
California High-Speed Train Project

CALIFORNIA HIGH-SPEED RAIL AUTHORITY



Los Angeles to Anaheim Section Alternatives Analysis Phase

Fullerton Community Meeting

Los Angeles to Anaheim Project Level EIS/EIR

April 29, 2010

Overview

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Los Angeles to Anaheim Section Alternatives Analysis Phase

- Welcome/Introduction
- OCTA's support and commitment
- Project benefits and funding
- Environmental process overview
- Alignment options
- Opportunities for feedback

Tonight's Presenters

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Jennifer Labrado — Outreach Manager, Los Angeles –Anaheim High-Speed Rail Team

Darrell Johnson — Deputy CEO, Orange County Transportation Authority

Eugene Kim— Planning Manager, Los Angeles –Anaheim High-Speed Rail Team

California High-Speed Trains

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- Approved by voters in 2008
- Largest public transportation project in U.S. history
- First high-speed train project in the U.S.
- San Francisco to Anaheim in less than three hours
- Project will be operational during this decade



Key Milestones

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2010

California High-Speed Train awarded \$2.25B in ARRA funds

2008

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

2007-present

Project-level EIR/EIS process

2005

Statewide EIR/EIS certified by CHSRA/FRA

2002-2005

Statewide (Program-level) EIR/EIS process

1996

California High-Speed Rail Authority created

OCTA As Partner

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- Rail improvements coming to Orange County
 - High-speed trains
 - ARTIC
 - Metrolink service enhancements
 - Go Local



Orange County – Why Here?

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- Access to major regional attractions and businesses
- Access to other parts of the state
- Creates 92,000 jobs along section during construction
- Generates \$103 million per year in tax revenues for Orange County once completed



Important for California's Future

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- Provide congestion relief for freeways and airports
- Proven technology
- 100% clean, electric power
- Economic strength



Building Partnerships

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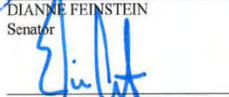
and will help in the development of jobs and local economies. This application for federal funds has the support of the voters, the federal and state legislators, local governments, and the business, labor and environmental communities. We, therefore, urge you to fully fund California's high-speed rail applications.

Sincerely,


NANCY PELOSI
Member of Congress

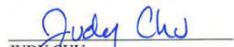

DIANNE FEINSTEIN
Senator


BARBARA BOXER
Senator


JIM COSTA
Member of Congress


HOWARD BERMAN
Member of Congress


DENNIS CARDOZA
Member of Congress


JUDY CHU
Member of Congress


SAM FARR
Member of Congress


BOB FILNER
Member of Congress


JANE HARMAN
Member of Congress


MIKE HONDA
Member of Congress


ZOE LOFGREN
Member of Congress


DAVIS D. MATSUI
Member of Congress

Attaining congressional support

Supporting California's HIGH SPEED RAIL SYSTEM

- CALIFORNIA LABOR FEDERATION
- SIERRA CLUB CALIFORNIA
- CALIFORNIA CHAMBER OF COMMERCE

Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support of California's application for High Speed Rail funding

Dear Secretary LaHood:

We are writing in support of the State of California's application to the Federal Railroad Administration for \$4.5 billion in federal funding for high-speed rail. We have come together because the building of a high-speed rail system in California will create sustainable green jobs, spur economic growth and protect our environment.

California has already made substantial investments in a high-speed rail system and is well prepared to receive and use federal funding immediately. For the last ten years, the High Speed Rail Authority has prepared for a high-speed rail system and no other state is as far along in planning and development. California is the only state in the nation that has passed a high-speed

Building partnerships

From Vision to Reality

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- ARRA funding awarded January 28, 2010
- California receives **\$2.25 B** – the largest amount in the nation
- Funding is for ALL four sections – including Los Angeles
- Los Angeles to Anaheim Section is leading the way

