CALIFORNIA
High-Speed Rail Authority

PALMDALE TO BURBANK PROJECT SECTION

October 2022

Interpretation Available

- **Interpretation Via Zoom**
  - If you wish to hear Spanish interpretation, please click the “Interpretation” button at the bottom right of your Zoom screen

  If you are joining via the Zoom smartphone app:
  - Select your language by clicking "More" or the three dots in the bottom right corner of your screen.
  - Select "Language Interpretation”, then choose "Spanish" and click "Done”.
  - If you wish to hear only the interpreters and not the original speakers, be sure to click “Mute Original Audio”.

- **Interpretación Via Zoom**
  - Si desea escuchar la interpretación en español, haga clic en el botón “Interpretation” (interpretación) en la parte inferior derecha de la pantalla Zoom

  Si se está uniendo a través de la aplicación Zoom para smartphone:
  - Seleccione su idioma haciendo clic en "More" (más) o en los tres puntos en la esquina inferior derecha de la pantalla.
  - Seleccione "Language Interpretation” (interpretación del idioma), luego elija "Spanish" y haga clic en "Done" (listo).
  - Si desea escuchar solo a los intérpretes y no a los oradores originales, asegúrese de hacer clic en "Mute Original Audio" (silenciar audio original).

CALIFORNIA
High-Speed Rail Authority

Opportunities to Submit Public Comments

- Mail: Attn: Palmdale to Burbank Project Section Draft EIR/EIS Comment, 355 S Grand Ave, Suite 2050, Los Angeles, CA 90071
- Authority's website (www.hsr.ca.gov)
- Email to **Palmdale_Burbank@hsr.ca.gov** with the subject line "Palmdale to Burbank Project Section Draft EIR/EIS Comment".
- Verbal comment on the telephone hotline at (800) 630-1039.
- Oral testimony at the virtual public hearing

Please note public comment will not be taken during today's meeting

CALIFORNIA
High-Speed Rail Authority

AGENDA

- California High-Speed Rail Program
- Palmdale to Burbank Project Section
- Environmental Next Steps
- Stakeholder Engagement
- Stay Involved
- SR14A Flyover Video
- Meethsrsocal.org Demo
- Questions and Answers

Connecting California

- **Phase I:**
  - 500 Miles
  - San Francisco to Los Angeles and Anaheim
  - 119 Miles under construction
- **Phase II:**
  - Extends 300 Miles
  - Connects to Sacramento and San Diego

At Approximately 200 mph

Up to 24 Stations

Connecting California *Continued*

Southern California

Phase I:

Four Project Sections = 164 Miles

- Bakersfield to Palmdale
  ROD/NOD 2021
- **Palmdale to Burbank**
- Burbank to Los Angeles
  ROD/NOD 2022
- **Los Angeles to Anaheim**

Project Update

- 119 Miles Under Construction
- Environmentally clearing full 500 miles between SF and LA – 422 miles cleared
- Bookend Projects:
  - » Caltrain Electrification
  - » LAUS Improvements
- Grade Separations:
  - » 25th Street in San Mateo
  - » Rosecrans/ Marquardt in LA
- Station Planning

Investing in Southern CA

Southern California – $1.3 Billion

Link US:

- $441 million for Los Angeles Union Station (in federal environmental review process)

Shared Corridor Improvements:

- $363 million in environmental review work (for HSR, Metrolink, LOSSAN, others)

Safety Improvements:

- $77 million for Rosecrans/ Marquardt Grade Separation

Connectivity Projects:

- $389 million from Proposition 1A (Metro Regional Connector, Metrolink Tier 4, PTC)

Program Update

8,300+ Construction Jobs created since construction began

- 3,700 National targeted worker hiring (disadvantaged communities)

724 Small Businesses employed

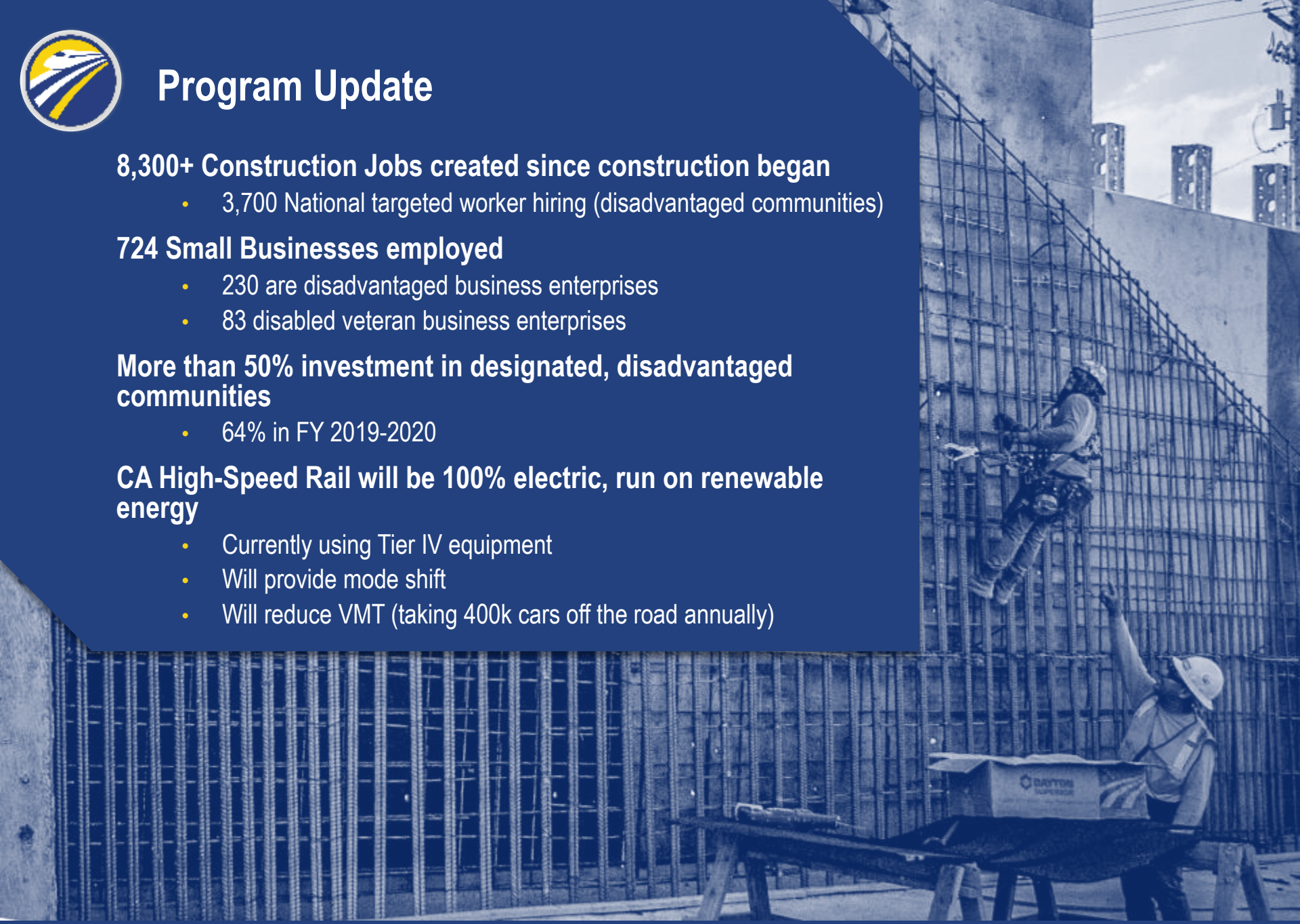
- 230 are disadvantaged business enterprises
- 83 disabled veteran business enterprises

More than 50% investment in designated, disadvantaged communities

- 64% in FY 2019-2020

CA High-Speed Rail will be 100% electric, run on renewable energy

- Currently using Tier IV equipment
- Will provide mode shift
- Will reduce VMT (taking 400k cars off the road annually)



Project Funding

1 $9.95 billion
Bond Measure

2008 Proposition 1A

2 $2.5 billion
Federal Grant

2009 American Recovery and Reinvestment Act (ARRA)

3 $929 million
Federal Funding

FY 2010 Appropriations Bill

4 $500-$750 million
Per year

Annual Cap and Trade Auction Market

5 $49 million
Federal Funding

2021/2022 Raise Grant

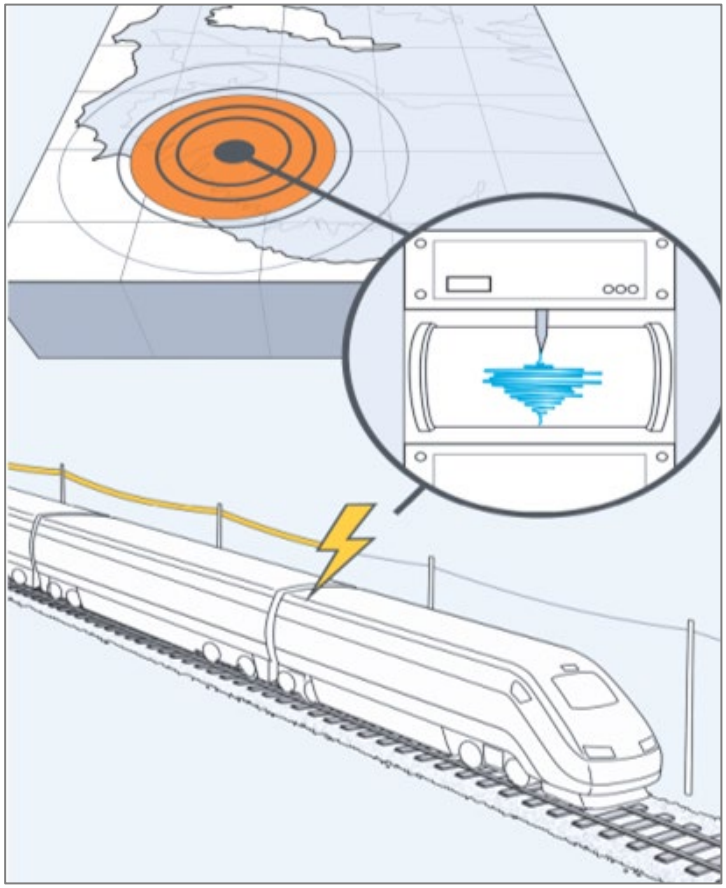
High-Speed Rail Features

Automatic Train Control (ATC)

