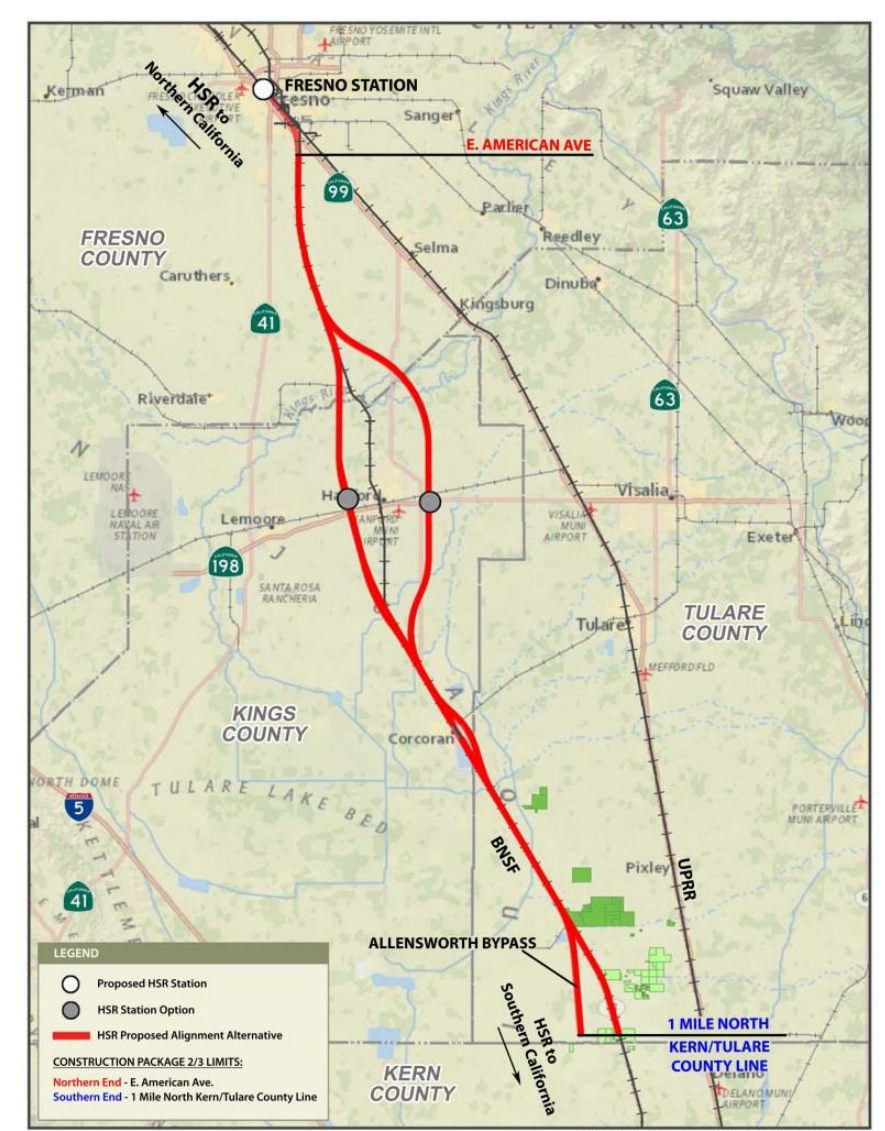
- 114 Miles Providing Access to Residents of Fresno, Tulare, Kings, and Kern Counties
- Authority Continues to Work with Stakeholders to Refine Fresno to Bakersfield Alignment
- Final EIR/EIS and Preferred Alignment Expected in 2014





# CONSTRUCTION PACKAGE 2/3

- Limits:  
East American Avenue  
in Fresno
- One Mile North of the  
Kern/Tulare County Line
- RFQ Release in 2013



# NEXT STEPS: CLOSING THE GAP

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- **Continue Work in Central Valley**
- **Connect Northern and Southern California**
  - **Close the Tehachapi Gap**
- **Fund Construction of the System**
  - **Private Financing/Investors**
  - **Federal Grants/Loans**
  - **CA Cap & Trade Revenue**
  - **TOD Revenues**
  - **Concessions**



# CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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## CONTACT INFORMATION:

