



Welcome

California High-Speed Train Palmdale – Los Angeles (P - LA) Section Project-Level EIR/EIS

City of Burbank
Council Workshop
February 2, 2010





The High-Speed Future

- 800-mile system
- Steel wheel-on-steel rail
- Electrically powered
- Design speeds 250mph; Operating speeds 220mph
- Grade separated and isolated
- Safe and Reliable





California Received \$2.35 Billion

“As is typical of California, they have been way ahead of the curve. People have been working on and dreaming about high-speed rail for more than a decade and they were willing to put some of their own tax dollars up to help fund it.”

– Secretary of Transportation Ray LaHood





Estimated Travel Times

Service up to 220mph linking Southern California, the Central Valley and the San Francisco Bay Area.

	San Francisco (Transbay)	San Jose	Sacramento	Fresno	Los Angeles Union Station	Anaheim	Riverside	San Diego
San Francisco (Transbay)		:30	1:53	1:20	2:38	2:57	3:10	3:56
San Jose	:30		1:24	:51	2:09	2:28	2:41	3:27
Sacramento	1:53	1:24		:59	2:17	2:36	2:49	3:35
Fresno	1:20	:51	:59		1:24	1:43	1:56	2:42
Los Angeles Union Station	2:38	2:09	2:17	1:24		:20	:33	1:18
Anaheim	2:57	2:28	2:36	1:43	:20			
Riverside	3:10	2:41	2:49	1:56	:33			:48
San Diego	3:56	3:27	3:35	2:42	1:18		:48	

Burbank to Los Angeles Union Station approximately 12 minutes.





Project History

Jan 2010

California received \$2.25B in Federal Stimulus Money for HST

Dec 2009

CHSRA Board Issues Business Plan Update

2009

Pres. Obama designates \$8B in ARRA funds

2008

Voters approve Prop. 1A - \$9.95B bond

2008

HSRA Board approves Business Plan

2007-present

Project-level EIR/EIS process

2005

Program-level EIR/EIS certified by HSRA/FRA

2002-2005

Program-level EIR/EIS process

2000

Investment-grade forecasts of ridership, revenue, cost & benefits.

1996

High-Speed Rail Authority created





Project Funding

- | | |
|-------------------------|---|
| January 28, 2010 | California received \$2.25B in Federal Stimulus Money for HST |
| October 2009 | Applications for stimulus funds submitted October 2 |
| June 2009 | FRA holds HST ARRA workshop in Sacramento, in coordination with HSRA |
| April 2009 | Governor directs HSRA to work with Caltrans to develop application for ARRA funding |
| Feb 2009 | President Obama designates \$8B in ARRA for high-speed train systems nationally |
| Nov 2008 | Voters approve Prop. 1A - \$9.95B bond |
| 2007 – Present | OCTA is the first agency to sign on as financial partner; contributing more than \$7M |
| 1996 – Present | State Funds HST Project |





Environmental Benefits

Congestion costs Californians approximately \$20 billion a year in wasted fuel and lost time. With up to 93 million riders a year by 2030, high-speed trains will reduce that impact.

- 1/3 the energy of airplanes
- 1/5 the energy of passenger cars
- Dependence on foreign oil reduced by 12.7 million barrels a year
- Greenhouse gases cut by as much as 12 billion pounds a year





Economic Benefits to LA County

The California High-Speed Train project will:

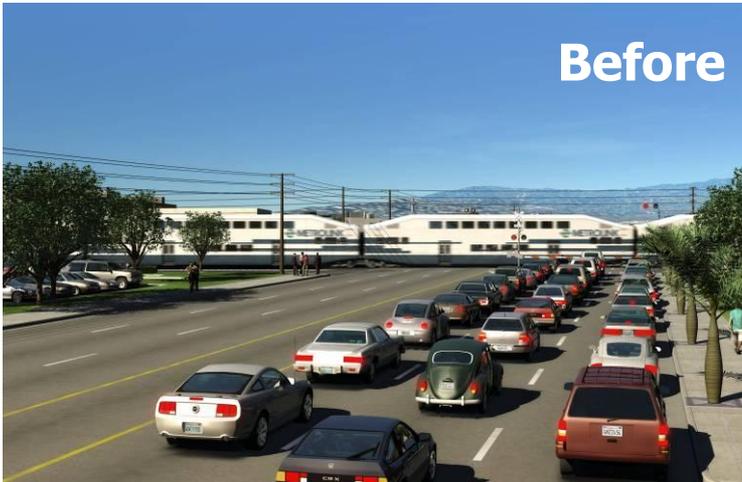
- Create **54,800** jobs by 2020; **96,300** jobs by 2035
- Help attract Federal Stimulus Money
- Infuse an additional 2%-4% into the Los Angeles Region's economic growth annually
- Provide an annual increase in household incomes of more than \$800 per family of four
- Add \$348 million per year to L.A. County tax revenues by 2020

Unlocking the Gridlock in Los Angeles County's Transportation System: The Local Economic Benefits of High-Speed Rail by Philip J. Romero, Ph. D, Dean and Professor of Economics, College of Business and Economics, California State University Los Angeles - October 8, 2008





Local Benefits



- **Grade Separated**
 - Safety
 - Reduced Traffic Delays
 - Reduced Noise and Pollution
- **Improved Metrolink and Amtrak Operations**
- **Transit-Oriented Development at Stations**
- **Connections to Local Communities**





Project-Level EIR/EIS

- Spring 2007** Scoping meetings
- 2007-2010** Outreach – Corridor city staff briefings, Council Workshops, Interagency meetings, Stakeholder Working Group meetings, Community activity centers & briefings
- Ongoing** Alternatives Analysis & Enviro. Technical Reports (Baseline Conditions) Completed
- Advance engineering; Continuation of Enviro. Review Process; Outreach Meetings; Drafting of the EIR/EIS; Public Comment/Review; ROD/NOD





Environmental Process

- **Scoping (completed FY06/07)**
- **Alternatives Analysis Process (ongoing)**
- **Preparation of Technical Studies**
- **Preparation & Circulation of Draft EIR/EIS**
- **Response to Comments**
- **Selection of Preferred Alternative**
- **Preparation of Final EIR/EIS**
- **Notice of Determination/Record of Decision (NOD/ROD)**





Environmental Process

1. Initial Outreach (completed FY 06/07)	NOP/NOI	Scoping Meetings	Scoping Summary Report	Agency Outreach Plan
2. Project Definition	Alternatives Analysis	Project Definition / Description	Technical Reports	Impact / Mitigation Analysis
3. Draft EIR/EIS	Administrative Draft EIR/EIS	Draft EIR/EIS	Public Circulation of Draft EIR/EIS	Public Hearings
4. Final EIR/EIS	Selection of Preferred Alternatives	Response to Comments	Final EIR/EIS	ROD/NOD

