

LOS ANGELES TO ANAHEIM PROJECT SECTION

Southern California Association of Governments
January 2021



CONNECTING CALIFORNIA CALIFORNIA HIGH-SPEED RAIL



Increase Mobility



Needed Alternative



Better Air Quality



Job Growth



CONNECTING CALIFORNIA

Program Highlights

Phase I:

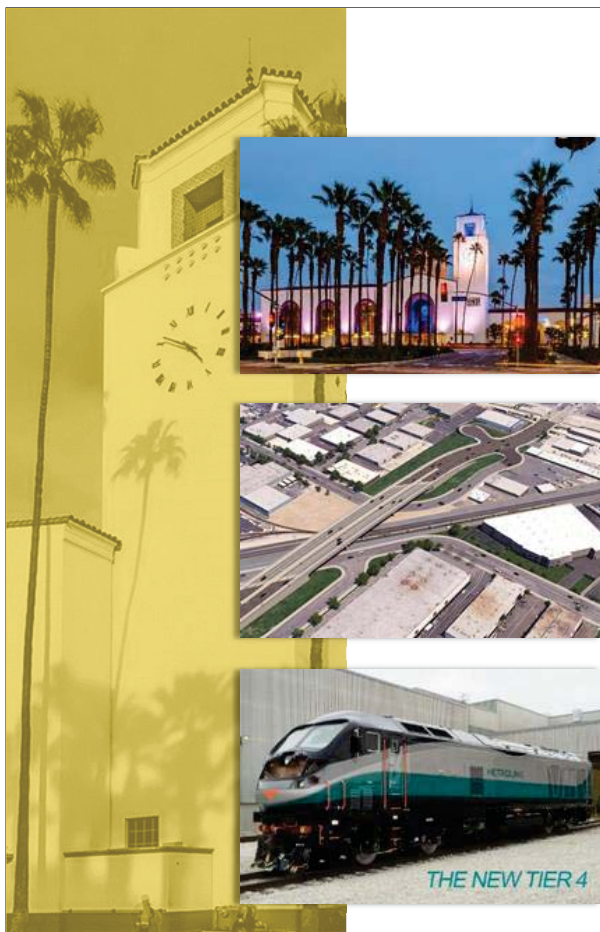
- 520 Miles
- San Francisco to Los Angeles/Anaheim
- 119 miles under construction

Phase II:

- After Phase 1 - Extends 300 Miles
- Connections to Sacramento and San Diego

Travels at approximately **200 mph**

Up to **24 Stations**



INVESTING IN SOUTHERN CA

SOUTHERN CALIFORNIA – \$1.3 BILLION

Link US: \$441 million for Los Angeles Union Station (in federal environmental review process)

Shared Corridor Improvements: \$363 million in environmental review work (for HSR, Metrolink, LOSSAN, others)

Safety Improvements: \$77 million for Rosecrans/Marquardt Grade Separation

Connectivity Projects: \$389 million from Proposition 1A (Metro Regional Connector, Metrolink Tier 4, PTC)



BAKERSFIELD TO PALMDALE PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 80 miles

Two Stations

- Bakersfield (F Street)
- Palmdale Transportation Center

Preferred Alignment

- Minimal impact to Cesar Chavez National Monument, minimizing noise and visual impacts
- Doesn't require relocation of SR58 in Edison
- Located further from Edison Middle School and low-income housing
- Minimizes agriculture road closures
- Consolidates rail line into one corridor in Lancaster
- Reduces tunneling through Tehachapi Mountains
- Results in fewer community impacts in Lancaster

Schedule

- Planned Record of Decision Date – Spring 2021



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 35-41 miles

Two Stations

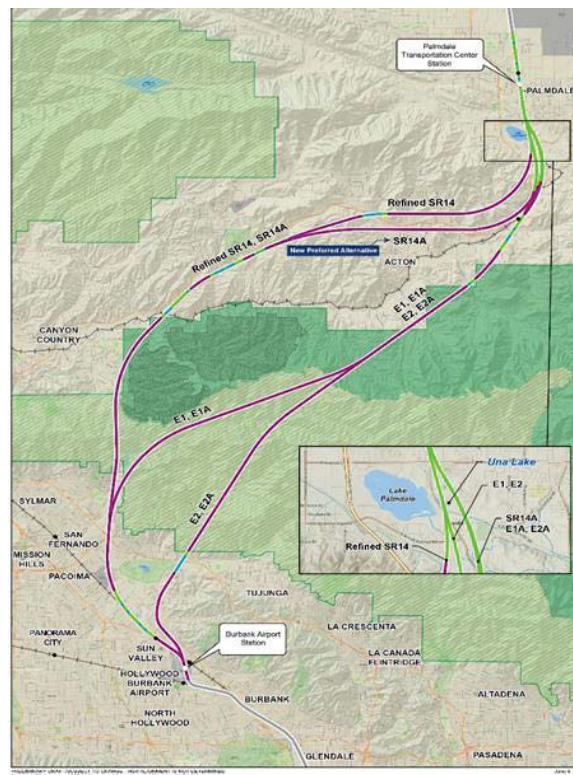
- Palmdale Transportation Center
- Hollywood Burbank Airport

