

Palmdale to Burbank Project Section



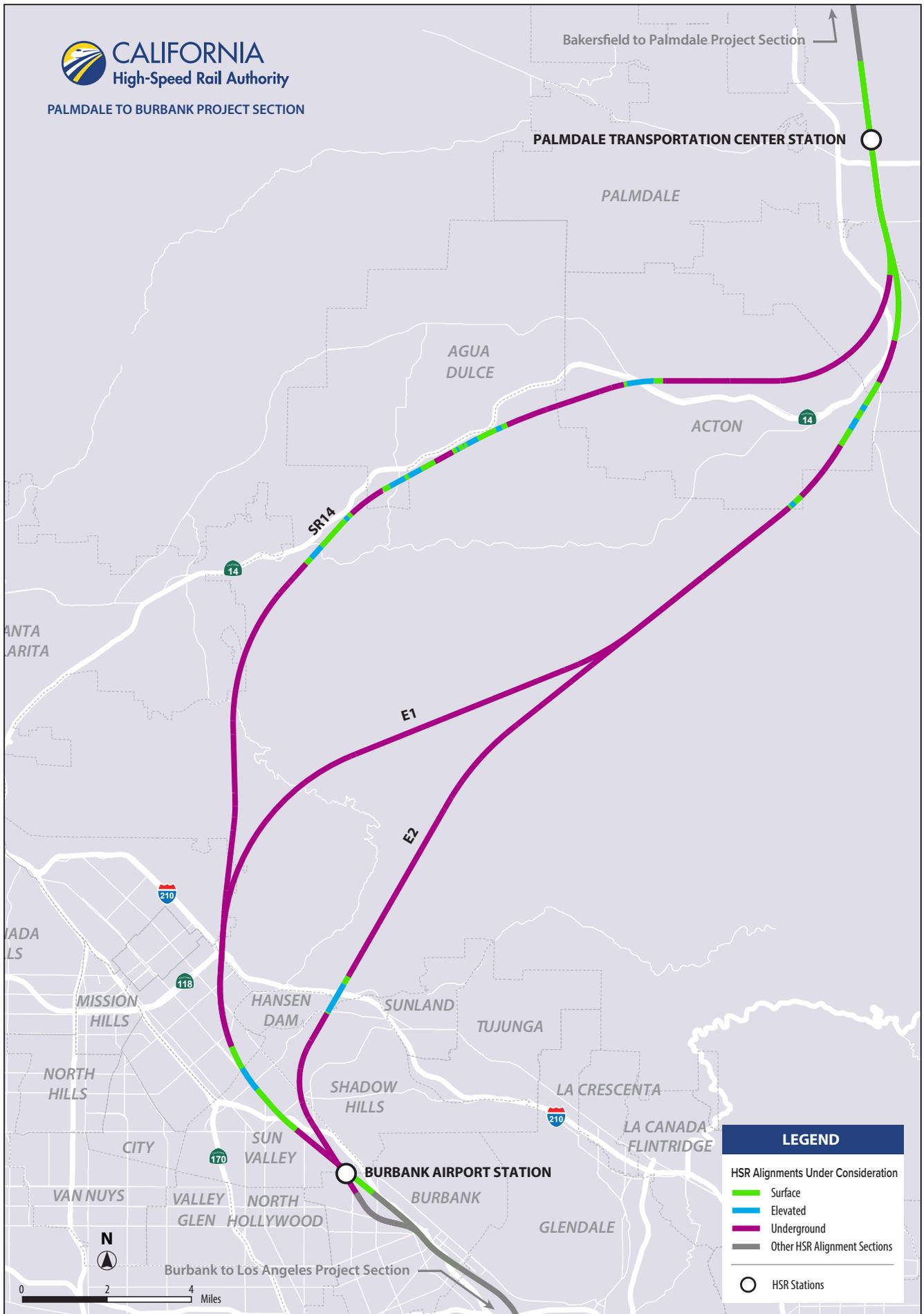
PROJECT OVERVIEW

The Palmdale to Burbank Project Section is part of the first phase of the California High-Speed Rail System connecting the Antelope Valley to the San Fernando Valley to bring high-speed rail service to the urban Los Angeles area.

