

Sun Valley Area Neighborhood  
Council  
Presents  
A Town Hall  
About  
The California  
High Speed Rail  
October 9, 2018\*

\*The following is one person's understanding of the current status of the CA High Speed Rail project. This does NOT represent SVANC's current opinion at the time of the presentation as the SVANC Board has not taken a vote of support or non-support.



*Freedom of Speech*

The trouble with the train

# CA HIGH SPEED RAIL

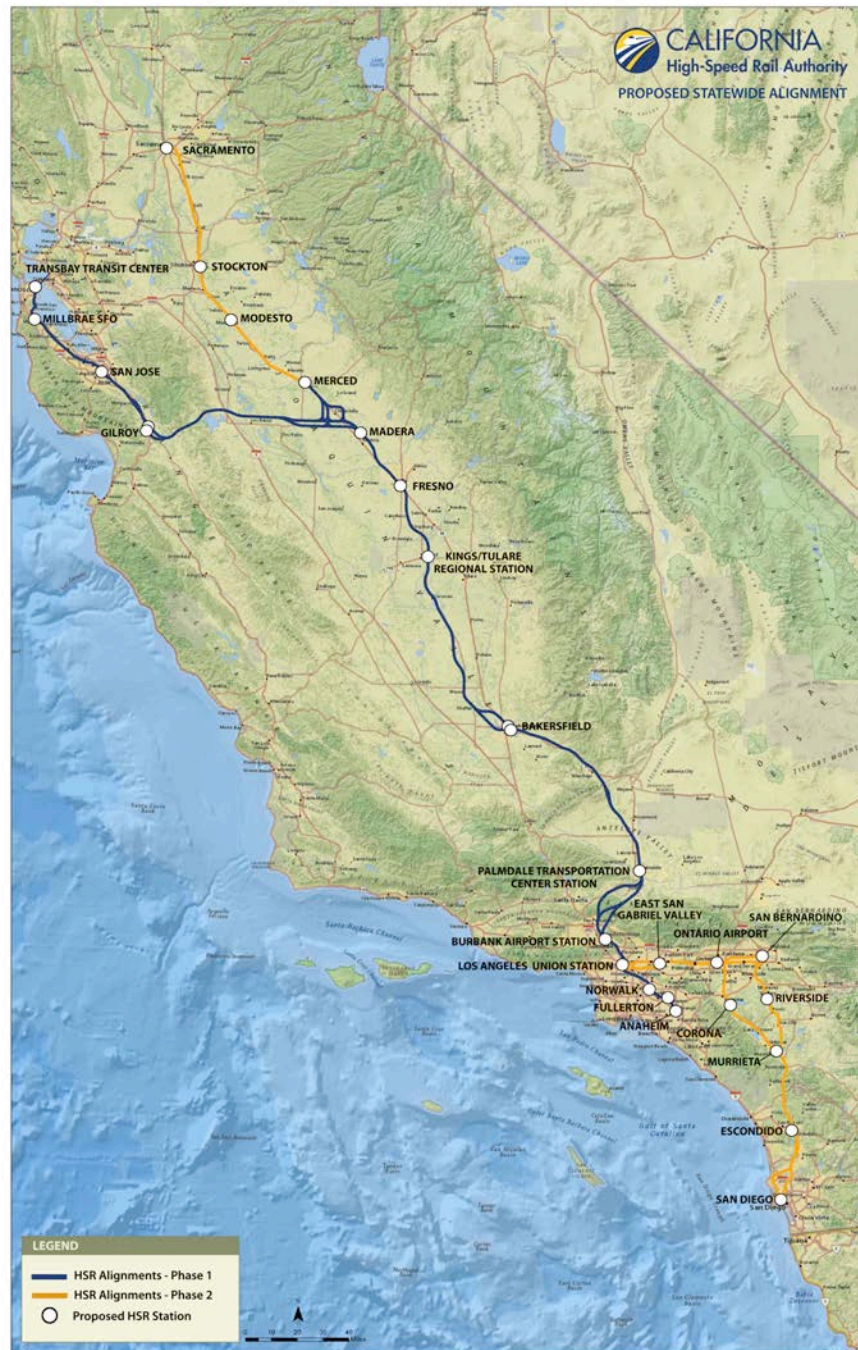
- Was on the Nov. 2008 ballot as Prop. 1A: Safe, Reliable High-Speed *Passenger* Train Bond Act (or Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century), & passed by 52.6% to 47.4%.
- It approved the issuance of \$9.95B of general obligation bonds. The new debt from 1A, including interest, must be paid from the general fund.

