

PALMDALE TO BURBANK PROJECT SECTION

October
2020



2020 P-B PROJECT UPDATE

CALIFORNIA HIGH-SPEED RAIL

AGENDA

- California High-Speed Rail Program
- Palmdale to Burbank Project Section
- Environmental Process
- Stakeholder Engagement
- Stay Involved



CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL

Vision: Increased Access, Jobs and Housing

Integrated, Multi-tiered Network

- Complement existing planned services
- Complement other regional initiatives

Working Together to Multiply the Benefits

- Explore the broader mobility corridor improvements

Plan a Sustainable Future

- Support a strong economy and sustainable communities
- Focus on bringing better, faster, more frequent connections through the state and beyond

The Path Forward

- Incorporate State Rail Plan goals and objectives
- Increase focus on network integration



CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL

Phase I:

- 520 Miles
- San Francisco to Los Angeles/Anaheim
- 119 miles under construction

Phase II:

- Extends 300 Miles
- Connections to Sacramento and San Diego

At approximately **200 mph**

LA to SF in **2 hours and 40 minutes**

Up to **24 Stations**



STATE INVESTMENTS IN SOUTHERN CALIFORNIA

INVESTING IN SOUTHERN CALIFORNIA

\$4.4 Billion in State Funding

- The State of California awarded more than \$4.4 billion to passenger rail projects throughout Southern California over the past few years.

\$1.3 Billion from HSR

- California High-Speed Rail Authority was instrumental in closing the funding gap on many significant regional projects, some of which are already completed.

Funding Source	Total
HSR Prop 1A – Connectivity Funds	\$389 million
HSR Prop 1A – Early Investment Funds	\$500 million
Transit and Intercity Rail Capital Program (TIRCP)	\$2,609 million
2018 Trade Corridor Enhancement Program (TCEP)	\$227 million
2018 State Rail Assistance Program (SRA)	\$24 million
2018 State Transportation Improvement Program (STIP)	\$354 million
Other State Programs	\$318 million
CPUC Section 190 Program	\$15 million



SOCAL EARLY INVESTMENT PROJECTS

SAFETY, CONNECTIVITY & AIR QUALITY



LA Metro: Regional Connector in Downtown LA



Metrolink: Cleaner, faster trains.
Positive Train Control



Link US: Run through tracks and improvements benefiting regional rail



Rosecrans Ave/Marquardt Ave Grade Separation: Improve safety and operational characteristics



PALMDALE TO BURBANK PROJECT SECTION

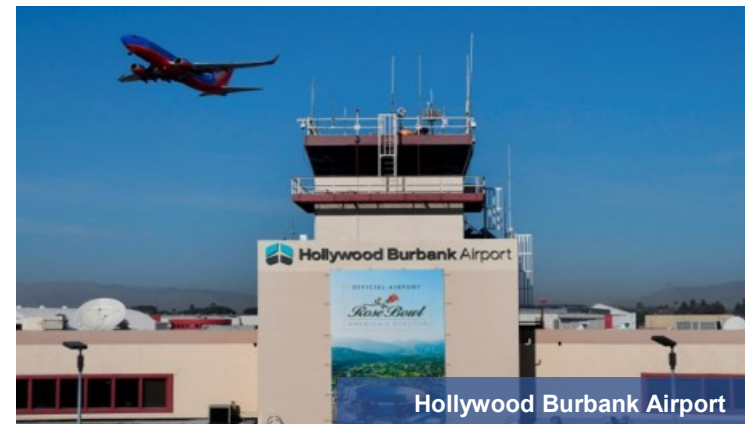
CALIFORNIA HIGH-SPEED RAIL



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

- Palmdale-Burbank will connect the Antelope Valley (Palmdale Transportation Center Station) to San Fernando Valley (Hollywood Burbank Airport Station)
 - » Bring high-speed rail service to the urban Los Angeles area closing the current passenger rail gap between Central and Southern California
 - » Provide high-speed rail connection to the High Desert Corridor and Brightline West project that will provide a connection from Los Angeles to Las Vegas
- Connects to high-ridership regional transit systems
- Travel time from Palmdale to Burbank approximately 15-20 minutes compared to one hour and 30 minutes on Metrolink