Three alignments along the approximately 40-mile corridor are being considered, known as State Route 14, E1 and E2. Stations are proposed at the Palmdale Transportation Center and near the Hollywood Burbank Airport.

PROJECT SECTION HIGHLIGHTS

- Connects the Palmdale station to the Hollywood Burbank Airport with a 15 to 20 minute high-speed rail trip
- Provides new opportunities for economic development and connections to many destinations and transportation options
- Existing and planned Metrolink stations would connect high-speed rail to the region



Bakersfield to Palmdale Project Section

PALMDALE TRANSPORTATION CENTER STATION

PALMDALE

AGUA
DULCE

ACTON

SR 14

E1

E2

MISSION
HILLS

HANSEN
DAM

SUNLAND

TUJUNGA

NORTH
HILLS

SHADOW
HILLS

LA CRESCENTA

LA CANADA
FLINTRIDGE

CITY

SUN
VALLEY

BURBANK AIRPORT STATION

VAN NUYS

VALLEY NORTH
GLEN HOLLYWOOD

BURBANK

GLENDALE



Burbank to Los Angeles Project Section

LEGEND

HSR Alignments Under Consideration

Surface

Elevated

Underground

Other HSR Alignment Sections

HSR Stations

0 2 4 Miles

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. The development of the environmental document for the Palmdale to Burbank Project Section is advancing and a draft is anticipated for release in Spring of 2017, which will include public hearings as well as agency and public comment opportunities. This ongoing planning process will continue to include public involvement opportunities. The timeline of activities since then includes the following:

TIMELINE OF ACTIVITIES

2007	2010-2015	2016	2017
Scoping meetings held in Glendale, Los Angeles, Sylmar, and Palmdale	Preliminary Alternatives Analysis Report (2010) Supplemental Alternatives Analysis Reports (2012, 2014, 2015) Re-scoping meetings held in seven locations (2014)	Supplemental Alternatives Analysis Report Continued Development of Alternatives Identification of a Preliminary Preferred Alternative	Draft Environmental Document Public Hearings Final Environmental Document

◀◀ PUBLIC INVOLVEMENT ▶▶



CURRENT PROGRAM STATUS

The Authority remains focused on three fundamental objectives:

1. Initiate high-speed rail passenger service as soon as possible.
2. Make strategic, concurrent investments throughout the system that will be linked together over time.
3. Position additional segments for construction as funding becomes available.

The Phase 1 system that will ultimately connect the San Francisco Bay area to the Los Angeles Basin via the Central Valley will be sequenced to maximize current federal and state dollars, and deliver the earliest operating high-speed rail line by 2029. The Silicon Valley to Central Valley Line, which will connect San Jose to just north of Bakersfield, is fully fundable at a cost of \$20.7 billion and will be operational by 2025.

The Authority, together with our partners, is investing \$4 billion in a number of regionally significant connectivity projects and improvements in the Burbank to Anaheim Corridor, including Metro’s Regional Connector Transit Corridor and Metrolink’s Positive Train Control Project. The Authority is also actively seeking \$2.9 billion in federal funds to extend the initial line to San Francisco and Bakersfield, as well as complete a connection to Merced, all of which will be operational by 2025.

HIGH-SPEED RAIL WILL BETTER CONNECT THE STATE AND IMPROVE OUR REGIONS IN THE FOLLOWING WAYS:



Increase Mobility

Improve mobility in the face of growth – with the state's population estimated to reach 50 million by 2050.



Needed Alternative

Provide a more convenient and productive way to travel and new opportunities to collaborate on business.



Better Air Quality

Improve air quality – by shifting people from cars and planes to clean trains.



Job Growth

Stimulate job growth across the state – now with construction and long-term with maintenance and operations.

HIGH-SPEED RAIL: CONNECTING AND TRANSFORMING CALIFORNIA

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California's electric 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 Bay area 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.

