

August 27, 2022

Showcasing Progress on the Central Valley High-Speed Rail (HSR) Station Area Plans

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Projected to start service in about 8 years along a 171-mile corridor between Merced and Bakersfield, the High-Speed Rail Authority has been working closely with local and regional partners in the Central Valley to prepare and implement station area plans in time for service deployment in 2030. This workshop will feature land use and transportation planners from the High-Speed Rail Authority and the jurisdictions of Merced, Fresno, King/Tulare, and Bakersfield, showcasing the significant progress made over the last few years to create a sense of place at these multi-modal stations. Time is of the essence. While the engineers are building the rails and the Authority works to advance engineering and design to environmentally clear other project sections, our local planners are hard at work with their communities conducting virtual and in-person meetings to envision the ultimate layout of the stations that will reflect each community's unique culture, spur more active transportation, create greater equity, and promote early site activation to stimulate economic activity. Come learn about the progress of the nation's first high-speed rail program in our very own region... This workshop will be held outdoors in a beautiful setting facing Lake Sequoia!

SPEAKERS

Carolina Ilic, AICP - Moderator

Carolina Ilic, AICP, serves as the Planning Manager for Fresno Area Express (FAX), which is housed within the City of Fresno Department of Transportation. FAX is the transit operator for the City of Fresno. Carolina manages near-term service adjustments and long-term planning efforts for the transit system and coordinates the integration of land use and transportation planning with the city's planning and public works departments, the Fresno Council of Governments, the High-Speed Rail Authority, and other agencies. Carolina holds a master's degree in City Planning from SDSU and a bachelor's degree in Sociology from UCLA.

Ben Lichty, AICP

Ben Lichty, AICP, is a Supervising Transportation Planner for the California High-Speed Rail Authority. Ben has worked on Station Area Planning and Network Integration for the Planning and Sustainability team with the Authority for the last eight years, partnering with local jurisdictions to develop implementation plans that

Connecting California, Expanding the Economy and Transforming Travel

California high-speed rail will fundamentally transform how people move around the state, spur economic growth, create a cleaner environment, and preserve agricultural lands and natural habitat – and it has already created thousands of good-paying jobs.