## ◎ Terms of Prop 1A

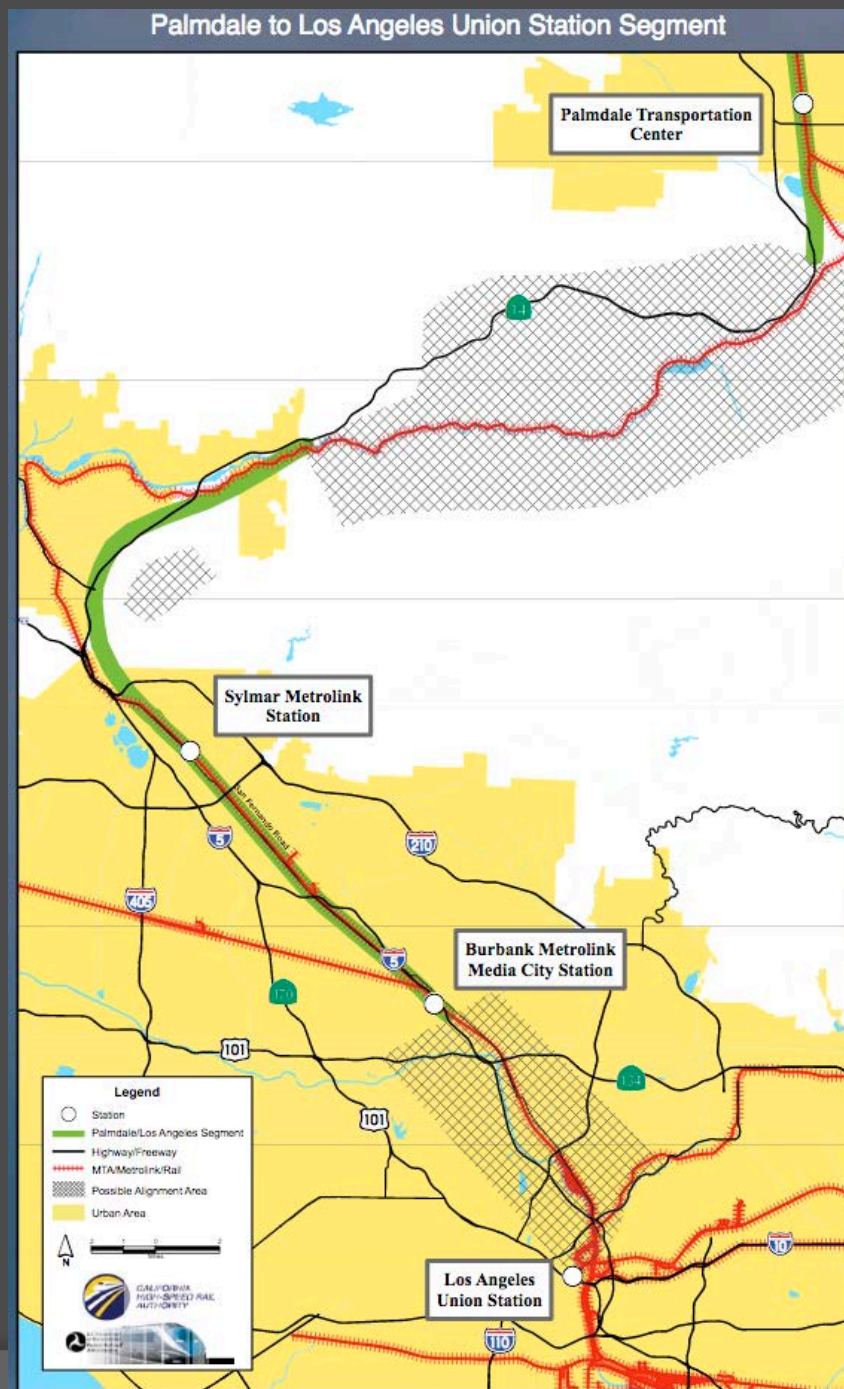
- “High-speed train system shall follow existing transportation or utility corridors to the extent feasible...”
- Maximum nonstop service travel times for each corridor that shall not exceed the following:
  - (1) **San Francisco-Los Angeles Union Station: two hours, 40 minutes.**
  - (2) Oakland-Los Angeles Union Station: two hours, 40 minutes.
  - (3) San Francisco-San Jose: 30 minutes.
  - (4) San Jose-Los Angeles: two hours, 10 minutes.
  - (5) San Diego-Los Angeles: one hour, 20 minutes.
  - (6) Inland Empire-Los Angeles: 30 minutes.
  - (7) Sacramento-Los Angeles: two hours, 20 minutes.



