



CONNECTING & TRANSFORMING CALIFORNIA

Michelle Boehm, Southern California Regional Director

**Agenda Item 6: Report of the Bakersfield to Palmdale Supplemental
Alternatives Analysis**

April 12, 2016

Anaheim, California



CONNECTING CALIFORNIA: SOUTHERN CALIFORNIA

- Address Key Statewide Issues
- Connect Southern California
 - » Close the passenger rail gap
 - » Connect airports
 - » Create multi-modal transportation hubs
- Key Efforts
 - » Phase 1 shovel ready
 - » Deliver connectivity and bookend projects
 - » Compliment Statewide Rail Modernization efforts
 - » Multiply benefits



CONNECTING CALIFORNIA: EARLY INVESTMENT PROJECTS

- **Short-Term Benefits: Safety, Connectivity/Capacity, Air Quality**
 - » **LA Metro:** Regional Connector in Downtown LA
 - » **Metrolink:** Cleaner, faster trains
 - » **San Diego MTS:** Modernize Blue Line Light Rail
 - » **Metrolink/North County Transit District:** Positive Train Control
- **Mid-Term Benefits: More Air Quality, Connectivity/Capacity and Phasing**
 - » **Regional Projects** - Southern California Regional Interconnector Project (SCRIP) benefits regional rail including Metrolink and Amtrak
 - » **Local Projects** – Grade separations and operational improvements to support integrated regional rail network



GETTING TO SOUTHERN CALIFORNIA

- **Bakersfield to Palmdale/Palmdale to Burbank**
 - » Close existing rail gap by providing a fast, reliable connection
 - » New modern rail corridor
 - » Provide transportation options
- **Address Geography, Meet High Speed Operational Objectives, and Protect Communities and the Environment**
 - » Reduce grades
 - » Apply advanced tunneling technology and construction techniques
 - » Conservation approaches
- **Set the Stage for Interstate and Community Connections**
 - » XpressWest and High Desert Corridor
 - » Collaborative Station Area Planning – Palmdale, Burbank

BAKERSFIELD TO PALMDALE PROJECT SECTION

- **Length: 75 to 80-Mile Section**

- » Close passenger rail gap between the Central Valley and Southern California

- **Two Stations**

- » Bakersfield (Central Valley)
- » Palmdale (Antelope Valley)

- **Key Considerations**

- » Downtown areas and schools
- » Environmental Justice communities
- » Green energy generation
- » Ranches and natural lands
- » Agricultural activities and businesses
- » Mining activities