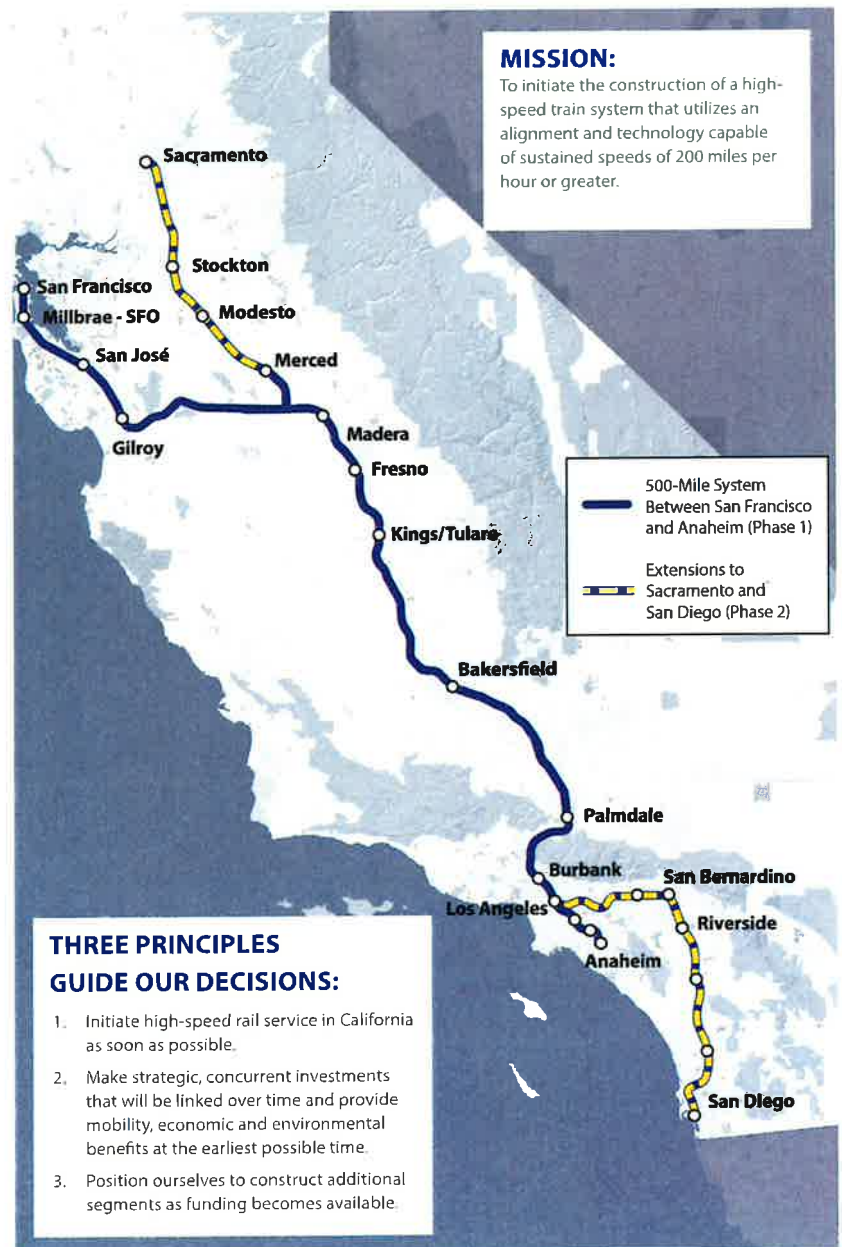
ABOUT CALIFORNIA HIGH-SPEED RAIL

The Phase 1 system will connect San Francisco to the Los Angeles basin via the Central Valley in under three hours on trains capable of exceeding 200 miles per hour. Phase 2 will extend to Sacramento and San Diego.

OUR PRIORITIES

Our implementation and delivery strategy reflects the three principles that guide our decisions and reiterates our intent to focus on these priorities:

- Complete construction of the 119-mile Central Valley Segment and lay track to fulfil our federal grant agreements with the Federal Railroad Administration;
- Meet our federal commitment to environmentally clear the entire 500-mile system between San Francisco and Los Angeles/Anaheim;
- Advance construction on the “bookend” projects that we have committed funding to in the Los Angeles Basin and the Bay Area;
- Commence testing of the electrified high-speed system in 2025, certify trains by 2027, and put electrified high-speed trains in service by the end of the decade;
- Expand the 119-mile segment in the Central Valley to develop 171 miles of electrified high-speed rail service by advancing design, funding pre-construction work and constructing extensions to Merced and Bakersfield;
- Advance project design in each segment, including the four Southern California segments and the two Northern California segments, as each segment is environmentally cleared; and
- Pursue federal and private funds prospectively to “close the gaps” and expand electrified high-speed rail service to the Bay Area and Los Angeles/Anaheim.



High-Speed Rail: Central Valley at a Glance

The California High-Speed Rail Authority (Authority) is continuing construction while partnering with local agencies, community members, business owners and other key stakeholders to build the nation's first high-speed rail system.



High-speed rail is already happening in the Central Valley, with construction now spanning 119 miles across Madera, Fresno, Kings, Tulare and Kern counties. The Authority plans to extend this 119-mile segment into Merced and Bakersfield.

The 171-mile Merced-Bakersfield line will carry more riders and deliver the most mobility, environmental and economic benefits for the lowest cost. Testing of the initial electrified high-speed rail line is planned to commence in 2025.

JOBS

Historically, the Central Valley's economy has lagged behind the rest of the state. Now, investment in high-speed rail is helping to close the gap.

- More than 7,500 construction jobs have been created with the help of the State Building and Construction Trades Council, the Fresno Regional Workforce Development Board and other groups.