# Current CHSRA Map as of 2/2017

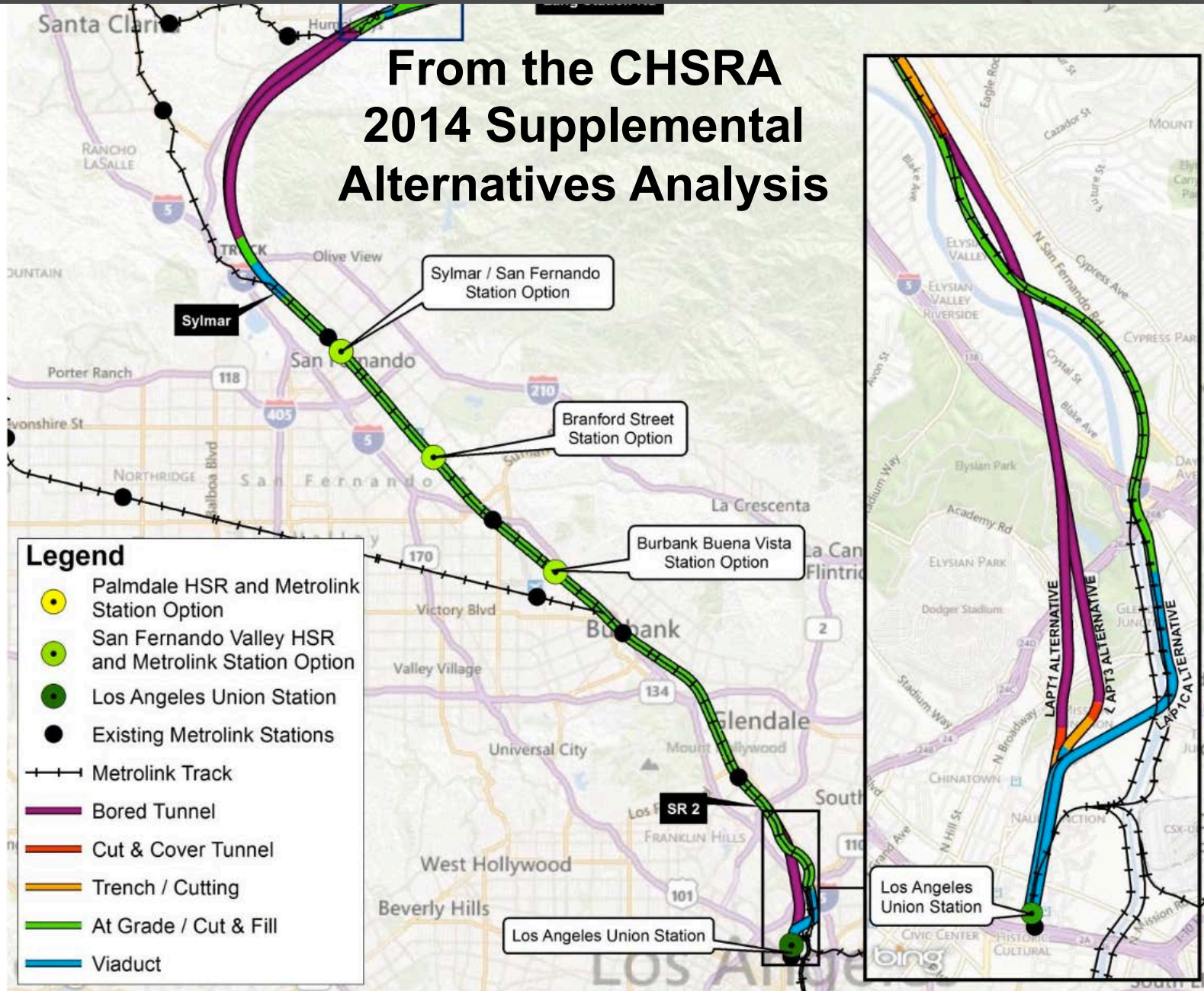


Palmdale to LA  
Project Section  
at time of  
Prop 1A





# From the CHSRA 2014 Supplemental Alternatives Analysis





**PALMDALE TO BURBANK  
UPDATED MAP – APRIL 2015**

**Legend**

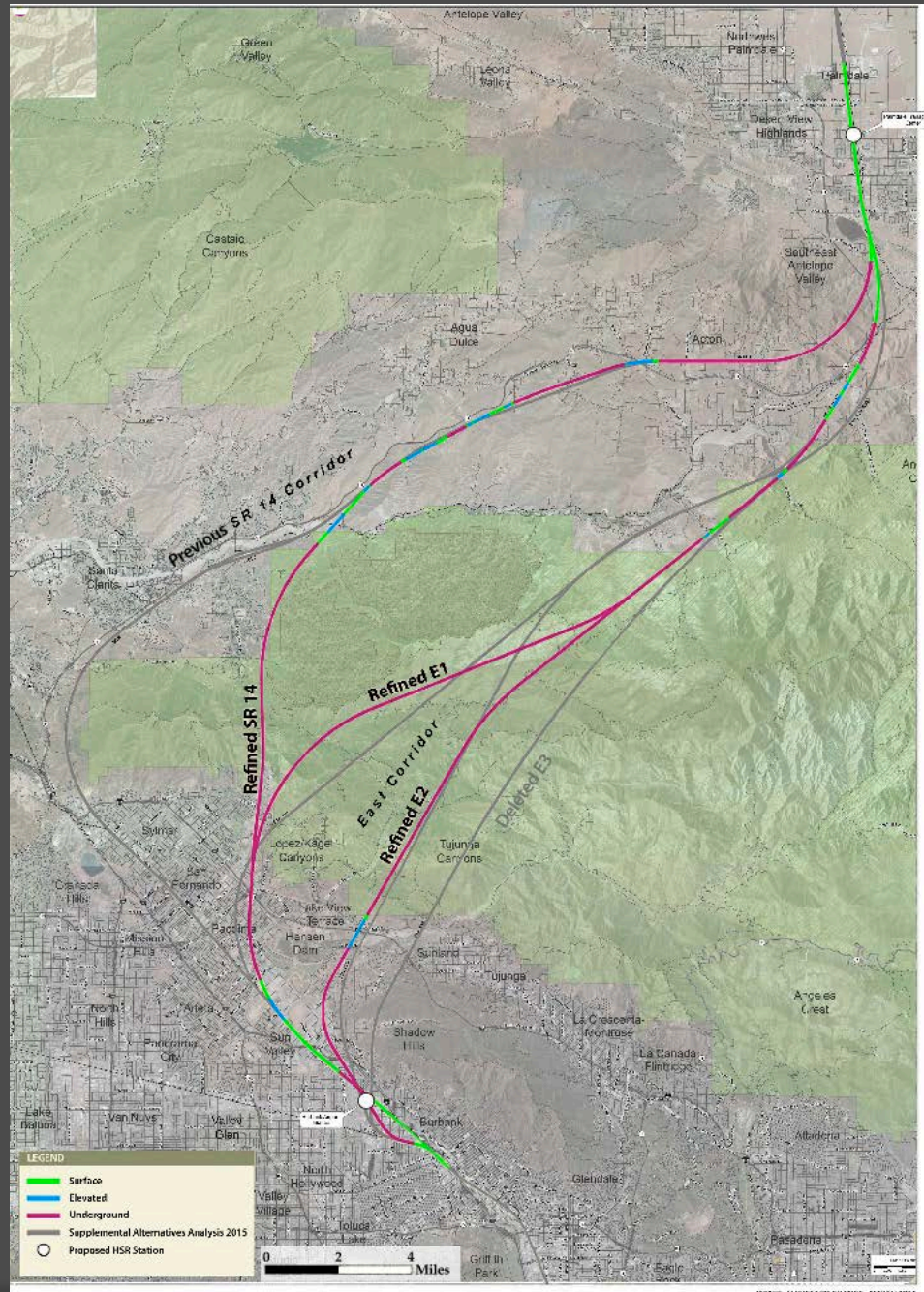
- Station
- Metrolink Station
- Metrolink
- Underground
- Surface
- Elevated
- Magic Mountain Wilderness
- San Gabriel National Monument
- Angeles National Forest

