

Welcome

California High-Speed Train
Fresno to Bakersfield Section

Informational Workshop

Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)



Purpose of the Workshop:

- **Inform** the public of the Draft EIR/EIS release and public comment period.
- **Educate** the public on the environmental review process, how to navigate the Draft EIR/EIS, and ways to submit a comment on the Draft EIR/EIS.

What the Workshop will not do:

- Will **not** debate the contents of the Draft EIR/EIS.
- Will **not** provide responses to comments on the Draft EIR/EIS.

Purpose and Need

Statewide

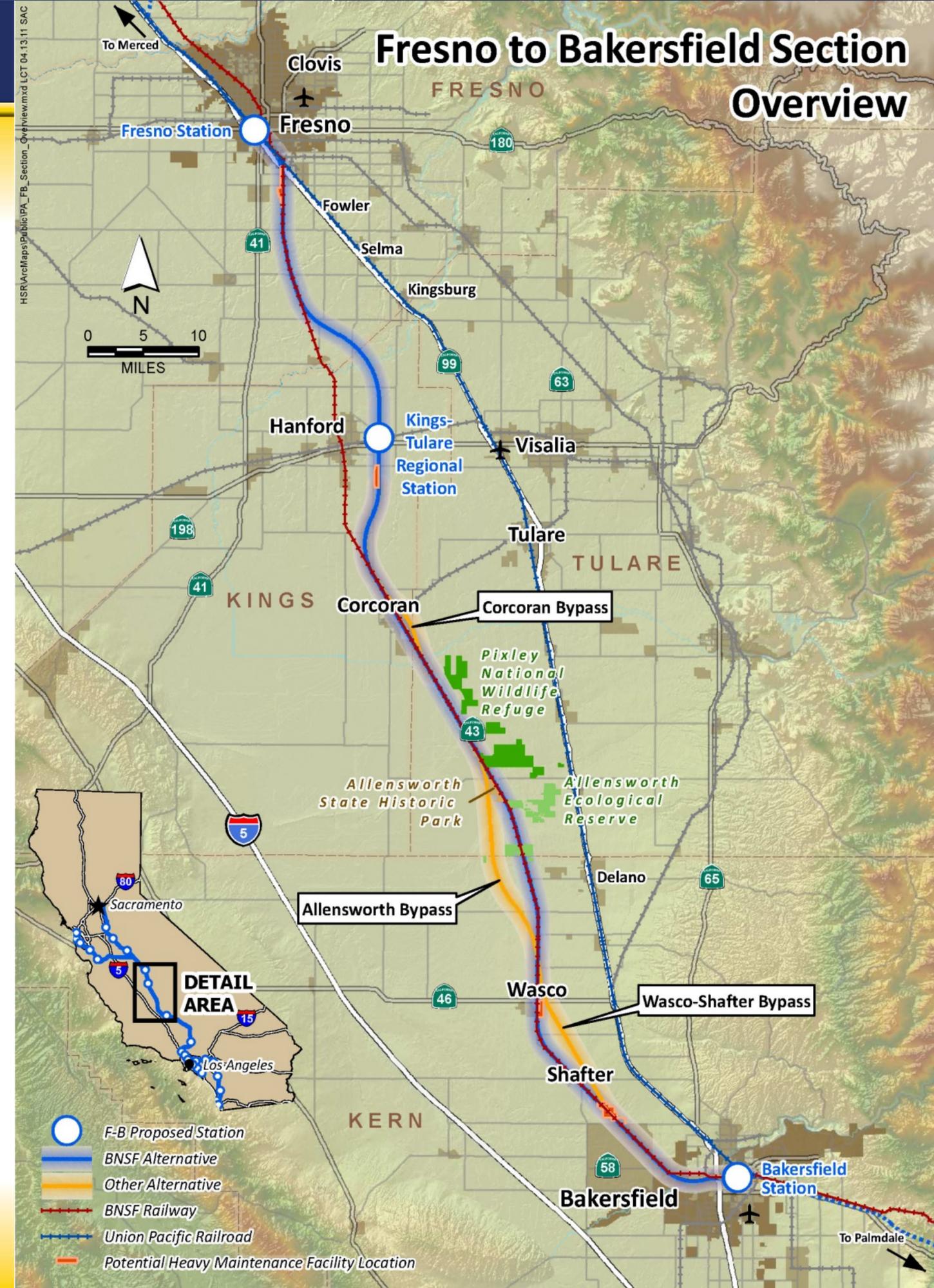
- Provide a reliable high-speed electrified train system that links the major metropolitan areas of the state and delivers predictable and consistent travel times.
- Provide an interface with commercial airports, mass transit, and the highway network, and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources.

