NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL

Project Title

California High-Speed Rail Project, Burbank to Los Angeles Project Section

Project Location, Cross Streets

The northern project terminus is in the city of Burbank at the proposed Burbank Airport Station (latitude/longitude approximately 34°11’40.04”N and 118° 21’02.99"W). The southern project terminus is in the city of Los Angeles, terminating at Los Angeles Union Station (latitude/longitude 34°03’16.585” N, -118°14’5.476”W). The specific limits of the Burbank to Los Angeles Project Section are from the southern edge of San Fernando Boulevard (between Lockheed Drive and Hollywood Way) at the northern terminus to the northern edge of U.S. Route 101 (between Alameda Street and Ramirez Street) at the southern terminus.

Project Description

A Statewide Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (Tier 1) was certified 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 increases in intercity travel demand in California occur, in a manner sensitive to and protective of California’s unique natural resources. The California High-Speed Rail Authority (Authority) has prepared a Final EIR/EIS that further examines the Burbank to Los Angeles Project Section at the project level (Tier 2), within Los Angeles County. The project examined is construction and operation of a grade-separated, electric-powered, passenger, steel-wheel-on-steel-rail, high-speed railroad between Burbank and Los Angeles, including a station in Burbank and one in Los Angeles.

This Final EIR/EIS describes a no-project alternative and an HSR Build Alternative (Preferred Alternative and CEQA Proposed Project) which includes the alignment, stations, power, and communications facilities alternatives. The Final EIR/EIS identifies potential impacts, benefits, and mitigation measures.

Compatible with the Tier 1 decisions, the Burbank to Los Angeles Section is approximately 14 miles in length and traverses urban, developed lands. From the north, this project section begins at the proposed Burbank Airport Station and travels south and southeast through the cities of Burbank, Glendale, and Los Angeles, then descends into the downtown Los Angeles, where it terminates at Los Angeles Union Station. The majority of the proposed alignment will be located within the existing Metrolink railroad corridor.