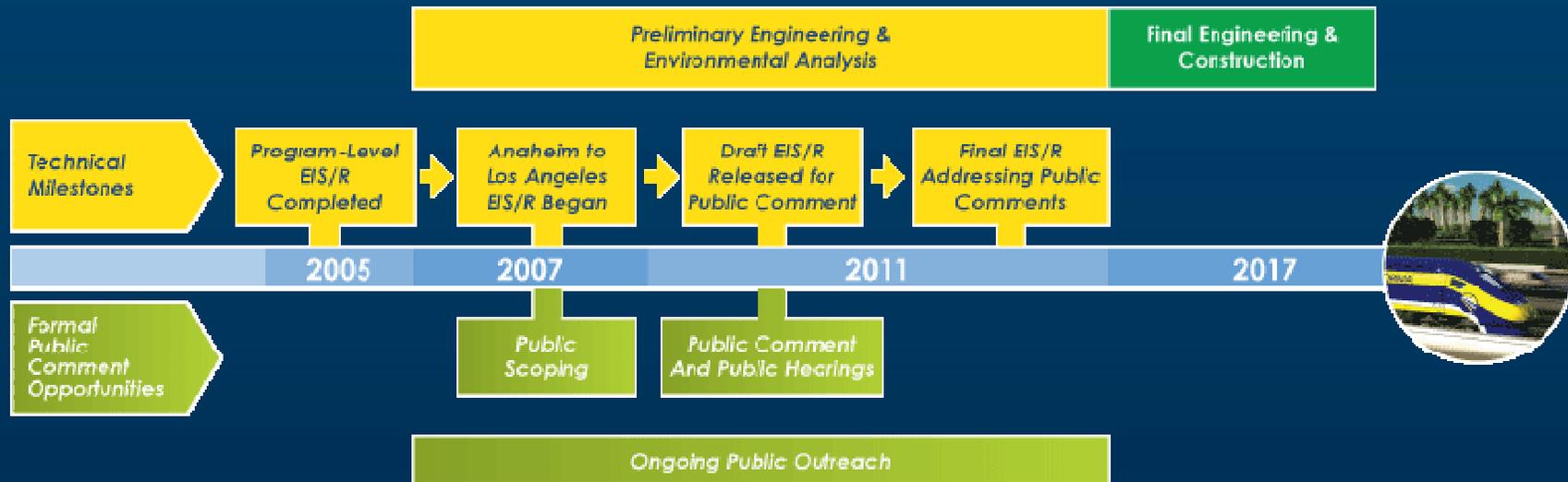


Project Timeline

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Environmental Process

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- State and Federal Requirements
 - National Environmental Policy Act (NEPA)
 - California Environmental Quality Act (CEQA)
- 2005 Statewide Environmental Analysis
 - Reviewed benefits and impacts of high-speed train from San Francisco / Sacramento to San Diego
- Current Environmental Process
 - Analyzing the potential benefits and impacts of the high-speed train from Los Angeles to Anaheim

Environmental Process

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More than 15 “environmental factors” being reviewed, including:

- Traffic
- Noise
- Changes to communities/neighborhoods
- Historic resources and parks
- Displacements and relocations
- Disruption during construction

Environmental Process: Next Steps

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Project Milestone	Date
Complete Draft Environmental Impact Statement/Report	Early 2011
Invite public review and hold public hearings	Early 2011
Incorporate and respond to public comments	Early / Mid 2011
Complete environmental process and choose an alternative	Mid 2011

Los Angeles - Anaheim Section

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- Parallels the existing Los Angeles-San Diego (LOSSAN) Passenger Rail Corridor
 - 2005 Statewide Level EIS/EIR
- Secured Corridor
 - Grade separations at rail and road interfaces
 - Dedicated to high-speed trains (TBD)
 - Operating speed of up to 110 MPH between Anaheim and Los Angeles

Section Corridor

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Fullerton – Planning Options