Fresno to Bakersfield

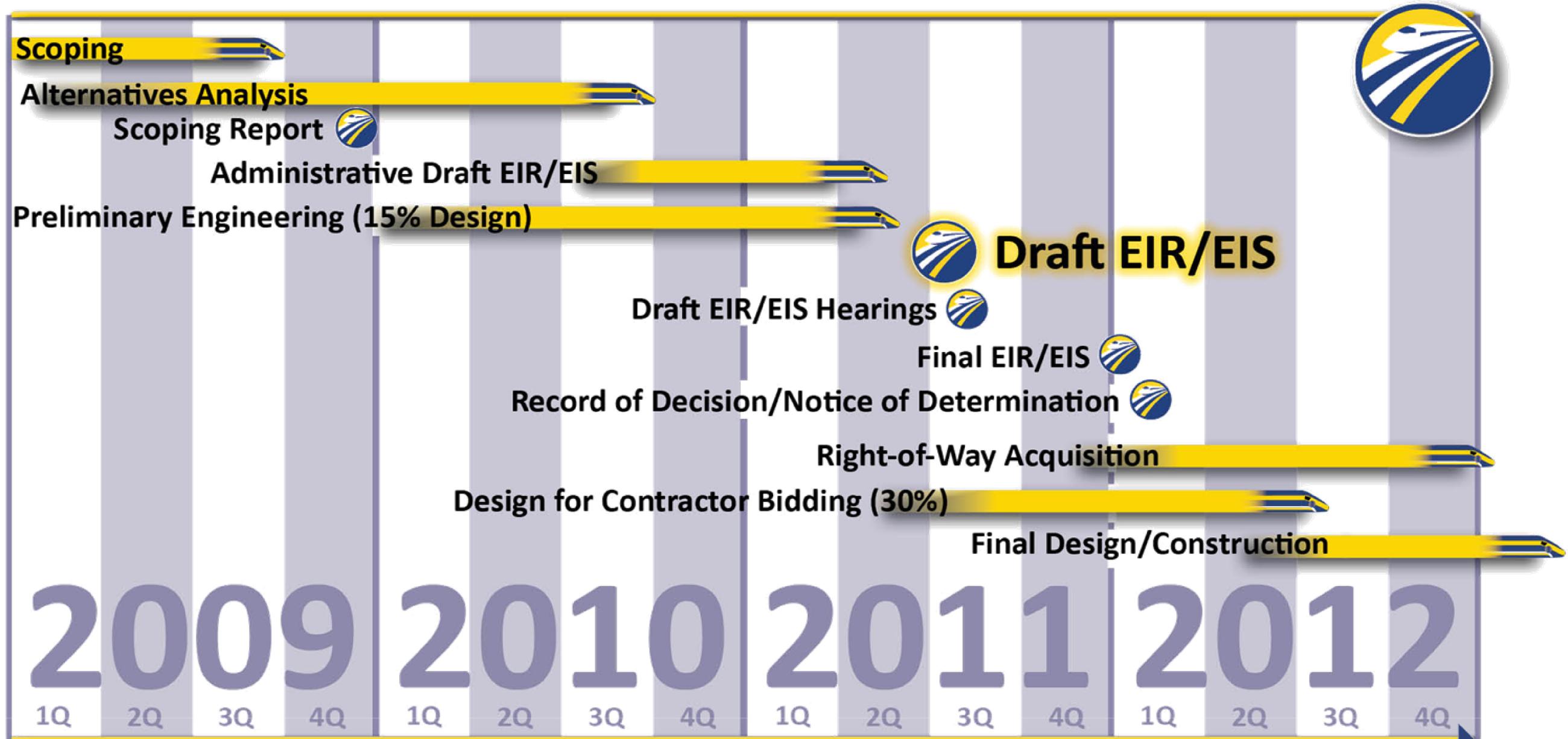
- Provide the public with electric-powered high-speed rail service that provides predictable and consistent travel times between major urban centers and connectivity to airports, mass transit, and the highway network in the south San Joaquin Valley and connects the northern and southern portions of the system.

High-Speed Train in the Central Valley

- **Fresno to Bakersfield Section**
 - 114 miles from Fresno to Bakersfield; part of 800-mile statewide system.
 - Fresno to Bakersfield section selected as part of the first phase of construction, creating the backbone of the system.
- **Station Locations**
 - Stations in Fresno, Bakersfield, and proposed in the Hanford area, serving the Kings and Tulare region.
- **Local Benefits**
 - Travel time from Fresno to Los Angeles: 1hr 24 min; Bakersfield to San Francisco: 1hr 50 min.
 - Improved air quality.



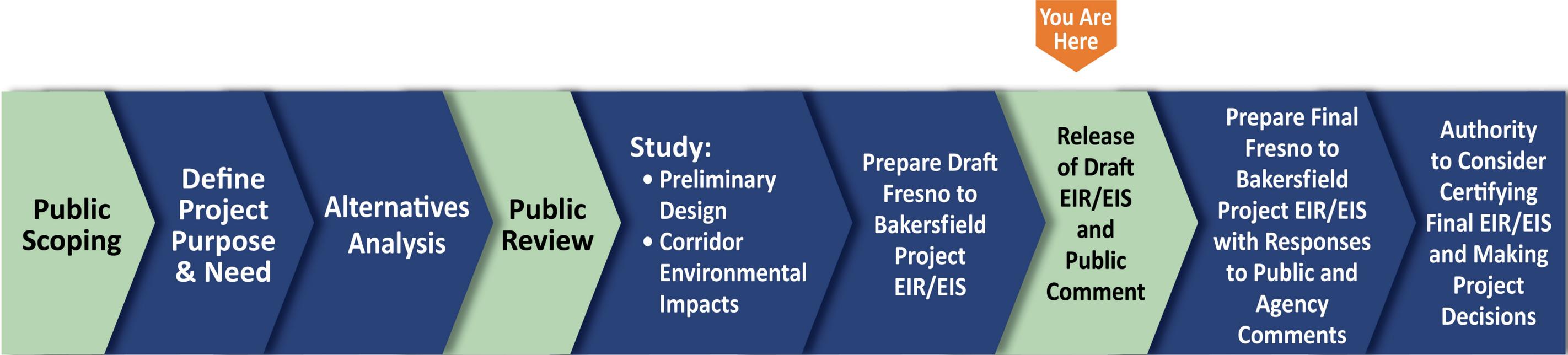
Schedule



Ongoing Community & Agency Information Meetings and Communications

The Environmental Review Process

Environmental Impact Report/Environmental Impact Statement (EIR/EIS)



The Environmental Review Process

The Environmental Review Process and planning activities associated with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA):

