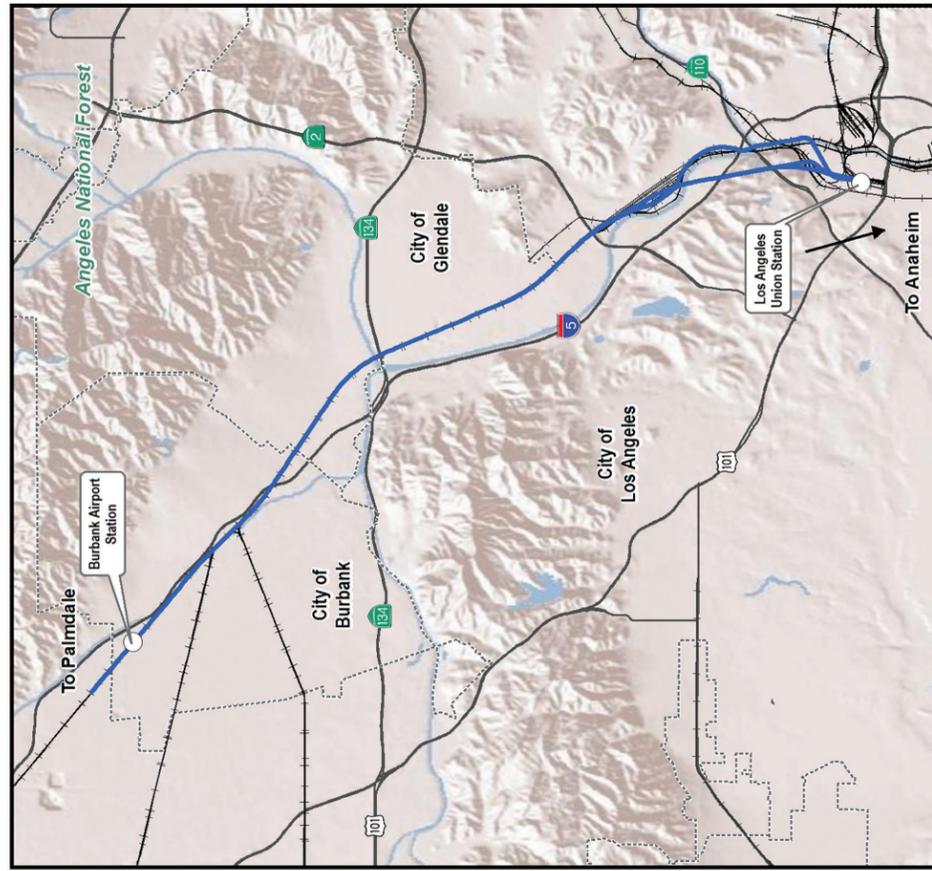


Palmdale to Burbank Project Section Burbank to Los Angeles Project Section



BURBANK TO LOS ANGELES PROJECT SECTION

The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing railroad corridor to Los Angeles Union Station in Downtown Los Angeles.



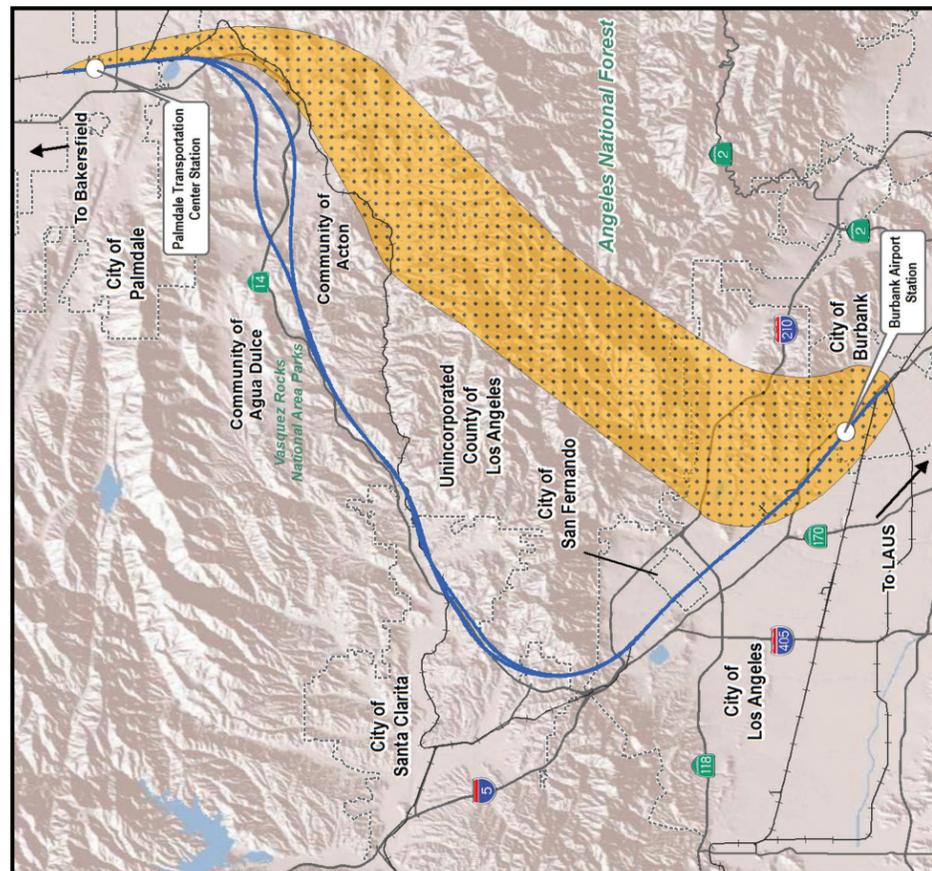
LEGEND

- Proposed HSR Stations
- Proposed HSR Alignments
- Railroads
- - - Municipal Boundary



PALMDALE TO BURBANK PROJECT SECTION

The Palmdale to Burbank Project Section will travel from the Palmdale Transportation Center southward to the Burbank Airport Station.