- Restricts train speeds and serves as fail-safe system
- Takes over system preventing running red signals
- Electrically Powered
- Automated train-control system
- Contemporary safety, signaling, and automated train control systems, with trains capable of operating speeds of up to 220 miles per hour

Early Earthquake Warning System

- Detects initial seismic wave
- Immediately orders an emergency stop



Early Earthquake Warning

PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Project Section Overview

Approximately 31-38 miles

Designed at speeds that would support a non-stop travel time of 13 minutes

Six Build Alternatives

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

Connects Stations

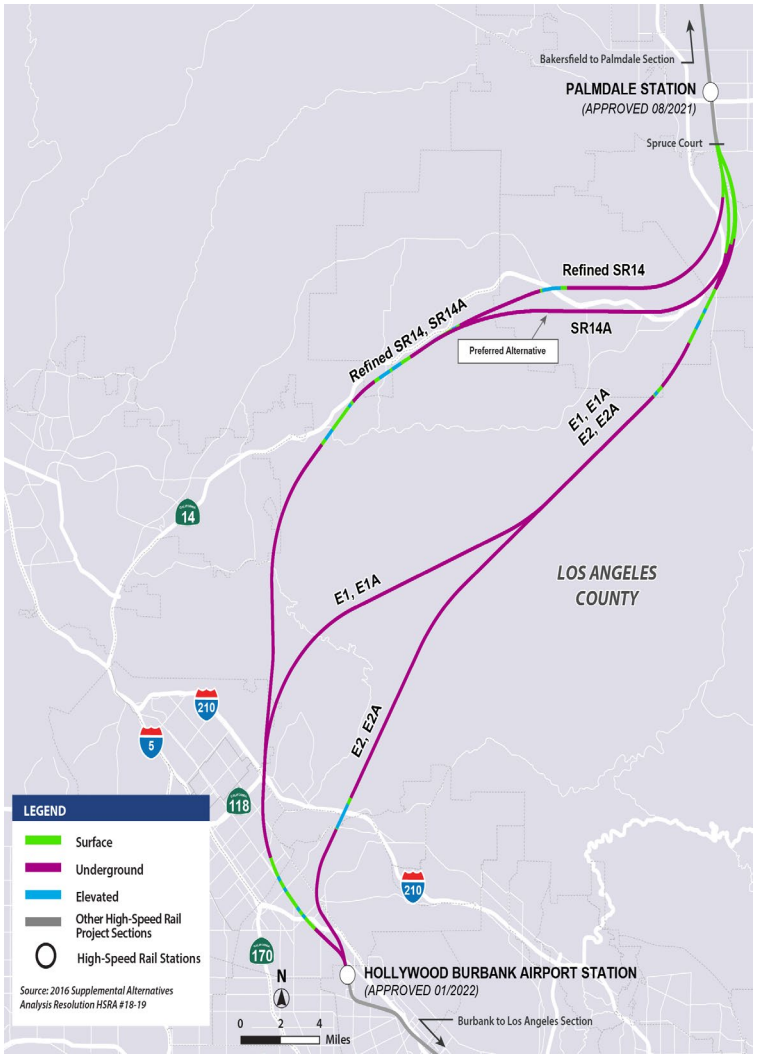
- Palmdale Transportation Center approved in Bakersfield to Palmdale Project Section
- Burbank Airport Station approved in Burbank to Los Angeles Project Section

Preferred Alternative

- August 2020, Authority's CEO amended the Preferred Alternative to SR14A and included three modified alternatives into the alternatives description
- Developed, in part, to avoid sensitive aquatic resources south of Palmdale, including Una Lake
- Underground through Acton and within the Angeles National Forest (ANF) and the San Gabriel Mountains National Monument (SGMNM)

Schedule

- Anticipated Record of Decision Date – Q4 2023



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Palmdale, Acton, Agua Dulce

Refined SR14

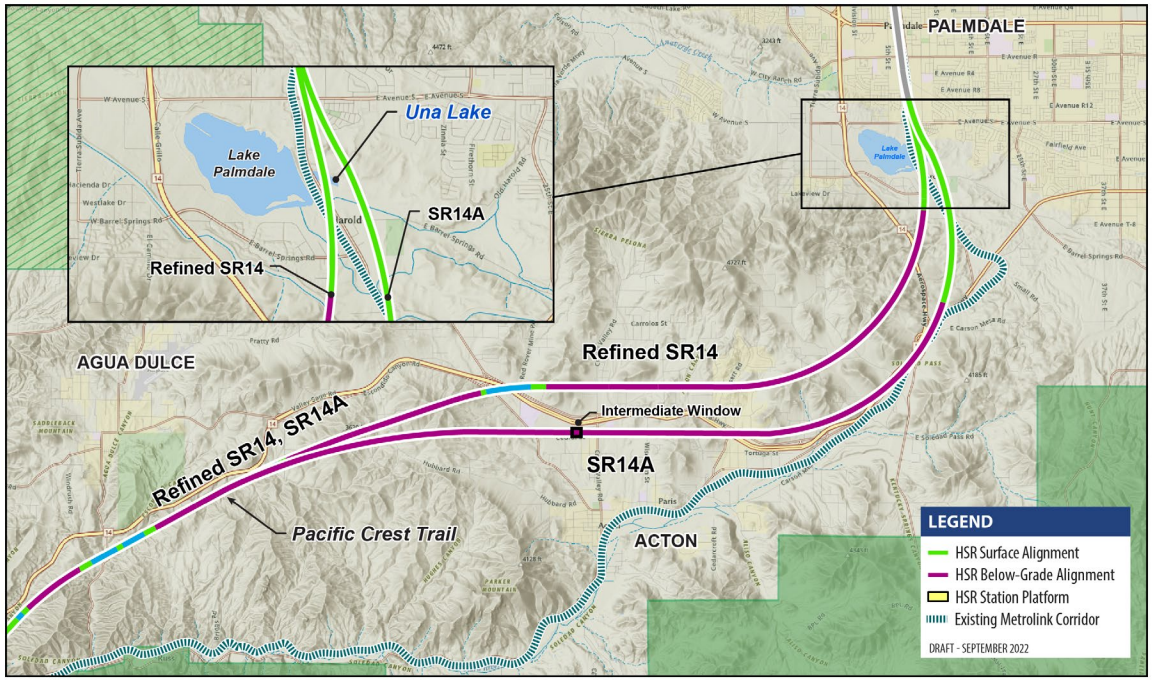
- Roughly follows the SR14 freeway corridor
- Crosses the SR14 freeway near Red Rover Mine Road
- Further away from Vasquez High School than the SR14 freeway
- Required realignment of a portion of the Pacific Crest Trail (PCT)
- Resurfaces Southwest of Vasquez Rocks, near Agua Dulce Canyon Road

Preferred Alternative - SR14A

- Proceeds into a tunnel near the SR14/Pearblossom Interchange
- Tunnel through Acton
- Less at-grade/above-ground alignment through Vasquez Rocks area, Agua Dulce compared to Refined SR14
- Underground at (avoids impacts to the trail) PCT
- Resurfaces Southwest of Vasquez Rocks, near Agua Dulce Canyon Road