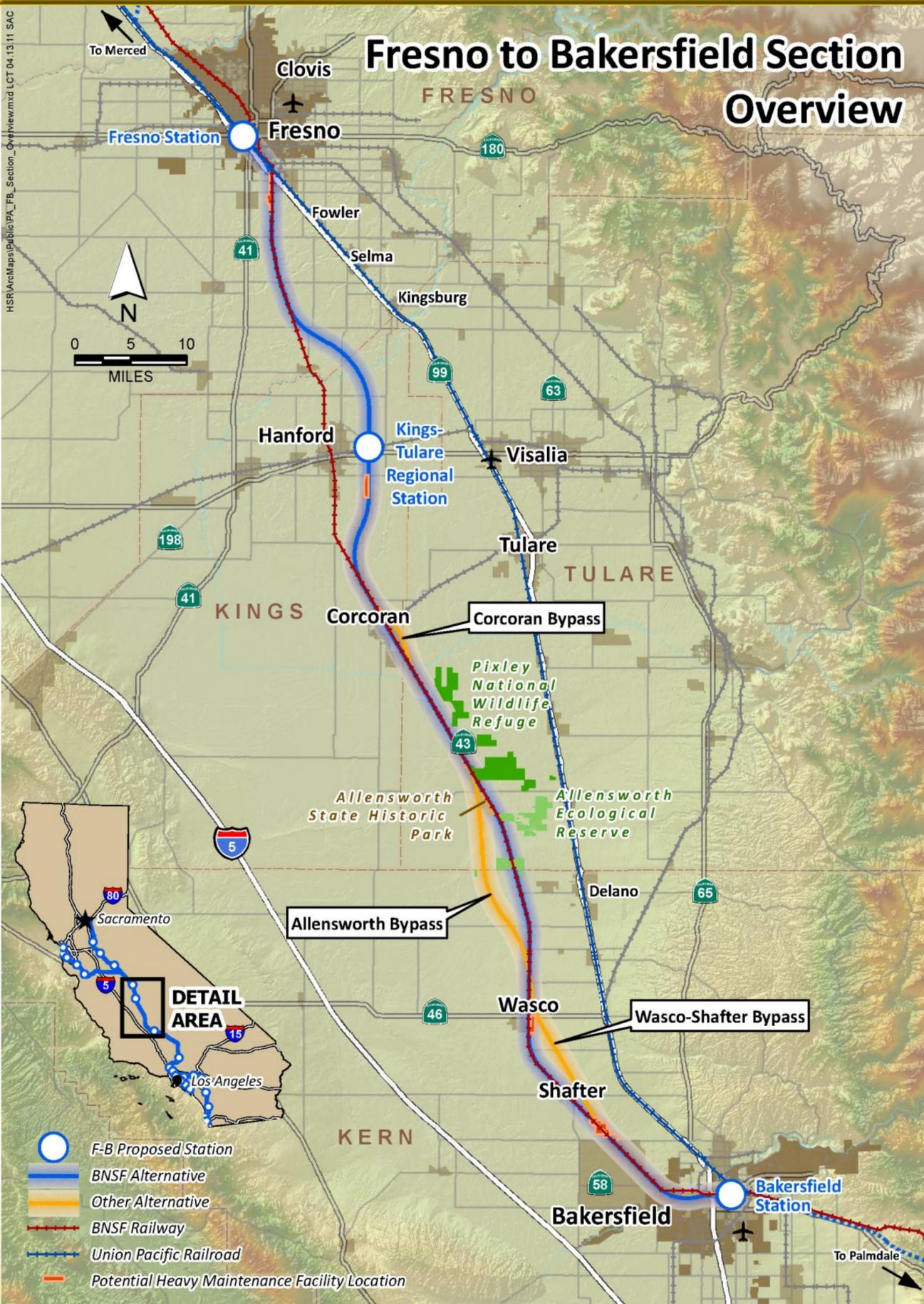
- **Identify** environmental impacts
- **Evaluate** reasonable alternatives that could avoid or minimize environmental impacts
- **Develop** mitigation (ways to reduce or avoid environmental impacts)
- **Provide** information for public review and comment
- **Disclose** to decision makers the impacts, mitigation, and public comments



Affected Environment

The EIR/EIS evaluates the effects of the proposed High-Speed Train project on both the natural (biological) and human environment. This evaluation addresses impacts to, among others:

- 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 Wastes
- Safety and Security
- Socioeconomics, Communities, and Environmental Justice
- Station Planning, Land Use, and Development
- Agricultural Land
- Parks, Recreation, and Open Space
- Aesthetics and Visual Quality
- Cultural and Paleontological Resources
- Regional Growth
- Cumulative Impacts



Chapter 2 of the Draft EIR/EIS describes:

- HST Project Background
- Fresno to Bakersfield HST Project Background
- Potential Train Vehicle Types
- Proposed Station Locations and Footprint
- Infrastructure Components
- Power Substations
- Alignment Alternatives
- Potential Heavy Maintenance Facility Locations

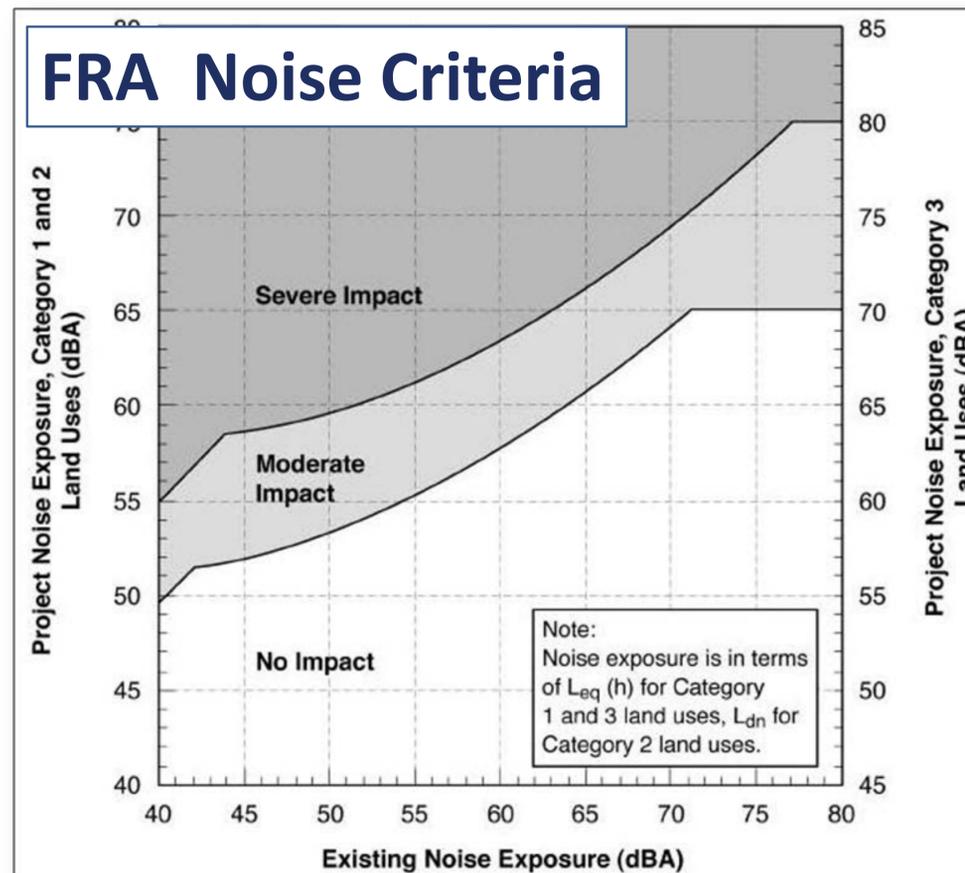
The Draft EIR/EIS Evaluates a Broad Corridor with Five Variations:

