

# BURBANK TO LOS ANGELES PROJECT SECTION FINAL EIR/EIS

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January 19-20, 2022



# BURBANK TO LOS ANGELES

## Agenda

- 1 Key Points for Today's Presentation**
- 2 Background on Burbank to Los Angeles Project Section**
- 3 Description of HSR Build Alternative Evaluated in EIR/EIS**
- 4 Comments Received on Draft EIR/EIS and Resulting Changes in Final EIR/EIS**
- 5 Coordination with Stakeholders and Agencies**
- 6 Actions for Board of Directors Consideration**



# BURBANK TO LOS ANGELES

January Board Meeting

## Key Points for Today's Presentation:

1. The Burbank to LA project section will modernize the corridor and provide benefits to the Southern California region including electrified tracks, positive train control, grade separations, improved passenger rail services, an air-rail intermodal connection, reduced VMT and important long-term air quality improvements.
2. The Authority has developed the project through an extensive public process to integrate with existing and planned infrastructure while minimizing adverse effects. The Authority is committed to ensuring that the project serves to enhance the safety and quality of life for local communities while connecting to the statewide HSR system.
3. The FEIR/EIS presents a thorough analysis of the project's effects, incorporates avoidance, minimization, and mitigation as appropriate and serves the board and the public with a transparent informed decision-making document. Key measures include ongoing partnerships with stakeholders and communities.



# BURBANK TO LOS ANGELES

## Build Alternative in EIR/EIS

### Approximately 14 miles

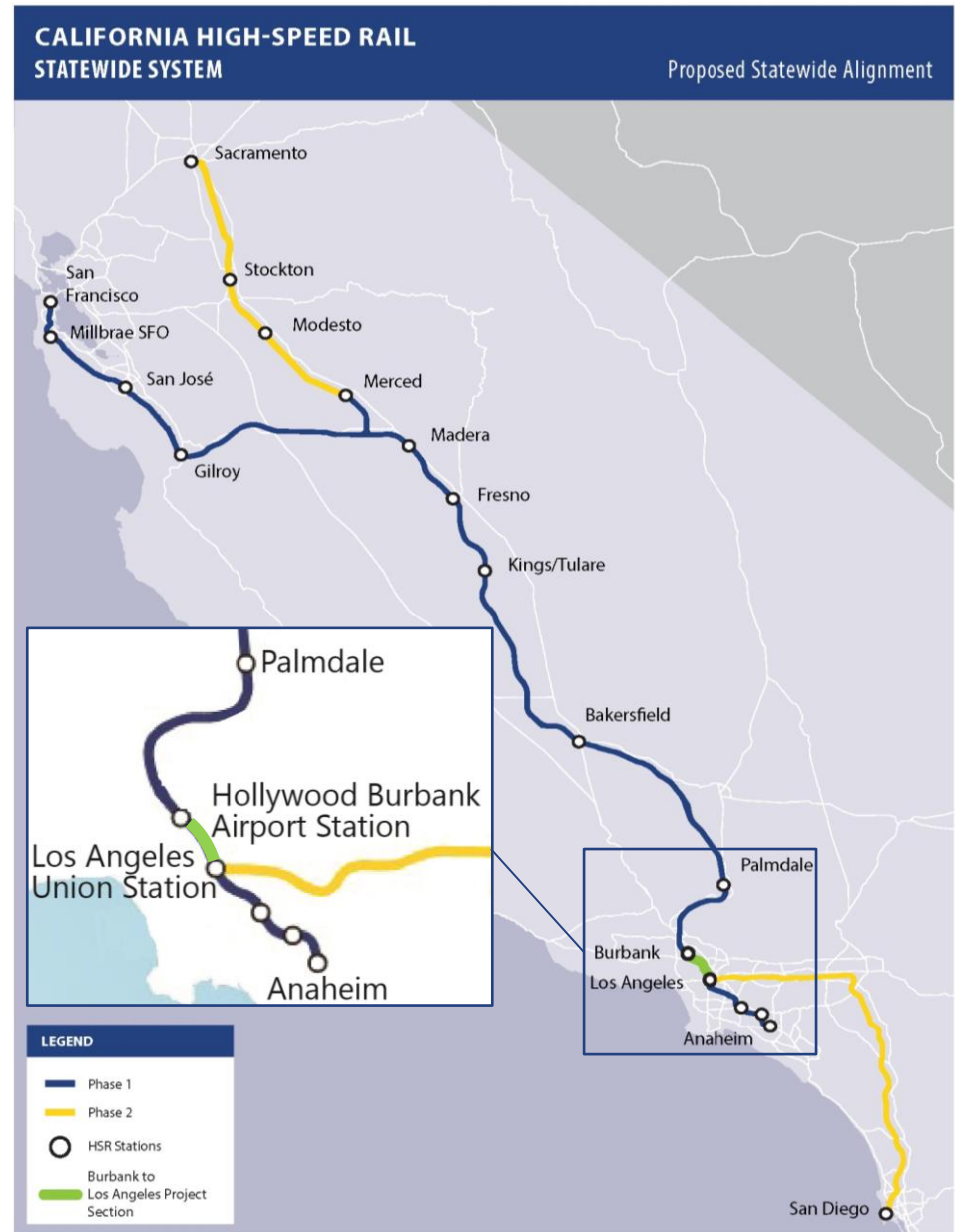
- Two new electrified HSR tracks will run in the existing rail corridor
- Blended rail corridor of passenger and freight.