- 30% of all project work hours are to be performed by National Targeted Workers (someone who lives within an economically distressed area, such as the Central Valley).
- In the city of Selma, the Central Valley Training Center opened to help students prepare for careers in more than 10 different construction-industry trades.

CLEAN AIR

The Central Valley Basin doesn't meet current clean-air objectives.

- The Authority partnered with the San Joaquin Valley Air Pollution Control District as one of the means to achieve the project's goal of net-zero greenhouse gas and criteria pollutant emissions.
- Contractors must use Tier 4 construction equipment or equipment retrofitted to achieve comparable standards throughout the project.

- An interagency agreement with the California Department of Forestry and Fire Protection is in place to plant trees through the Forestry Assistance and Urban and Community Forestry programs.

RECONNECTING THE STATE

Home to nearly seven million people, the Central Valley is one of the fastest growing regions in the state.

- As the backbone of the State Rail Plan, high-speed rail will connect the region to the rest of California.
- More than \$6.8 billion in total construction expenditures to date.

STATION PLANNING AND DEVELOPMENT

The Authority continues to work with local partners to develop station area plans based around proposed high-speed rail centers.

GET THE FACTS:

CALIFORNIA HIGH-SPEED RAIL

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. High-speed rail will connect California's megaregions, starting with the Merced to Bakersfield line as the first part of a building block approach. This high-profile project has generated significant publicity, leading to speculation and rumor. It is important to separate fact from fiction.

Myth: High-speed rail is dead in California.

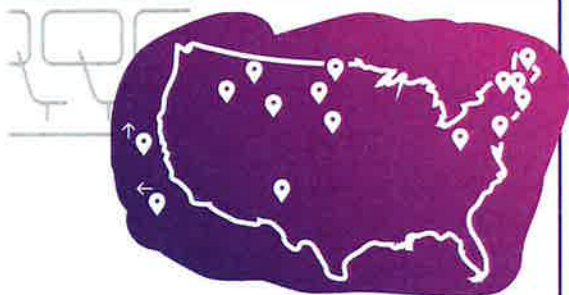


Fact:

Our Draft 2022 Business Plan presents our vision for initiating high-speed rail service in California as soon as possible while positioning ourselves to construct additional segments as funding becomes available.

It is our goal to commence testing of the electrified high-speed system in 2025, certify trains by 2027, and put electrified high-speed trains in service by the end of the decade.

Myth: No one is going to ride high-speed rail if it's just in the Central Valley.

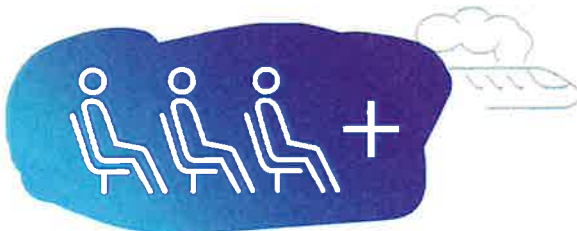


Fact:

The 171-mile line from Merced to Bakersfield connects the three largest cities in the Central Valley, a region of about 6 million people, including three major California universities.

That's more people than 15 states currently have (Wyoming, Vermont, Alaska, North Dakota, South Dakota, Delaware, Rhode Island, Montana, Maine, New Hampshire, Hawaii, Idaho, West Virginia, Nebraska, New Mexico). It will also connect three major California universities and 122 community colleges in the region.

