



Palmdale to Burbank Project Section

Project Update

Sun Valley Area Neighborhood Council

October 9, 2018



HIGH-SPEED RAIL: Connecting California



Increase Mobility



Needed Alternative



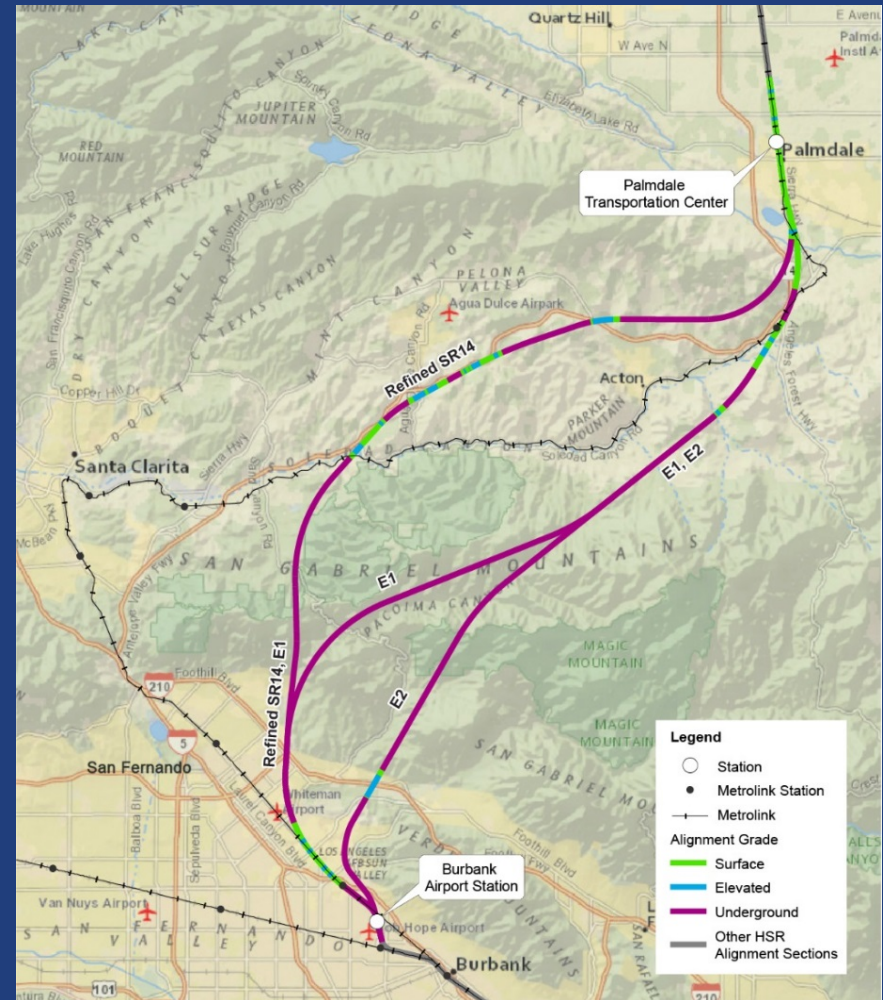
Better Air Quality



Job Growth

PALMDALE TO BURBANK PROJECT SECTION

- **Three Alternatives**
 - » Refined SR14
 - » E1
 - » E2
- **Length: 33-38 miles**
 - » 22-25 miles of tunneling
 - » Intermediate access points for tunnels
- **Two Stations**
 - » Palmdale
 - » Burbank
- **Key Considerations:**
 - » Highly-populated communities: Palmdale, Santa Clarita, Sylmar, San Fernando, Pacoima, Sun Valley
 - » Natural Areas: Santa Clara River, Angeles National Forest (ANF), San Gabriel Mountains National Monument (SGMNM)
 - » Unique characteristics of communities: Acton, Agua Dulce, Lakeview Terrace, Shadow Hills, Kagel Canyon



SHARED MODERN RAIL CORRIDOR FEATURES

- **Positive Train Control**

- » Restricts speed limits and serves as fail safe system
- » Takes over system preventing running red signals

- **Corridor Protection/Detection**

- » Fencing
- » Walls
- » Soundwalls

- **Grade Separations**

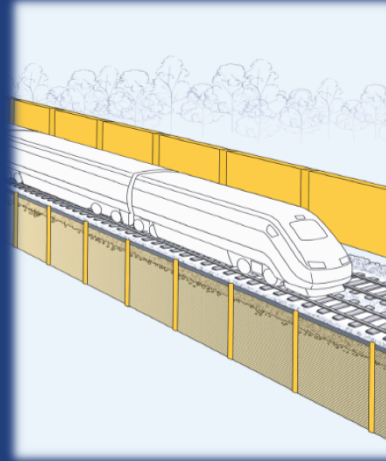
- » Take vehicles and pedestrians over or under active railroad tracks to prevent accidents and free up traffic flow

- **Early Earthquake Warning System**

- » Detects initial seismic wave
- » Immediately cuts off power to trains

- **Planning Around Stations**

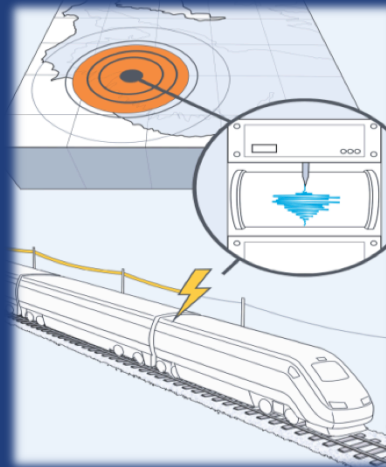
- » Increase housing stock



Corridor Protection



Poor Corridor Protection



Early Earthquake Warning



Soundwall Example

STAFF RECOMMENDATION: REFINED SR14

Refined SR14 or “Refined Alternative”

- 38-mile route bounded by Palmdale & Burbank Airport Stations
- Six bored tunnels totaling approximately 25 miles
 - » Tunnel #1 approximately 7-miles long
 - » Tunnel #2 approximately 3-miles long
 - » Tunnel #3 approximately 0.5-miles long
 - » Tunnel #4 approximately 1-miles long
 - » Tunnel #5 approximately 13-miles long
 - » Tunnel #6 approximately 1-miles long
- Starts at a multimodal station in Palmdale
- Uses the existing Metrolink ROW to the extent possible for approximately 3 miles
- Crosses the San Andreas Fault at grade
- Bridges over the SR 14 near Red Rover Mine Road Interchange and the Santa Clara River
- Tunnels underneath the SGMNM, ANF, Sylmar & most of Pacoima
- Emerges in the San Fernando Valley near Branford Street in an industrial area of Pacoima
- Enters the Metrolink ROW and uses the existing rail corridor as it travels at grade along San Fernando Road in Sun Valley for approximately 2 miles
- Enters a tunnel as it leaves the rail corridor to arrive at the Burbank Airport Station below grade



MERITS OF STAFF RECOMMENDED ALTERNATIVE

In comparison with the other two build alternatives...

