LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA High-Speed Rail Authority

Summer 2020

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

- Merged

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

Los Angeles Union Station

Anaheim Regional Transportation Intermodal Center

OVERVIEW

Phase 1 of the California High-Speed Rail System will connect San Francisco to Anaheim. The Los Angeles to Anaheim (LA-A) Project Section is the southernmost link connecting Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing shared Los Angeles-San Diego-San Luis Obispo (LOSSAN) urban rail corridor. This corridor currently supports passenger and freight rail services including Metrolink, Amtrak and Burlington Northern Santa Fe (BNSF) Railway. The approximately 30-mile corridor travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton and Anaheim as well as portions of unincorporated Los Angeles County.

In order to improve both regional passenger rail and freight operations, two additional project components have been added to the Section and will be included in the environmental review. These components include a new intermodal facility in Colton and staging tracks in the unincorporated area of Lenwood, near Barstow. These projects are needed in order to avoid disruption of existing service and projected train congestion that would otherwise occur with the implementation of high-speed rail in the proposed rail corridor that is primarily owned by BNSF. As a result of adding these components, the California High-Speed Rail Authority will conduct a Scoping process for the environmental studies.

ENVIRONMENTAL PROCESS

The California High-Speed Rail Authority (Authority) is working to bring modern high-speed train service to the State. The Los Angeles to Anaheim (LA-A) Project Section has undergone a series of environmental review processes, which included the original Notice of Preparation/Notice of Intent (NOP/NOI) for Scoping in 2007, per the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). With the recent addition of the Colton and Lenwood Project Components, Scoping is being conducted. Findings from Scoping will supplement information learned to date, for the preparation of the Draft Environmental Impact Report and Draft Environmental Impact Statement (EIR/EIS).

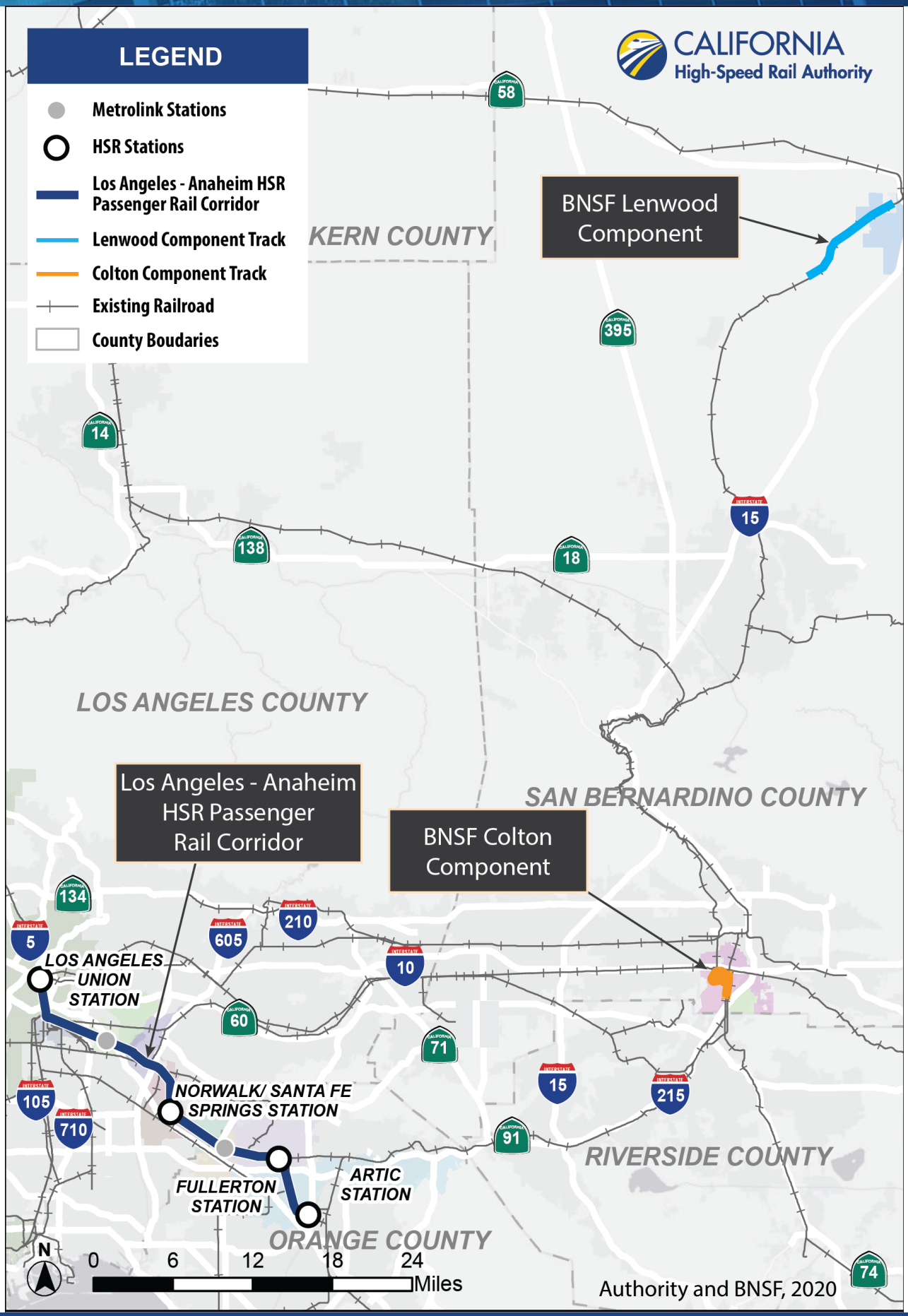
In 2018, the Authority's Board of Directors approved the Build Option as the Preferred Alternative for the LA-A Project Section. The Authority also adopted a strategy of sharing the existing rail corridor and blending high-speed rail with existing rail systems on shared infrastructure to accelerate and broaden benefits, improve efficiency, minimize community impacts and reduce construction costs. As a result, two additional project components, identified as the Colton and Lenwood Project Components, have been added to the LA-A Project Section.

