

OVERVIEW

The Phase 1 system will connect San Francisco to Anaheim. The Burbank to Los Angeles (B-LA) Project Section is part of the first phase of the California High-Speed Rail System connecting two key multi-modal transportation hubs, the Hollywood Burbank Airport and Los Angeles Union Station (LAUS), providing an additional link between Downtown Los Angeles, the San Fernando Valley and the State.

The approximately 14-mile Project Section proposes to utilize the existing railroad right-of-way to the greatest extent possible, adjacent to the Los Angeles River, through the cities of Burbank, Glendale and Los Angeles with proposed stations near the Hollywood Burbank Airport and at LAUS.

ENVIRONMENTAL PROCESS

Since 2001, the California High-Speed Rail Authority (Authority) has been working to bring modern high-speed train service to the State. Since that time, the project has undergone a series of environmental review processes, per the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Most recently in 2018, the Authority's Board of Directors concurred with staff that the Build Option is to be considered the Preferred Alternative for the Burbank to Los Angeles (B-LA) Project Section. Currently, the B-LA Project Section is moving forward with the completion of the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS). The Draft EIR/EIS for the B-LA Project Section is anticipated for release in May 2020 and will include public hearings as well as agency and public comment opportunities. The Draft EIR/EIS will provide study results for various topic areas, including traffic, air quality, noise, vibration, aesthetics and more.

The public will have 45-calendar days upon release of the Draft EIR/EIS to review and comment. The Draft EIR/EIS, which will include a comprehensive executive summary that will be translated in Spanish, Chinese, Japanese, Armenian, Arabic, Korean, Tagalog, and Vietnamese, will be available online and many public information counters (libraries, cities, etc.) throughout the project section. Comments can be emailed, mailed or provided at an upcoming public hearing (planned for spring 2020). Staff will not be able to answer questions during the public comment period, but will respond to all comments in the Final EIR/EIS.

KEY PROJECT HIGHLIGHTS

- Provides a link between Los Angeles and the statewide transportation network.
- Eliminates vehicle, pedestrian, and bicyclist wait times and improves safety with grade separations.
- Uses next-generation signaling technology (Positive Train Control, intrusion barriers, earthquake early warning system, and more) to enhance performance while reducing pollution, noise, and congestion along the corridor.
- Provides the capacity for more convenient and easier-to-use passenger service and schedules.
- Integral part of Southern California's Urban Rail Corridor, increasing capacity and reliability of the region's passenger rail lines.

TIMELINE OF ENVIRONMENTAL PROCESS

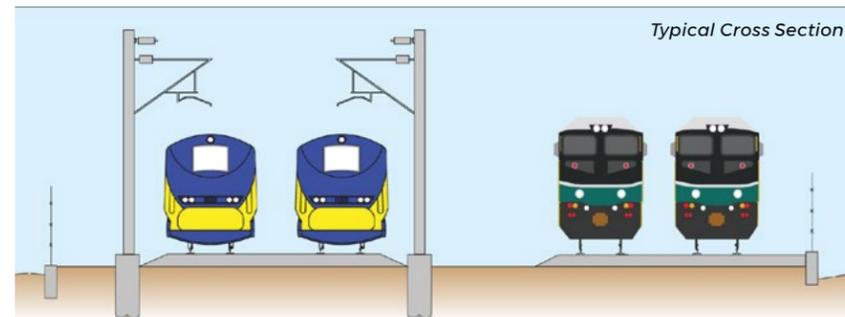
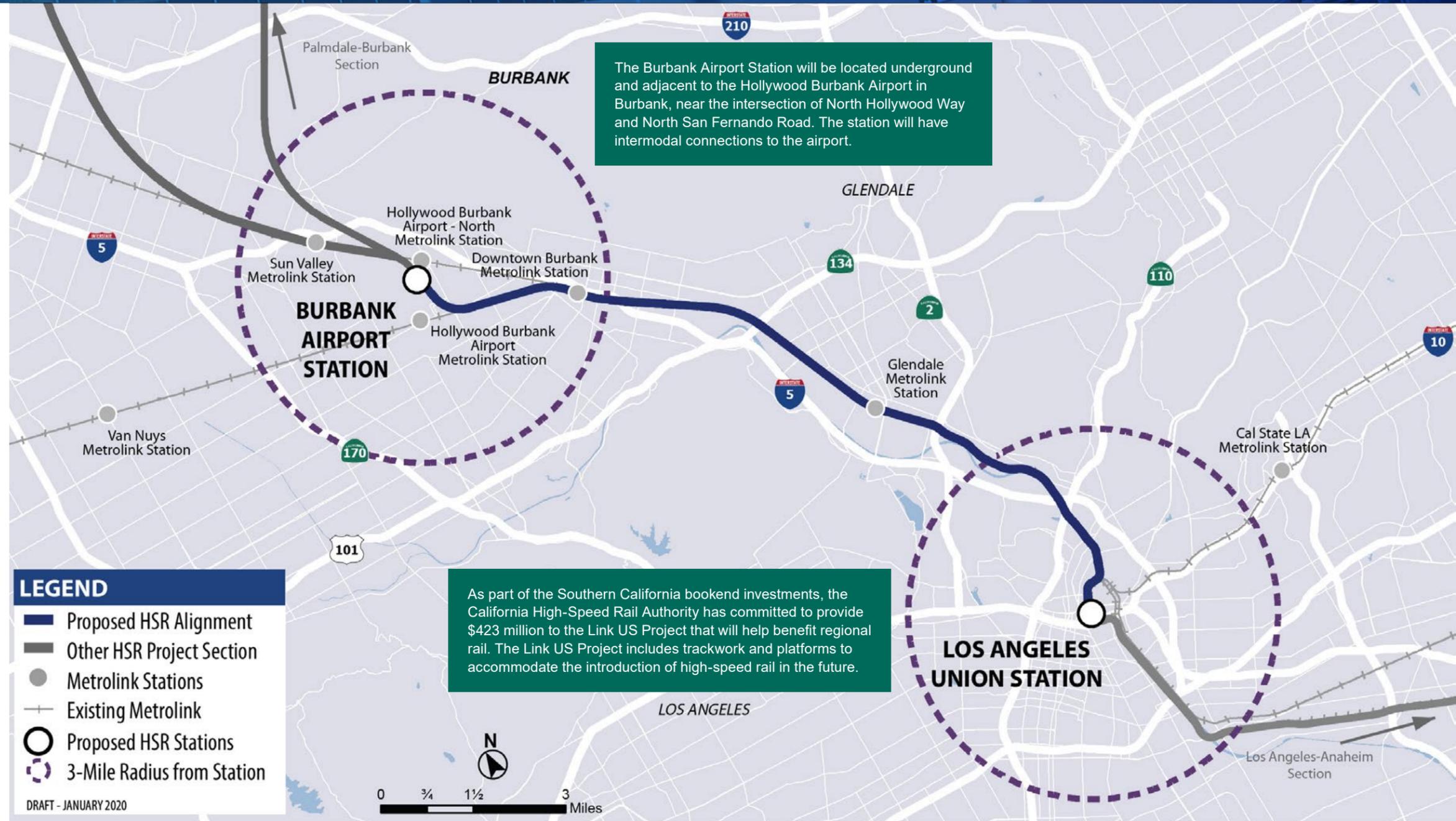
NOVEMBER 2018: PREFERRED ALTERNATIVE ENVIRONMENTALLY EVALUATED IN DRAFT EIR/EIS