PALMDALE TO BURBANK STAKEHOLDER ENGAGEMENT

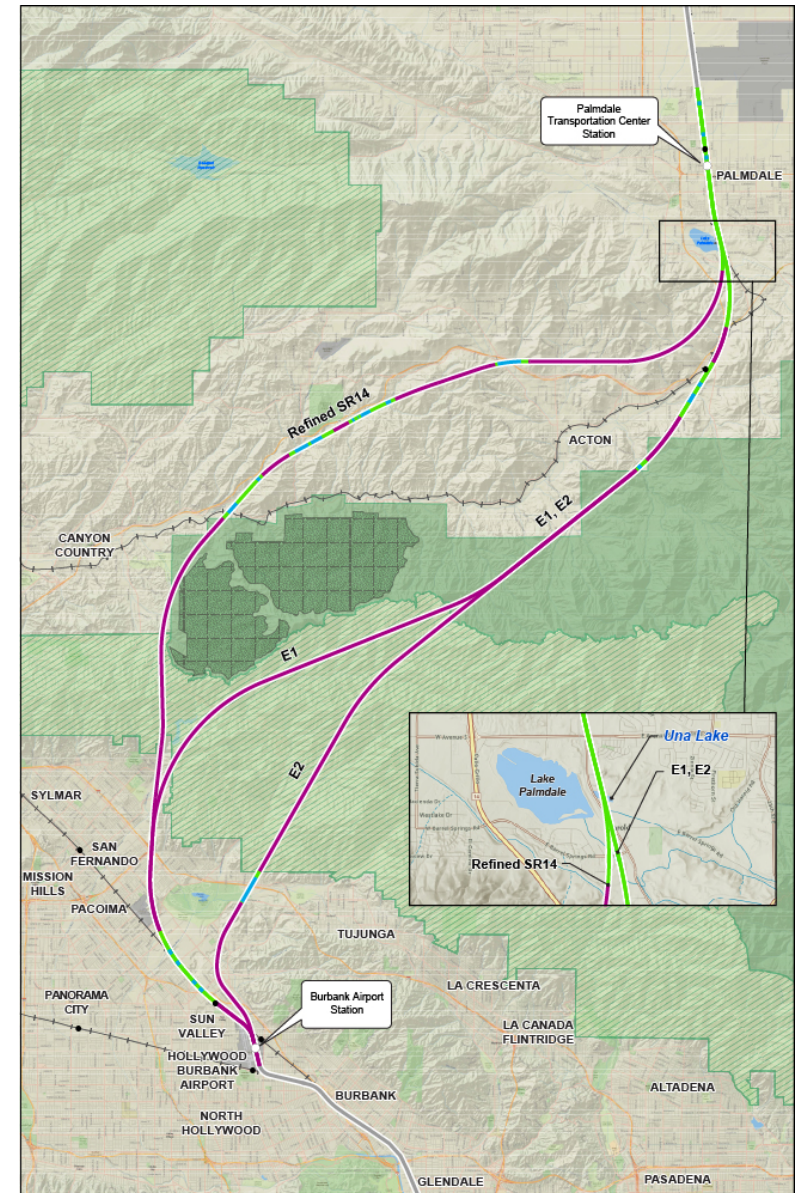
CALIFORNIA HIGH-SPEED RAIL



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CALIFORNIA HIGH-SPEED RAIL

- 2018 Alternatives
 - » Refined SR14
 - » E1
 - » E2
- November 2018, staff presented the Refined SR14 Alternative to the Authority's Board of Directors as the Preferred Alternative (PA)
- Refined SR14 PA included a direct impact on Una Lake, a body of water near Palmdale