The revised NOP/NOI is scheduled to be released on August 25, 2020. The Authority will hold Scoping Meetings in September 2020 to introduce these two new project components and to provide an opportunity for feedback from the public. These comments will be considered in the development of the Draft EIR/EIS. At this time, the Authority anticipates the release of the Draft EIR/EIS in 2021.

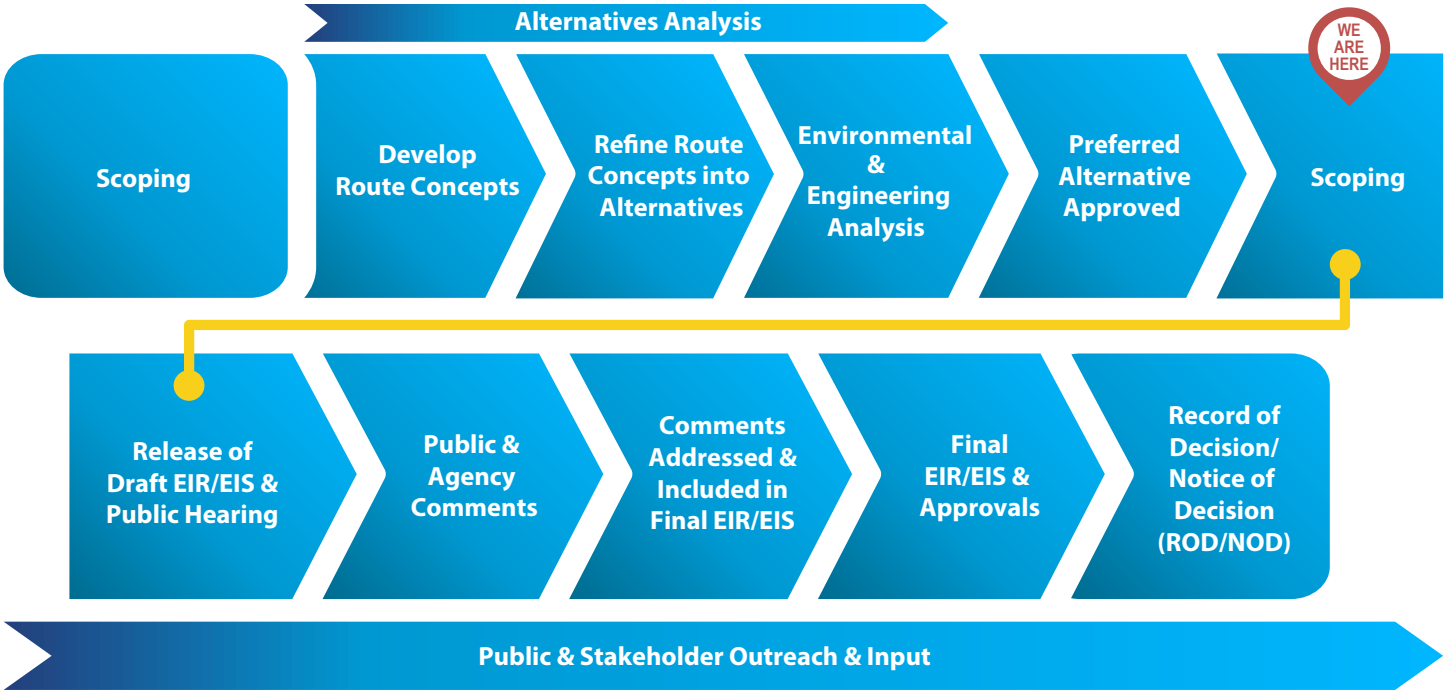
Due to current health and safety guidelines related to COVID-19, the Scoping Meetings and other outreach opportunities will be offered virtually using online and telephone options. The public will have 30-calendar days upon release of the revised NOP/NOI to review and comment.