ROUTE CONCEPTS UNDER STUDY



2010



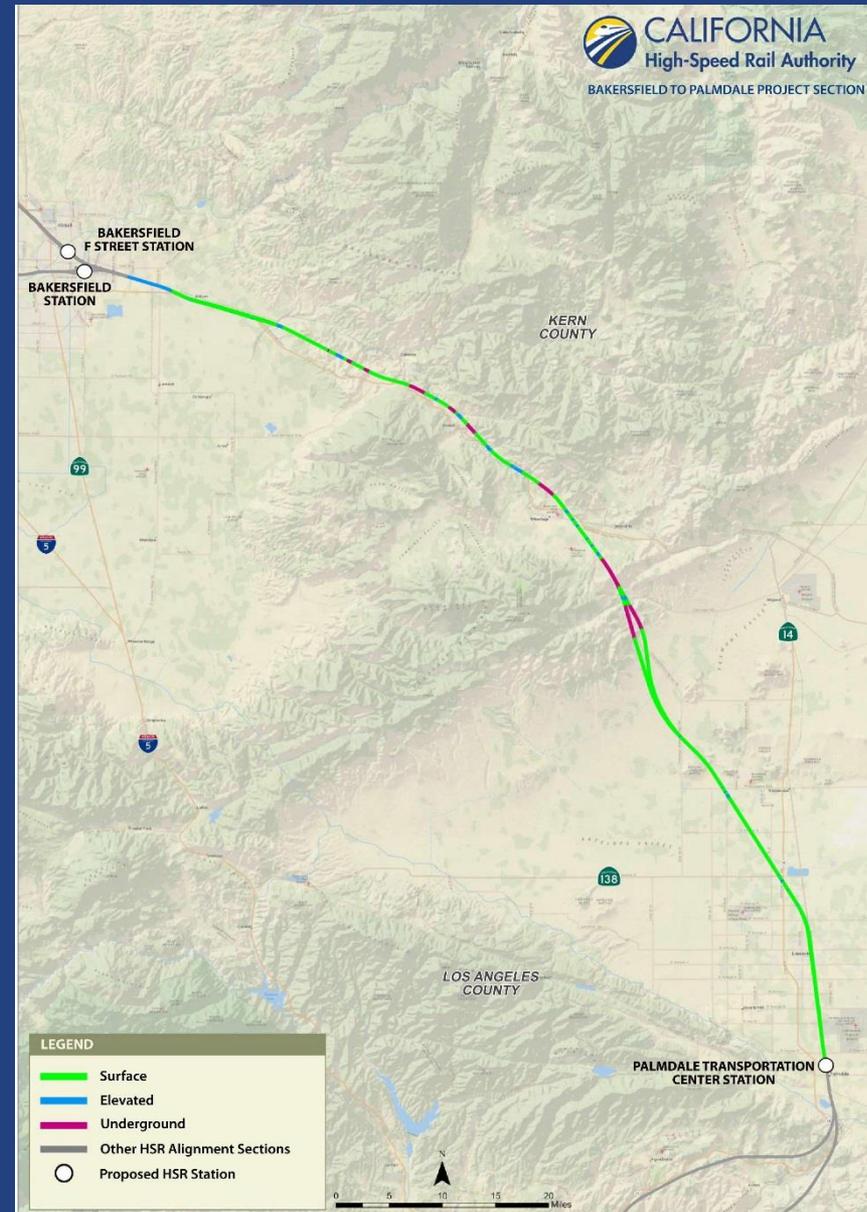
2012



2016

SUPPLEMENTAL ALTERNATIVES ANALYSIS (2016)

- **Study Four Alternatives through Draft Environmental Document**
 - » Reduce potential impacts to Environmental Justice communities, community facilities, businesses, and environmental resources
 - » Improve future high-speed rail operations and constructability



STAKEHOLDER ENGAGEMENT

- **Community Open Houses**
 - » Fall 2015
 - » Edison, Tehachapi, Mojave, Rosamond (English & Spanish + Live Webcast) and Lancaster
 - » 350+ Attendees
- **Agency/Stakeholder Working Groups**
 - » September 2015 and March 2016
 - » 35+ organizations represented
- **Ongoing Community Activities**
 - » 150+ meetings with key stakeholders and community organizations
 - » Information booths at various community events
 - » Multi-faceted, bilingual approach focused on reaching all communities throughout the process



BAKERSFIELD TO PALMDALE TIMELINE *



* Subject to Change

BAKERSFIELD TO PALMDALE SAA

Questions?



CALIFORNIA

High-Speed Rail Authority

**CONNECTING & TRANSFORMING
CALIFORNIA**

Michelle Boehm, Southern California Regional Director

**Agenda Item 7: Report of the Palmdale to Burbank Supplemental
Alternatives Analysis**

April 12, 2016

Anaheim, California



PALMDALE TO BURBANK PROJECT SECTION

- **35-mile to 45-mile Section**

- » Connection to Los Angeles

- **Two Stations**

- » Palmdale (Antelope Valley)

- » Burbank Airport (San Fernando Valley)