**DRAFT: APRIL, 2015**

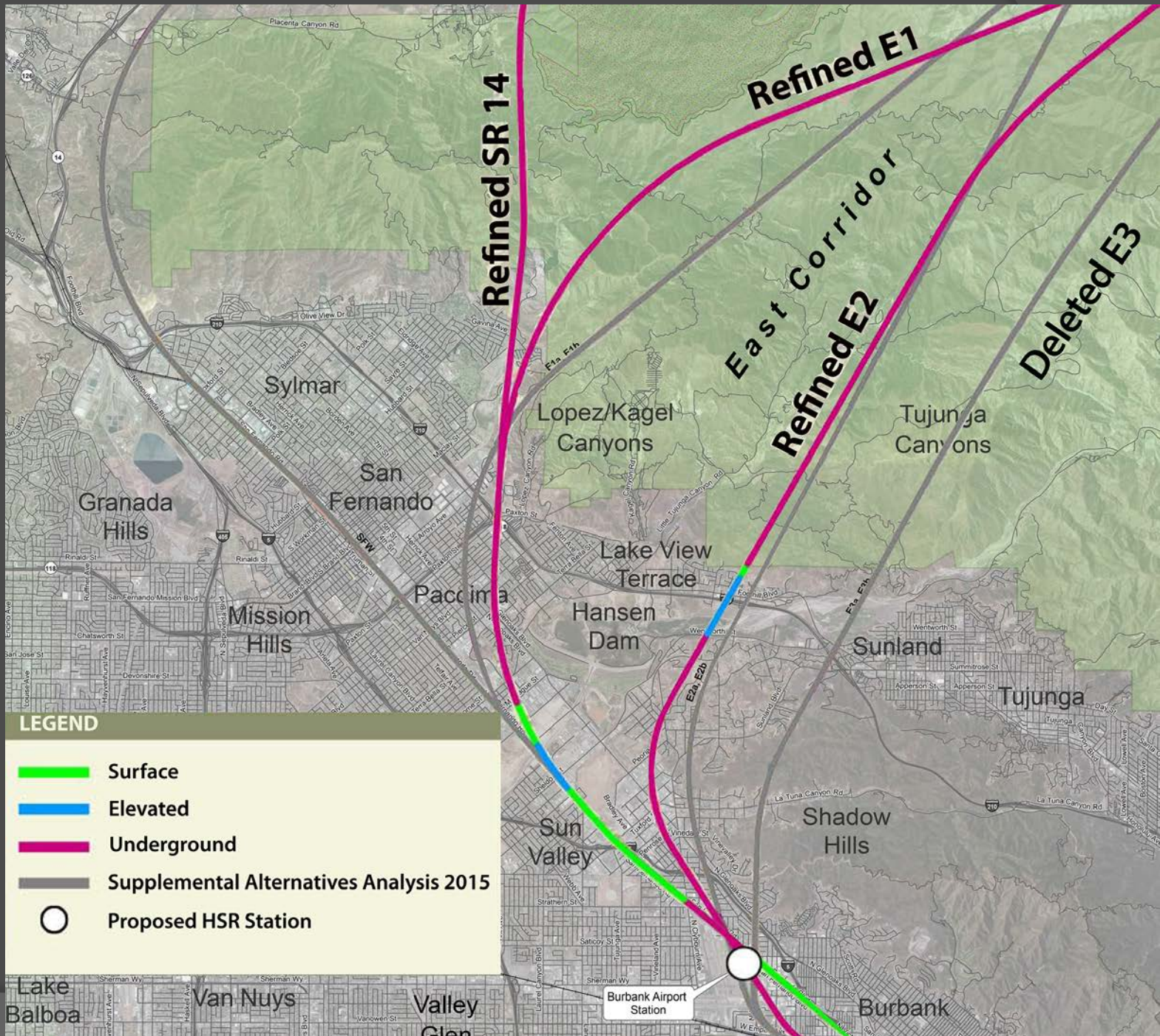
**DRAFT: APRIL, 2015**



# Palmdale to Burbank Project Section up to 9/24/18



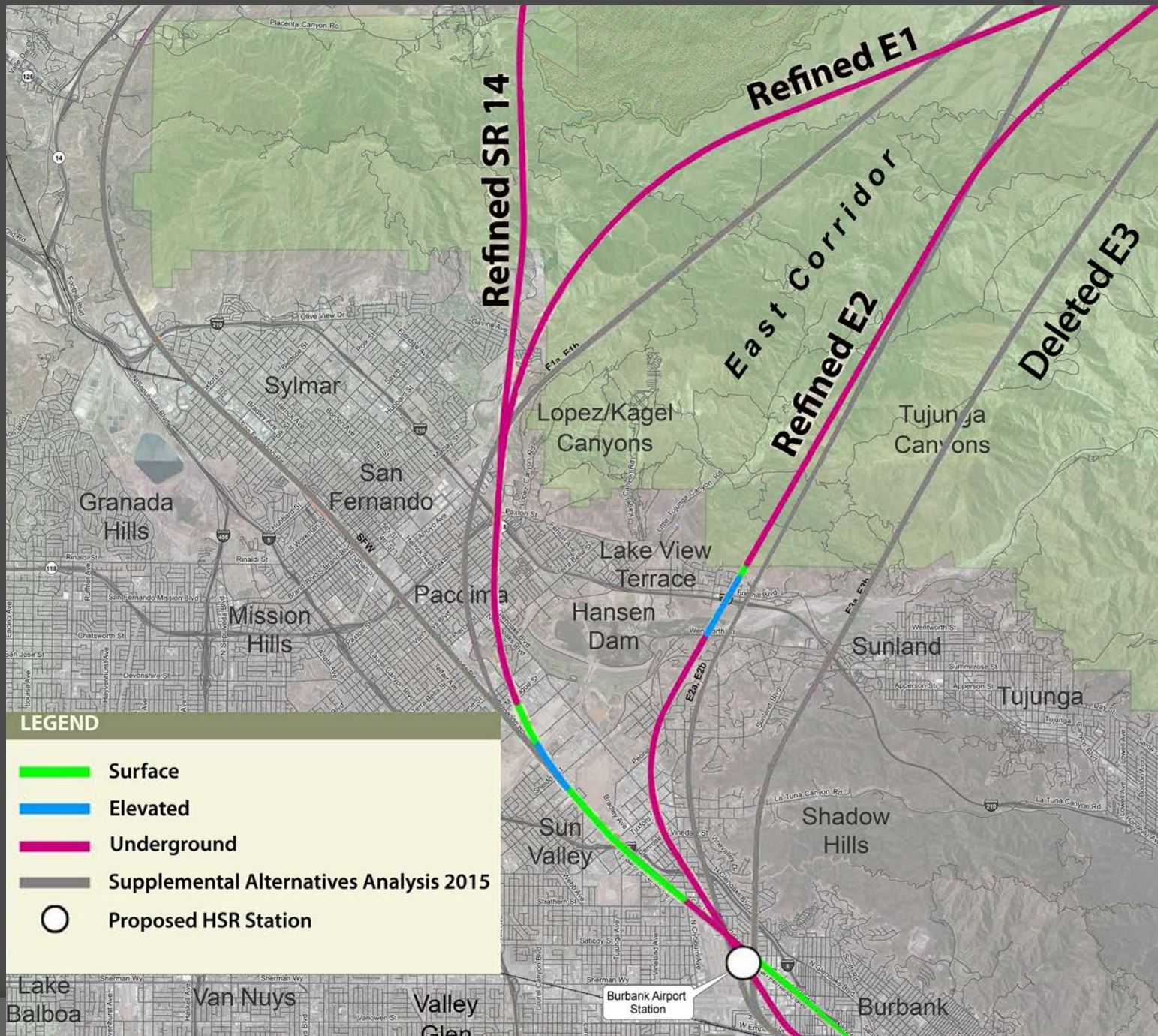












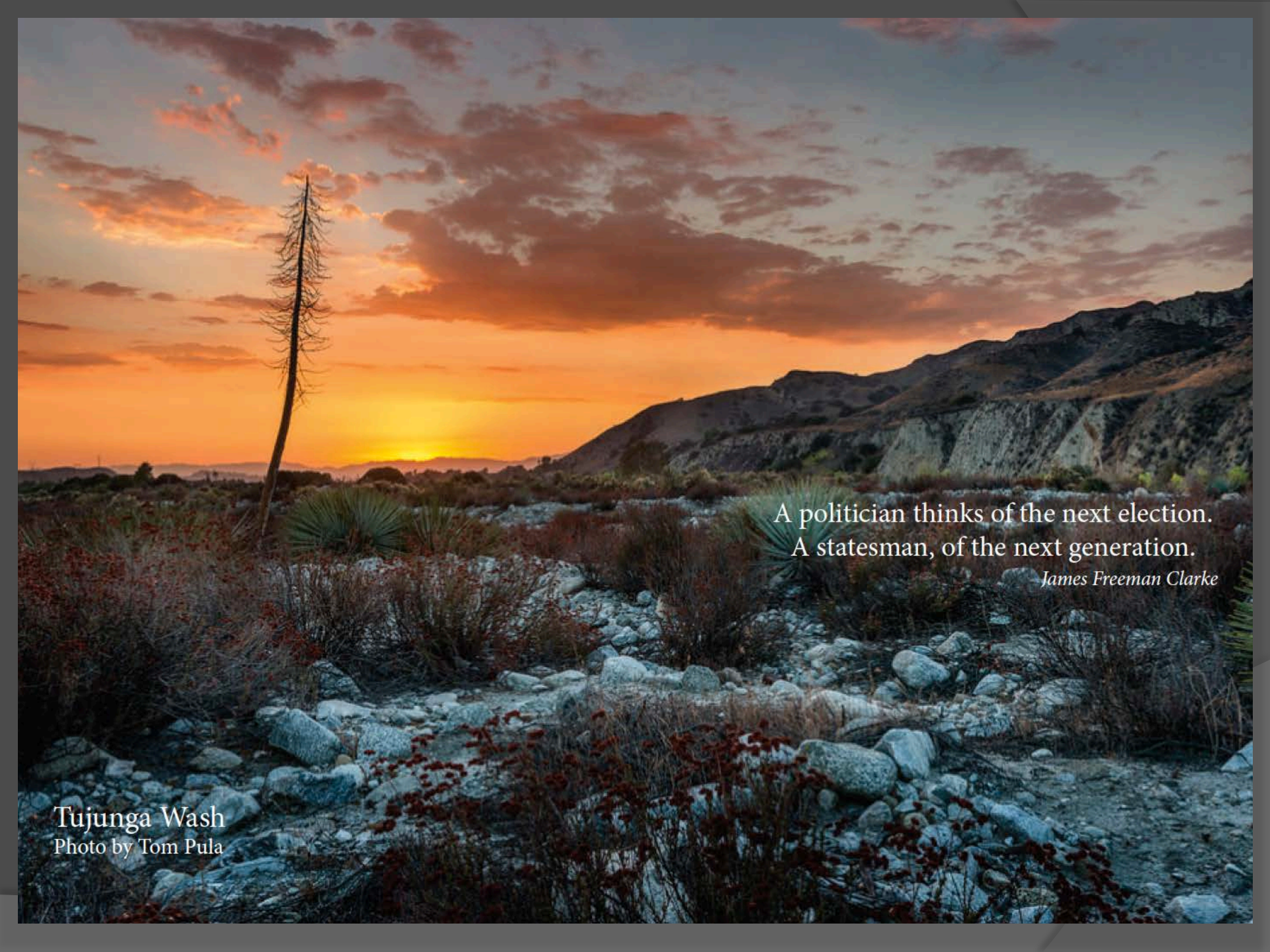










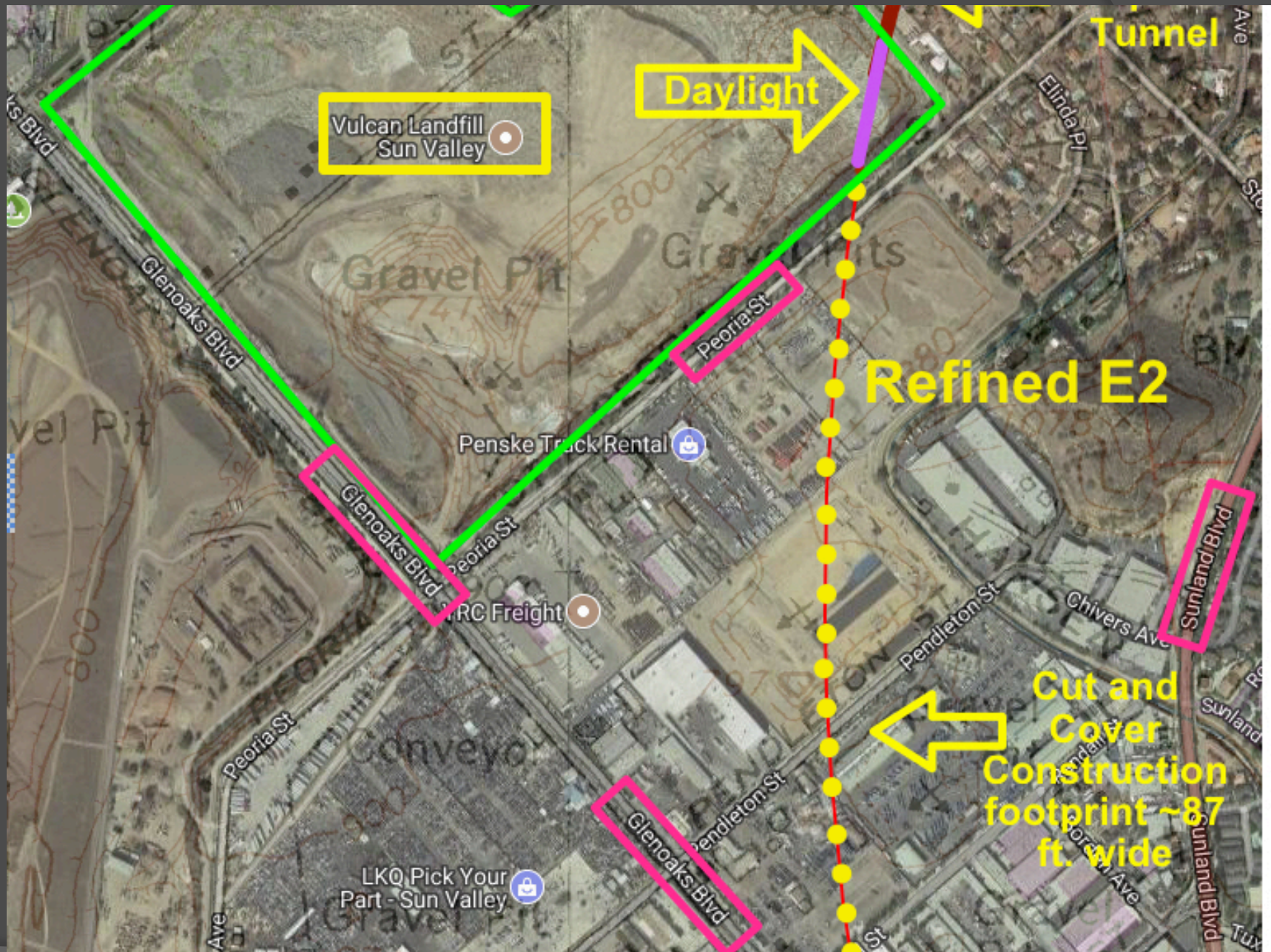


A politician thinks of the next election.  
A statesman, of the next generation.

*James Freeman Clarke*

Tujunga Wash  
Photo by Tom Pula





**Per 2008 Business Plan  
at time of vote**

see: <https://www.svanc.com/hsr/PROP1A-suppl-complete-guide.pdf>

**As of 2018**

“The authority estimated in 2006 that the TOTAL (Phases 1 & 2) cost to develop and construct the entire high-speed train system would be about \$45 billion.” (in 2018 dollars it would be \$52.7B)

220 MPH with a 2 hour 40 min. non-stop travel time from SF to LA (anything over 3 hrs. makes it non competitive with the airlines.)

The FULL PHASE 1 CA HSR to be operational by 2028 (SF to Anaheim)

Most Environmental Impact Reports to be completed 2011-2012

\*\* Total build-out cost Phase 1 only : SF – Anaheim: \$77.3B (to high end of \$98B)

\*\* Per 2018 CHSRA Biz. Plan

In reality, slower speeds are probable. Japan, China, Spain, etc. have all reduced their speeds due to safety reasons & equipment maintenance problems. (see <http://www.latimes.com/local/california/la-me-bullet-train-speed-20180729-story.html#> )

