



- [California HSR – Fresno to Bakersfield](#)
- [Draft Environmental Impact Statement - Fresno to Bakersfield](#)
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# California HSR – Fresno to Bakersfield

## Environmental Impact Statement

The Fresno to Bakersfield section of the 800-mile California High Speed Rail (HSR) system is approximately 114 miles long. The alignment alternatives travel from the city of Fresno south through the south central San Joaquin Valley to the city of Bakersfield. Stations will be in the cities of Fresno, where it will connect with the northern sections of the HSR System, and Bakersfield, where it will connect with the southern sections of the HSR System. An additional station for the Kings/Tulare area has been identified. In addition, sites for a heavy maintenance facility for assembly, testing, and commissioning of trains, train inspection and service, and train overhaul are evaluated in the Fresno to Bakersfield Section.

FRA jointly with the California High-Speed Rail Authority prepared a Tier 2, project-level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Fresno to Bakersfield section of the HSR system. FRA and the California High-Speed Rail Authority began the development of the EIR/EIS in October 2009 [[Fresno to Bakersfield Notice of Intent](#)]. Through the High-Speed Intercity Passenger Rail Program, FRA is providing funding to construct an initial Central Valley section from Madera County to Bakersfield (Kern County) California. A portion of the alignment analyzed in this EIR/EIS is part of that construction project in the Central Valley.

Previous FRA decisions were made about the Fresno to Bakersfield section of the HSR system in the Tier 1 [California High-Speed Rail Program EIR/EIS](#) and are incorporated into this project-level EIR/EIS. FRA and the California High-Speed Rail Authority prepared and circulated a Fresno to Bakersfield HSR Project [Draft EIR/EIS](#), a Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement ([Revised DEIR/Supplemental DEIS](#)), and a [Final EIR/EIS](#).

Based on the analysis of the Project's potential environmental effects (both adverse and beneficial) in the Environmental Documents and substantive agency and public comments, FRA selected portions of the BNSF Alternative with the Kings/Tulare – East Station in combination with the Corcoran Bypass, Allensworth Bypass, Bakersfield Hybrid, and the Bakersfield Hybrid Station.

- [Record of Decision \(ROD\)](#)
- [ROD Appendices](#)
- [Final Air Quality Conformity Determination](#)

The following list includes a timeline of major milestones in the Fresno to Bakersfield environmental review process:



- Prepared scope of environmental review of Merced to Fresno high-speed rail project:
  - Draft Scoping Report – June 2010
- Developed and assessed alternatives and design options to be included in this project's EIR/EIS process:
  - Supplemental Alternatives Analysis – September 2010
  - Preliminary Alternatives Analysis – June 2010
- Circulate project Draft EIR/EIS – August 2011
- Public Hearings on Draft EIR/EIS – September 2011
- Circulate project Revised DEIR/Supplemental DEIS – July 2012
- Public Hearings on Revised DEIR/Supplemental DEIS – August 2012
- Final EIR/EIS – April 2014
- Record of Decision approves Fresno to Bakersfield HSR project – June 2014

For more information see the [California High-Speed Rail Authority website](#).



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# Draft Environmental Impact Statement - Fresno to Bakersfield

## California HSR – Fresno to Bakersfield

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) describes the Project's purpose and need, identifies all reasonable alternatives including track alignments, stations, and heavy maintenance facilities as well as the no action alternative, describes the affected environment, analyzes the potential environmental impacts of all the reasonable alternatives and the no action alternative, and identifies appropriate mitigation measures to minimize the potential environmental impacts.

The U.S. Army Corps of Engineers served as a cooperating agency on this Draft EIR/EIS. The Corps is the agency responsible for issuing permits for discharge of dredged or fill material within Waters of the U. S. [[Fresno to Bakersfield U.S. Army Corps 404 Notice, Attachment](#)]

The highlights of the Fresno to Bakersfield Draft EIR/EIS [[Fresno to Bakersfield Highlights](#)] explains the alternatives under consideration, provides a summary of key findings, and next steps in the environmental process and project implementation. A link to the Draft EIR/EIS detailed project summary is provided below.