- **Key Considerations**

- » High desert communities

- » Mountains and open space

- » Rural / equestrian communities

- » Suburban communities

- » Dense urban communities



ROUTE CONCEPTS UNDER STUDY REFINED OVER TIME



2010



2012



2014



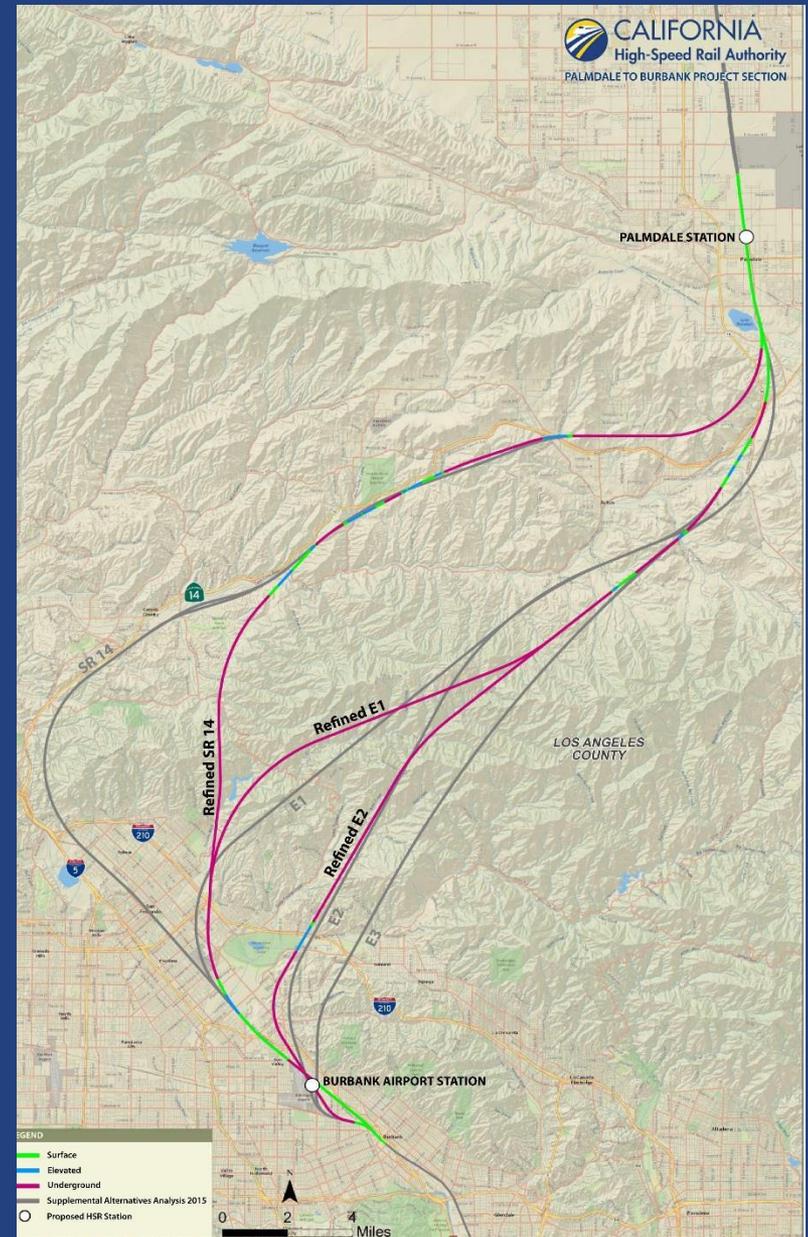
2014



2015

SUPPLEMENTAL ALTERNATIVES ANALYSIS (2016)

- **Study Three Alternatives through Draft Environmental Document**
 - » Reduce impacts in highly-populated communities of Sylmar, San Fernando and Pacoima
 - » Reduce impacts in Santa Clara River and Santa Clarita area
 - » Improve future high-speed rail operations and constructability
 - » Reduce potential impacts to Environmental Justice communities, community facilities, businesses, and environmental resources



STAKEHOLDER ENGAGEMENT

- **Community Open Houses**

- » Four rounds of public meetings & webcasts
 - Over 3,500 attendees since 2014
- » Up to nine languages provided



