



## City of Anaheim DEPARTMENT OF PUBLIC WORKS

April 7, 2020

California High-Speed Rail Authority  
Attn: Draft 2020 Business Plan  
770 L Street, Suite 620  
Sacramento, California 95814

**Subject: California High-Speed Rail (CHSR) Project – Draft 2020 Business Plan**

Dear Sir:

We appreciate the opportunity to review the Draft CHSR 2020 Business Plan. Following are our comments:

- Compared to 2018 Business Plan Forecasts and Estimates, the ridership and revenue data varies significantly. We could not confirm that the 2018 Business Plan is presenting data for a year versus the 2020 presenting data for one month of operation. Please confirm the difference in data presentation and explain the why the presentations of the datasets were changed for the 2020 Business Plan.
- The Draft 2020 Business Plan identifies multiple grade separation projects in Southern California which would provide “important short-term safety and traffic operational benefits but also prepare for future high-speed rail construction.” Three specific projects were highlighted as examples of projects being cleared environmentally however clarification was not provided as to why these projects were listed. Are these early action or high priority projects? In addition, the Business Plan notes that significant funding is being directed towards the Rosecrans/Marquardt Grade Separation Project and the Link Union Station Project. We request that CHSR consider other early investments if funds become available. There are several integral projects in Orange County which would improve mobility, safety and the environment and benefit travelers through greater interconnectivity including the State College Boulevard, Orangethorpe Avenue and Ball Road grade separation projects in the City of Anaheim. Early funding of the design phase for the grade separation projects would allow the City of Anaheim to have projects shelf ready for any future CHSR or federal infrastructure funding.
- Given the financial uncertainty with COVID-19, what impact is anticipated on project funding as future cap-and-trade revenues are the only consistent revenue stream for the project thus far?
- Please revise references to the Los Angeles to Anaheim Segment for consistency throughout the document (Los Angeles/Anaheim, Los Angeles to Anaheim, Burbank-Anaheim, Burbank to Anaheim).



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- There is a significant amount of time between the environmental document study period and the build out of the system. Significant changes to land use along the corridor would affect the land use impact conclusions in the environmental document and should be addressed in the accordingly in environmental document.

Thank you for consideration of our comments.

Should you have any questions, please contact me at (714) 765-5065 or [REmami@anaheim.net](mailto:REmami@anaheim.net).

Sincerely,

Rudy Emami, P.E.  
Public Works Director

C: Chris Zapata, City Manager