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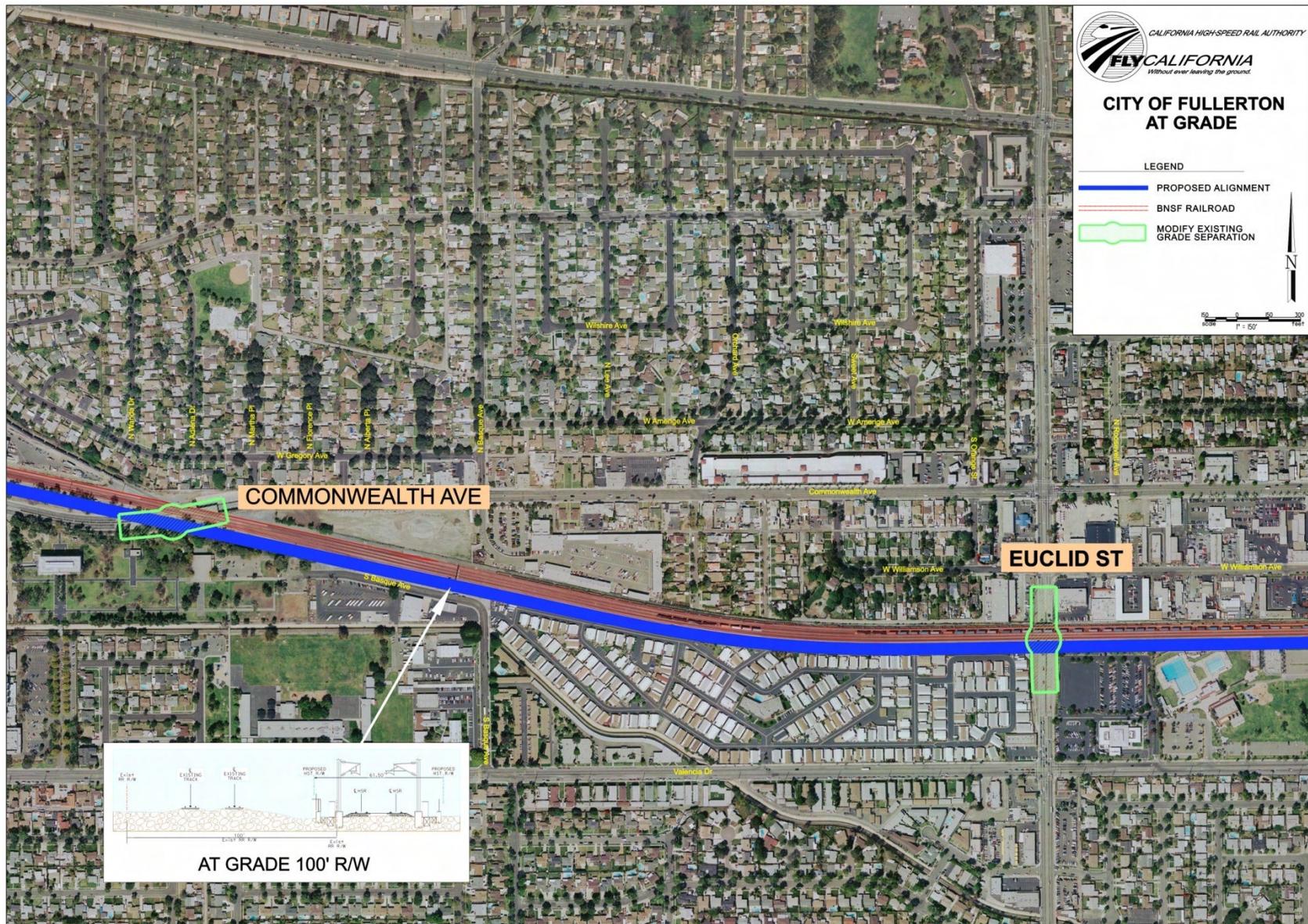
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- Parallels the existing OCTA rail line
- Multiple options initially reviewed
 - At Grade
 - Tunnel
 - Aerial Bridge
 - Cut & Cover Tunnel