HOW TO STAY INVOLVED

www.hsr.ca.gov 877-669-0494 Los.Angeles_Anaheim@hsr.ca.gov


LEGEND
Metrolink Stations
HSR Stations
Los Angeles - Anaheim HSR Passenger Rail Corridor
Lenwood Component Track
Colton Component Track
Existing Railroad
County Boudaries
CALIFORNIA
High-Speed Rail Authority
BNSF Lenwood Component
KERN COUNTY
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
RIVERSIDE COUNTY
ORANGE COUNTY
Los Angeles - Anaheim HSR Passenger Rail Corridor
BNSF Colton Component
LOS ANGELES UNION STATION
NORWALK/ SANTA FE SPRINGS STATION
FULLERTON STATION
ARTIC STATION
58
395
14
138
18
15
134
5
605
210
10
60
71
105
710
91
215
74
N
0 6 12 18 24
Miles
Authority and BNSF, 2020

TIMELINE OF ENVIRONMENTAL PROCESS



2007	2009-2015	2016-2018	2019-2022
Environmental Scoping (NOI/NOP, 2007) Scoping Report summarized comments received (Revised 2009)	Preliminary Alternatives Analysis (2009) Supplemental Alternatives Analysis (2010) Continued Development of Alternatives	Supplemental Alternatives Analysis (2016) Staff-recommended Preferred Alternative Approved (2018)	Environmental Scoping (Revised NOP/NOI, 2020) Draft EIR/EIS Public Hearings Final EIR/EIS ROD/NOD
◀◀ PUBLIC INVOLVEMENT ▶▶			

PROJECT SECTION HIGHLIGHTS

- Connects LAUS to ARTIC – enhancing this 30-mile link in the statewide transportation network
- Four proposed stations: LAUS, ARTIC, Norwalk/Santa Fe Springs and Fullerton
- Improves safety and reliability through the use of the most advanced and innovative safety technology available
- Uses next-generation signaling technology (Positive Train Control, intrusion barriers, earthquake early warning, and more) to enhance performance while reducing pollution, noise, and congestion along the corridor
- Grade separations being studied would eliminate road traffic wait times by separating road traffic from railroad operations.
- Reduces passenger delays caused by mixing freight and passenger services, and provides the capacity for more convenient and easier-to-use passenger service
- Removal of an average of 10 freight trains per day from the LA-A rail corridor compared to future conditions under the No Project Alternative
- Circulation improvements and modifications to roadways and bridges
- Utility improvements and modifications including relocating utility lines
- Provides short and long-term employment opportunities

BNSF COLTON & LENWOOD
PROJECT COMPONENTS OVERVIEW

CALIFORNIA High-Speed Rail Authority

BNSF owns the railroad right of way (ROW) between Los Angeles and Fullerton and has historically been a supportive partner to passenger rail by allowing passenger rail service to operate on its right-of-way. To accommodate the growth in passenger rail service, including HSR, it is necessary to relocate a portion of the BNSF freight rail service in the corridor. This provides an opportunity to move freight to and from local destinations in the Inland Empire more efficiently at a new, state-of-the art, and all-electric facility.

