

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

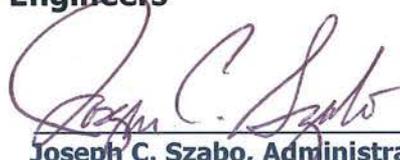
Pursuant to:
California Environmental Quality Act, P.R.C. 21000 et seq.; State of California CEQA Guidelines,
California Administrative Code, 15000 et seq.; and National Environmental Policy Act (42 U.S.C.
4332 et seq.) 40 C.F.R. Part 1500 and 64 Fed. Reg. 28545

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

With Cooperating Agency:
U.S. Army Corps of Engineers



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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 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. Seven alternatives are considered in this Draft EIR/EIS, the No Project Alternative and the six HST alternatives: the BNSF, Corcoran Elevated, Corcoran Bypass, Allensworth Bypass, Wasco-Shafter Bypass, and Bakersfield South alternatives. Each contains one station in Fresno, one station in Bakersfield, and a potential Kings/Tulare Regional Station east 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 Draft EIR/EIS.

The California High-Speed Train (HST) Project Environmental Impact Report/Environmental Impact Statement (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 Draft EIR/EIS.
- Request a CD-ROM of the Draft EIR/EIS.
- Locate a library near you to review a hardcopy of the Draft EIR/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.