

FACT SHEET

Project Name

California High-Speed Rail Project, Fresno to Bakersfield Section Locally Generated Alternative (F-B LGA)

Project Description

The California High-Speed Rail Authority (Authority) proposes that the Fresno to Bakersfield Section project will consist of building and operating an approximately 114-mile portion of a larger high-speed rail (HSR) system that is intended to connect to sections traveling west to San Francisco, south to Los Angeles and, later, north to Sacramento. The Preferred Alternative identified in the *Fresno to Bakersfield Section California High-Speed Train Final Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS)* consists of portions of the “BNSF Alternative” in combination with the “Corcoran Bypass,” “Allensworth Bypass,” and “Bakersfield Hybrid” alternatives. On May 7, 2014, the Authority certified the Fresno to Bakersfield Section Final EIR/EIS and approved the Preferred Alternative south from Fresno to 7th Standard Road, the northern city limits of Bakersfield. Based on an analysis of potential impacts and substantive agency and public comments, including comments filed after issuance of the Final EIS, the Federal Railroad Administration (FRA) approved the Preferred Alternative by issuing its Record of Decision on June 27, 2014.

On June 5, 2014, the City of Bakersfield filed a lawsuit challenging the Authority’s EIR and approvals under the California Environmental Quality Act (CEQA). The City noted that the Preferred Alternative alignment identified in the 2014 Fresno to Bakersfield Section Final EIR/EIS would severely impact the City’s facilities, freeway projects, and businesses, including its Municipal Services Corporation Yard, and Rabobank Arena parking, in addition to private residences, businesses, schools, churches, and medical facilities. In a Settlement Agreement signed December 19, 2014, between the City of Bakersfield and the Authority, the two agencies agreed to work together to develop and study an alternative that would be acceptable to the City of Bakersfield, and meet the Authority’s design requirements. The F-B LGA evolved from this mutual cooperation and subsequent public input and is the proposed project evaluated in this Fresno to Bakersfield Section Supplemental EIR/EIS. (Although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Authority Board only approved the HSR alignment extended from downtown Fresno to approximately 7th Standard Road.)

The F-B LGA provides a 23.13-mile alternative alignment for a segment of the Fresno to Bakersfield Section between the City of Shafter and the City of Bakersfield. The F-B LGA station (F Street Station) would be located at the intersection of State Route 204 (SR 204) and F Street. A maintenance of infrastructure facility would be located along the F-B LGA in northern Shafter between Poplar Avenue and Fresno Avenue. Potential environmental impacts from the F-B LGA include: displacement of commercial, residential, and agricultural properties; increases in noise; increases in traffic at the F Street Station; impacts on historic and archaeological sites; impacts on parks and recreational resources; visual impacts; impacts on sensitive biological resources and wetlands; and uses of energy. Mitigation measures are described to address impacts identified in the Draft Supplemental EIR/EIS.

The Fresno to Bakersfield Section Supplemental EIR/EIS also evaluates potential effects to the Buena Vista Lake ornate shrew for the Fresno to Bakersfield Section from East American Avenue in Fresno County to Oswell Street in the City of Bakersfield. Since the release of the Fresno to Bakersfield Section Final EIR/EIS, the United States Fish and Wildlife Service issued an amended Biological Opinion (USFWS 2017a) for the Fresno to Bakersfield Section from East American Avenue in Fresno County (the northern terminus of Construction Package 2/3) to Poplar Avenue in Kern County (the southern terminus for Construction Package 4). Pursuant to CEQA Guidelines Section 15163, Section 3.7, Biological Resources and Wetlands of this Draft

Supplemental EIR/EIS evaluates the expansion of the range of species and considers potential effects to the Buena Vista Lake ornate shrew.

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 (FRA) is the lead agency for National Environmental Policy Act (NEPA) compliance.

As permitted under the Surface Transportation Project Delivery Program (STPD Program), the State of California has requested that the FRA assign its responsibilities under NEPA and related Federal environmental laws to the Authority. The STPD Program is authorized by 23 U.S.C. § 327 and has been implemented by the Federal Highway Administration, FRA, and the Federal Transit Administration through joint regulations defining project and applicant eligibility, the application requirements, and the requirements for a written Memorandum of Understanding (MOU) approving the assignment.

During the application process, the public will be given two opportunities to review application materials and provide comments: one opportunity to review a draft application as part of a state public comment process, and another opportunity provided by FRA to review the final application and a draft MOU. These comment periods do not substitute for, or duplicate, the comment period for this Draft Supplemental EIR/EIS for the F-B LGA.

Since the Authority is still developing its application, FRA remains the NEPA lead agency under NEPA for this Draft Supplemental EIR/EIS. However, if the Authority formally submits an application and FRA approves the application prior to the Record of Decision, the Authority may issue the Record of Decision and finalize any related environmental reviews in lieu of FRA.

Responsible NEPA Official

Marlys Osterhues, Chief of Environmental and Corridor Planning
FRA, Office of Program Delivery
1200 New Jersey Ave SE, W36-317
Washington, D.C. 20590

CEQA Lead Agency

The California High-Speed Rail Authority is the lead agency for CEQA compliance.

Responsible CEQA Official

Thomas Fellenz, Interim Chief Executive Officer California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Document Availability

This Supplemental EIR/EIS and the 2014 Final EIR/EIS are available online at: <http://www.hsr.ca.gov/>.

Printed copies of this Supplemental EIR/EIS, the 2014 Final EIR/EIS, and related appendices are available at the California High-Speed Rail Authority Office, public libraries, and community centers (see List of Recipients).

Contact Information

This Draft Supplemental EIR/EIS in its entirety has been posted on the Authority's [website](#) as well as FRA's [website](#). In addition, the Authority published materials online (in English and Spanish) summarizing the purpose and contents of the document and how to participate in the public comment period. To obtain a copy of the environmental documents, contact:

California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814
(916) 324-1541

Permits, Approvals, and Consultations

Federal

- **Surface Transportation Board** – Authority to construct and operate the project under Sections 10502 and 10901 of the ICC Termination Act of 1995.
- **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.
- **U.S. Fish and Wildlife Service** – Section 7 Consultation and Biological Opinion.
- **U.S. National Marine Fisheries Service** – Section 7 Consultation and Biological Opinion.
- **U.S. Bureau of Reclamation** – Permits to Enter; Temporary Construction Permits; Acquisition of Land Rights.

State

- **California Department of Fish and Wildlife** – California Endangered Species Act (CESA) permits; Section 1602 Lake and Streambed Alteration Agreement.
- **California Department of Transportation (Caltrans)** – 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.
- **State Water Resources Control Board, Central Valley 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).

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.

Authors and Principal Contributors

Please see List of Preparers under Chapter 11 of this Supplemental EIR/EIS.

Public Release of Draft EIR/EIS

November 9, 2017

Subsequent Steps

This Supplemental EIR/EIS will be circulated for a 60-day public review period per regulations set forth by CEQA and NEPA. The public and public agencies will have the chance to provide comments on environmental issues and the project. At the close of the 60-day public review period, the Authority will develop the F-B Final Supplemental EIR/EIS. This document will contain the information that was revised from the F-B LGA Draft Supplemental EIR/EIS in accordance with the comments received during the public review period. The F-B LGA Final Supplemental EIR/EIS will also contain responses to the comments received during the public review period of the F-B LGA Draft Supplemental EIR/EIS. Once the F-B LGA Final Supplemental EIR/EIS is prepared, the document will be considered by the Authority for an approval decision. In accordance with Section 1319 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the FRA's Record of Decision may be circulated with the Final EIS.