1 PROJECT PURPOSE, NEED, AND OBJECTIVES

1.1 Introduction

The California High-Speed Rail Authority (Authority) proposes to construct, operate, and maintain an electric-powered high-speed rail (HSR) system in California. When completed, the nearly 800-mile train system would provide new passenger rail service to more than 90 percent of the state's population. More than 200 weekday trains would serve the statewide intercity travel market.[1] The HSR system would be capable of operating speeds of up to 220 miles per hour, with state-of-the art safety, signaling, and automated train control systems collectively known as the enhanced Automatic Train Control system, to include all positive train control functions and to comply with the requirements of Code of Federal Regulations Title 49, Part 236 Subpart I. The system would connect and serve the major metropolitan areas of California, extending from San Francisco and Sacramento in the north to San Diego in the south (Figure 1-1). The National Environmental Policy Act (NEPA) lead agency is the Federal Railroad Administration (FRA) and the Authority is the California Environmental Quality Act (CEQA) lead agency. The Surface Transportation Board, United States Bureau of Reclamation (Reclamation), and the United States Army Corps of Engineers (USACE) are NEPA cooperating agencies.[2]

1.1.1 The Fresno to Bakersfield HSR Project

Following the completion of a programmatic review of the California HSR system, the Authority and the FRA initiated project level environmental impact reports/environmental impact statements (EIR/EIS) for nine independent project sections of the California HSR System, including the Fresno to Bakersfield Section. The Authority published a Notice of Preparation on September 29, 2009, and the FRA published a Notice of Intent in October 2009. Following public scoping, the Authority and the FRA published a Draft EIR/EIS in August 2011. Based on public and agency comments, the Authority and the FRA developed new alignment alternatives and analyzed their potential impacts in a Revised Draft EIR/Supplemental EIS published for public review in July 2012. In April 2014, the Authority and the FRA published the *Fresno to Bakersfield Section California High-Speed Train Final Project Environmental Impact Report/Environmental Impact Statement*. These documents are available for review on the Authority's website (accessible at: www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/fresno_bakersfield.html) and the FRA's website (accessible at: www.fra.dot.gov/Page/P0468). For further information about the development of the Fresno to Bakersfield HSR Project, please see the Fresno to Bakersfield Section Final EIR/EIS, Chapter 1 (Authority and FRA 2014).

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[1] "Intercity rail passenger transportation'' is defined at 49 U.S.C. 24102(4) as ''rail passenger transportation except commuter rail passenger transportation.'' An intercity passenger rail service consists of a group of one or more scheduled trains (roundtrips) that provide intercity passenger rail transportation between bona fide travel markets (not constrained by state or jurisdictional boundaries), generally with similar quality and level-of-service specifications, within a common (but not necessarily exclusive or identical) set of identifiable geographic markets (See the Federal Railroad Administration's High-Speed Intercity Passenger Rail ("HSIPR") Program; Notice (74 Fed. Reg. 29906 (June 23, 2009)). Similarly, ''commuter rail passenger transportation'' is defined at 49 U.S.C. 24102(3) as ''short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple ride, and commuter tickets and morning and evening peak period operations.''

[2] In 2013, the Surface Transportation Board determined it has jurisdiction over all sections of the proposed statewide high-speed rail system, including the Fresno to Bakersfield section. The Authority has prepared this Draft Supplemental EIR/EIS consistent with both NEPA and CEQA. In undertaking preparation of this Draft Supplemental EIR/EIS consistent with the state environmental review process, the Authority would like to make clear that it does not waive any preemption effect of the Interstate Commerce Commission Termination Act in the event of a legal or administrative challenge. Further explanation is provided in the Final EIR/EIS, Section 1.1.4 (pages 1-3 through 1-5).

