



Welcome



**Welcome to the
California High-Speed Rail Authority's
Scoping Meeting**

**Palmdale to Bakersfield
High-Speed Train Project**



Purpose and Need



Purpose of the High Speed Train Project

- Provide a new mode of high-speed intercity travel that would link the Central Valley to the Bay Area and Southern California
- Interface with international airports, mass transit, and highways
- Provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources

Current and Projected Need

- Expected growth in population
- Increases in intercity travel demand
- Increases in travel delays arising from the growing congestion on California's highways and airports
- Intercity highway system, commercial airports, and conventional passenger rail serving the intercity market at or near capacity
- Negative effects on the economy, quality of life, and air quality from highway and airport congestion



Statewide High-Speed Train System



Connecting:

- San Francisco Bay Area
- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- Sacramento

What are High-Speed Trains?

- Intercity passenger trains operating at speeds up to 220 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
 - Successfully operating throughout Europe and Asia



CHSRA Train Concept

Other High-Speed Trains around the World



TGV, France



*Intercity Express,
Germany*



Shinkansen, Japan

Grade Separations



Before

Typical Underpass

After



- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- California High-Speed Rail tracks will be grade-separated from adjacent roadways

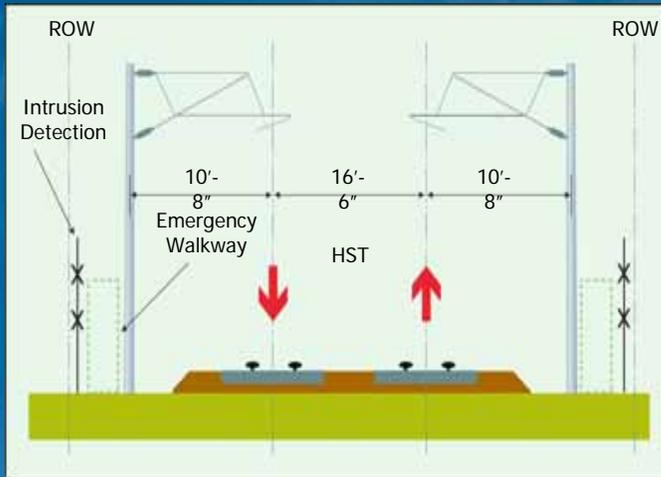


Typical Overpass

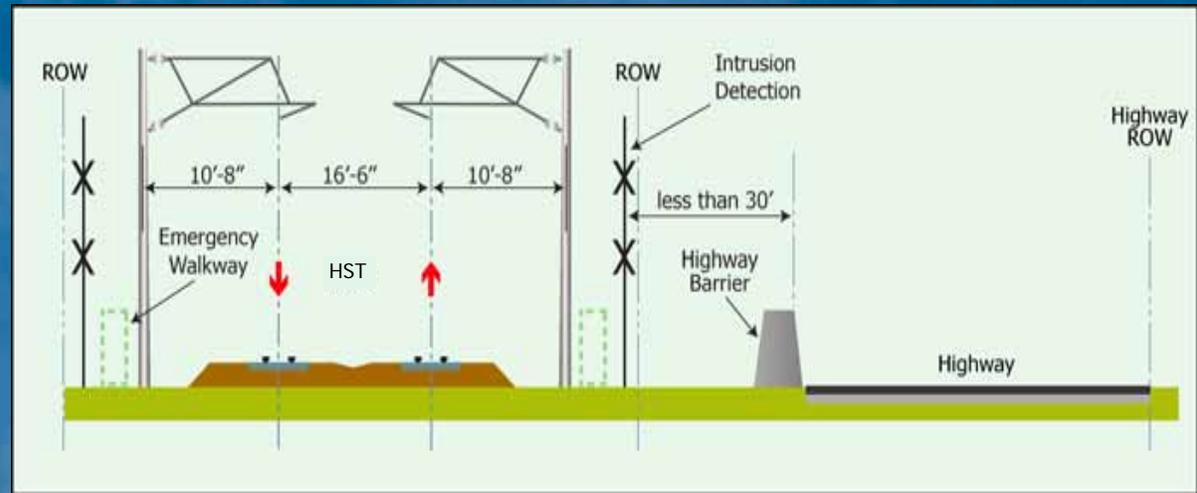
Grade Separated from Roadway



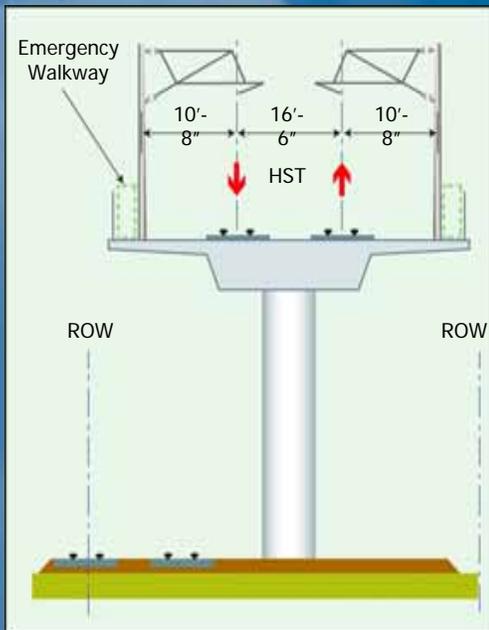
Typical Sections Along Alignment



At-Grade Section

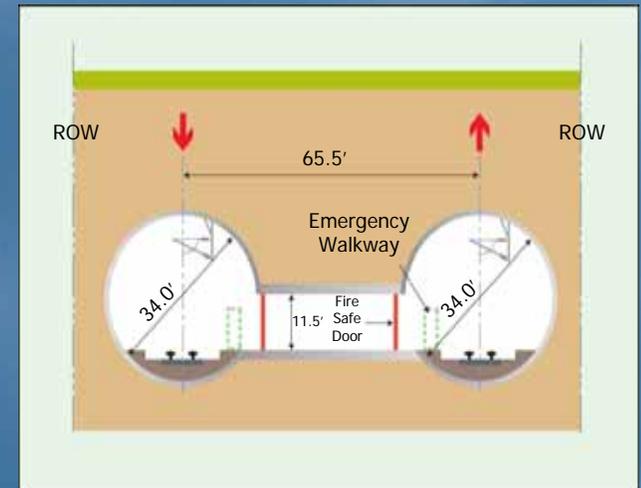


Shared Highway Corridor



Aerial Structure

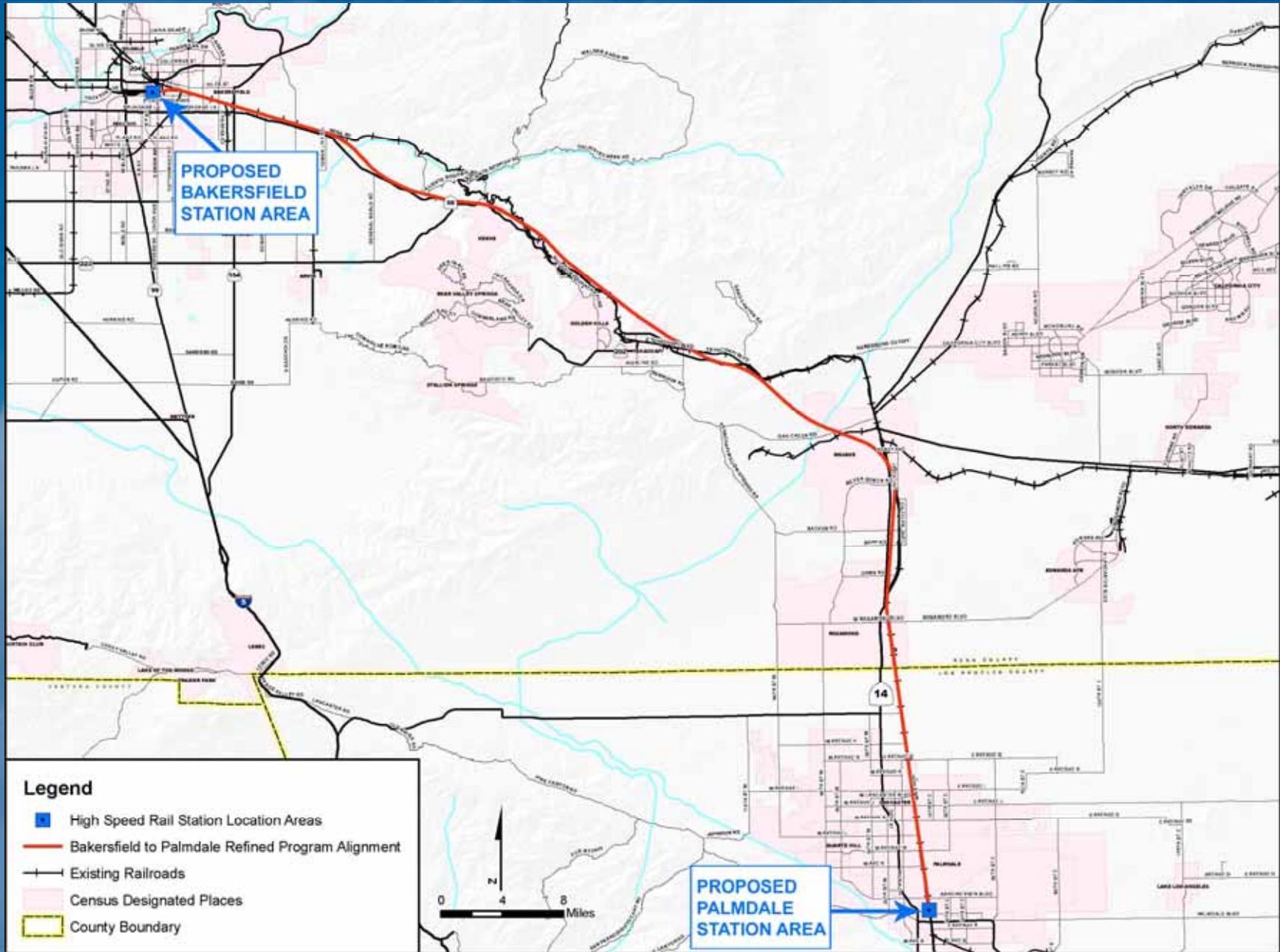
- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
 - Aerial Structures (bridges)
 - Embankments
 - At grade
 - Tunnels