Preferred Alignment

- SR14A is the modified Preferred Alignment; developed to avoid sensitive aquatic resources south of Palmdale, including Una Lake
- Entirely underground through Acton and within the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)
- August 2020, Authority's CEO amended the Preferred Alignment and included three modified alternatives into the project description

Schedule

- Planned Record of Decision Date – Spring 2022



BURBANK TO LOS ANGELES PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 14 miles

- Electrified HSR tracks will run in the existing rail corridor

Two Stations

- Hollywood Burbank Airport (below-ground)
- Los Angeles Union Station

Benefits

- Improve operational characteristics for passenger and freight services
- Improve safety
- Reduce emissions and congestion

Schedule

- Planned Record of Decision Date – Summer 2021



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 30 miles

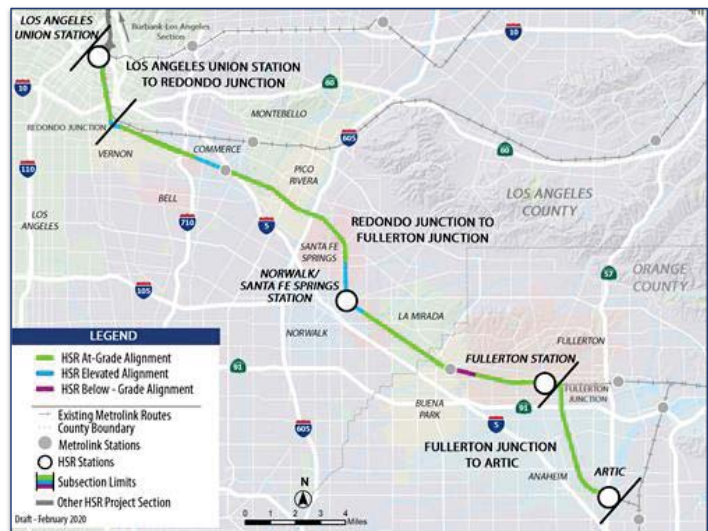
Four Stations and/or Stops

- Los Angeles Union Station (LAUS)
- Norwalk/Santa Fe Springs Station
- Fullerton Transportation Center
- Anaheim Regional Transportation Intermodal Center (ARTIC)

4 Mainline tracks (2-electrified)

Grade Separations

- Improve operational characteristics for passenger and freight services
- Improve safety
- Reduce emissions and congestion
- 11 new grade separations



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Shared Urban Corridor

- BNSF owns the railroad right of way (ROW) between Los Angeles and Fullerton
- BNSF is a supportive partner to passenger rail by allowing passenger rail service to operate on its ROW through a shared use agreement.
- To accommodate the growth in passenger rail service, including HSR, it would be necessary to relocate a portion of the BNSF freight rail service from the Los Angeles to Anaheim corridor east, to San Bernardino County
- The BNSF Colton Intermodal Facility will accommodate freight trains that cannot be handled in the corridor due to increased passenger rail service
- The BNSF Lenwood Staging Tracks will be used for staging freight trains during and after HSR construction.



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Colton Intermodal Facility

- The BNSF Colton Intermodal Facility will accommodate freight trains that cannot be handled in the LOSSAN Corridor due to increased passenger rail service
- Located adjacent to existing BNSF tracks at the former CalPortland Cement Site at Slover Mountain near the City of Colton
- Will move freight to/from local destinations more efficiently
- Currently, freight travels via train through San Bernardino County (as well as Riverside and Orange Counties) to rail yards in Los Angeles and then returns to distribution centers in San Bernardino County via truck
- Container cargo traffic generated from the Inland Empire going to Hobart Yard can be handled directly at Colton Intermodal Facility
- Proposing a green facility with electric cargo handling equipment
 - Jobs during construction and operation
 - Economic benefits to community and region
 - Construct locally needed grade separations



Electric Wide-Span Cranes (or equivalent)

Photos and graphics for illustrative purposes only.