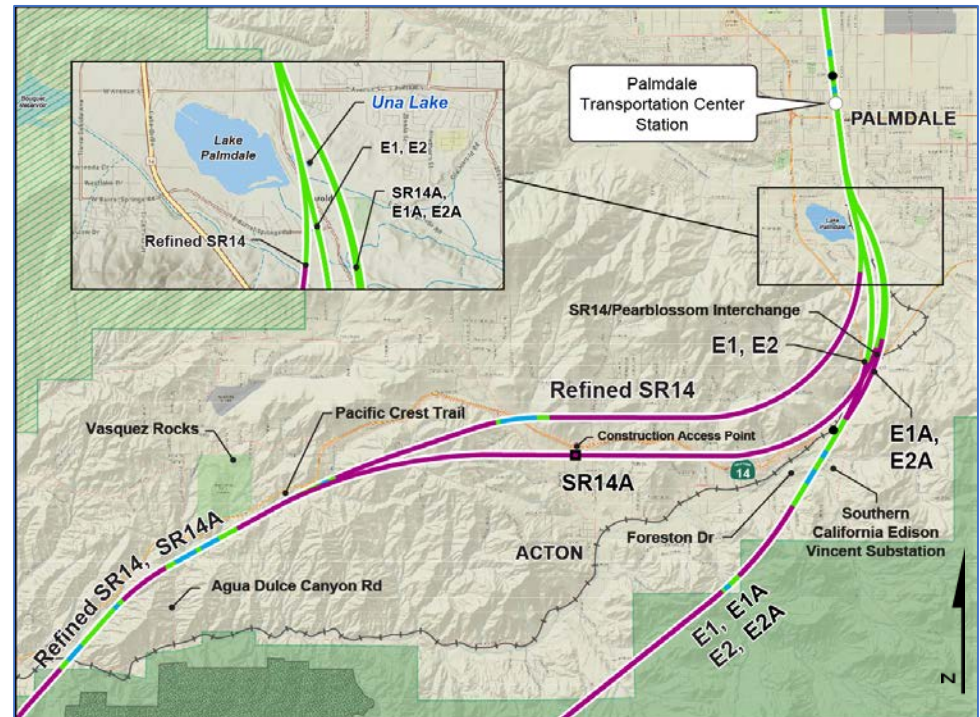


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CALIFORNIA HIGH-SPEED RAIL

Una Lake Avoidance

- Coordination with United States Environmental Protection Agency (USEPA) and the U.S. Army Corps of Engineers (USACE)
- Developed modified build alternatives to avoid/reduce sensitive aquatic areas south of Palmdale, including Una Lake
 - » SR14A
 - » E1A
 - » E2A
- Adjusted to be entirely underground within the Angeles Nation Forest (ANF) the San Gabriel Mountain National Monument (SGMNM)



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Six Alternatives

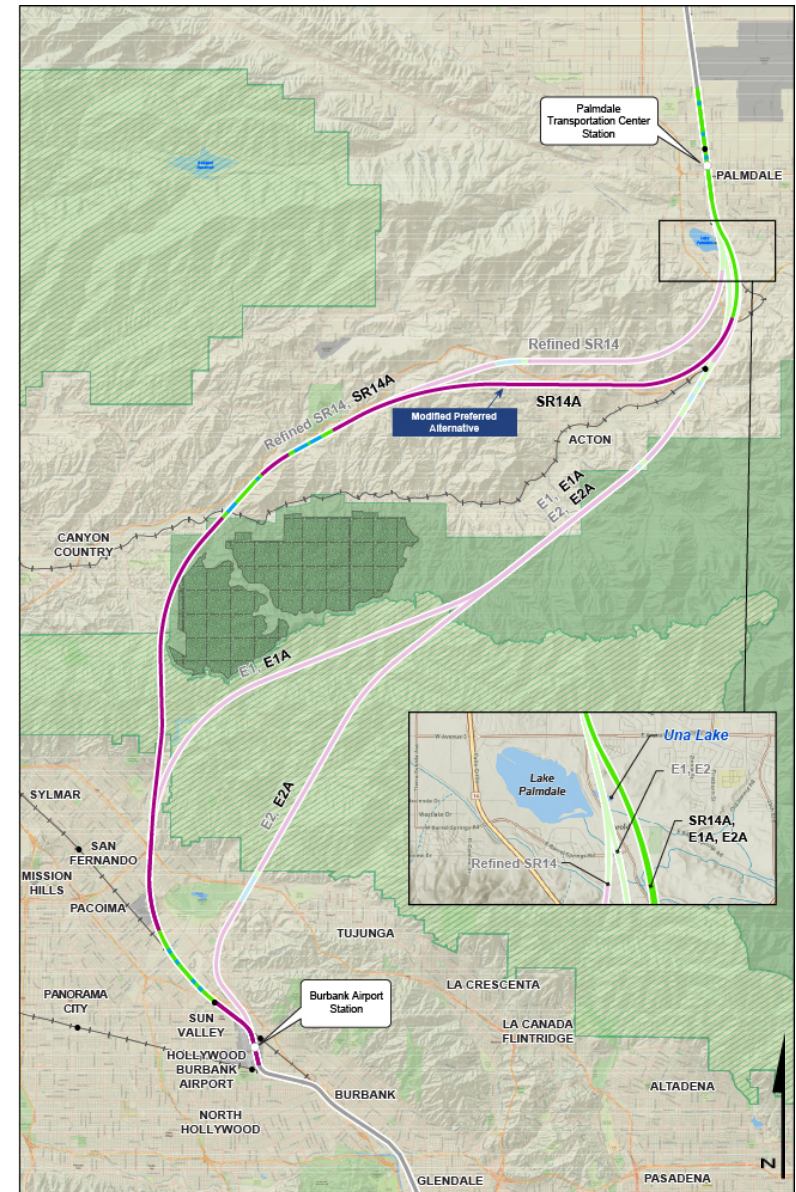
- Refined SR14, SR14A
- E1, E1A
- E2, E2A

