

# BURBANK TO LOS ANGELES PROJECT SECTION

Open House Meeting Series  
March 2020



# CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL AUTHORITY



# CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL

## AGENDA

- **Connecting California High-Speed Rail Program**
- **Burbank to Los Angeles Project Section**
- **Stakeholder Engagement**
- **Environmental Next Steps**
- **Stay Involved**



# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL



**Increase Mobility**



**Needed Alternative**



**Better Air Quality**



**Job Growth**

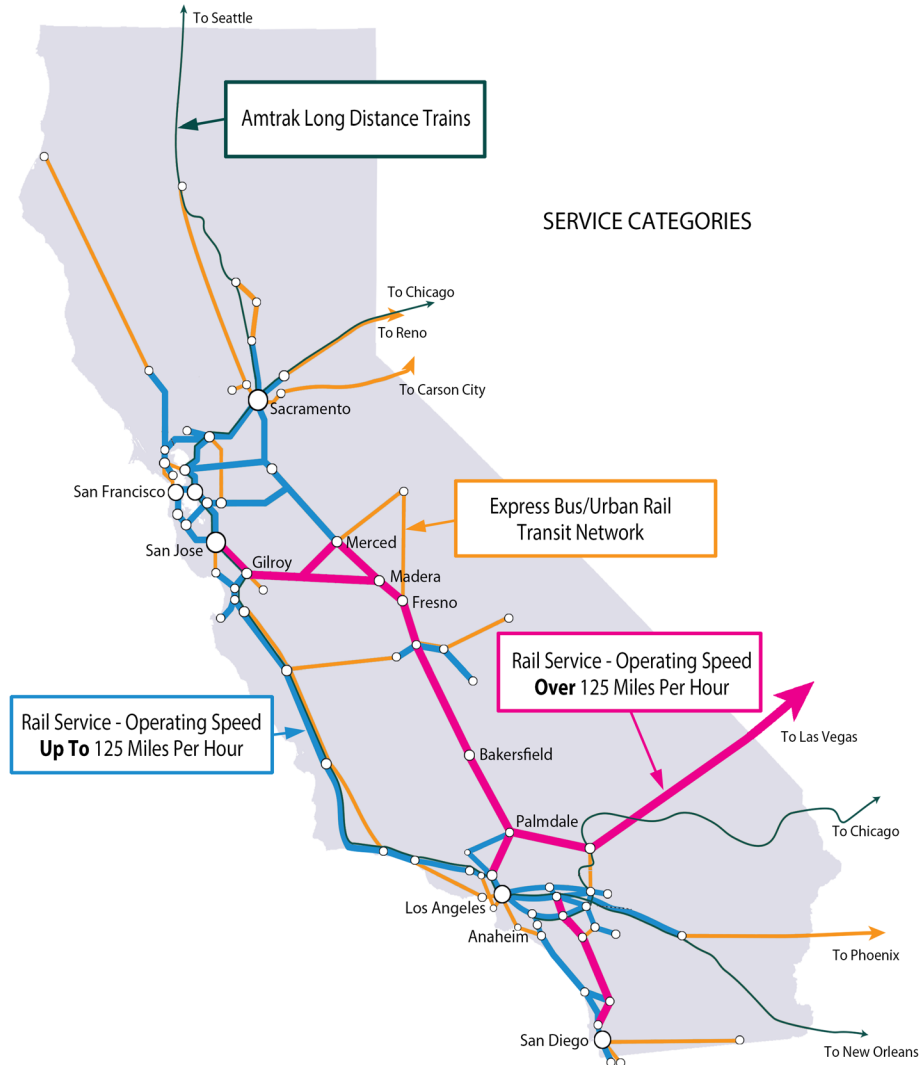




# CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

## NEW VISION: Increased Access, Jobs and Housing



### High-Speed Rail is Part of an Integrated, Multi-tiered Rail Network

- Complement existing and planned services
- Complement other regional initiatives

### Working Together to Multiply the Benefits

- Explore broader mobility corridor improvements
- Identify and prioritize connections for value capture potential

### Plan a Sustainable Future

- Support a strong economy and sustainable communities
- Focus on bringing better, faster, more frequent connections throughout the state and beyond

### The Path Forward

- Incorporate State Rail Plan goals and objectives
- Increase focus on network integration



# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL

### Shared Corridor Features

#### Positive Train Control

- Restricts train speeds and serves as fail-safe system
- Takes over system preventing running red signals

#### Corridor Protection/Detection

- Fencing
- Walls
- Sound Barriers

#### Grade Separations

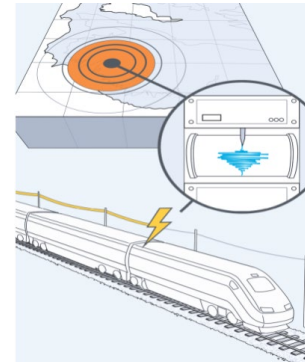
- Take vehicles, bicycles and pedestrians over or under active railroad tracks to prevent accidents and free up traffic flow

#### Early Earthquake Warning System

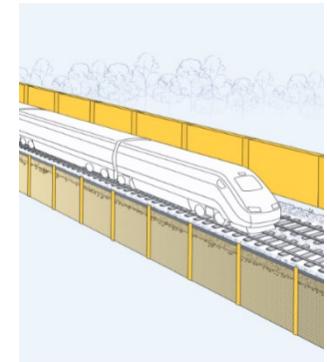
- Detects initial seismic wave
- Immediately cuts off power to trains

#### Planning Around Stations

- Working with cities on Transit-Oriented Development (TOD)