Public Document

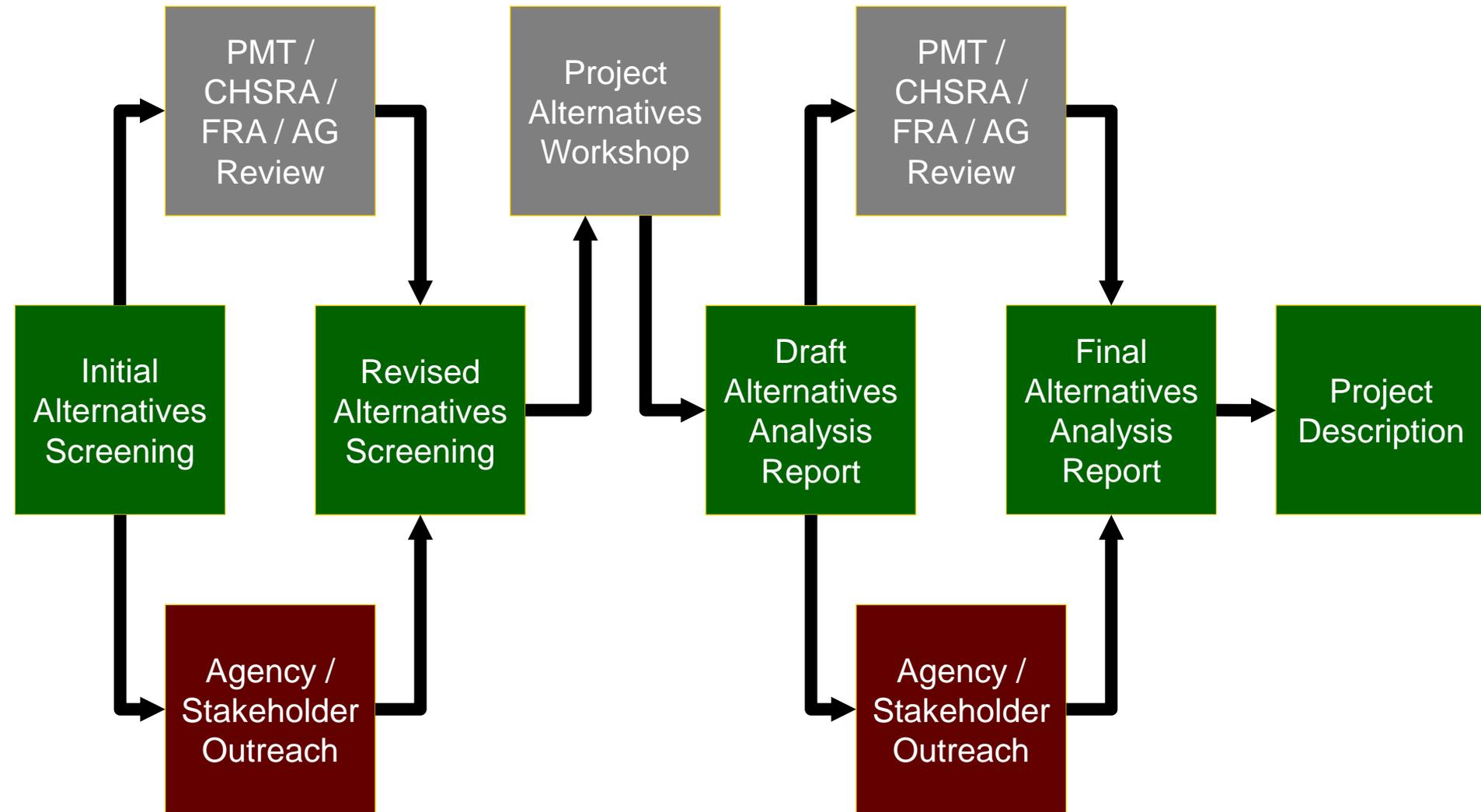
Technical Report

Outreach Activity





Alternatives Analysis Process





AA Evaluation Measures

Operations

Community Disruption / Impacts

Travel Time

Environmental Constraints / Impacts / Fatal flaws

Constructability

Intermodal Connections (Local transit)

Development Potential (Working with local gov't's.)

