

California High-Speed Train: Fresno to Bakersfield Section
Revised Draft Environmental Impact Report / Supplemental
Draft Environmental Impact Statement
and
Draft Section 4(f) Statement

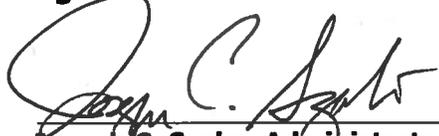
Pursuant to:
California Environmental Quality Act, P.R.C. 21000 et seq.; State of California CEQA Guidelines,
California Administrative Code, 15000 et seq.; and National Environmental Policy Act (42 U.S.C.
4332 et seq.) 40 CFR Part 1500 and 64 Fed. Reg. 28545

Prepared by the
California High-Speed Rail Authority
and the
Federal Railroad Administration

With Cooperating Agency:
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Abstract: This document considers, describes, and summarizes the environmental impacts of the Fresno to Bakersfield Section High-Speed Train (HST) Project, an approximately 114-mile portion of a larger 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 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.

The Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS) for the Fresno to Bakersfield Section was circulated to the public from August 15 to October 13, 2011. The Authority decided, based on substantive comments received during the public and agency review of the Draft EIR/EIS, to reintroduce alignment alternatives west of Hanford and an additional alternative through the Bakersfield area. The Authority and FRA determined that the introduction of these new alternatives and refinements being considered for existing Fresno to Bakersfield alternatives required publication of this Revised Draft EIR and Supplemental Draft EIS.

Ten alternatives are considered in this Revised Draft EIR / Supplemental Draft EIS, 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 either east or west 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.

This California High-Speed Train (HST) Project EIR/EIS is being made available to the public in accordance with the California Environmental Quality Act and the National Environmental Policy Act.

Visit the California High-Speed Rail Authority web site (www.cahighspeedrail.ca.gov), where you can:

- View and download the Revised Draft EIR / Supplemental Draft EIS.
- Request a CD-ROM of the Revised Draft EIR / Supplemental Draft EIS.
- Locate a library near you to review a hardcopy of the Revised Draft EIR / Supplemental Draft EIS.

Printed copies have been placed in the main public libraries in the following cities and communities: Sacramento, Fresno, Clovis, Laton, Hanford, Lemoore, Visalia, Tulare, Corcoran, Wasco, Shafter, Delano, and Bakersfield.