

## Fresno to Bakersfield

*The Fresno to Bakersfield section of California's High-Speed Train project is approximately 114 miles long. The route travels through the San Joaquin Valley with stations proposed in the cities of Fresno and Bakersfield, and near Hanford to serve Kings and Tulare counties. Potential route alignments and station locations are being evaluated through an environmental review process under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This process resulted in the development of a Draft Environmental Impact Report (EIR) and Draft Environmental Impact Statement (EIS) released for public review and comment in mid-2011. A Revised Draft EIR/Supplemental Draft EIS scheduled for release in summer 2012 will present additional alignment alternatives and will re-examine other portions of the Fresno to Bakersfield section.*

### High-Speed Train in the Central Valley

The Fresno to Bakersfield section stretches through the San Joaquin Valley, a diverse area, and home to many thriving communities. Based on its potential to connect major city centers across the state, and the opportunity to create jobs in an area hard hit by the struggling economy, the region has been selected to receive funding totaling \$6.33 billion. The High-Speed Train in the Central Valley, made up of the Merced to Fresno and the Fresno to Bakersfield sections, will serve as the backbone of the High-Speed Train system, connecting southern California to the San Francisco Bay Area and northern California.



**Where Are We Now?** The Fresno to Bakersfield High-Speed Train route is currently in the project-level environmental review phase. The environmental impacts being evaluated include impacts on existing roads, communities and neighborhoods, agricultural lands, air quality, water resources, sound and vibration, and wildlife and ecosystems, among others.

**What's Next?** A Draft EIR/EIS was released for public review and comment in mid-2011. The California High-Speed Rail Authority (Authority) will issue a Revised Draft EIR/Supplemental Draft EIS in summer 2012. The Revised DEIR/Supplemental DEIS will include new alignment alternatives and station locations west of Hanford, an additional alternative through Bakersfield, and refinements to the existing Fresno to Bakersfield alternative alignments. The Authority will also investigate improvements to the existing Fresno to Bakersfield alternatives.

Following the release of the Revised Draft EIR/Supplemental Draft EIS, there will be an additional 60-day public comment period. Comments received during that period will be evaluated and responded to as part of the Final EIR/EIS.

The EIR/EIS process will lead to the selection of a preferred alternative, establishing the alignment and station locations to be carried forward in the Final EIR/EIS and the construction of the project.



### California High-Speed Rail

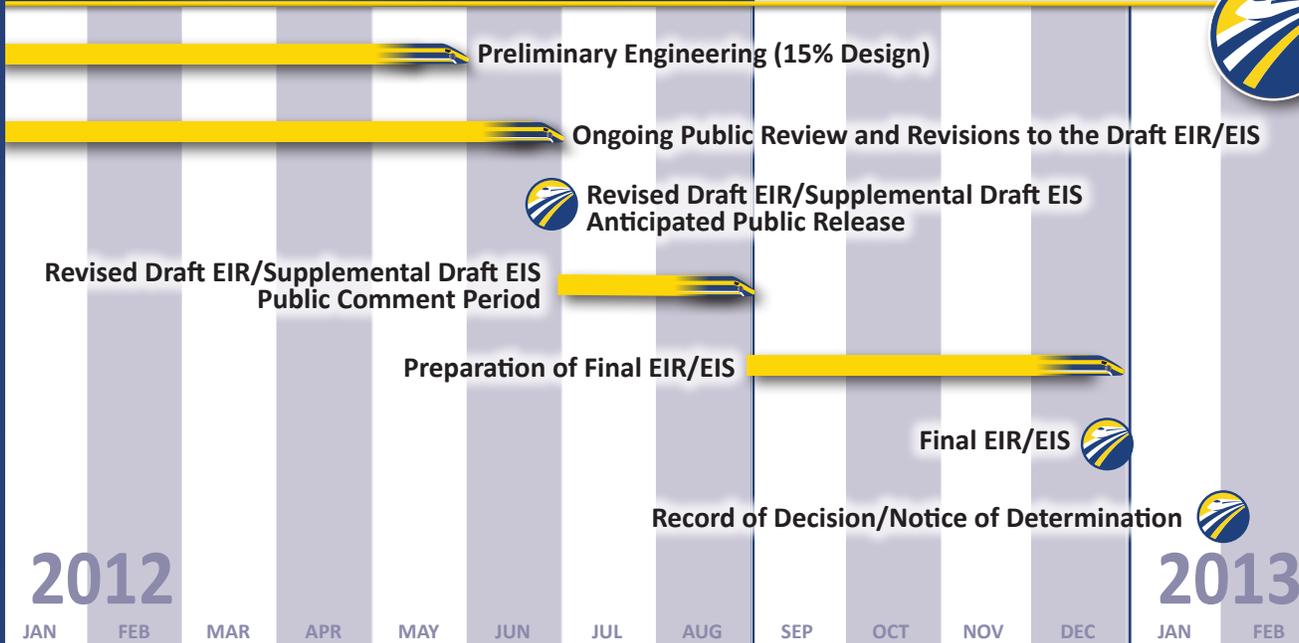
- 800-mile system
- Maximum operating speeds of 220 mph
- Powered by electricity
- Efficient travel with connections to local public transportation

### Regional Facts

- **Job Opportunities** — Construction of the initial Central Valley section is expected to create 100,000 job-years of employment over five years.<sup>1</sup>
- **Environmentally Responsible** — High-Speed Train uses only one-third the energy of airplanes and one-fifth the energy of the family car.<sup>2</sup>

<sup>1</sup> Revised 2012 Business Plan

<sup>2</sup> ADDENDUM/ERRATA to Final Program EIR/EIS for the Bay Area to Central Valley Portion of the CHST System, California High-Speed Rail Authority, June 2008, S-11



Schedule subject to change.

For more information, email us at [Fresno\\_Bakersfield@hsr.ca.gov](mailto:Fresno_Bakersfield@hsr.ca.gov) or call 866-761-7755.

For more information, visit:  
[www.cahighspeedrail.ca.gov/Fresno\\_-\\_Bakersfield.aspx](http://www.cahighspeedrail.ca.gov/Fresno_-_Bakersfield.aspx)