Length: Approximately 35-41 Miles

- 22-25 miles of tunneling
- Intermediate access points for tunnels

Preferred Alternative

- SR14A is the modified PA
- August 2020, Authority's CEO amended the PA and included three modified alternatives into the project description
- All six alternatives will be in Draft EIR/EIS

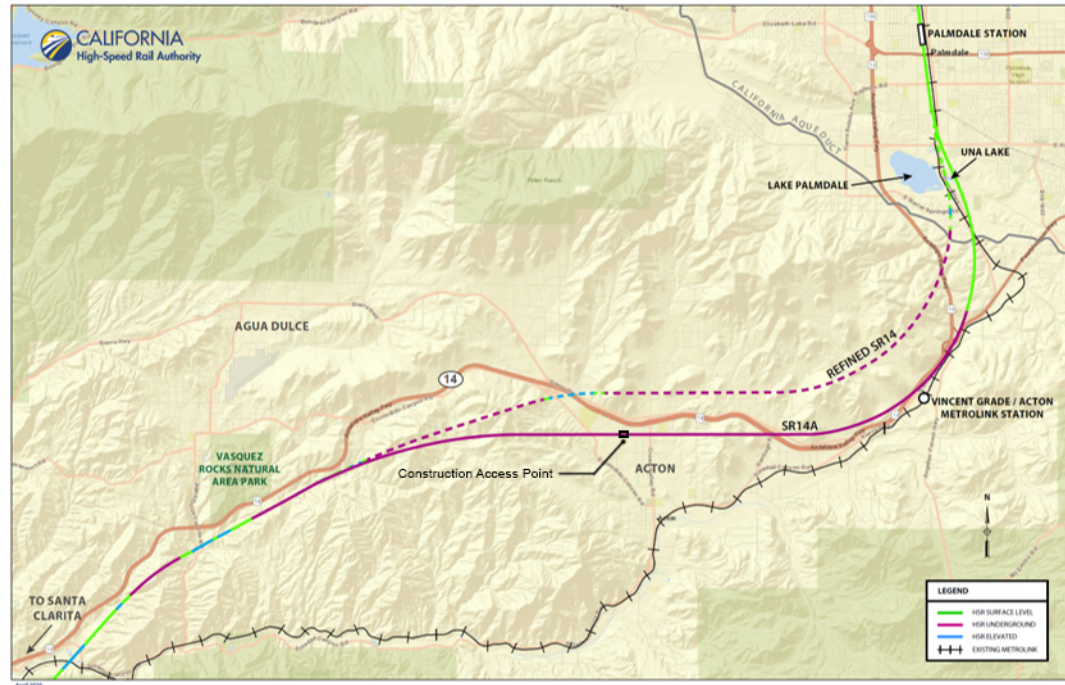


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Modified Preferred Alternative - SR14A

- Approximately 41 miles long
 - » Approximate 15-20-minute trip time between Palmdale and Burbank
- At-grade east of Una Lake
- Proceeds into a tunnel near the SR14/Pearblossom Interchange
- Tunnel through Acton; resurfaces southwest of Vasquez Rocks, near Agua Dulce Canyon Road
- Underground at Pacific Crest Trail (avoids impacts to the trail)
- Reconnects with the original Refined SR14 alignment in the vicinity of the Santa Clara River crossing
- Identical to the Refined SR14 from this point south to the Hollywood Burbank Airport Station