Former CalPortland Plant in Colton, CA

BNSF COLTON PROJECT COMPONENT

The Colton Intermodal facility will process freight trains that cannot be accommodated in the Los Angeles to Fullerton right-of-way. It would utilize about 500 acres of an existing 656-acre industrial property located at the former CalPortland Aggregate Plant at Slover Mountain near the City of Colton.

Colton Project Component at a Glance

- Proposed intermodal rail yard operated by BNSF for loading and unloading cargo and transporting it to/from local destinations
- The new facility will feature all-electric components, including:
  - Automated wide-span rail-mounted cranes
  - Automated container-straddle carriers
  - Electric Hostler trucks
- Roadway improvements would be made surrounding the facility in Colton

Aerial View Towards Lenwood, CA

BNSF LENWOOD PROJECT COMPONENT

The Lenwood Component would provide four staging tracks on approximately 340 acres adjacent to the BNSF existing mainline to provide necessary staging of trains prior to entering the LA-A corridor limits during and after high-speed rail construction. Staging tracks outside of the LA-A passenger rail corridor avoids impacting BNSF's mainline capacity and operations.

Lenwood Project Component at a Glance

- Staging tracks located along the existing BNSF main line tracks within the City of Barstow and unincorporated San Bernardino County
- Facilitates ongoing track maintenance and helps streamline cargo movement in the region
- New roadway bridge overcrossing at Hinkley Rd

SOURCE: National Geographic, ESRI

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CALIFORNIA High-Speed Rail Authority

PROPOSED NEW GRADE SEPARATION LOCATIONS

LOS ANGELES TO ANAHEIM HSR CORRIDOR

- Pioneer Blvd (Santa Fe Springs)
- Norwalk Blvd (Santa Fe Springs)
- Los Nietos Rd (Santa Fe Springs)
- Orangethorpe Ave (Anaheim)
- La Palma Ave (Anaheim)
- Broadway (Anaheim)
- Vermont Ave (Anaheim)
- Ball Rd (Anaheim)
- E Cerritos Ave (Anaheim)
- State College Blvd (Anaheim)

BNSF COLTON COMPONENT

- Fogg St/La Cadena Dr (Colton)*
- La Cadena Dr North (Colton)*
- La Cadena Dr South (Colton)*
- Rancho Ave (Colton)*
- Agua Mansa Rd (Colton)*

BNSF LENWOOD COMPONENT

- Hinkley Rd (Lenwood)*

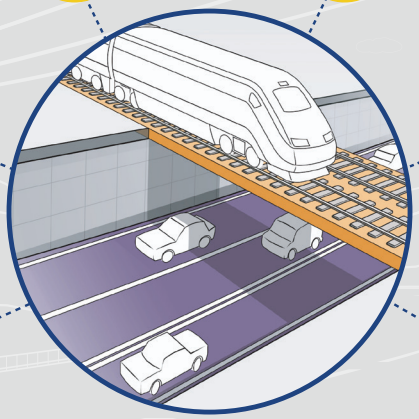
* Along freight tracks, not high-speed rail tracks

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 is studying grade separations for 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.

