BURBANK TO LOS ANGELES PROJECT SECTION

PROGRAM OVERVIEW & STATIONS
CONNECTING CALIFORNIA
CALIFORNIA HIGH-SPEED RAIL

Increase Mobility

Needed Alternative

Better Air Quality

Job Growth
INDUSTRY LEADING SUSTAINABILITY GOALS
CALIFORNIA HIGH-SPEED RAIL

100% RENEWABLE ENERGY

100% Recycled Steel

100% NET-POSITIVE ENERGY
ALL STATIONS

Durable Concrete = 100 YEARS

LEED PLATINUM
ALL STATIONS
PART OF CALIFORNIA'S CLIMATE SOLUTION
CALIFORNIA HIGH-SPEED RAIL

- Net-zero greenhouse gas and criteria pollutant emissions in construction
- Carbon dioxide (CO2e) avoided due to mode shift from air and auto travel to high-speed rail
- 64 to 76 million metric tons of carbon dioxide equivalent reduced in first 50 years of operation
- Air quality on site was 50-60% cleaner than average California construction site

"The Authority will deliver a sustainable high-speed rail system for California that serves as a model for sustainable rail infrastructure. The Authority has developed, and will continue to implement, sustainability practices that inform and affect the planning, siting, designing, construction, mitigation, operation, and maintenance of the high-speed rail system.”

- Authority Sustainability Policy
IT’S HAPPENING!
CALIFORNIA HIGH-SPEED RAIL

- Approximately 119 miles
- Approximately $3 billion investment
- 30 active construction sites
- 3,200+ jobs and counting
HELP SHAPE CITIES AND IMPROVE ACCESS
CALIFORNIA HIGH-SPEED RAIL

• Revitalization in downtown cores
• Connects with and reinforces local mobility
• Foundation for sustainable growth
BURBANK TO LOS ANGELES STATIONS
CALIFORNIA HIGH-SPEED RAIL

[Map showing the proposed HSR alignment from Burbank to Los Angeles Union Station, including stations and key points along the route.]
Evaluate existing access
- Pedestrians
- Bicycles
- Transit vehicles
- Motor vehicles

Plan to accommodate all modes at stations based on projected demand and site constraints
WORKING WITH OUR PARTNERS
CALIFORNIA HIGH-SPEED RAIL

Community Engagement
Visioning
Market and Financial Analyses
Access Planning
Development Scenario Analysis
  • Private Investment Potential
  • Implementation Planning
Update Zoning and Land Use
STATION PLANNING PROCESS
CALIFORNIA HIGH-SPEED RAIL

- Station Location Selection
  - Led by HSR team with local jurisdiction collaboration

- Station Location Refinement
  - Led by HSR team

- Station Area Initial Considerations (land use, access, preservation)
  - Led by local jurisdiction

- Station Site Planning
  - Led by HSR team

- Station Final Design + Construction
  - Led by HSR team

- Station Area Plan Implementation
  - Led by local jurisdiction

- Project Delivery

Photos and graphics for illustrative purposes only.
Hollywood Burbank Airport
- Recently approved terminal relocation

Regional Intermodal Transportation Center

Amtrak Pacific Surfliner

Metrolink
- Antelope Valley Line
- Ventura County Line

Local and regional buses
BURBANK CONNECTIONS
CALIFORNIA HIGH-SPEED RAIL

San Fernando Valley regional multi-modal transportation hub

Connections to full range of existing and planned transit modes

Golden State Specific Plan
- Will guide infrastructure and land use development around the high-speed rail station

Ongoing planning with City of Burbank, Burbank-Glendale-Pasadena Airport Authority, LA Metro, Metrolink, stakeholder groups, others
Platforms & Tracks
- At-grade through railyard

Station Facilities
- Integrate with existing station facilities and planned Metro Link US improvements
- Metro/Metrolink/Amtrak/HSR connections

Station Access
- Pedestrian access and safety
- Bike connectivity to station
- Direct rail & transit connections
- Balance east and west station access
- Auto circulation (traffic considerations)

Station Area Planning
Phase A will enable commuter (Metrolink) and intercity (Amtrak) rail trains to realize early benefits from an interim two-track, run-through configuration at LAUS.

Phase B is currently unfunded.

Major Project Components:
1. New rail communications, signals and tracks
2. New run-through tracks over US-101
3. Proposed modified expanded passageway, platforms, escalators and elevators
4. Accommodation of High-Speed Rail with a new lead track, and optimized throat and railyard

<table>
<thead>
<tr>
<th>FUNDING SOURCE</th>
<th>PHASE A</th>
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<tbody>
<tr>
<td>State Proposition 1A/High-Speed Rail Bonds</td>
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<td>TIRCP</td>
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<td>Other</td>
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<td><strong>TOTAL</strong></td>
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California High-Speed Rail Authority 2018 Business Plan includes $423 million for Link US.

As part of the 2018 Transit and Intercity Rail Capital Program (TIRCP), CalSTA awarded $875 million to Metrolink’s SCORE program. Includes $398 million for Link US.
Link to world-class transit center
  • Los Angeles Union Station

Connections to full range of existing & planned transit modes

Integration with downtown communities

Sensitivity to historical, environmental and cultural resources

Ongoing planning with City of Los Angeles, historic neighborhoods, Los Angeles River groups, others
CONNECT POPULATION CENTERS LIKE NEVER BEFORE
CALIFORNIA HIGH-SPEED RAIL

- SHARED CORRIDOR

- Metro
  - Owns the rail right-of-way

- Metrolink
  - Operates commuter rail service

- Amtrak
  - Provides intercity passenger service

- Freight operators hold access rights and operate freight trains

- California High-Speed Rail Authority
  - Planned HSR service within shared corridor

- SOUTHERN CALIFORNIA
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