### Two Stations

- Burbank Airport Station
- Modified Los Angeles Union Station

### Two Alternatives Under Study

- Build Alternative
- No Project Alternative



# BURBANK TO LOS ANGELES

## Project Background

### Important Milestones

- 2005** Program EIR/EIS
- 2008** Second Program EIR/EIS
- 2010-2014** Alternatives Development for Palmdale to Los Angeles
- 2014** Project Scoping for Burbank to Los Angeles
- 2014-2018** Alternatives Development for Burbank to Los Angeles
- 2018** Identification of the Preferred Alternative
- 2020** Draft EIR/EIS
- 2021** Final EIR/EIS



# BURBANK TO LOS ANGELES

## Public Involvement

Since 2014, the Authority has hosted over 400 meetings with the general public, stakeholders, and agencies. Outreach includes:

- 150+ Community Presentations and Workshops
- 300+ Briefings to Cities, Agencies and Stakeholders
- 48,000+ FEIR/S Notices distributed via mail throughout corridor
- 20,000+ stakeholders received emailed FEIR/S notice or news release
- Materials translated in Eight Languages
- 23 FEIR/S Advertisements in local newspapers

## Stakeholder Input Informed project changes, including

- » Minimizing impacts to community residents and businesses
- » Minimizing impacts to existing and planned bike paths
- » Minimizing impacts from grade separations



# BURBANK TO LOS ANGELES

## Impact Areas of Public Concern Identified During Scoping and Outreach

- Community impacts, including impacts to businesses, schools, and houses of worship, particularly with respect to impacts from right-of-way (ROW) and land acquisition.
- Impacts to park resources and the Los Angeles River
- Impacts to the Hollywood Burbank Airport and the nearby Avion mixed-use development
- The environmental process and mitigation for impacts
- Impacts to traffic, biological and historic resources, and changes to the visual environment, as well as noise and vibration impacts.
- Construction impacts, including from grade separations
- Connectivity and coordination with or impacts to other transportation facilities
- Train technology and constructability
- Project funding and cost





# BURBANK TO LOS ANGELES

## Benefits of Build Alternative



Economic and employment benefits for the community, region, and state



Plane to train connection at the Hollywood Burbank Airport, and first HSR/commercial airport intermodal connection in the US



Improves safety and reliability and travel time for vehicles, pedestrians, and cyclists with new grade separations



Proposed infrastructure will accommodate HSR, Metrolink and other passenger rail volumes as envisioned in the 2018 State Rail Plan