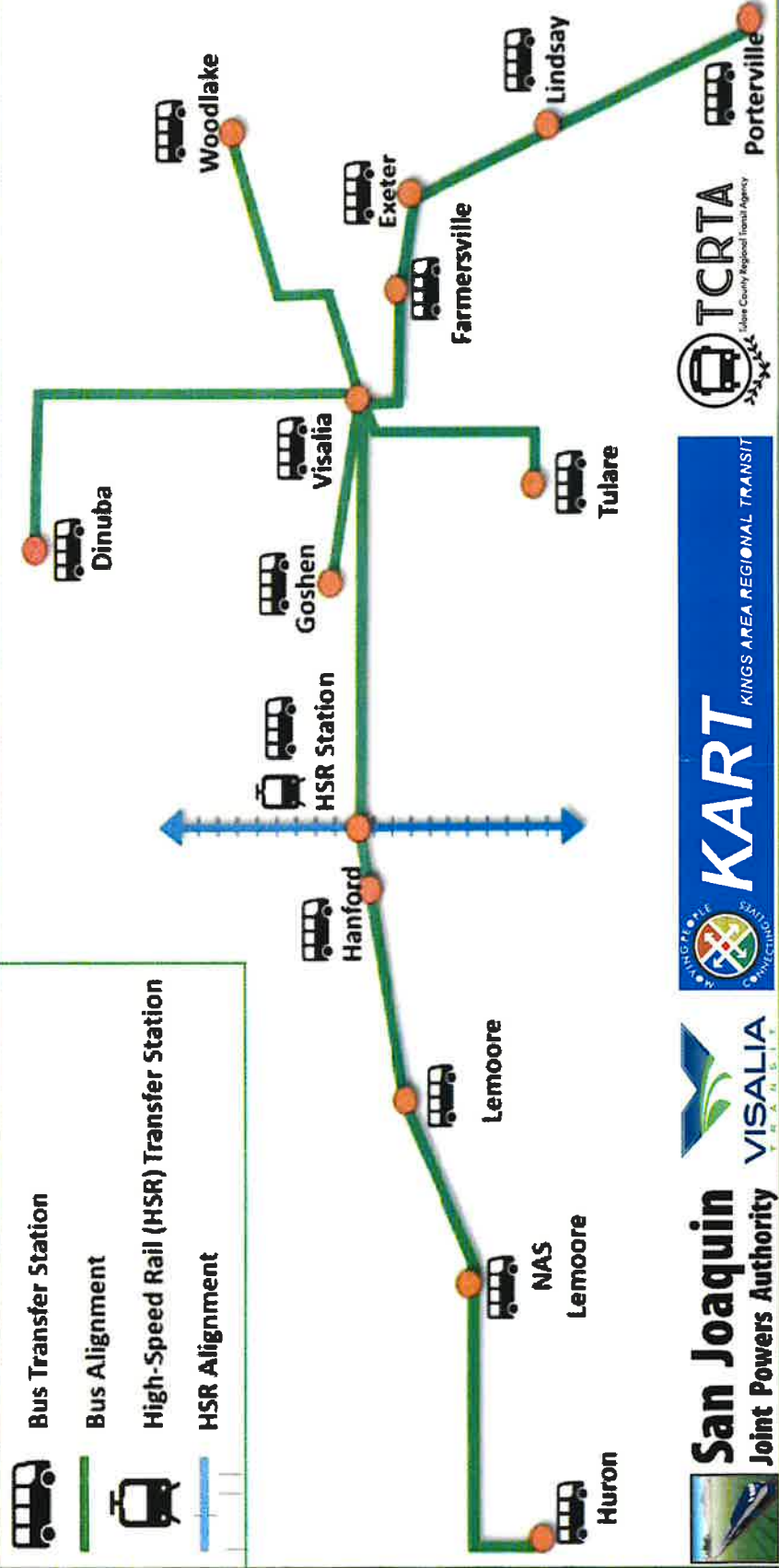
Myth: High-speed won't go past the Central Valley.



Fact:

High-speed rail is starting with an initial 171-mile segment that will extend from Merced to Bakersfield. At the same time, we are continuing to move forward with environmental clearance in Northern California and Southern California to get these project sections ready for construction.

We have cleared one of the two Northern California sections and two of the four Southern California sections. We will be presenting final environmental documents for the other Northern California section to our Board of Directors in 2022, as we work to clear the two remaining Southern California sections.



San Joaquin
Joint Powers Authority



KART
KINGS AREA REGIONAL TRANSIT



TCRTA
Tulare County Regional Transit Agency