Property Impacts / Right-of-Way Constraints

Capital and Operating Costs

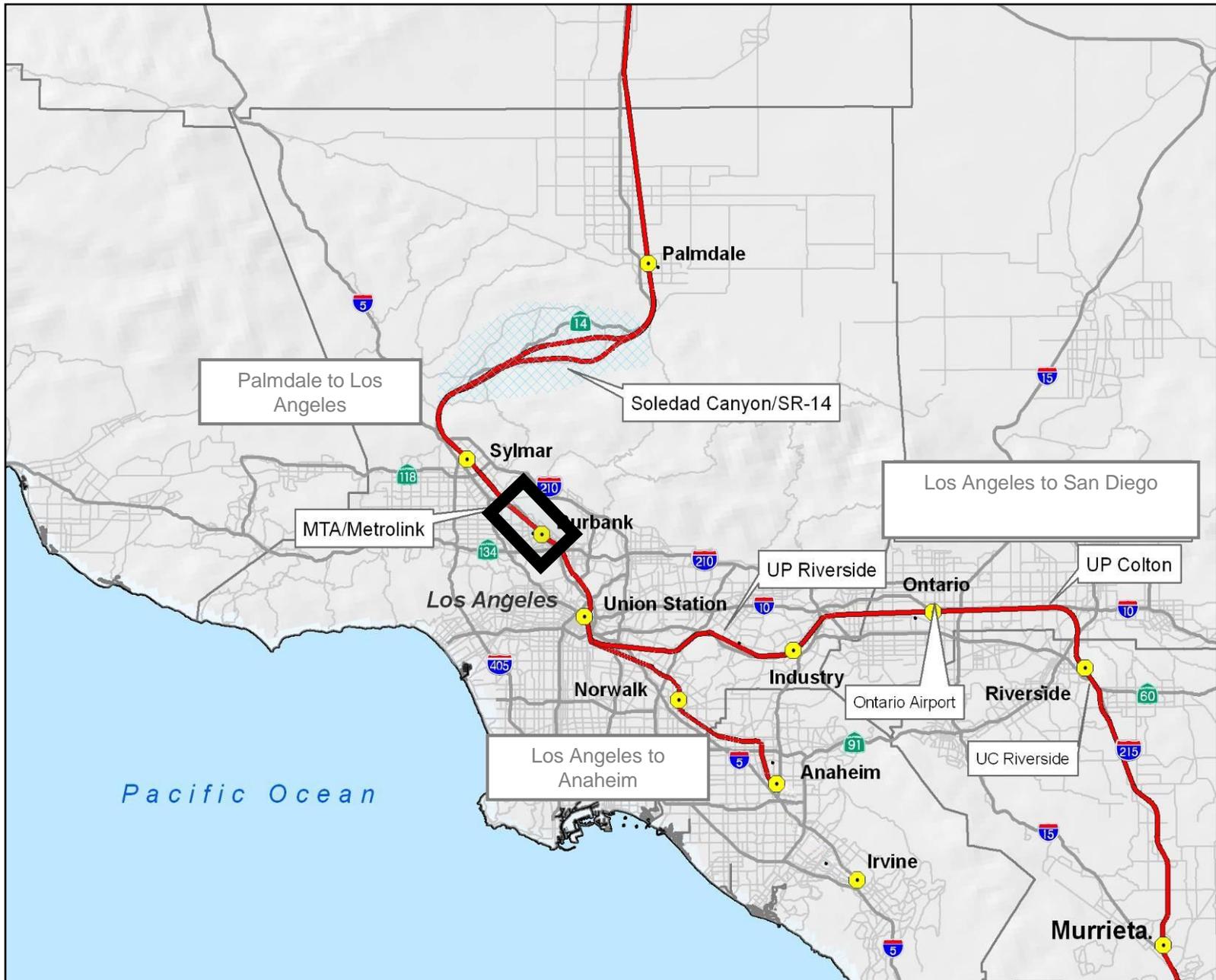
Station locations

Technical agency and stakeholder involvement





Southern California





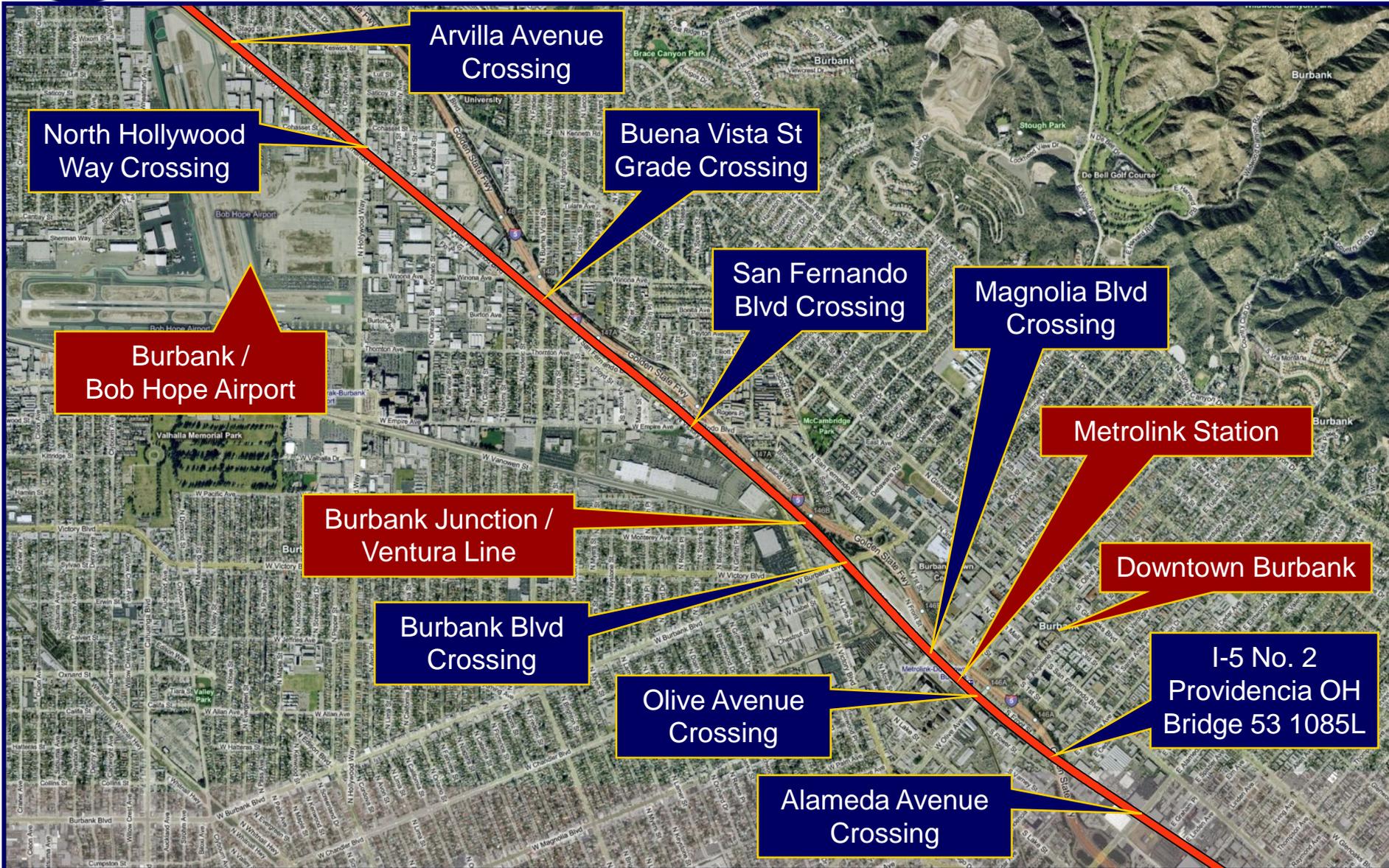
LA-P Sub-Sections