Enhanced safety and operations in existing railroad corridor for all rail operators (Positive Train Control, intrusion barriers, earthquake early warning systems, and more)



Reduced greenhouse gas emissions and decreased traffic congestion for an overall net reduction in approximately 1 billion vehicle miles traveled as part of the HSR Phase 1 System



Efficient use of land development and resources



Cost effective public infrastructure improvements



Connects employees and employers along the High-Speed Rail Alignment





# BURBANK TO LOS ANGELES

Build Alternative in EIR/EIS

## Approximately 14 miles

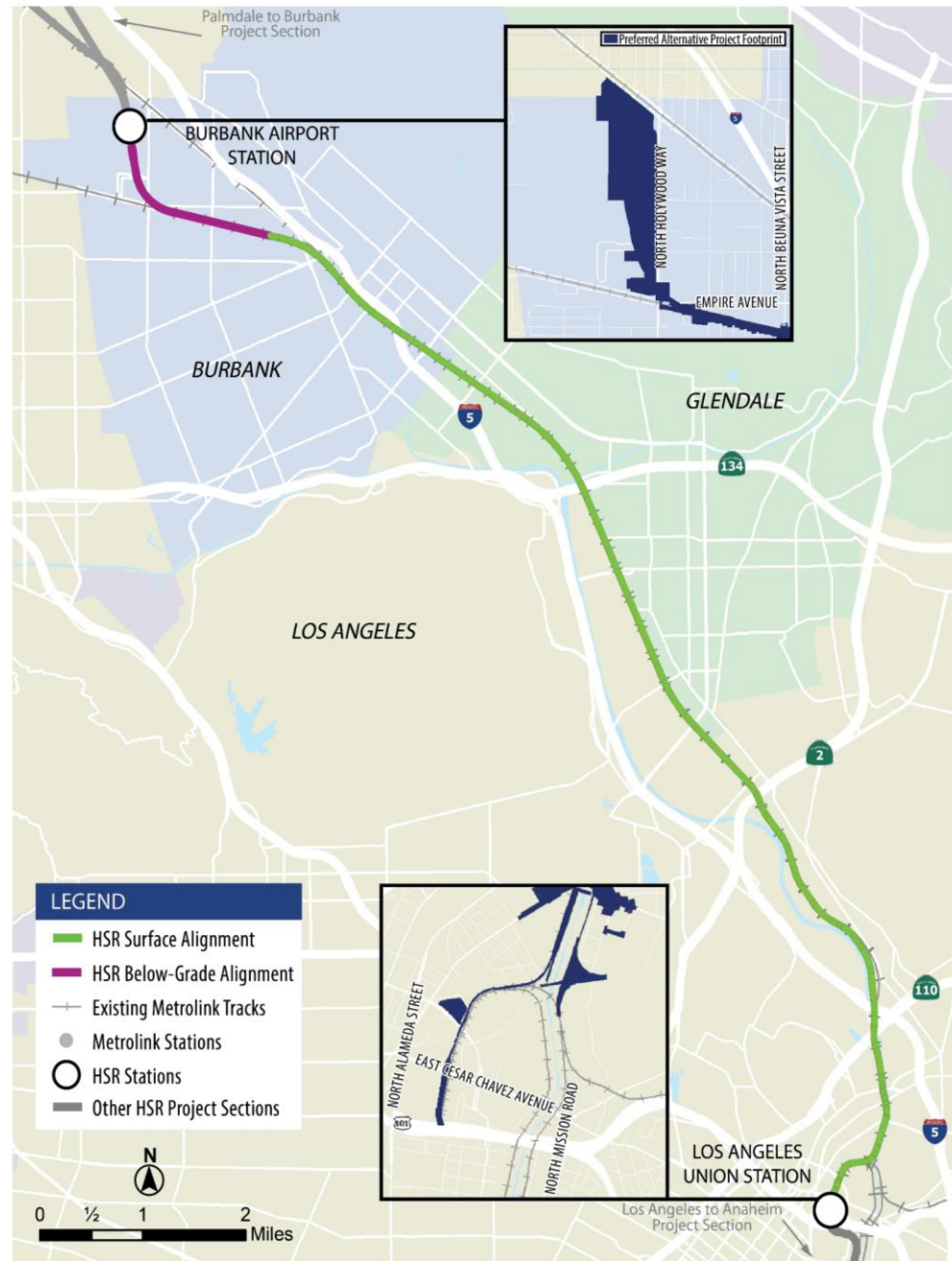
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# BURBANK TO LOS ANGELES

