



**CALIFORNIA**  
High-Speed Rail Authority

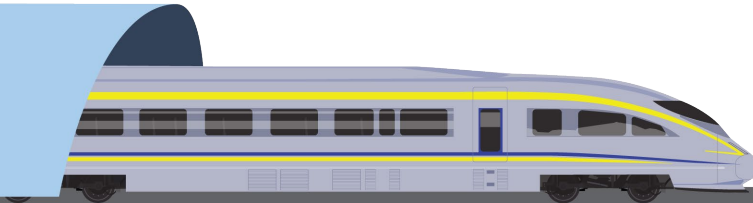
**Southern California Board Update**  
**LaDonna DiCamillo**

**June 2023**

# Summary: High-Speed Rail in Southern California



164 Miles





### Southern California Connectivity

	High-Speed Rail Station		Coaster Oceanside to San Diego
	High-Speed Rail		Amtrak Pacific Surfliner
	Planned High-Speed Rail Brightline West		Metrolink Lines
	Intercity Bus Service		Metro Rail/Metro Bus

\*CEQA litigation stayed to allow focus on settlement discussions.

# Bakersfield to Palmdale

- **Federal – State Partnership for Intercity Passenger Rail**

- Application 2: Phase 1 Corridor Configuration Design

- \$194 million request
    - Configuration level design for: San Jose to Merced and Bakersfield to Palmdale
    - Begins crucial geotechnical studies Tehachapi Mountains
    - Letters of support include City of Palmdale, Mayor of Los Angeles Karen Bass, Los Angeles County Supervisor Kathryn Barger, Glendale Councilmember Ara Najarian and MoveLA

To Fresno and San Francisco

To Santa Barbara

To Las Vegas

KERN COUNTY

Bakersfield

Palmdale Station  
Planning Underway  
Metrolink and potential  
Brightline Connections

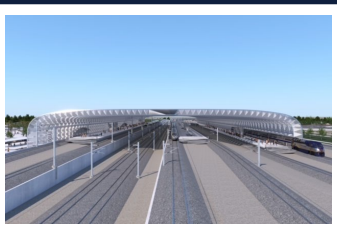
To Las Vegas, Nevada

Palmdale

Victor Valley

LOS ANGELES COUNTY

SAN BERNARDINO COUNTY



Ventura

Port HSR

BUR

Los Angeles Union Station

Rancho Cucamonga

San Bernardino

ONT

Norwalk/Santa Fe Springs

Riverside

Fullerton

Anaheim ARTIC

LGB

SNA

ORANGE COUNTY

RIVERSIDE COUNTY

Perris

SAN DIEGO COUNTY

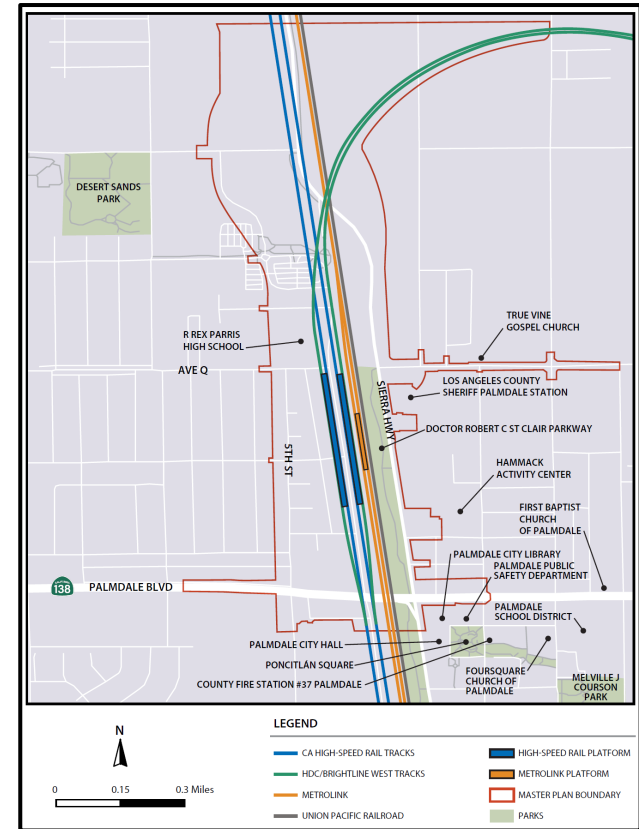
## Southern California Connectivity

- High-Speed Rail Station
- High-Speed Rail
- Planned High-Speed Rail Brightline West
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- Metrolink Lines
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# Palmdale Integrated Station Master Planning