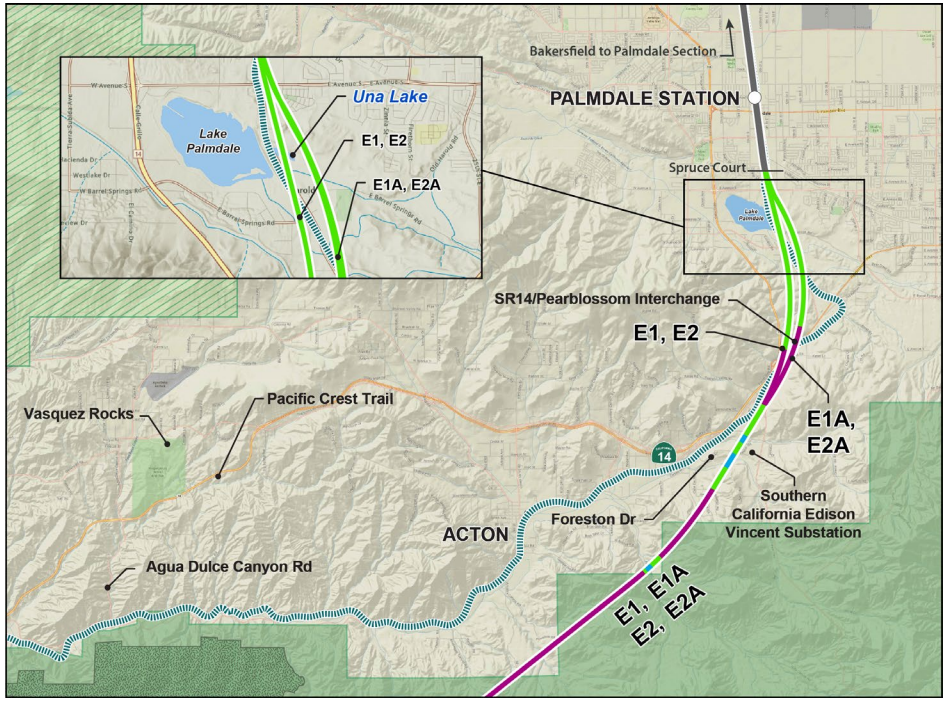
All Alternatives

- At-grade east of Una Lake



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL



Palmdale, Acton

E1 & E2

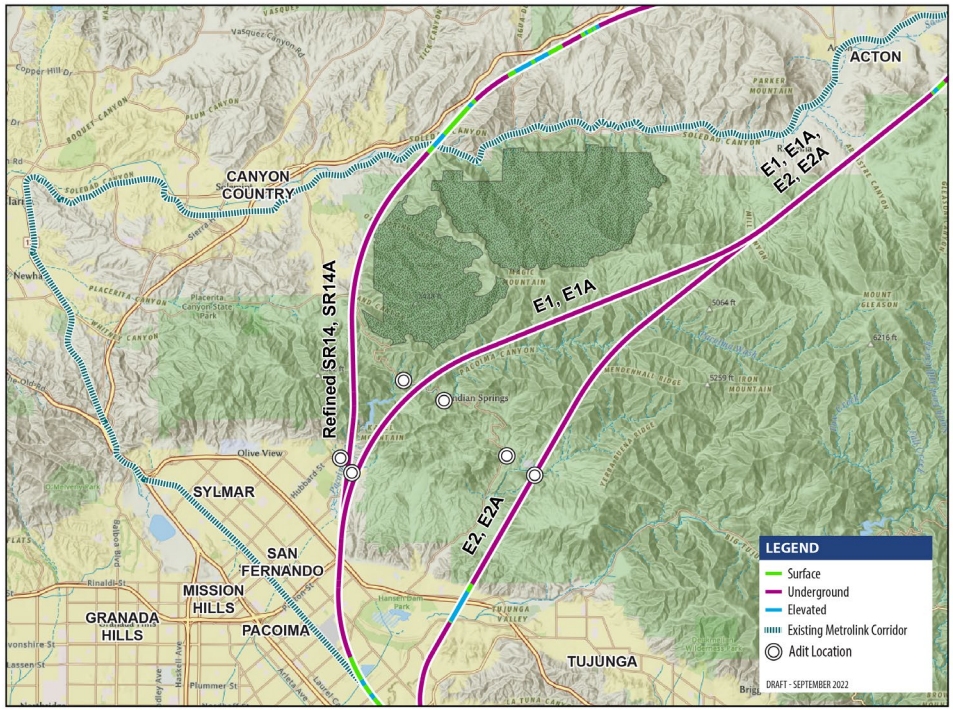
- Share the same alignment through this area
- Cross through Una Lake requiring fill of the lake
- At grade/above ground near Vincent Substation and Aliso Canyon Road

E1A & E2A

- Share same alignment through this area
- Modified from the E1/E2 alignment to avoid Una Lake - No filling of the lake
- Rejoin E1/E2 Alignment south of Pearblossom Highway
- From this point south, E1A and E1 share same alignment
- E2/E2A share same alignment

PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL



Santa Clarita, Angeles National Forest (ANF)

Refined SR14 & SR14A

- SR14A reconnects with the original Refined SR14 alignment in the vicinity of the Santa Clara River crossing
- Completely underground within Santa Clarita City limits
- Crosses Santa Clara River near Lang Station Road
- Reuses former mine site as tunnel portal; restores and revegetates portal area
- May include one intermediate horizontal access point for construction (adit) located on privately held land
- Operating trains would be fully underground

E1 & E1A

- E1/E1A share same alignment further west than the E2/E2A alternatives
- Joins the Refined SR14 and SR14A alignments south of the Angeles National Forest
- Operating trains would be fully underground

E2 & E2A

- Most direct route to Burbank
- Exits ANF in Lake View Terrace and Crosses over Big Tujunga Wash on viaduct.
- Operating trains would be fully underground

PALMDALE TO BURBANK PROJECT SECTION
CALIFORNIA HIGH-SPEED RAIL

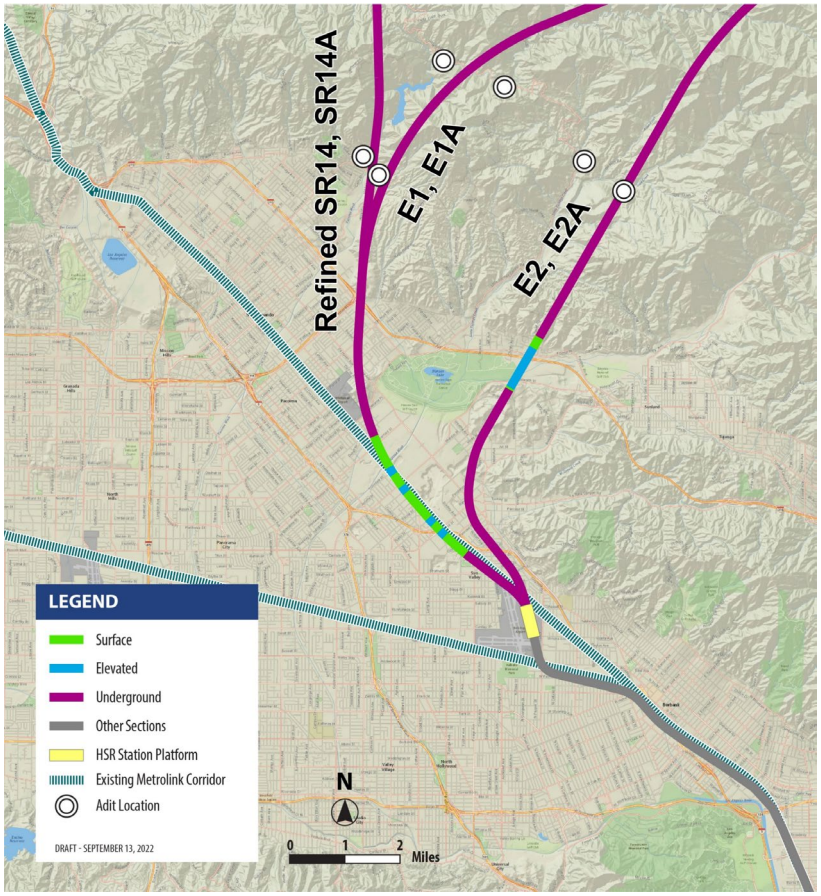
San Fernando Valley

Refined SR14, SR14A, E1 & E1A

- In a tunnel and emerges near the Hansen Dam Spreading Grounds
- Avoids residential displacements in highly developed areas in NE San Fernando Valley by emerging from tunnel in industrial area
- Partially uses existing Metrolink corridor to the extent possible in Sun Valley area
- On surface alongside Metrolink and grade separates roadway crossings
- Follows the Metrolink corridor to Burbank

E2 & E2A

- Reduces or avoids impacts to Big Tujunga Wash by crossing on a viaduct
- Parallel to major electrical transmission corridors
- Completely underground in Shadow Hills
- Above ground through Lake View Terrace



Build Alternatives – Design Feature Comparison

	Build Alternatives					
Design Feature (mi)	**SR14A***	**E1A**	**E2A**	**Refined SR14**	**E1**	**E2**
Total Length	39.7	36.8	32.9	38.7	36.6	32.8
Surface	8.5	8.1	6.4	8.4	8.7	7.1
Elevated	1.3	0.8	1.5	2.7	0.6	1.3
Underground – Tunnel	27.9	26.3	24.1	25.6	24.6	22.5
Tunnel Segment 1	13.2	1.7	1.7	7.3	1.6	1.6
Tunnel Segment 2	1.0	1.6	1.6	3.1	21.7	16.6
Tunnel Segment 3	12.4	21.7	16.6	0.5	1.4	4.2
Tunnel Segment 4	1.4	1.4	4.2	0.9		
Tunnel Segment 5				12.4		
Tunnel Segment 6				1.4		
Underground – Other	2.0	1.6	0.9	2.0	2.6	1.9

**Denotes Preferred Alternative/CEQA proposed project*

***Total length of Alternatives from Palmdale Station to Burbank Station*

SR14A Comparison to Other Alternatives

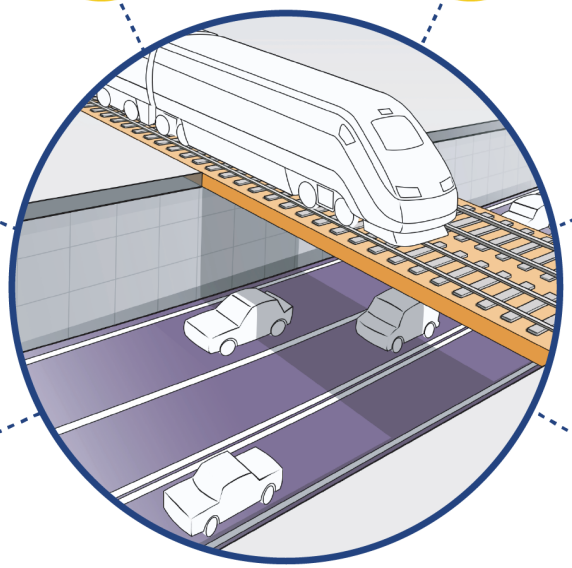
- **Best constructability** and lowest risk related to tunnels, hydrogeologic, and geologic conditions
- **Shortest amount of tunneling** within the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)
- **Lowest impact on surface, groundwater and wildlife** within the ANF because of least amount of surface hydrogeologic features
- **Avoids impacts** to Una Lake
- **Avoids impacts** to Pacific Crest Trail

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 purposes to grade-separate existing roads. Benefits of grade separations include:

Improves Safety
Grade separations eliminate conflicts between trains and vehicles/pedestrians.

