

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 state-wide 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.



Los Angeles to Anaheim Project Section



PROJECT SECTION OVERVIEW

The Los Angeles to Anaheim (LA-A) Project Section connects Los Angeles and Orange counties by traveling from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. The corridor travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton and Anaheim.

PROJECT SECTION HIGHLIGHTS

- Approximately 30 miles
- Three stations: Los Angeles Union Station, ARTIC and one in either the Norwalk/Santa Fe Springs area or City of Fullerton
- Estimated travel time of 30 minutes or less between Los Angeles Union Station and ARTIC
- Grade separations at most railroad intersections
- Proposes building two new tracks that could accommodate future shared services with other passenger rail systems (Metrolink, Amtrak, Surfliner)
- Provides local safety benefits through investments in Positive Train Control (PTC) safety technology and earthquake sensing technology
- Completes the High-Speed Rail Phase 1 system into Orange County to provide critical links in the regional transportation network
- 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



LOS ANGELES TO ANAHEIM PROJECT SECTION



ENVIRONMENTAL PROCESS

In 2001, the California High-Speed Rail Authority (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 the Los Angeles to Anaheim Section and identified the LOSSAN Corridor route.

The continued planning and development of the Los Angeles to Anaheim Project Section is moving forward. The Los Angeles to Anaheim Project Section is completing a Supplemental Alternatives Analysis, a planning document that identifies the proposed alignments that will be considered through the environmental review process. Next, a draft environmental document will be prepared that will identify and study the possible impacts created by the project and identify appropriate mitigations. The draft environmental document is anticipated for release in late 2016/early 2017 and will include a public hearing, as well as agency and public comment. The Authority is committed to ongoing public involvement activities throughout the process.

TIMELINE OF ACTIVITIES

2007	2009 - 2015	2016	2017
<ul style="list-style-type: none"> Environmental Scoping (NOI/NOP) 	<ul style="list-style-type: none"> Preliminary Alternatives Analysis: <i>Initial evaluation of alternatives</i> Supplemental Alternatives Analysis: <i>Introduced additional alternatives</i> Continued Development of Alternatives: <i>Design refinements</i> Project Update and Stakeholder Engagement 	<ul style="list-style-type: none"> Supplemental Alternatives Analysis: <i>Board Report</i> 	<ul style="list-style-type: none"> Draft Environmental Document Public Hearing Final Environmental Document

PUBLIC INVOLVEMENT

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 complimenting 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 would improve safety, travel and air quality. Doran Grade Separation (Cities of Los Angeles and Glendale), Rosecrans/Marquardt Grade Separation (City of Santa Fe Springs) and State College Grade Separation (City of Anaheim) are all part of these early investment projects.
- Southern California Regional Interconnector Project (SCRIP):** Creates run-through tracks at Los Angeles Union Station to allow for flexibility in moving trains, passenger loading and one-seat rides between Metrolink and Amtrak.