California High-Speed Rail Project

[Final]
Supplemental Environmental Impact Report
Fresno to Bakersfield Section

[**Abstract:** The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was prepared as a joint document to meet all pertinent requirements of both CEQA and NEPA. However, following publication of the Draft Supplemental EIR/EIS, the Authority and FRA have agreed to prepare this Final Supplemental EIR separate from the Final Supplemental EIS. The Authority is the lead agency under CEQA and prepared this Final Supplemental EIR; this Final Supplemental EIR does not specifically address FRA's NEPA compliance and should not be understood to substitute for a Final Supplemental EIS. The Authority will collaborate with the FRA in the subsequent preparation of a Final Supplemental EIS and Supplemental Record of Decision for the Project in compliance with NEPA.]

[In accordance with CEQA Guidelines Sections 15088, 15089, and 15132, the Authority, as Lead Agency, has prepared this Final Supplemental EIR for the Fresno to Bakersfield Section.]

[As described in Sections 15089 and 15132 of the CEQA Guidelines, a lead agency must prepare a Final EIR before approving a project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies regarding a project's Draft EIR. Pursuant to CEQA Guidelines Section 15132, this Final Supplemental EIR includes a revised summary, corrections and additions to the Draft Supplemental EIR/EIS, a list of persons, organizations, and agencies that provided comments on the Draft Supplemental EIR/EIS, and responses to comments received regarding the Draft Supplemental EIR/EIS.]

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