

Bakersfield Station



Palmdale Station

## OVERVIEW

The Phase 1 system will connect San Francisco to Anaheim. The Bakersfield to Palmdale Project Section is part of the first phase of the California High-Speed Rail System connecting two key population centers in Kern County and Los Angeles County with multi-modal transportation hubs at the planned Bakersfield and Palmdale station locations providing an additional link between the Central Valley, the Antelope Valley and the State. The approximately 80-mile Project Section will span the Tehachapi Mountains with a new modern rail line that closes the current passenger rail gap between Central and Southern California.

## KEY PROJECT 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



Wind Turbines Near Tehachapi



## TIMELINE OF ENVIRONMENTAL PROCESS

**NOVEMBER 2018: PREFERRED ALTERNATIVE (ALTERNATIVE 2 PLUS CCNM DESIGN OPTION) SELECTED BY AUTHORITY BOARD**  
**JANUARY 2020: AUTHORITY MODIFIES PREFERRED ALTERNATIVE TO ALTERNATIVE 2 PLUS REFINED CCNM DESIGN OPTION**

**FEBRUARY 28, 2020: RELEASE OF DRAFT EIR/EIS**  
**APRIL 9, 2020: PUBLIC HEARING**

**FEBRUARY 28 - APRIL 13, 2020 PUBLIC & AGENCY COMMENTS**

**COMMENTS ADDRESSED & INCLUDED IN FINAL EIR/EIS**

**FINAL EIR/EIS & APPROVALS**

**Note: Lead Agency Authorization**

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. Code 327 and a Memorandum of Understanding (MOU) dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California. Under that MOU, the Authority is the project's lead agency under the National Environmental Policy Act (NEPA).

## ENVIRONMENTAL PROCESS

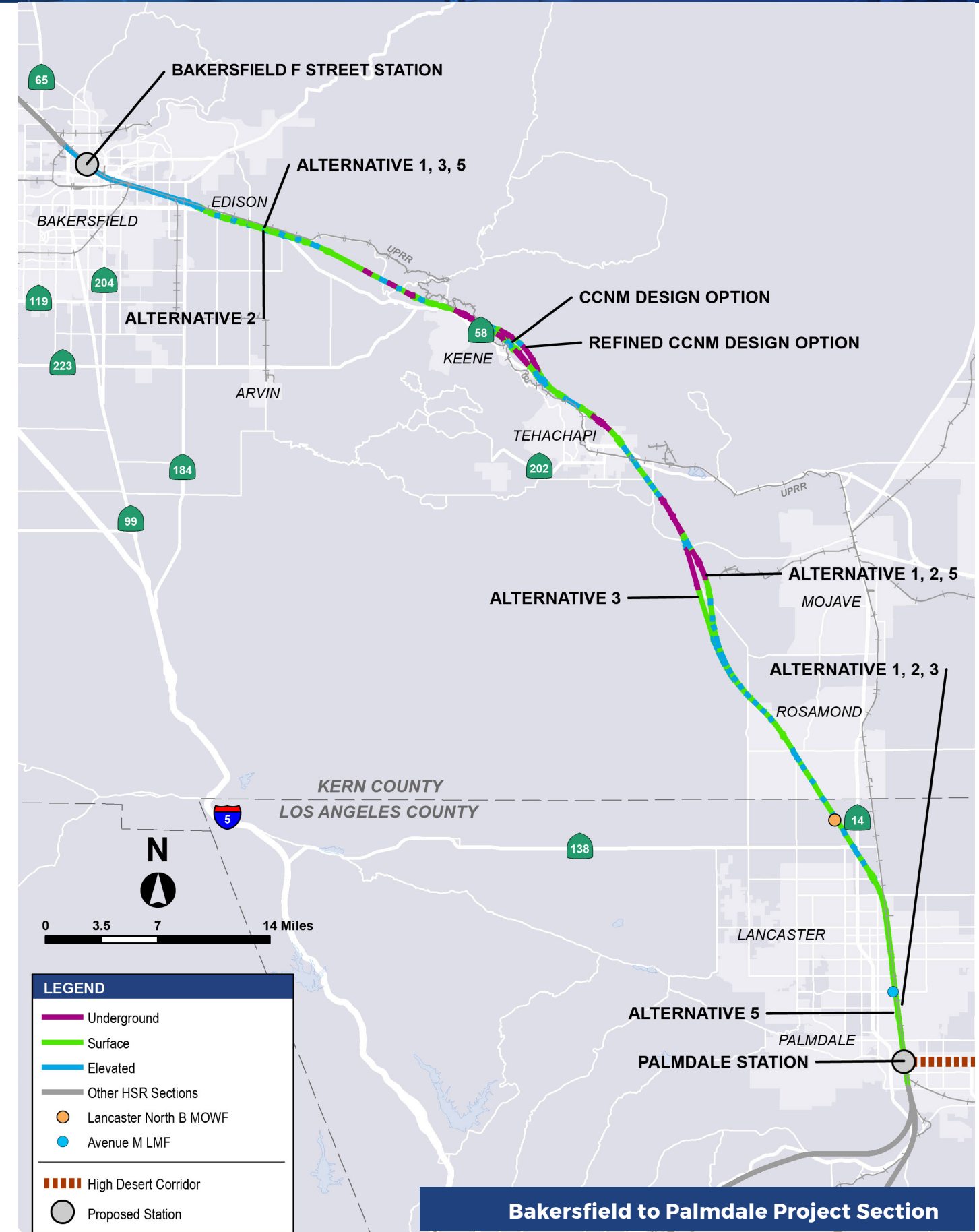
Since 2001, the California High-Speed Rail Authority (Authority) has been working to bring modern high-speed train service to the State. In 2005, the Authority released the Statewide Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), which recommended several corridors for further study, including the Bakersfield to Palmdale corridor. The Authority has now developed a Draft EIR/EIS to further examine the Bakersfield to Palmdale Project Section at the project-level.

