

**California High-Speed Rail: Merced to Fresno Section:
Central Valley Wye**

**Final Supplemental Environmental Impact Report/
Environmental Impact Statement**

Pursuant to:

California Environmental Quality Act, P.R.C. 21000 et seq.,
State of California CEQA Guidelines, California Administrative Code, 15000 et seq., and
National Environmental Policy Act (42 U.S.C. 4321 et seq.),
40 C.F.R. Part 1500, 64 Fed. Reg. 28545, 49 U.S.C. 303 and 23 U.S.C. 327

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The California High Speed Rail Authority (Authority), as state lead agency under the California Environmental Quality Act (CEQA) and federal lead agency pursuant to National Environmental Policy Act (NEPA) assignment (23 U.S.C. 327), is releasing this Final Supplemental Environmental Impact Report/Environmental Impact Statement as further described below.

Abstract: This *California High-Speed Rail, Merced to Fresno Section: Central Valley Wye Final Supplemental Environmental Impact Report/Environmental Impact Statement* (Final Supplemental EIR/EIS) considers, describes, and summarizes the environmental impacts of a portion of the Merced to Fresno Section project—the Central Valley Wye, an approximately 51- to 55-mile portion of the larger 800-mile California High-Speed Rail system planned throughout California. The high-speed rail system will connect the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. As part of the Merced to Fresno Section of the statewide high-speed rail system, the Central Valley Wye would create the east-west high-speed rail connection between the San Jose to Merced Section to the west and the north-south Merced to Fresno Section to the east. This Final Supplemental EIR/EIS is a supplement to both the Merced to Fresno Section: Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (2012), the Merced to Fresno Section, Central Valley Wye Draft Supplemental EIR/EIS (2019), and the Revised Draft Supplemental EIR/Second Draft Supplemental EIS, Biological Resources Analysis (2020). The Merced to Fresno Final EIR/EIS identified the Hybrid Alternative as the preferred alternative, for the north/south alignment of the high-speed rail, but did not select a preferred alternative for the Central Valley Wye. The Authority Board of Directors certified the Merced to Fresno Final EIR/EIS under CEQA on May 3, 2012, and filed a Notice of Determination on May 4, 2012. The Federal Railroad Administration (FRA) issued a record of decision (ROD) on September 18, 2012, and the Surface Transportation Board issued a ROD on June 13, 2013. Although the Authority Board of Directors and FRA approved portions of the Hybrid Alternative outside the wye for the north/south alignment of the high-speed rail and the Downtown Merced and Downtown Fresno Mariposa Street station locations, these approvals, deferred a decision on the area known as the “wye connection”, that is, the east-west high-speed rail connection between the San Jose to Merced Section to the west and the north-south Merced to Fresno Section to the east, to allow for additional environmental analysis, which is the intent of this document.

The need for the HSR system exists statewide, with specific attributes of regional areas contributing to this need. The Merced to Fresno Section is an essential component of the statewide HSR system and directly relates to the 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 at its airports. Four alternatives were considered in the Draft Supplemental EIR/EIS as well as this Final Supplemental EIR/EIS:

- State Route (SR) 152 (North) to Road 13 Wye
- SR 152 (North) to Road 19 Wye
- Avenue 21 to Road 13 Wye
- SR 152 (North) to Road 11 Wye.

In this Final Supplemental EIR/EIS, the Authority continues to identify the Preferred Alternative (CEQA Proposed Project) as the SR 152 (North) to Road 11 Wye Alternative. The Authority has incorporated into the Central Valley Wye alternatives impact avoidance and minimization features (IAMF): standard practices, actions, and design features. The IAMFs are considered part of the project. Potential environmental impacts of the alternatives include air pollutant emissions; increases in noise and vibration; displacement of commercial, residential, and agricultural properties; community and neighborhood disruption; impacts on historic and archaeological sites; visual impacts; impacts on sensitive biological resources and wetlands; and cumulative impacts. Mitigation measures have been developed to avoid or reduce significant impacts identified in the Final Supplemental EIR/EIS.

This Final Supplemental EIR/EIS is being made available to the public in accordance with CEQA and NEPA.

Visit the Authority’s [website](#), where you can:

- View and download the Final Supplemental EIR/EIS and the original Draft Supplemental EIR/EIS.
- Request an electronic copy of the Final Supplemental EIR/EIS as well as the original Draft Supplemental EIR/EIS.
- Find a location near you to review a copy of the Final Supplemental EIR/EIS as well as the original Draft Supplemental EIR/EIS and/or the Revised/Second Draft Supplemental EIR/EIS.

Printed and electronic copies have been placed in the main public libraries and/or other locations in the following cities and communities: Madera, Merced, Chowchilla, and Fresno. Printed and electronic copies of the Final Supplemental EIR/EIS, along with electronic copies of the original Draft Supplemental EIR/EIS, associated technical reports, and the Merced to Fresno Final EIR/EIS, also are available for review during business hours at the Authority’s offices in Sacramento and Fresno.