*Early Earthquake Warning*



*Corridor Protection*



*Soundwall Concept*



# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL

### Phase I:

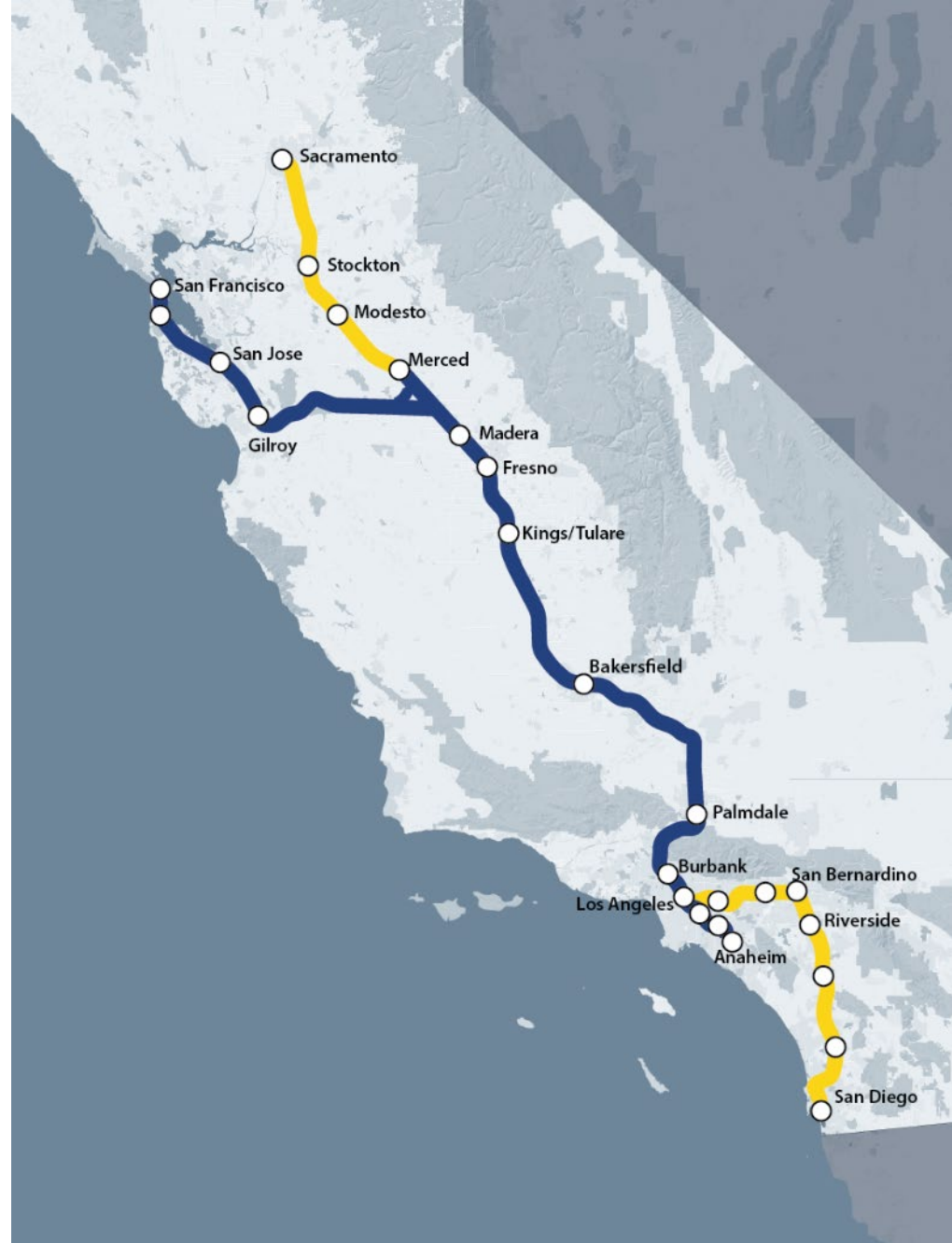
- » 520 Miles
- » San Francisco to Los Angeles/Anaheim
- » 119 miles under construction