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Colton Intermodal Facility Proposed Grade Separations and Crossing

- Grade separations and a bridge crossing are being planned in coordination with local cities and county
 - » Included in environmental document (CEQA/NEPA)

Proposed Grade Separations

- New
 - » Rancho Ave
 - » La Cadena Dr South
 - » Fogg St/La Cadena Dr South
 - » Agua Mansa Rd
- Modified/Existing
 - » Fogg St
 - » N St
 - » La Cadena Dr North
 - » Vivienda Ave

Proposed Bridge Crossing

- Santa Ana River

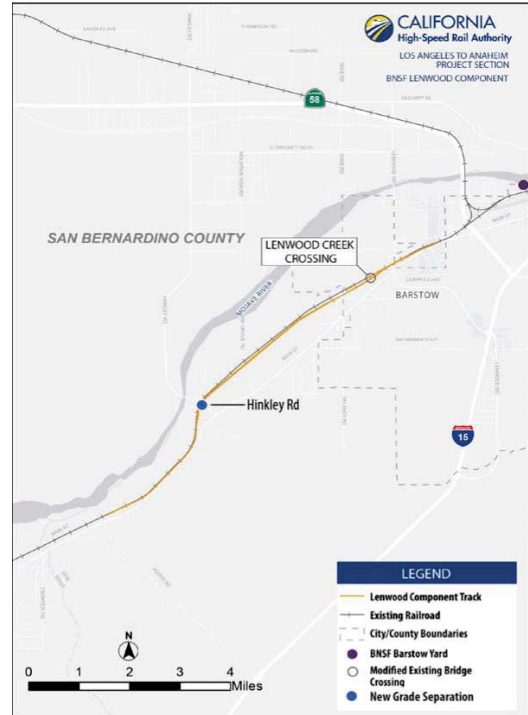


LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Lenwood Staging Tracks

- Staging tracks adjacent to the BNSF existing mainline in Lenwood provide for necessary staging of trains prior to entering the Los Angeles to Anaheim HSR passenger rail corridor limits
- The Lenwood infrastructure is required to allow westbound trains with Los Angeles destinations to be staged during HSR project construction, and during future scheduled maintenance within the HSR passenger rail corridor
- Benefits:
 - Employment during construction and operation
 - Economic benefits to community and region