- The BNSF Alternative
- The Corcoran Elevated Alternative
- The Corcoran Bypass Alternative
- The Allensworth Bypass Alternative
- The Wasco-Shafter Bypass Alternative
- The Bakersfield South Alternative

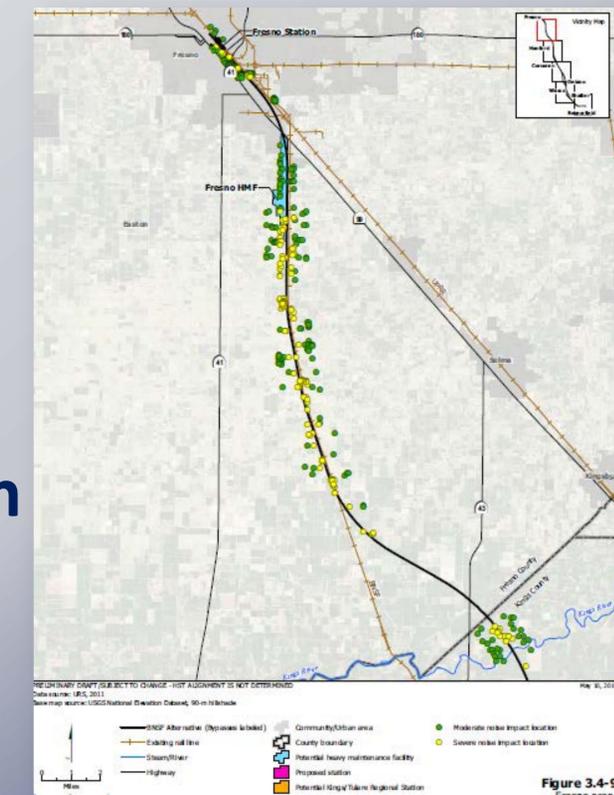
Noise from an HST system is expressed in terms of a “source-path receiver” framework. The “source” generates noise levels that depend on the type of source (e.g., a high-speed train) and its operating characteristics (e.g., speed). The “receiver” is the noise-sensitive land use (e.g., residence, hospital, or school) exposed to noise from the source. In between the source and the receiver is the “path” where the noise is reduced by distance, intervening buildings, and topography.

Noise and Vibration

Measuring Sound: Sound is measured in terms of sound pressure level expressed in decibels (db). In order to account for human response to high and low frequencies, the A-weighting system is used. These measures are referred to as dBA.



An example of how sound impacts are shown in the Draft EIR/EIS:



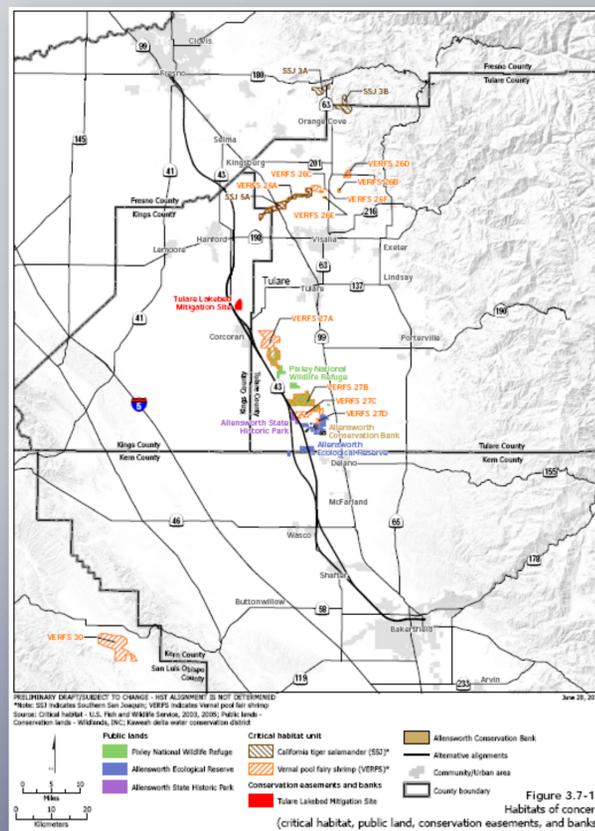
Severe Noise Impact: Under FRA criteria, a severe noise impact is defined on a sliding scale based on the existing noise levels. Lower existing noise levels allow the project to increase the noise levels more, while existing higher noise levels reduces the amount the project can raise the noise level. If existing noise levels are between 80 and 75 dBA, an increase of at least 2 to 3 dBA is a severe impact. If the existing level is 75 to 60 dBA, an increase of at least 3 to 5 dBA is a severe impact. If the existing level is between 60 and 55 dBA, an increase of 5 to 10 dBA is a severe impact. If existing levels are between 50 and 44 dBA, an increase between 10 and 15 dBA is considered a severe impact. For noise levels below 44 dBA, an increase of at least 15 dBA is considered a severe noise impact.

Biological Resources and Wetlands

Biological resources potentially occurring in the study areas were identified through queries of existing databases and agency information.

Project biologists conducted field surveys to determine the presence or absence of biological resources and to document the location of any biological resources through habitat characterization and mapping.

An example of how biological resources and wetlands are shown in the Draft EIR/EIS:



“Biological resources” includes special-status plant and wildlife species, habitats of concern (including special-status plant communities, jurisdictional waters, critical habitat, conservation areas [i.e., Recovery Plan areas for federally listed species, conservation easements, public lands, conservation banks, and Habitat Conservation Plans], and protected trees), and wildlife movement corridors.



Socioeconomics, Communities, and Environmental Justice

This section describes the regulatory setting and the affected environment for **socioeconomics, communities, and environmental justice**; the impacts that would result from the project; and the mitigation measures that would reduce these impacts.

The methodologies that were used in the analysis for socioeconomic, community, and environmental justice issues included evaluating:

- **Disruption or Division of Established Communities**
- **Relocation of Local Residents and Businesses**
- **Economic Effects**
- **Environmental Justice**

Community Impacts are the effects of a transportation action on a community and its quality of life. Community impacts include all items of importance to people, such as aesthetics, noise and vibration, mobility and access, safety, employment effects, relocation, isolation and other community issues specific to each project.