*the **Refined Alternative** represents the **best balance** among the impacts across the many different factors that were studied.*

- is the **easiest and fastest to construct**
- has the **lowest constructability risk** related to tunnels, hydrogeologic, and geologic conditions
- has the **lowest risk of unexpected conditions or circumstances** that could impact the cost to build the project or the schedule to complete it
- would have **fewer traffic and air quality impacts within the communities** that surround it during construction
- **would generate the least amount of spoils** from tunneling
- has **the shortest tunnel** under the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)
- has the **lowest risk to impacting surface or groundwater and wildlife** within the ANF
- **avoids key archeological** and tribal resources
- **reuses a former mining area for construction** and thus has the potential benefit of restoring a highly degraded area of the ANF/SGMNM back to natural conditions
- **results in zero residential displacements** in the highly populated San Fernando Valley

PREFERRED ALTERNATIVE OPEN HOUSE MEETINGS

- **Four Public Meetings in September 2018**

- » Lake View Terrace (Sept. 24)

- 275 attendees
- 49 comment cards / 78 question cards

- » Pacoima (Sept. 26)

- 103 attendees
- 30 Spanish presentation attendees
- 24 comment cards / 35 question cards
- 34 webcast attendees

- » Palmdale (Sept. 27)

- 87 attendees
- 7 comment cards / 16 question cards

- » Acton (Sept. 29)

- 135 attendees
- 35 comment cards / 46 question cards



WHAT WE HEARD

- Alternative Route/Route Selection/Underground Route
- ANF and SGMNM Impacts
- Bicycle Access
- Business/Property Impacts & Acquisition/Property Values
- Community Impacts/Benefit
- Construction Impacts/Timing
- EIR Process
- Electricity Source
- Environmental Justice
- Environmental Process
- Geology
- Grade Crossings/Closures
- Hazardous Materials
- Impacts on San Fernando Road
- Metrolink Coordination
- Noise/Vibration
- Project Cost/Timing/Funding/Tickets
- Safety
- Schools
- Seismic
- Spoils Disposal
- Tunneling/Tunnel Depths
- Vulcan Mine Restoration
- Wells/Water/Water Use during Construction
- Wildlife
- XpressWest/BrightLine Connection

ROUTE DETAILS & COMPARISONS IN SAN FERNANDO VALLEY



- **Refined SR14 / E1**

- E2

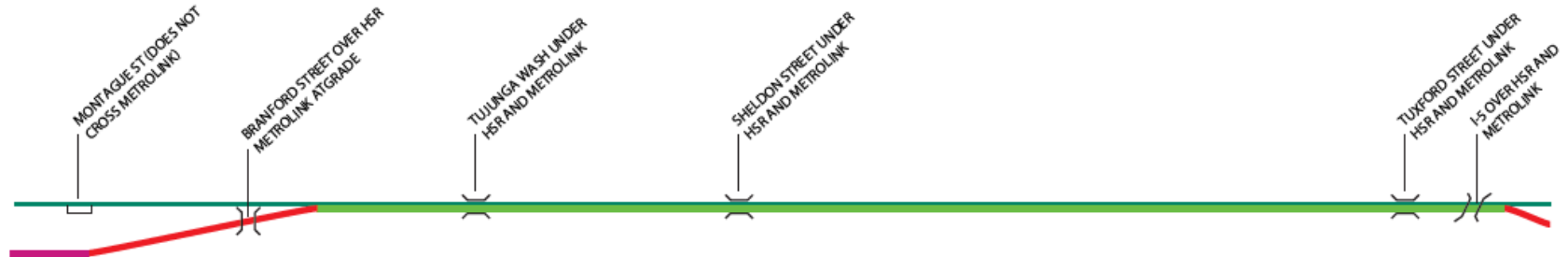
- **Shared by All Alternatives**

-
- Refined SR14**
- E1**
- E2**
- LEGEND**
- Surface
 - Elevated
 - Underground
 - Other Sections
 - HSR Station Platform
- 0 1 2 Miles
- DATE: SEPTEMBER 14, 2010

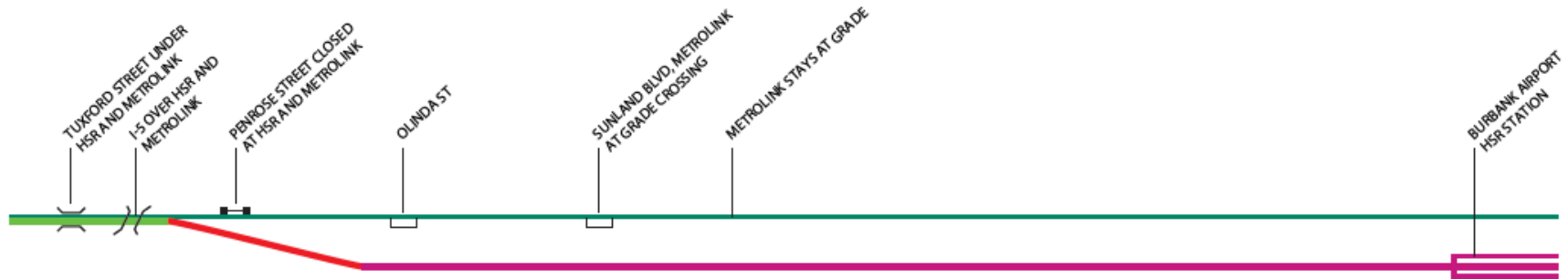
COMMUNITY BENEFITS

- **Grade separation at Sheldon Street**
 - » Creates clear separation between trains and cars
 - » Improves traffic flow
 - » Improves emergency response times to Pacifica Hospital
 - » Provides increased safety for pedestrians and children
- **Eliminates train horns between Branford and Olinda**
- **Soundwalls will reduce railroad noise from residential areas**
- **Restoration of quarries improves neighborhoods**
- **Remnant parcels provide opportunities for new development**