### Phase II:

- » Extends 300 Miles
- » Connections to Sacramento and San Diego

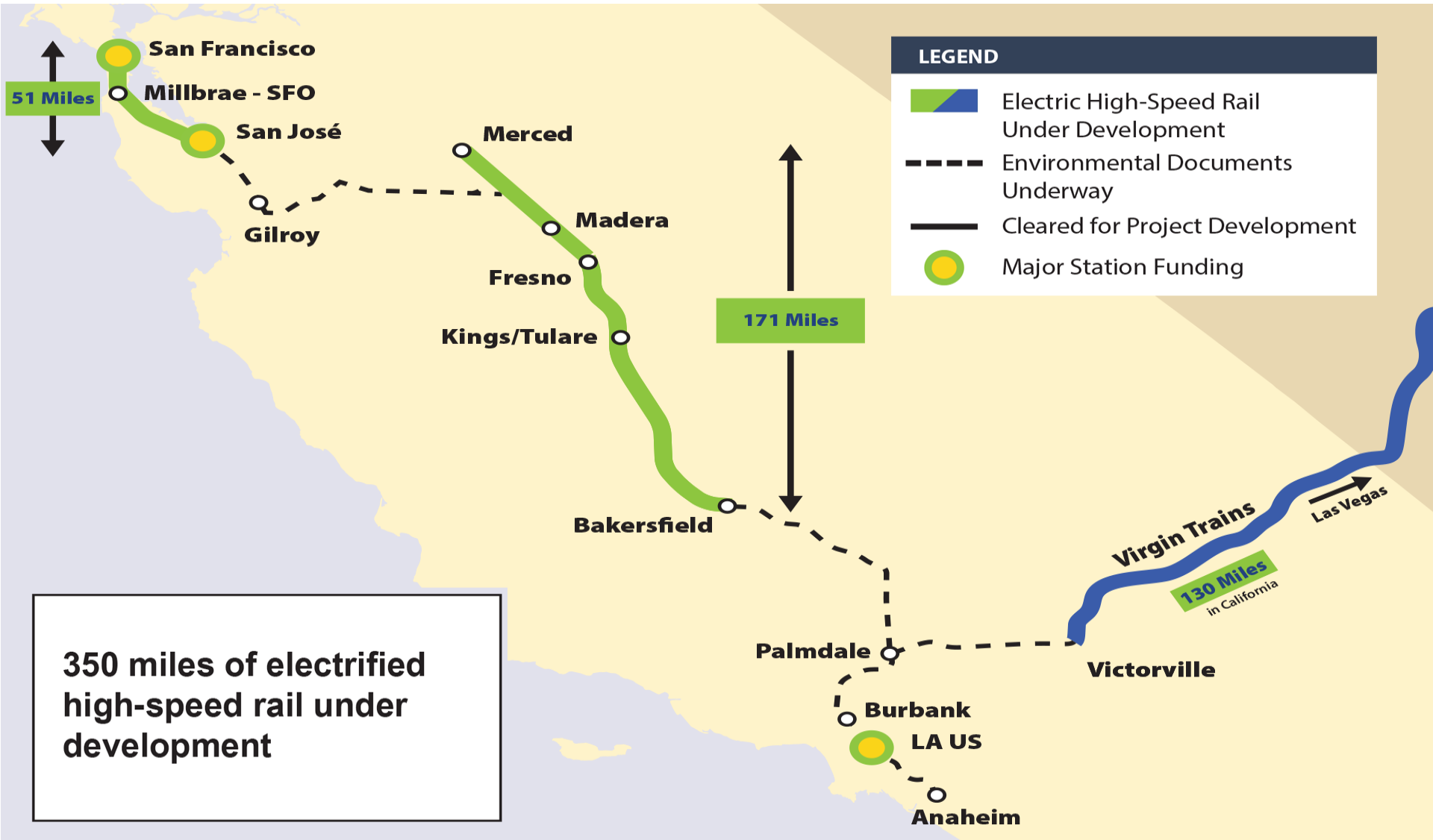
At approximately 200 mph

Up to 24 Stations



# 2020 STATUS

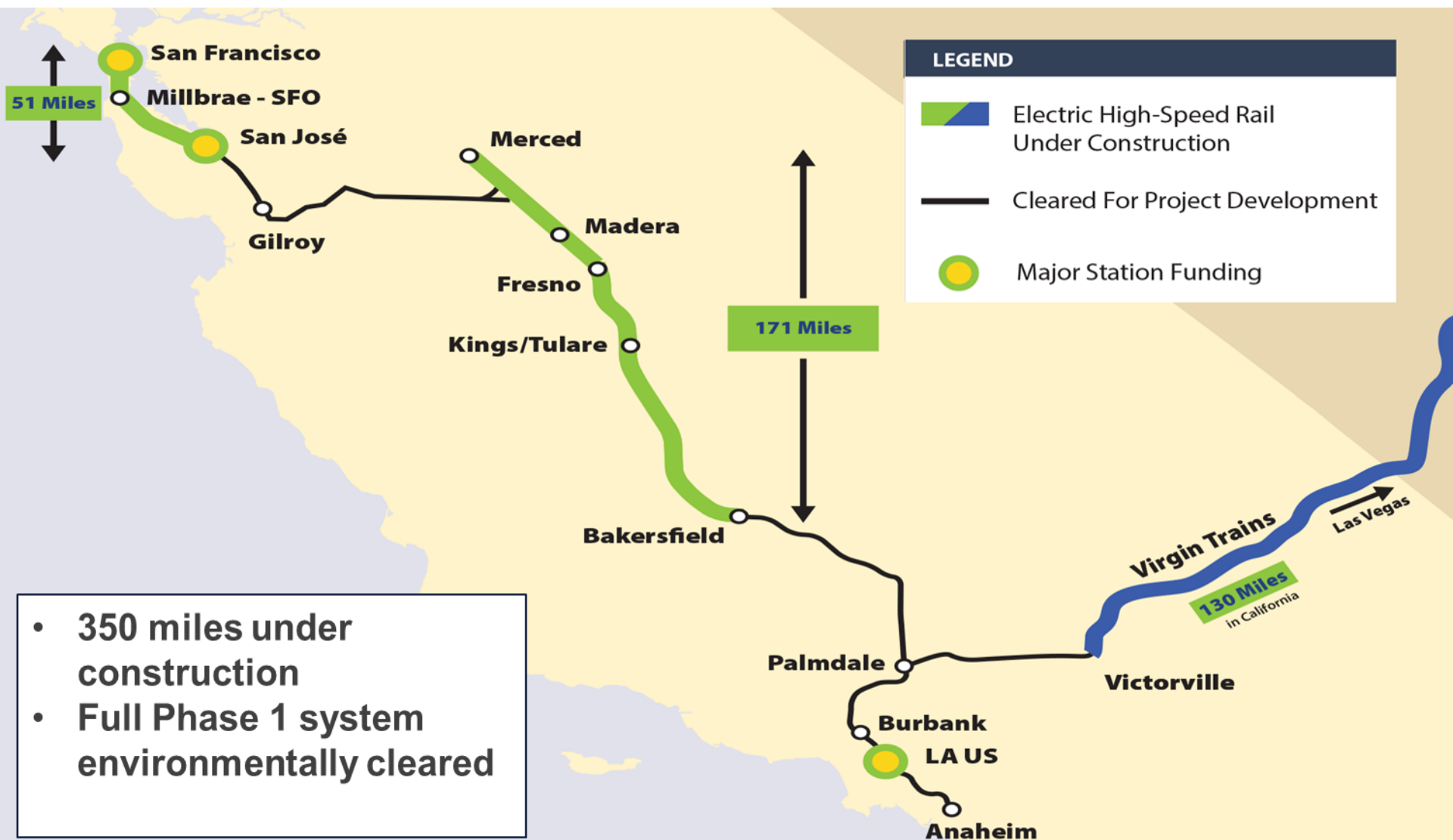
## CALIFORNIA HIGH-SPEED RAIL





# 2022 PROGRESS

## CALIFORNIA HIGH-SPEED RAIL



# STATE INVESTMENTS IN SOUTHERN CALIFORNIA

## INVESTING IN SOUTHERN CALIFORNIA

- **\$4.4 Billion in State Funding**
  - » The State of California awarded more than \$4.4 billion to passenger rail projects throughout Southern California over the past few years.
  - » **\$1.3 Billion from HSR**
    - » California High-Speed Rail Authority was instrumental in closing the funding gap on many significant regional projects, some of which are already completed.

Funding Source	Total
HSR Prop 1A – Connectivity Funds	\$389 million
HSR Prop 1A – Early Investment Funds	\$500 million
Transit and Intercity Rail Capital Program (TIRCP)	\$2,609 million
2018 Trade Corridor Enhancement Program (TCEP)	\$227 million
2018 State Rail Assistance Program (SRA)	\$24 million
2018 State Transportation Improvement Program (STIP)	\$354 million
Other State Programs	\$318 million
CPUC Section 190 Program	\$15 million



# INVESTING IN ALL REGIONS

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)



# HSR SOUTHERN CALIFORNIA

## INVESTING IN SOUTHERN CALIFORNIA

- **\$363 million in environmental review work for shared corridor improvements (for HSR, Metrolink, LOSSAN, others).**

### » Four Project Sections

- » Bakersfield to Palmdale
