

## APPENDIX G: CALIFORNIA HIGH-SPEED RAIL ENVIRONMENTAL COMMITMENTS: IMPACT AVOIDANCE AND MINIMIZATION FEATURES FOR NOISE AND VIBRATION

### Definitions

#### Environmental Commitments

Environmental commitments consist of two categories of actions: impact avoidance and minimization features (IAMF) and mitigation measures. IAMFs are standard practices, actions, and design features that are incorporated into the proposed design of the Merced to Fresno Section: Central Valley Wye alternatives (Central Valley Wye alternatives). Mitigation measures consist of practices, actions, and design features that the California High-Speed Rail Authority (Authority) will apply to the Central Valley Wye after an impact is identified. Mitigation measures reduce or avoid the environmental effects of the Central Valley Wye alternatives, but are not part of the Central Valley Wye itself. Mitigation measures will be adopted as part of the approval process for the Central Valley Wye and certification of the *California High-Speed Rail Merced to Fresno Section: Central Valley Wye Supplemental Environmental Impact Report (EIR)/ Supplemental Environmental Impact Statement (EIS)* (Supplemental EIR/EIS); their implementation will be monitored by the Authority during construction and operation of the Central Valley Wye. This appendix describes IAMFs that are specific to noise and vibration and IAMFs for other resources (socioeconomics) that are also related to effects on noise and vibration effects on sensitive receivers.

#### Impact Avoidance and Minimization Features

The Authority and Federal Railroad Administration (FRA) have committed to integrate programmatic IAMFs consistent with the Program EIR/EIS documents<sup>1</sup> into the high-speed rail (HSR) project. In addition to the programmatic IAMFs from the Program EIR/EIS documents, the Authority and FRA have also committed to IAMFs from the Merced to Fresno Final EIR/EIS and developed new IAMFs specific to this Supplemental EIR/EIS. The Authority and FRA will implement these features during design and construction, as relevant to the Central Valley Wye, to avoid or reduce environmental and community impacts. The description of each IAMF in this appendix details the means and effectiveness of the IAMF in avoiding or minimizing impacts, as well as the environmental benefits it would achieve.

#### Descriptions of Impact Avoidance and Minimization Features

##### Noise and Vibration

NV-IAMF#1: Prior to Construction the Contractor shall prepare and submit to the Authority a noise and vibration technical memorandum documenting how FRA guidelines for minimizing construction noise and vibration impacts will be employed when work is being conducted within 1,000 feet of sensitive receptors.

This IAMF is effective because it requires the Contractor explain in detail how exceedances of noise and vibration standards will be avoided during construction.

##### Socioeconomics and Communities

SO-IAMF#1: SO-IAMF#1: Construction Management Plan

Prior to Construction the Contractor shall prepare a CMP providing measures that minimize impacts on low-income households and minority populations. The plan shall be submitted to the

<sup>1</sup> The Program EIR/EIS documents are: *Final Program EIR/EIS for the Proposed California High-Speed Train System* (Authority and FRA, 2005) (Statewide Program EIR/EIS), *San Francisco Bay Area to Central Valley High-Speed Train Final Program EIR/EIS* (Authority and FRA, 2008) (Bay Area to Central Valley Program EIR/EIS), *2010 Bay Area to Central Valley High-Speed Train Revised Final Program EIR* (Authority, 2010) (Bay Area to Central Valley Revised Program EIR), and *2012 Bay Area to Central Valley High-Speed Train Partially Revised Final Program EIR* (Authority, 2012) (Bay Area to Central Valley Partially Revised Final Program EIR).

Authority for review and approval. The plan will include actions pertaining to communications, visual protection, air quality, safety controls, noise controls, and traffic controls to minimize impacts on low-income households and minority populations. The plan will verify that property access is maintained for local businesses, residences, and emergency services. This plan will include maintaining customer and vendor access to local businesses throughout construction by using signs to instruct customers about access to businesses during construction. In addition, the plan will include efforts to consult with local transit providers to minimize impacts on local and regional bus routes in affected communities.

While this IAMF does not directly reduce noise and vibration impacts, it does proactively put responsibility on the Contractor to consider potential community effects and work to reduce them or communicate them in advance to make nearby sensitive receivers aware of upcoming noise-intensive work.

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## References

- California High-Speed Rail Authority (Authority). 2010. *Bay Area to Central Valley High-Speed Train Revised Final Program EIR*. August. Sacramento, CA.
- . 2012. *2012 Bay Area to Central Valley High-Speed Train Partially Revised Final Program EIR*. Sacramento, CA.
- California High-Speed Rail Authority and Federal Railroad Administration (Authority and FRA). 2005. *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System*. Vol. 1, Report. Sacramento and Washington, DC: California High-Speed Rail Authority and USDOT Federal Railroad Administration. August.
- . 2008. *San Francisco Bay Area (Bay Area) to Central Valley High-Speed Train Final Program EIR/EIS*. July.