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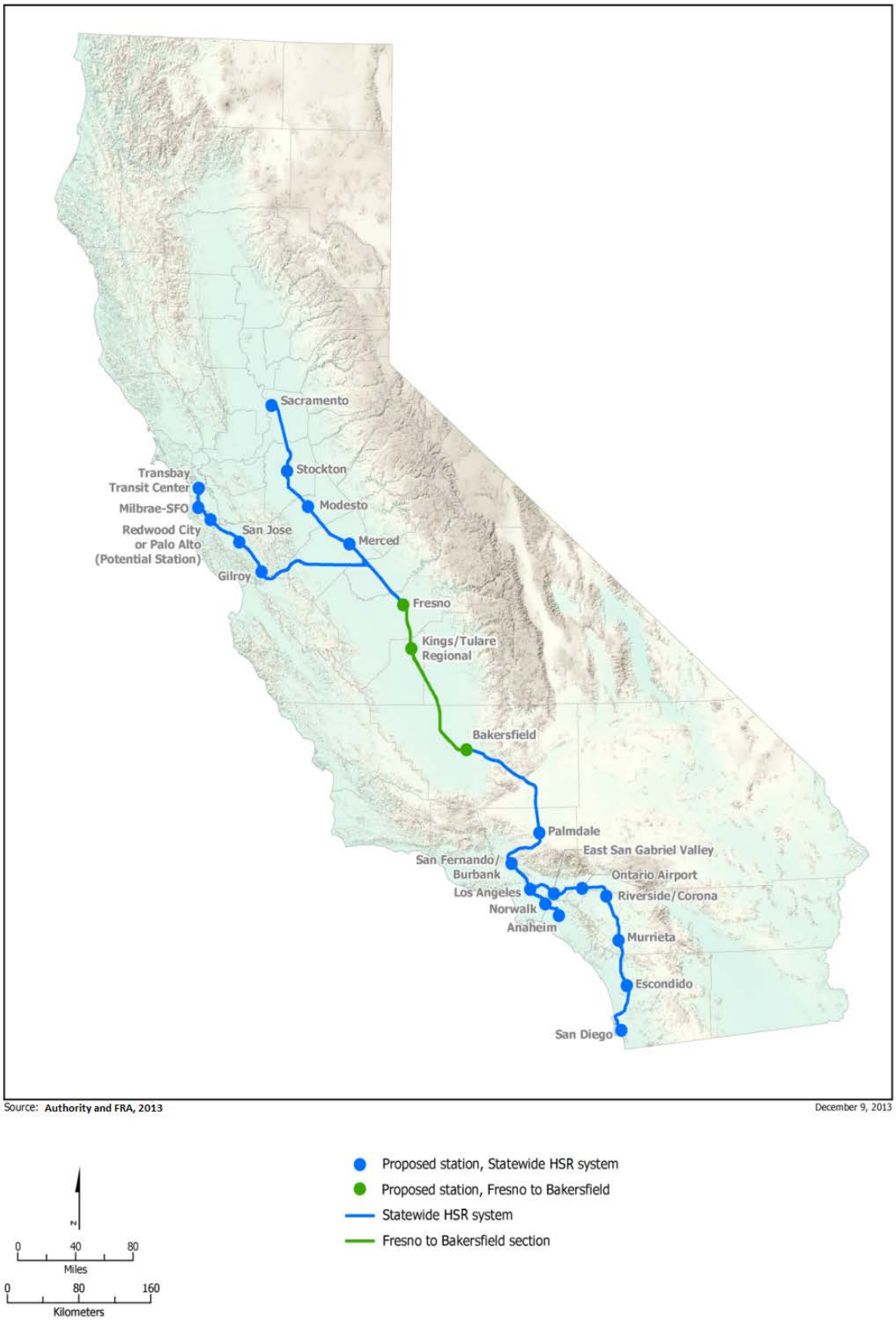

Figure 1-1 Statewide HSR System

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In the Fresno to Bakersfield Section Final EIR/EIS the Authority and FRA identified a Preferred Alternative consisting of portions of the "BNSF Alternative" in combination with the "Corcoran Bypass," "Allensworth Bypass," and "Bakersfield Hybrid" alternatives. Figure 1-2 shows the Fresno to Bakersfield Section Final EIR/EIS Preferred Alternative. Figure 1-3 shows the locations of the Alternative Alignments studied in the Fresno to Bakersfield Section Final EIR/EIS, the Fresno to Bakersfield Approved Project alignment, the Fresno to Bakersfield Locally Generated Alternative alignment, and the May 2014 Project alignment.

Following publication of the Final EIR/EIS, on May 7, 2014, the Authority certified the Fresno to Bakersfield Section Final EIR/EIS and approved the Preferred Alternative south from Fresno to 7th Standard Road, the northern city limits of the city of Bakersfield. Based on an analysis of potential project impacts and substantive agency and public comments including comments filed after issuance of the Final EIS, FRA issued a Record of Decision (ROD) on June 27, 2014 approving the Preferred Alternative in its entirety from the Fresno Station to the Bakersfield Station at Truxtun Avenue.

1.1.2 Fresno to Bakersfield Locally Generated Alternative

The Fresno to Bakersfield Section Final EIR/EIS considered the impacts associated with three alternative alignments through Bakersfield, and ultimately the Authority and FRA selected the Bakersfield Hybrid as the Preferred Alternative through Bakersfield. On June 5, 2014, the City of Bakersfield filed a state lawsuit challenging the Authority's May 7, 2014, approvals under CEQA. The City claimed that the Preferred Alternative identified in the Fresno to Bakersfield Section Final EIR/EIS would severely impact the City's ability to utilize existing city assets, including its corporation yard, senior housing, and parking facilities at the Rabobank Arena, Theatre and Convention Center; would render unusable one of the city's premier health facilities; and would affect the Bakersfield Commons project, a retail/ commercial/ residential development.

