S SUMMARY

S.1 Introduction and Background

High-Speed Rail System

The system that includes the HSR guideways, structures, stations, traction-powered substations, and maintenance facilities.

This section will introduce the California High-Speed Rail Project Fresno to Bakersfield Locally Generated Alternative (F-B LGA), and will summarize the background, development, and findings of this Fresno to Bakersfield Section Draft Supplemental Environmental Impact Report/Environmental Impact Statement (Supplemental EIR/EIS).

The California High-Speed Rail Authority (Authority), a state governing board formed in 1996, has responsibility for planning, designing, constructing, and operating the California High-Speed Rail (HSR). Its mandate is to develop a high-speed rail system coordinating with the state's existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports.

The California High-Speed Rail System (HSR System) will provide electrified intercity, high-speed service on nearly 800 miles of tracks throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. Figure S-1 shows this system. It will use state-of-the-art, electrically powered, high-speed, steel-wheel-on-steel-rail technology, including contemporary safety, signaling, and automated train-control systems, with trains capable of operating up to 220 miles per hour (mph). When completed, the HSR system would provide new passenger rail service to more than 90 percent of the state's population, providing more than 200 weekday trains to serve the statewide intercity travel market.

As described in *Connecting and Transforming California, 2016 Business Plan* (Authority 2016), the Authority intends to implement this system in two phases. Phase 1[1] will connect San Francisco Bay Area to Los Angeles Basin via the Central Valley with a mandated express travel time of 2 hours and 40 minutes or less. Phase 2 will extend the system from Merced to Sacramento in the north, and from Los Angeles to San Diego via the Inland Empire in the south.

The Fresno to Bakersfield HSR Section as shown on Figure S-2 is a critical Phase 1 link connecting to the Merced to Fresno and Bay Area HSR sections to the north and the Bakersfield to Palmdale and Los Angeles HSR sections to the south. Figure S-2 shows the Fresno to Bakersfield Section project alternatives that includes HSR stations in the cities of Fresno and Bakersfield and a third station east of Hanford (the Kings/Tulare Regional Station) that would serve the Hanford, Visalia, and Tulare areas. The Fresno and Bakersfield stations are the Fresno to Bakersfield HSR Section's beginning and ending points, or project termini. The Preferred Alternative as shown on Figure S-3 identified in the California High-Speed Rail Authority *Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement* (Fresno to Bakersfield Section Final EIR/EIS) (Authority and FRA 2014) consists of the BNSF Alternative in combination with the Corcoran and Allensworth Bypasses, and the Bakersfield Hybrid Alternative and Bakersfield Hybrid Station (Truxtun Avenue Station).

On May 7, 2014, the Authority certified the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014). While the analysis in the Final EIR/EIS was certified from the Fresno Station to the Bakersfield Station, the Authority's project approval was from the southern limit of the Fresno Station to the north side of 7th Standard Road, the city limit of the City of Bakersfield.

[1] Phase 1 would be built in stages dependent on funding availability.