An example of how community districts/facilities are shown in the Draft EIR/EIS and technical reports:

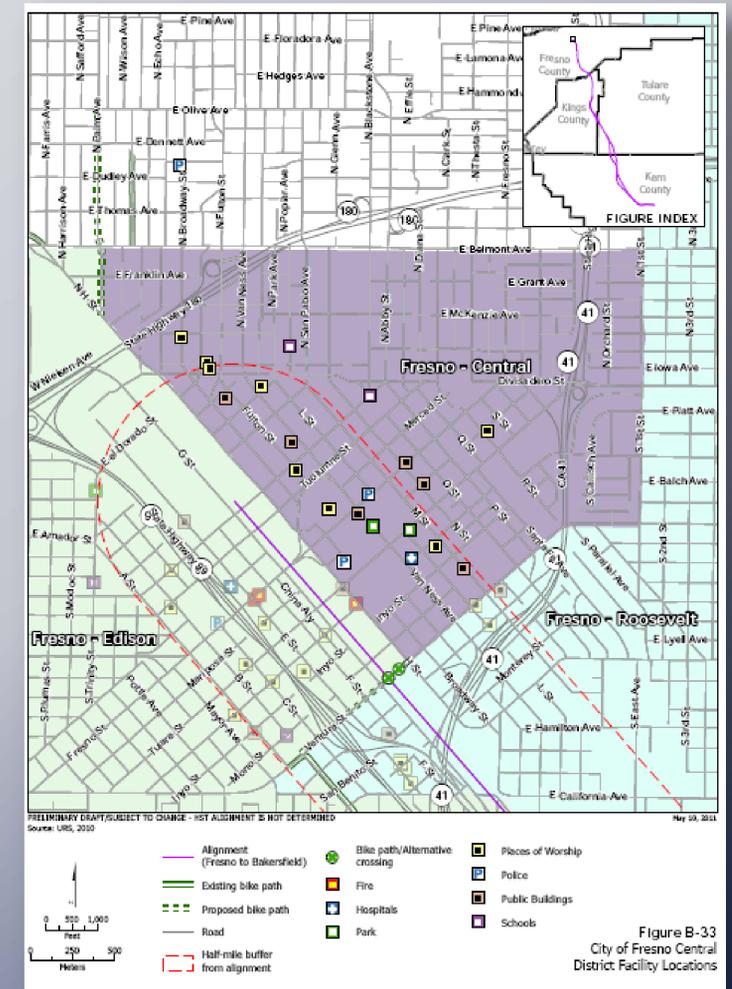


Figure B-33
City of Fresno Central
District Facility Locations

Socioeconomics, Communities, and Environmental Justice

Communities Affected by Alternative Alignments

| Alternative Alignment | Communities |
|----------------------------------|---|
| BNSF Alternative | Fresno (Central, Roosevelt, and Edison Districts), Hanford, Corcoran, Wasco, Shafter, Bakersfield (Northwest, Central, and Northeast Districts) |
| Corcoran Elevated Alternative | Corcoran |
| Corcoran Bypass Alternative | Unincorporated Kings and Tulare Counties |
| Allensworth Bypass Alternative | Unincorporated Tulare and Kern Counties |
| Wasco-Shafter Bypass Alternative | Unincorporated Kern County |
| Bakersfield South Alternative | Bakersfield (Northwest, Central, and Northeast Districts) |
| Fresno Station Alternatives | Fresno (Central District) |

Agricultural Lands

IMPACTS

HST Alternatives (See footnote at end of table for numbered alternative descriptions)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

AGRICULTURAL LANDS

Number of acres of agricultural land converted to nonagricultural use

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 2,192 | 2,192 | 2,201 | 2,263 | 2,317 | 2,192 | 2,263 | 2,317 | 2,192 | 2,388 | 2,263 | 2,388 | 2,317 | 2,272 | 2,326 | 2,201 | 2,397 | 2,272 | 2,397 | 2,326 | 2,388 | 2,263 | 2,388 | 2,317 |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|

Number of acres of agricultural parcels split creating parcels too small to economically farm

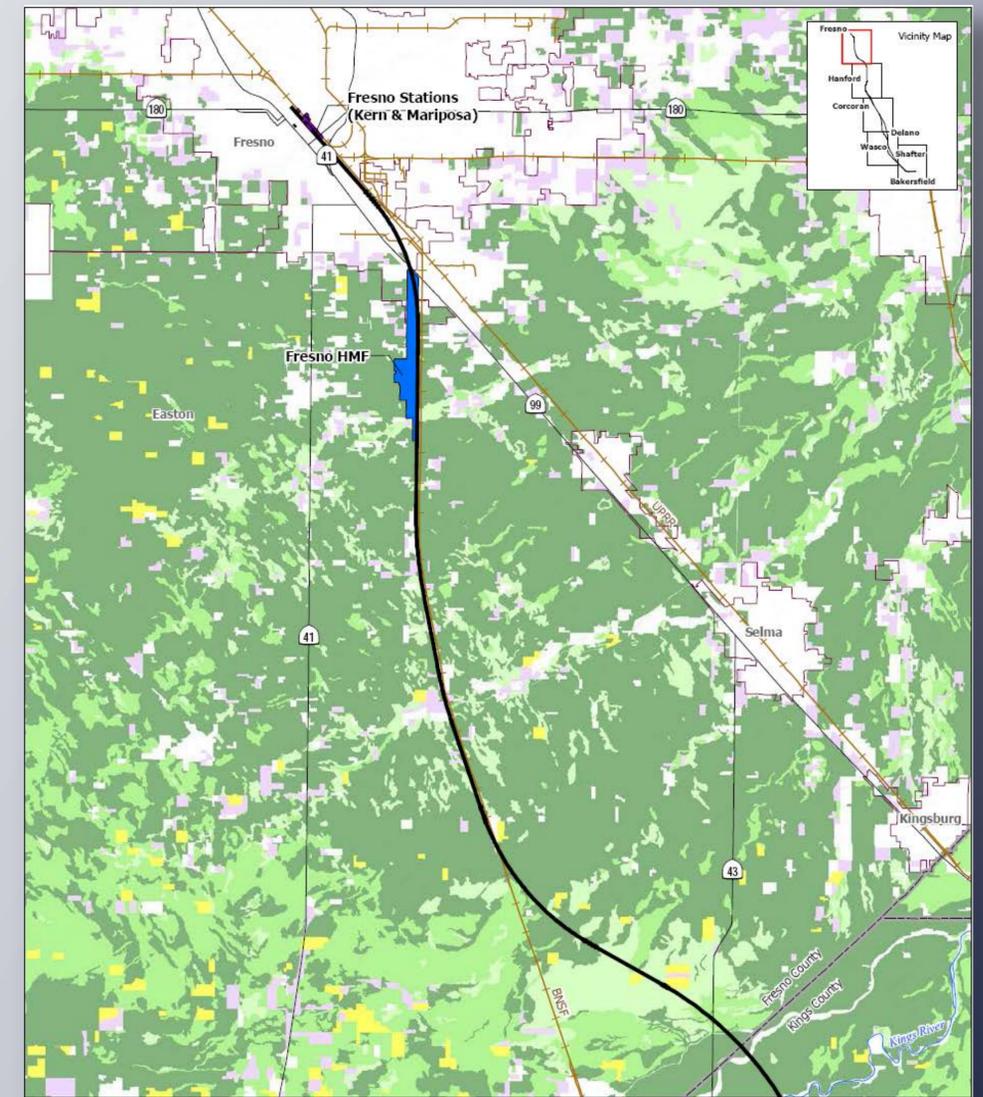
| | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 108 | 108 | 112 | 132 | 182 | 108 | 132 | 182 | 108 | 206 | 132 | 206 | 182 | 136 | 186 | 112 | 210 | 136 | 210 | 186 | 206 | 132 | 206 | 182 |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Footnote: Each alternative combination was given a different number. Listed below is every single possible combination that may occur from the proposed alignment and alternatives. If an alternative alignment is not mentioned than the BNSF alternative is being used.

