CALIFORNIA High-Speed Rail Authority

SOUTHERN CALIFORNIA

Palmdale to Burbank Project Section
CONNECTING COMMUNITY UPDATE 2024

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
- 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 California High-Speed Rail Authority (Authority) Board in August 2021. The Burbank Airport Station is fully evaluated in this Project Section and is presented for information and context. Station project design has not changed since the 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.

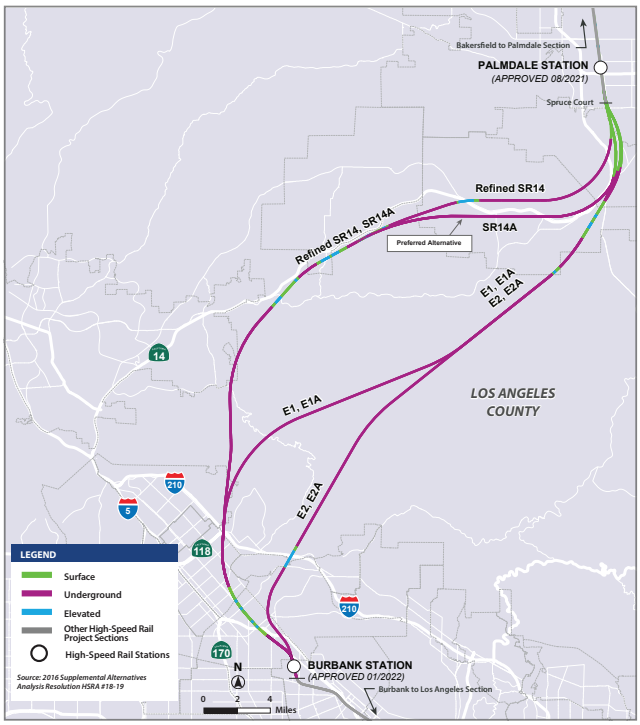
Project Status

As of Spring 2024, the Authority finalized its responses to comments received on the Draft EIR/EIS, which was released in late 2022, and issued the Final EIR/EIS, with consideration by the Authority's Board of Directors expected in mid-2024.

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

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



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

HOW TO STAY INVOLVED www.meethsrsocal.org 800-630-1039 Palmdale_Burbank@hsr.ca.gov

Palmdale

- The Palmdale Transportation Center, previously approved as part of the Bakersfield to Palmdale Project Section, will include California high-speed rail service and transform the way residents live, work, and travel in the City of Palmdale and the Antelope Valley.
- The City of Palmdale and the California High-Speed Rail Authority worked together to develop a station area plan that will help the city promote economic development, encourage station area development, and enhance connectivity to other modes of transportation.
- Regional plans include potential for high-speed rail connections to Brightline West* with the California high-speed rail system in Palmdale via the High Desert Corridor route from Apple Valley, with the line ending in Las Vegas, Nevada.

**Brightline West, a Brightline Florida affiliated company, is a proposed high-speed passenger rail system that will connect the 260 miles between Las Vegas and Rancho Cucamonga.*

Burbank

- The Burbank Airport Station, approved in the Burbank to Los Angeles Project Section, will provide California high-speed rail service to the San Fernando Valley and will be in close proximity to the future replacement airport terminal, providing air-rail intermodal connectivity.
- California high-speed rail tracks to the north and south of the station will be underground below the Burbank Airport and minimize permanent, operational impacts to businesses and residential areas.
- Implementation of the high-speed rail project will require ongoing coordination with the Burbank-Glendale-Pasadena Airport Authority and the Federal Aviation Administration and other private and public stakeholders at the site.

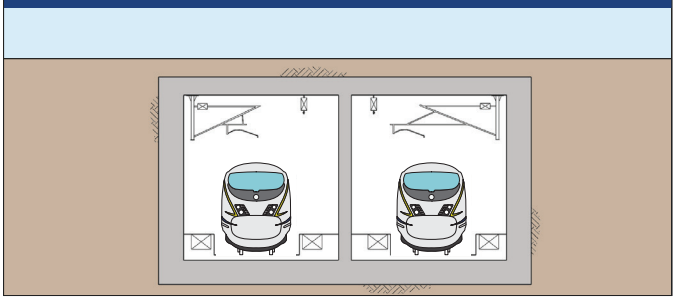
Project Section Tunneling

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 used 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.