- Station environmentally cleared in 2021 (ROD/NOD for B-P)
- Goal: Work with the city to create an implementation strategy for an integrated station master plan
  - » Build off City of Palmdale station area planning
  - » Advance and refine approved station footprint to be an integrated station
- Develop a common vision, lasting partnerships, and an effective station area governance structure
- Create a successful Master Plan and facilitate its implementation
- Lay the groundwork for to leverage grant funding (state and federal)
- Next Steps
  - » Palmdale Station Planning Workshop #5 – June 2023
  - » Establish topics for additional workshops
  - » Explore options for governance agreement
  - » Seek funding for Palmdale Station Master Plan
  - » Publish Palmdale to Burbank Final EIR/EIS – End of 2023



Palmdale Station Master Plan Area

To Fresno and San Francisco

To Santa Barbara

To Las Vegas

KERN COUNTY

Bakersfield

Palmdale

To Las Vegas, Nevada

LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

To San Luis Obispo

Burbank Airport HSR

Ventura

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Los Angeles Union Station

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San Bernardino

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Riverside

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# Southern California Connectivity

- High-Speed Rail Station
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- Planned High-Speed Rail *Brightline West*
- Intercity Bus Service
- Coaster *Oceanside to San Diego*
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**Palmdale to Burbank**

- DEIR/S released Sept 2, 2022
- Comment deadline Dec 1, 2022
- Preferred alternative SR14A (28 miles of tunneling)
- FEIR/S expected by end of 2023



# PALMDALE TO BURBANK - FALL 2022 OUTREACH MEETINGS

Draft EIR/EIS Outreach Meetings	Additional Briefings/Events
<b>Virtual Elected/City Staff Briefing:</b> September 7, 2022	<b>In-Person Acton Town Council/Agua Dulce Town Council Small Group Meeting:</b> September 27, 2022
<b>Virtual Stakeholder Working Group – Northern Section:</b> September 13, 2022	<b>In-Person Information Session – Northern Section:</b> October 8, 2022
<b>Virtual Stakeholder Working Group – Southern Section:</b> September 20, 2022	<b>In-Person Information Session – Southern Section (Spanish interpretation):</b> October 12, 2022
<b>Virtual Open House Meeting (English and Spanish):</b> October 6, 2022	<b>In-Person Turn on the Sun/Prende El Sol Event-Pacoima:</b> October 15, 2022
<b>Virtual Public Hearing (Spanish interpretation):</b> October 18, 2022	<b>Virtual Pacoima Neighborhood Council Meeting:</b> November 16, 2022
	<b>Virtual Pacoima Beautiful – Community Inspectors Meeting (Spanish):</b> November 18, 2022



# PALMDALE TO BURBANK - FALL 2022 OUTREACH MEETINGS

## Requested Briefings- Agencies/Stakeholders

**City of Santa Clarita:** September 26, 2022

**Union Pacific Railroad:** October 10, 2022

**Antelope Valley-East Kern Water Agency (AVEK):** October 12, 2022

**California Department of Water Resources:** November 1, 2022

**Antelope Valley-East Kern Water Agency (AVEK):** November 3, 2022

**North County Cities:** November 4, 2022

**The Nature Conservancy:** November 3, 2022

**Antelope Valley-East Kern Water Agency (AVEK) & Los Angeles County Public Works (LACPW):**  
November 8, 2022

**U.S Environmental Protection Agency (EPA) & U.S. Forest Service:** November 8, 2022

**Sylmar Mountain Glen II Homeowners Association:** November 18, 2022

**Los Angeles City Council District 7 – Councilmember Monica Rodriguez & Staff:** November 28, 2022

# Palmdale to Burbank DEIR/DEIS Issues

## - 481 Submissions

### Purpose & Need

- General opposition/support to the project
- Comments which question need for the project as proposed
- Funding Questions

