

California High-Speed Train | Merced to Fresno and Fresno to Bakersfield 

Merced-Fresno and Fresno-Bakersfield Information Update

July 2011



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Tiered Environmental Review Process

- **Tier 1**
 - Statewide, Programmatic EIR/EIS 2000-2005
 - BayArea to Central Valley Programmatic EIR/EIS –2005-2008/2010
- **Tier 2 A Total of 9 Project Level Studies Project-level EIR/EIS**
 - Merced-Fresno and Fresno-Bakersfield 2009 Scoping Process
 - Helped to identify the focus and content to be analyzed in the EIR/EIS
 - Scoping is the process of early consultation with the public and agencies during the initial stages of EIR/EIS preparation
- **Alternatives Analysis and Supplemental Analysis Reports 2009-2011**
 - Identified alternative alignments and station locations to be studied
 - Provided reasoning for which alternatives were carried forward in the EIR/EIS



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High-Speed Train in the Central Valley

- **Merced to Fresno Section**
 - 65-miles from Merced to Fresno; part of 800-mile statewide system
 - Merced to Fresno section selected as part of the first phase of construction, creating the backbone of the system
- **Station Locations**
 - Station in Merced area, serving as the phase 1 end station for the north region.
- **Local Benefits**
 - Travel time from Fresno to LA 1hr 24min or Merced to SF in 1hr 14min
 - Will create approximately 16,500 temporary construction jobs in the Central Valley

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High-Speed Train in the Central Valley

- **Fresno to Bakersfield Section**
 - 113-miles from Fresno to Bakersfield; part of 800-mile statewide system
 - Fresno to Bakersfield section selected as part of the first phase of construction, creating the backbone of the system
- **Station Locations**
 - Stations in Fresno, Bakersfield, and proposed in the Hanford area, serving the Kings and Tulare region
- **Local Benefits**
 - Travel time from Fresno to LA 1hr 24min or Bakersfield to SF in 1hr 51min
 - Will create approximately 16,500 temporary construction jobs in the Central Valley

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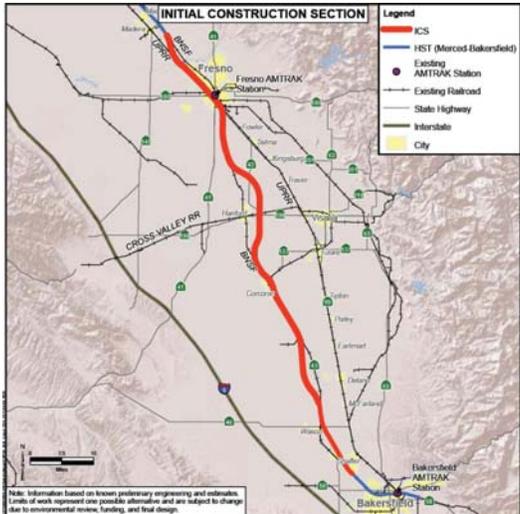
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INITIAL CONSTRUCTION

Why the Central Valley Makes Sense

Initial infrastructure construction will begin in the Central Valley, the backbone of the system:

- Construction starting in second half of 2012, investing \$5.5 billion into the economy.
- Potential to create approximately 20,000 construction jobs in the Central Valley for every \$1 billion invested.
- 120 miles from north of Fresno, near Madera, to Bakersfield – a choice that:
 - Meets state and federal requirements.
 - Provides the greatest flexibility to build both north and south as funding becomes available.
 - Constitutes the backbone of a system that will reach across the whole state.



Note: Information based on known preliminary engineering and estimates. Limits of work segment are possible alternative and are subject to change due to environmental review, funding, and final design.

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Current Public Funding Summary

FUNDING SOURCE	AWARD	STATE MATCH	TOTAL
American Recovery and Reinvestment Act (ARRA) <i>January 2010</i>	\$1.85 billion	\$1.85 billion	\$3.7 billion
High-Speed Intercity Passenger Rail (HSIPR) <i>Federal FY 10-11, October 2010</i>	\$715 million	\$306 million	\$1.02 billion
American Recovery and Reinvestment Act (ARRA) <i>December 2010</i>	\$616 million	\$616 million	\$1.234 billion
American Recovery and Reinvestment Act (ARRA) <i>May 2011</i>	\$300 million	\$75 million	\$375 million



ARRA - American Recovery and Reinvestment Act
HSIPR - High-Speed Intercity Passenger Rail

Approximately \$6.33 billion is available for initial construction

Impact Analysis

The EIR/EIS will evaluate the effects of the proposed High-Speed Train project on both the natural (biological) and human environment. This evaluation will address impacts to, among others:

- Transportation
- Air Quality
- Sound & Vibration
- Public Utilities & Energy
- Biological Resources & Wetlands
- Hydrology & Water Resources
- Geology, Soils, & Seismicity
- Hazardous Materials
- Safety & Security
- Socioeconomics, Communities & Environmental Justice
- Local Growth, Station Planning & Land Use
- Agricultural Land
- Parks, Recreation & Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Regional Growth

Agriculture and High-Speed Train (HST)

Avoidance and/or mitigation of a valuable resource

The HST alignment has been designed to:

- Minimize agricultural impacts by aligning HST features adjacent to existing rail rights-of-way.
- Use a minimum right-of-way width.
- Minimize agricultural parcel severance.
- Maintain access to remnant parcels.

Mitigation measures to be considered:

- Provide crossings, where necessary, for farm equipment.
- Work with the Department of Conservation on mitigation measures for agricultural land set-aside, with the goal of preserving/conserving agricultural land.
- Realign, restore, replace, or relocate irrigation systems (e.g. pumps, wells, pipes, ditches, canals, etc.).



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NEXT STEPS

Draft EIR/EIS

- Public Circulation August 12
- 45 Day Comment Period
- Public Hearings (Late August /Early September)

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STAYING UP TO SPEED

Contact Information

California High-Speed Rail Authority 770 L St., Suite 800 Sacramento, CA 95814 Tel: (916) 324-1541 www.cahighspeedrail.ca.gov	Fresno to Bakersfield Project Office 30 River Park Place West, Suite 180 Fresno, CA 93720 Tel: (559) 256-1463
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