

Preface

What Is This Document?

The California High-Speed Rail Authority (Authority) proposes to construct, operate, and maintain an electric-powered high-speed train (HST) system in California. When completed, the nearly 800-mile high-speed train system will provide new passenger rail service to California's major metropolitan areas and through the counties that are home to more than 90% of the state's population. The Fresno to Bakersfield HST Section is a critical link connecting the Bay Area HST sections north and south to the rest of the system.

This Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) is the next step in the environmental process after the development and certification of the 2005 *Final Program Environmental Impact Report / Environmental Impact Statement for the Proposed California High-Speed Train System* (referred to hereafter as the Statewide Program EIR/EIS) and the 2008 *Bay Area to Central Valley High-Speed Train Final Program Environmental Impact Report / Environmental Impact Statement* (referred to hereafter as the Bay Area to Central Valley Program EIR/EIS). The Authority and the Federal Railroad Administration (FRA) circulated the Fresno to Bakersfield Section Draft EIR/EIS to the public from August 15 to October 13, 2011. Based on substantive comments received during the public and agency review of the Draft EIR/EIS, the Authority decided to reintroduce alignment alternatives west of Hanford. In response to concerns raised by stakeholders in metropolitan Bakersfield, the Authority and FRA also decided to evaluate another alternative in Bakersfield (Bakersfield Hybrid Alternative) that would minimize impacts to residential and community facilities. The Authority and FRA determined that the introduction of these new alternatives and refinements being considered for existing Fresno to Bakersfield route alternatives required publication of this Revised Draft EIR and Supplemental Draft EIS in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Because of the highly technical and complex nature of the proposed Fresno to Bakersfield Section of the HST project, this EIR/EIS contains more information than is mandated by either the federal or state statutory and regulatory requirements.

This Revised Draft EIR/Supplemental Draft EIS does the following:

- Describes the HST alternatives and their potential impacts.
- Provides environmental information to assist decision makers in selecting the project to be built.
- Identifies measures to avoid and minimize impacts and, when necessary, compensate for adverse impacts.
- Considers cumulative impacts as part of the environmental review process.

How Do I Use This Document?

The purpose of environmental documents prepared under NEPA and CEQA is to disclose information to decision makers and the public. Although the science and analysis that supports this Revised Draft EIR/Supplemental Draft EIS is complex, this document is intended for the general public. Every attempt has been made to limit technical terms and the use of acronyms. Where this cannot be avoided, the terms and acronyms are defined the first time they are used, and a list of acronyms and abbreviations is provided (Chapter 13).

Volume I of this Revised Draft EIR/Supplemental Draft EIS is organized into 13 chapters and a Summary. Volume II contains technical appendices, and Volume III, available on DVD, provides alignments and other project design plans. For a reader with only a short time to devote to this document, the **Summary** is the place to start. It provides an overview of all of the substantive chapters in this document and includes a table listing the potential environmental impacts at the project level for each environmental resource topic. If more information is desired, the Summary directs the reader to the place in the document where more details are available.

Chapter 1.0, Project Purpose, Need, and Objectives, explains why the project is proposed and provides a history of the planning process.

Chapter 2.0, Alternatives, describes the proposed Fresno to Bakersfield Section route alternatives and design options, HST station options, and heavy maintenance facility options, as well as the No Project Alternative used for purposes of comparison. It contains illustrations and maps and provides a review of construction activities. The first two chapters help the reader understand what is being analyzed in the remainder of the document.

Chapter 3.0, Affected Environment, Environmental Consequences, and Mitigation Measures, is where the reader can find information about the existing transportation, environmental, and social conditions in the area of the proposed project. This chapter provides the findings of the analysis of potential environmental impacts, along with methods to reduce these impacts (called mitigation strategies). Chapter 3 is divided into subsections discussing various environmental resource topics:

- Transportation
- Air Quality and Global Climate Change
- Noise and Vibration
- Electromagnetic Fields and Electromagnetic Interference
- Public Utilities and Energy
- Biological Resources and Wetlands
- Hydrology and Water Resources
- Geology, Soils, and Seismicity
- Hazardous Materials and Waste
- Safety and Security
- Socioeconomics, Communities, and Environmental Justice
- Station Planning, Land Use, and Development
- Agricultural Lands
- Parks, Recreation, and Open Space
- Aesthetics and Visual Resources
- Cultural and Paleontological Resources
- Regional Growth
- Cumulative Impacts

Chapter 4.0, Section 4(f)/Section 6(f) Evaluation, summarizes parks, wildlife refuges, and historic properties in accordance with Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act. It describes avoidance alternatives and measures to minimize harm to these resources.

Chapter 5.0, Project Costs and Operations, summarizes the estimated capital and operations and maintenance costs for each Fresno to Bakersfield Section alternative evaluated in the Project EIR/EIS, including funding and financial risk.