- » Palmdale to Burbank
- » Burbank to Los Angeles
- » Los Angeles to Anaheim



# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL

### 2020 Draft Business Plan (released Feb. 12, 2020)

- Affirms the policy recommendation to the Authority Board to develop a clean, electrified Merced-Fresno-Bakersfield high-speed rail interim service line in the Central Valley with available funding.
- Commitment to complete the “bookend” projects CHSRA is funding in Los Angeles and the Bay Area—projects valued at more than \$3 billion (includes \$441 million to the Link US project, \$76.7 million for the Rosecrans/Marquardt Grade Separation Project).
- Pursue additional funding opportunities to prospectively “close the gaps” and expand electrified high-speed rail service to the Bay Area and Los Angeles/Anaheim.
- The Authority is providing the following options for submitting comments due by **April 12, 2020**:
- Online comment [form](#) through the Draft 2020 Business Plan website
- By email at: [DraftBP2020@hsr.ca.gov](mailto:DraftBP2020@hsr.ca.gov)
- U.S. mail to the Authority: 770 L Street, Suite 620 MS-1, Sacramento, CA 95814
- Voicemail comment at: (916) 384-9516
- Provide public comment at a Board of Directors Meeting being held March 17 at LA Metro





# BURBANK TO LOS ANGELES PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL



# 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

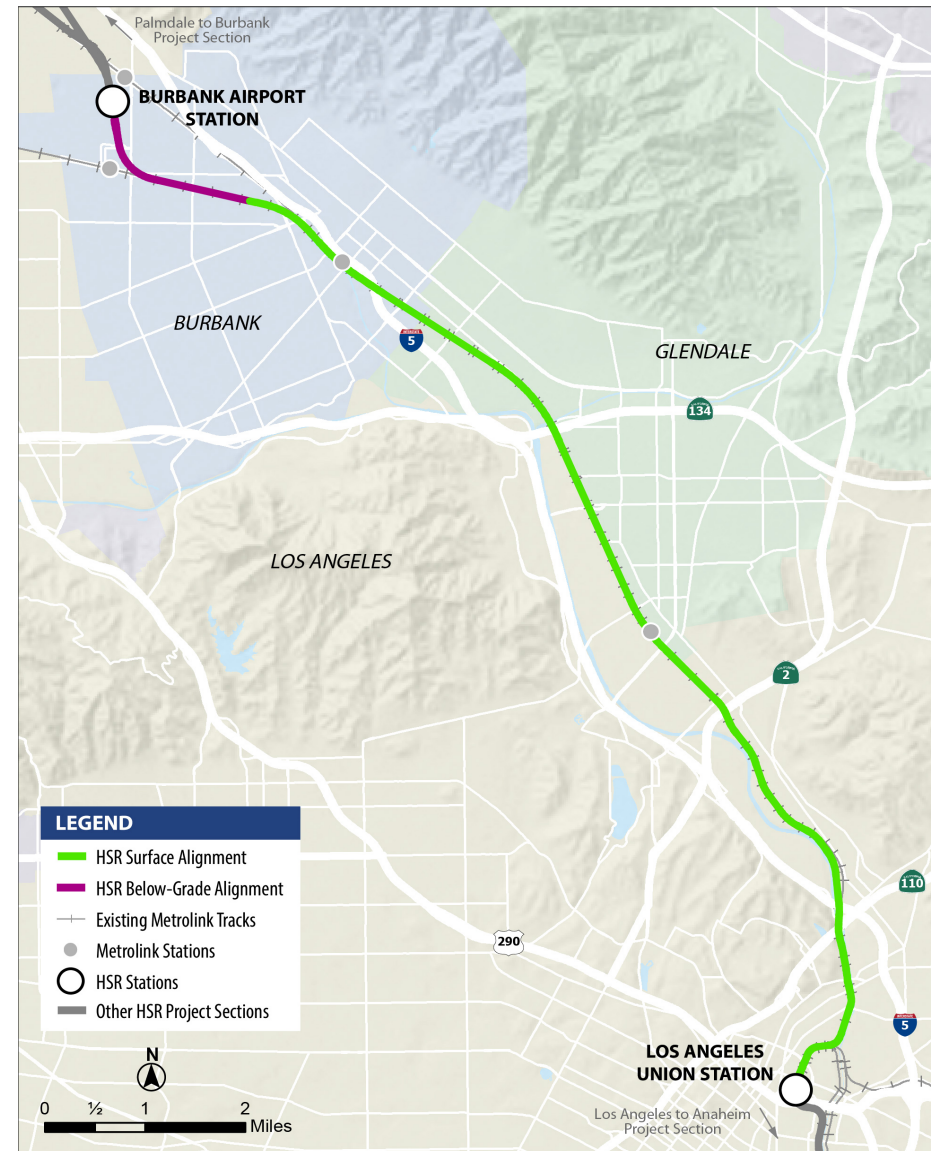
- Burbank Airport Station below-ground
- Los Angeles Union Station