\*SF to Anaheim to be operational by 2033 (In 2014 Biz Plan, Central Valley to San Fernando was to be operational by 2022)

Most segments will not complete their Environmental Impact Reports until 2019-2020

Per 2008 Business Plan at time of vote	As of 2018
Los Angeles to San Francisco fare was stated as \$55 in 2005 dollars.” (\$64 in 2018 dollars)	*One-way Ticket cost = \$93: SF-LA (but with caveat that a private operator will set the fee.)

The \$9.95 Billion approved bond sale from Prop. 1A must be paid back with interest.

\*State costs of about \$19.4 billion, assuming 30 years to pay off both principal (\$9.95 billion) and interest (\$9.5 billion) costs of the bonds. Payments of about **\$647 million per year.**

PROP1A-suppl-complete-guide.pdf

\*Legislative Analyst’s Estimate of Net State & Local Gov’t Fiscal Impact - 2008



# Full Funding Plan Needed

“In view of the above funding challenges, as well as the potential for further project cost increases, it is crucial for the high-speed rail project to have a complete and viable funding plan to complete the IOS and the remainder of Phase I. *At this time, no such funding plan exists.*”

From the California Legislative Analyst's Office (CLAO) regarding the CHSRA 2018 Business Plan

<https://lao.ca.gov/handouts/transportation/2018/2018-Draft-Business-Plan-040218.pdf>



- 100 Ft on either side of center line (not including parklands, conservancies, art centers, government buildings, etc.
- 100 feet is the current width of the RR track area down San Fernando Rd.
- This is for the entire Refined SR14 route. (From 2016 SAA Report)

	Non-Tunnel	Tunnel
Residential Easements		30 multi-family (such as apartments, condos) 1,020 single-family
Residential Displacements	6 multi-family 87 single-family	
Business Easements		47 commercial parcels 50 industrial parcels
Business Displacements	137 commercial parcels 173 industrial parcels	

SAA 2016	SR14 Refined route
Noise & Vibration: Residential Properties Within 2,500 feet from the centerline of alignment	14,328 Residential Properties
Environmental Justice	<b>Minority:</b> Lesser potential to encounter an EJ community of concern <b>Elderly:</b> Lesser potential to encounter an EJ community of concern <b>LEP</b> (Limited English Proficiency): Greater potential to encounter an EJ community of concern <b>Poverty:</b> Greater potential to encounter an EJ community of concern.