Reduces Noise
Trains do not sound horns when crossing an intersection.



Increases Speed
Trains can travel through areas at a greater speed.

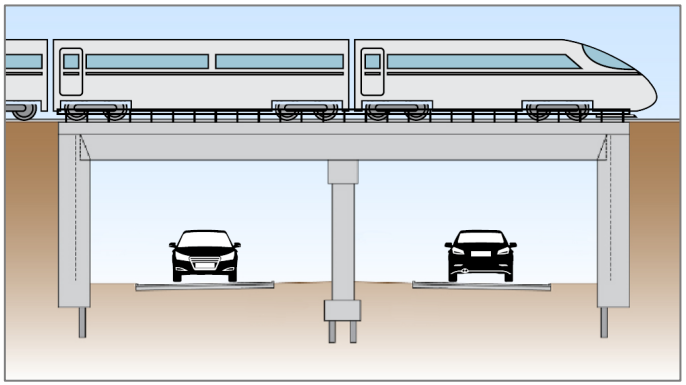
Decreases Traffic Congestion
Traffic can continue to flow when a train is crossing the intersection.

Improves Train Operations Reliability
Provides an opportunity for increased passenger rail service.

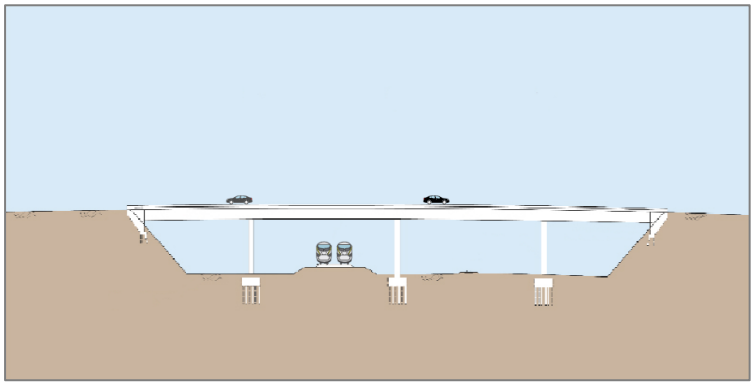
Reduces Greenhouse Gas Emissions
Vehicles do not have to idle while waiting for an approaching train.

Grade Separation Examples

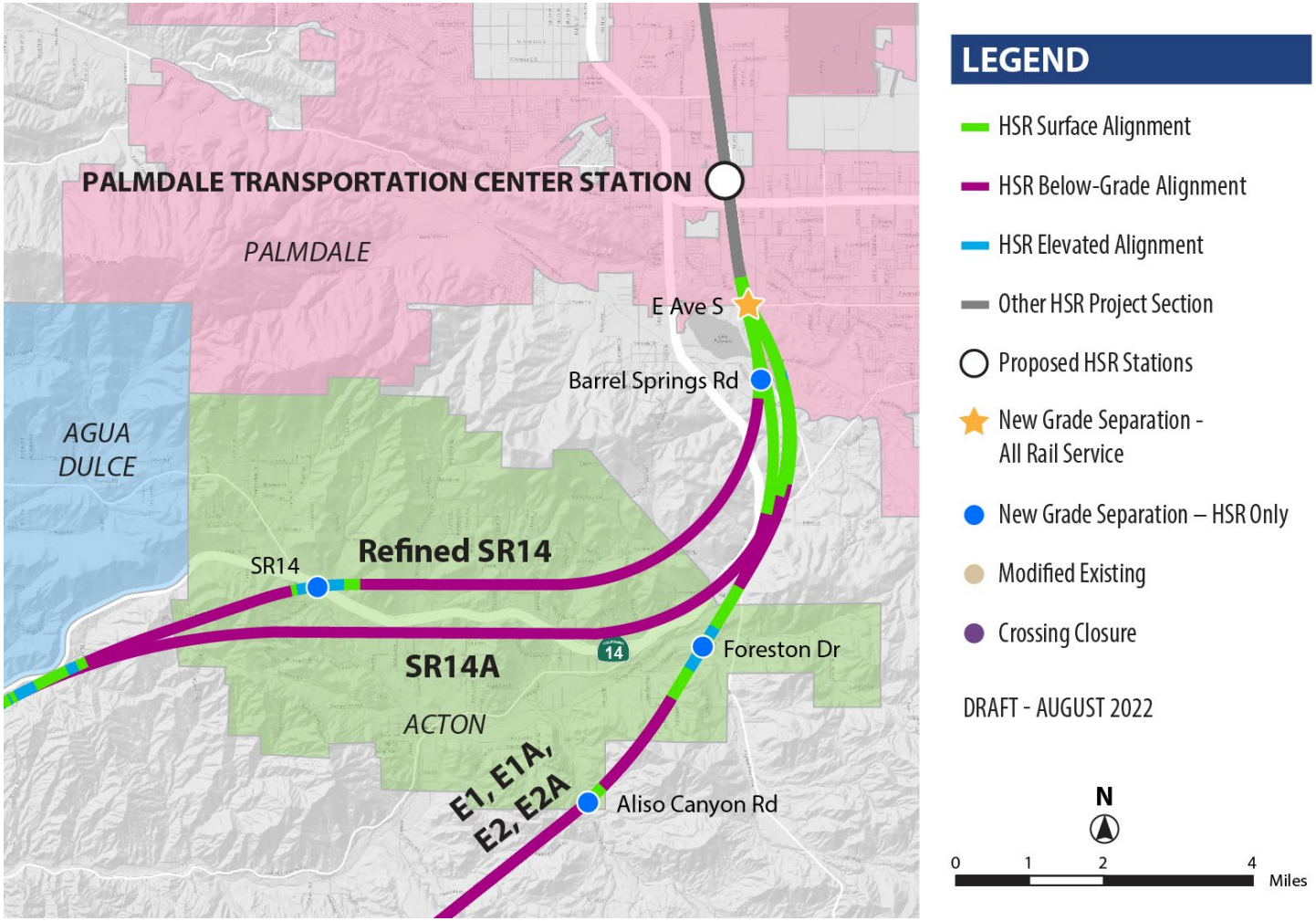
Roadway Underpass



Roadway Overpass



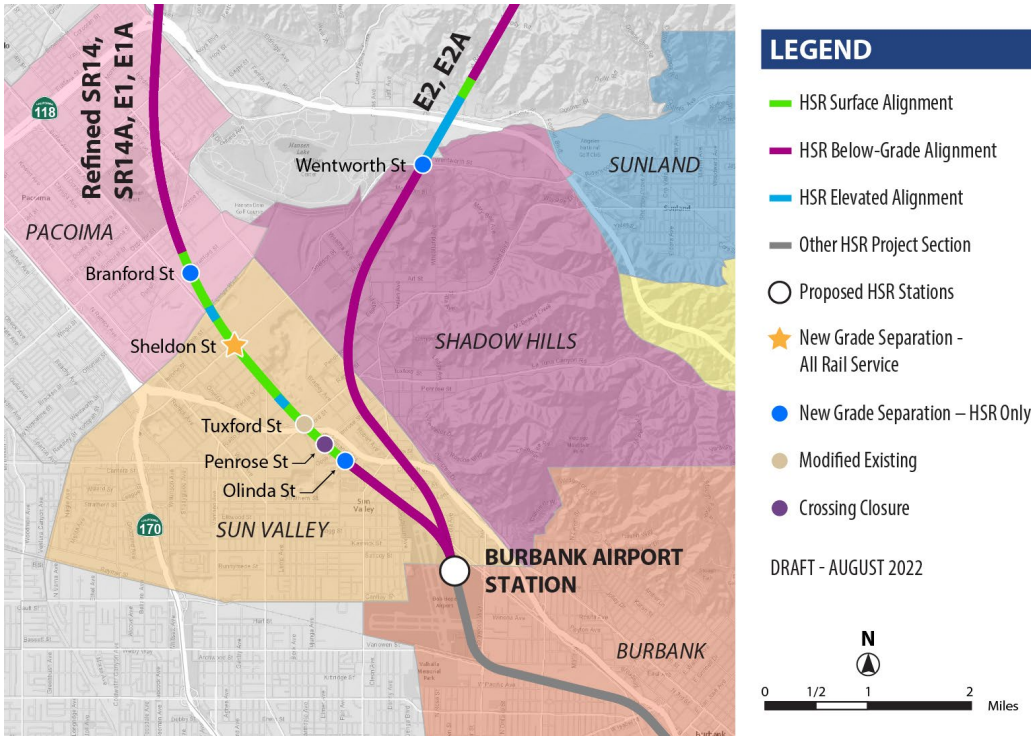
Grade Separations – Palmdale, Acton



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Grade Separations – San Fernando Valley