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SR14A Best Balances Benefits and Impacts

- **Lowest constructability** risk related to tunnels, hydrogeologic, and geologic conditions
- **Lowest risk** of unexpected conditions or circumstances that could impact the cost to build the project or the schedule to complete it
- **Shortest tunnel** within the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)
- **Lowest risk** to impacting surface or groundwater and wildlife within the ANF
- **Avoids impacts** to Una Lake
- **Avoids impacts** to Pacific Crest Trail

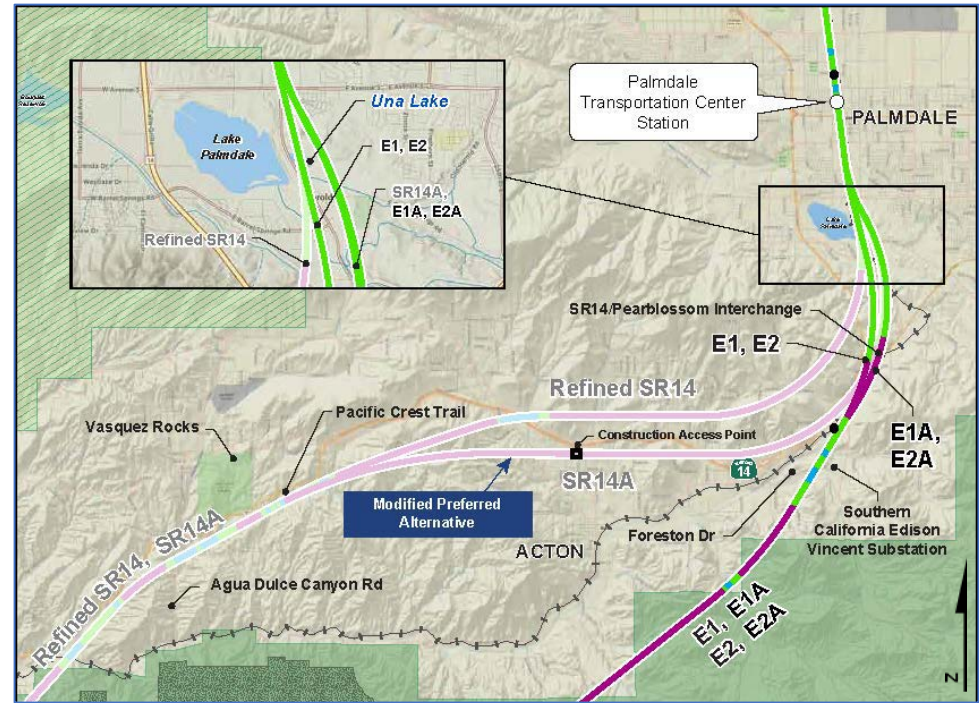


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E1A & E2A Build Alternatives

- Share the same alignment from Una Lake through Acton
 - » Avoids/reduces impacts to sensitive aquatic resources south of Palmdale, including Una Lake
 - » Enter a short-mined tunnel near the SR14/Pearblossom Interchange
 - » Surface before the Southern California Edison Vincent substation
 - » Connect to the original E1/E2 alignment after crossing under Foreston Drive
 - » Remain identical to the E1 and E2 alternatives from this point south to Hollywood Burbank Airport Station