## What is Environmental Justice:

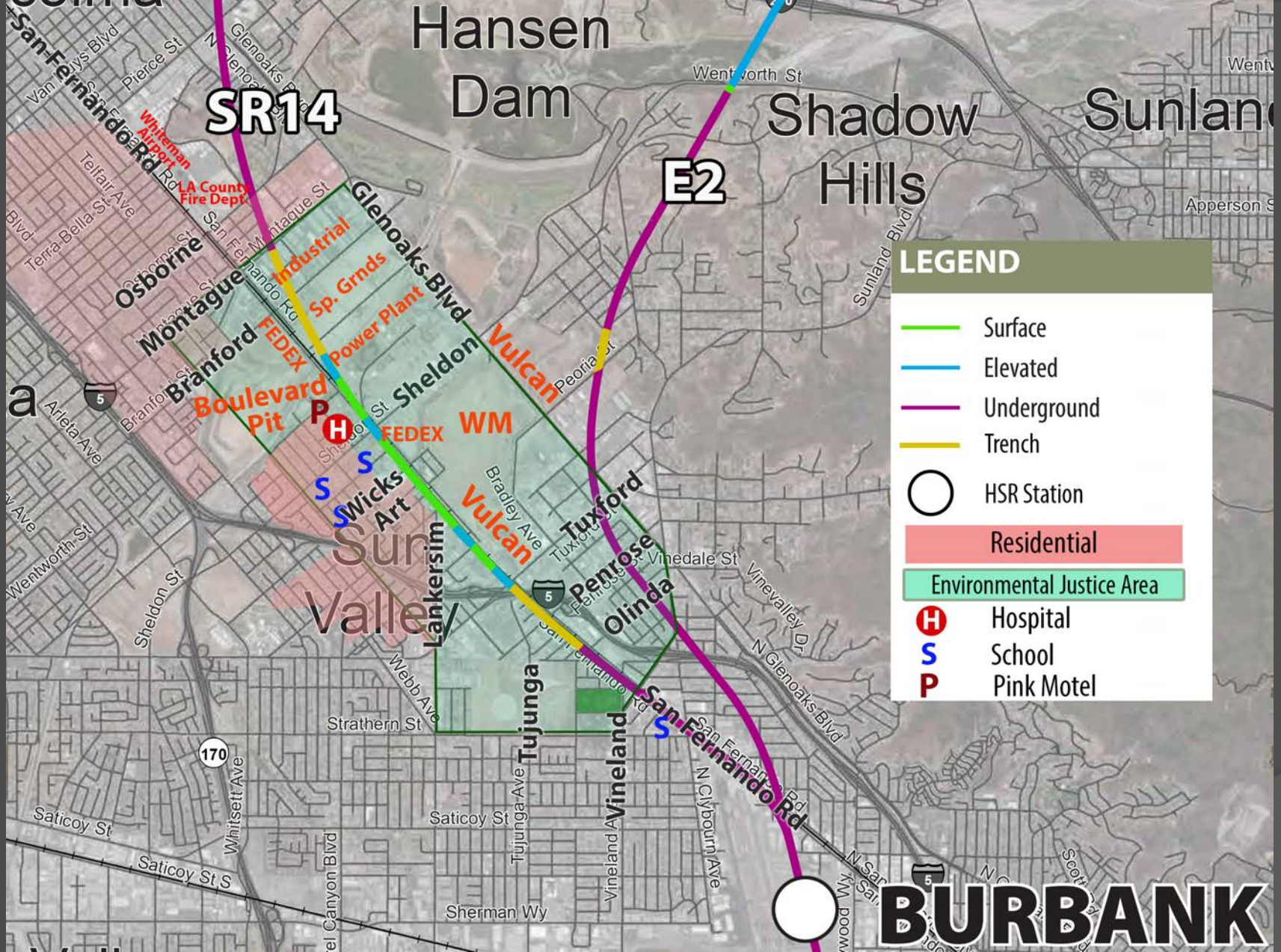
Environmental justice emerged as a concept in the United States in the early 1980s. The term has two distinct uses with the more common usage describing a *social movement that focuses on the fair distribution of environmental benefits and burdens.*

# Environmental Justice

- **Environmental justice** is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of **environmental** laws, regulations, and policies.
- Motion 2003 - THEREFORE MOVE that the geographic area within the Sun Valley bounded by Glenoaks Boulevard to Sunland Boulevard/Vineland Avenue to Strathern Street to Lankershim Boulevard to Haddon Avenue to Montague Avenue to Glenoaks Boulevard be identified as "the Sun Valley Environmental Justice Improvement Area", etc.  
**LA City Council File: 03-2529**

- Census from the year 2000, “Recent census reports indicate that approximately 70% of Sun Valley residents are Latino and 17% live in poverty.”
- South Coast Air Quality Management District modeling indicates that Sun Valley contains one of the top 100 excess cancer risk grids for stationary sources in the South Coast Air Basin.
- The concentration of industrial, solid waste and recycling facilities in Sun Valley and the incidence of cancer and asthma in the community underscore the need to apply coordinated planning & environmental justice principles & practices to the siting of new industrial & waste facilities in the area and the importance of strict enforcement of existing environmental laws & regulations.

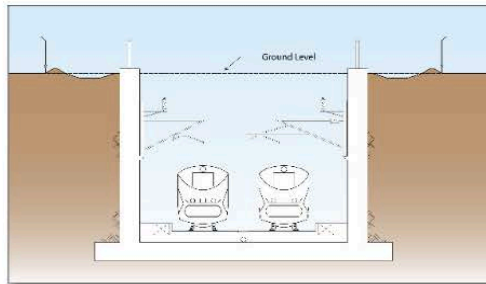




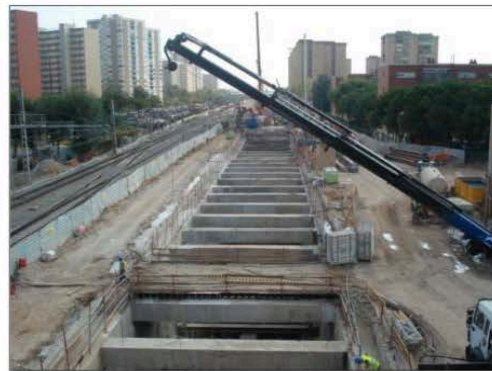
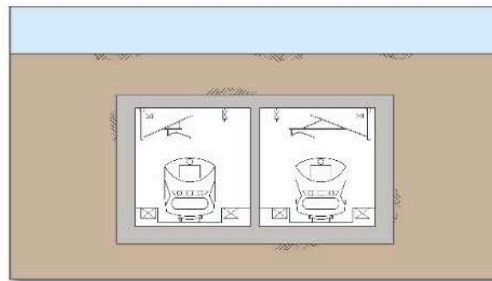
The route conditions have changed (such as the trench starting at Montague) since this map has been generated, but the location of the route is accurate.