### Two Alternatives Under Study

- Project Alternative
- No Project Alternative

### Benefits

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





# BURBANK TO LOS ANGELES PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### Stations

#### Station Facilities

- Integrate with existing facilities, where available
- Tracks and platforms
- Passenger amenities
- Parking (vehicle & bicycle)
- Pick-up/drop-off (all modes)

#### Station Access

- Pedestrian access and safety
- Bicycle connectivity to station
- Direct rail and transit connections
- Auto circulation  
(traffic considerations)



# BURBANK TO LOS ANGELES PROJECT SECTION

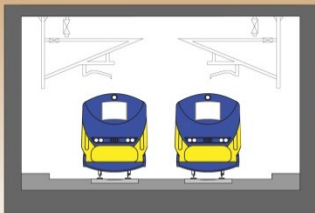
## CALIFORNIA HIGH-SPEED RAIL

### Burbank

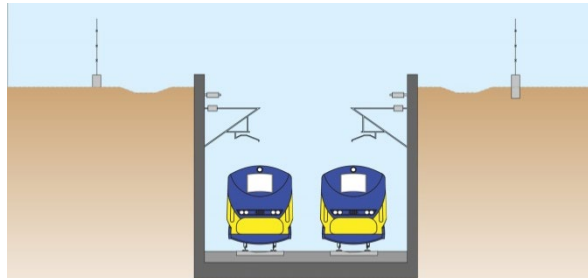
- Burbank Airport Station provides connection to Hollywood Burbank Airport
- Avoids existing downtown Burbank Metrolink Station
- Underground alignment between airport and Empire Center
- Follows existing railroad corridor at-grade to southern city limit