PALMDALE TO BURBANK ENVIRONMENTAL/OUTREACH

CALIFORNIA HIGH-SPEED RAIL

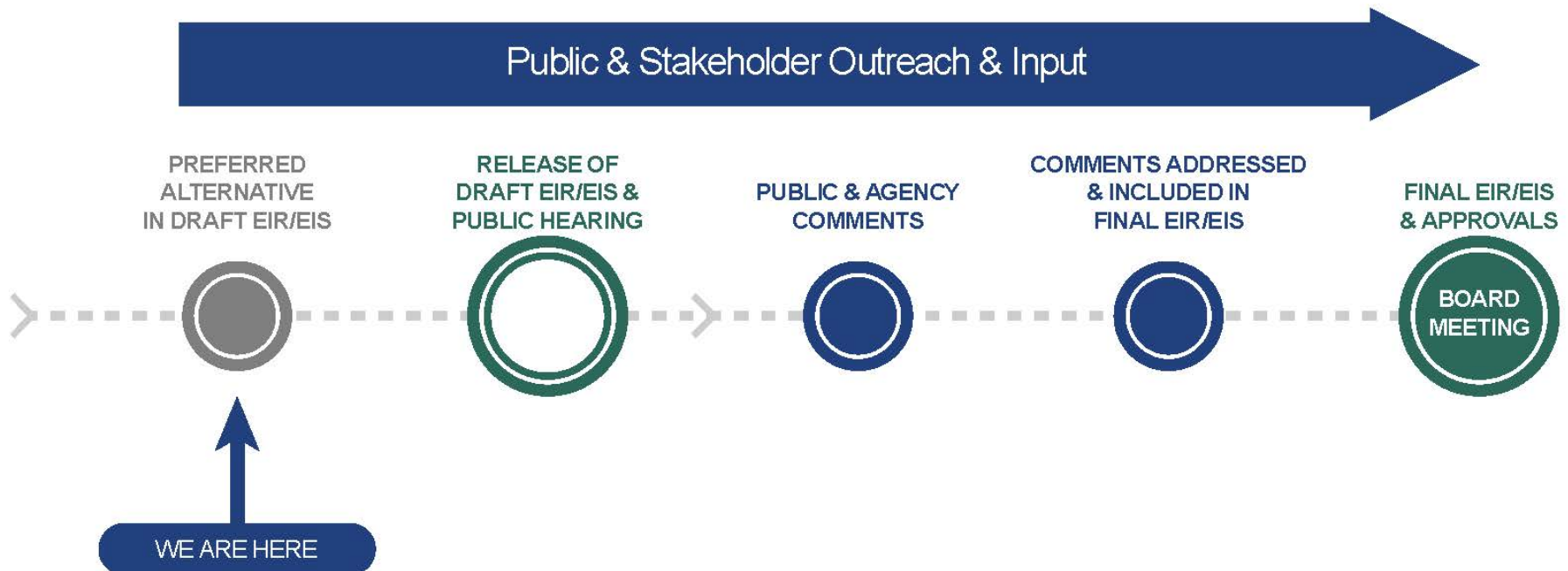


PALMDALE TO BURBANK ENVIRONMENTAL PROCESS

CALIFORNIA HIGH-SPEED RAIL

Palmdale to Burbank Path Forward

- Continue stakeholder engagement
- Release Draft Environmental Impact Report/Impact Statement (Draft EIR/EIS) – Spring 2021
- Final EIR/EIS – Spring 2022
- Record of Decision/Notice of Determination (ROD/NOD) – Summer 2022



PALMDALE TO BURBANK ENVIRONMENTAL PROCESS

CALIFORNIA HIGH-SPEED RAIL

Environmental Documents Analyze These Topics

- Aesthetics & Visual Quality
- Air Quality & Global Climate Change
- Biological Resources & Wetlands
- Capital & Operating Costs
- Cultural Resources
- Cumulative Impacts
- Electromagnetic Interference/Fields (EMI/EMF)
- Environmental Justice
- Geology, Soils, Seismicity & Paleontology
- Hazardous Materials & Wastes
- Hydrology & Water Resources
- Hydrogeology Effects of Tunneling
- Noise & Vibration
- Parks, Recreation & Open Space
- Public Utilities & Energy
- Regional Growth
- Safety & Security
- Station Planning, Land Use & Development
- Section 4(f) & Section 6(f) Evaluations
- Socioeconomics & Communities
- Train Operations
- Transportation



PALMDALE TO BURBANK STAKEHOLDER ENGAGEMENT

CALIFORNIA HIGH-SPEED RAIL

Community Open House, CWG* & SWG** Series

- Summer 2014, Spring 2015, Fall 2016, Fall 2018
Fall 2020
- 5,000+ community members attended since 2014
- Interpreter services for up to 9 languages
- Bilingual and webcast meetings

Ongoing Community Activities

- Meetings with key stakeholders and community organizations
- Information booths at various community events
- Multi-faceted, bilingual approach focused on reaching all communities
- 24/7 public online commenting



*Community Working Group

**Stakeholder Working Group





STAY INVOLVED

CALIFORNIA HIGH-SPEED RAIL

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