The Bakersfield to Palmdale Draft EIR/EIS evaluates four end-to-end project alternatives, two design options, maintenance facilities, an approved station in Bakersfield, and a proposed station in Palmdale. The Draft EIR/EIS provides environmental analysis for various topic areas including traffic, air quality, noise, vibration, aesthetics and more. In October 2018, the Authority identified Alternative 2 with the Cesar Chavez National Monument (CCNM) Design Option as the Preferred Alternative; the Preferred Alternative was later modified in early-2020 to include the Refined CCNM Design Option.

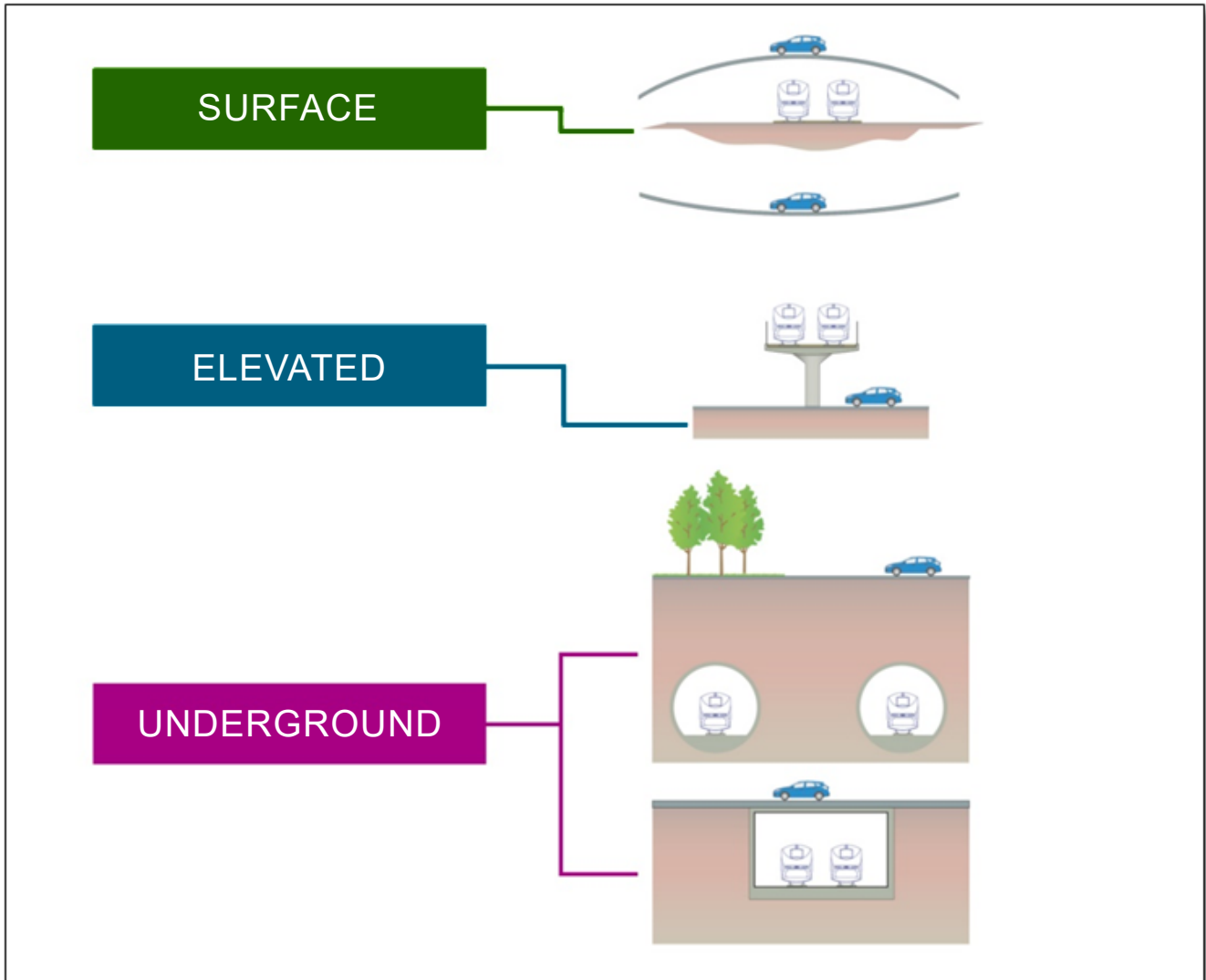
The Draft EIR/EIS for the Bakersfield to Palmdale Project Section was released on February 28, 2020. The public will have 45 days to review the Draft EIR/EIS and submit a comment. Comments can be made online, via email and mail, and/or at one of the various public meetings, including the public hearing scheduled for April 2020. The Authority will consider all comments and respond to them in the Final EIR/EIS.

## PREFERRED ALTERNATIVE

The Authority's Preferred Alternative is Alternative 2 with the Refined CCNM Design Option. This alignment incorporates environmentally preferable refinements developed as a result of community and stakeholder engagement and engineering and environmental studies. Alternative 2 would avoid, minimize, or mitigate effects on schools, disadvantaged communities, agricultural facilities, and mining activities. Alternative 2 would not require relocation of SR 58 or realignment of Sierra Highway, it would have fewer miles of tunnel construction, and the least amount of grade separations with local roadways. The Refined CCNM Design Option would move the alignment further away from the César E. Chávez National Monument to avoid or minimize potential noise and visual effects to the historic resource.



Sample Cross Sections: What the map colors mean



## ALIGNMENT FEATURES

The Bakersfield to Palmdale Project Section extends approximately 80 miles between the proposed Bakersfield and Palmdale stations. The dedicated, fully grade-separated infrastructure needed to operate high-speed trains has more stringent alignment requirements than those needed for lower-speed trains. The Bakersfield to Palmdale Project Section would include surface, underground, and elevated track sections with varying profiles. Surface tracks would be either at grade, in a cut section, or on embankment. Underground tracks would be in tunnels. Elevated tracks would be on bridge structures.

