

**WELCOME!**



# **CALIFORNIA HIGH-SPEED TRAIN COMMUNITY MEETING**



**Please Sign In!**

# SYSTEM MAP AND QUICK FACTS



- 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
- Passenger Service from San Francisco to Los Angeles by 2020
- Provide congestion relief for freeways and airports
- 100% clean, electric power



## ***Southern California- Why Here?***



- Creates **125,000 construction-related jobs** for Los Angeles County over the life of construction (Source: Business Plan, 2009)
- Generates **\$136 million per year** in tax revenues for Los Angeles County once completed in 2020 (Source: Unlocking the Gridlock in Los Angeles County's Transportation System: The Local Economic Benefits of High-Speed Rail, 2008)
- Reduces greenhouse gases resulting in cleaner air and a healthier environment
- Improves mobility to other parts of the state and reduces congestion



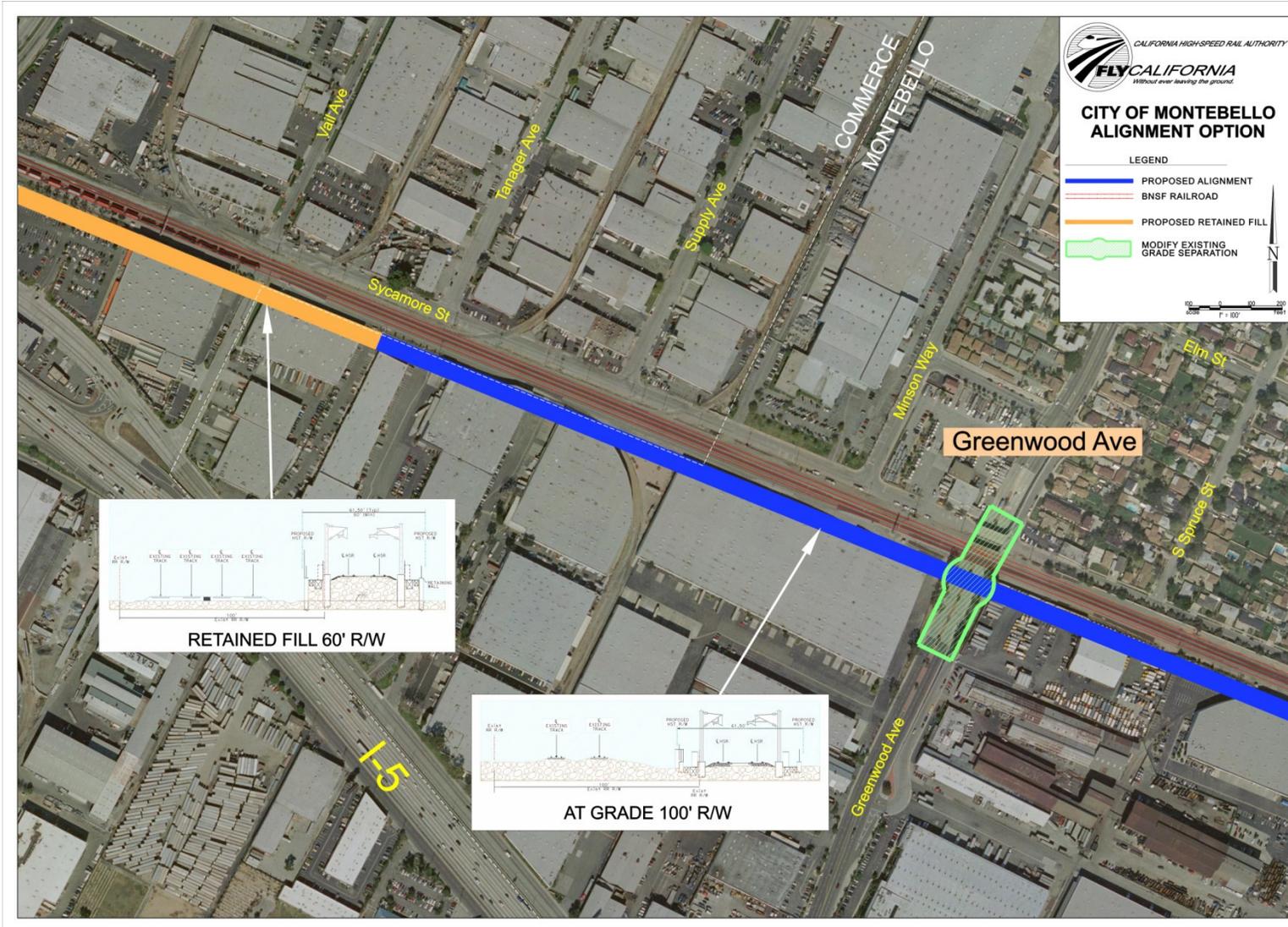
## LOS ANGELES TO ANAHEIM STUDY AREA

- Parallels the existing Los Angeles-San Diego (LOSSAN) Passenger Rail Corridor
  - 2005 Statewide Level EIR/EIS