All Build Alternatives

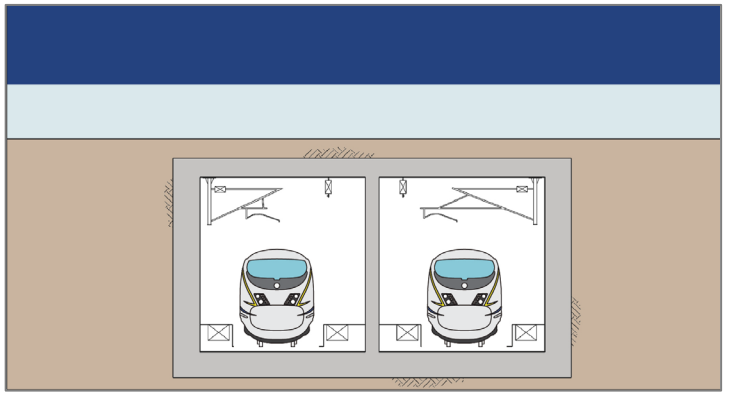
Preferred Alternative SR14A

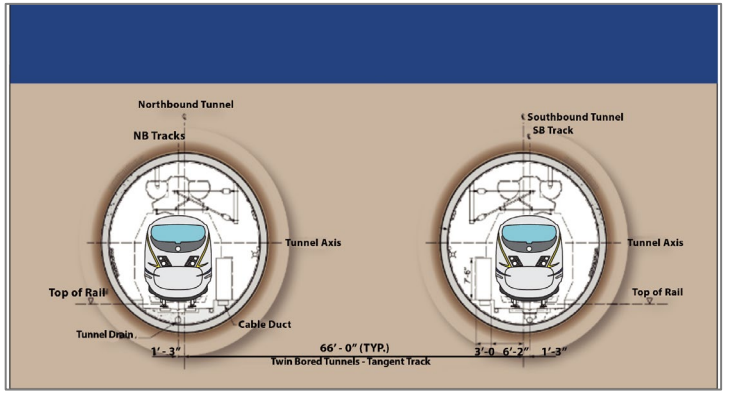
PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

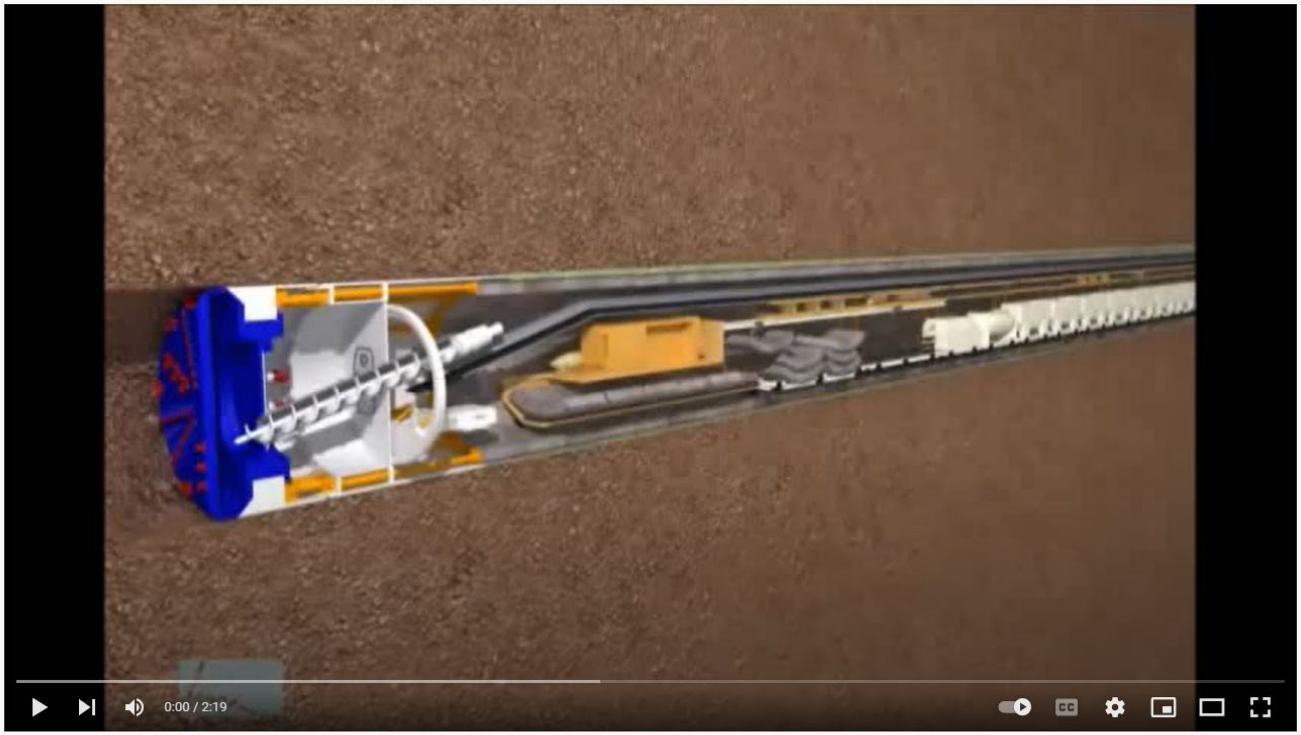
Tunnels

- Used to address topographic constraints (high mountains, and avoid/reduce impacts to communities, habitat and facilities above (homes, freeways, etc.)
- Approximate total length of tunnels: 22 to 28 miles
- Cut-and-Cover Tunnel approximately 1 mile long
- Preferred Alternative, SR14A, includes four tunnels totaling approximately 28 miles





Tunnels



Animation of Tunnel Boring Machine

PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Environmental Documents

The Draft EIR/EIS contains three volumes:

- ***Volume 1 – Report:*** There are fifteen chapters within Volume I. Chapter 2 describes the build alternatives. Chapter 3 describes no-build conditions, the build alternatives' potential impacts and feasible mitigation measures in 18+ CEQA/NEPA environmental resource areas such as aesthetics and visual quality, air quality and greenhouse gases, biological and aquatic resources, noise and vibration, safety and security, and transportation.
- ***Volume 2 – Technical Appendices:*** The appendices provide additional details on the Palmdale to Burbank Project Section, the six Build Alternatives evaluated in the Draft EIR/EIS, and resource area impact analyses. Technical appendices include more detailed analyses of the affected environment and potential environmental consequences of the Build Alternatives.
- ***Volume 3 – Alignment Plans:*** These are detailed design drawings, including trackway, right-of-way, structures, grade separations, utilities, systems, stations, and construction phasing.

The Notice of Availability and Summary have been translated into Spanish, Armenian and Arabic and are available on the Authority's website.

Contents of Volume 1

0. ***Summary:*** Includes a high-level overview and summarized project impacts.
1. ***Project Purpose, Need and Objectives:*** Explains the Authority's purpose and need for the Palmdale to Burbank Project Section, and provides some key history of the planning process.
2. ***Alternatives:*** Describes the proposed Palmdale to Burbank six Build Alternatives and assumptions for the No Project Alternative.
3. ***Affected Environment, Environmental Consequences & Mitigation Measures:*** Describes the affected environment, the potential environmental impacts of the six Build Alternatives and the proposed features or mitigation measures to avoid or reduce impacts.
4. ***Section 4(f)/6(f) Evaluations:*** Evaluates if the project would have impacts on Section 4(f)/6(f) resources.
5. ***Environmental Justice:*** Evaluates if the project would have disproportionately high and adverse impacts on minority or low-income communities.
6. ***Project Costs & Operations:*** Presents estimated construction and maintenance costs associated with the Palmdale to Burbank Project Section

Contents of Volume 1 (Continued)

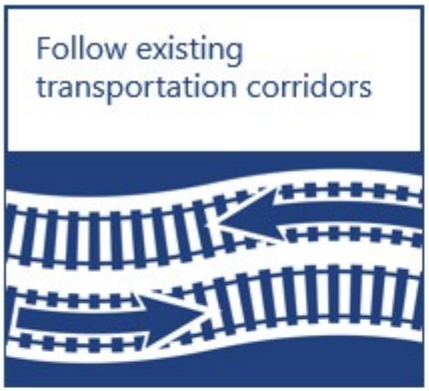
7. ***Other CEQA/NEPA Considerations:*** Describes potential adverse effects (NEPA) and significant and unavoidable impacts (CEQA) of the alternatives and identifies public benefits, and irreversible or irretrievable commitments of resources that would result from implementation.
8. ***Preferred Alternative and Station Sites:*** Describes the Preferred Alternative and the basis for identifying the Preferred Alternative.
9. ***Public & Agency Involvement:*** Summarizes the outreach and engagement with the public and agencies.
10. ***EIR/EIS Distribution List:*** Identifies the public agencies, tribes, and organizations that were informed of the availability of, and locations to obtain, the Draft EIR/EIS.
11. ***List of Preparers:*** Provides a list of preparers of the document.
12. ***References/Sources Used in Document Preparation:*** Provides sources and definitions of terms.
13. ***Glossary of Terms:*** Provides a definition of certain terms used in the Draft EIR/EIS.
14. ***Index: P****rovides a tool to cross-reference major topics used in the Draft EIR/EIS.*
15. ***Acronyms and Abbreviations*** defines the acronyms and abbreviations used in the Draft EIR/EIS.

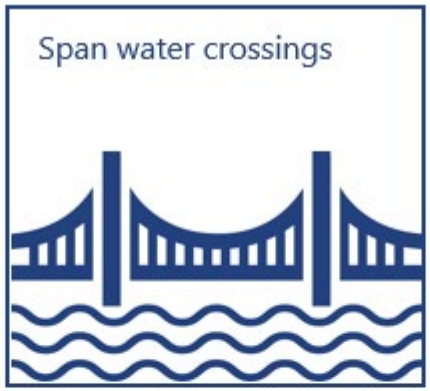
Draft EIR/EIS Analyzes Impacts to CEQA/NEPA Environmental Resource Topics including:

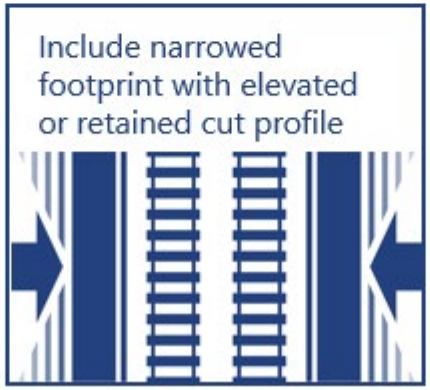
- Agricultural Farmland & Forest Land
- Aesthetics & Visual Quality
- Air Quality & Global Climate Change
- Biological & Aquatic Resources
- Cultural Resources
- Cumulative Impacts
- Electromagnetic Interference/Fields (EMI/EMF)
- Environmental Justice
- Geology, Soils, Seismicity & Paleontology
- Hazardous Materials & Wastes
- Hydrology & Water Resources
- 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
- Transportation

Design Considerations to Avoid and Minimize Impacts

Project design includes considerations to avoid and minimize environmental and community impacts:







Draft EIR/EIS Findings – Project Benefits

The studies prepared by the Authority have determined that the high-speed rail project will bring benefits to the region and the immediate Palmdale to Burbank rail corridor, including:

- ***Regional Benefits:*** Reducing long-distance travel along freeways and highways, as well as city-to-city aircraft takeoffs and landings. This would reduce traffic congestion, energy consumption and demand throughout the region and the state.
- ***Air Quality:*** The reduction of vehicle trips would also result in a net decrease in air pollution and greenhouse gas emissions. Therefore, high-speed rail provides a long-term benefit on statewide and regional air quality as well as on global climate change.
- ***Safety:*** Automatic train control and grade separations would provide an overall benefit to rail safety and improve connectivity between communities.
- ***Jobs/Economic Benefit:*** Employment growth from construction and operation of the High-Speed Rail Build Alternatives would be a net benefit for the region. It will also expand options for where people can live and work, or where companies can conveniently locate facilities, offices or other job centers.