- **Community Working Groups**

- » Two rounds of meetings
 - Nearly 500 participants
- » Bilingual and all-Spanish meetings

- **Agency/Stakeholder Working Groups**

- » Three meetings in Spring 2016

- **Ongoing Community Activities**

- » 220+ meetings with key stakeholders, community organizations, neighborhood councils and others
- » Information booths at various community events
- » Multi-faceted, bilingual approach focused on reaching all communities throughout the process



PALMDALE TO BURBANK TIMELINE *



April 2016

Complete SAA and Present to Board of Directors and Public

Ongoing Engagement with Agencies & Community

Winter 2016/17 Identify Preliminary Preferred Alternative

Spring 2017

Draft Environmental Document

Ongoing Engagement with Agencies & Community

Winter 2017

Final Environmental Document

PALMDALE TO BURBANK SAA

Questions?



CALIFORNIA

High-Speed Rail Authority

**CONNECTING & TRANSFORMING
CALIFORNIA**

Michelle Boehm, Southern California Regional Director

**Agenda Item 8: Report of the Burbank to Los Angeles
Supplemental Alternatives Analysis**

April 12, 2016

Anaheim, California

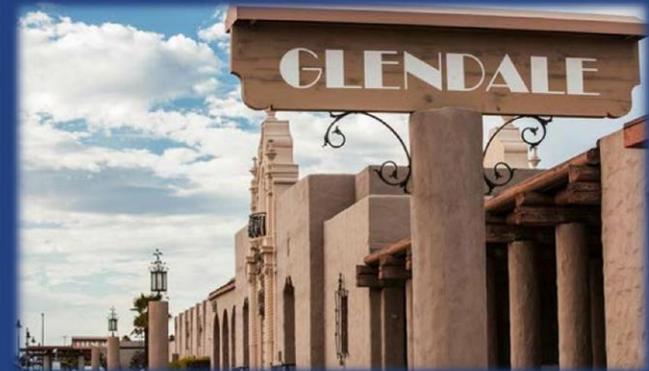


GETTING THROUGH THE URBAN AREA

- **Burbank to Los Angeles/Los Angeles to Anaheim**
- **Modernize Existing Rail Corridor**
 - » Improve safety
 - » Quieter, more efficient, more connected
 - » Benefit all users
- **Advance Early Investments (MOU) Projects**
 - » Independent utility and immediate benefit to existing service
 - » Lay the foundation for high-speed rail service
 - » Advance projects to shovel ready with HSR environmental clearance
 - » Establish partnerships, project priority, full funding, and delivery schedules
- **Optimize the Investment**
 - » Stay within existing rail corridor as much as possible
 - » Identify opportunities to multiply benefits
 - » Develop integrated service approach

BURBANK TO LOS ANGELES PROJECT SECTION

- **Length: Approximately 12 Miles**
 - » Connect high-speed rail to LAUS
 - » Improve safety along historic rail corridor
- **Two Stations**
 - » Burbank Airport Station
 - » Los Angeles Union Station
- **Key Considerations**
 - » Improve operational characteristics for passenger and freight services
 - » Improve safety
 - Early completion of grade separations:
Doran Street
 - » Reduce emissions and congestion