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# High-Speed Rail Project Permitting

**Annalisa Kihara**  
**Division of Water Quality**  
**Storm Water Program**

**October 08, 2013**



# Traditional Storm Water Permitting of Construction Projects

**Storm water discharges** – National Pollutant Discharge Elimination system (NPDES) permit(s)

- Statewide Construction General Permit
- Region specific Construction General Permit
- Individual NPDES permit

**Dredge and fill discharges** – Clean Water Act (CWA) 401 certification(s)

- Wetland and Riparian Areas
- Certifies US Army Corp of Engineers Permit (CWA 404)

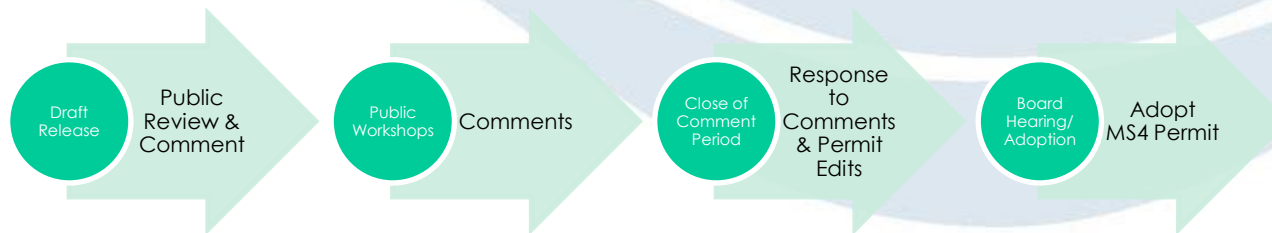
# Project-Specific Storm Water Permitting Approach

**Post-Construction** – Management of storm water after construction is complete

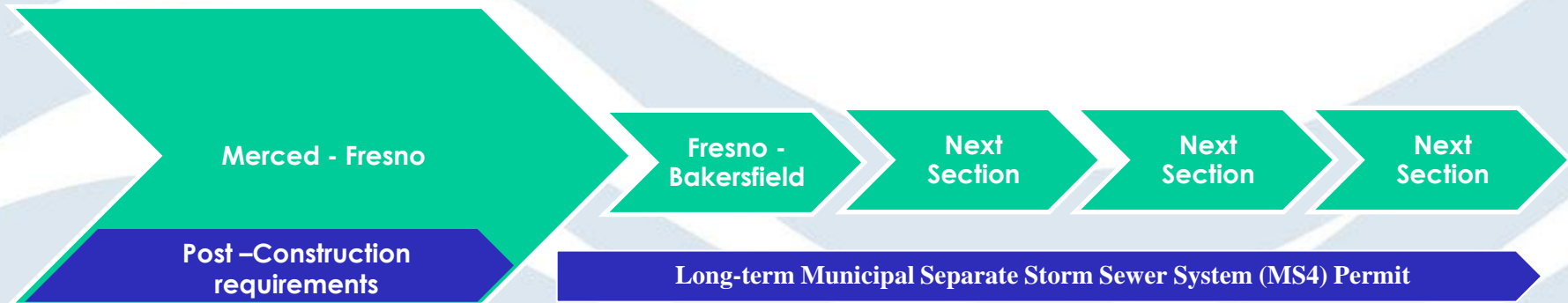
**Statewide Construction General Permit** – Baseline

**Municipal Separate Storm Sewer System (MS4) Permit (CWA 402)**

- Approach similar to California Department of Transportation (Caltrans)
- Post-Construction Requirements for all facilities
- **Issue** – Adoption Timeline