- Secured Corridor
  - Grade separations at rail and road interfaces
- Studying dedicated and shared track options
- Operating speed of up to 110 mph between Los Angeles and Anaheim



LOS ANGELES TO ANAHEIM

# MONTEBELLO AT-GRADE OPTION



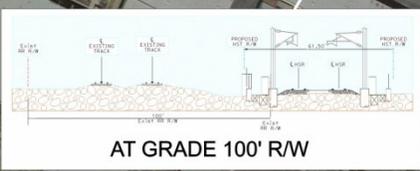
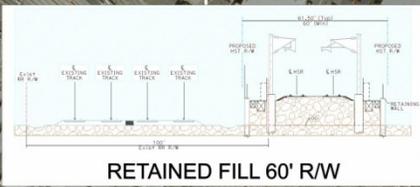
CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
**FLY CALIFORNIA**  
*Without ever leaving the ground.*

**CITY OF MONTEBELLO  
 ALIGNMENT OPTION**

LEGEND

- PROPOSED ALIGNMENT
- BNSF RAILROAD
- PROPOSED RETAINED FILL
- MODIFY EXISTING GRADE SEPARATION

Scale: 1" = 100'



# MONTEBELLO AT-GRADE OPTION



# MONTEBELLO AERIAL OPTION



# MONTEBELLO AERIAL OPTION



# LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE SECTION

- ❑ **170-Mile Corridor**
  - ✓ 515 miles of Alternatives
  - ✓ 801 miles, including Design Options
- ❑ **8 Stations**
  - ✓ 18 candidate sites
- ❑ **3 Caltrans Districts**
  - ✓ Districts 7, 8 and 11
  - ✓ Unique interface opportunity
- ❑ **4 Counties (TWG per county)**
  - ✓ LA, SB, RIV, SD
- ❑ **Nearly 100 Cities**