In a Settlement Agreement signed December 19, 2014, between the City of Bakersfield and the Authority, the two agencies agreed to work together to develop and study a Fresno to Bakersfield Locally Generated Alternative (F-B LGA) to address concerns and meet the Authority's design requirements. The F-B LGA described and analyzed in this Fresno to Bakersfield Section LGA Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input.[3] The Authority has also collaborated with the city of Shafter and Kern County in developing the F-B LGA.

The F-B LGA provides a 23.13-mile alternative alignment between the city of Shafter and the city of Bakersfield. The F-B LGA station (F Street Station) would be located at the intersection of State Route (SR) 204 and F Street. A maintenance of infrastructure facility would be located along the F-B LGA north of the city of Shafter between Poplar Avenue and Fresno Avenue.

1.1.3 F-B LGA Supplemental EIR/EIS

The Authority and the FRA have prepared this Draft Supplemental EIR/EIS in accordance with CEQA and NEPA. For purposes of understanding the potential impacts of the F-B LGA, this Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative that was identified in the Fresno to Bakersfield Section Final EIR/EIS. That portion consists of the portion of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid from Hageman Road to Oswell Street (the "May 2014 Project"). (See Figure 2-30 [page 2-35] of the Fresno to Bakersfield Section Final EIR/EIS for a depiction of the BNSF Alternative and the Bakersfield Hybrid from Shafter to Bakersfield [Authority and FRA 2014].)

[3] Although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Authority Board only approved a portion of the alignment extending from downtown Fresno to approximately 7th Standard Road.

The Fresno to Bakersfield Section Supplemental EIR/EIS also evaluates potential effects to the Buena Vista Lake ornate shrew for the Fresno to Bakersfield Section from East American Avenue in Fresno County to Oswell Street in the City of Bakersfield. Since the release of the Fresno to Bakersfield Section Final EIR/EIS, the United States Fish and Wildlife Service issued an amended Biological Opinion (USFWS 2017a) for the Fresno to Bakersfield Section from East American Avenue in Fresno County (the northern terminus of Construction Package 2/3) to Poplar Avenue in Kern County (the southern terminus for Construction Package 4). Pursuant to CEQA Guidelines Section 15163, Section 3.7, Biological Resources and Wetlands of this Draft Supplemental EIR/EIS evaluates the expansion of the range of species and considers potential effects to the Buena Vista Lake ornate shrew.