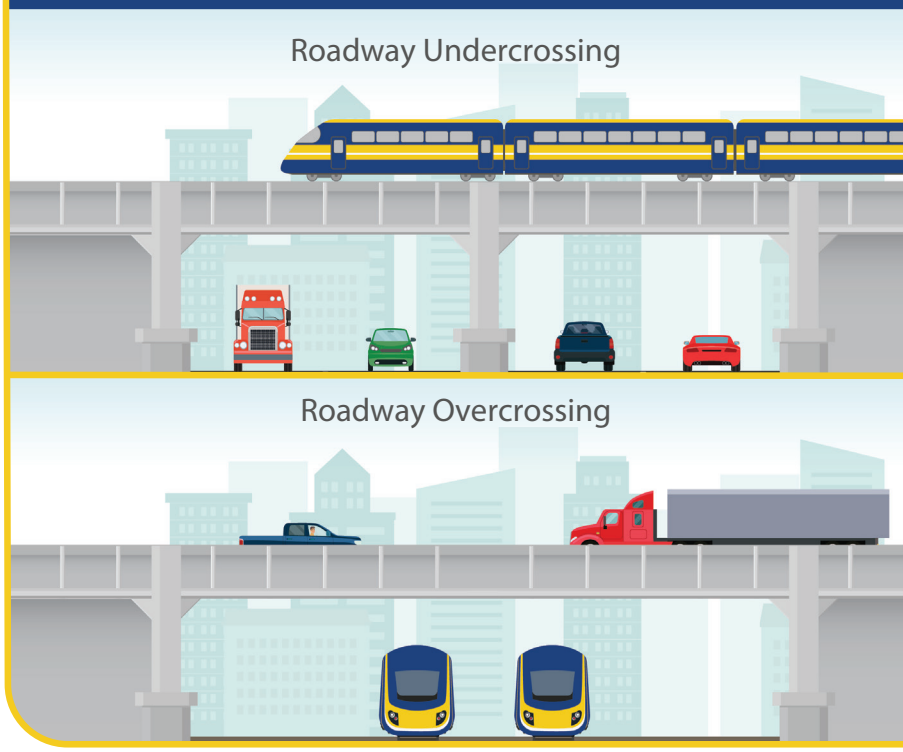
Improves Train Operations Reliability
Provides an opportunity for increased passenger rail service.

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

GRADE SEPARATION FEATURES & CONCEPTS

- Maintains existing vehicular and pedestrian circulation patterns to the greatest extent possible
- Construction staging areas primarily located within right-of-way already required for proposed improvements
- Minimize anticipated impacts to adjacent properties
- Permanent and temporary access impacts at adjacent properties

Visual examples for illustrative purposes only.




LOS ANGELES TO ANAHEIM PROJECT SECTION
LOS ANGELES
Burbank-Los Angeles Section
LOS ANGELES UNION STATION
LEGEND
Colton Component Track
New Grade Separation
Modified Existing Grade Separation
BNSF INTERMODAL RAIL YARD
SANTA ANA RIVER
BNSF RR
BNSF SOUTH LEAD TRACKS
BNSF NORTH LEAD TRACKS
TO REDONDO JUNCTION
TO SAN BERNARDINO
BNSF LENWOOD COMPONENT
SAN BERNARDINO COUNTY
MOJAVE RIVER
BARSTOW
Hinkley Rd
LEGEND
Lenwood Component Track
Existing Railroad
City/County Boundaries
Lenwood Component Footprint
BNSF Barstow Yard
New Grade Separation
0 1 2 3 4 Miles
49th St (Malabar Yard)
VERNON
Atlantic Blvd
Eastern Ave
PICO RIVERA
Greenwood Ave
COMMERCE
BELL
LOSSAN CORRIDOR
Rosemead Blvd
Passons Blvd
Slauson Ave
Pioneer Blvd
Norwalk Blvd & Los Nietos Rd (two crossings)
Santa Fe Springs Rd
Telegraph Rd
Lakeland Rd
SANTA FE SPRINGS
NORWALK/ SANTA FE SPRINGS STATION
Carmenita Rd
Rosecrans Ave / Marquardt Ave (managed by LA County Metro)
LA MIRADA
NORWALK
LOS ANGELES COUNTY
COUNTY
FULLERTON
FULLERTON STATION
Valley View Ave
Alondra Blvd
Beach Blvd
Dale St
Gilbert St
Euclid St
Orangethorpe Ave
Commonwealth Ave
Highland Ave
Harbor Blvd
Lemon St
La Palma Ave
Lincoln Ave
Sycamore St
Broadway
Santa Ana St
South St
Vermont Ave
Ball Rd
Lewis St
Cerritos Ave
Douglass Rd
State College Blvd
Katella Ave
BUENA PARK
ANAHEIM
ANAHEIM STATION (ARTIC)
LEGEND
HSR Alignment At-Grade
HSR Alignment Elevated
HSR Alignment Below-Grade
Proposed HSR Stations
Existing Metrolink Station
Existing Tracks
New Grade Separation
Modified Existing Grade Separation
Existing Crossing to Remain At-Grade
Existing Crossing Closure
DRAFT - JUNE 2020
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0 1½ 3 4½ 6 Miles