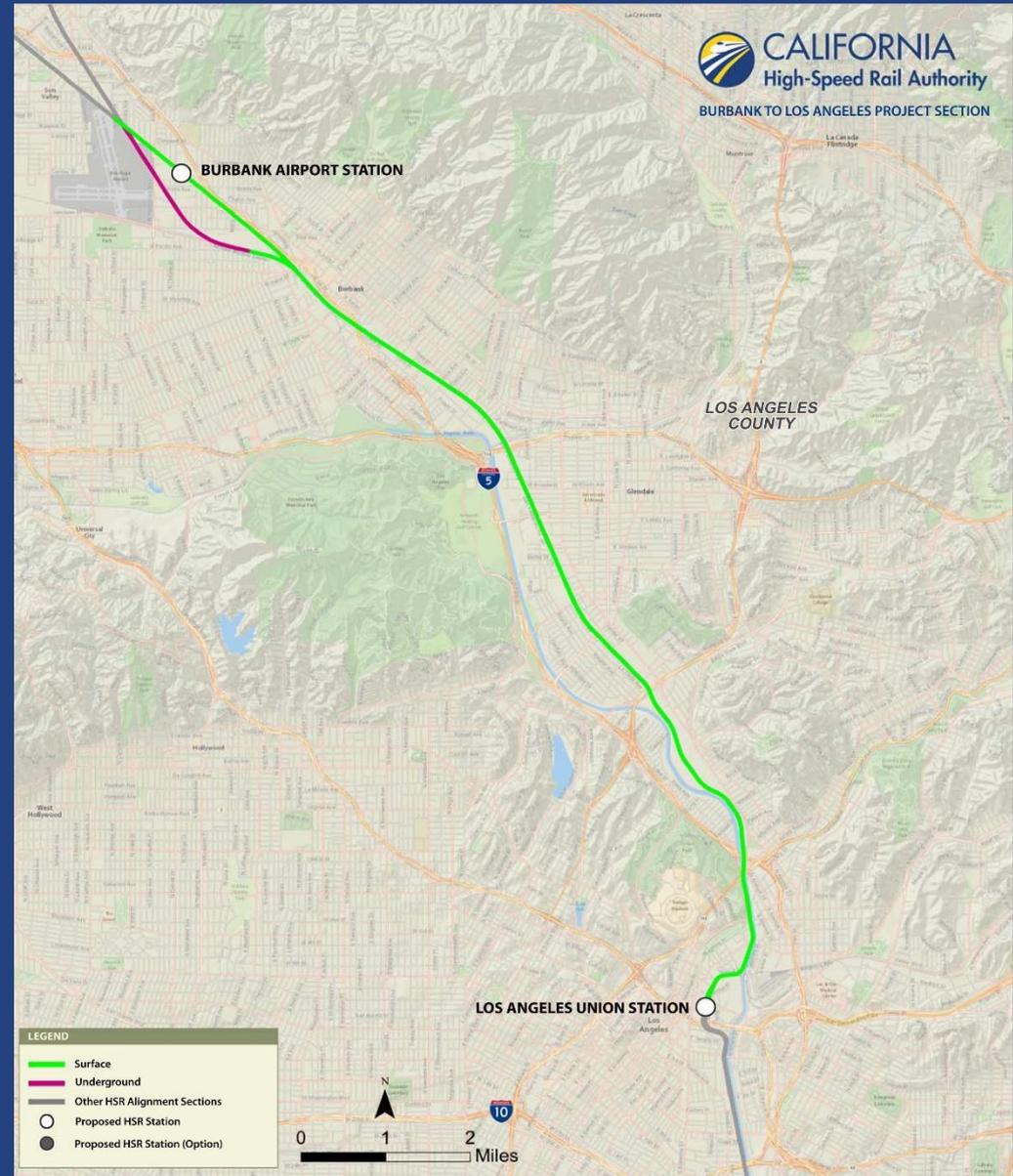


BURBANK TO LOS ANGELES CONNECTIVITY



SUPPLEMENTAL ALTERNATIVES ANALYSIS (2016)

- **Study Shared Corridor Alternative through Draft Environmental Document**
 - » Reduce impacts by remaining within existing railroad ROW to the extent possible
 - » Multiply benefits
 - Deliver MOU projects
 - Modernize Los Angeles Union Station
 - Identify opportunities to collaborate with other regional programs
 - Improve passenger rail services



STAKEHOLDER ENGAGEMENT

- **Community Open Houses**

- » November 2015

- Glendale, Cypress Park, Downtown Los Angeles + Live Webcast
- 160+ community members attended
- Nine languages



- **Stakeholder Working Group**

- » November 2015 and April 2016

- Cypress Park/LA River
- 30+ organizations represented



- **Ongoing Community Activities**

- » 100+ meetings with key stakeholders and community organizations, neighborhood councils, etc.
- » Information booths at various community events
- » Multi-faceted, bilingual approach focused on reaching all communities

BURBANK TO LOS ANGELES TIMELINE *



* Subject to Change

BURBANK TO LOS ANGELES SAA

Questions?