Public Hearings on the Draft EIR/EIS were held:

- In Fresno on September 20, 2011, from 3 pm to 8 pm at the Fresno Convention Center (848 M Street, Fresno, CA 93721)
- In Hanford on September 21, 2011, from 3 pm to 8 pm at the Civic Auditorium (400 N. Douty Street, Hanford, CA 93230)
- In Bakersfield on September 22, 2011, from 3 pm to 8 pm at the Beale Memorial Library (701 Truxtun Avenue, Bakersfield, CA 93301)

## Fresno to Bakersfield Draft EIR/EIS documents for download:

The following documents are available in Adobe Acrobat PDF Format, which is available for download at no cost on the Internet. (Note: many of these files are very large and could take up to several minutes to download.)



Volume I: Report	
Document	Size
<a href="#">Signature Page</a>	226 kb
<a href="#">Preface</a>	60 kb
<a href="#">Summary</a>	780 kb
<a href="#">1.0 Project Purpose, Need, and Objectives</a>	539 kb
<a href="#">2.0 Alternatives</a>	8.3 MB
3.0 Affected Environment, Environmental Consequences, and Mitigation Measures	
<a href="#">3.1 Introduction</a>	230 kb
<a href="#">3.2 Transportation</a>	2.9 MB
<a href="#">3.3 Air Quality and Global Climate Change</a>	1.2 MB
<a href="#">3.4 Noise and Vibration</a>	2.7 MB
<a href="#">3.5 Electromagnetic Fields and Electromagnetic Interference</a>	440 kb
<a href="#">3.6 Public Utilities and Energy</a>	1.5 MB
<a href="#">3.7 Biological Resources and Wetlands</a>	3.7 MB
<a href="#">3.8 Hydrology and Water Resources</a>	2.8 MB
<a href="#">3.9 Geology, Soils, and Seismicity</a>	4.1 MB
<a href="#">3.10 Hazardous Materials and Wastes</a>	1.3 MB
<a href="#">3.11 Safety and Security</a>	985 kb
<a href="#">3.12 Socioeconomics, Communities, and Environmental Justice</a>	1.9 MB
<a href="#">3.13 Station Planning, Land Use, and Development</a>	2.2 MB
<a href="#">3.14 Agricultural Lands</a>	3.0 MB
<a href="#">3.15 Parks, Recreation, and Open Space</a>	1.2 MB
<a href="#">3.16 Aesthetics and Visual Resources</a>	10.9 MB
<a href="#">3.17 Cultural and Paleontological Resources</a>	2.1 MB
<a href="#">3.18 Regional Growth</a>	297 kb
<a href="#">3.19 Cumulative Impacts</a>	296 kb
<a href="#">4.0 Draft Section 4(f)/6(f) Evaluation</a>	2.1 MB
<a href="#">5.0 Project Costs and Operations</a>	118 kb



<a href="#">6.0 CEQA/NEPA Decision Process and Other Considerations</a>	60 kb
<a href="#">7.0 Public and Agency Involvement</a>	260 kb
<a href="#">8.0 EIR/EIS Distribution</a>	44 kb
<a href="#">9.0 List of Preparers</a>	46 kb
<a href="#">10.0 References/Sources Used in Document Preparation</a>	365 kb
<a href="#">11.0 Glossary of Terms</a>	198 kb
<a href="#">12.0 Index</a>	51 kb
<a href="#">13.0 Acronyms and Abbreviations</a>	110 kb
<b>Volume II: Technical Appendices</b>	
<b>Document</b>	<b>Size</b>
<a href="#">2-A Road Crossings</a>	196 kb
<a href="#">2-B Railroad Crossings</a>	165 kb
<a href="#">2-C Operations and Service Plan Summary</a>	642 kb
<a href="#">3.1-A Parcels Within HST Footprint</a>	66.9 MB
<a href="#">3.4-A Noise and Vibration</a>	563 kb
<a href="#">3.5-A Technical Study: Pre-Construction Electromagnetic Measurement Survey of 10 Locations Along the Fresno to Bakersfield Section</a>	25.7 MB
<a href="#">3.6-A Existing Plus Project Conditions Energy Analysis</a>	76 kb
<a href="#">3.6-B Technical Memorandum: Water Usage Analysis for CHST Fresno to Bakersfield Section</a>	1.9 MB
<a href="#">3.6-C Energy Analysis Memorandum</a>	156 kb
<a href="#">3.7-A Special-Status Species and Observed Habitats</a>	2.1 MB
<a href="#">3.7-B Comparison of Impacts on Biological Resources by Alternative</a>	152 kb
<a href="#">3.11-A Safety and Security Data</a>	81 kb
<a href="#">3.11-B Airport Obstructions</a>	65 kb
<a href="#">3.12-A Residential, Business, and Mobile Home Relocation Assistance Brochures</a>	1.5 MB
<a href="#">3.13-A Land Use Plans, Goals, and Policies</a>	167 kb
<a href="#">3.17-A Programmatic Agreement</a>	824 kb
<a href="#">3.19-A Planned and Potential Projects and Plans</a>	1.0 MB
<a href="#">3.19-B Planned and Potential Transportation Projects</a>	1.1 MB