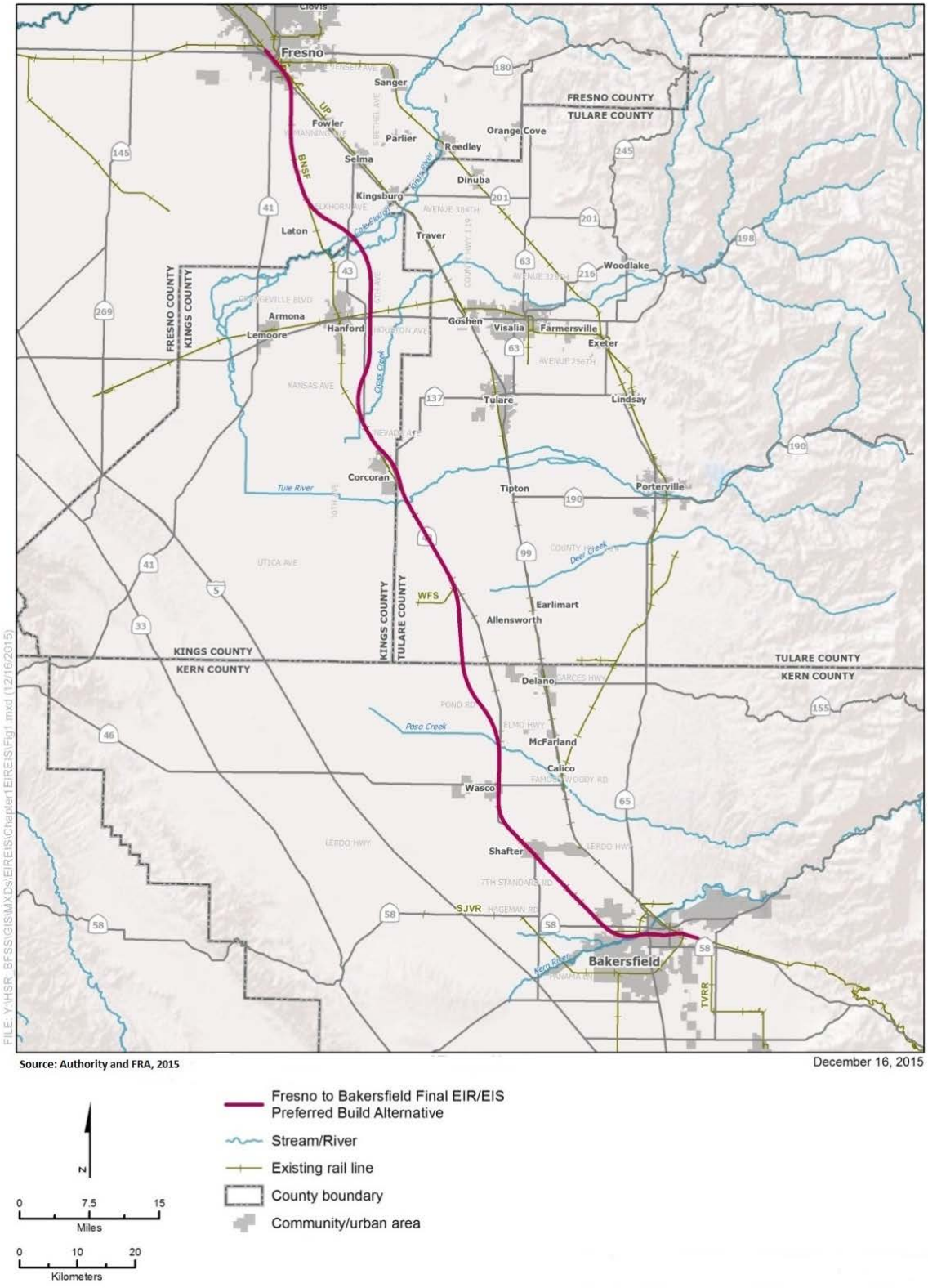

Figure 1-2 Fresno to Bakersfield Section Final EIR/EIS Preferred Build Alternative