CONNECTING & TRANSFORMING CALIFORNIA

Michelle Boehm, Southern California Regional Director

**Agenda Item 9: Report of the Los Angeles to Anaheim
Supplemental Alternatives Analysis**

April 12, 2016

Anaheim, California



LOS ANGELES TO ANAHEIM PROJECT SECTION

- **Length: 30-Mile Section**
 - » Completes Phase 1 into Orange County
 - » Provide connectivity to regional transportation network
- **Three Stations, Many Connections**
 - » Los Angeles Union Station
 - » Intermediate Station Options
 - Norwalk/Santa Fe Springs
 - Fullerton
 - » Anaheim (ARTIC)
- **Key Considerations**
 - » Improve safety and efficiency
 - » Complete SoCal MOU projects
 - » Reduce emissions and congestion in Disadvantaged Communities
 - » Improve goods movement



LOS ANGELES TO ANAHEIM CONNECTIONS



SUPPLEMENTAL ALTERNATIVES ANALYSIS (2016)

- **Study Shared Corridor Alternative through Draft Environmental Document**
 - » Reduce impacts by staying inside existing railroad ROW to the extent possible
 - » Multiply benefits
 - Improve safety and air quality
 - Increase frequency and reliability of passenger and freight rail services
 - Deliver MOU projects
 - Identify opportunities to collaborate with other regional programs



STAKEHOLDER ENGAGEMENT

- **Community Open Houses**

- » October/November 2015

- » Downtown Los Angeles, Norwalk, Pico Rivera (Spanish/English), Fullerton, Buena Park, Anaheim + Live Webcast

- » 370+ Community Members Attended

- » Two Languages

- **Agency/Stakeholder Working Groups**

- » Initiated Spring 2016

- » 30+ organizations represented

- **Ongoing Community Activities**

- » 450+ meetings with key stakeholders and community organizations, neighborhood councils, etc.

- » Information booths at various community events

- » Multi-faceted, bilingual approach focused on reaching all communities throughout the process



LOS ANGELES TO ANAHEIM TIMELINE *



* Subject to Change

LOS ANGELES TO ANAHEIM SAA

Questions?



CONNECTING & TRANSFORMING CALIFORNIA

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**Agenda Item 10: Update on the Los Angeles to San Diego Project
Section**

April 12, 2016

Anaheim, California



LOS ANGELES TO SAN DIEGO PROJECT SECTION

- **Phase 2: 170-Mile Section**

- » Close rail gap between Riverside and San Diego Counties

- **Stations**

- » Los Angeles Union Station, LA County (El Monte, Pomona, or West Covina) Ontario Airport, San Bernardino , Riverside County (Corona/March Air Reserve Base, Temecula/Murrieta) San Diego County (Escondido & San Diego Airport)

- **Key Considerations**

- » Connects four counties and wide variety of communities
- » Complement State Rail Planning and Statewide Rail Modernization
- » Station connections at two international airports
- » Coordinate with regional efforts to update route plans, prioritize investment, and preserve ROW