MAY 2020: RELEASE OF DRAFT EIR/EIS
MID 2020: PUBLIC HEARINGS

PUBLIC & AGENCY COMMENTS

COMMENTS ADDRESSED & INCLUDED IN FINAL EIR/EIS

FINAL EIR/EIS & APPROVALS



PREFERRED ALTERNATIVE

The Preferred Alternative would realign the existing rail tracks to allow for two additional tracks to be added to the majority of the corridor. It will feature two electrified tracks for high-speed rail that can be shared with Metrolink and Amtrak, and two non-electrified tracks for Metrolink, Amtrak, and freight within the existing corridor. Closer to Los Angeles Union Station, there are already four existing mainline tracks and two of those will be electrified.

Note: The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S. Code 327 and a Memorandum of Understanding (MOU) dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California. Under that MOU, the Authority is the project's lead agency under the National Environmental Policy Act (NEPA).

PROPOSED GRADE SEPARATIONS

The California High-Speed Rail Authority is analyzing six existing grade crossings.

In addition, the Los Angeles County Metropolitan Transportation Authority (Metro) is currently managing a grade separation at Sperry Street/Salem Street in Glendale/Atwater Village.

The Burbank to Los Angeles (B-LA) Project Section may have the following type of grade separation projects:

- **New Grade Separation** - a bridge will be built for the tracks or roadway to remove train and roadway crossing conflicts.
- **Modified Existing Grade Separation** - the existing rail or roadway bridge must be expanded or otherwise changed to accommodate new track(s).
- **Existing Crossing Closure** - the road and tracks currently cross each other and the road will be closed at this crossing.

GRADE SEPARATIONS CONCEPTS

(visual examples for illustrative purposes only)



PROPOSED LOCATIONS

- **Buena Vista St (Burbank)**
- **Sonora Ave (Glendale)**
- **Grandview Ave (Glendale)**
- **Flower St (Glendale)**
- **Goodwin Ave (Glendale/Los Angeles)***
- **Main St (Los Angeles)**

*Existing roadway crossing at Chevy Chase Drive would be closed and replaced with a grade-separated crossing at Goodwin Avenue.

What is a Grade Separation?

A grade separation is a roadway that is re-aligned over or under train tracks to eliminate hazards. High-speed rail proposes to grade-separate existing roads. Benefits of grade separations include:

Improves Safety

Grade separations eliminate conflicts between trains and vehicles/pedestrians.

Increases Speed

Trains can travel through areas at a greater speed.

Improves Train Operations Reliability

Provides an opportunity for increased passenger rail service.

Reduces Noise

Trains do not sound horns when crossing an intersection.

Decreases Traffic Congestion

Traffic can continue to flow when a train is crossing the intersection.

Reduces Greenhouse Gas Emissions

Vehicles do not have to idle while waiting for an approaching train.