ROUTE PROFILE OVERVIEW: MONTAGUE TO TUXFORD

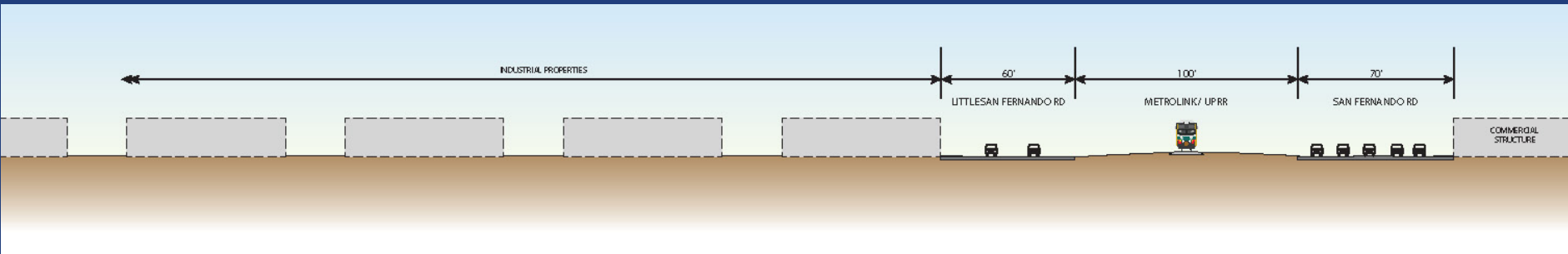


ROUTE PROFILE OVERVIEW: TUXFORD TO BURBANK

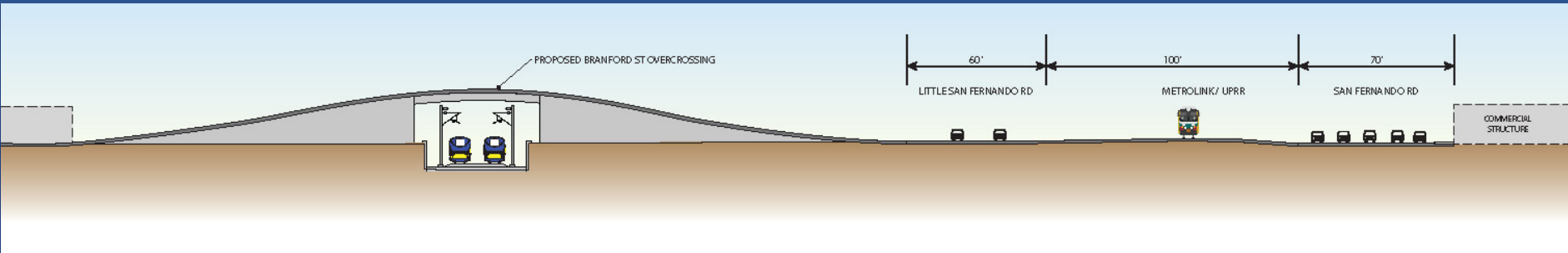


PROPOSED CONDITION AT BRANFORD STREET

EXISTING CONDITION (looking south):

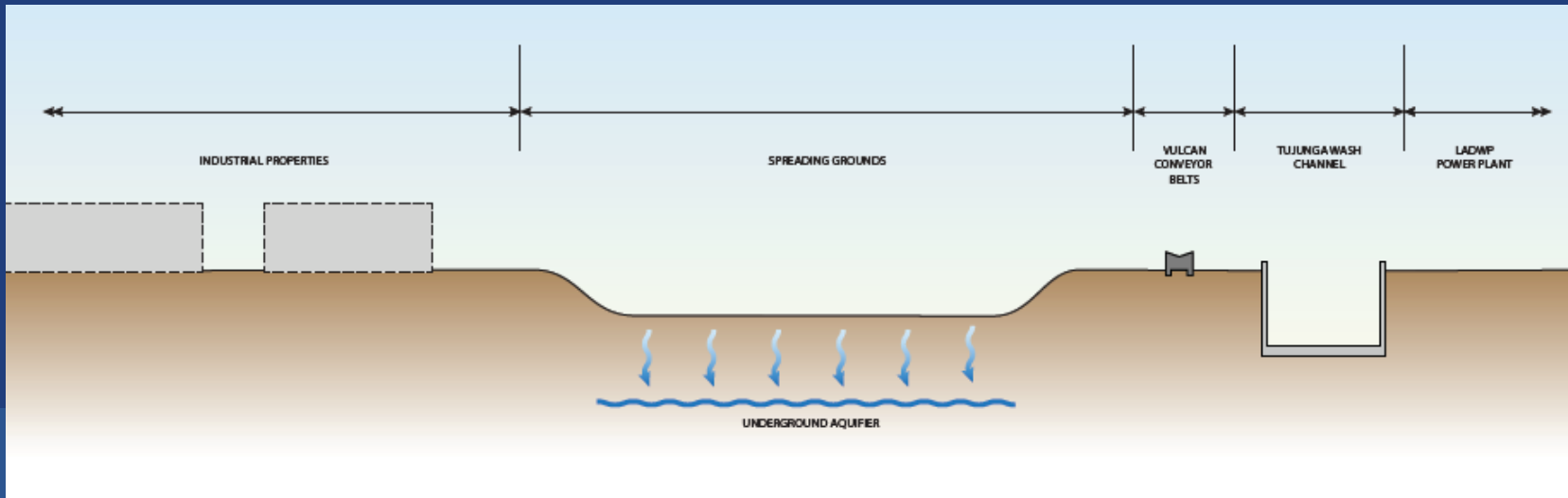


PROPOSED CONDITION (looking south):