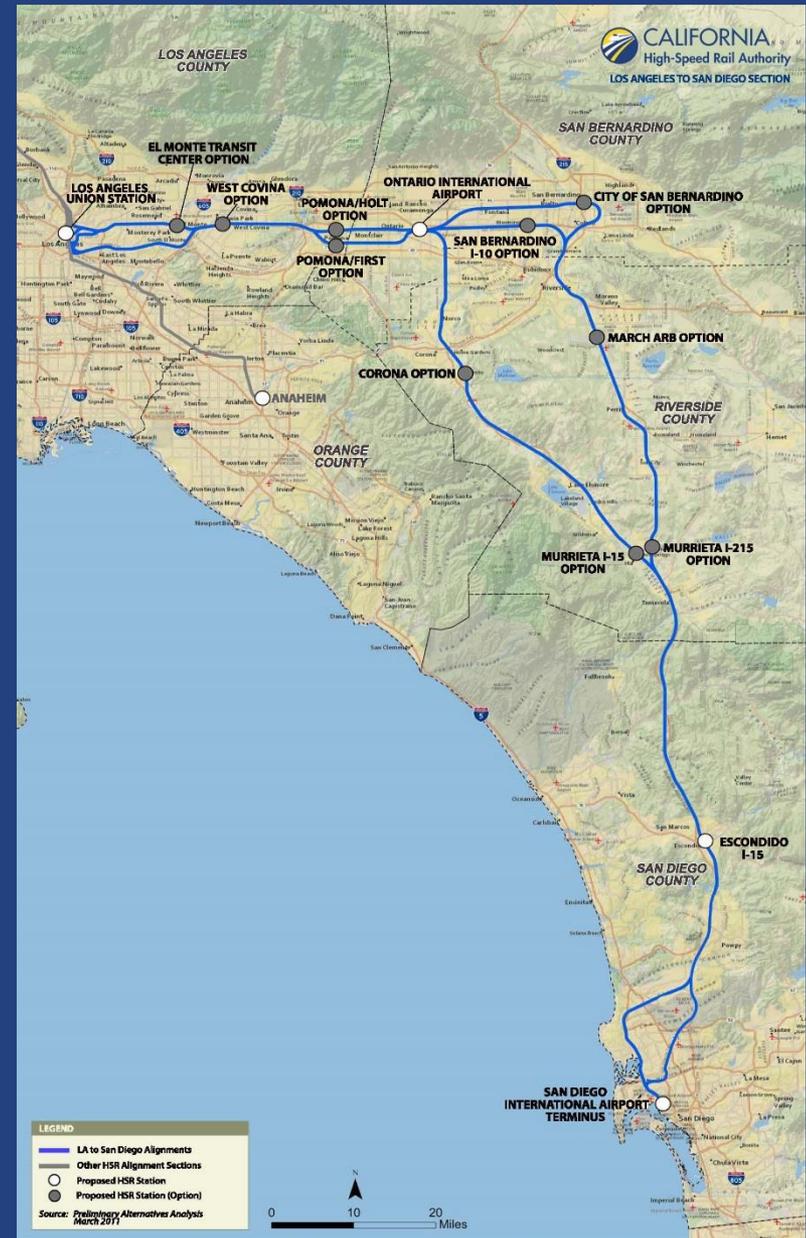
LOS ANGELES TO SAN DIEGO PLANNING ACTIVITIES

• Refine Route Alternatives

- » Alternatives Analysis by end of 2017
- » Complement existing system and incorporate new regional plans
- » Identify projects that provide regional benefit immediately and later enable Phase 2

• Identify Opportunities – Technical Planning Study

- » Complement Statewide Rail Modernization efforts and state rail planning
- » Prioritize key corridor improvements to extend Phase 1 benefits



STAKEHOLDER ENGAGEMENT – REGIONAL MOBILITY PLANNING

- **Coordinate Rail Modernization, State Rail Plan, Regional, and Local Agency Projects**

- » Perris Valley Line Extension
- » Coachella Valley Service
- » Improved transit connections (SBX, I-15, etc.)

- **Southern California Inland Corridor Group (SoCal ICG)**

- » Partnerships between Los Angeles, Riverside, San Bernardino and San Diego County Agencies

- **Presentations/Activity Centers**

- » 60+ meetings, including stakeholder briefings and presentations to local groups throughout the corridor and participation at local and regional community events through informational booths



LOS ANGELES TO SAN DIEGO

Questions?