

Bakersfield to Palmdale Project Section



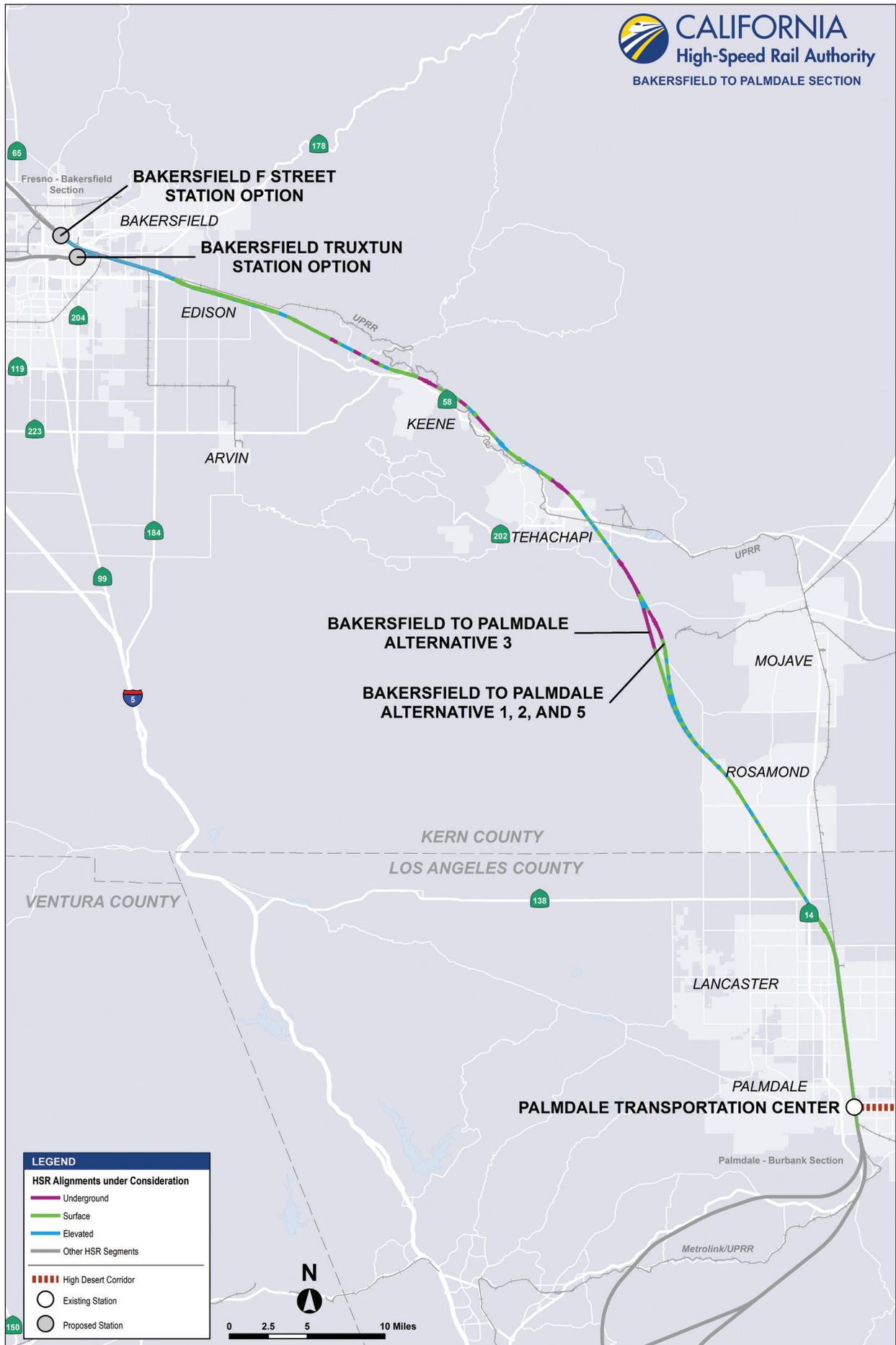
PROJECT SECTION OVERVIEW

The Bakersfield to Palmdale Project Section is part of the first phase of the California High-Speed Rail System connecting the Central Valley to the Antelope Valley, closing the existing passenger rail gap over the Tehachapi Mountains.