Fullerton At Grade

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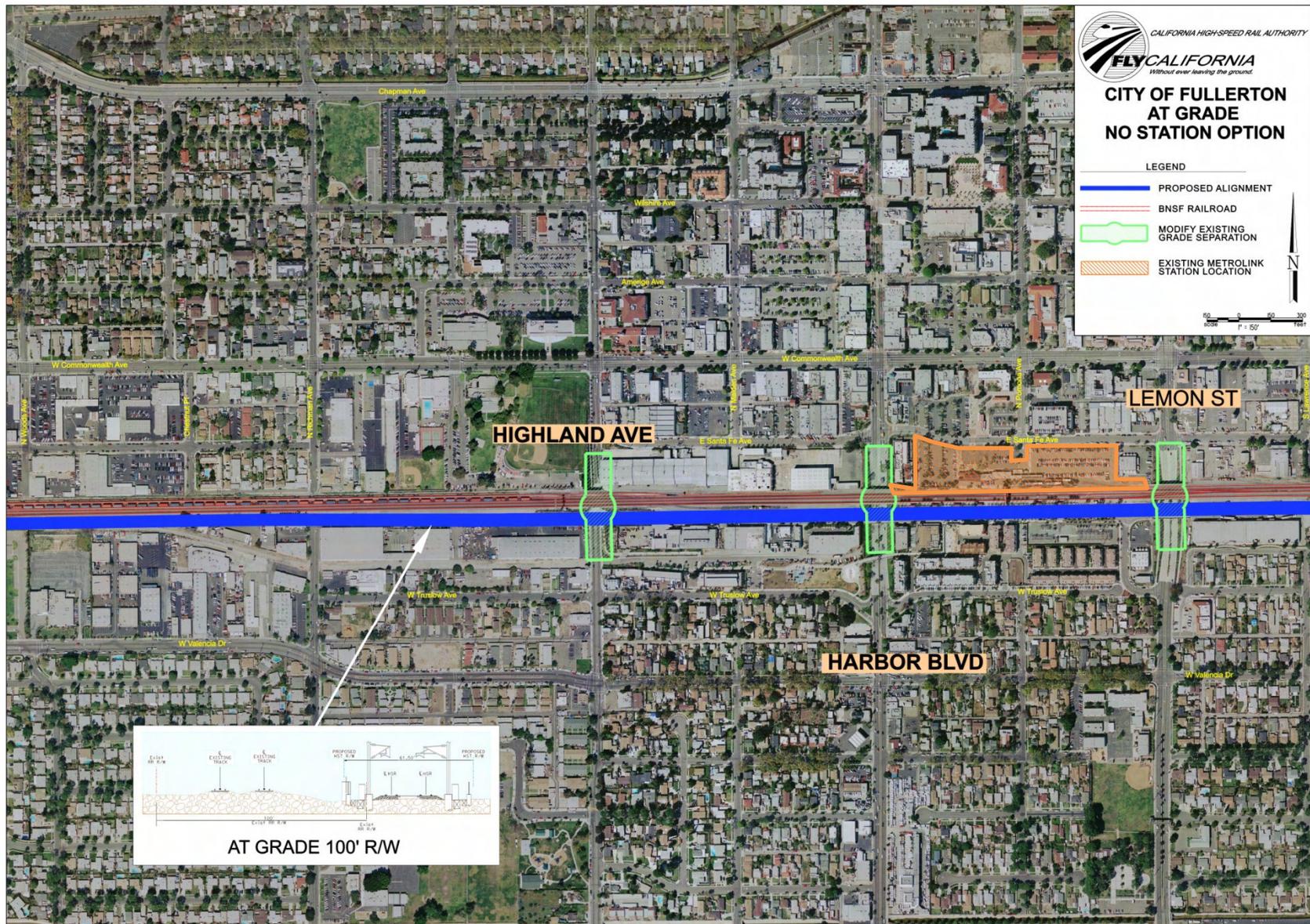


Fullerton No Station

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Get Involved

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- Get Involved – Public Participation Matters!
 - Review Draft EIS/EIR
 - Attend public hearings
 - Provide written and verbal comments
 - Schedule a presentation with your community or business group



(877) 724-5422

chsra@communityspeakup.com

Conclusion

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Question & Answer