1. Los Angeles Union Station to SR 134
2. SR134 to San Fernando/Sylmar
3. San Fernando/Sylmar to Palmdale



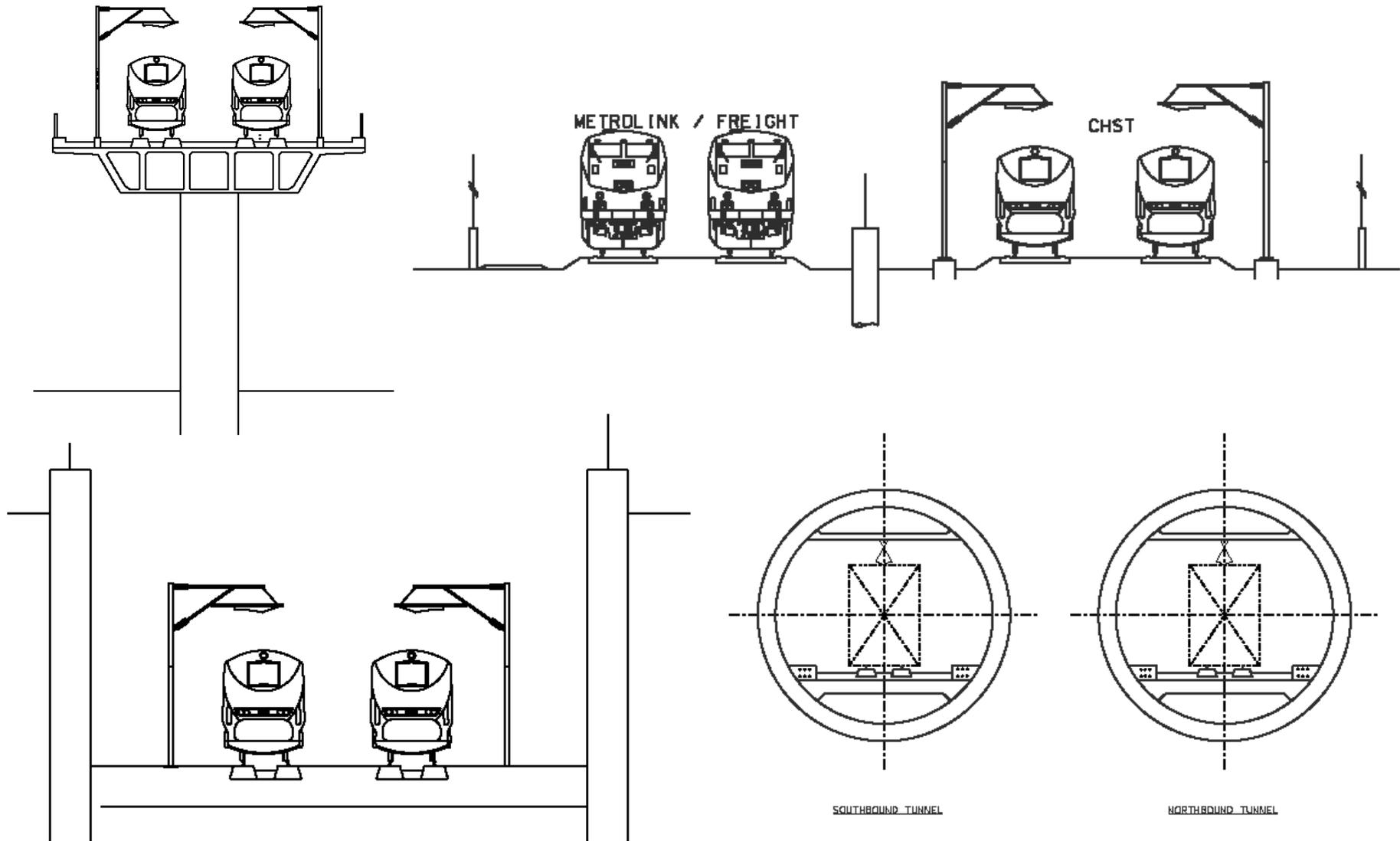


Burbank Study Area





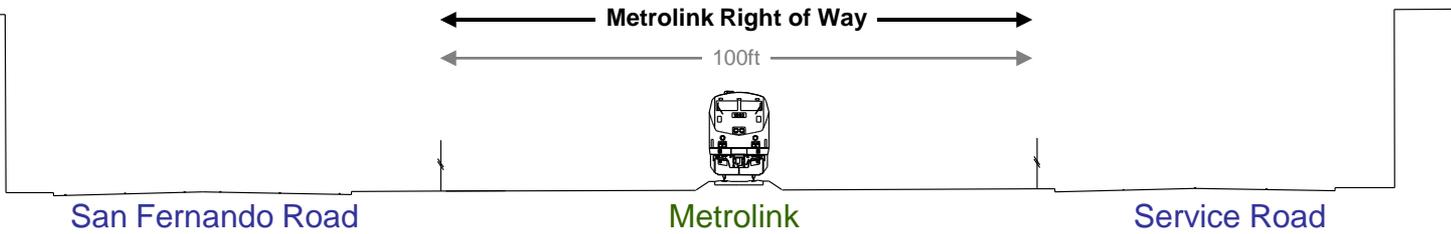
Study Alternatives (Typical Sections)