Twin Single Track Tunnels



Palmdale to Bakersfield Program Alignment





CEQA/NEPA Process



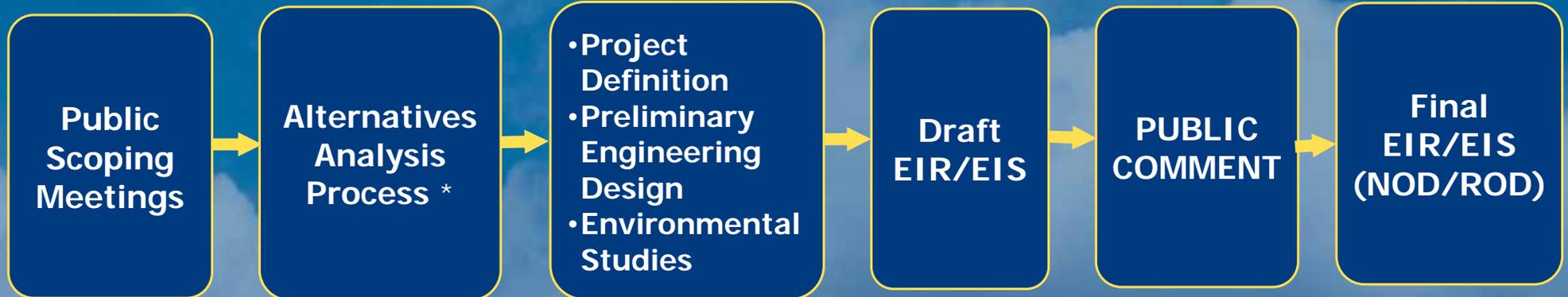
- The Environmental Review Process and planning activities associated with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) will:
 - Evaluate reasonable alternatives that could reduce or avoid environmental impacts
 - Provide information for public review and comment
 - Identify significant environmental impacts
 - Develop detailed mitigation (ways to reduce or avoid environmental impacts) consistent with the Programmatic EIR/EIS.
 - Disclose to decision makers the impacts, mitigation, and public comments

HST Project Process

Palmdale to Bakersfield HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2009