- | | |
|---|---|
| 1. BNSF only | 13. Corcoran Elevated and Wasco Shafter Bypass and Bakersfield South |
| 2. Corcoran Elevated | 14. Corcoran Bypass and Allensworth Bypass |
| 3. Corcoran Bypass | 15. Corcoran Bypass and Wasco Shafter Bypass |
| 4. Allensworth Bypass | 16. Corcoran Bypass and Bakersfield South |
| 5. Wasco Shafter Bypass | 17. Corcoran Bypass and Allensworth Bypass and Wasco Shafter Bypass |
| 6. Bakersfield South | 18. Corcoran Bypass and Allensworth Bypass and Bakersfield South |
| 7. Corcoran Elevated and Allensworth Bypass | 19. Corcoran Bypass and Allensworth Bypass and Wasco Shafter Bypass and Bakersfield South |
| 8. Corcoran Elevated and Wasco Shafter Bypass | 20. Corcoran Bypass and Wasco Shafter Bypass and Bakersfield South |
| 9. Corcoran Elevated and Bakersfield South | 21. Allensworth Bypass and Wasco Shafter Bypass |
| 10. Corcoran Elevated and Allensworth Bypass and Wasco Shafter Bypass | 22. Allensworth Bypass and Bakersfield South |
| 11. Corcoran Elevated and Allensworth Bypass and Bakersfield South | 23. Allensworth Bypass and Wasco Shafter Bypass and Bakersfield South |
| 12. Corcoran Elevated and Allensworth Bypass and Wasco Shafter Bypass and Bakersfield South | 24. Wasco Shafter Bypass and Bakersfield South |

Farmland as defined by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). FMMP data is for general planning purposes, and has a minimum mapping unit of 10 acres. "Other Important Farmland" includes the following FMMP categories: Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland.

An example of how Farmland are shown in the Draft EIR/EIS:



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Sources: Department of Conservation, State of California, Farmland Mapping and Monitoring Program, 2008-2010
 March 30, 2011

Legend:
 - BNSF Alternative (Bypasses labeled)
 - Existing rail line
 - Stream/River
 - Highway
 - Community/Urban area
 - Potential heavy maintenance facility
 - Proposed station
 - Potential Kings/Tulare Regional Station
 - Prime Farmland
 - Farmland of Statewide Importance
 - Unique Farmland
 - Farmland of Local Importance
 - Grazing Land
 - Confined Animal Agriculture

Figure 3.14-1
 Important Farmland and Grazing Land in the Fresno Project Vicinity

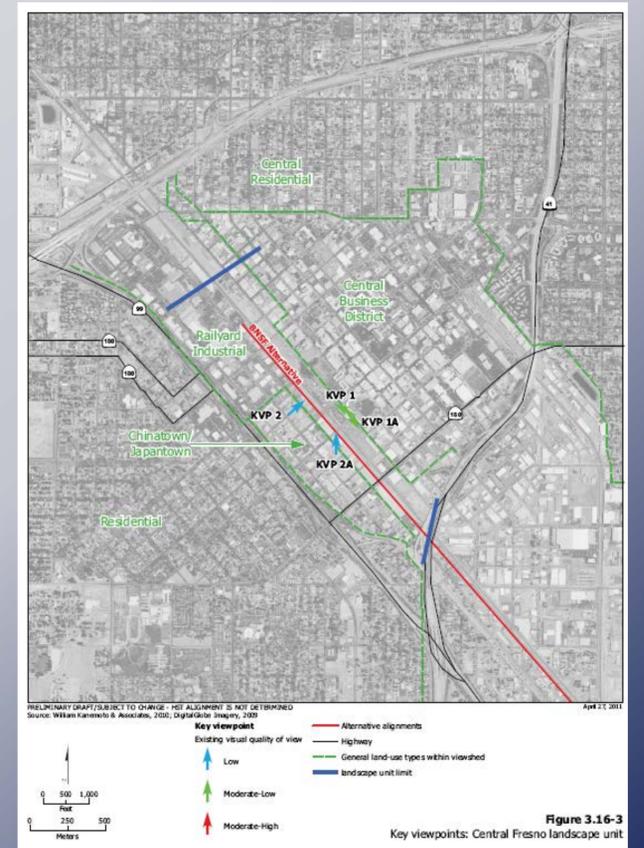
Aesthetics and Visual Resources

Visual and Aesthetic Resources: All HST alternatives would cause visual disturbance during construction including new sources of light and glare, and visual nuisance. All HST facilities, including sound barriers, would affect visual quality throughout the length of the project.

Mitigation measures to reduce these impacts include minimizing clearing, preserving existing vegetation, using screens where possible, incorporating design criteria for elevated and station elements to adapt to local context, planting trees along edges of the right-of-way adjacent to residential areas, installing landscape treatments along HST overcrossings and retained fill elements, designing noise barriers in consideration of visual quality, and screening of traction power system facilities.