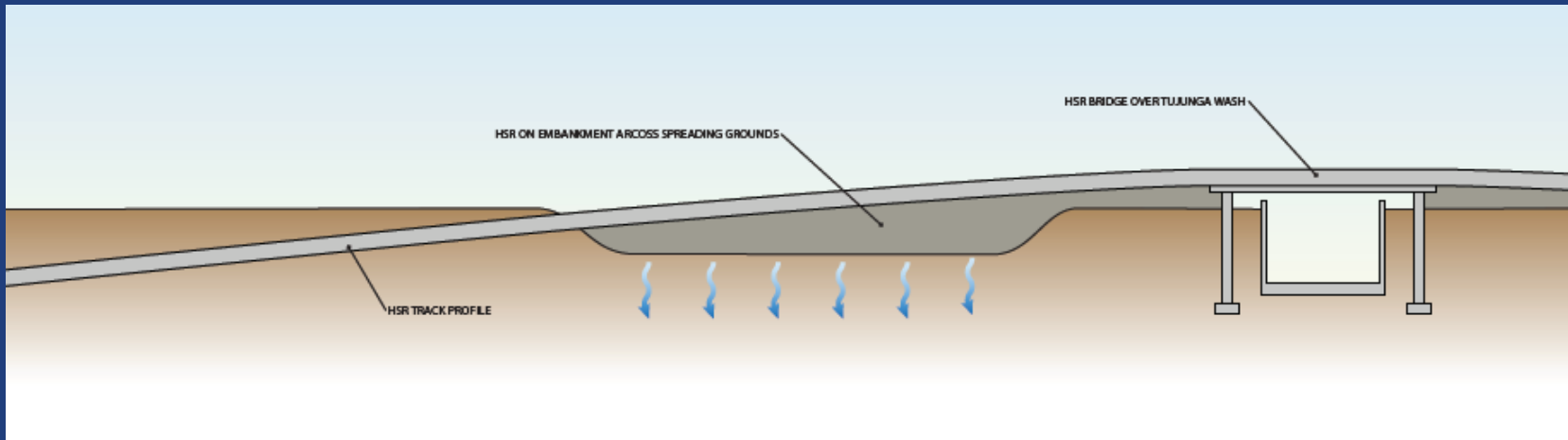


PROPOSED CONDITION AT SPREADING GROUNDS

EXISTING CONDITION (looking northeast):

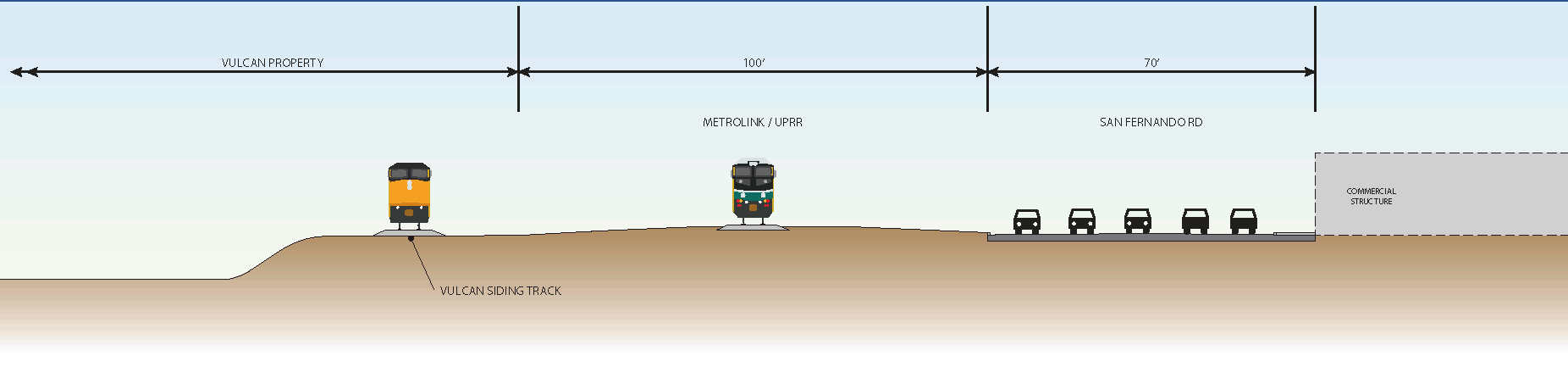


PROPOSED CONDITION (looking northeast):

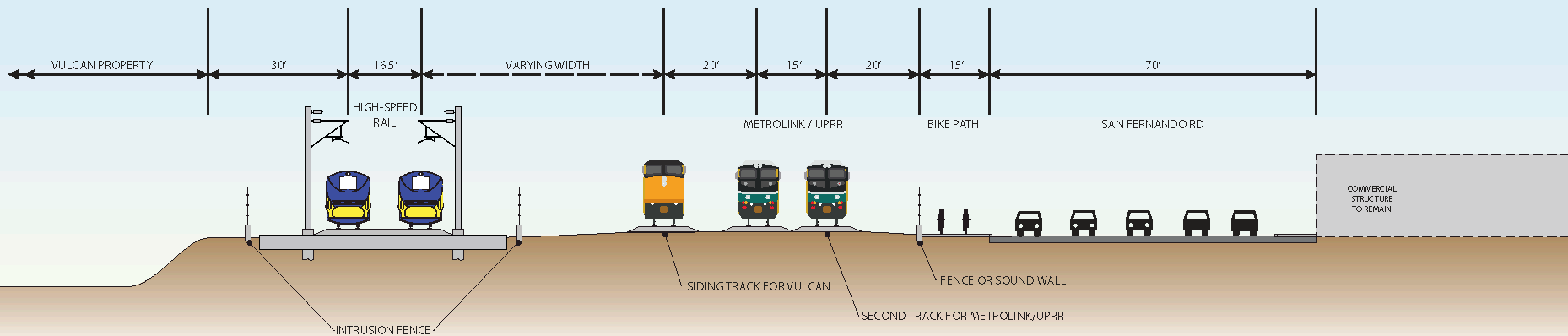


PROPOSED CONDITION NEAR VULCAN PROPERTY (SHELDON ST)

