

Notice of Completion and Environmental Document Transmittal—Notice of Completion Attachment

Project Title

California High-Speed Rail Project: Palmdale to Burbank Project Section

Project Location, Cross Streets

The proposed Palmdale to Burbank Project Section (Project Section, or project) would run through urban and rural areas of Los Angeles County, including the cities and communities of Palmdale, Sun Valley, Pacoima, Acton, Lakeview Terrace, San Fernando Valley, Antelope Valley, Burbank, and parts of the Angeles National Forest including the San Gabriel Mountains National Monument. The project would extend from Spruce Court in Palmdale (lat. 34° 33' 49.29"N / long. 118° 06' 55.89"W) to just north of Winona Avenue and the Burbank Airport east/west runway (lat. 34° 12' 01.64"N / long. 118° 20' 19.48"W). The nearest major state highways are Interstate 5 (I-5), I-210, State Route 14 (SR 14), and SR 138.

Project Description

A Statewide Program (Tier 1) Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) was completed in November 2005 as the first phase of a tiered environmental review process for the proposed California High-Speed Rail (HSR) System planned to provide a reliable high-speed electric-powered rail system that links the major metropolitan areas of the state and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as intercity travel demand in California increases, in a manner sensitive to and protective of California's unique natural resources.

The Palmdale to Burbank Project Section EIR/EIS is a project-level (Tier 2) EIR/EIS that tiers off the program-level (Tier 1) EIR/EIS documents. It provides project-level information for decision-making on this portion of the California HSR System.

When completed, the nearly 800-mile train system would provide new passenger rail service to more than 90 percent of the state's population. The Palmdale to Burbank Project Section consists of two subsections: the Central Subsection and the Burbank Subsection. The northern terminus of the Central Subsection is Spruce Court in the city of Palmdale, which connects the Palmdale to Burbank Project Section to the Bakersfield to Palmdale Project Section, which was approved in 2021. The southern limit of this subsection is Lockheed Drive, which also represents the northern limit of the Burbank Subsection. The Burbank Subsection includes the Burbank Airport Station (previously approved in January 2022 as part of the Burbank to Los Angeles Project Section), which is where the Build Alternatives would join the Burbank to Los Angeles Project Section. Each of the six Build Alternatives (Refined SR14, SR14A, E1, E1A, E2, and E2A) would begin and end at the same location. The Build Alternatives would involve tunneling beneath the Angeles National Forest, including areas within the San Gabriel Mountains National Monument, but the length of the tunnels would vary by alternative ranging from 23 to 30 linear miles.

The infrastructure and systems of each of the six Build Alternatives consist of trains (i.e., rolling stock), approximately 31 to 38 linear miles of tracks, grade-separated right-of-way, stations, train control, and power systems. Each of the six Build Alternatives includes a double-track rail system to accommodate planned HSR operations needs for high-capacity rail movement. The six Build Alternatives would also feature a variety of track profiles (at grade, at-grade covered, cut-and-cover, retained cut/trench profile, tunnel, and elevated/aerial structure).

This Draft EIR/EIS evaluates the impacts and benefits of the No Project Alternative and the six Build Alternatives (Refined SR14, SR14A, E1, E1A, E2, and E2A). The Authority's Preferred

Alternative under the National Environmental Policy Act, which serves as the proposed project under the California Environmental Quality Act, is the SR14A Build Alternative. The SR14A Build Alternative would begin at Spruce Court in Palmdale and include approximately 38 miles of alignment, terminating at the Burbank Airport Station. The Authority identified the Preferred Alternative by balancing the adverse and beneficial impacts of the project on the human and natural environment.

Reviewing Agencies Checklist—Other

California Business, Consumer Services, and Housing Agency, Secretary, Sacramento, CA
California Environmental Protection Agency, Secretary for Environmental Protection, Sacramento, CA
California Geological Survey
California Health and Human Services Agency
California Office of Environmental Health Hazard Assessment
California Office of Statewide Health Planning and Development
California State Transportation Agency, Secretary, Sacramento, CA
California Natural Resources Agency, Sacramento, CA
California Transportation Commission, Executive Director, Sacramento, CA
California Governor's Office of Emergency Services, Mather, CA
California Governor's Office of Planning and Research, Sacramento, CA