<a href="#">5-A Operating Cost Memorandum</a>	361 kb
<b>Volume III: Alignments and Other Plans</b>	
<b>Document</b>	<b>Size</b>
<a href="#">Section A: Alignment Plans, Part 1 of 2</a>	82.6 MB
<a href="#">Section B: Alignment Plans, Part 2 of 2</a>	79.2 MB
Section C: Roadway and Grade Separation Plans, Part 1 of 2	135 MB
<a href="#">Section D: Roadway and Grade Separation Plans, Part 2 of 2</a>	71.9 MB
<a href="#">Section E: Station Plans</a>	6.8 MB



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# Supplemental Draft Environmental Impact Statement

## California HSR – Fresno to Bakersfield

FRA is circulating for public review the project-level Fresno to Bakersfield High-Speed Rail (HSR) Project Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (Revised DEIR/ Supplemental DEIS). In response to stakeholder, agency, and public feedback on the HSR alignment alternatives, FRA determined it would revise the Draft EIR/EIS that was released in August 2011 to include additional route and station options. The Revised DEIR/Supplemental DEIS for the Fresno Bakersfield section includes new alignment alternatives and station locations west of Hanford, an additional alternative through Bakersfield, and refinements to the existing Fresno to Bakersfield alternative alignments. The Revised DEIR/Supplemental DEIS includes the development of preliminary engineering designs and the identification and analysis of the potential environmental effects associated with the construction, operation, and maintenance of the HSR system, including track structures, ancillary facilities, and stations.

The Revised DEIR/Supplemental DEIS has incorporated changes to address comments received during the 2011 Draft EIR/EIS public comment period. Changes from the August 2011 Draft EIR/EIS are shaded in grey to facilitate public and agency review. Public comments are being accepted on the Revised DEIR/Supplemental DEIS from July 20, 2012 to October 19, 2012. The public comment period was extended an additional 30 days. The Final EIR/EIS, which is anticipated for release in early 2013, will provide responses to comments from both public comment periods.

The Revised DEIR/Supplemental DEIS presents the Project's purpose and need, identifies all reasonable alternatives including track alignments, stations, and heavy maintenance facilities as well as the no action alternative, describes the affected environment, analyzes the potential environmental impacts of all the reasonable alternatives and the no action alternative, and identifies appropriate mitigation measures to minimize the potential environmental impacts.

- [Revised DEIR/Supplemental DEIS Federal Notice of Availability](#)

The U.S. Army Corps of Engineers served as a cooperating agency on this Revised DEIR/Supplemental DEIS. The Corps is the agency responsible for issuing permits for discharge of dredged or fill material within Waters of the U. S. [[Fresno to Bakersfield U.S. Army Corps 404 Notice, Attachment](#)]



## Public Hearings

Public Hearings on the Revised DEIR/Supplemental DEIS will be held:

- In Bakersfield on August 27, 2012, from 3 pm to 8 pm at the Beale Memorial Library (701 Truxtun Avenue, Bakersfield, CA 93301)
- In Hanford on August 28, 2012, from 3 pm to 8 pm at the Hanford Fraternal Hall (1015 N. 10th Avenue, Hanford, CA 93230)
- In Fresno on August 29, 2012, from 3 pm to 8 pm at the Fresno Convention Center, Exhibit Hall III (848 M Street, Fresno, CA 93721)

## Comments

Please provide your comments to the California High-Speed Rail Authority by September 20, 2012.

- **Regular Mail**  
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment  
770 L Street, Suite 800  
Sacramento, CA 95814
- **Email**  
[Fresno\\_Bakersfield@hsr.ca.gov](mailto:Fresno_Bakersfield@hsr.ca.gov)  
Subject line: Revised Draft EIR/Supplemental Draft EIS Comment
- **Website**  
See [official comment box](#) on California High-Speed Rail Authority website

## Fresno to Bakersfield Revised DEIR/Supplemental DEIS documents for download:

The following documents are available in Adobe Acrobat PDF Format, which is available for download at no cost on the Internet. (Note: many of these files are very large and could take up to several minutes to download.) Technical appendices that are part of the project record for the Fresno to Bakersfield EIS are available on the California High-Speed Rail Authority website. Parts of the Revised DEIR/Supplemental DEIS that have changed from the August 2011 Draft EIR/EIS are shaded in grey to facilitate public and agency review.