EXISTING CONDITION (looking south):



PROPOSED CONDITION (looking south):



SAN FERNANDO VALLEY– BEFORE & AFTER

PEORIA STREET

Before



After



PROPOSED CONVEYANCE SYSTEM FOR SPOILS



CLOSE-UP:

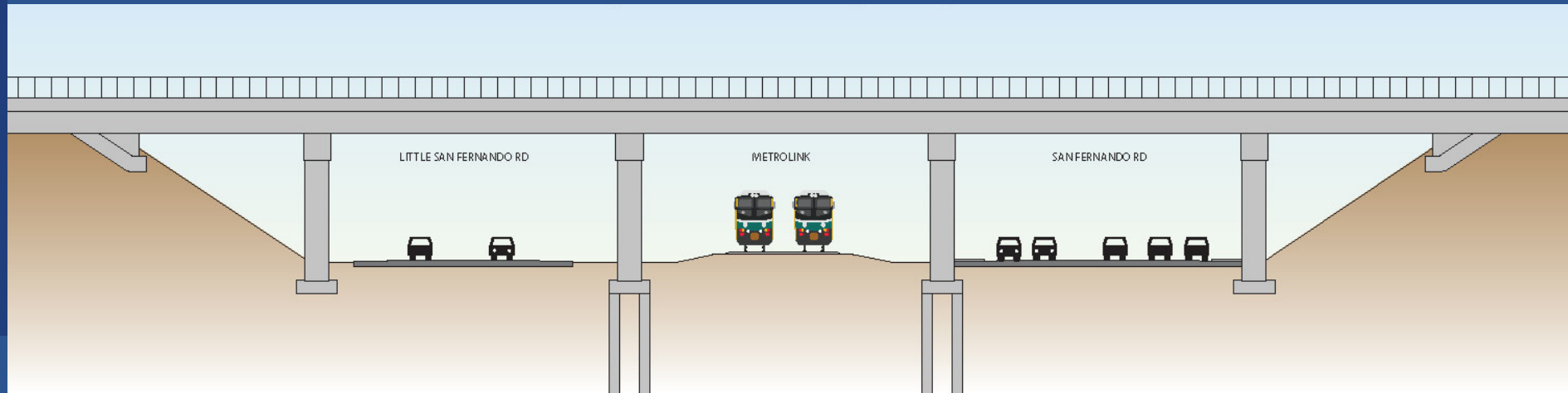


BOULEVARD MINE

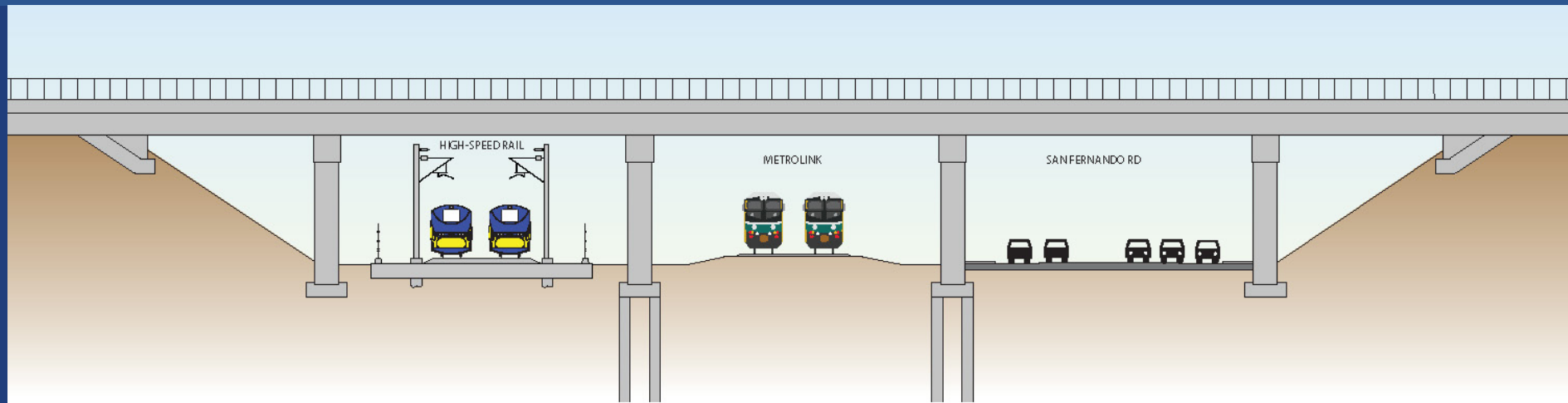


PROPOSED CONDITION BETWEEN I-5 CROSSING

EXISTING CONDITION (looking south):

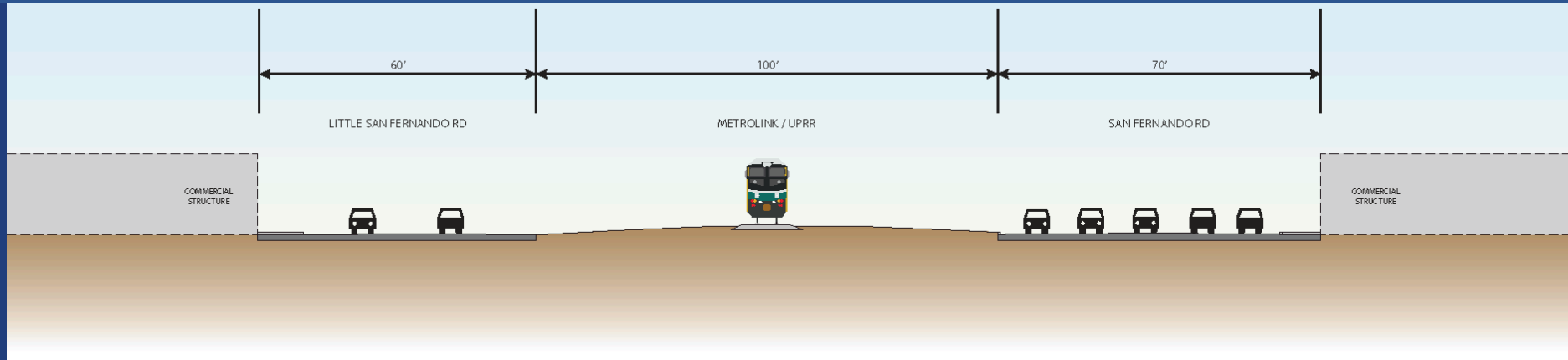


PROPOSED CONDITION (looking south):