Aesthetic and visual resource impacts are generally defined in terms of the extent to which the project's physical characteristics and potential visibility would change the perceived visual character and visual quality of the viewed landscape.

An example of how visual resources and landscape units are shown in the Draft EIR/EIS:



Project-Wide High-Speed Train Benefits Compared to the No Project Alternative:

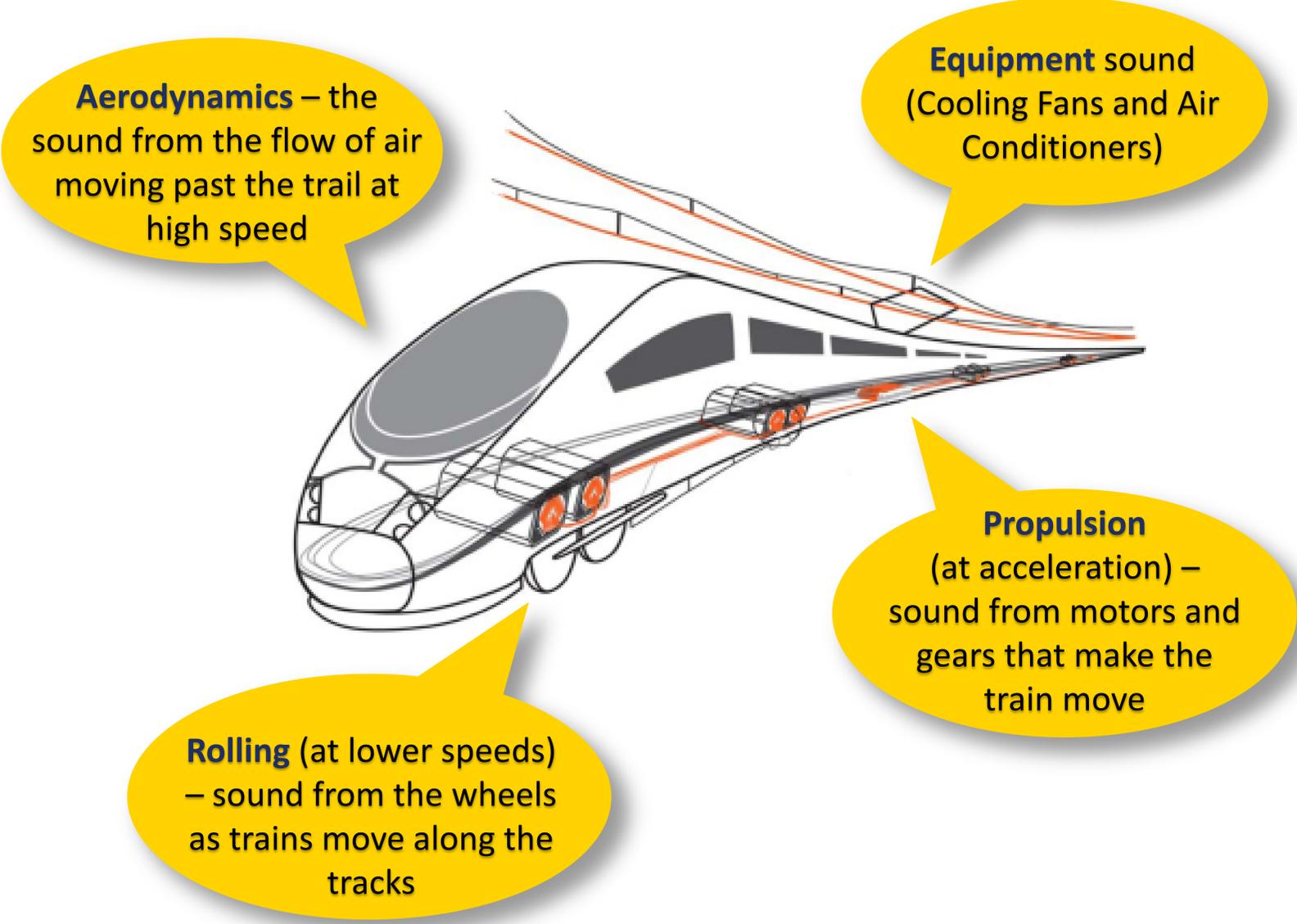
- Alleviates the need to spend more than \$100 billion building new freeway lanes, airport runways and departure gates to meet the transportation needs of a growing population
- Reduces daily automobile miles travelled and therefore reduces related fuel consumption, congestion and air pollution
- Provides an alternative to commercial air travel within California, reducing air travel miles and related fuel consumption and pollution
- Provides the safest most reliable form of transportation, and improves travel times compared to automobile travel and some air travel within California
- Encourages high-density transit-oriented development, revitalizing downtown areas
- Discourages urban sprawl and reduces demand on conversion of agricultural lands to urban areas