Draft EIR/EIS Build Alternative CEQA Effects – Mitigated to Less than Significant Impacts Summary for the Preferred Alternative (SR14A)

	Construction	Operation
Transportation	x	
Noise and Vibration	x	x
Electromagnetic Fields/Electromagnetic Interference	x	x
Public Utilities & Energy	x	
Biological Resources & Wetlands	x	x
Hydrology & Water Quality	x	
Geology, Soils, Seismicity, and Paleontological Resources	x	
Hazardous Materials & Wastes	x	x
Safety and Security		x
Socioeconomic and Communities	x	x
Land Use and Planning	x	
Agricultural Farmland and Forest Land	x	
Parks, Recreation, and Open Space	x	x
Aesthetics and Visual Quality	x	
Cultural Resources	x	

Draft EIR/EIS Alternatives CEQA Effects
Significant & Unavoidable Impacts after Mitigation
Summary for the Preferred Alternative (SR14A)

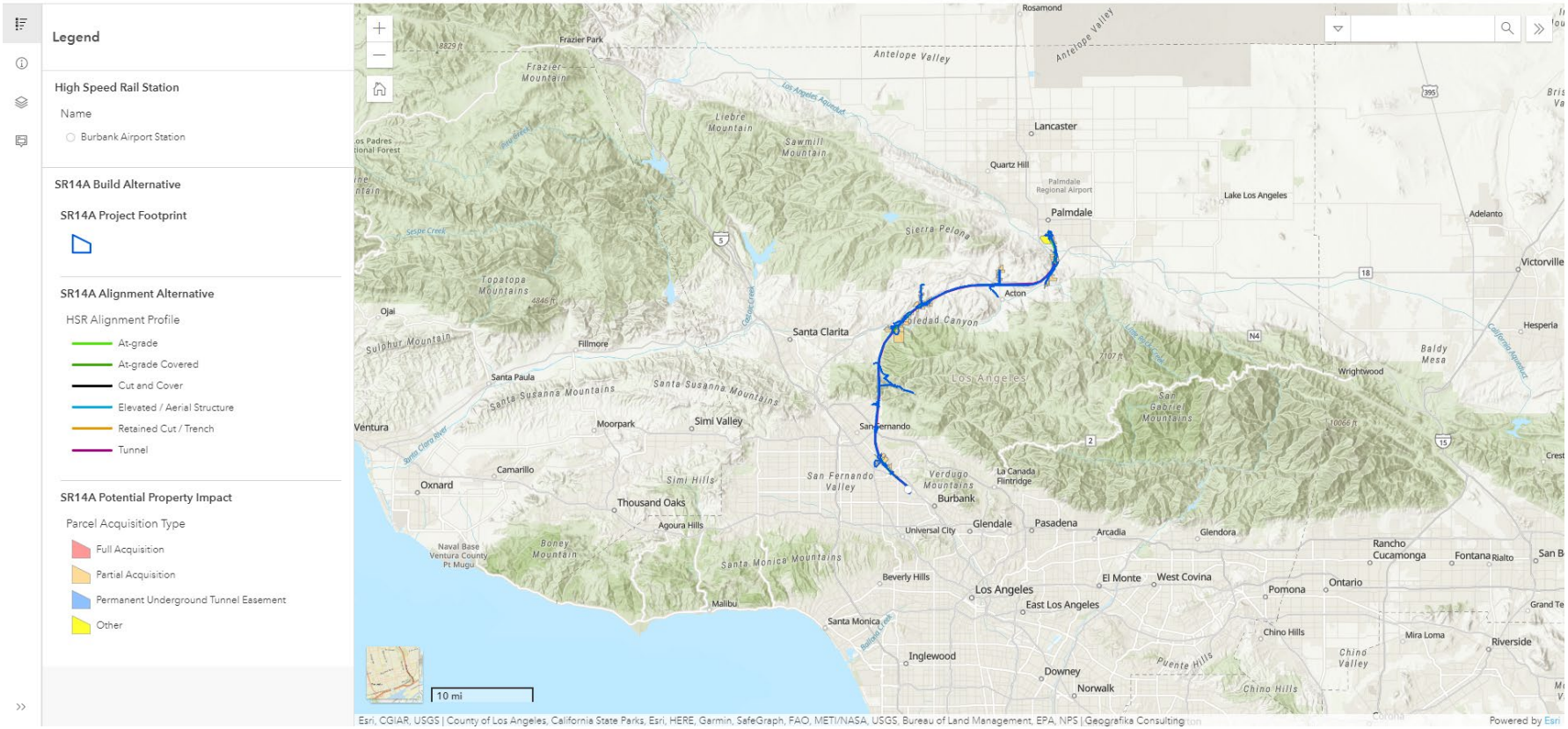
Resource	Construction	Operation
Air Quality	x	
Noise and Vibration	x	x
Geology, Soils, Seismicity, and Paleontology	x	
Aesthetics & Visual Quality	x	
Cumulative Aesthetic and Visual Quality Impacts	x	
Cumulative Air Quality Impacts	x	
Cumulative Noise Impacts	x	
Cumulative Population and Community Impacts	x	
Cumulative Paleontological Impacts	x	

PALMDALE TO BURBANK PROJECT SECTION
CALIFORNIA HIGH-SPEED RAIL

Property Impacts

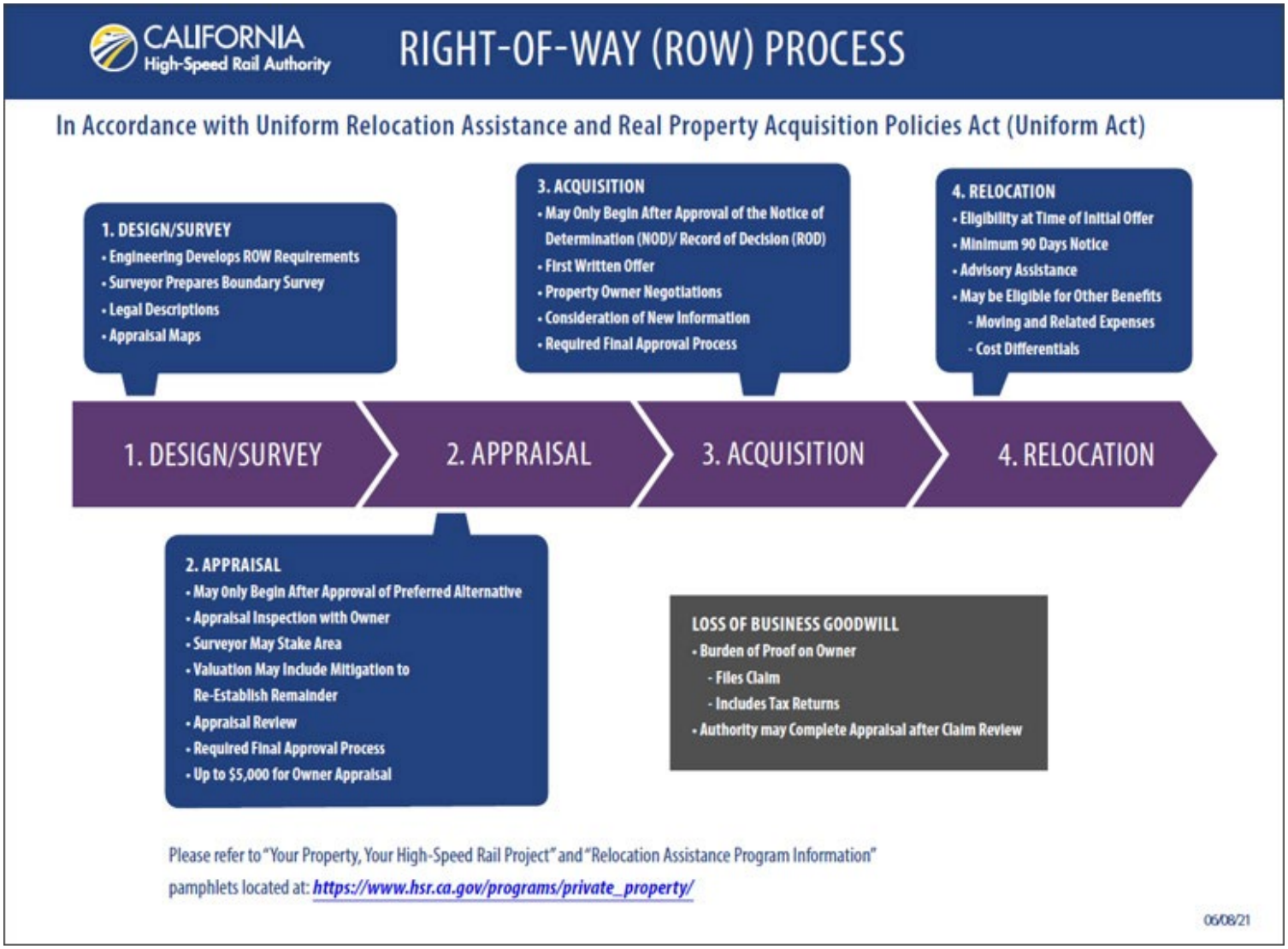
The Authority understands that stakeholders may be concerned about potential impacts to their property and has developed an interactive map on the project website to provide more information.