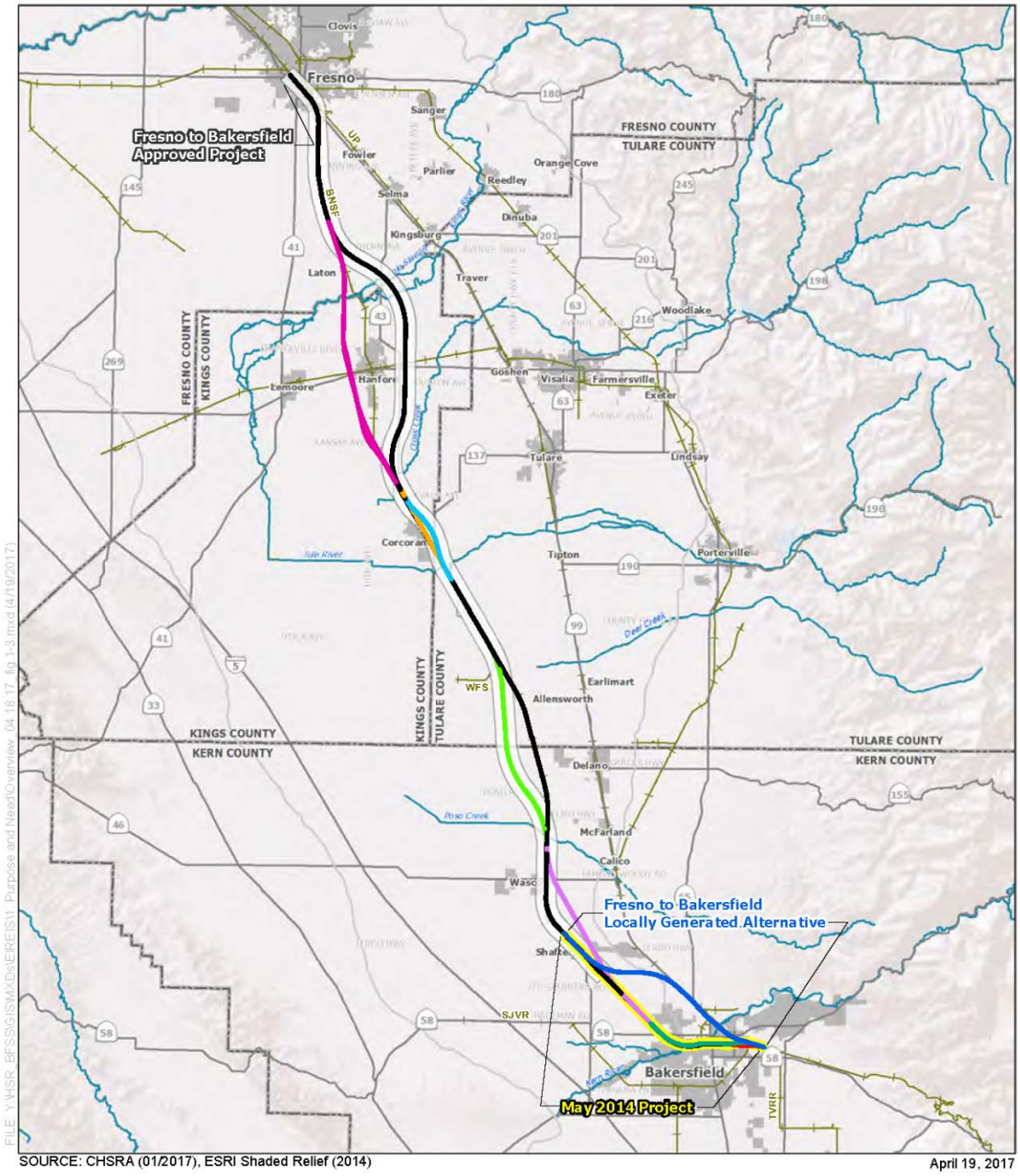

Figure 1-3 Locations of F-B Section EIR/EIS Alternatives, F-B LGA, and May 2014 Project

The May 2014 Project included a station that would be constructed at the corner of Truxtun and Union Avenues/SR 204 as well as a maintenance of infrastructure facility that would be located along the alignment just north of the city of Bakersfield and 7th Standard Road. CEQA Guidelines Section 15162 and 15163 describes when a supplement to an EIR may be prepared. To determine whether preparation of a Supplemental EIR is appropriate, the criteria in CEQA Guidelines Section 15162 governing preparation of Subsequent Documents and the additional criteria in CEQA Guidelines Section 15163 governing preparation of Supplemental Documents must be met. Under NEPA (40 Code of Federal Regulations §1502.9), a supplement to a draft or final EIS may be prepared "when the agency determines that the purposes of NEPA would be furthered by doing so" or if "1) the agency makes substantial changes in the proposed action that are relevant to environmental concerns, or 2) there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed actions or its impacts".

The Authority and FRA have determined that the preparation of a Supplemental EIR/EIS is appropriate here because the majority of the prior certified Fresno to Bakersfield Section Final EIR/EIS remains relevant. This Draft Supplemental EIR/EIS examines only the 23.13-mile portion of the full 114-mile Fresno to Bakersfield Section studied in the Fresno to Bakersfield Section Final EIR/EIS that runs between just north of Poplar Avenue to Oswell Street. It evaluates the F-B LGA and proposed station at F Street Station in site-specific detail to provide a complete assessment of the direct, indirect, and cumulative effects of the proposed action.

The FRA intends to issue a single Final Environmental Impact Statement and Record of Decision document pursuant to 49 U.S.C. 304a unless FRA determines statutory criteria or practicability considerations preclude issuance of the combined document.

Public and agency participation in the development of the new alternative has been considered, in consultation with resource and regulatory agencies, including the United States Environmental Protection Agency, the USACE, the Reclamation[4], and the Surface Transportation Board[5]. The FRA and the Authority intend this Supplemental EIR/EIS to be sufficient to support Section 404 and Section 408 Clean Water Act permit decisions (as applicable) for alteration/modification of completed federal flood risk management facilities, as well as any associated operation and maintenance, and real estate permissions or instruments (as applicable).

Pursuant to Clean Water Act Section 404(b)(1), the USACE must consider the applicant's needs in the context of the geographic area of the proposed action and the type of project being proposed. The FRA, the Authority, the USACE, and the United States Environmental Protection Agency signed a memorandum of understanding in November 2010 to integrate the NEPA and 408/404 permitting processes. The integration process has three checkpoints that emphasize ongoing coordination efforts. Checkpoint A defines the Purpose and Need for the project section. Checkpoint B identifies the range of alternatives to be studied in the project EIR/EIS. Checkpoint

[4] The Reclamation may issue rights of entry permits for pedestrian surveys and ground disturbing investigations, such as geotechnical investigations, or other information gathering activities. It may grant temporary construction permits for the relocation of facilities and equipment such as pipes, canals, and pumps. If the facilities are relocated outside of Reclamation's ownership, the Authority will acquire any needed land rights necessary for future operations and maintenance needs and/or relocated Reclamation features. After construction, the Authority will transfer to Reclamation necessary land rights. Reclamation will grant or transfer land rights as appropriate to the Authority. The HSR alignment crosses Bureau lands and facilities, one of which is the Friant-Kern Canal. Impacts to Bureau facilities within the F-B LGA project footprint are analyzed in this Draft Supplemental EIR/EIS.

[5] The Surface Transportation Board is a wholly independent federal agency. The Surface Transportation Board was established by the Interstate Commerce Commission Termination Act of 1995 (49 U.S.C § 10101 et seq.; P.L. 104-88, December 29, 1995) to assume some, but not all, functions of the Interstate Commerce Commission. The Surface Transportation Board has jurisdiction over the construction and operation of new rail lines (49 U.S.C. § 10901; 10502).

