

California High-Speed Rail: Bakersfield to Palmdale Project Section Final Environmental Impact Report/Environmental Impact Statement

Pursuant to:

California Environmental Quality Act (Pub. Res. Code § 21000 et seq.)
State of California CEQA Guidelines (Cal. Code Regs., Tit. 14, § 15000 et seq.)
National Environmental Policy Act (42 U.S.C. §§ 4321 et seq.)
40 C.F.R. Parts 1500–1508, 64 Fed. Reg. 28545, 49 U.S.C. § 303 and 23 U.S.C. § 327

Prepared by the

California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814
Contact: Serge Stanich
(916) 324-1541

NEPA Cooperating Agencies:

Veronica Li
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Boulevard, Suite 930
Los Angeles, CA 90017
(213) 452-3425

Paul Rodriguez
U.S. Bureau of Land Management
Ridgecrest Field Office
300 S Richmond Road
Ridgecrest, CA 93555
(760) 384-5455

David Navecky
Surface Transportation Board
Office of Environmental Analysis
395 E Street, SW
Washington, D.C. 20423
(202) 245-0294

Signed by Brian P. Kelly on June 10, 2021

Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority
Date: _____

For additional information concerning this document, contact:

Serge Stanich
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

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Abstract: The Bakersfield to Palmdale Project Section Draft EIR/EIS was prepared as a joint document to meet all pertinent requirements of both CEQA and NEPA. Specifically, the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated July 23, 2019, and executed by the Federal Railroad Administration (FRA) and the State of California. Prior to the July 23, 2019, MOU, the FRA was the federal lead agency. Accordingly, and per the above, the Authority is both the CEQA and NEPA lead agency for this project. Volume 4 of this Final EIR/EIS considers all comments received during the comment period and provides responses to those comments.

This document considers, describes and summarizes the environmental impacts at a project level of analysis of a proposed high-speed rail system for intercity travel between Bakersfield and Palmdale, California. Four primary build alternatives are considered with two design options.

Impact Avoidance and Minimization Features, along with mitigation measures, are described to guide high-speed rail environmental review to avoid or minimize potential impacts.

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