Tehachapi Rail Improvement Project

Purpose:

- Reduce freight train congestion through Tehachapi

Objectives:

- Reduce operational constraints
- Improve operational capacity
- Allow alternative mode transfer due to improved rail efficiency

Project Description:

- Currently nine (9) single-track segments paralleling State Route 58 through the Tehachapi Pass.
- Project would double track five segments of tracks.
- Total distance between Bena to Marcel is 25+ miles.
- Project segments total 8.21 miles.

50 trains per day

55 Trains/Day

52 Trains/day

61 Trains/Day

247,587

695,578

540,954

15,668

84,464

100,132

-6,937

67,964

61,027

237,376

22,115

259,491

40,354

248,490

288,844

-38,874

60,396

21,522

Balance

Fill

Cut

Existing and Proposed Vegetation of the Caliente Fill Scope

Existing and Proposed Work - Tunnel #2

Existing and Proposed Work - Tunnel #10

Construction Timeline and Impacts

<table>
<thead>
<tr>
<th>Year</th>
<th>Segment</th>
<th>Priority</th>
<th>Start Date</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>Walong to Marcel</td>
<td>1</td>
<td>2012</td>
<td>2013</td>
</tr>
<tr>
<td>2014</td>
<td>Cliff Siding</td>
<td>2</td>
<td>2013</td>
<td>2014</td>
</tr>
<tr>
<td>2015</td>
<td>Rowen to Woodford</td>
<td>3</td>
<td>2014</td>
<td>2015</td>
</tr>
<tr>
<td>2016</td>
<td>Caliente to Bealville</td>
<td>4</td>
<td>2015</td>
<td>2016</td>
</tr>
<tr>
<td>2020</td>
<td>Bena to Limon</td>
<td>5</td>
<td>2019</td>
<td>2020</td>
</tr>
</tbody>
</table>

Estimated Construction Schedule

Anticipated Cut and Fill During Construction:

- Bena to Marcel: 247,587 cubic yards
- Caliente to Bealville: 695,578 cubic yards
- Walong to Marcel: -6,937 cubic yards
- Rowen to Woodford: 237,376 cubic yards
- Cliff Siding: 40,354 cubic yards
- Caliente to Bealville: -38,874 cubic yards

Impacted Properties:

- Temporary affected area during construction: 14 acres
- Permanently affected area: 23 acres
- Impacted area consists of primarily non-prime agricultural land
- Majority are privately owned, with minor land owned by County of Kern
- Acquisition of affected private lands outside of Railroad Right-of-Way would occur
Pre-Historic Archaeology and Architectural History

- Historic Resources
  - Prehistoric sites identified within 1-mile radius of the project area.
  - Phase I Archaeological Survey
    - Prehistoric archaeological sites and those prehistoric which are located
    - Identification of significant prehistoric sites
    - Prehistoric archaeological sites not associated with significant prehistoric sites.
  - Proponents affected are not eligible for listing under the California Register of Historic Places.

- Natural and Water Resources
  - Pre- and post-project 50- and 100-year storm flow rates and drainage - no change
  - Construction effects on natural resources and ecological vegetation - no change
  - Recreational facilities and public access - no change
  - Seasonal wetland and riparian areas - no change
  - Ponds identified as jurisdictional - no change
  - Wooded areas identified as jurisdictional - no change
  - Vegetation identified as jurisdictional - no change

Air and Noise Impacts

- Air
  - Project is located in both Mojave Desert Air Basin and San Joaquin Valley Air Basin
  - Greenhouse Gas Emissions - Assessment.
  - Greenhouse Gas Emissions - Impacts
    - Potential for delay is minimal with 10 additional 8,000 foot trains per day.
    - Project would achieve 46% GHG emissions reduction compared to Business as Usual.
  - Construction emissions would not exceed thresholds.
  - Project would achieve 46% GHG emissions reduction compared to Business as Usual.

- Noise
  - Construction noise would not exceed 65 dB.
  - Operational noise would not exceed
    - 59 0.54 dB 110 5 Trains per hour
    - 56 0.54 dB 110 5 Trains per hour
    - 59 0.54 dB 110 5 Trains per hour
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- Future noise exposure
  - Construction noise would not exceed thresholds.
  - Operational noise would not exceed thresholds.
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  - Operational noise would not exceed thresholds.

City of Tehachapi Circulation Issues

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  - History
  - Existing Grade Crossing Delay Analysis 2020
  - 2030 Grade Crossing Delay Analysis
  - Existing Grade Crossing Delay Analysis

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Comments

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  - How to Comment:
    - Please fill out a comment sheet
    - Drop your comment in the comment box
    - Provide verbal comments to Catharine David Farris or Kirsten Helton at the public meeting
    - Send email or written comments to:
      - Kirsten Helton
      - San Joaquin Valley Environmental Analysis Branch
      - 2015 East Shields Avenue, Suite 100, Fresno, CA 93726
      - Kirsten_helton@dot.ca.gov

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