### Alternative

- Questions/concerns about proposed alignment/facilities
- Questions/feasibility of tunneling beneath communities
- Questions/concerns about the development of the alternatives analysis

### Air Quality

- Concerns about constructions emissions/GHG

### Noise and Vibration

- Concerns about noise and vibration (mostly about vibration associated w/ tunnel)

### Public Utilities and Energy

- Concerns about utilities and water availability

### Biological Resources

- Concerns about species/aquatics
- Questions about wildlife movement

### Hydro

- Concerns about tunneling and water
- Concerns about water supply availability or water quality

### Socio

- Concerns about displacements

### Preferred Alternatives

- Commentary toward selection of the Preferred Alt
- Support/opposition of specific build Alternatives

### Other

- Requests for materials, questions on circulation/outreach



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# Burbank to Los Angeles

## Taylor Yard Crossing

- Worked with the 100-Acre Partnership at Taylor Yard (Partnership) to develop three concepts for a potential crossing over the HSR corridor
- Evaluated each concept based on their ability to meet established goals and objectives and recommended Concept 2 for further evaluation
- Sent Draft Report to the Partnership for review and comments by June 23<sup>rd</sup>





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**Metro/Link US improvements**  
\$441 M partnership

MAP NOT TO SCALE

To Fresno and San Francisco

To Santa Barbara

To Las Vegas

Bakersfield

KERN COUNTY

Palmdale

To Las Vegas, Nevada

Victor Valley

LOS ANGELES COUNTY

VENTURA COUNTY

SAN BERNARDINO COUNTY

To San Luis Obispo

Burbank Airport HSR

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Los Angeles to Anaheim

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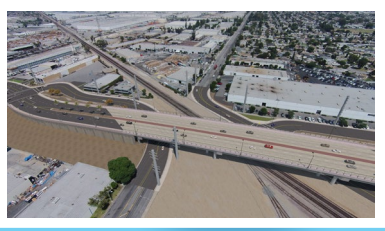
RIVERSIDE COUNTY

Perris

SAN DIEGO COUNTY

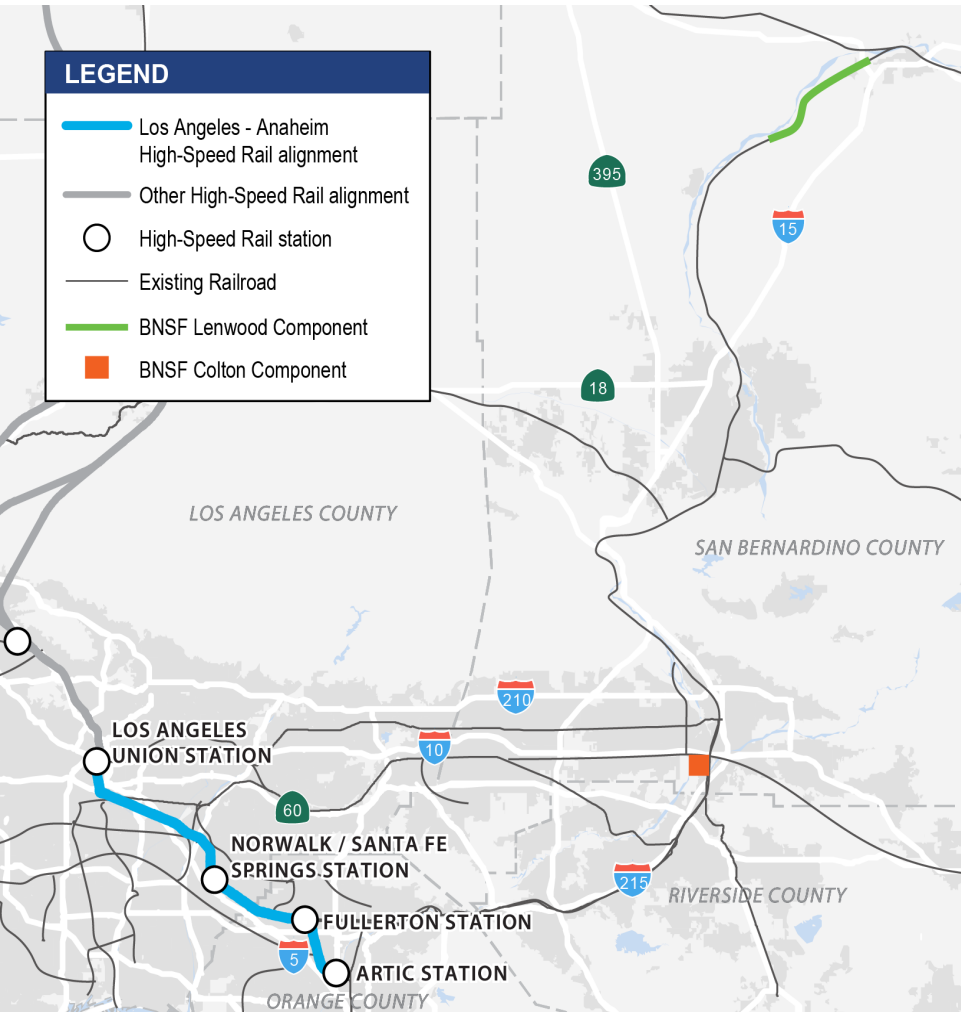
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N  
MAP NOT TO SCALE