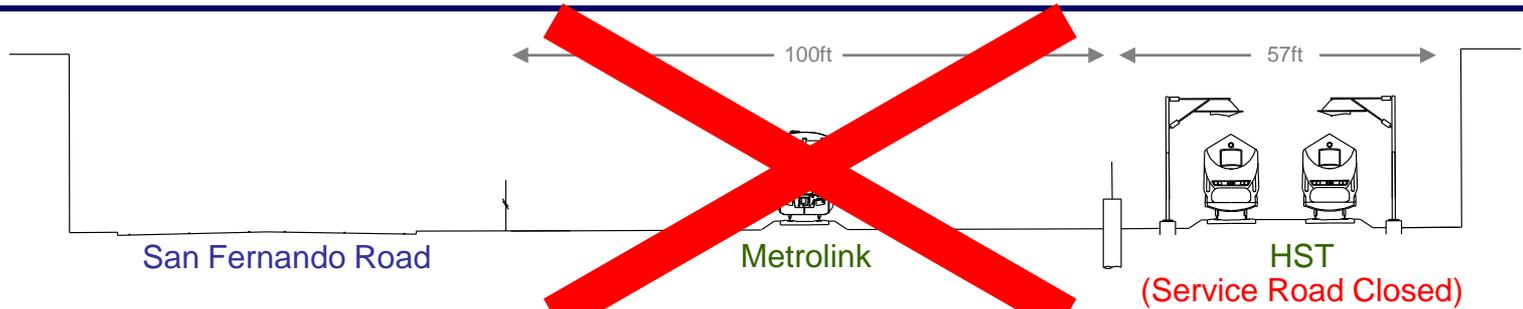


Studied Alternatives

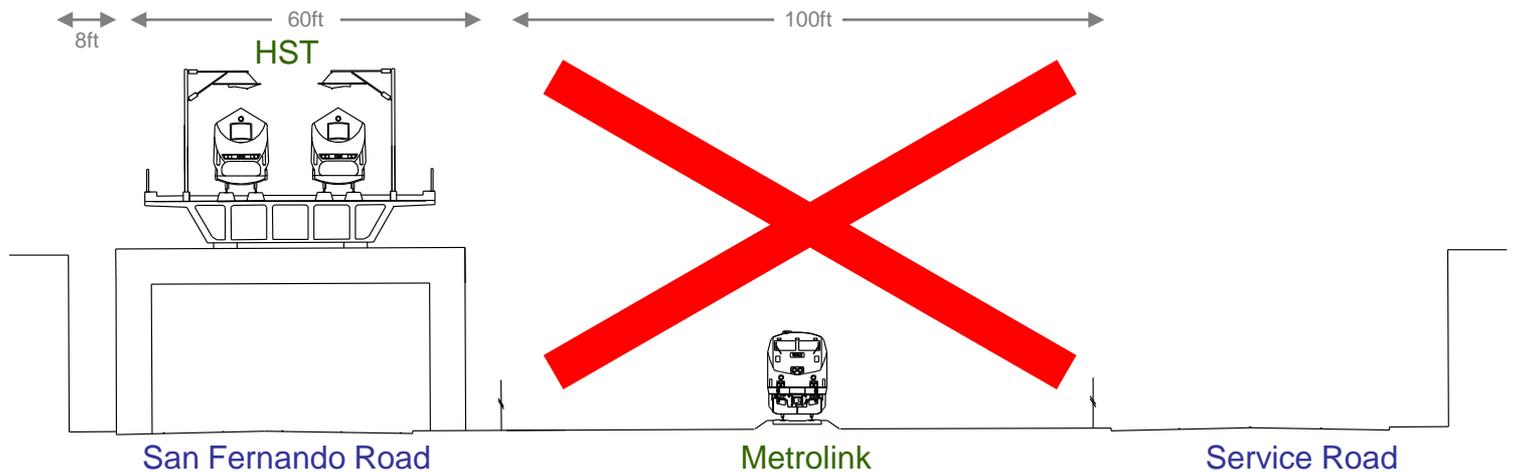
Existing



HST outside existing ROW on east side



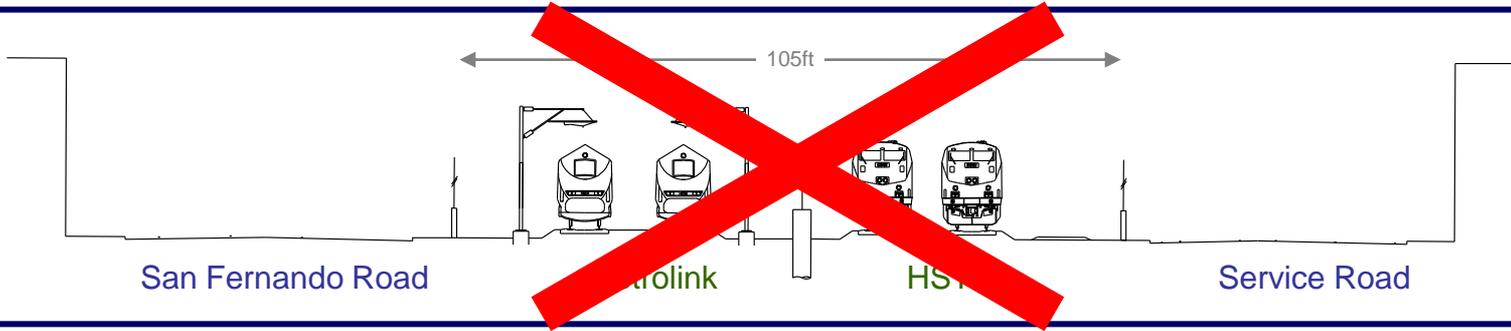
HST outside existing ROW on west side





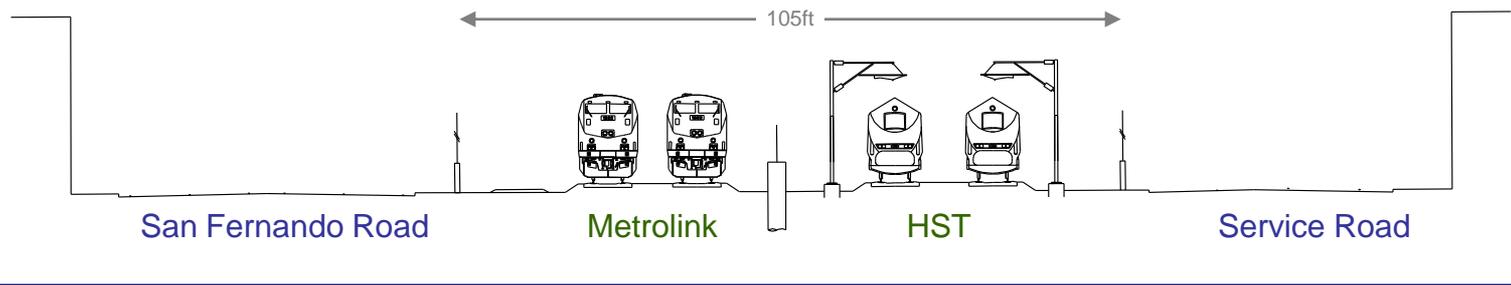
Studied Alternatives

HST and Metrolink share right of way



West Side

HST and Metrolink share right of way

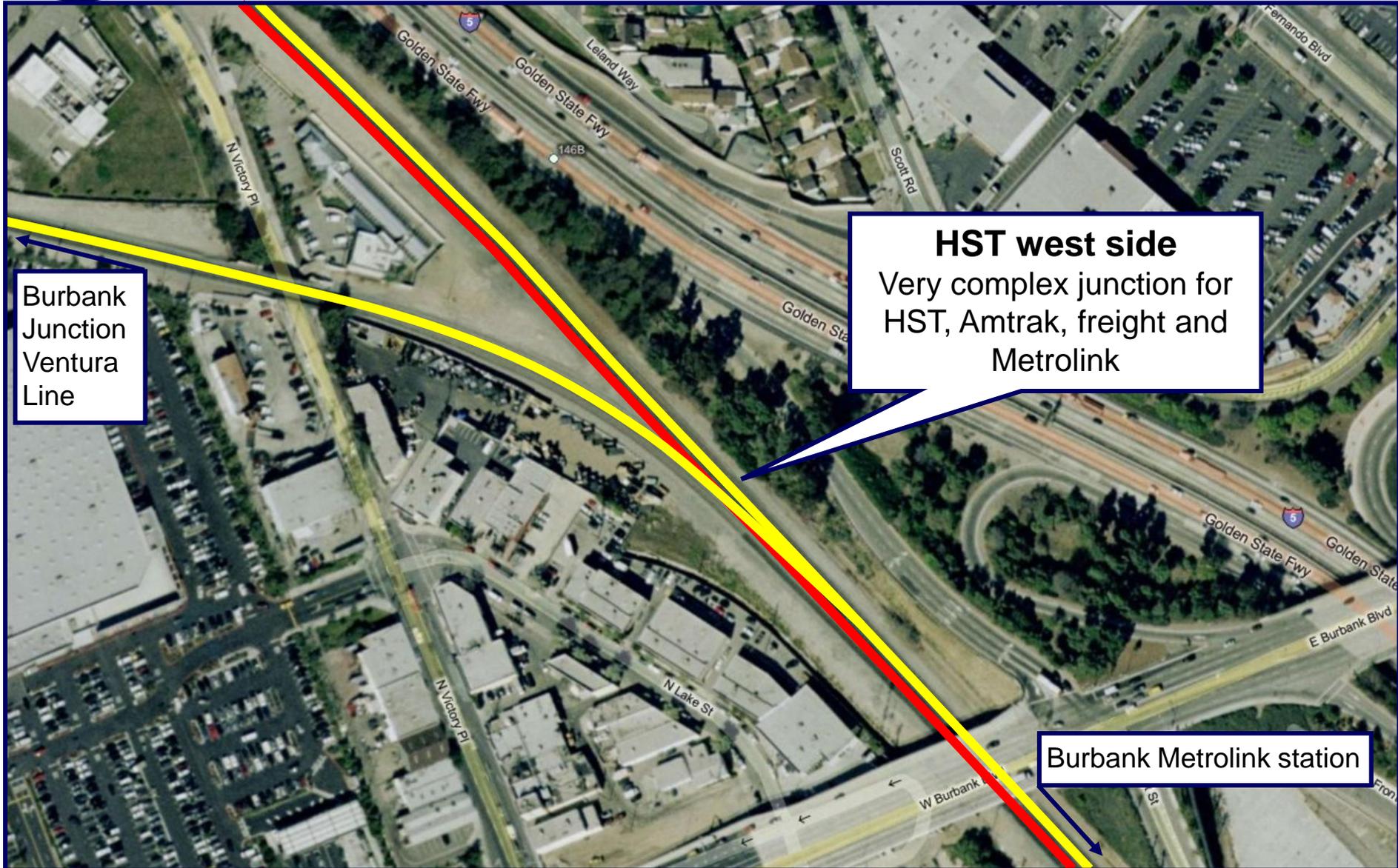


East Side





Burbank Junction



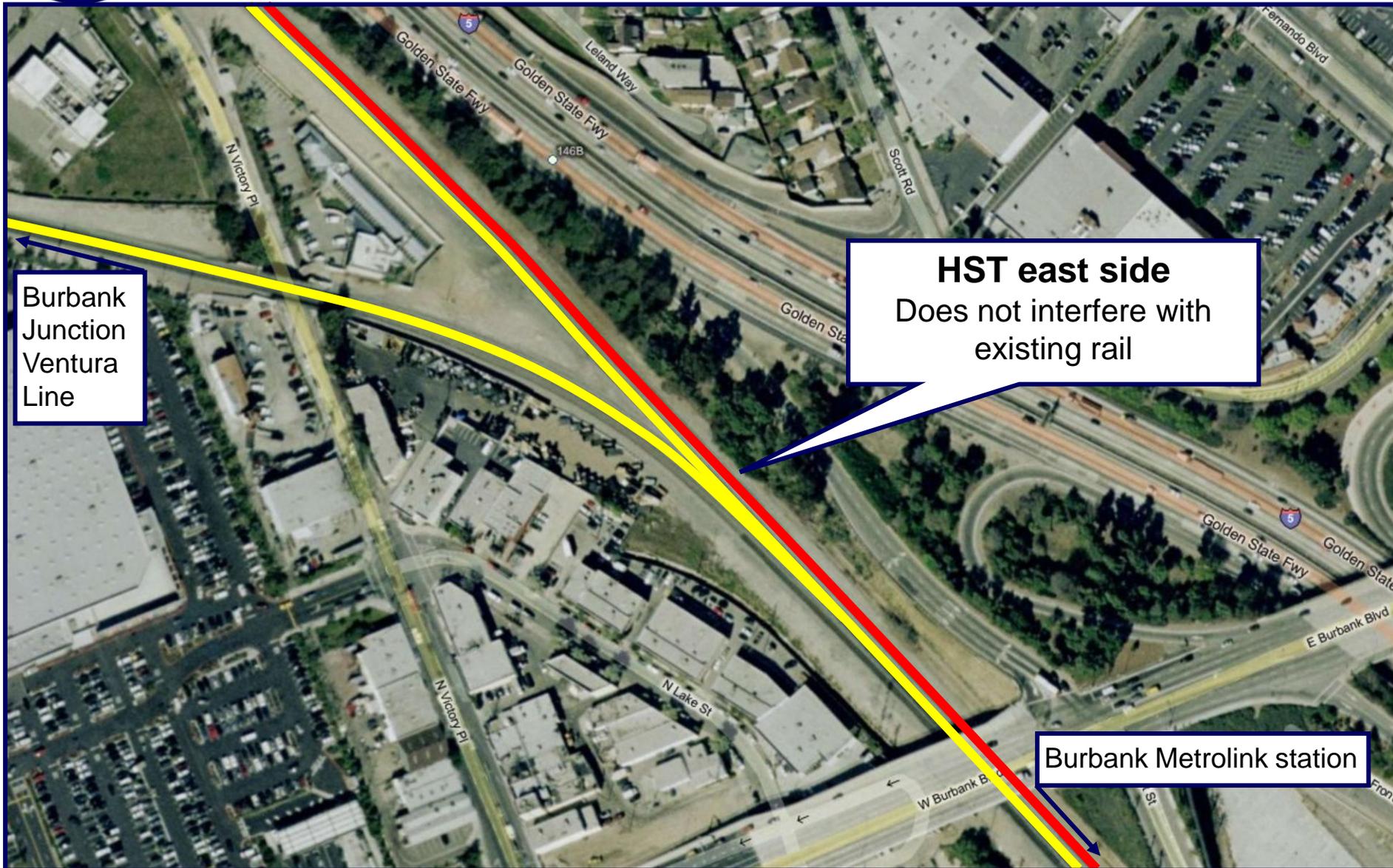
Burbank Junction
Ventura
Line

HST west side
Very complex junction for
HST, Amtrak, freight and
Metrolink

Burbank Metrolink station



Burbank Junction



Burbank Junction Ventura Line

HST east side
Does not interfere with existing rail

Burbank Metrolink station



Key Constraints

- Burbank HST station (four HST tracks plus two Metrolink)
- Passing under I-5 at Providencia
- Future widening of I-5 alongside Metrolink
- Existing road network (HST separation)
- Existing utilities
- Metrolink and freight operations
- Land use
- HST platforms straight and level
- Existing overbridges (some will need reconstruction)
- Design speed 250mph / Operating speed 220mph (governs curves)
- Right of way
- Existing Metrolink corridor and existing station
- Burbank Junction