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LOS ANGELES TO ANAHEIM ENVIRONMENTAL PROCESS

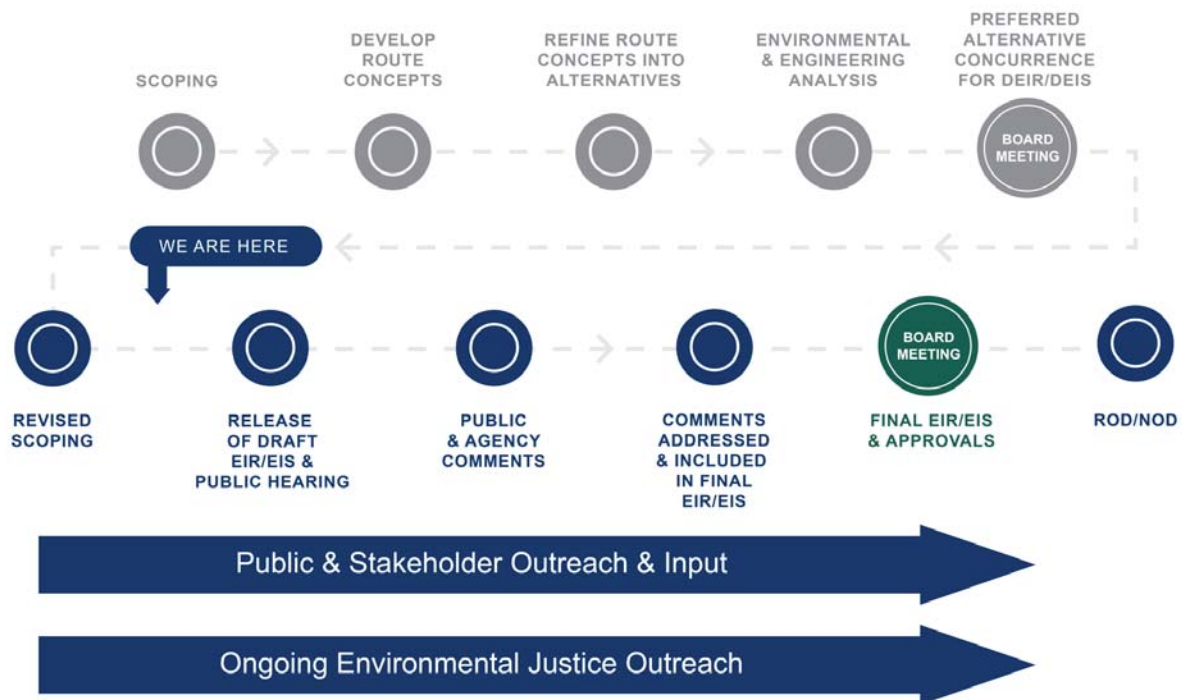
CALIFORNIA HIGH-SPEED RAIL



LOS ANGELES TO ANAHEIM ENVIRONMENTAL PROCESS

ENVIRONMENTAL MILESTONES

Next Steps in Defining Full Phase 1 Route



LOS ANGELES TO ANAHEIM ENVIRONMENTAL PROCESS

CALIFORNIA HIGH-SPEED RAIL

Environmental Documents Analyze These Topics

- Aesthetics & Visual Quality
- Air Quality & Global Climate Change
- Biological Resources & Wetlands
- Capital & Operating Costs
- Cultural Resources
- Cumulative Impacts
- Electromagnetic Interference/Fields (EMI/EMF)
- Environmental Justice
- Geology, Soils, Seismicity & Paleontology
- Hazardous Materials & Wastes
- Hydrology & Water Resources
- Noise & Vibration
- Parks, Recreation & Open Space
- Public Utilities & Energy
- Regional Growth
- Safety & Security
- Station Planning, Land Use & Development
- Section 4(f) & Section 6(f) Evaluations
- Socioeconomics & Communities
- Train Operations
- Transportation



LOS ANGELES TO ANAHEIM ENVIRONMENTAL PROCESS

ENVIRONMENTAL APPROACH

Avoid, Minimize & Mitigate Potential Environmental Impacts

Authority strives to:

- **Avoid** adverse impacts
- **Minimize** impacts, when they cannot be avoided
- **Mitigate** impacts, when they cannot be avoided or minimized

Avoid



Minimize



Mitigate



LOS ANGELES TO ANAHEIM STAKEHOLDER ENGAGEMENT

CALIFORNIA HIGH-SPEED RAIL



LOS ANGELES TO ANAHEIM STAKEHOLDER ENGAGEMENT

CALIFORNIA HIGH-SPEED RAIL

Traditional Outreach Strategies

- City and Agency Coordination Meetings
- One-on-one stakeholder briefings
- Speakers bureau presentations
- Stakeholder Working Groups/Stakeholder Roundtables
- Group Legislative Briefings
- Public Meetings/Open Houses/Workshops - expanded notification efforts – including physical banners, materials delivered via walking service in targeted communities, community partners
- Social Media Posts
- Email Blasts
- Translation and interpreter services provided in Spanish, Chinese (Mandarin), Korean, Japanese, Tagalog, Armenian, etc.



LOS ANGELES TO ANAHEIM STAKEHOLDER ENGAGEMENT

CALIFORNIA HIGH-SPEED RAIL

Outreach Strategies During COVID-19

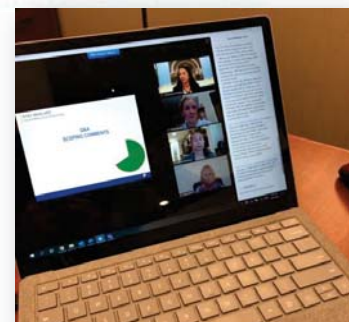
- All the traditional outreach, now offered via online platforms
- Telephone Town Halls
- Office Hours by appointment via phone and online
- Launch of stand-alone Southern CA website - www.meetHSRsoCal.org
- Online Open House with videos for each information station
- Continuing to work with partners and key stakeholders to identify opportunities to engage the public



Title VI Civil Rights Information

The Authority is committed to ensuring that no person shall, on the grounds of race, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity in the design, construction and operation of the high-speed rail system.

- [View Rights Slider Title VI \(English and Spanish; Inglés e Español\)](#)



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Schedule

- Scoping/Public Meetings* September 2020
- Ongoing Outreach and Environmental Justice Focus* Spring 2021
- Draft EIR/EIS Release* Summer 2021
- Open House Meetings* Summer 2021
- Public Hearings* Summer 2021
- Continue Outreach Meetings/Stakeholder Engagement* Summer 2021-Summer 2022
- Record of Decision / Notice of Determination Summer 2022

** Opportunities for public input and engagement. At this time, the public can call in and/or log-on to participate in these virtual meetings. The public will be notified with any changes in the meeting format.*



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

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