



# Bakersfield to Palmdale Project Section



## ABOUT THE CALIFORNIA 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 21<sup>st</sup> century transportation needs.

## CURRENT PROGRAM STATUS

Phase 1 of the high-speed rail system will provide fast, safe and reliable connections between the counties and cities from the Bay Area to Los Angeles/Anaheim. Phase 2 will add further connections to Sacramento and San Diego.

## PROJECT OVERVIEW

The Bakersfield to Palmdale Section (B-P Section) is part of the first phase of the California High-Speed Rail system which will connect the Bay Area to Los Angeles/Anaheim. The B-P Section will provide a critical link between the Central Valley and Southern California by closing the gap that exists in the statewide passenger rail system between these two large, vibrant, and diverse regions.

## PROJECT DEVELOPMENT 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 timeline of activities since then includes the following:

- The 2009 release of scoping notices and scoping meetings held to present the proposed B-P Project Section study area and obtain agency and community comments on issues that should be considered during the planning and environmental process.
- The 2009 Scoping Report that summarized the comments received during the Scoping process described above and identified next steps in the process.
- The 2010 Preliminary Alternatives Analysis document (AA) that presented an evaluation of route concepts developed to achieve program goals and objectives and reflect feedback obtained during the scoping process.
- The 2012 Alternatives Analysis document (AA) that further developed the route concepts and station options based on stakeholder feedback.
- 2015 Community Engagement activities that will provide additional feedback which will be used to further develop the route concepts and preparation of an updated AA.

All these activities support the development of the environmental document for this project section. The Draft Environmental Document for this section is 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.

Four major activities are underway now:

1. Construction of the backbone of the high-speed rail system in the Central Valley.
2. Planning and/or environmental clearance of the remainder of the Phase 1 System.
3. Planning for the Phase 2 System.
4. Implementation of a statewide rail modernization plan, in partnership with local stakeholders, that invests billions of dollars in local and regional rail lines right now.

The recent commitment of ongoing California Cap and Trade proceeds allows the Authority to advance the program on multiple segments concurrently, which will bring the benefits of an improved transportation system and broader range of travel options to local communities sooner.

## BENEFITS OF THE HIGH-SPEED RAIL PROGRAM

- Curbs congestion on California roadways and at airports – some of the busiest in the nation.
- Prepares the state for a projected population of 50 million by 2050.
- Costs billions less than continuing to invest only in California's aging roads and airports.
- Connects the major regions of the state – the Bay Area, the Central Valley and Southern California – and ties their economies together.
- Connects businesses with customers, and broadens opportunities for workers, employers, students and visitors.
- Benefits the environment by improving air quality and reducing greenhouse gas emissions.
- Encourages sustainable community planning through smart land use and station-oriented development, which can also reduce pressure to convert farmland and other natural areas to development.

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\*Preliminary and subject to change

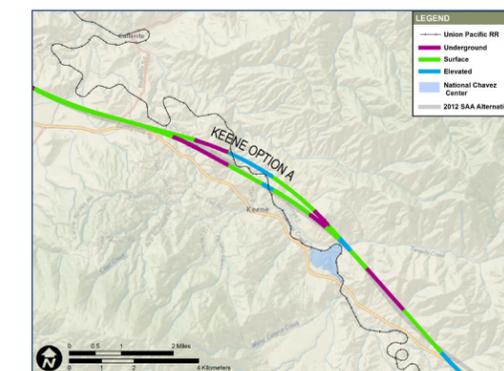


## 1 Edison



- Reduce impacts to residences, businesses and community resources along Edison Highway

## 2 Keene



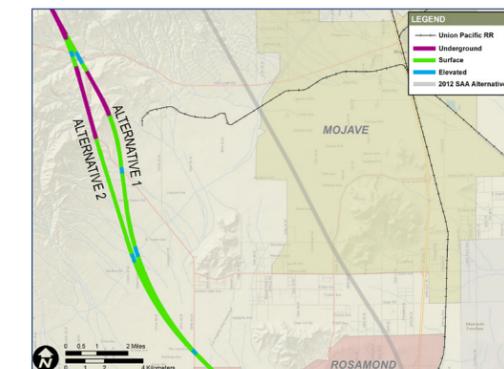
- Reduce impacts to residences, businesses and community resources

## 3 Tehachapi



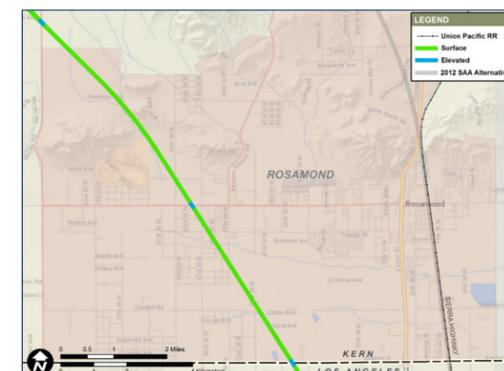
- Reduce impacts to residences, businesses and community resources

## 4 South Tehachapi and Mojave



- Reduce impacts to businesses, residences and green energy generation facilities

## 5 Rosamond



- Reduce impacts to residences, businesses and community resources

## 6 Lancaster



- Coordinate with local plans and connectivity goals