

PROPOSED STATEWIDE ALIGNMENT



ABOUT THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

CURRENT PROGRAM STATUS

The recent commitment of ongoing California Cap and Trade proceeds allows the Authority

to advance the program on multiple segments concurrently, which will bring the benefits of an improved transportation system and broader range of travel options to local communities sooner.

Four major activities are underway now:

1. Construction of the backbone of the high-speed rail system in the Central Valley.
2. Planning and/or environmental clearance of the remainder of the Phase 1 System.
3. Planning for the Phase 2 System.
4. Implementation of a statewide rail modernization plan, in partnership with local stakeholders that invests billions of dollars in local and regional rail lines.

BENEFITS OF THE HIGH-SPEED RAIL PROGRAM

- Curbs congestion on California roadways and at airports — some of the busiest in the nation.
- Prepares the state for a projected population of 50 million by 2050.
- Costs billions less than continuing to invest only in California's aging roads and airports.
- Connects the major regions of the state — the Bay Area, the Central Valley and Southern California — and ties their economies together.
- Connects businesses with customers, and broadens opportunities for workers, employers, students and visitors.
- Benefits the environment by improving air quality and reducing greenhouse gas emissions.
- Encourages sustainable community planning through smart land use and station-oriented development, which can also reduce pressure to convert farmland and other natural areas to development.



Burbank to Los Angeles Project Section



PROJECT SECTION OVERVIEW

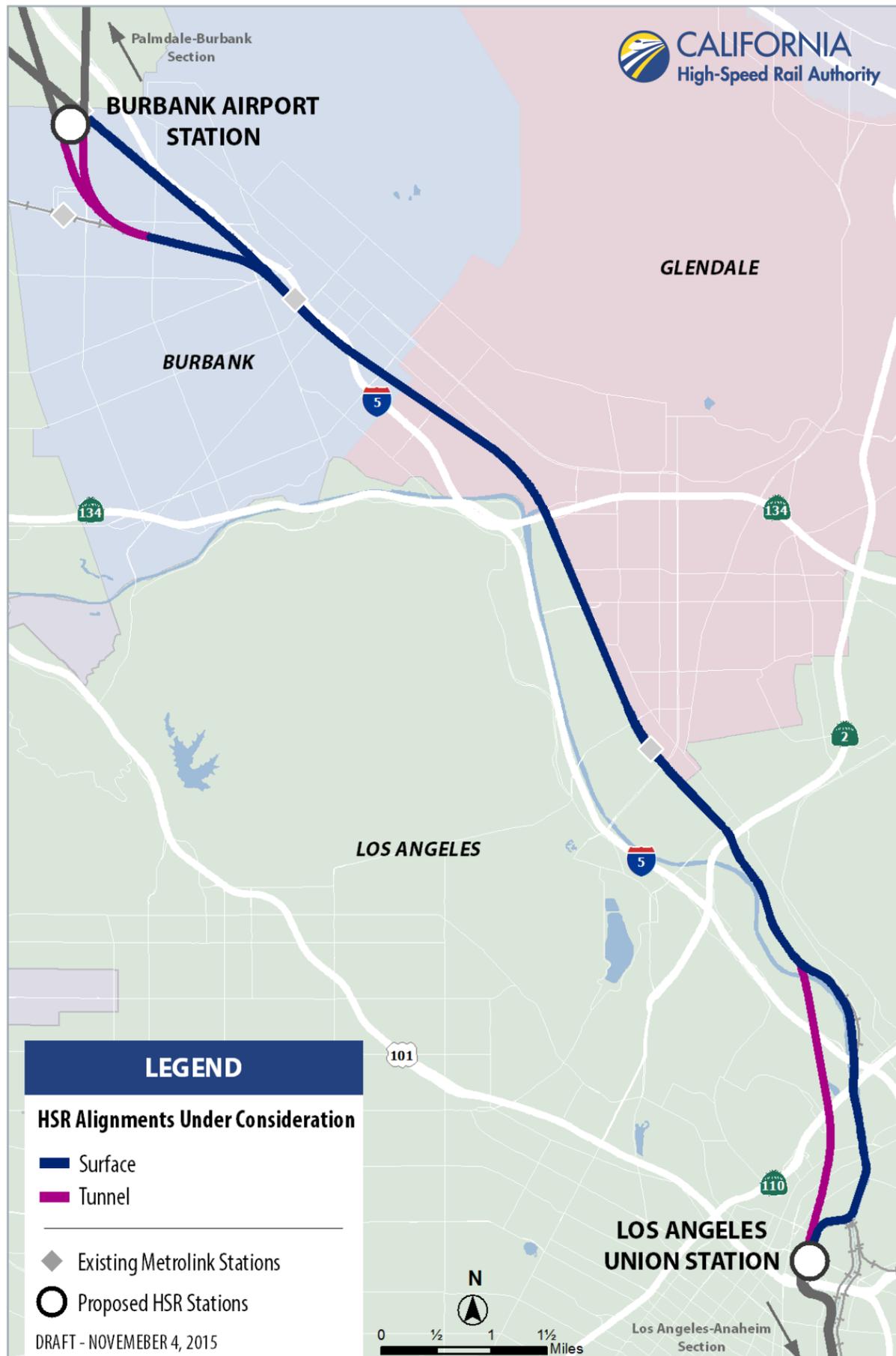
The California High-Speed Rail Authority's (Authority) Burbank to Los Angeles Project Section will connect two key multi-modal transportation hubs, Burbank (airport area) and Los Angeles Union Station, providing an additional link between Downtown Los Angeles, the San Fernando Valley and the state. The approximately 12-mile project corridor will generally follow the existing railroad right-of-way, adjacent to the Los Angeles River, through the cities of Burbank, Glendale and Los Angeles.

