CALIFORNIA High-Speed Rail Authority

SOUTHERN CALIFORNIA

Palmdale to Burbank Project Section
CONNECTING COMMUNITY UPDATE 2022

NORTHERN CALIFORNIA REGION
- San Francisco Salesforce Transit Center
- San Francisco 4th & King Station
- Millbrae (SFO)
- San Jose Diridon Station
- Gilroy
- Merced

CENTRAL VALLEY REGION
- Fresno
- Kings/Tulare Regional Station
- Bakersfield

BAKERSFIELD TO PALMDALE PROJECT SECTION
- Palmdale

PALMDALE TO BURBANK PROJECT SECTION
- Burbank Airport Station

BURBANK TO LOS ANGELES PROJECT SECTION
- Los Angeles Union Station

LOS ANGELES TO ANAHEIM PROJECT SECTION
- Norwalk/ Santa Fe Springs
- Fullerton
- Anaheim

Project Section Overview

The Palmdale to Burbank Project Section is part of Phase 1 of the California high-speed rail system connecting the Antelope Valley to the San Fernando Valley. This approximately 31 to 38-mile project section will connect two key population centers in Los Angeles County by linking future multi-modal hubs in Palmdale and Burbank. This project section footprint spans from the southern portion of the City of Palmdale in the north, to Burbank in the south. The Palmdale Station, and the alignment to Spruce Court in Palmdale, were evaluated as part of the Bakersfield to Palmdale Project Section, which was approved by the Authority Board in August 2021.The Burbank Airport Station was evaluated as part of the Burbank to Los Angeles Project Section, which was approved by the Authority Board in January 2022. This project section will provide a critical link between the Bakersfield to Palmdale and the Burbank to Los Angeles Project Sections.

Project Benefits

- High-speed electric trains will be powered by renewable energy, attract more riders, and will move them farther and faster with zero emissions
- Connect the Palmdale and Burbank Airport stations, designed at speeds that would support a 13-minute non-stop travel time
- Provide economic and employment benefits for the community, region and state
- Connect high-speed rail to the region via existing and planned Metrolink stations
- Enhance performance and safety by using next generation signaling technology (Positive Train Control, intrusion barriers and warning system, earthquake early warning and more)
- Provide a link to the proposed Brightline West train to Las Vegas at Palmdale

Investing in California's Future

Increase Mobility to prepare for growth with the state's population estimated to reach 44 million by 2049

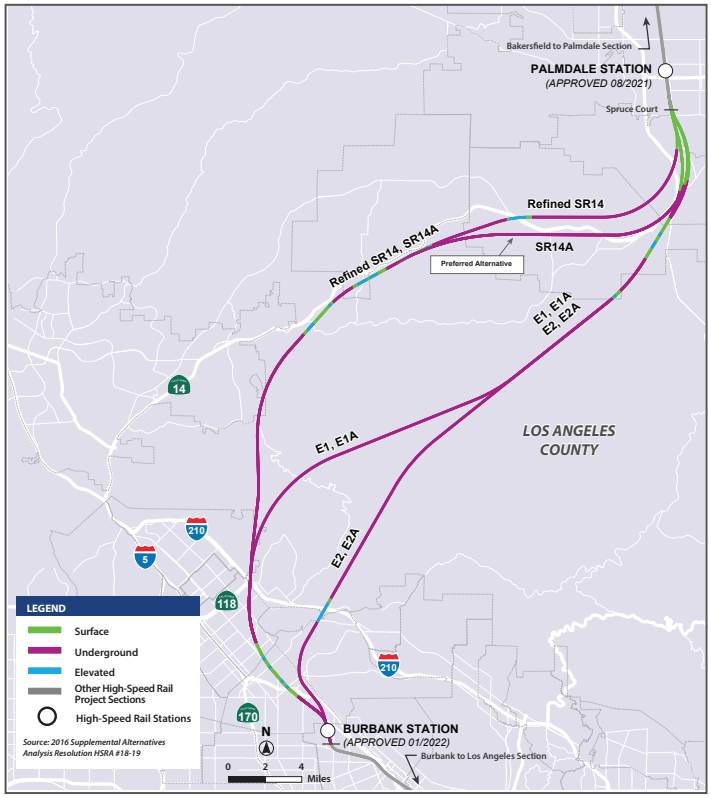
Improve Air Quality by shifting people from cars and planes to clean trains running on renewable energy

Cut Travel Times and provide a faster, more convenient way to get around regionally and throughout the state

Stimulate Job Growth across the state with construction jobs now, and maintenance and operation jobs to come

Investing in transportation infrastructure has been key to making the state an economic powerhouse

Six Build Alternatives Being Evaluated for the Palmdale to Burbank Project Section



Project Section Tunneling

Due to the unique topography of the project area, which includes high desert regions of the Antelope Valley, high mountains of the San Gabriel Mountain range and dense urban areas of the San Fernando Valley, tunnels are utilized throughout the project section. These tunnels are used to address topographic constraints (high mountains), and avoid and reduce impacts to communities, habitat and facilities above (homes, freeways, etc.). With the complex geological conditions and fault zones within the tunneling areas, key considerations were accounted for in the design elements, such as type of tunnel, seismic fault chambers, access points, sound mitigation and safety. The approximate length of tunnels in the Palmdale to Burbank Project Section is 22 to 28 miles. The Preferred Alternative, SR14A, includes four tunnels totaling approximately 28 miles.