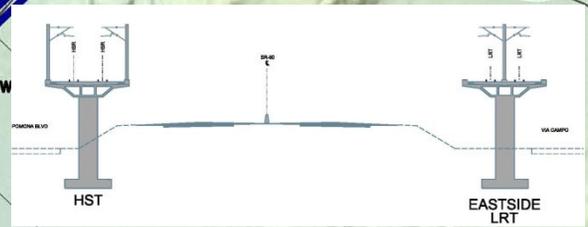
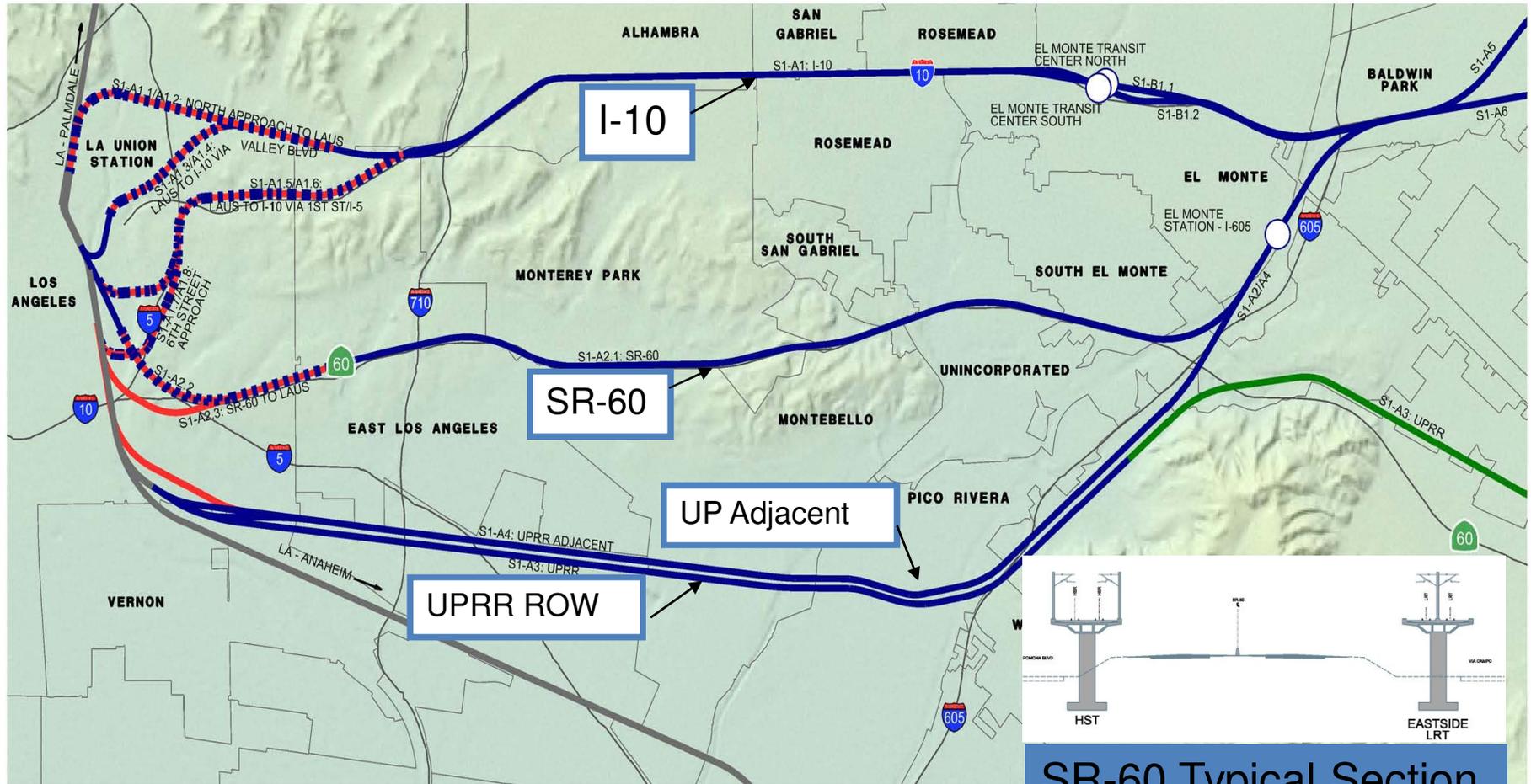
LOS ANGELES TO SAN DIEGO

# West San Gabriel Valley

## Four Alternatives Using Existing Transportation Corridors



- Aerial Structure
- At-Grade
- At-Grade or Aerial Option
- Below Grade Option
- Below Grade or Aerial Option
- Station Location Alternatives
- Subsection Dividers