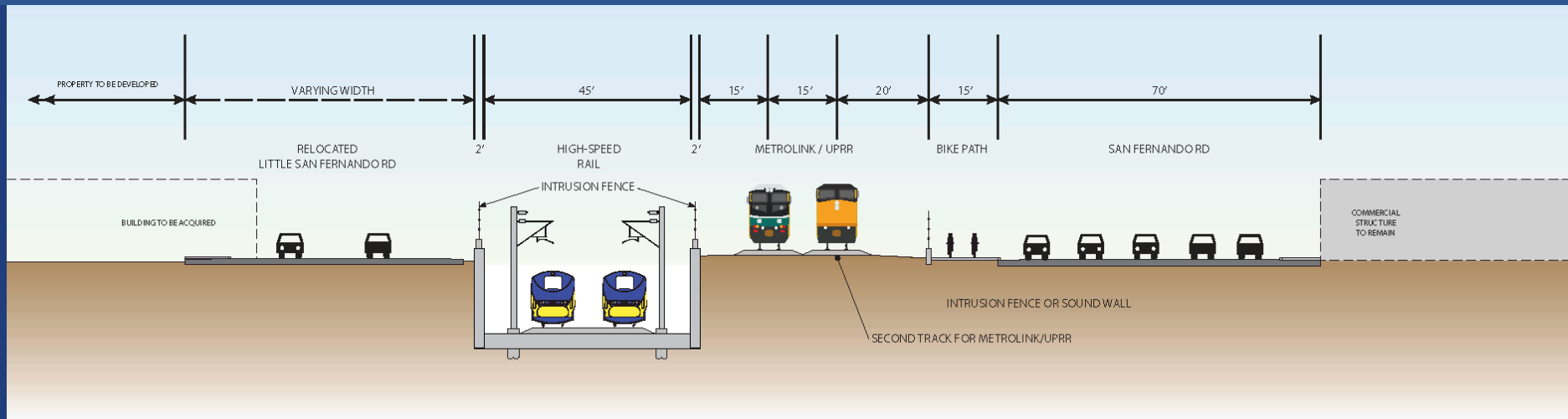


PROPOSED CONDITION BETWEEN I-5 FREEWAY & OLINDA

EXISTING CONDITION (looking south):



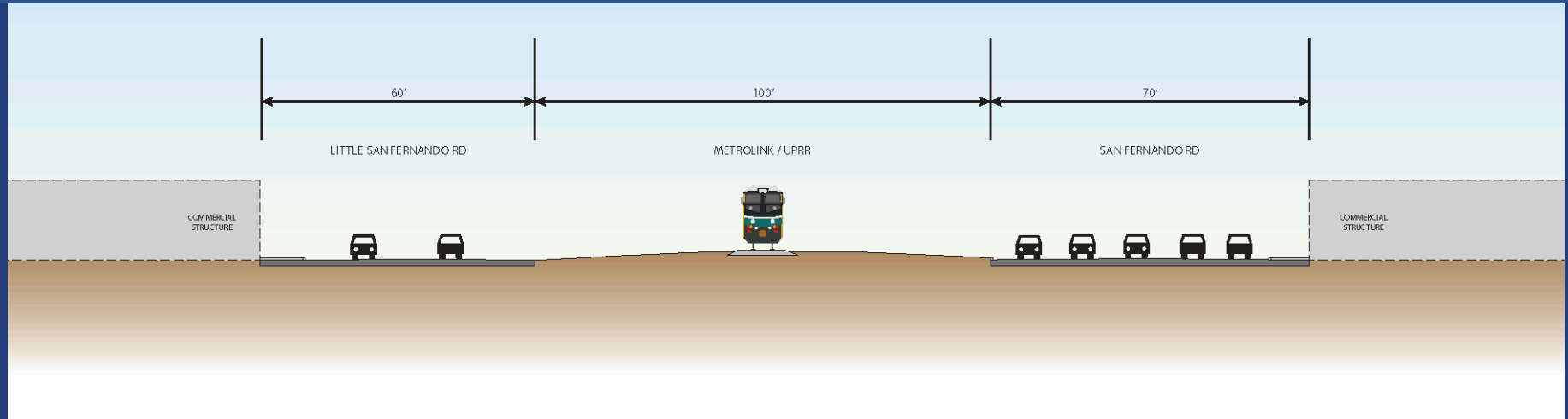
PROPOSED CONDITION (looking south):