Where to Find Copies of Draft EIR/EIS

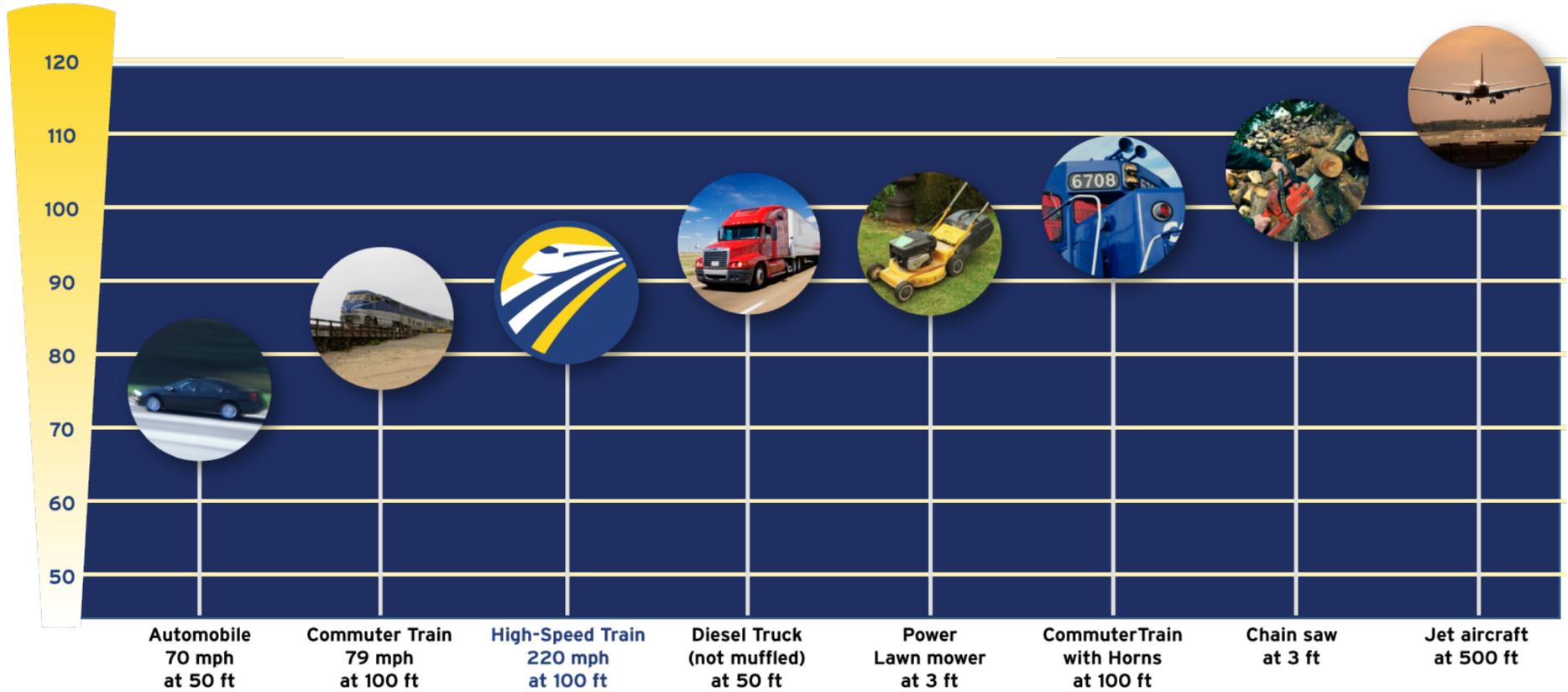
| Venue | Address |
|---|--|
| Fresno County Public Library, Central Branch | 2420 Mariposa Street, Fresno, CA |
| Fresno County Public Library, Clovis Regional Library | 1155 Fifth Street, Clovis, CA |
| Fresno County Public Library, Laton Branch | 6313 DeWoody Street, Laton, CA |
| Kern County Library, Beale Memorial Library | 701 Truxtun Avenue, Bakersfield, CA |
| Kern County Library, Delano Branch | 925 10 th Avenue, Delano, CA |
| Kern County Library, Shafter Branch | 236 James Street, Shafter, CA |
| Kern County Library, Wasco Branch | 1102 7th Street, Wasco, CA |
| Kings County Library, Corcoran Branch | 1001 Chittenden Avenue, Corcoran, CA |
| Kings County Library, Hanford Branch | 401 N. Douty Street, Hanford, CA |
| Kings County Library, Lemoore Branch | 457 C Street, Lemoore, CA |
| Tulare County Library, Visalia Branch | 200 West Oak Avenue, Visalia, CA |
| Tulare Public Library | 475 North M Street, Tulare, CA |
| Einstein Neighborhood Center | 3566 E. Dakota, Fresno, CA |
| F.I.R.M. | 1940 Fresno St., Fresno, CA |
| Glen Agnes Senior Center | 603 W. Home, Fresno, CA |
| Highway City Neighborhood Center | 5140 N. State, Fresno, CA |
| Hinton Community Center | 2385 S. Fairview, Fresno, CA |
| Mary Ella Brown Community Center | 1350 E. Annadale, Fresno, CA |
| Las Casitas Residential Center | 156 S. Willow, Fresno, CA |
| Lafayette Neighborhood Center | 1516 E. Princeton, Fresno, CA |
| The Learning Center | 1240 Broadway Plaza, Fresno, CA |
| Mosqueda Community Center Library | 4670 E. Butler, Fresno, CA |
| Pinedale Community Center | 7170 N. San Pablo, Fresno, CA |
| Quigley Neighborhood Center | 808 W. Dakota, Fresno, CA |
| Senior Citizens Village | 1917 S. Chestnut, Fresno, CA |
| Ted C. Wills Community Center | 770 N. San Pablo, Fresno, CA |
| City of Hanford Recreation Department | 315 N. Douty St., Hanford, CA |
| Kings Community Action Organization | 1130 11th Ave., Hanford, CA |
| Corcoran Unified School District | 1520 Patterson Ave., Corcoran, CA |
| Dr. Martin Luther King, Jr. Community Center | 1000 South Owens Street, Bakersfield, CA |
| Bakersfield Senior Center | 530 4th St, Bakersfield, CA |
| The Rasmussen Center | 115 East Roberts Lane, Bakersfield, CA |
| Greenacres Community Center | 2014 Calloway Drive, Bakersfield, CA |

You may also request a copy of the Executive Summary or DVDs for the document by calling 916-679-2341

Noise and Vibration



Maximum level in decibels (single event)



How Does the Sound from High-Speed Trains Measure Up?

Key Chapters of Draft EIR/EIS:

1.0 Project Purpose, Need, and Objectives

2.0 Alternatives

3.0 Affected Environment, Environmental Consequences, and Mitigation Measures

3.1 Introduction

3.2 Transportation

3.3 Air Quality and Global Climate Change

3.4 Noise and Vibration

3.5 Electromagnetic Fields and electromagnetic Interference

3.6 Public Utilities and Energy

3.7 Biological Resources and Wetlands

3.8 Hydrology and Water Resources

3.9 Geology, Soils, and Seismicity

3.10 Hazardous Materials and Wastes

3.11 Safety and Security

3.12 Socioeconomics, Communities, and Environmental Justice

3.13 Station Planning, Land Use, and Development

3.14 Agricultural Lands

3.15 Parks, Recreation, and Open Space

3.16 Aesthetics and Visual Resources

3.17 Cultural and Paleontological Resources

3.18 Regional Growth

3.19 Cumulative Impacts

4.0 Draft Section 4(f)/6(f) Evaluation

5.0 Project Costs and Operations

6.0 CEQA/NEPA Decision Process and Other Considerations

7.0 Public and Agency Involvement