# Underground

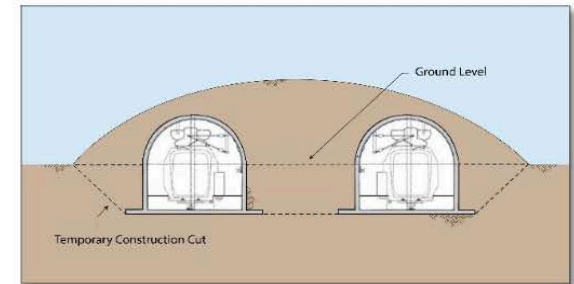
## Trench



## Cut-And-Cover



## Artificial Tunnel

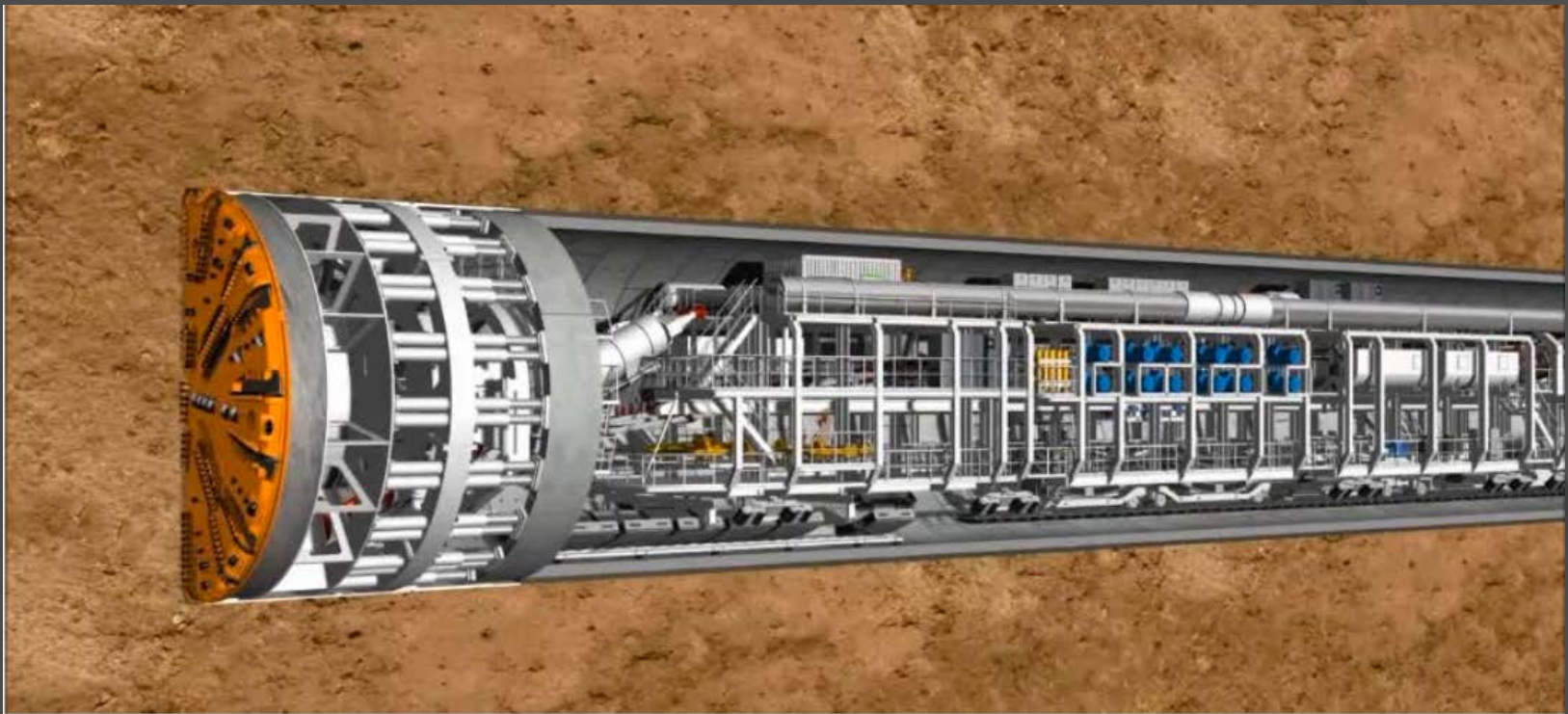




## Rendering of example of Trench Construction shown in Burbank







Generally, longer tunnels are constructed using tunnel boring machines (TBMs), while shorter tunnels are often mined using conventional excavation equipment.”

TBM



Mined





# Tunnel Portals





**SR14**

## E2

**San Fernando Rd**

**Branford**

**Glenoaks Blvd**

**Vulcan  
Glenoaks between  
Sheldon & Peoria**

**Vulcan  
San Fernando &  
Branford**

**Sheldon**

**Vulcan  
San Fernando &  
Tuxford**



Truck trips and “dirt”: Conveyors from the portal at Montague will transport the dirt/rocks from the Boring Machine over to the Vulcan pit.

*“The rail authority told the crowd the route would have six tunnels varying in length from half a mile to 12.4 miles. The spoils, or crushed rock taken out of the mountain, would amount to nearly 7 million cubic yards\* — enough to fill the Rose Bowl as many as 10 times, according to The Times’ calculations.”*

Ralph Vartabedian, *LA Times*, Sept. 26, 2018



\* A cubic yard of material can be spread to cover 100 square feet (10×10 foot area) at 3 inches of depth.

# Valley Fever

- People contract valley fever by breathing in dust that contains a fungus.
- This fungus is prominent in semiarid regions of the country.
- People who work in fields or construction sites *where soil gets kicked up are particularly at risk.*



## No Freight Can Be Carried

For freight, all sorts of branch lines would need to be created “under wire” that is electrified, meaning more power needing to be generated – no freight, not even light freight has been proposed.

***All routes go through Sun Valley!***

We will be severely impacted ***with no benefit*** as the station is being built in Burbank.

“A funding agreement between the California High-Speed Rail Authority and the city of Burbank will pay for much of a \$1.2-million planning process for what high-speed rail officials are calling a “world-class multimodal transportation hub,” including a proposed bullet train station adjacent to Bob Hope Airport.” LA Times, 1/17/2016



When does  
Sun Valley  
get nice  
things?

# RESEARCH & TAKE ACTION!

Go to the website for maps & links to research documents & articles:

[svanc.com/hsr.php](http://svanc.com/hsr.php)

Send CHSRA your comments & copy SVANC:

[svanc.com/hsr.php](http://svanc.com/hsr.php)