California High-Speed Rail: Palmdale to Burbank Project Section



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL



Past Stakeholder Engagement

Community Open House, CWG* & SWG** Series

- Summer 2014, Spring 2015, Fall 2016, Fall 2018, Fall 2020, Fall 2021
- 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

Community Working Group*
Stakeholder Working Group**

Environmental Document Release - September 2022

Public Review of Document

- Available at **www.hsr.ca.gov**
- 90-day review and comment period from September 2 to December 1, 2022
- At the Southern California Regional Office (Los Angeles) – by appointment only
- At the California High-Speed Rail Office (Sacramento) – during normal business hours
- Upon request via **records@hsr.ca.gov**
- Additional materials, including interactive map and videos, available at: **www.meethsrsocal.org**

Notification

- Printed in LA Daily News, La Opinion and The Antelope Valley Press on September 1, 2022
- Mailing to 44,000 stakeholders, Authority eblasts, and social media ads
- Display ads online and in print publications in multiple languages- English, Spanish, Armenian and Arabic

Printed and digital copies available at LA County public libraries:

- Acton/Agua Dulce Library
- Lake View Terrace Branch Library
- Pacoima Branch Library
- San Fernando Library
- Sun Valley Ranch Library
- Sylmar Branch Library
- Sunland-Tujunga Branch Library
- Santa Clarita Public Library, Canyon Country Jo Anne Darcy Library
- Palmdale City Library
- Burbank Northwest Branch Library

Environmental Document Release - September 2022

Opportunities to submit public comments on the Draft EIR/EIS

- ***Mail:*** Attn: Palmdale to Burbank Project Section Draft EIR/EIS Comment, 355 S Grand Ave, Suite 2050, Los Angeles, CA 90071
- ***Authority's website*** (www.hsr.ca.gov)
- ***Email*** to Palmdale_Burbank@hsr.ca.gov with the subject line "Palmdale to Burbank Project Section Draft EIR/EIS Comment".
- ***Verbal comment on the telephone hotline*** at (800) 630-1039.
- ***Oral testimony*** at the online public hearing on Tuesday, October 18, 2022

Upcoming Meetings

Online Public Hearing (formal public comments only)

Date: October 18, 2022
Time: 3:00 p.m. to 8:00 p.m.
Live Spanish interpretation available

In-Person Information Session- Northern Section

Date: October 8, 2022
Time: 10:00 a.m. to 12:00 p.m.
Location: High Desert School- 3620 Antelope Woods Rd. Acton, CA 93510

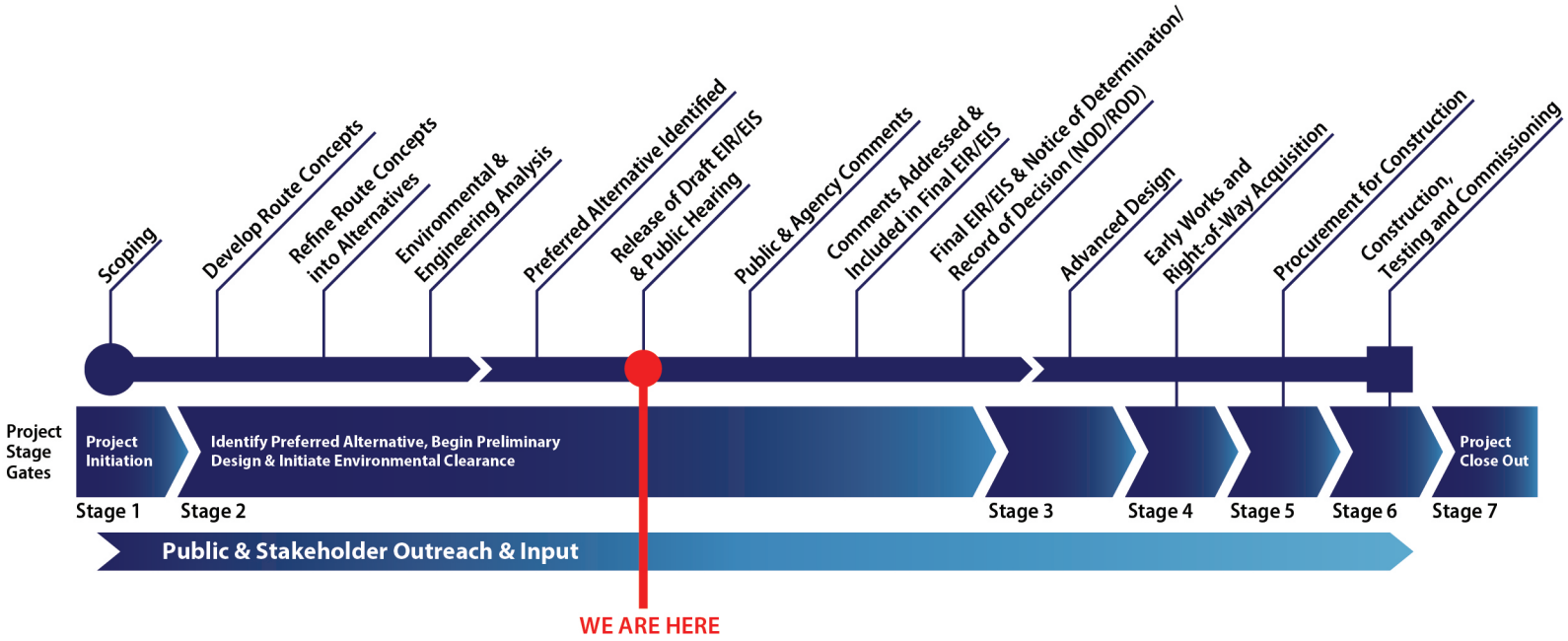
In-Person Information Session- Southern Section

Date: October 12, 2022
Time: 5:00 p.m. to 7:00 p.m.
Location: Montague Charter Academy- 13000 Montague St, Pacoima, CA 91331

All requests for reasonable accommodations and/or other language services must be made 72 hours prior to each meeting by calling (800) 630-1039. For TTY/TTD assistance, please call the California Relay Service at 711.

Palmdale to Burbank Path Forward

- Continue stakeholder engagement
- Release Draft Environmental Impact Report/Impact Statement (Draft EIR/EIS) – Q3 2022
- Final EIR/EIS – Q4 2023
- Notice of Determination/Record of Decision (NOD/ROD) – Q4 2023



Palmdale to Burbank Project Section
(800) 630-1039
Palmdale_Burbank@hsr.ca.gov

Public comment period:

September 2 – December 1, 2022

Southern California Regional Office
California High-Speed Rail Authority
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071
www.hsr.ca.gov

@cahsra

facebook.com/CaliforniaHighSpeedRail

@cahsra

youtube.com/CAHighSpeedRail

Question and Answer Instructions

To Participate:

Submit your question or comment through the Chat Box and your question/comment will be addressed by the Facilitator

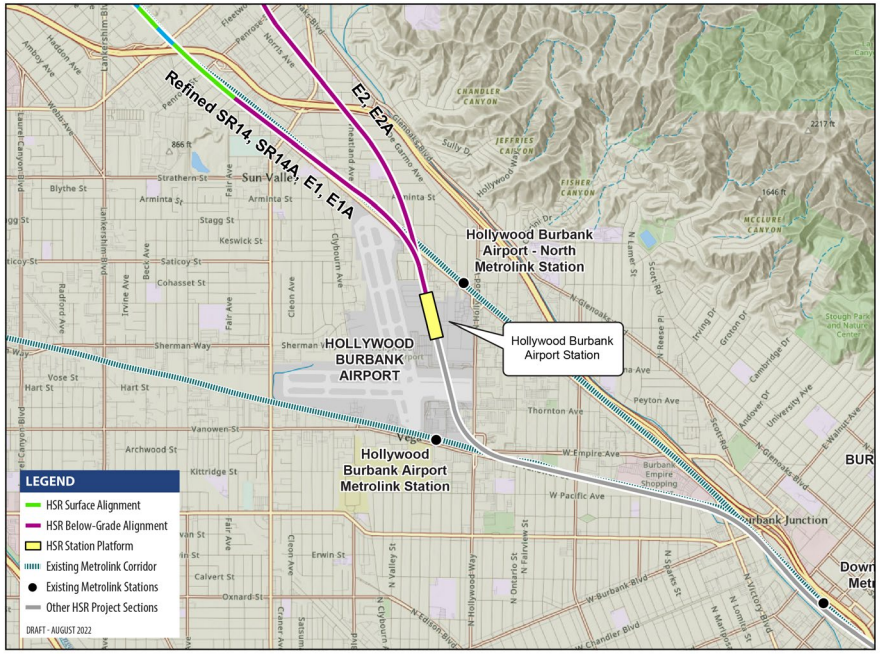
If you would like to provide a verbal question or comment, raise your hand and you will be addressed by the Facilitator. The team will be prompted to unmute you.

