



## **Resolution # HSRA 13-30**

### **Consideration of the Staff Recommended Preferred Alignment for the Fresno to Bakersfield Project Section**

**Whereas**, at the April 4, 2013, Board meeting, Authority staff presented its technical analysis and preliminary recommendations contained in the document, "Preliminary Staff Recommendations: Preferred Alternative" for the Fresno to Bakersfield Section (April 2013),

**Whereas**, as part of its April 4, 2013, memorandum and presentation to the Board, staff indicated that it was still receiving input from stakeholders in the Wasco, Shafter, Hanford and Bakersfield areas and that it intended to continue working with these stakeholders to identify the most appropriate alignment from Wasco to Bakersfield.

**Whereas**, the Board received extensive public comment on April 4th on the staff recommendation for the preferred alternative and directed staff to further evaluate the Preferred Alternative in response to the public comment provided prior to Board action,

**Whereas**, the staff has continued extensive stakeholder engagement and evaluation of environmental and other factors,

**Whereas**, the Authority has been working cooperatively with the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (USEPA) pursuant to a November 2010 NEPA/Clean Water Act Integration MOU that calls for certain "checkpoints" during the EIR/EIS and permitting phases, and has completed "Checkpoint B" and needs to complete "Checkpoint C",

**Whereas**, the Authority staff needs to identify a preferred alternative in the "Checkpoint C" submittal regarding which staff seeks Board direction, but intends to request first-phase permitting from the USACE and USEPA for only the portion of the preferred alternative between Fresno and approximately 7<sup>th</sup> Standard Road in northwestern Kern County to conform to the approximate limits of secured construction funding,

**Whereas**, the Board has considered the information provided and presented by staff at and prior to the Board's November 7, 2013, meeting.

**Therefore, it is resolved:**

The Authority Board concurs with the revised staff recommendation that the following shall be identified as the preferred alternative in the Fresno to Bakersfield Final EIR/EIS and in the Checkpoint C submittal to the USACE and USEPA:

The preferred alignment is the BNSF alternative (including Hanford East and Wasco-Shafter-Through-Town) with the following:

- |                      |                    |
|----------------------|--------------------|
| (a) Corcoran area    | Corcoran Bypass    |
| (b) Allensworth Area | Allensworth Bypass |
| (c) Bakersfield      | Bakersfield Hybrid |

The preferred station locations include:

- Downtown Fresno Mariposa Street Station, as selected by the Board on May 3, 2012, supported by the Merced to Fresno Section Final EIR/EIS
- Kings/Tulare Regional Station – East of Hanford on State Route 198
- Downtown Bakersfield Station at Truxtun and Union Avenue/SR 204

The Authority Board directs staff to work with our federal partners, including the Federal Railroad Administration, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency to facilitate their preliminary identification of the Least Environmentally Damaging Practicable Alternative (LEDPA) for the Fresno to Bakersfield Section consistent with the Board's direction in this Resolution.

The Authority Board further directs staff to continue to communicate with the City of Bakersfield regarding issues related to currently-available funding, the range of future decision-making and permitting options potentially available to the Board, and the timing of implementing the high-speed train project in Bakersfield.

Vote:

Date:

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