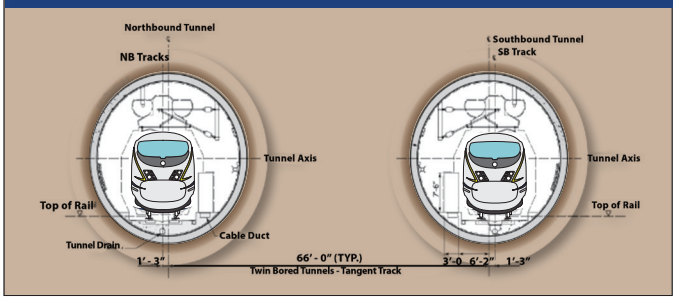
The Preferred Alternative, SR14A, includes four tunnels totaling 28 miles.

Types of Tunnels

Cut-and-Cover



Tunnel Boring Machine (TBM)



Six Build Alternatives

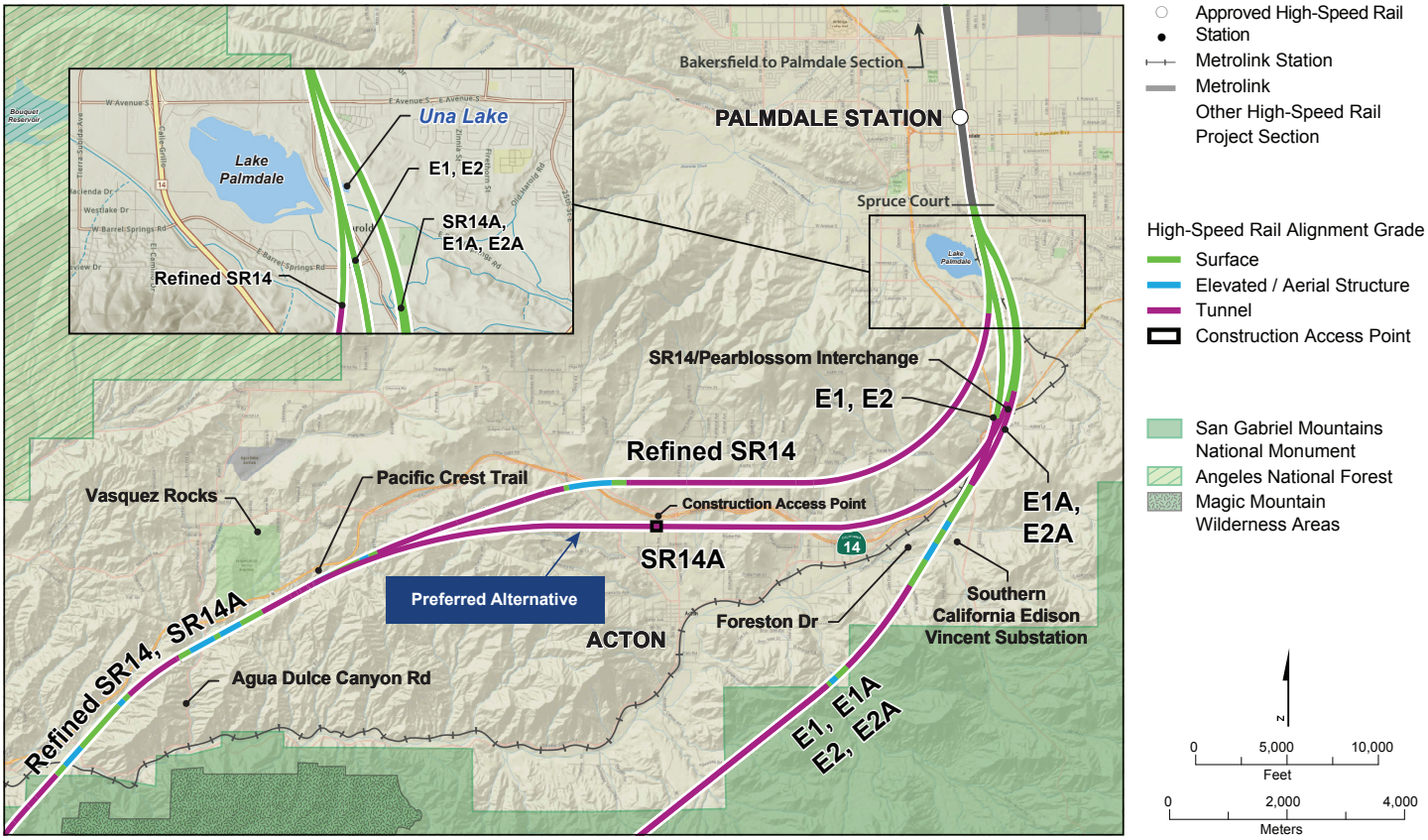
The Authority has worked continuously with public agency and community stakeholders to incorporate refinements to the design that further avoid or minimize potential impacts to existing facilities, land uses, environmental resources, and communities. As a result, in 2020, the Authority developed additional 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 addressed many topic areas, including traffic, air quality, noise, vibration, aesthetics, and more.