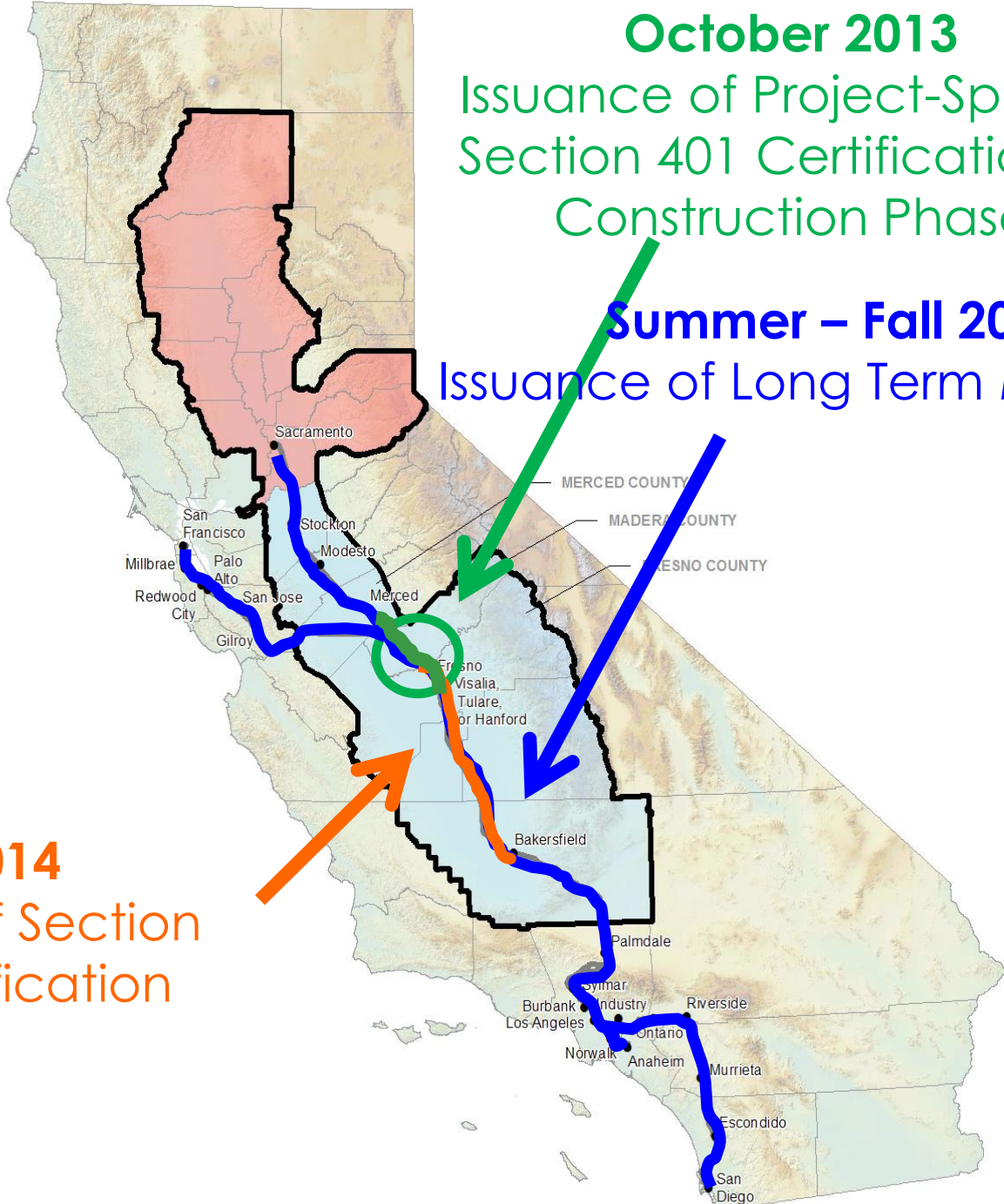


# Post- Construction Requirements



# Proposed Permitting Timeline





**October 2013**

Issuance of Project-Specific  
Section 401 Certification for  
Construction Phase I

**Summer – Fall 2014**

Issuance of Long Term MS4 Permit

**Fall 2014**

Issuance of Section  
401 Certification

A map of California with several regions highlighted in different colors. A large area in the north-central part of the state is shaded in light red. A large area in the south-central part is shaded in light blue. A grey line with black dots represents a route starting from the San Francisco Bay Area, passing through the Central Valley (Merced, Bakersfield), and ending in the San Diego area. A small red segment is visible on the route near Merced. The text "Schedule Issuance of 401 Certifications for Remaining Sections" is overlaid in the center in a large, bold, blue font.

# Schedule Issuance of 401 Certifications for Remaining Sections



**Questions?**