The approximately 80-mile Project Section would travel through or near the cities of Edison, Tehachapi, Rosamond, Lancaster and Palmdale with proposed stations in Bakersfield and at the Palmdale Transportation Center.

PROJECT SECTION HIGHLIGHTS

- Closes the gap in the statewide passenger rail system between the Central Valley and Southern California
- Connects the Bakersfield Station to the Palmdale Station with a 20-25 minute high-speed rail trip
- Crosses some of the most complicated terrain along the statewide system, requiring innovative engineering



ENVIRONMENTAL PROCESS

In 2001, the California High-Speed Rail Authority (Authority), in cooperation with the Federal Railroad Administration (FRA), began a tiered environmental review process for the statewide high-speed rail system per California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. The 2005 first-tier California High-Speed Rail Program Final Environmental Impact Report/Environmental Impact Statement (Statewide Program EIR/EIS) described the program alignment, which included a corridor between Bakersfield and Palmdale.

The alignment alternatives being advanced for analysis in the Bakersfield to Palmdale Environmental Impact Report/Environmental Impact Statement avoid or minimize potential impacts to existing facilities, land uses and environmental resources compared to the alternatives previously studied.

Draft Environmental Documents for this section are anticipated to be released in 2017 and will include a public hearing as well as agency and public comment opportunities. Ongoing work activities will include public information, engagement and feedback opportunities at regular intervals, as well as at the release of milestone documents.

TIMELINE OF ACTIVITIES

2009	2010-2015	2016	2017
<p>Scoping meetings held to present the proposed Bakersfield to Palmdale Section study area and obtain agency and community comment</p> <p>Scoping Report summarized comments received</p>	<p>Preliminary Alternatives Analysis</p> <p>Supplemental Alternatives Analysis</p> <p>Project Update and Stakeholder Engagement</p> <p>Continued Development of Alternatives</p>	<p>Supplemental Alternatives Analysis</p> <p>Identification of a Preliminary Preferred Alternative</p>	<p>Draft Environmental Documents</p> <p>Public Hearings</p> <p>Final Environmental Documents</p>

◀ **PUBLIC INVOLVEMENT** ▶



CURRENT PROGRAM STATUS

The Authority remains focused on three fundamental objectives:

1. Initiate high-speed rail passenger service as soon as possible.
2. Make strategic, concurrent investments throughout the system that will be linked together over time.
3. Position additional segments for construction as funding becomes available.

The Phase 1 system that will ultimately connect the San Francisco Bay area to the Los Angeles Basin via the Central Valley will be sequenced to maximize current federal and state dollars, and deliver the earliest operating high-speed rail line by 2029. The Silicon Valley to Central Valley Line will connect San Jose to just north of Bakersfield, is fully fundable at a cost of \$20.7 Billion, and will be operational by 2025.

The Authority, together with our partners, is investing \$4 Billion in a number of regionally significant connectivity projects and improvements in the Burbank to Anaheim Corridor, including Metro’s Regional Connector Transit Corridor and Metrolink’s Positive Train Control Project. The Authority is also actively seeking \$2.9 Billion in federal funds to extend the initial line to San Francisco and Bakersfield, as well as complete a connection to Merced, all of which will be operational by 2025.

HIGH-SPEED RAIL WILL BETTER CONNECT THE STATE AND IMPROVE OUR REGIONS IN THE FOLLOWING WAYS:



Increase Mobility

Improve mobility in the face of growth – with the state's population estimated to reach 50 million by 2050.



Needed Alternative

Provide a more convenient and productive way to travel and new opportunities to collaborate on business.



Better Air Quality

Improve air quality – by shifting people from cars and planes to clean trains.



Job Growth

Stimulate job growth across the state – now with construction and long-term with maintenance and operations.

ABOUT THE HIGH-SPEED RAIL AUTHORITY

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California's electric high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.



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