Tunnel Option



Trench Option



Trench Concept

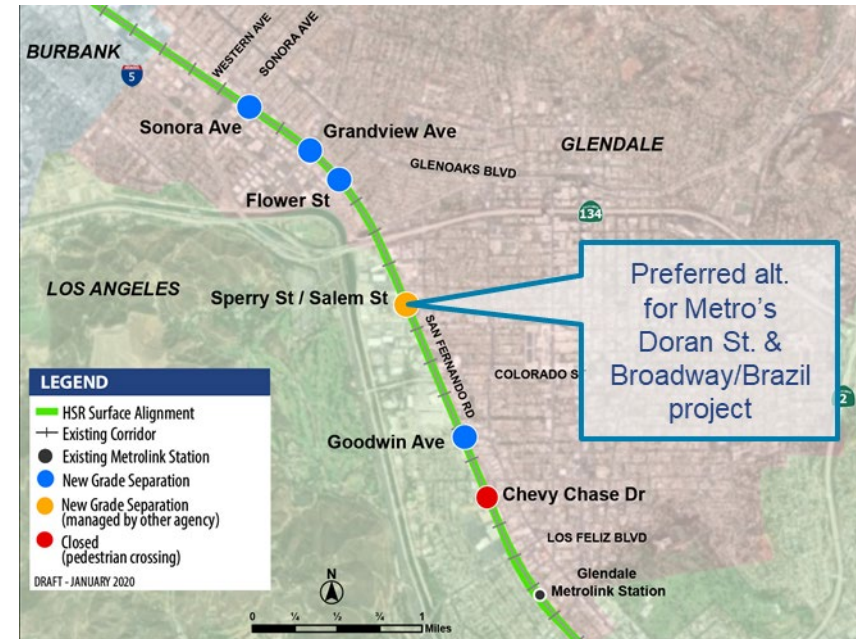


# BURBANK TO LOS ANGELES PROJECT SECTION

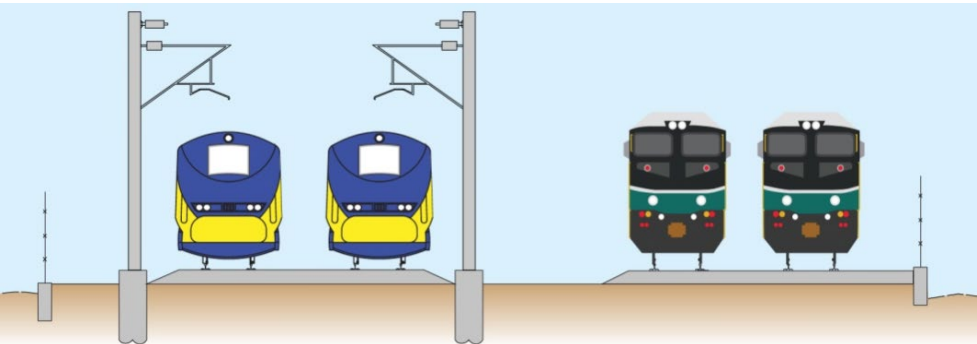
## CALIFORNIA HIGH-SPEED RAIL

### Glendale & Atwater Village

- Follows existing railroad corridor
- Coordination with local neighborhoods on grade separations
- Avoids historic Glendale Amtrak/Metrolink Station



Typical Cross Section



Goodwin Avenue Concept





# BURBANK TO LOS ANGELES PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### Los Angeles

- Alignment crosses LA River near SR-110
- Designs are sensitive to Rio de Los Angeles State Park, Los Angeles State Historic Park and Albion Riverside Park
- Coordination with LA River Path, Taylor Yard River Park & Metro's Link US Project



Los Angeles Union Station



# GRADE SEPARATIONS

## CALIFORNIA HIGH-SPEED RAIL

### What is a Grade Separation?

A grade separation is a roadway that is realigned over or under train tracks to eliminate hazards. High-Speed Rail proposes to grade separate existing roads. Benefits of grade separations include:

#### Improves Safety

Grade separations eliminate conflicts between trains and vehicles/pedestrians.



#### Reduces Noise

Trains do not sound horns when crossing an intersection.

#### Increases Speed

Trains can travel through areas at a greater speed.



#### Decreases Traffic Congestion

Trains can continue to flow when a train is crossing the intersection.

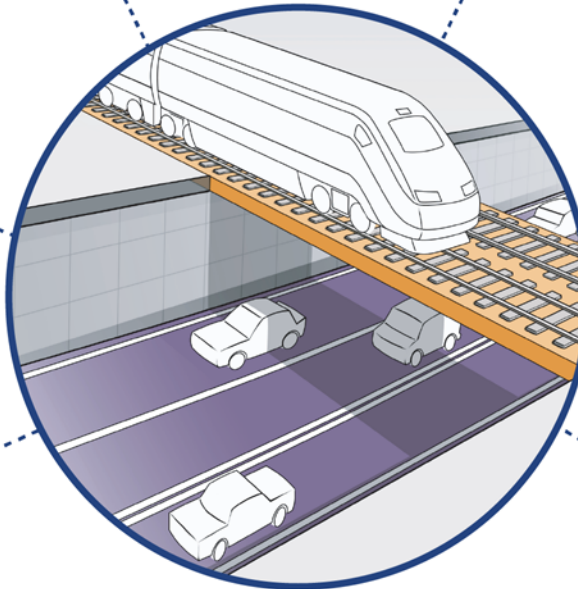
#### Improves Train Operations Reliability

Provides an opportunity for increased passenger rail service.



#### Reduces Greenhouse Gas Emissions

Vehicles do not have to idle while waiting for an approaching train.



# BURBANK TO LOS ANGELES PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### Grade Separations Included in Environmental Analysis

#### City of Burbank

1. Buena Vista Street

#### City of Glendale

2. Sonora Avenue
3. Grandview Avenue
4. Flower Street

#### Cities of Glendale/Los Angeles

5. Goodwin Avenue
  - Chevy Chase Drive (pedestrian & bicycle crossing only, closed to vehicles)

#### City of Los Angeles

6. Main Street

#### Metro Grade Separation

7. Sperry St./Salem St. (Glendale/Atwater Village)\*

\* Doran Street and Broadway/Brazil Streets will be closed; this Metro project is in environmental planning.



Grade Separation – Undercrossing Concept





# BURBANK TO LOS ANGELES STAKEHOLDER ENGAGEMENT

## CALIFORNIA HIGH-SPEED RAIL



# BURBANK TO LOS ANGELES STAKEHOLDER ENGAGEMENT

## CALIFORNIA HIGH-SPEED RAIL

### Community Open House & SWG Series

- Fall 2015, Winter 2016, Spring 2017 & Summer 2018
- 800+ community members attended
- Interpreter services for up to 8 languages
- Bilingual and webcast meetings
- Social media presence & information sharing (Facebook, Twitter ads in English & Spanish)



### Stakeholder Working Group

- 400+ organizations invited

### Ongoing Community Activities

- 120+ meetings with key stakeholders and community organizations
- 60+ information booths at various community events
- Multi-faceted, bilingual approach focused on reaching all communities
- 24/7 public online commenting





