



Southern California Project Update

PHASE I

BAKERSFIELD TO PALMDALE

In preparation for the Draft EIR/EIS, the team is collecting engineering and environmental data needed to define and analyze project operations, maintenance facilities, tunnel and viaduct information, construction information and design features. Development of proposed site options continues for a Terminal Storage and Maintenance Facility (TSMF) and Maintenance of Infrastructure Facility (MOIF). The Authority has conducted stakeholder meetings with the Department of Defense, Bureau of Land Management, Kern County, Kern County Fire Department, Los Angeles Sanitation District, Cities of Rosamond, Tehachapi, Lancaster and Palmdale, the Farm Bureau, and major land and business owners along the study alignments. Coordination with key resources agencies such as US Army, Corps of Engineers, US Fish and Wildlife Service, California Department of Fish and Game, is also underway

Work is progressing on targeting energy needs and assessments through this segment. Locations for the traction power and other systems sites were identified based on the latest alignments and profiles. The team is also developing multiple options for traction power supply systems on the northern and southern slopes of the Tehachapi Mountains.

Next Steps: Completion of the Supplemental Alternatives Analysis (SAA), Checkpoint B, and preparation of the Draft EIR/EIS. This includes the identification of the range of alternatives to be further studied in the Draft EIR/EIS under CEQA/NEPA and requires concurrence from the FRA, USACE, and USEPA.

PALMDALE TO LOS ANGELES

In preparation for the Draft EIR/EIS, the team is collecting engineering and environmental data along with key stakeholder feedback needed to define and analyze corridor alignment options, station location options, configuration factors, construction and maintenance requirements, and design features. The Authority's Regional Team continues to meet with elected officials, key stakeholders, and technical staff within the alignment cities of Palmdale, Acton/Agua Dulce, Santa Clarita, Burbank, Glendale and Los Angeles. Major coordination efforts are ongoing with the Los Angeles County Metropolitan Transportation Authority, (LA Metro) and Metrolink in order to plan an integrated passenger rail network.

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LOS ANGELES TO ANAHEIM

Current work in this section is focused on preparing a Revised Supplemental Alternatives Analysis (RSAA), proposing a narrower system cross section reflective of design standards appropriate for operating intercity high-speed rail in an urban rail corridor, while achieving federal standards for high-speed rail. The urban corridor approach for the Los Angeles to Anaheim Section incorporates the principles of an integrated passenger rail network described in the 2012 Business Plan. Outreach efforts for this section have primarily been focused on addressing comments received from the Gateway Cities Council of Governments (GCCOG) over the last few years of discussions. The team continues to meet individually with staff from the corridor cities and partner agencies in order to review the issues being resolved and those that require ongoing work and cooperation to solve. The Authority has also been coordinating with the Los Angeles Union Station Master Plan Team which is in the process of developing Metro's vision and plan to guide future development at the station. In addition, efforts continue with the Burlington Northern and Santa Fe (BNSF) railroad to review and discuss both the possible impacts and opportunities offered by this unique corridor.

Next Steps: The Los Angeles to Anaheim team is working with stakeholders to prepare a Revised SAA. This document will provide an update on the alternatives that are practical and feasible and reflect the urban corridor approach that greatly reduces the impacts of high-speed rail to local communities along the alignment.

PHASE II

LOS ANGELES TO SAN DIEGO (VIA THE INLAND EMPIRE)

Conceptual Engineering and preliminary environmental review activities are progressing to augment existing information on the current set of alternatives shown in the March 2011 Preliminary Alternatives Analysis (PAA) Report. A Draft Section Refinement Report documents refinement of the PAA alignments at 18 locations identified through an extensive stakeholder outreach process. This report also includes input received from agency stakeholders, and a high-level review and qualitative discussion of the differences and potential advantages or disadvantages of the refinement options compared to the original PAA alternatives. The Authority continues to meet with Regional Transportation Planning Agencies and Metropolitan Planning Organizations (MPOs) as part of the four-county Southern California Inland Corridor Group (ICG) to coordinate the high-speed rail project with regional plans. The ICG has been integral in fostering integrated regional planning in order to promote synergy among the many systems and agencies along the 167 mile alignment.

Next Steps: The Los Angeles to San Diego team is continuing to meet with the ICG to coordinate the HSR project with regional plans, implement the Southern California MOU, and refine section alignment alternatives in preparation for development of an SAA.

Southern California Memorandum of Understanding (MOU) – “Bookend” Projects

Also underway in Southern California is continued work on the “Bookend” projects. Developed as a joint effort between the Authority, SCAG, Metro, Metrolink, SANDAG, Anaheim, RCTC, and SANBAG, the Bookend projects represent early investments that clear the way for high-speed rail by completing required local infrastructure projects early in order to minimize local impacts during construction of the high-speed rail system, while maximizing immediate railway improvements. Described in an MOU between the Southern California partner agencies noted above, and funded by Senate Bill 1029, the list of projects was developed by the local MOU participants and meets numerous criteria including short and long term utility, high-speed rail utility, and no throw-away costs. This MOU, approved by the Board in 2012, represents a partnership between the Authority and the Southern California transportation agencies.