

FACT SHEET

Project Name

California High-Speed Train Project, Fresno to Bakersfield Section

Project Description

The California High-Speed Rail Authority (Authority) proposes that the Fresno to Bakersfield Section project will consist of building and operating an approximately 114-mile portion of a larger high-speed train (HST) system that is intended to connect to sections traveling west to San Francisco, south to Los Angeles and, later, north to Sacramento. The project is designed as a steel-wheel-on-steel-railway completely grade-separated from other modes. The need for this project is directly related to the projected population growth and increased intercity travel demand over the next 20 years and beyond, and the increased travel delays and congestion that would result on California's highways and airports. Additionally, Fresno, Kings, Tulare, and Kern counties have limited connectivity with the state's larger urban metropolitan areas.

This Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) considers 12 alternatives, including the No Project Alternative and the 11 HST alternatives: the BNSF, Hanford West Bypass 1, Hanford West Bypass 2, Hanford West Bypass 1 Modified, Hanford West Bypass 2 Modified, Corcoran Elevated, Corcoran Bypass, Allensworth Bypass, Wasco-Shafter Bypass, Bakersfield South, and Bakersfield Hybrid alternatives. Each contains one station in Fresno, one station in Bakersfield, and a Kings/Tulare Regional Station near Hanford. The Federal Railroad Administration and Authority have identified the Preferred Alternative to consist of portions of the BNSF Alternative in combination with the Corcoran Bypass, Allensworth Bypass, and Bakersfield Hybrid alternatives. The HST in this section has the ability to travel up to 220 mph along the alignment. Potential environmental impacts of the alternatives include displacement of commercial, residential, and agricultural properties; community and neighborhood disruption; increase in noise;

increase in traffic at each of the stations; impacts on historic and archaeological sites; impacts on parks and recreational resources; visual impacts; impacts on sensitive biological resources and wetlands; and use of energy. Mitigation measures are described to address impacts identified in the Final EIR/EIS.

Joint Lead Agencies

Federal Railroad Administration
1200 New Jersey Avenue SE MS-20
Washington, D.C. 20590

California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

NEPA Lead Agency

The Federal Railroad Administration is the lead agency for National Environmental Policy Act (NEPA) compliance.

Responsible NEPA Official

David Valenstein, Chief
Environmental and Systems Planning Division
Federal Railroad Administration
1200 New Jersey Avenue, SE, MS-20, W38-303
Washington, DC 20590

CEQA Lead Agency

The California High-Speed Rail Authority is the lead agency for CEQA

Responsible CEQA Official

Jeff Morales, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Document Availability

This Final EIR/EIS is available online at:

<http://www.hsr.ca.gov/>

Printed copies of the Final EIR/EIS and related appendices are available at the California High-Speed Rail Authority, public libraries, and community centers (see List of Recipients beginning on page 9-1).

Contact Information

To obtain a copy of the environmental documents, contact:

Michael Penzkover
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

(916) 324-1541

E-mail: mpenzkover@hsr.ca.gov

Permits, Approvals, and Consultations Federal

- **Surface Transportation Board** – Permission to construct the project in accordance with Section 10501(b) of the Interstate Commerce Commission Termination Act of 1995.
- **U.S. Army Corps of Engineers** – Section 404 Permit for Discharge of Dredge or Fill Materials into Waters of the U.S., including wetlands. Also, Section 10 Permit for construction of any structure in or over any Navigable Water of the U.S.
- **U.S. Environmental Protection Agency** – Review of Environmental Justice conclusions; General Conformity Determination
- **Federal Railroad Administration**, in consultation with the **California Office of Historic Preservation** and the **Advisory Council on Historic Preservation** – National Historic Preservation Act, Section 106 Consultation
- **U.S. Department of Transportation** – Section 4(f) Evaluation
- **U.S. Department of Interior/National Park Service** – Section 6(f) Evaluation

State

- **California Department of Fish and Wildlife** – California Endangered Species Act (CESA) permits; Section 1602 Lake and Streambed Alteration Agreement; use of Title 14 lands for the Allensworth Ecological Reserve
- **California Department of Transportation** – Encroachment permits
- **California Public Utilities Commission** – Approval for construction and operation of railroad crossing of public roads and for construction of new transmission lines and substations.
- **California State Lands Commission** – Lease for crossing state sovereign lands

Regional

- **San Joaquin Valley Air Pollution Control District** – Permits under Rule 201, General Permit Requirements; Rule 403, Fugitive Dust; Rule 442 Architectural Coatings; Rule 902 Asbestos
- **Regional Water Quality Control Board** – Permits under Clean Water Act Section 401 Water Quality Certification; Section 402 National Pollutant Discharge Elimination System (NPDES) Waste Discharge Permit; Statewide Stormwater General Permit for Construction; Statewide Stormwater General Permit for Industrial Activities, Dewatering Permit (Order No. 98-67); Spill Prevention, Control and Countermeasures (SPCC) Plan (part of Section 402 process); Stormwater Construction and Operation Plan (part of Section 402 process)
- **Central Valley Flood Protection Board** – Encroachment permit under Section 208.10 (designated streams, flood control and protection facilities)

Authors and Principal Contributors

Please see List of Preparers under **Chapter 10** of the Final EIR/EIS

Date Issued

April 2014

Subsequent Steps

The California High-Speed Rail Authority Board will make a final decision on the project alternative to be implemented after the Final EIR/EIS is issued. Following completion of the Final EIR/EIS, the Board will consider certifying the Final EIR/EIS for compliance with CEQA and making a final decision on the project. If the Board certifies the Final EIR/EIS and makes a project decision, it will file a notice of determination with the State Clearinghouse. The Federal Railroad Administration's decision under NEPA is not final until it certifies the Record of Decision on the Final EIR/EIS. Issuance of the Record of Decision is expected in spring 2014.