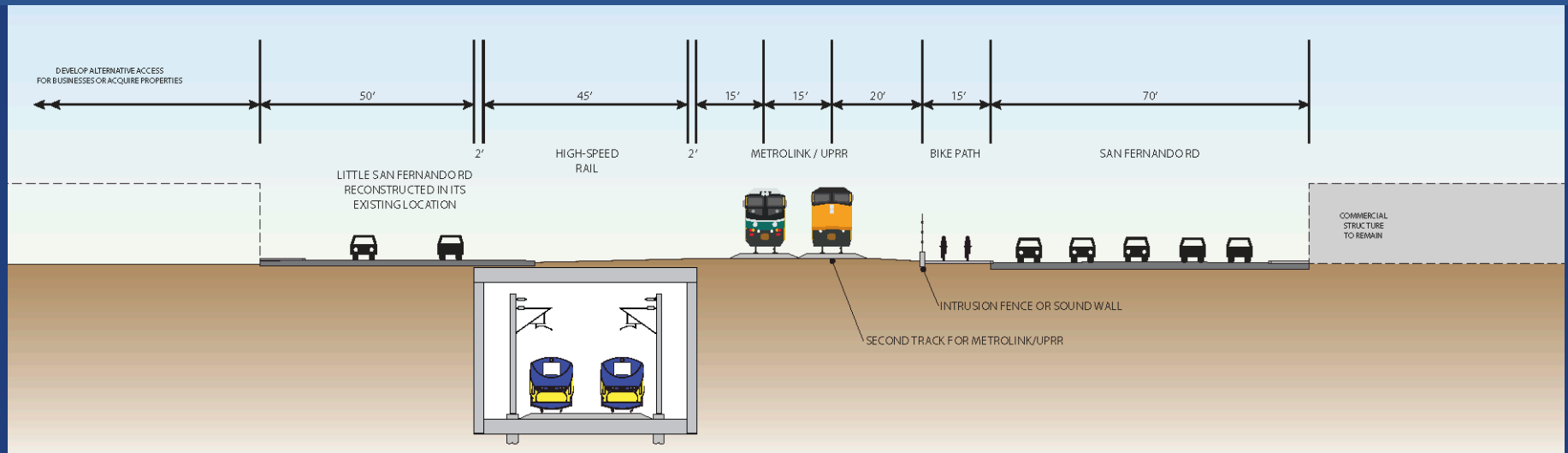
DRAFT: SUBJECT TO CHANGE

PROPOSED CONDITION BETWEEN OLINDA & SUNLAND

EXISTING CONDITION (looking south):

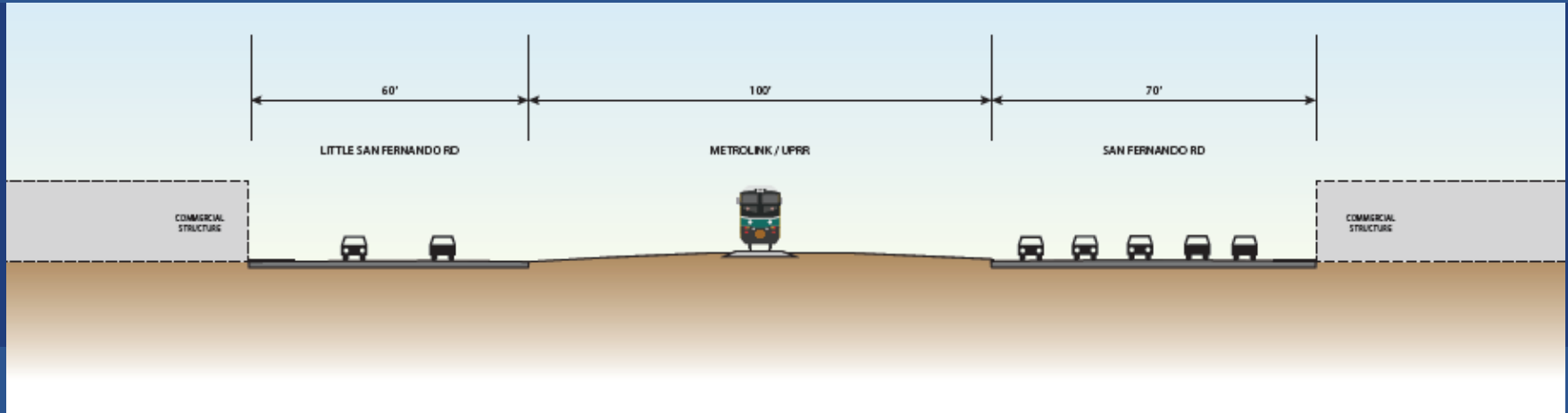


PROPOSED CONDITION (looking south):

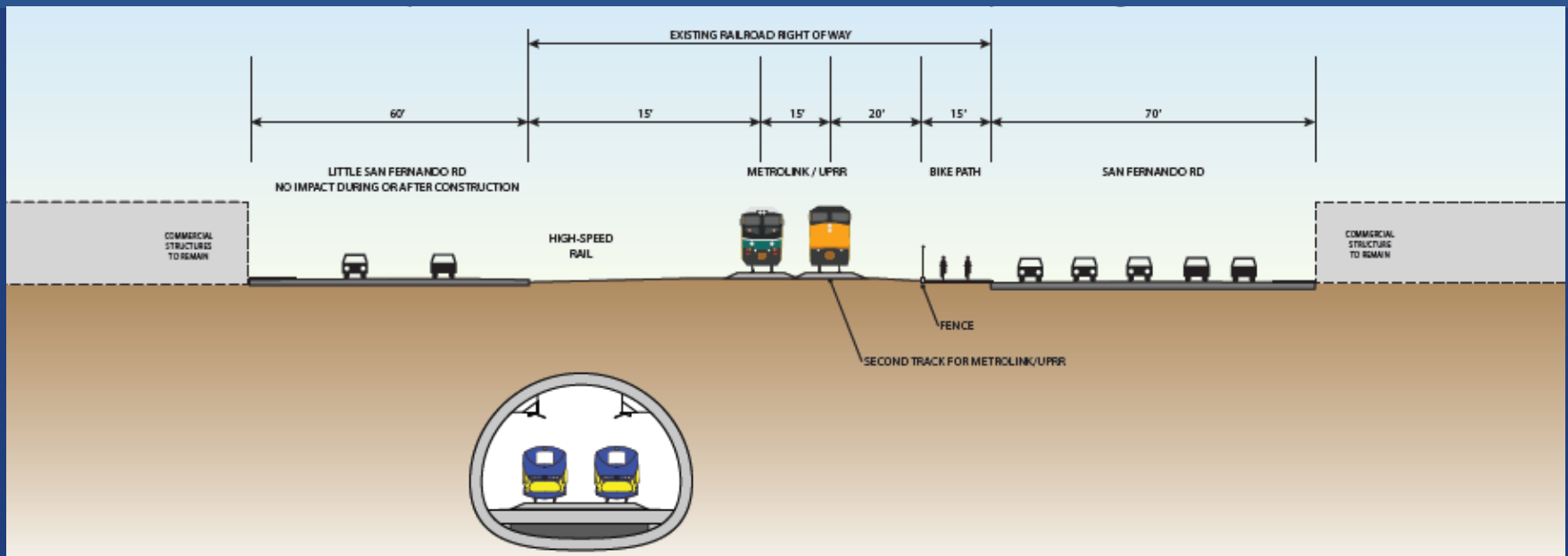


PROPOSED CONDITION BETWEEN SUNLAND & BURBANK*

EXISTING CONDITION (looking south):