*In* the preliminary Section 4(f)/6(f) evaluation, a potential resource was inadvertently reported to be within the "footprint" of disturbance for the BNSF Alternative through Bakersfield. In fact, this resource is located approximately 400 feet south of the BNSF Alternative, within the footprint of disturbance of the Bakersfield South Alternative. Because of the importance of the Section 4(f) determination, the preliminary 4(f)/6(f) evaluation contained in Chapter 4.0 of the Revised Draft EIR/Supplemental Draft EIS has been corrected to indicate that the affected potential resource in Bakersfield would be impacted by the Bakersfield South Alternative. The copies of the Revised Draft EIR/Supplemental Draft EIS available at public locations in the project area are being updated to include the corrected Chapter 4.0.





Overview Documents	
Document	Size
<a href="#">Brochure</a>	
<a href="#">Executive Summary</a>	
<a href="#">Spanish Brochure</a>	
<a href="#">Spanish Summary</a>	
Volume I (Revised DEIR/Supplemental DEIS)	
Document	Size
<a href="#">Cover Volume I</a>	1,231 KB
Title Page Volume I	14 KB
<a href="#">Signature Page</a>	46 KB
<a href="#">Fact Sheet</a>	73 KB
<a href="#">Preface</a>	64 KB
<a href="#">Table of Contents Volume I</a>	198 KB
Summary	2,126 KB
<a href="#">1.0 Project Purpose, Need, and Objectives</a>	1,439 KB
<a href="#">2.0 Alternatives</a>	8,661 KB
<a href="#">3.1 Introduction</a>	206 KB
<a href="#">3.2 Transportation</a>	27,779 KB
<a href="#">3.3 Air Quality and Global Climate Change</a>	2,728 KB
<a href="#">3.4 Noise and Vibration</a>	12,318 KB
<a href="#">3.5 Electromagnetic Fields and Electromagnetic Interference</a>	416 KB
<a href="#">3.6 Public Utilities and Energy</a>	1,609
<a href="#">3.7 Biological Resources and Wetlands</a>	2,521 KB
<a href="#">3.8 Hydrology and Water Resources</a>	1,734 KB
<a href="#">3.9 Geology, Soils, and Seismicity</a>	3,810 KB



<a href="#">3.10 Hazardous Materials and Wastes</a>	955 KB
<a href="#">3.11 Safety and Security</a>	1,114 KB
<a href="#">3.12 Socioeconomics, Communities, and Environmental Justice</a>	2,069 KB
<a href="#">3.13 Station Planning, Land Use, and Development</a>	9,834 KB
<a href="#">3.14 Agricultural Lands</a>	4,078 KB
<a href="#">3.15 Parks, Recreation, and Open Space</a>	6,871 KB
<a href="#">3.16 Aesthetics and Visual Resources</a>	14,523 KB
<a href="#">3.17 Cultural and Paleontological Resources</a>	3,301 KB
<a href="#">3.18 Regional Growth</a>	347 KB
<a href="#">3.19 Cumulative Impacts</a>	402 KB
<a href="#">4.0 Draft Section 4(f)-6(f) Evaluation</a>	402 KB
<a href="#">5.0 Project Costs and Operations</a>	185 KB
<a href="#">6.0 Other CEQA-NEPA Considerations</a>	80 KB
<a href="#">7.0 Public and Agency Involvement</a>	374 KB
<a href="#">8.0 EIR-EIS Distribution</a>	100 KB
<a href="#">9.0 List of Preparers</a>	88 KB
<a href="#">10.0 References and Sources Used in Document Preparation</a>	503 KB
<a href="#">11.0 Glossary of Terms</a>	200 KB
<a href="#">12.0 Index</a>	72 KB
<a href="#">13.0 Acronyms and Abbreviations</a>	137 KB

**Volume II**

<b>Document</b>	<b>Size</b>
<a href="#">Cover Volume II</a>	1,296 KB
<a href="#">Title Page Volume II</a>	22 KB
<a href="#">Table of Contents Volume II</a>	21 KB



