



California High-Speed Train Background

- **High Speed Rail Authority established in 1996**
- **Program Level EIR/EIS approved in 2005**
- **Proposition 1A approved 2008**
- **Phase 1 Operation (SF to LA) in 2020**
- **Full system 800 miles long**
- **Steel-wheel on steel-rail**
- **Electrically powered**
- **Double-tracked, one track in each direction**
- **Four tracks at stations to allow express trains to pass**
- **Tracks fully separate from crossing traffic**





Environmental Process





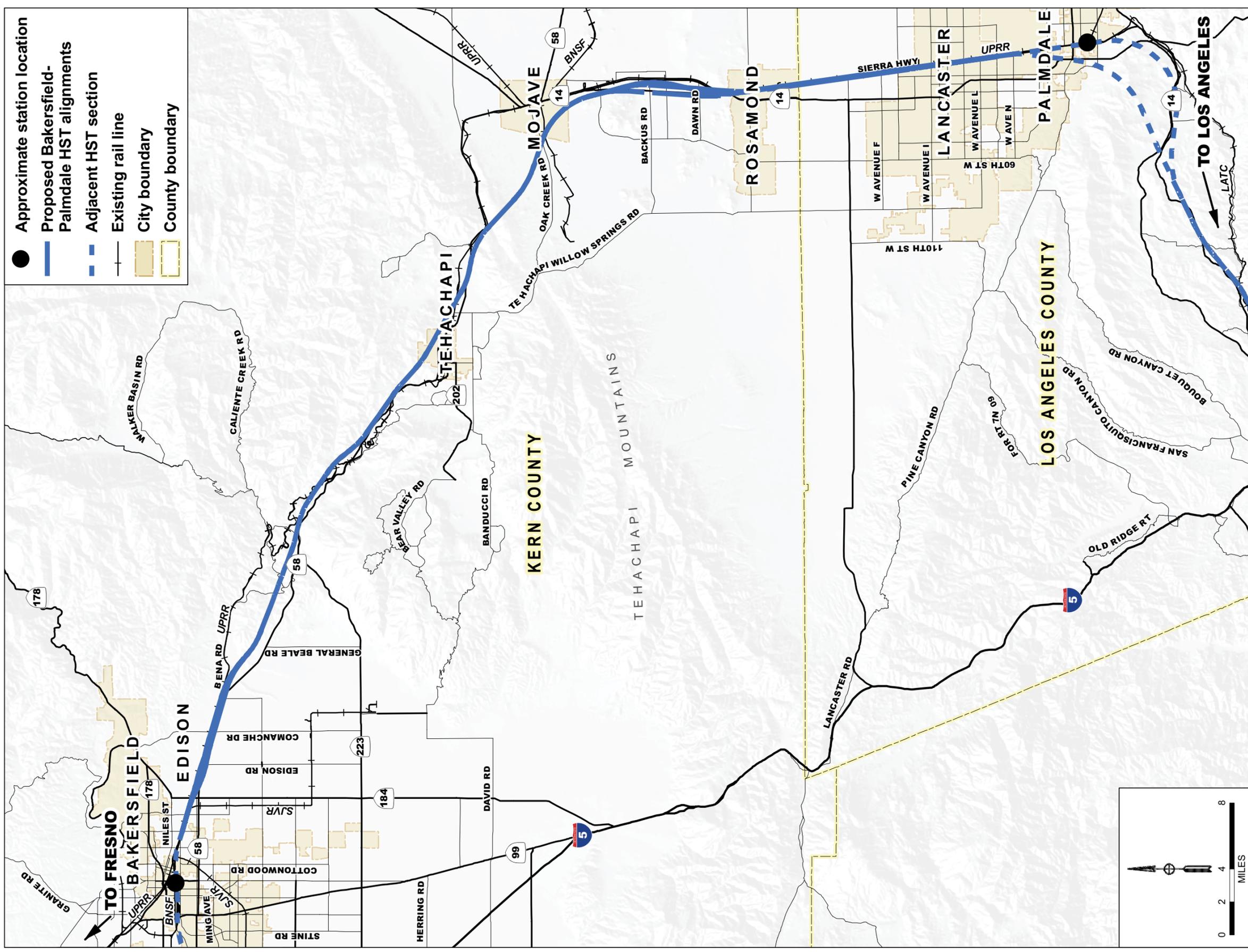
Engineering Design Criteria

- **Maintain Express Train speed of 220 mph**
- **No at-grade crossings**
- **Provide for gradual grade changes; avoid “roller coaster” effect**
- **Right-of-way width:**
 - **60 feet wide for urban and elevated sections (2-track)**
 - **100 feet wide for rural at-grade sections (2-track)**
 - **118 feet wide at stations (4-track)**