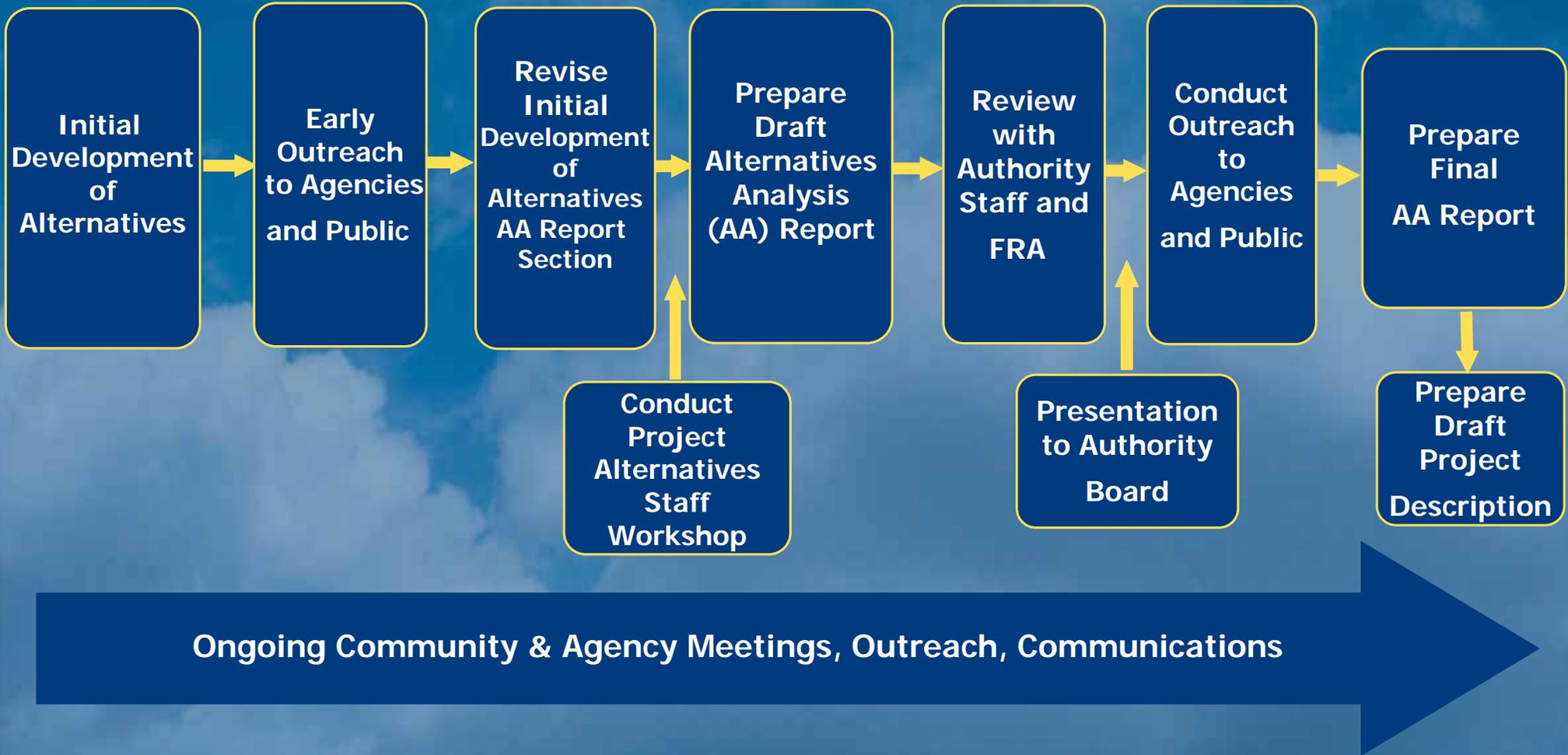
2012



Ongoing Community & Agency Meetings, Outreach, Communications

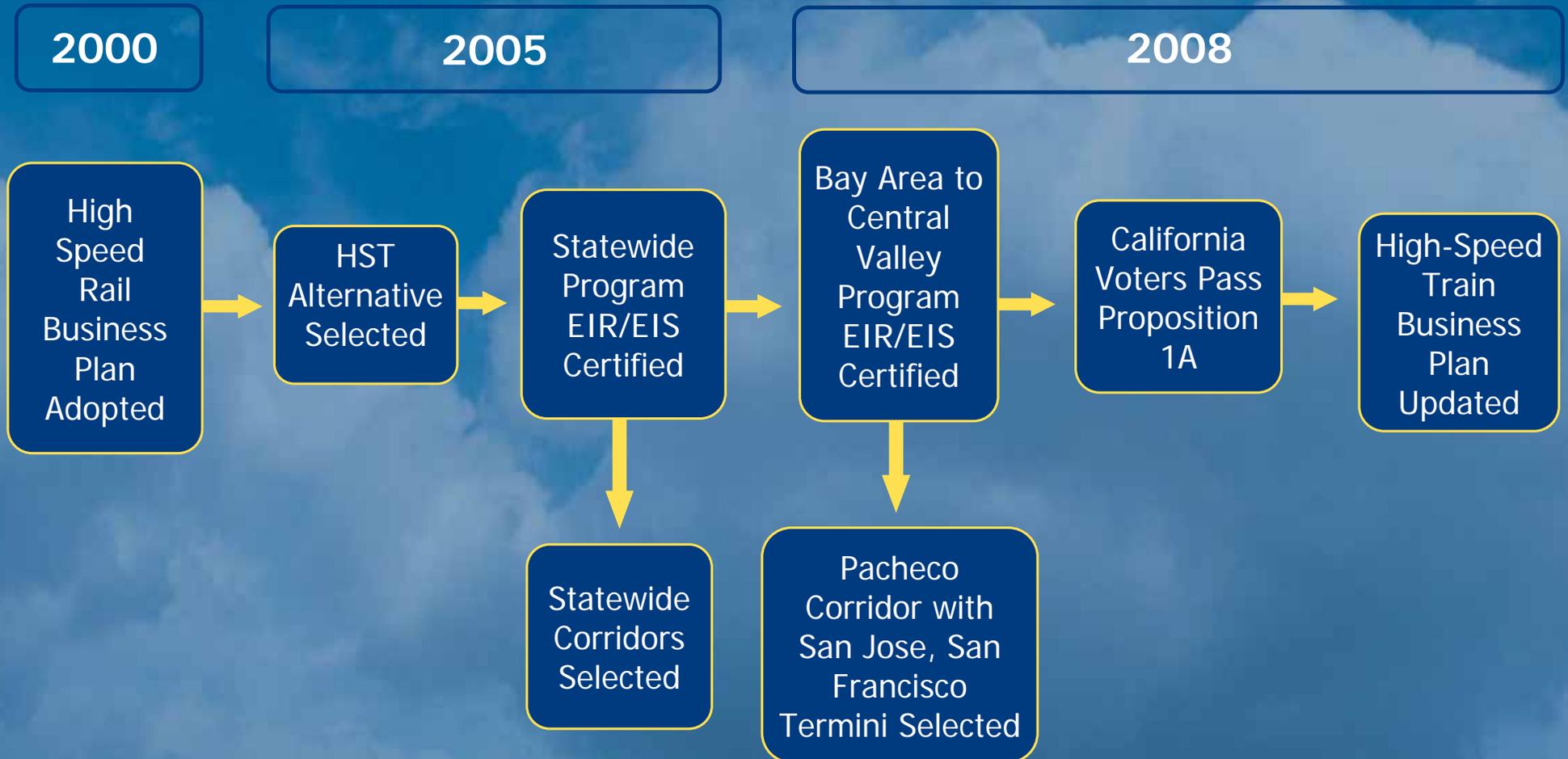
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Alternatives Analysis



CA High-Speed Train Prior Milestones

California High Speed Train Program





Environmental Studies



- Agricultural Land
- Air Quality
- Construction Impacts
- Cumulative Impacts
- Environmental Justice
- Floodplains
- Geology and Soils
- Hazards and Hazardous Materials
- Historic and Archeological Resources
- Land Use Changes
- Neighborhood and Community Resources
- Noise and Vibration
- Parks and Recreational Facilities Visual Quality
- Plant and Animal Habitat
- Populations
- Traffic and Circulation
- Water Quality
- Wetlands and Rivers



Potential Environmental Issues



ISSUES TO BE ADDRESSED IN THE EIR/EIS:

- Wayside Noise and Vibration of Train Operations
- Historical and Cultural Resources, including train stations
- Community Character – visual, land use, and noise compatibility
- Accessibility of Stations from Local Communities
- Connectivity with Other Modes of Travel
- Constructability of the HST System
- Power Supply/Energy Requirements
- Right-of-Way Constraints
- Safety and Security



Public Participation How To Comment



Thank you for attending today's scoping meeting. Please fill out a comment sheet, hand it to a staff person or leave it in the comment boxes provided at each station. Verbal comments may be recorded by the Court Reporter at this meeting. If you want to comment outside the meeting, here is how to provide input:

Written Comments –

California High-Speed Rail Authority
Ms. Carrie Bowen, Regional Director
ATTN: Palmdale to Bakersfield
HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814
Fax: (916) 322-0827

Emailed Comments –

California High-Speed Rail Authority
comments@hsr.ca.gov
Include in the subject line:
Palmdale to Bakersfield HST

Comments must be received no later than November 2, 2009.
For more project information visit the authority's website:

www.cahighspeedrail.ca.gov