PROJECT SECTION HIGHLIGHTS

- Approximately 12 miles.
- Grade separations at most railroad intersections.
- Connects the proposed high-speed rail Burbank Airport Station to Los Angeles Union Station, a critical link to the regional and statewide transportation network.
- Proposes both new infrastructure and upgrades to existing infrastructure.
- Provides local safety benefits through investments in Positive Train Control (PTC) safety technology and earthquake sensing technology.
- Improves efficiency of existing rail systems, which would increase on-time performance, provide more reliable and convenient schedules, and reduce travel times for most freight and passenger rail service in the corridor.

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BURBANK TO LOS ANGELES PROJECT SECTION



ENVIRONMENTAL PROCESS

In 2001, the Authority, in cooperation with the Federal Railroad Administration (FRA), started a tiered environmental review process for the statewide high-speed rail system per requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The 2005 first-tier California High-Speed Rail Program Final Environmental Impact Report/Environmental Impact Statement (Statewide Program EIR/EIS) described the program alignment, which included a corridor between Palmdale and Los Angeles. In summer 2014, the Authority separated the Palmdale to Los Angeles Project Section into two project sections – the Palmdale to Burbank and Burbank to Los Angeles project sections.

The timeline of activities for the Burbank to Los Angeles Project Section includes:

- The 2007 release of public scoping notices and scoping meetings presented the proposed Palmdale to Los Angeles Project Section study area to receive agency and public comments on the issues that should be analyzed in the environmental document. The 2007 Scoping Report summarized the scoping process, documented the comments received during the process, and outlined the next steps in the development of the environmental document.
- The 2010 Preliminary Alternatives Analysis presented and evaluated the initial alignment alternatives using established criteria. Two subsequent Supplemental Alternatives Analyses (SAA) prepared in 2011 and 2012, further developed the alignment alternatives and station options based on stakeholder feedback.
- The 2014 SAA further refined alignment alternatives and station options as well as discussed the evaluation of Palmdale to Burbank and Burbank to Los Angeles as two separate Project Sections.
- The July 2014 scoping notices amended the 2007 P-LA scoping notices, providing for separate environmental documents for the Palmdale to Burbank and Burbank to Los Angeles project sections.

The continued planning and development of the Burbank to Los Angeles Project Section is moving forward with the completion of the planning document that identifies the proposed alignments that will be considered through the environmental process. Next, a draft environmental document will be prepared that identifies and studies the possible impacts created by the project and identifies appropriate mitigations. The draft environmental document is anticipated for release in early/mid 2017 and will include a public hearing, as well as agency and public comment, followed by the release of the final environmental document by the end of 2017. The Authority is committed to ongoing public involvement activities throughout the process.

DELIVERING BENEFITS SOONER

The Authority is already investing almost \$1 billion in funding to several key early investment projects. This funding will help prepare for the eventual arrival of high-speed rail by improving the safety and efficiency of complementing rail services. Additional dollars are targeted for grade separations and capacity enhancements. By the end of the decade, these projects will reduce greenhouse gas (GHG) emissions, which would result in improved air quality and provide environmental benefits in local communities.

- **Metrolink:** Funding to purchase new “cleaner” Metrolink locomotives and Positive Train Control.
- **Rail Crossing Grade Separations:** Realigning the roadway to go over or under the railway improves safety, travel and air quality. The Authority is helping local agencies close the funding gap on key grade separations that help prepare the corridor for future high-speed rail service.
- **Southern California Regional Interconnector Project (SCRIP):** Creates run-through tracks at Los Angeles Union Station to allow for greater efficiency, capacity and flexibility in moving trains, passenger loading and one-seat rides between Metrolink and Amtrak.