State's Preferred Alternative: SR14A

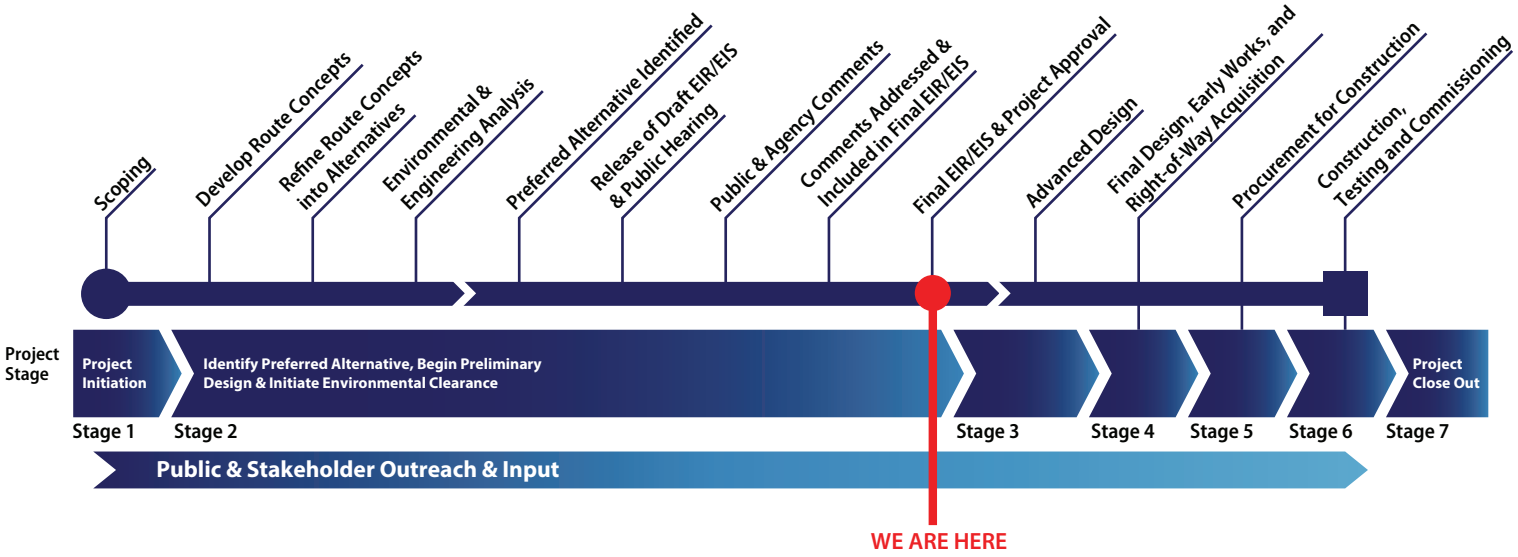
The alternative determined to best balance trade-offs between environmental, community, performance, operations, and construction factors is known as the Preferred Alternative. For the Palmdale to Burbank Project Section, the State's Preferred SR14A, is approximately 38 miles long and connects the cities 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 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.

Focus on Northern Section



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

Project Development Process



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