

FACT SHEET

Project Name

California High-Speed Train Project, Fresno to Bakersfield Section

Project Description

The California High-Speed Train Project, Fresno to Bakersfield Section, proposes to build and operate an approximately 114-mile portion of a larger high-speed train (HST) system which 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 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 Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (Revised DEIR/Supplement DEIS) considers ten alternatives, including the No Project Alternative and the nine HST alternatives: the BNSF, Hanford West Bypass 1, Hanford West Bypass 2, 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 potential Kings/Tulare Regional Station located in the vicinity of Hanford. 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 Revised Draft EIR/Supplemental Draft 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 NEPA

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

The Revised Draft EIR/Supplemental Draft EIS is available online at:

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

Printed copies of the Revised Draft EIR/Supplemental Draft EIS, related appendices and technical reports are available at the California High-Speed Rail Authority, public libraries, and community centers (see List of Recipients beginning on page 8-1).

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

- **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 Game** – 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 9 of the Revised Draft EIR/Supplemental Draft EIS

Date Issued

July 2012

Subsequent Environmental Review

After circulation of the Revised Draft EIR/Supplemental Draft EIS and consideration of comments received, the California High-Speed Rail Authority Board will identify a preferred alternative. Following this action, the Authority and FRA will prepare the Final EIR/EIS. The Final EIR/EIS will document and address comments received on both the Draft EIR/EIS and Revised Draft EIR/Supplemental Draft EIS. 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. FRA's decision under NEPA is not final until it certifies the ROD on the Final EIR/EIS. Certification of the ROD is expected in early 2013.