LEGEND

- Proposed HSR Stations
- Proposed HSR Alignments
- Railroads
- - - Municipal Boundary
- Alternative Corridor - New Study Area



ABOUT THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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 High-Speed Rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and help 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.

HIGH-SPEED RAIL PROGRAM

Phase 1 of the high-speed rail system will provide fast, safe and reliable connections between the counties and cities from the Bay Area to Los Angeles/Anaheim. Phase 2 will add further connections to Sacramento and San Diego. Three 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. Implementation of a statewide rail modernization plan, in partnership with local stakeholders, that invest billions of dollars in local and regional rail lines right now.

The recent commitment of ongoing California cap and trade proceeds may also allow 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.

HIGH-SPEED RAIL FOR CALIFORNIA

- 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 – Southern California, the Central Valley, and the Bay Area – and ties their economies together.
- Benefits the environment by improving air quality, and reducing GHG emissions.
- Encourages sustainable community planning through smart land use and station-oriented development, which also can reduce pressure to convert farmland and other natural areas to development.

ENVIRONMENTAL DOCUMENTS

TWO PROJECT SECTIONS

The Palmdale to Los Angeles Project Section of the High-Speed Rail program is now two independent project sections, with each undergoing separate environmental review. These project sections have the length and logical end points appropriate for the review of environmental impacts. Both sections have independent utility, meaning that the high-speed rail system will function properly within each section, independent of additional improvements elsewhere. Also, this approach allows for more effective planning and targeted public engagement in these highly populated areas.

Palmdale to Burbank Project Section The Palmdale to Burbank project section travels from the Palmdale Transportation Center Station to Burbank Airport Station. Two distinct corridors are proposed for review.

Burbank to Los Angeles Project Section The Burbank to Los Angeles project section travels from the Burbank Airport Station to Los Angeles Union Station in Downtown Los Angeles.



ENVIRONMENTAL ISSUES TO BE ANALYZED

- Aesthetic & Visual Quality
- Agricultural, Farmland, and Forest Land
- Air Quality and Global Climate Change
- Biological Resources & Wetlands
- Cultural Resources
- Cumulative Impacts
- Electromagnetic Interference/Fields (EMI/EMF)
- Geology, Soils, Seismic, & Paleontology
- Hazardous Materials & Wastes
- Hydrology & Water Resources
- Station Planning, Land Use, & Development
- Noise & Vibration
- Parks, Recreation, & Open Space
- Public Utilities & Energy
- Regional Growth
- Safety & Security
- Socioeconomics & Communities
- Environmental Justice
- Transportation
- Section 4(f) and Section 6(f) Evaluations

ENVIRONMENTAL REVIEW 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 timeline of activities since then includes:

- 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 2007 release of public scoping notices to begin the second-tier or project-level environmental review of the Palmdale to Los Angeles project section.
- The subsequent 2007 Scoping Meetings that presented the proposed Palmdale to Los Angeles Section study area in order 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 that presented and evaluated the initial alignment alternatives systematically 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 that accounts for the 300-mile Initial Operating Section (IOS) concept, further developed the alignment alternatives and station options, including the Palmdale Transit Center Station and the Burbank Airport Station locations, and discusses evaluating Palmdale to Burbank and Burbank to Los Angeles as two separate project sections.
- The July 2014 scoping notices amended the 2007 scoping notices, providing for separate environmental documents for the Palmdale to Burbank and Burbank to Los Angeles project sections.

The PAA and all SAAs prepared by the Authority and the FRA included community meetings, stakeholder meetings, and public official outreach. To view these previous documents, and obtain additional details on the alternatives analysis process, and the criteria used to develop alignment alternatives, visit the Authority's website.

MORE INFORMATION

The Authority is committed to involving the public during the environmental review process. There are a number of ways you can learn more and get involved.

PALMDALE TO BURBANK PROJECT SECTION

- CALL:** (800) 630-1039
VISIT: www.hsr.ca.gov – See the Palmdale to Burbank Project Section under the Quick Links, Project Sections.
E-MAIL: palmdale_burbank@hsr.ca.gov

BURBANK TO LOS ANGELES PROJECT SECTION

- CALL:** (800) 630-1039
VISIT: www.hsr.ca.gov – See the Burbank to Los Angeles Project Section under the Quick Links, Project Sections.
E-MAIL: burbank_los.angeles@hsr.ca.gov

REQUEST A SPEAKER: Please contact us if you are part of a community organization and would like a presentation.



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