Chapter 6.0, Other CEQA/NEPA Considerations, summarizes the project's significant adverse environmental effects, the significant adverse environmental effects that cannot be

avoided if the project is implemented, and the significant irreversible environmental changes that would occur as a result of the project or irretrievable commitments of resources or foreclosure of future options. Chapter 6.0 also provides information about identification of the preferred alternative and the least environmentally damaging practicable alternative.

Chapter 7.0, Public and Agency Involvement, contains summaries of coordination and outreach activities with agencies and the general public.

Chapter 8.0, EIR/EIS Distribution, identifies individuals and organizations informed of the availability of the Revised Draft EIR / Supplemental Draft EIS.

Chapter 9.0, List of Preparers, provides the names and responsibilities of the authors of the Revised Draft EIR / Supplemental Draft EIS.

Chapter 10.0, References/Sources Used in Document Preparation, cites the references and contacts used in writing this document.

Chapter 11.0, Glossary of Terms, provides a definition of certain terms used in the EIR/EIS.

Chapter 12.0, Index, provides a tool to cross-reference major topics used in the EIR/EIS.

Chapter 13.0, Acronyms and Abbreviations, defines the acronyms and abbreviations used in this document.

Appendices and Technical Reports provide additional details on the project and EIR/EIS process. Technical appendices, included in Volume II, are related to the affected environment and environmental consequences analyses. These appendices are numbered to match their corresponding environmental elements in Chapter 3, as well as in Chapters 1, 2, and 5 of the Revised Draft EIR/Supplemental Draft EIS. Detailed technical reports prepared for transportation; air quality and global climate change; noise and vibration; biological resources and wetlands; hydrology and water resources; geology, soils, and seismicity; hazardous materials and waste; acquisitions and relocations; socioeconomic; aesthetics and visual quality; cultural resources; paleontological resources, as well as other sections identified in the Revised Draft EIR/Supplemental Draft EIS, are available on DVD. Volume III, Alignment and Other Plans, also available on DVD, presents project design drawings, including trackway design and road crossing design. These documents are also available at www.cahighspeedrail.ca.gov and at locations identified in Chapter 8, EIR/EIS Distribution.

What Happens Next?

Public Review of the Revised Draft EIR / Supplemental Draft EIS

The Authority and FRA are widely circulating the Revised Draft EIR/Supplemental Draft EIS to affected local jurisdictions, state and federal agencies, tribes, community organizations, other interest groups, and interested individuals. The document is also available at Authority offices, public libraries, and community centers. Those who wish to review and/or comment are provided a formal public comment period following the date of issuance of the document. In addition, public hearings will be held during the comment period to receive oral testimony.

Identification of Preferred Alternative

After the California High-Speed Rail Authority Board considers the information in the Project EIR/EIS, public and agency comments on the Draft EIR/EIS and the Revised Draft EIR/Supplemental Draft EIS, and other relevant information, the Board is expected to identify a preferred alternative. The Board will not make a final decision on the project alternative to be

implemented until after the Final Project EIR/EIS is issued. The preferred alternative is called a “preferred alternative” by FRA to make clear that the federal government has not made a decision until it issues a Record of Decision (ROD) after completion of the Final EIR/EIS.

Final EIR/EIS and Project Decision

After circulation of the Revised Draft EIR/Supplemental Draft EIS and consideration of comments received both on the Draft EIR/EIS and the Revised Draft EIR/Supplemental Draft EIS, the Authority and FRA will prepare the Final EIR/EIS. The Final EIR/EIS will document and address comments received on the Draft EIR/EIS and the Revised Draft EIR/Supplemental Draft EIS. It will also describe the preferred alternative and proposed mitigation commitments associated with the Fresno to Bakersfield Section. 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.

Federal Approval

FRA will issue a decision document referred to as the federal “record of decision” or ROD. The ROD states FRA’s decision on the project, identifies the alternatives considered by FRA in reaching its decision, and itemizes the Authority’s commitments to mitigate project impacts. Issuance of the ROD is a prerequisite for any federal funding or approvals.

Fresno to Bakersfield HST Milestone Schedule

August 2011	Public release of Draft EIR/EIS
July 2012	Public release of Revised Draft EIR/Supplemental Draft EIS
January 2013	Final EIR/EIS published
March 2013	Notice of Determination and Record of Decision
2011 through 2013	Final design/permitting
Spring 2013	Property acquisition begins
2013	Construction begins
2019	Operation begins (Testing)

The schedule for final design, construction, and operation would be refined as the project moves closer to the end of the environmental review and preliminary design phase. The Authority envisions that service would be provided between Fresno and Bakersfield by 2022.