

California High-Speed Rail Project Palmdale to Burbank Project Section

Final Environmental Impact Report / Environmental Impact Statement

Pursuant to:

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

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May 2024

California High-Speed Rail Authority. 2024. *Palmdale to Burbank Project Section, California High-Speed Rail Final Environmental Impact Report/Environmental Impact Statement*. April 2024. Sacramento, CA.

Abstract: The Palmdale to Burbank Project Section Final Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) was prepared as a joint document to meet all pertinent requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Following NEPA Assignment in July 2019, the California High-Speed Rail Authority has assumed the role of federal lead agency on the project. 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 and the State of California. Prior to the July 23, 2019, MOU, the Federal Railroad Administration was the federal lead agency.

This document considers, describes, and summarizes at a project level of analysis the environmental impacts of a proposed high-speed rail (HSR) system for intercity travel between Palmdale and Burbank, California, that connects to the larger statewide HSR system. Six end-to-end Build Alternatives and a No Project Alternative are analyzed.

Impact Avoidance and Minimization Features, along with mitigation measures, are described to guide HSR environmental review to avoid or minimize impacts.