C determines the preliminary Least Environmentally Damaging Practicable Alternative that receives USACE concurrence. In Checkpoint A, the USACE determined that the overall project purpose (as stated in Section 1.2 of this Draft Supplemental EIR/EIS) allows for a reasonable range of practicable alternatives to be analyzed and is acceptable as the basis for the USACE 404(b)(1) alternatives analysis. The addition of another alternative to the Fresno to Bakersfield Section EIR/EIS does not require revisiting Checkpoints A and B, since the F-B LGA would be consistent with the project Purpose and Need (refer to Section 1.2) and because a reasonable range of alternatives was considered and identified pursuant to the Checkpoint B process. However, the Authority and FRA will conduct the subsequent USACE 404(b)(1) analyses for the F-B LGA which is completed as part of Checkpoint C.

1.2 Purpose, Need, and Objectives

1.2.1 Purpose and Need of HSR System, Fresno to Bakersfield Section, and F-B LGA

The need for a HSR system exists statewide, and the Fresno to Bakersfield Section is an essential component. The purpose, need, and objectives documented in the Fresno to Bakersfield Section Final EIR/EIS have not changed and are included below for context and readability. The purpose of the HSR system is as follows.

> *The purpose of the statewide HSR System is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and 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. (Authority and FRA 2005)*

The purpose of this project is to implement the Fresno to Bakersfield Section of the California HSR System to provide the public with electric-powered HSR 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 that connects the northern and southern portions of the system. This region contributes significantly to the statewide need for a new intercity transportation service that would connect with the major population and economic centers and to other regions of the state.

The capacity of California's intercity transportation system, including the south San Joaquin Valley, is insufficient to meet existing and future travel demand. The current and projected future system congestion will result in deteriorated air quality, reduced reliability, and increased travel times. Moreover, the feasibility of expanding many major highways and key airports is uncertain; and some needed expansions may be impractical or may be constrained by physical, political, or other factors. The need for improvements to intercity travel in California, including intercity travel between the south San Joaquin Valley, the Bay Area, Sacramento, and Southern California, responds to the following issues (as documented in the Fresno to Bakersfield Section Final EIR/EIS). Technical Appendix 1-B of this Draft Supplemental EIR/EIS further discusses the benefits of implementing the F-B LGA and the HSR System as a whole (specifically transportation connectivity, land use planning achievements, safety enhancements, and social advantages accruing annually and increasing as the level of ridership on the HSR system builds over time).

- **Travel Demand and Capacity Constraints**: The existing intercity transportation system has not kept pace with the tremendous increase in population, economic activity, and tourism in the state, including the south San Joaquin Valley. The interstate highway system, commercial airports, and conventional passenger rail system serving the intercity travel market are operating at or near capacity and will require large public investments for maintenance and expansion to meet existing demand and future growth over the next 25 years and beyond. Capacity constraints will result in increasing congestion and travel delays, including those in the south San Joaquin Valley, particularly along the State Route (SR) 99 corridor. Some highway capacity improvements have been funded for the San Joaquin Valley and in

Southern California, but these are basic enhancements intended to improve reliability rather than travel time. Programmed and funded highway improvements will not measurably change future conditions. For more information on travel demand and capacity constraints in the Fresno to Bakersfield region, see Section 1.2.4.1 in the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-9 through 1-20). For information specific to the F-B LGA, see Section 3.2, Transportation, of this Draft Supplemental EIR/EIS.