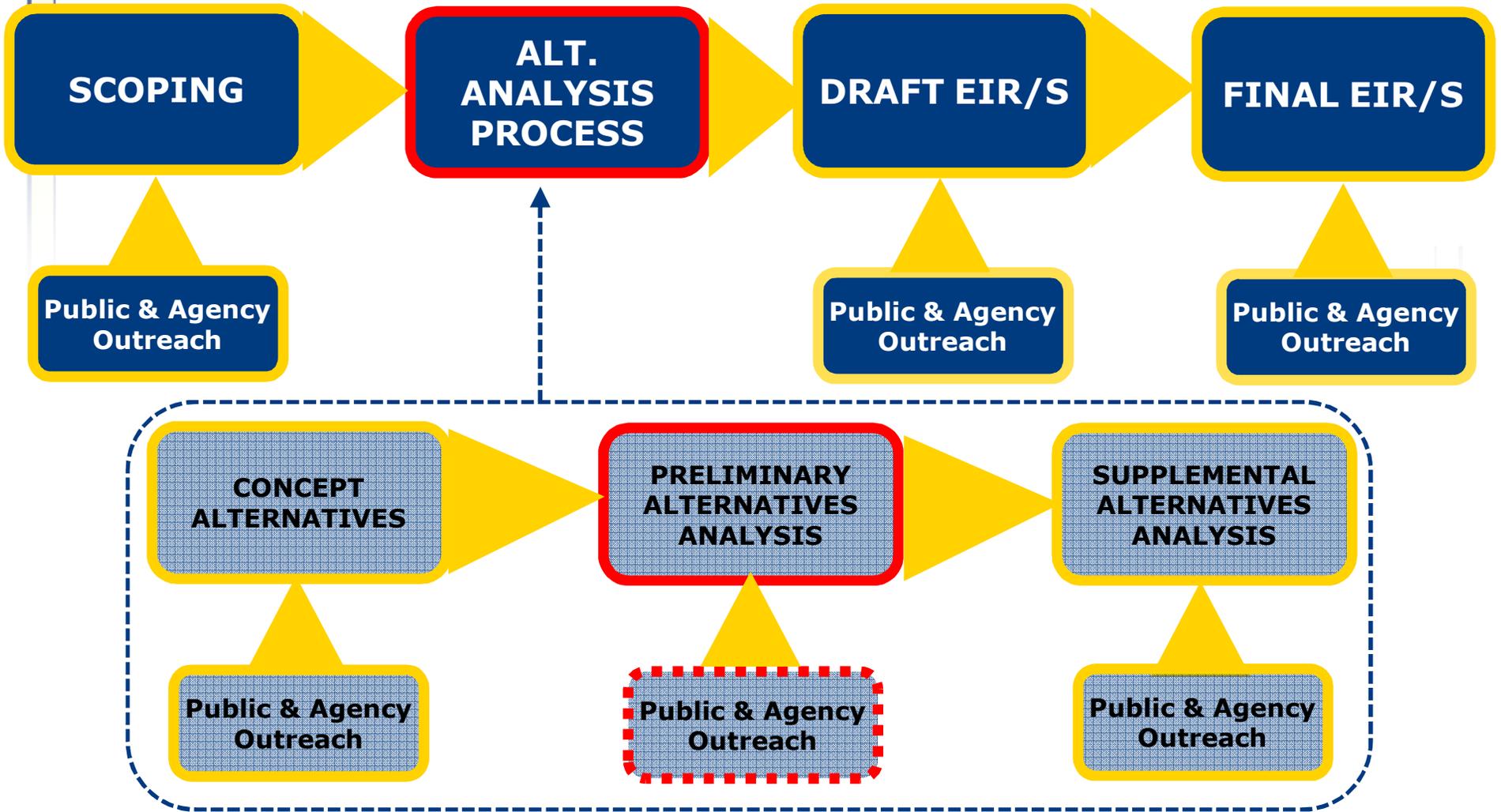


**SR-60 Typical Section**



DRAFT

# ENVIRONMENTAL REVIEW PROCESS



## ***ENVIRONMENTAL PROCESS***

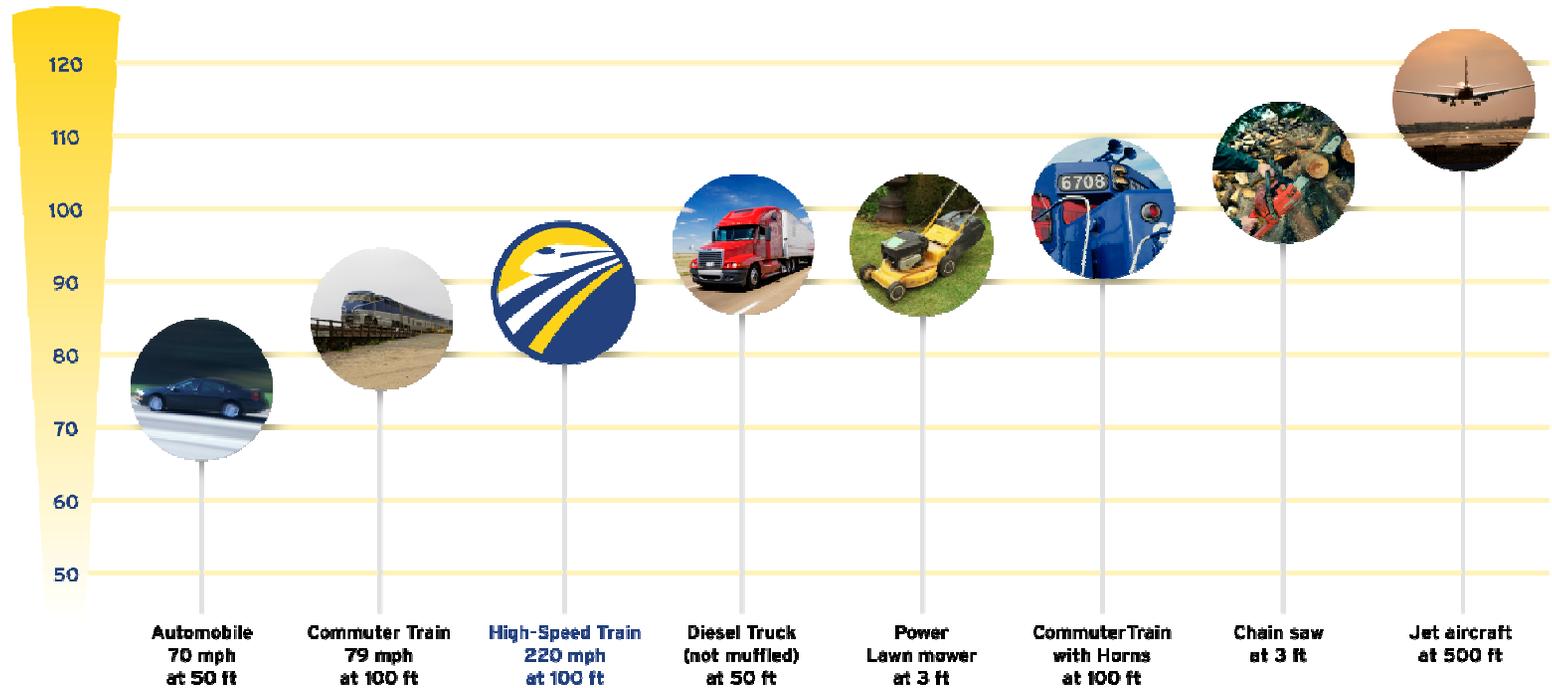


More than 15 environmental factors being reviewed, including:

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

# HOW DOES THE SOUND FROM HIGH-SPEED TRAINS MEASURE UP?

Maximum level  
in decibels  
(single event)



# COMMITMENT TO SOUND MITIGATION

## Operations

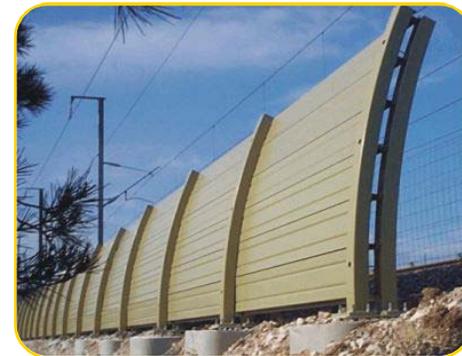
- In major urban areas (Bay Area, Los Angeles and San Diego) high-speed trains will mostly run at speeds of **125 mph or less**.
- High-speed trains won't have scheduled passenger service between midnight and 5 a.m.
- Grade-separated system will **eliminate the need for blaring horns**.

## Technology

- Newer high-speed trains **quieter than earlier models** and conventional trains
- Electrically powered, **no noisy diesel engines**



Rhine River Viaduct, Germany



SCNF High-Speed Train System, France

## ***RIGHT OF WAY***



### **In planning the system, the Authority is seeking to reduce the impact on private property.**

Where acquiring private property is required, the Authority will aim to negotiate and compensate property owners fairly, preferring not to employ eminent domain.

Our state and federal constitutions recognize private property rights and provide appropriate safeguards when property acquisition by public agencies becomes a possibility.

The state and federal constitutions and various statutes, including the California Eminent Domain Law and the state and federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (as amended), authorize the purchase of private property for public use and outline how to protect the private property rights of every citizen.

## *Next Steps*

- **2012**
  - EIR/EIS process complete in all Phase 1 (Anaheim-Los Angeles-San Francisco) sections, construction start-up
- **2015**
  - Begin testing the first prototype trainsets
- **2018-20**
  - Launch operations on Anaheim-Los Angeles-San Francisco



**LOS ANGELES TO ANAHEIM**

## COMMENTS

# Tell Us What You Think!