Please note public comment will not be taken during today's meeting

Burbank

- All Build Alternatives include the Burbank Airport Station configuration
- Underground platform and tracks
- Reduces impacts to business and residential areas with underground configuration

Burbank Airport Station has been approved in conjunction with the Burbank to Los Angeles project section's Final EIR/EIS. The Palmdale to Burbank Draft EIR/EIS contains information and analysis on Burbank Airport Station for reference.



PALMDALE TO BURBANK PROJECT SECTION

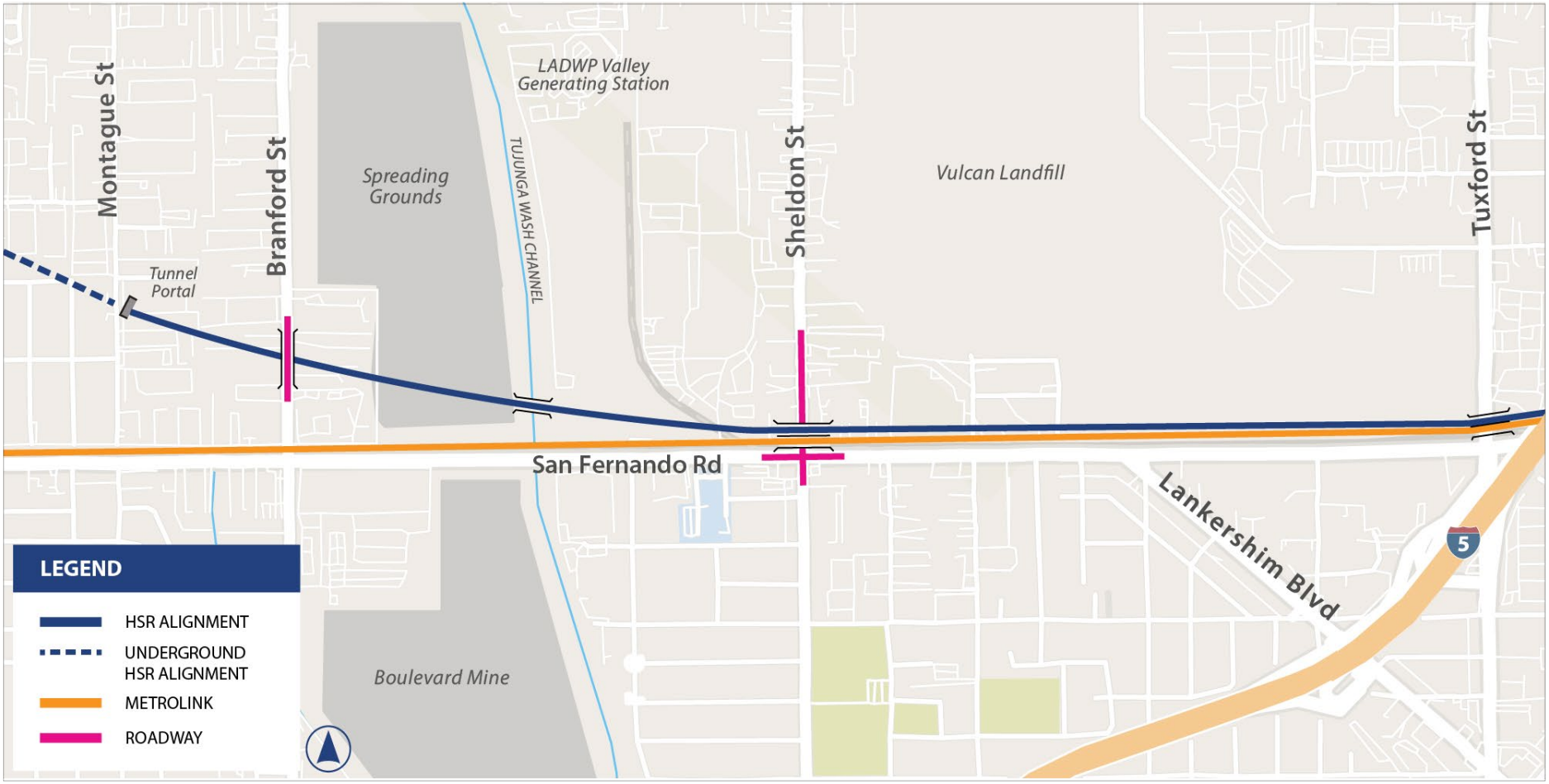
COST COMPARISON

Authority Cost Category	Refined SR14 Build Alternative	SR14A Build Alternative	E1 Build Alternative	E1A Build Alternative	E2 Build Alternative	E2A Build Alternative
30 Support Facilities: yards, shops, administration buildings	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
40 Sitework, right-of-way, land, existing, improvements	$4,945	$5,471	$4,459	$4,607	$4,073	$4,139
50 Communications and signaling	$175	$188	$172	$182	$163	$158
60 Electric traction	$249	$256	$236	$237	$213	$213
70 Vehicles	Considered a systemwide cost and not included as part of the Build Alternatives within individual project sections.					
80 Professional Vehicles	$2,950	$3,168	$2,985	$3,109	$3,036	$3,138
90 Unallocated Contingency	$801	$861	$803	$834	$799	$824
100 Finance charges	Estimate to be developed prior to project construction					
Total	$22, 401	$24, 075	$22, 497	$23, 371	$22, 473	$23, 185

PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

San Fernando Valley



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

San Fernando Valley

PALMDALE TO BURBANK PROJECT SECTION

PROPOSED TUXFORD CONFIGURATION (SIMULATION)

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PROPOSED PENROSE CONFIGURATION (SIMULATION)

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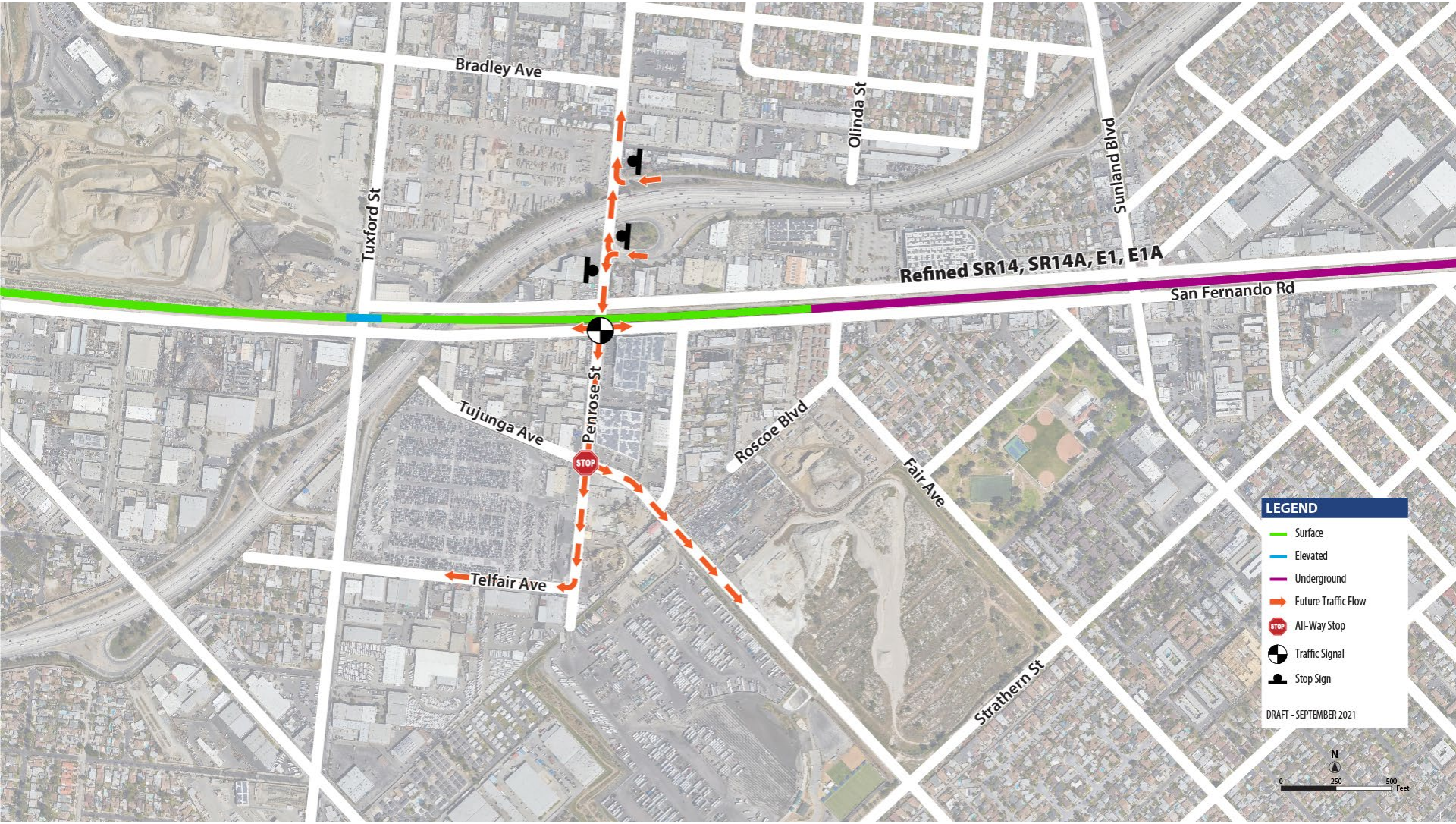
PROPOSED OLINDA CONFIGURATION (SIMULATION)

PALMDALE TO BURBANK PROJECT SECTION

PENROSE/OLINDA CONFIGURATION - CURRENT



PALMDALE TO BURBANK PROJECT SECTION

PENROSE/OLINDA CONFIGURATION - FUTURE