# LA-A: 2018 Preferred Alternative - Background



- Currently there are 3 mainline tracks in BNSF-owned right-of-way between Redondo Junction and Fullerton Junction:
  - These tracks are used by both passenger (Metrolink & Amtrak) and freight (BNSF) rail services, subject to 1992 Shared Use Agreement signed by BNSF and RCTC/OCTA
  - The agreement caps passenger train volumes at 84 trains/day. Passenger train volumes prior to pandemic were ~54 trains/day
- The HSR Alternative (informally, 2+2 Alternative) would add one mainline track to the corridor. Two tracks would be used by BNSF; two tracks would be shared by passenger rail services (HSR, Metrolink, Amtrak)
- The BNSF Colton Intermodal Facility would accommodate future freight train volumes (an average of 10 freight trains per day) that could not be accommodated in the LOSSAN corridor
- The BNSF Lenwood Staging Tracks will be used for staging freight trains during and after HSR construction

# Colton Intermodal Project Components

- Colton Intermodal Facility: Rail yard, railroad lead tracks, and roadway modifications for future freight train volumes that cannot be accommodated in LA-A corridor after HSR operations begin
- 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

## Colton Intermodal Facility



## Lenwood Staging Tracks





# Challenges with Project Delivery – *Stakeholder Feedback (1 of 5)*

**The inclusion of the BNSF facilities has resulted in significant stakeholder and community opposition.**

- CHSRA held a 30-day scoping comment period from Aug 25-Sep 24, 2020 to obtain comments on the revised scope of the LA-A project, which included Colton and Lenwood facilities as project components
- CHSRA received 131 scoping comment submissions with 401 individual comments. Comments were focused on Colton and covered a wide range of concerns, including:
  - Truck traffic: SBCTA, RCTC, County of San Bernardino
  - Air quality: EPA, CARB, SCAQMD, EarthJustice, NRDC, Sierra Club
  - Environmental justice: City of Colton, Center for Community Action and Environmental Justice (CCA EJ), USC School of Medicine and East Yard Communities for Environmental Justice

## Challenges with Project Delivery – *Stakeholder Feedback (2 of 5)*

### **San Bernardino County Transportation Authority (SBCTA):**

- The CHSRA’s approach, while it may be traditional, is not in the spirit of the draft Transportation Action Plan Strategies recently prepared by the California State Transportation Agency (CalSTA) pursuant to Governor Newsom’s Executive Order N-19-19.
- The EO requires “that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.” Both the existing San Bernardino facility and the proposed Colton facility are surrounded by communities that are heavily disadvantaged already, relative to the rest of the State.