# BURBANK TO LOS ANGELES ENVIRONMENTAL

## CALIFORNIA HIGH-SPEED RAIL



# ENVIRONMENTAL NEXT STEPS

## CALIFORNIA HIGH-SPEED RAIL

### Environmental Review Process

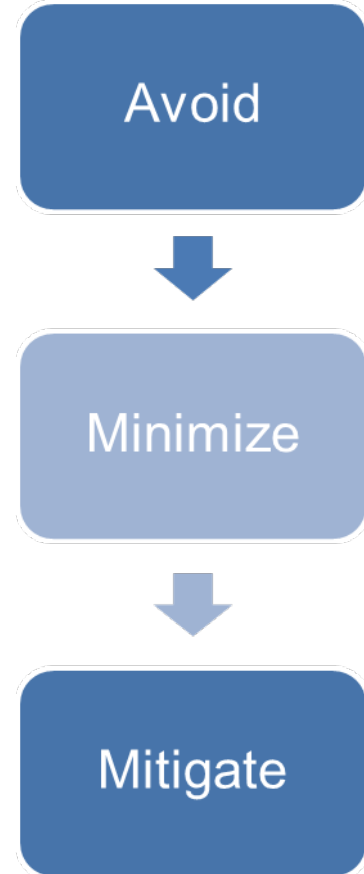
- Environmental review, required by federal environmental laws, for this project is being carried out by the State of California pursuant to a MOU dated July 23, 2019 and executed by the FRA and the State.
- Authority will continue to complete the environmental work in Southern California Phase 1 Sections.
- Environmental completion will allow the Authority to invest new/future federal, state or private funds if made available for the Phase 1 Sections.



### 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

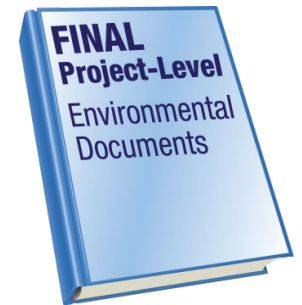


# ENVIRONMENTAL NEXT STEPS

## 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



# ENVIRONMENTAL NEXT STEPS

## CALIFORNIA HIGH-SPEED RAIL

### Contents of Environmental Documents

#### Draft EIR/EIS Structure

- **Executive Summary:** Includes the major conclusions and areas of controversy.
- **Purpose & Need Statement:** Explains the reason the agency is proposing the action and what the agency expects to achieve.
- **Alternatives:** Describes the alternatives environmentally evaluated.
- **Affected Environment, Environmental Consequences & Mitigation Measures:** Describes the affected environment, the environmental impacts caused by the alternatives and the mitigation measures to avoid or reduce the impacts.
- **Section 4(f)/6(f):** Evaluates if the project would have impacts on Section 4(f)/6(f) resources.
- **Environmental Justice:** Evaluates if the project would have disproportionately high and adverse impacts on environmental justice populations.
- **Costs & Operations:** Presents the capital and operating costs of the project.
- **Other CEQA/NEPA Considerations:** Identifies the significant and unavoidable impacts of the project.
- **Preferred Alternative:** Identifies the Preferred Alternative.
- **Public Agency & Involvement:** Summarizes the outreach and engagement with the public and agencies.
- **Distribution List:** Provides a list of locations where the document is available for review.
- **List of Preparers:** Provides a list of preparers of the document.
- **References, Glossary, Index, Acronyms:** Provides sources and definitions of terms.
- **Appendices:** Provide background materials prepared in connection with the Draft EIR/EIS.