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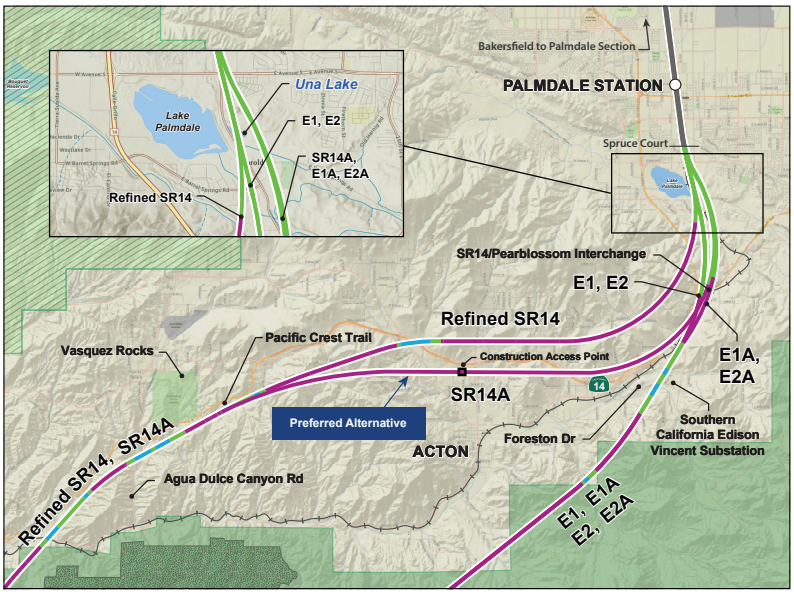
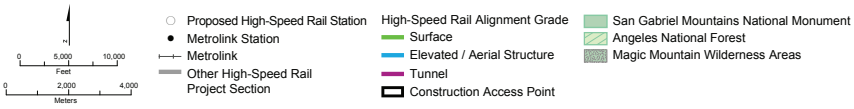
Additional Build Alternatives: SR14A, E1A and E2A

The California High-Speed Rail Authority (Authority) has worked continuously with public agency and community stakeholders to incorporate refinements to the design that further avoid or minimize potential impacts to existing facilities, land uses, environmental resources and communities. As a result, in 2020 the Authority developed additional build alternatives to be included in the environmental review process. These additional alternatives are based on the prior Build Alternatives Refined SR14, E1 and E2, but have been modified to reduce potential impacts to sensitive aquatic resources south of Palmdale, including Una Lake.

The additional build alternatives are referred to as **SR14A, E1A** and **E2A**. The prior alternatives of **Refined SR14, E1** and **E2** are included in the environmental review for a total of six build alternatives that are analyzed in the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS). The Draft EIR/EIS addresses many topic areas, including traffic, air quality, noise, vibration, aesthetics and more.



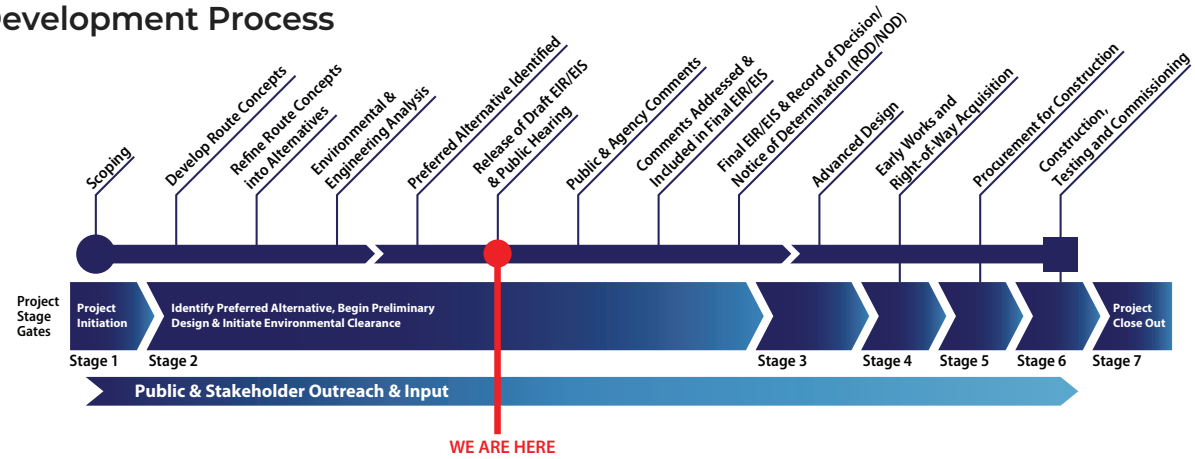
PRELIMINARY DRAFT/SUBJECT TO CHANGE - HIGH-SPEED RAIL ALIGNMENT IS NOT DETERMINED
Source: High-Speed Rail Authority, 10/2018. Basemap Source: National Geographic, 2016



State's Preferred Alternative: SR14A

The alternative determined to best balance trade-offs between environmental, community, performance, operations, and cost factors is known as the Preferred Alternative. For the Palmdale to Burbank Project Section, the State's Preferred Alternative, SR14A, is approximately 38 miles and connects the City of Palmdale and Burbank. It will partially use the existing Metrolink right-of-way to the extent possible for approximately three miles in the San Fernando Valley. The Preferred Alternative would avoid crossing Una Lake and minimizes impacts to nearby wetlands. Trains operating along the Preferred Alternative would be fully underground through the community of Acton, the Angeles National Forest and the San Gabriel Mountains National Monument. SR14A is also underground where it crosses the Pacific Crest Trail, avoiding impacts to the trail. Through the northern portion of the San Fernando Valley, SR14A is in a tunnel and emerges near the Hansen Dam Spreading Grounds, and then follows the Metrolink/Union Pacific corridor to Burbank.

Project Development Process



Tell Us What You Think

Get involved by visiting *meethsrsocal.org* where you can:

- Ask questions and leave comments or concerns
- Request a meeting with the project team
- Invite the Authority to one of your organization's upcoming meetings
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