PROPOSED CONDITION (looking south):



*Updated since public meeting upon further review

DRAFT: SUBJECT TO CHANGE

SAN FERNANDO VALLEY – BEFORE & AFTER

LOCKHEED DRIVE

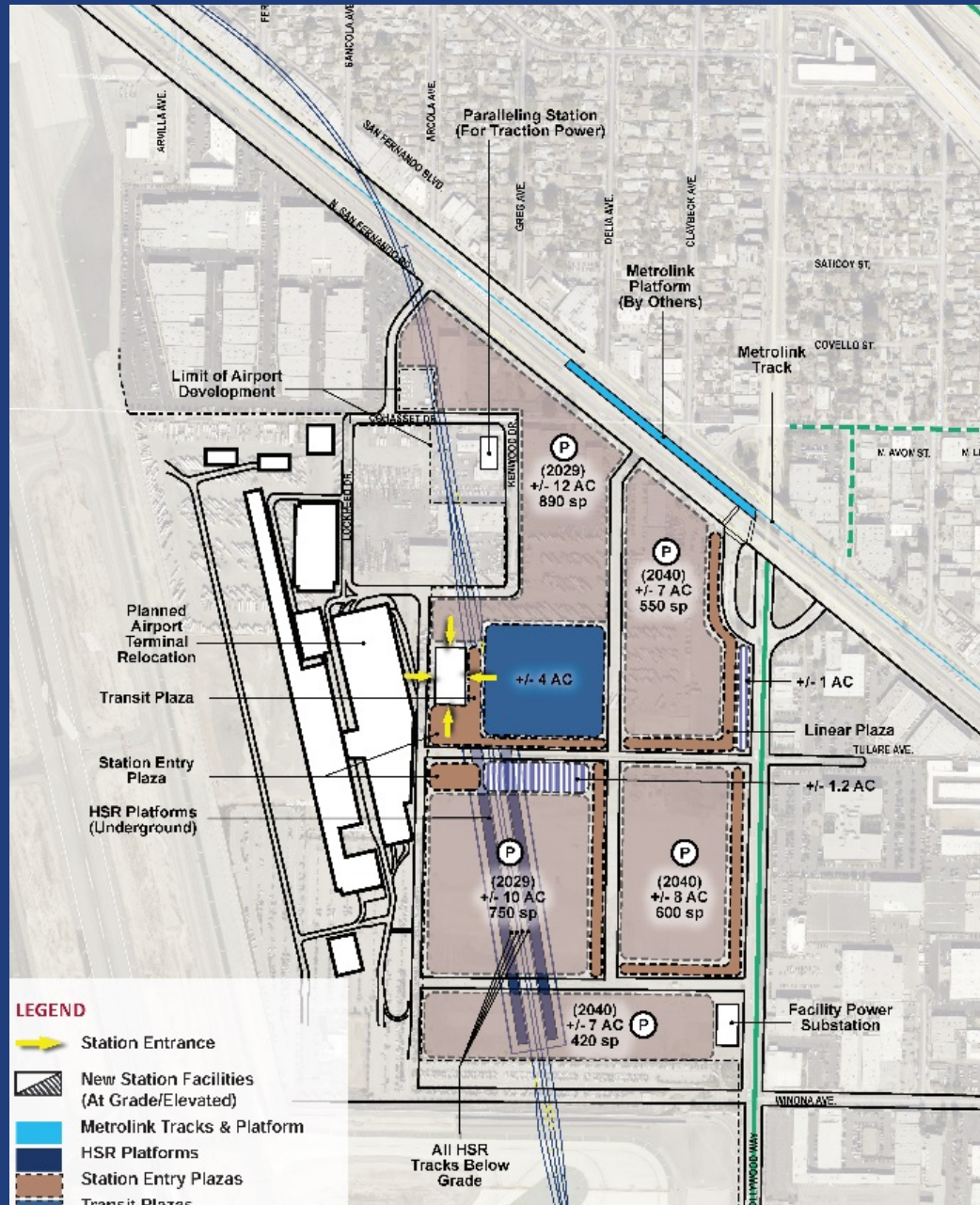
Before



After



BURBANK AIRPORT STATION CONSIDERATIONS



- **Air-Rail Connectivity**
 - » Explore opportunities to improve Air-Rail Connectivity to provide more access and mobility options
- **Locate HSR Station Close to New Terminal**
 - » Follow FAA guidelines and requirements
 - » Complement Airport plans, but do not delay them
 - » Avoid surface impacts to new terminal project and Airport property by optimizing HSR vertical and horizontal alignment
- **Environmental Process**
 - » Two separate documents and projects can be conducted
 - » Regular coordination and synchronization required
 - » Incorporate cumulative effects for each
- **Maximize the Opportunity**
 - » HSR
 - » Burbank Airport
 - » Metrolink Stations
 - » City of Burbank Golden State Specific Plan
 - » City of Los Angeles

NEXT STEPS



PALMDALE TO BURBANK PROJECT SECTION *

**2016
2018**

**Alternative
Development
& Public
Outreach**

ADVANCE RANGE OF ALTERNATIVES

Engagement with Agencies & Community
Desktop Studies, Conceptual Engineering
Mapping & Field Data Collection

**Fall
2018**

**Identification
of State's
Preferred
Alternative**

IDENTIFY STATE'S PREFERRED ALTERNATIVE

Ongoing Communication/Engagement
Extensive Environmental Analysis
Preliminary Engineering
Staff Recommends Alternative to Board for Consideration
Board Considers Recommendation and Identifies State's Preferred Alternative

**Winter
2019
2020**

**Release of Draft
EIR/EIS &
Hearings**

DRAFT ENVIRONMENTAL DOCUMENT

Ongoing Communication/Engagement
Public Hearings
Response to Comments

**Early
2021**

**Completion of
EIR/EIS & Adopt**

FINAL ENVIRONMENTAL DOCUMENT

Community Open Houses & Briefings
Authority Board Decision (Notice of Determination)
NEPA Decision (Record of Decision)

*Subject to Change

STAY INVOLVED

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