- **Safety and Reliability:** Projected growth in moving California's people and goods by automobile, air, and rail over the next two decades underscores the need for improved travel safety. With more vehicles on intercity highways, the potential for accidents increases. Weather-related events are an additional source of disruption and delay that affect transportation reliability and safety. Rain and wind can make the roads dangerously slick, increasing accident rates. Fog, haze, and glare can distract drivers or cause them to slow. As delay on the freeway increases, the overall reliability of the system tends to decrease (Cambridge Systematics, Inc. 2007). Refer to Section 1.2.4.2 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-20 and 1-21) for more information on specific weather conditions in the San Joaquin Valley, including dense fog. For information specific to the F-B LGA, see Section 3.11, Safety and Security, of this Draft Supplemental EIR/EIS.
- **Modal Connections**: The options for connecting from the Central Valley to California's largest metropolitan areas include driving the full distance, driving to a regional or larger airport and then flying, or using an intercity rail and transit bus to the final destination. In the Central Valley, limited options for direct, fast, and safe connections to the major metropolitan areas foster economic isolation, limit the area from which to draw customers and employees, and reduce the accessibility of potential job markets to residents. HSR service to Fresno and Bakersfield would provide links to a number of bus, light rail, and airport services for intercity travelers to other areas in the state. Refer to Section 1.2.4.3 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: page 1-21) for more information on modal connections in the San Joaquin Valley. For more information on modal connections specific to the F-B LGA, see Section 3.2, Transportation, of this Draft Supplemental EIR/EIS.
- **Air Quality and Greenhouse Gases:** The San Joaquin Valley Air Basin exceeds federal and state air quality standards for ozone, particulate matter less than 2.5 microns in size, and the state's 24-hour standard for particulate matter less than 10 microns in size. The transportation sector is responsible for about 40 percent of California's greenhouse gas emissions (California Air Resources Board 2010). The continued increase in traffic will exacerbate the existing air quality problems and impede the region's ability to attain state and federal ambient air quality standards. Because emissions are directly proportional to the amount of fuel burned, offering effective transportation choices that can reduce driving will be critical for reducing these emissions. Compared to automobile travel, an electric-powered HSR system would reduce carbon dioxide emissions; an HSR trip from Fresno to Bakersfield would save 170 pounds of carbon dioxide for each car making the same trip. The HSR system would also provide a more energy-efficient travel mode. A trip on the HSR system would use one-third the energy of a similar trip by air and one-fifth the energy of a trip made by automobile (California Office of the Governor 2007). For more information on applicable greenhouse gas regulations, see Section 1.2.4.4 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-21 through 1-23). For information specific to the F-B LGA, see Section 3.3, Air Quality and Global Climate Change, of this Draft Supplemental EIR/EIS.
- **Protection and Preservation of Natural Resources and Agricultural Lands:** Since 1990, urban development (i.e., residential, commercial, industrial, recreational development, infrastructure development, etc.) has converted 538,000 acres of farmland in California; with over half of this conversion occurring in the San Joaquin Valley. Central Valley agricultural lands, with high-quality soils, produce a wide array of food and fiber exported throughout the U.S. and internationally. The HSR System would ease the pressure on the state's agricultural land base and open space by reducing the need to expand airports and freeways which can

lead to urban sprawl and greenfield development. The HSR system provides an opportunity to create transit centers in the central business districts, where mixed land uses (residential, commercial, and business uses) and urban densities are best suited. The HSR system provides an opportunity to encourage walkable, more concentrated development patterns that meet new growth demands and reduce the rate and occurrence of low-density development, which erodes the value of land resources. For more information on San Joaquin Valley natural resources, see Section 3.14 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014). For information specific to the F-B LGA, see Section 3.14, Agricultural Lands, and Section 3.15, Parks, Recreation, and Open Space, of this Draft Supplemental EIR/EIS.

For more information on each of the issues discussed above, refer to the Fresno to Bakersfield Section Final EIR/EIS.

1.2.2 CEQA Project Objectives of the HSR System, Fresno to Bakersfield Section, and F-B LGA

The Authority's statutory mandate is to plan, build, and operate an HSR system coordinated with California's existing transportation network, particularly intercity rail and bus lines, commuter rail lines, urban rail lines, highways, and airports. In accordance with Section 15124 of the CEQA Guidelines, the Authority has responded to this mandate by adopting the following objectives and policies for the proposed HSR system (as documented in Section 1.2.3 of the Fresno to Bakersfield Section Final EIR/EIS [Authority and FRA 2014: pages 1-6 and 1-7]):

- Provide intercity travel capacity to supplement critically over-used interstate highways and commercial airports
- Meet future intercity travel demand that will be unmet by current transportation systems, and increase capacity for intercity mobility
- Maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways
- Improve the intercity travel experience for Californians by providing comfortable, safe, frequent, and reliable high-speed travel
- Provide a sustainable reduction in travel time between major urban centers
- Increase the efficiency of the intercity transportation system
- Maximize the use of existing transportation corridors and rights-of-way to the extent feasible
- Develop a practical and economically viable transportation system that can be implemented in phases by 2020 and generate revenues in excess of operations and maintenance costs
- Provide intercity travel that is sensitive to and protective of the region's natural and agricultural resources and that reduces emissions and vehicle miles traveled for intercity trips

1.3 Relationship to Other Transportation Projects, Agency Plans, Policies, and Programs

The California HSR System objectives include providing an interface between the HSR system and major commercial airports, mass transit, and the highway network. Other key transportation projects within the Fresno to Bakersfield area that offer intercity travel benefits and that enhance intermodal connections to the proposed HSR system include the following (as documented in the Fresno to Bakersfield Section Final EIR/EIS).

- **State Route 99 Corridor Business Plan.** SR 99 is the transportation backbone of the San Joaquin Valley. In recent years, efforts have focused on improving this highway to meet transportation standards and to serve the expected growth in the valley. The updated Route 99 Corridor Business Plan (California Department of Transportation [Caltrans] 2009) incorporates these efforts and provides the current plan for the corridor. Projects identified in

the Plan provide coordination opportunities for the Fresno to Bakersfield HSR Section. For more information on the Route 99 Corridor Business Plan, see Section 1.4.1 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: page 1-29).