*Letter dated September 24, 2020*

# Challenges with Project Delivery – *Stakeholder Feedback (3 of 5)*

## **Southern California Air Quality Management District (SCAQMD):**

- CHSRA and BNSF must be proactive when siting the proposed BNSF Colton Intermodal Railyard as this is new freight railyard, within an existing environmental justice community already burdened with significant existing air quality impacts.
- It must be designed to minimize or eliminate diesel fuel and must use the lowest emitting locomotives (Tier 4 or better), zero-emission or near-zero emission on-road trucks, and electric yard equipment in addition to the zero-emission cargo handling equipment . It must also be designed to create space for zero-emission charging and fueling infrastructure.
- The Proposed Project should include an enforceable mechanism to ensure that the activity at the proposed BNSF Colton Intermodal Railyard does not exceed what is analyzed in the EIR/EIS, and that activity does not increase at the BNSF Hobart railyard.

*Letter dated September 24, 2020*

# Challenges with Project Delivery – *Stakeholder Feedback (4 of 5)*

## City of Colton:

- Colton [is] a disadvantaged community that may be disproportionately impacted by this project. Colton is most burdened by multiple sources of pollution and is vulnerable to the effects of 20 indicators of environmental quality and socioeconomic and public health conditions. The city is also designated as a “Community of Concern” in Southern California Association of Governments (SCG) planning documents.
- The addition of 10 freight trains per day and the associated increases in truck trips may offset any positive benefits of the HSR project. Mitigation would have to be extensive to assist in lowering any additional emissions when Colton is already at its highest score for environmental burdens.

*Letter dated September 24, 2020*

# Challenges with Project Delivery – *Stakeholder Feedback (5 of 5)*

## **Southern California Regional Rail Authority (SCRRA/MetroLink):**

- The record needs to be set straight that these facilities are not contemplated or needed but for the anticipated arrival of high-speed rail service into this corridor. Any statement that commuter or MetroLink service is part of the basis of the need, must be stricken from the high-speed rail documentation from this point forward.
- [The Project] proposes to shift freight rail traffic along the BNSF San Bernardino subdivision, thereby creating additional freight congestion that will inhibit the provision of MetroLink commuter rail service but also undermines the shared-use agreement between BNSF and SERA, which limits to the amount of freight traffic which can be added to the subdivision without additional rail track infrastructure and related projects being built to accommodate that traffic.

*Oral Comment during 9/9/2020 Scoping Meeting*

# Challenges with Project Delivery – *HSR Response*

- The Authority has listened to community and stakeholder input and is proposing to modify the project to meet local concerns.
- The Authority evaluated alternative sites to the Colton location
  - *Locating an intermodal facility in a heavily urbanized region proved challenging. Ultimately, the Authority was unable to identify an alternative site to the proposed Colton BNSF Intermodal Maintenance Facility that met the HSR LA-A project purpose and need.*
- The Authority's Program Delivery Committee (PDC) supports Staff conclusion that the Colton IMF is unreasonable at this time.
- The Authority is exploring additional alternatives for the project section that eliminate the need for the Colton Intermodal Facility.
- And preparing a Supplemental Alternatives Analysis (SAA) to document and evaluate potential alternatives to advance for study in the Draft EIR/EIS.

# LA-A Next Steps

- Finalize Supplemental Alternatives Analysis (SAA), inclusive of input from Program Delivery Committee and Authority Legal staff
- Introduce new Build Alternative(s) Summer 2023
- Review Preferred Alternative at upcoming Board meeting



# So Cal Outreach Update

Since September 2022, the Southern California team has participated in the following events:

- 14 high school presentations
- 6 conferences and expos including outreach booths
- 9 presentations to various audiences including colleges, transportation seminars and business organizations
- 4 outreach booths at career, community and resource fairs





# WTS International Employer of the Year

*“I commend the California High-Speed Rail Authority for promoting the advancement of women in the transportation industry, which sets a standard for all infrastructure projects across the nation.”*

- Governor Gavin Newsom



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