- **3000 feet of straight track into and out of the station (6000 feet total)**
- **Avoid impact on freight rail operations**





Bakersfield to Palmdale Area Map





Edison Area

Alternative	E2 - SR-58 Adjacent North Side		E3 - In SR-58 Median	E4 - Along Edison Highway
Sub-Alternative	Partially At-Grade	All Elevated	All Elevated	All Elevated

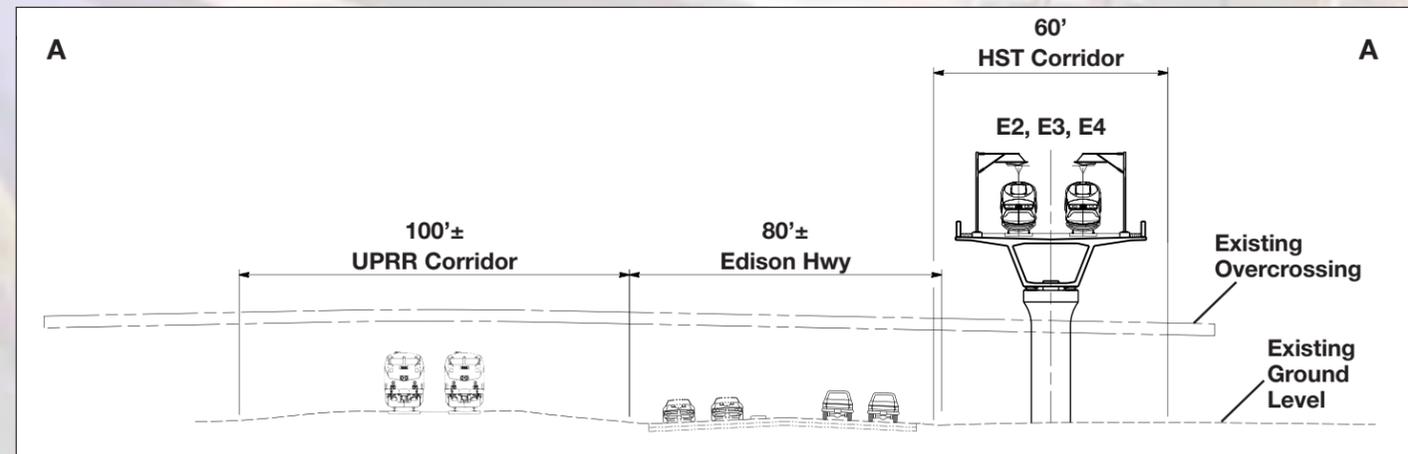




Edison Highway at Fairfax Road



Alignments along Edison Highway at Fairfax Road



Cross-section Fairfax Road Overcross - Looking east

PRELIMINARY DRAFT/SUBJECT TO CHANGE
HST ALIGNMENT IS NOT DETERMINED





Town of Edison



PRELIMINARY DRAFT/SUBJECT TO CHANGE
HST ALIGNMENT IS NOT DETERMINED





Next Steps

- **Receive Public and Stakeholder Comments**
- **Prepare Alternative Analysis Report**
- **Begin Environmental Documentation**
 - **National Environmental Policy Act**
 - **California Environmental Quality Act**
- **Begin Preliminary Design**

