



# LOS ANGELES UNION STATION TO PALMDALE HIGH-SPEED TRAIN PROJECT-LEVEL EIR/EIS

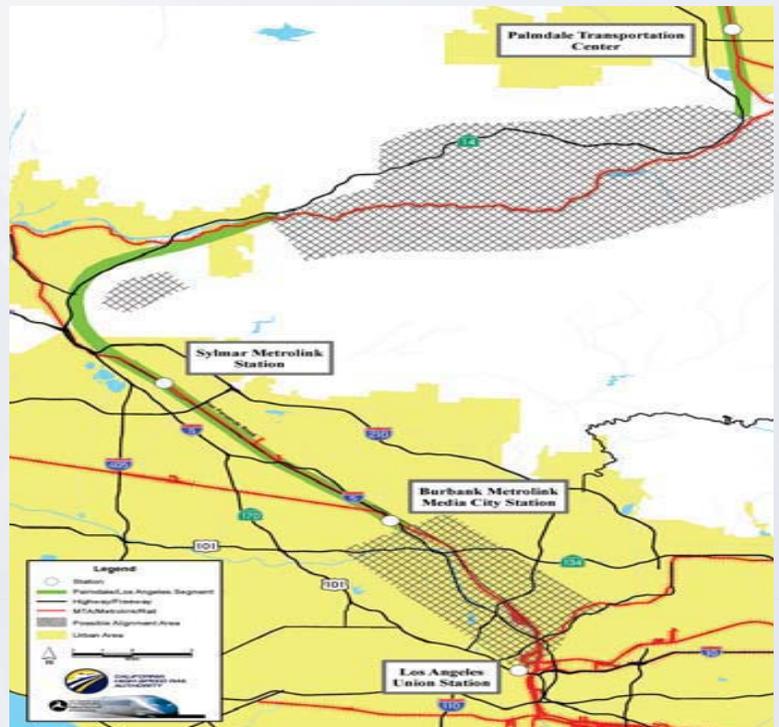
The California High-Speed Rail Authority (Authority), in cooperation with the Federal Railroad Administration (FRA), recently completed a Final Program Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for a high-speed train (HST) system in California. The Authority and FRA are now starting to prepare a separate next-tier Project-Level EIR/EIS to help identify a preferred corridor/general alignment and station locations to connect the Los Angeles Union Station to the Palmdale segment of the HST system.

To ensure that the issues most important to residents, public agencies, and other involved parties are addressed in the Project-Level EIR/EIS, the Authority is inviting your participation in scoping meetings, which have been scheduled to collect public input. Your participation and comments will help define the range of alternatives and environmental issues to be addressed in the Project-Level EIR/EIS.

Additional information about the project is available at [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov).

## PURPOSE OF STATEWIDE SYSTEM

- Provide Intercity Travel Capacity to Supplement Critically Overused Interstate Highways and Commercial Airports
- Meet Future Intercity Travel Demand That Will Be Unmet by Present Transportation Systems and Increase Capacity for Intercity Mobility
- Maximize Intermodal Transportation Opportunities by Locating Stations to Connect with Local Transit, Airports, and Highways
- Improve 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
- Preserve Environmental Quality and Protect California's Sensitive Environmental Resources by Reducing Emissions and Vehicle Kilometers/Vehicle Miles Traveled for Intercity Trips
- Consult with Resource and Regulatory Agencies during the Tier 1 Environmental Review and Use All Available Information for Assessing the Alternative That Is Most Likely to Yield the Least Damaging Practicable Alternative by Avoiding Sensitive Natural Resources (Wetlands, Habitat Areas, Conservation Areas) Where Feasible
- 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 2030 That Would Generate Revenues in Excess of Operations and Maintenance Costs



## NEED FOR STATEWIDE SYSTEM

- Future Growth in Demand for Intercity Travel
- Capacity Constraints That Will Result in Increasing Congestion and Travel Delays
- Unreliability of Travel Stemming from Congestion and Delays, Weather Conditions, Accidents, and Other Factors Affecting Quality of Life and Economic Well Being of Residents, Businesses, and Tourism in California
- Increasing Frequency of Accidents on Intercity Highways and Passenger Rail Lines in Congested Corridors of Travel
- Reduced Mobility as a Result of Increasing Demand on Limited Modal Connections between Major Airports, Transit Systems, and Passenger Rail in the State
- Poor and Deteriorating Air Quality and Pressure on Natural Resources as a Result of Expanded Highway and Airports

## TECHNOLOGY EXAMPLES



Britain, France, Belgium—Eurostar



Germany—ICE



Japan—Shinkansen

EXAMPLES OF EXISTING HIGH-SPEED TRAINS