- **California State Rail Plan.** The California State Rail Plan is implemented by Caltrans. The Rail Plan envisions capital and operational improvements to increase annual ridership 66 percent, from 853,000 to 1,417,000, with 90 percent on-time performance. The California State Rail Plan (Caltrans 2013b) incorporates the ongoing planning for a blended rail system.[6] For more information on the California State Rail Plan, see Section 1.4.2 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-29 and 1-30).
- **Bakersfield Thomas Roads Improvement Program.** The Thomas Roads Improvement Program (TRIP) is a cooperative effort between the City of Bakersfield, the County of Kern, Caltrans, and the Kern Council of Governments to manage and expedite the completion of projects designated for funding in the 2005 federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. These new roadways and capacity improvements would improve traffic flow from outlying suburban areas into downtown Bakersfield, where the HSR station would be located. Many of the Thomas Roads Improvement Program improvements have recently been completed or are currently under construction. For more information on the Thomas Roads Improvement Program, see Section 1.4.4 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-30 and 1-31).

Plans and programs that have been considered in the development of the Fresno to Bakersfield Section alignment and station location options, or that already include recommendations for an HSR project, include the following:

- **San Joaquin Valley Blueprint.** The San Joaquin Valley Regional Planning Agencies' Policy Council (Policy Council) made up of seven Valley Council of Governments (COGs) (San Joaquin, Stanislaus, Merced, Fresno, Tulare, Kings, and Kern) and one regional transportation planning agency (the Madera County Transportation Commission) prepared a consolidated "blueprint" for development through 2025. One of the smart growth principles adopted by the Policy Council provides a variety of transportation choices. As part of this smart growth principle, the San Joaquin Valley Blueprint envisions HSR service in the San Joaquin Valley, with stations in Fresno, the Kings/Tulare region, and Bakersfield (San Joaquin Valley Regional Planning Agencies' Policy Council 2010). For more information on the San Joaquin Valley Blueprint, see Section 1.3.1 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-24 and 1-25).
- **San Joaquin Corridor Strategic Plan and Service Development Plan.** The *San Joaquin Corridor Strategic Plan* (Caltrans 2008) formalizes the short-term (3 to 5 years), medium-term (6 to 10 years), and long-term (11 to 25 years) vision for passenger rail service through the Central Valley. In 2013, Caltrans published the San Joaquin Corridor Service Development Plan (Caltrans 2013a). Both plans recognize that the existing passenger trains, referred to as the San Joaquins, could interface with the HSR System by serving as a collector/distributor. This opportunity would rely on joint stations at major cities such as Fresno, Bakersfield, Sacramento, and Merced. These interchange points would allow passengers to transfer to and from the San Joaquins to the HSR system (Caltrans 2008). For more information on the San Joaquin Corridor Strategic Plan and Service Development Plan, see Section 1.3.2 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-25 and 1-26).

[6] The term "blended rail system" refers to an HSR system that will "blend" with regional and local transportation operations. A "blended" approach would run high-speed trains on existing rail as well as on new, dedicated tracks. (Note: The Fresno to Bakersfield project of the California State Rail Plan is a fully grade-separated and blended service is not proposed in this section of the HSR system.)

- **Kern Council of Governments Regional Transportation Plan/Sustainable Communities Strategy.** The Kern Council of Governments adopted the *2014 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) in June 2014. The plan outlines the expenditure of approximately $11.6 billion in anticipated federal, state, and local transportation funds in Kern County over the next 26 years. Over half, $20 billion, is unfunded HSR construction in the Kern region. The Kern RTP includes a SCS to reduce greenhouse gas emissions from passenger vehicles and light-duty trucks by 5 percent per capita by 2020 and 10 percent per capita by 2035 as compared to 2005. As part of this reduction, the Kern Council of Governments RTP/SCS assumes a reduction in county trips due to an increase in passenger rail use, including HSR. For more information on the Kern Council of Governments RTP/SCS, see Section 1.3.6 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: pages 1-27 and 1-28).
- **Meadows Field Airport Master Plan.** In June 2006, the Kern County Board of Supervisors adopted the *Airport Master Plan for Meadows Field Airport: Bakersfield, California* (Kern County Board of Supervisors 2006). This plan forecasts airport development to 2025. The Kern County Council of Governments RTP/SCS proposes that the county's main airport, Meadows Field, be linked into the planned Los Angeles Basin reliever network of airports. The RTP/SCS indicates that this could be done through the HSR system. For more information on the Meadows Field Airport Master Plan, see Section 1.3.8 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: page 1-28).

It should be noted that there are no new plans apart from those previously analyzed in the Fresno to Bakersfield Section Final EIR/EIS that are being included in this F-B LGA Draft Supplemental EIR/EIS.

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