<a href="#">1-A Revised 2012 Business Plan</a>	768 KB
<a href="#">2-A Road Crossings</a>	417 KB
<a href="#">2-B Railroad Crossings</a>	489 KB
<a href="#">2-C Operations and Service Plan Summary</a>	1,496 KB
<a href="#">2-D Applicable Design Standards</a>	118 KB
<a href="#">3.1-A Parcels within HST Footprint</a>	61,456 KB
<a href="#">3.4-A Noise and Vibration</a>	2,082 KB
<a href="#">3.5-A Technical Study: Pre-Construction Electromagnetic Measurement Survey</a>	26,334 KB
<a href="#">3.6-A Existing Plus Project Conditions Energy Analysis</a>	85 KB
<a href="#">3.6-B Water Usage Analysis Technical Memorandum</a>	7,207 KB
<a href="#">3.6-C Energy Analysis Memorandum</a>	135 KB
<a href="#">3.7-A Special-Status Species and Observed Habitats</a>	2,014 KB
<a href="#">3.7-B Comparison of Impacts on Biological Resources by Alternative</a>	276 KB
<a href="#">3.8-A Water Bodies Crossed by Fresno to Bakersfield Section Alternatives</a>	37 KB
<a href="#">3.11-A Safety and Security Data</a>	54 KB
<a href="#">3.11-B Airport Obstructions</a>	272 KB
<a href="#">3.12-A Residential, Business, and Mobile Home Relocation Assistance Brochures</a>	1,637 KB
<a href="#">3.12-B Effects on School District Funding and Transportation Bus Routes</a>	3,390 KB
<a href="#">3.12-C Children's Health and Safety Risk Assessment</a>	283 KB
<a href="#">3.13-A Land Use Plans, Goals, and Policies</a>	324 KB
<a href="#">3.14-A Results and Findings of Land Evaluation and Site Assessment</a>	163 KB
<a href="#">3.14-B Effects on Confined Animal Agriculture</a>	31,704 KB
<a href="#">3.14-C High Speed Train Noise Disturbance on Grazing Lands</a>	980 KB
<a href="#">3.17-A Programmatic Agreement</a>	882 KB
<a href="#">3.19-A Planned and Potential Projects and Plans</a>	5,647



<a href="#">3.19-B Planned and Potential Transportation Projects</a>	6,119 KB
<a href="#">5-A Operating Cost Memorandum</a>	95 KB
<b>Volume III</b>	
<b>Document</b>	<b>Size</b>
<a href="#">Section A Alignment Plans Part 1 of 2</a>	49,668 KB
<a href="#">Section B Alignment Plans Part 2 of 2</a>	39,231 KB
<a href="#">Section C Roadway and Grade Separation Plans Part 1 of 2</a>	34,734 KB
<a href="#">Section D Roadway and Grade Separation Plans Part 2 of 2</a>	21,916 KB
<a href="#">Section E Station Plans</a>	16,722 KB



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# Final Environmental Impact Statement - Fresno to Bakersfield

## California HSR – Fresno to Bakersfield

FRA issued the Fresno to Bakersfield High-Speed Rail (HSR) Project Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS). In response to stakeholder, agency, and public feedback on the HSR alignment alternatives, the Final EIR/EIS includes the revised preliminary engineering designs, and the identification and analysis of the potential environmental effects associated with the construction, operation, and maintenance of the HSR system, including track structures, ancillary facilities, and stations.

The Final EIS incorporated changes to address comments received during the 2011 Draft EIR/EIS and 2012 Revised DEIR/Supplemental DEIS public comment periods. Changes compared to the July 2012 Revised Draft EIR/ Supplemental Draft EIS are shaded in grey to facilitate public and agency review.

The Final EIR/EIS presents the Project's purpose and need, identifies all reasonable alternatives including track alignments, stations, and heavy maintenance facilities as well as the no action alternative, describes the affected environment, analyzes the potential environmental impacts of all the reasonable alternatives and the no action alternative, and identifies appropriate mitigation measures to minimize the potential environmental impacts. The U.S. Army Corps of Engineers and Surface Transportation Board served as cooperating agencies on this Final EIR/EIS.

## Documents for download:

The files are in Adobe Acrobat PDF Format which is available for download at no cost on the Internet. *(Note: many of these files are very large and could take up to several minutes to download).* Copies of the Fresno to Bakersfield Final EIR/EIS are also available on CD-ROM upon request by calling (866) 761-7755. More information is available on the Authority's Webpage for the [Fresno to Bakersfield EIR/EIS](#).