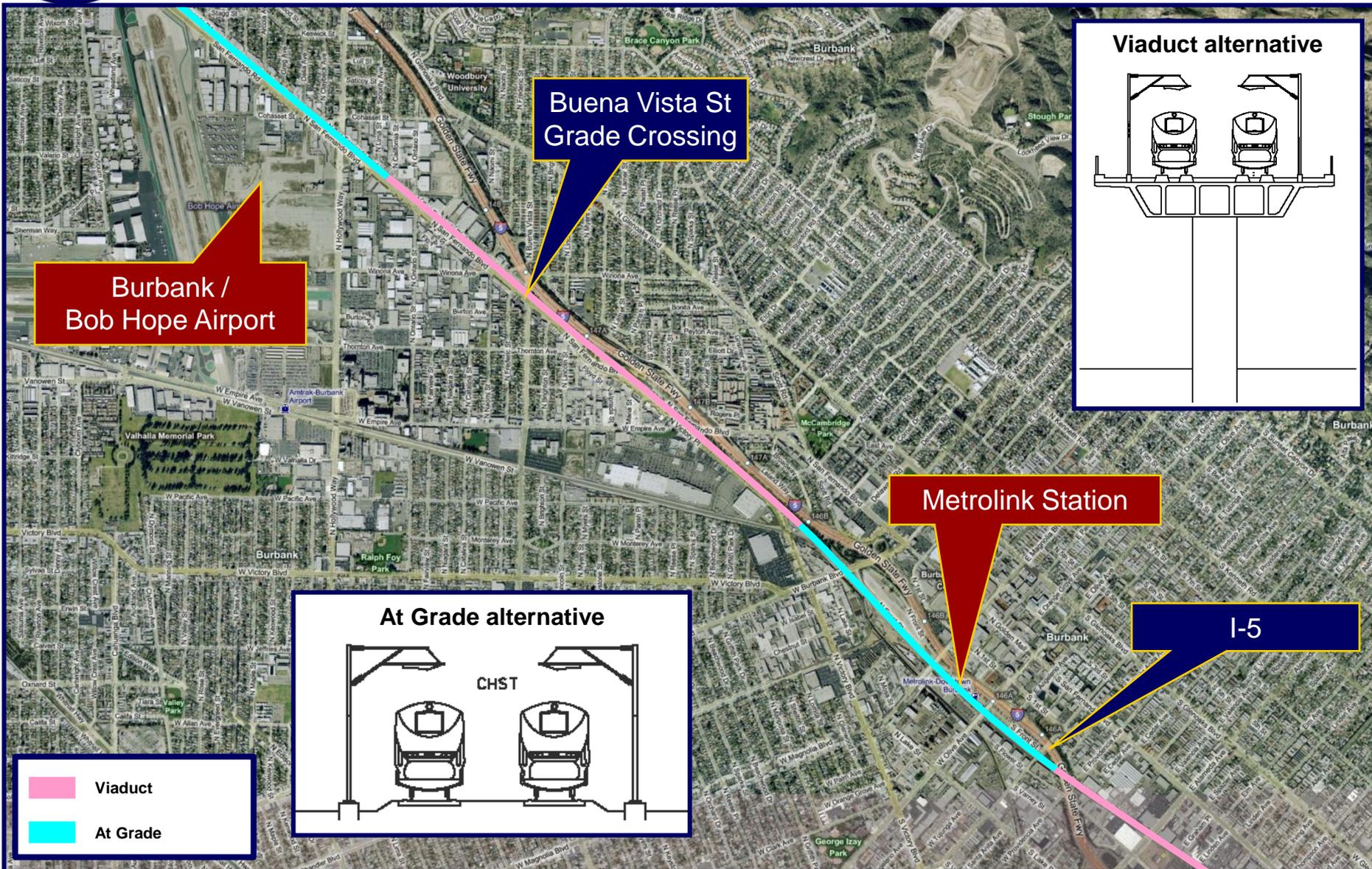
Station Constraints

- Flat platforms
- Platform length – 1,400 feet
- 4-tracks (2 through and 2 platform)
- Straight track – not on a curve
- Total length – 6,000 feet (switch to switch including platforms)
- Co-locate Metrolink station



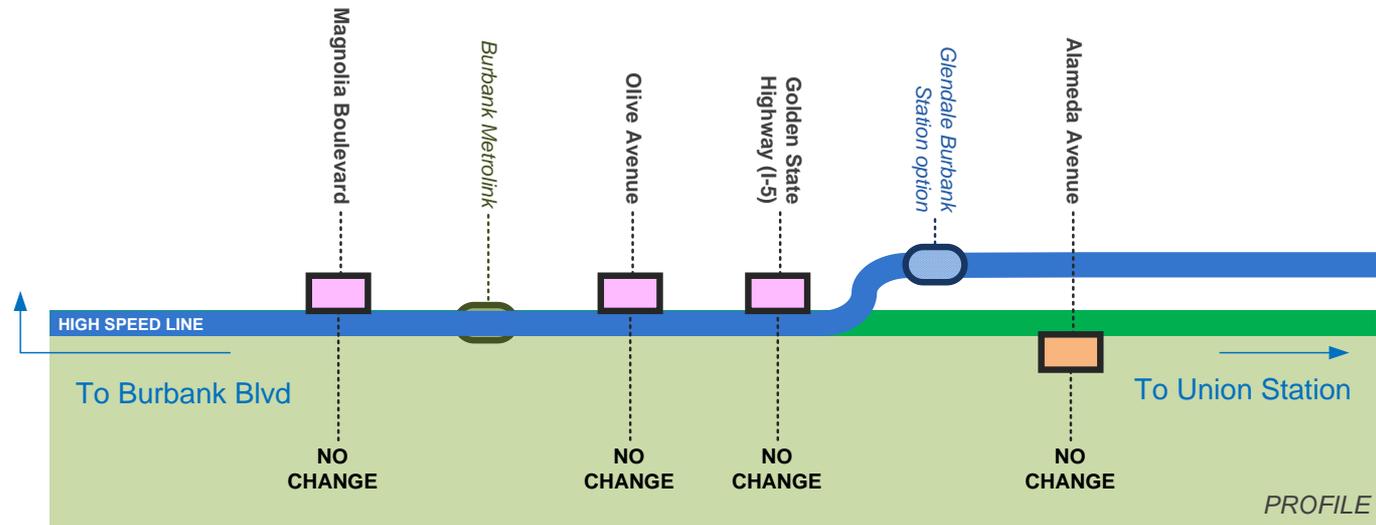
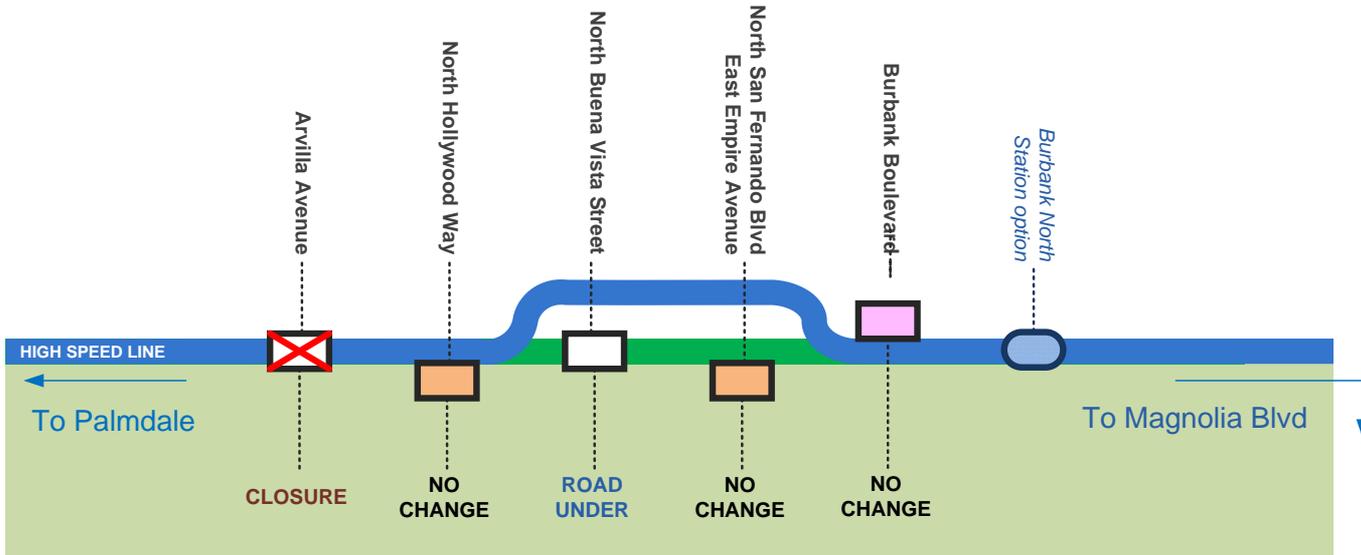