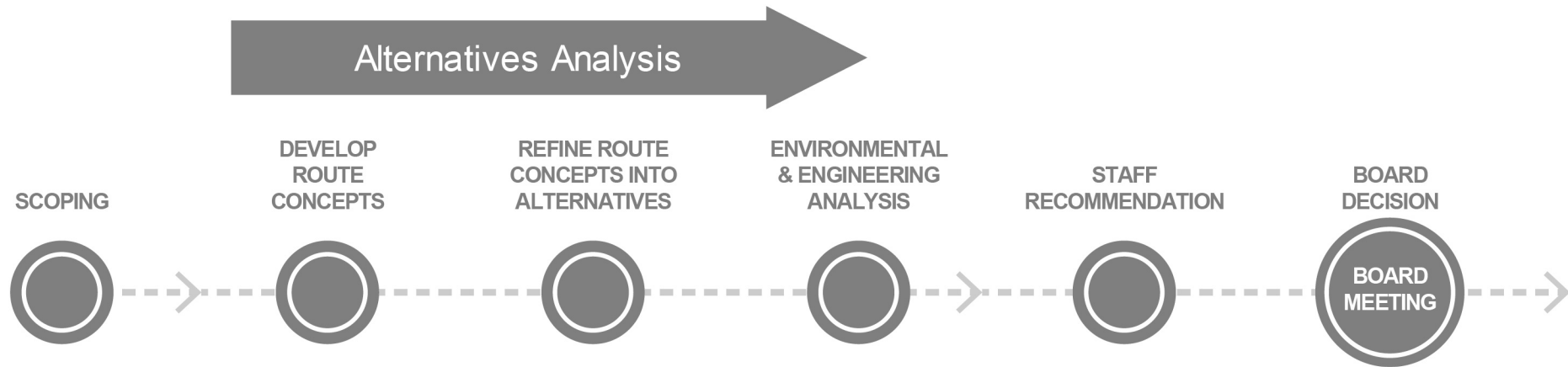




# BURBANK TO LOS ANGELES ENVIRONMENTAL

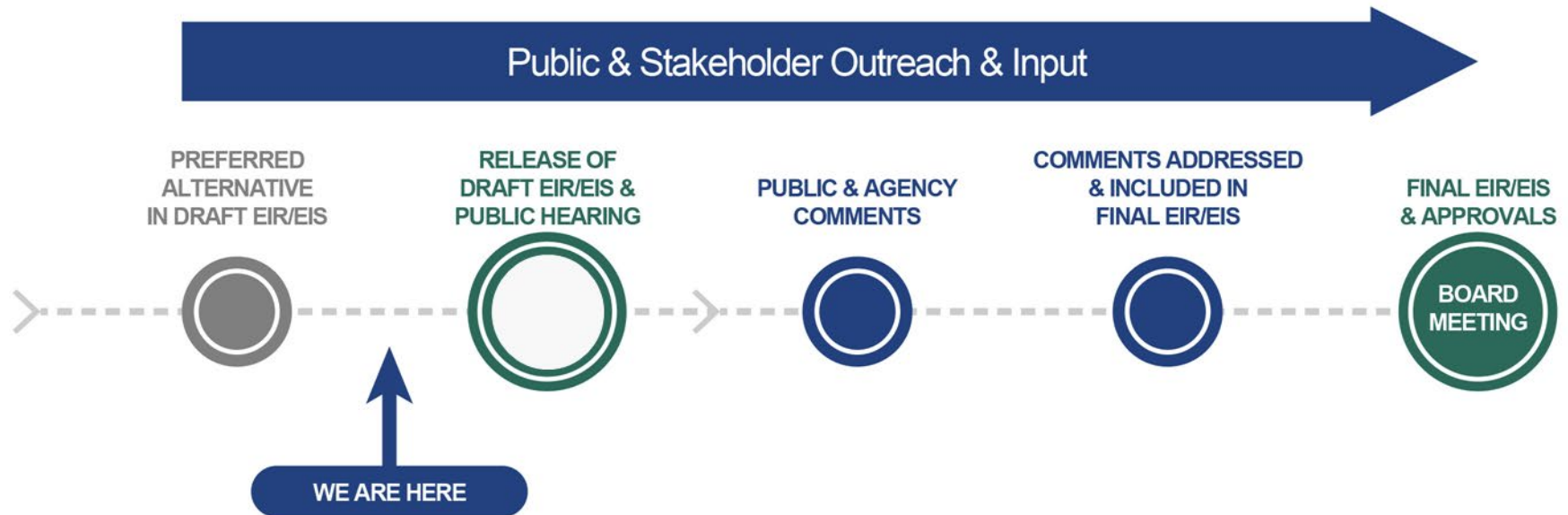
## CALIFORNIA HIGH-SPEED RAIL

### Where We've Been – Alternatives Analysis



# BURBANK TO LOS ANGELES ENVIRONMENTAL CALIFORNIA HIGH-SPEED RAIL

## Next Steps in Defining Full Phase 1 Route



# ENVIRONMENTAL NEXT STEPS

## CALIFORNIA HIGH-SPEED RAIL



# ENVIRONMENTAL NEXT STEPS

## CALIFORNIA HIGH-SPEED RAIL

### Environmental Document Release

#### Draft EIR/EIS Release May 2020

- Document provides an opportunity to comment
- Public hearings will be held after Draft EIR/EIS document release
- Minimum 45-day review and comment period
- Draft EIR/EIS will be available at [www.hsr.ca.gov](http://www.hsr.ca.gov)

#### Subscribe

- Notification via USPS and email will be sent out around the release
- Make sure to subscribe on the Authority website under “Contact Us” to receive high-speed rail notifications

#### Opportunities to submit public comments on the Draft EIR/EIS

- At public hearings
- Online via the Authority website at [www.hsr.ca.gov](http://www.hsr.ca.gov)
- Email to [Burbank\\_Los.Angeles@hsr.ca.gov](mailto:Burbank_Los.Angeles@hsr.ca.gov) with the subject line “Draft EIR/EIS Comment”
- U.S. Mail to:  
“Burbank to Los Angeles Draft EIR/EIS Comment”  
770 L Street, Suite 620 MS-1, Sacramento, CA 95814



# ENVIRONMENTAL NEXT STEPS

## CALIFORNIA HIGH-SPEED RAIL

### Where to Review Environmental Documents

#### Printed copies of the Draft EIR/EIS will be available for review:

- At local public libraries
- At the Southern California Regional Office (Los Angeles)
- At the California High-Speed Rail Office (Sacramento)
- Upon request via [records@hsr.ca.gov](mailto:records@hsr.ca.gov)
- Electronic copies will be available at [www.hsr.ca.gov](http://www.hsr.ca.gov)

The Notice of Availability and Executive Summary will also be available in Spanish, Japanese, Chinese, Tagalog, Armenian, Arabic, Korean & Vietnamese





# ENVIRONMENTAL NEXT STEPS

## CALIFORNIA HIGH-SPEED RAIL

### **Final Environmental Document Process**

**After conclusion of the public comment period, the Authority will:**

- Prepare responses to comments
- Revise the environmental document as needed and include responses to comments
- Release the Final EIR/EIS
- Consider approval of the project and issue a Record of Decision (NEPA) and Notice of Determination (CEQA)



# STAY INVOLVED

## CALIFORNIA HIGH-SPEED RAIL

### Open House Meetings

**Monday, March 9**      **Burbank: Buena Vista Library**

**Wednesday, March 11**      **Webcast**

**Thursday, March 12\***      **Webcast**

5:30 p.m. to 7:30 p.m.

Formal presentation at 6:00 p.m.

To participate in the live webcast, go to:

<http://ustream.tv/channel/chsra>

*\*Includes Spanish Presentation at 7 p.m.*



**Public Hearings targeted for Mid-2020**



# STAY INVOLVED

## CALIFORNIA HIGH-SPEED RAIL

### Burbank to Los Angeles Project Section

(877) 977-1660

[Burbank\\_Los.Angeles@hsr.ca.gov](mailto:Burbank_Los.Angeles@hsr.ca.gov)

### Southern California Regional Office

California High-Speed Rail Authority

355 S. Grand Avenue, Suite 2050

Los Angeles, CA 90071

[www.hsr.ca.gov](http://www.hsr.ca.gov)



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