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- [Fact Sheet](#)



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- [Table of Contents Volume I](#)
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- [Chapter 2 Alternatives](#)
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- [Chapter 3.2 Transportation](#)
- [Chapter 3.3 Air Quality and Global Climate Change](#)
- [Chapter 3.4 Noise and Vibration](#)
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- [Chapter 3.6 Public Utilities and Energy](#)
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- [Chapter 3.10 Hazardous Materials and Wastes](#)
- [Chapter 3.11 Safety and Security](#)
- [Chapter 3.12 Socioeconomics, Communities, and Environmental Justice](#)
- [Chapter 3.13 Station Planning, Land Use, and Development](#)
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- [Chapter 3.17 Cultural and Paleontological Resources](#)
- [Chapter 3.18 Regional Growth](#)
- [Chapter 3.19 Cumulative Impacts](#)
- [Chapter 4.0 Draft Section 4\(f\)-6\(f\) Evaluations](#)
- [Chapter 5.0 Project Costs and Operations](#)
- [Chapter 6.0 Other CEQA-NEPA Considerations](#)
- [Chapter 7.0 Preferred Alternative](#)
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## Volume II: Technical Appendices

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- [2-B Railroad Crossings](#)
- [2-C Operations and Service Plan Summary](#)
- [2-D Applicable Design Standards](#)
- [2-E Summary of Requirements for Operations and Maintenance Facilities](#)
- [2-F Potential Interim Service on the Initial Construction Segment](#)



- 3.1-A Parcels within HST Footprint
  - [3.1-A Parcels within HST Footprint Part 1-90](#)
  - [3.1-A Parcels within HST Footprint Part 91-150](#)
  - [3.1-A Parcels within HST Footprint Part 151-250](#)
  - [3.1-A Parcels within HST Footprint Part 251-300](#)
  - [3.1-A Parcels within HST Footprint Part 301-380](#)
  - [3.1-A Parcels within HST Footprint Part 381-460](#)
  - [3.1-A Parcels within HST Footprint Part 461-558](#)
- [3.3-A Potential Impact from Induced Wind](#)
- [3.3-B Draft Federal General Conformity Determination](#)
- [3.4-A Noise and Vibration](#)
- [3.5-A Technical Study: Pre-Construction Electromagnetic Measurement Survey](#)
- [3.6-A Existing Plus Project Conditions Energy Analysis](#)
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  - [3.7-C Watershed Evaluation Report Part 4 of 4](#)
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## Volume III: Alignment Plans

- **Section A Alignment Plans Part 1 of 2**
  - [Section A Alignment Plans Part 1 of 2 - File 1 of 6](#)
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  - [Section A Alignment Plans Part 1 of 2 - File 3 of 6](#)
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  - [Section A Alignment Plans Part 1 of 2 - File 5 of 6](#)



- [Section A Alignment Plans Part 1 of 2 - File 6 of 6](#)
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  - [Section C Roadway and Grade Separation Plans Part 1 of 2 - File 5 of 5](#)
- **Section D Roadway and Grade Separation Plans Part 2 of 2**
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## Draft General Conformity Determination

Pursuant to the Clean Air Act Section 176(c) and the U.S. Environmental Protection Agency's implementing regulations (40 C.F.R Part 93, subpart B), FRA published a [Draft Federal General Conformity Determination](#) for public review and comment. The intent of the Clean Air Act's General Conformity requirement is to prevent the air quality impacts of a proposed federal project from causing or contributing to new violations of the air quality standards, exacerbating existing violations, or interfering with the purpose of the applicable implementation plan.

This draft general conformity determination documents FRA's finding that the Fresno to Bakersfield Project complies with the General Conformity rule and that it conforms to the purposes of the area's approved State Implementation Plan and is consistent with all applicable requirements. The conformity determination was made based on the project design feature and mitigation measures that were described in the Final EIR/EIS. Conformity is demonstrated herein as follows:

- The operation of the Project would result in a reduction of regional emissions of all applicable air pollutants and would not cause a localized exceedance of an air quality standard; and
- While emissions generated during the construction of the Project would exceed General Conformity thresholds for two pollutants, these emission increases would be off-set through a Voluntary Emission Reduction Agreement (VERA) with the San Joaquin Valley Air Pollution Control District (SJVAPCD).