Burbank Study Area



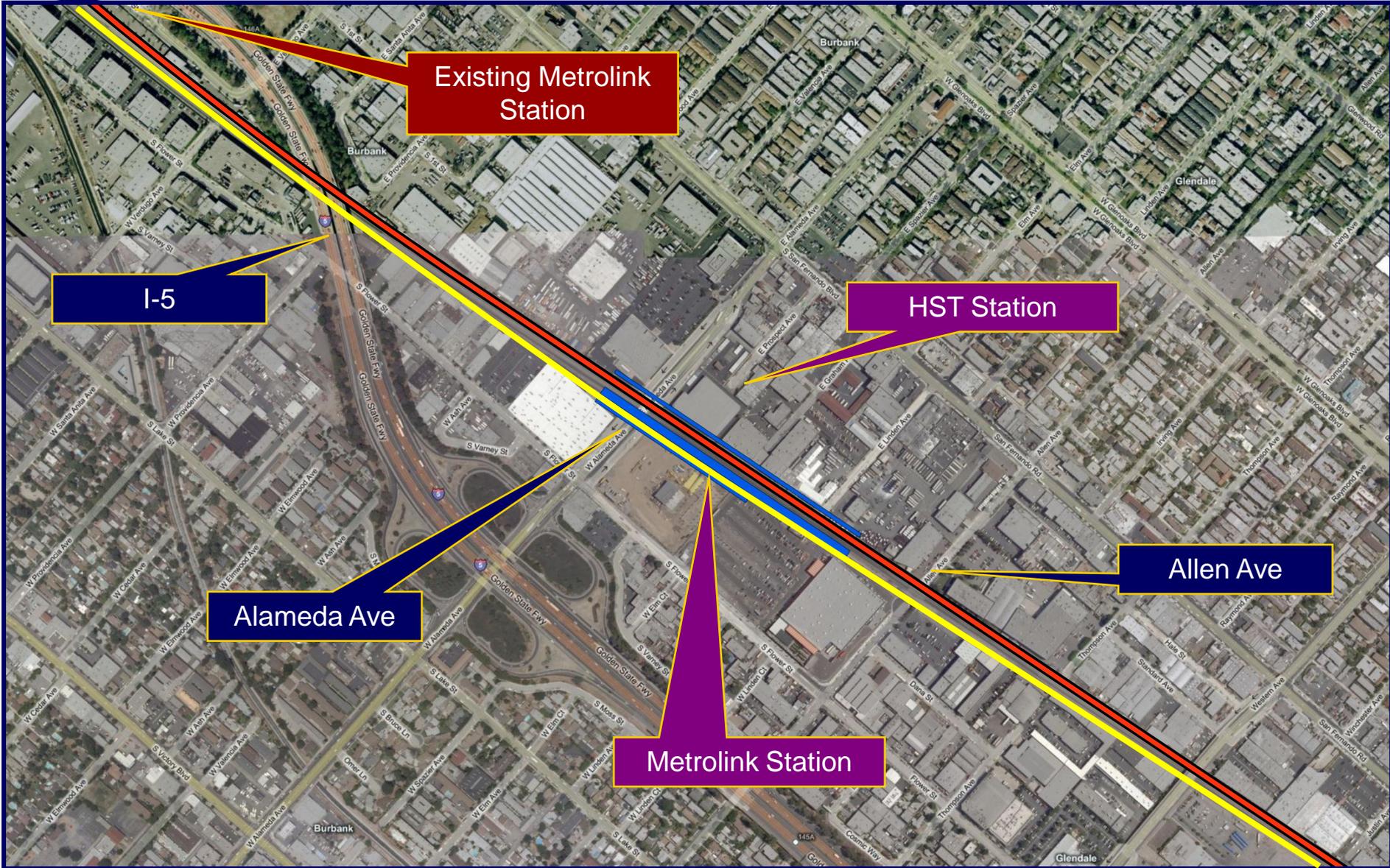


Vertical Alignment



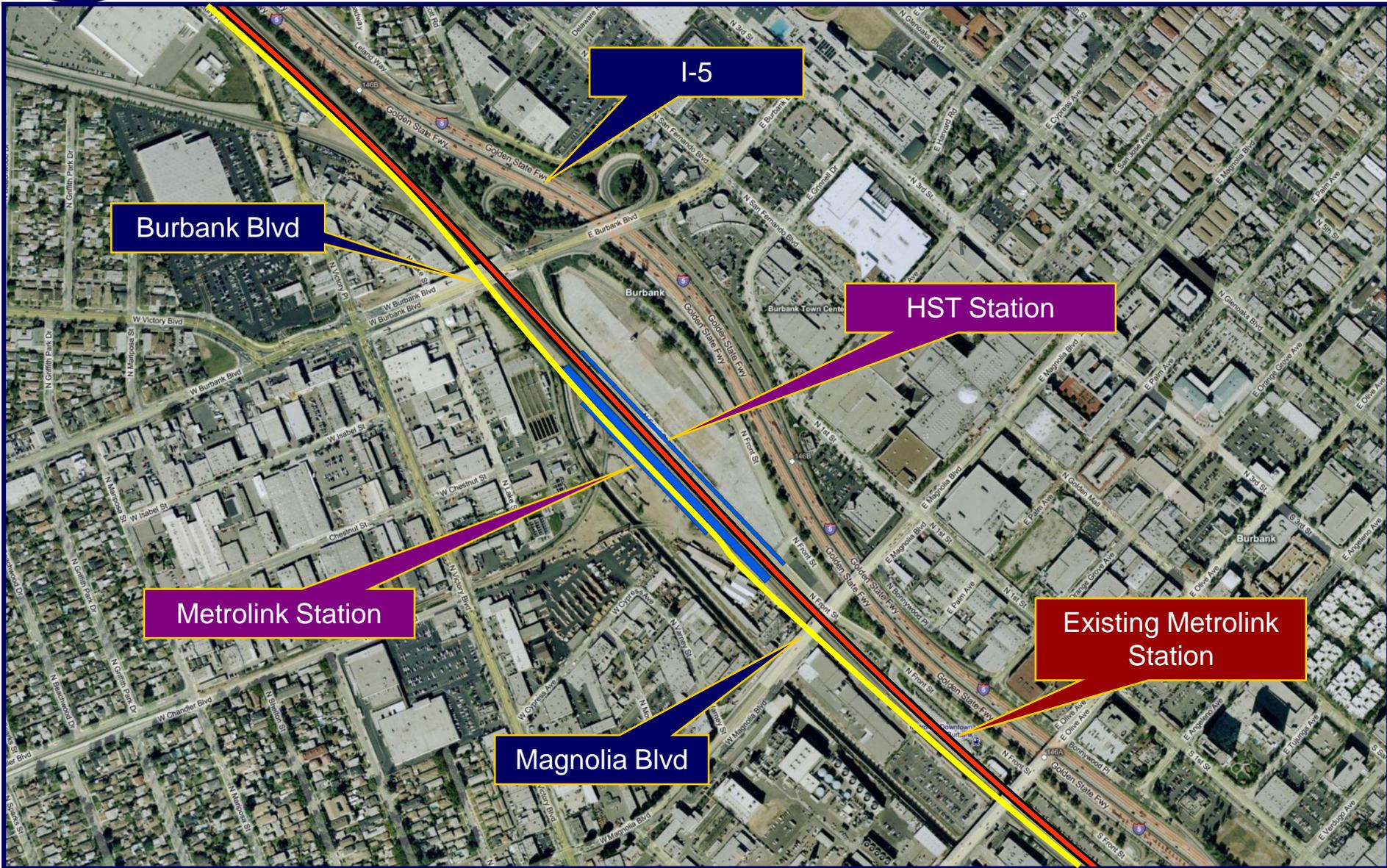


Glendale/Burbank Station Option





Burbank Station Option



I-5

Burbank Blvd

HST Station

Metrolink Station

Existing Metrolink Station

Magnolia Blvd





Next Steps

- Corridor cities briefings/Council Workshops
- Interagency Meetings/ Stakeholder Working Group Meetings
- Draft AA Report to CHSRA
- Interagency Meetings/Stakeholder Working Group Meetings/
Community Open Houses
- DRAFT Project-Level EIR/EIS
- Public Hearings
- Completion of Final EIR/EIS
- Record of Decision/Notice of Determination by FRA & HSRA Board





Contact

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