## Build Alternative – City of Burbank

- Plane to train connection at the Hollywood Burbank Airport, and first HSR/commercial airport intermodal connection in the US.
- Preserves existing downtown Burbank Metrolink Station and adds new pedestrian connections
- Underground alignment for 1.96 miles beginning at the airport station
- Follows existing railroad corridor at grade to southern city limit
- Partial grade separation at Buena Vista Street





# BURBANK TO LOS ANGELES

## Build Alternative – City of Glendale & Atwater Village (Los Angeles)

- Follows existing railroad corridor
- Coordination with local neighborhoods on four grade separations:
  - » Sonora Avenue
  - » Grandview Avenue
  - » Flower Street
  - » Chevy Chase/Goodwin Avenue
- Retains historic Glendale Amtrak/Metrolink Station



# BURBANK TO LOS ANGELES

## Build Alternative – Los Angeles Area

- Alignment crosses LA River near SR-110 on existing bridge
- Designs are sensitive to Rio de Los Angeles State Park & Los Angeles State Historic Park
- Local coordination on proposed grade separation at Main Street
- Coordination with LA River Path and 100 Acre Partnership projects
- Coordination with Metro's Link US Project



# BURBANK TO LOS ANGELES

## Summary of Design Features

Design Features	Burbank to Los Angeles Project Section
Total Length (linear miles)	13.66
Surface Profile (linear miles)	11.7
Below-Grade Profile (linear miles)	1.96
Number of Major Water Crossings	6
Total Number of Roadway Crossings	32
Number of Permanent Public and Private Roadway Closures	2
Number of Proposed Full Roadway Grade Separations: <ul style="list-style-type: none"><li>• Sonora Avenue</li><li>• Grandview Avenue</li><li>• Flower Street</li><li>• Chevy Chase Drive/Goodwin Avenue</li><li>• Main Street</li></ul>	5





# BURBANK TO LOS ANGELES

## High-Speed Rail Investments



## INVESTING IN ALL REGIONS

SOUTHERN CALIFORNIA – \$1.3 BILLION

**Link US:** \$441 million for Los Angeles Union Station (in federal environmental review process)

**Shared Corridor Improvements:** \$363 million in environmental review work (for HSR, Metrolink, LOSSAN, others)

**Safety Improvements:** \$77 million for Rosecrans/Marquardt Grade Separation (Santa Fe Springs)

**Connectivity Projects:** \$389 million from Proposition 1A (Metro Regional Connector, Metrolink Tier 4, PTC)



# BURBANK TO LOS ANGELES

## Link US Project



### The Link US Project comprises several key components:

- HSR investment of \$441 million in Link US
- New lead tracks, elevated rail yard, and platforms
- New run-through tracks south of LAUS over US-101
- Accommodation of the Authority's planned HSR system on common infrastructure to support future HSR trains
- New concourse-related improvements, including new escalators, elevators, and canopies





# BURBANK TO LOS ANGELES

## Burbank Golden State Specific Plan Project

- Coordination with the City of Burbank since 2016
- Funded with \$800k grant from HSR; \$400k grant from LA Metro
- Transit oriented development/land use plan and station planning in the vicinity of the HSR station and the two Metrolink stations
- City of Burbank is currently preparing environmental clearance to be completed in 2022
- The Authority will work with the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority on station design, and interface with the future Hollywood Burbank Airport replacement terminal



Hollywood  
Burbank  
Airport



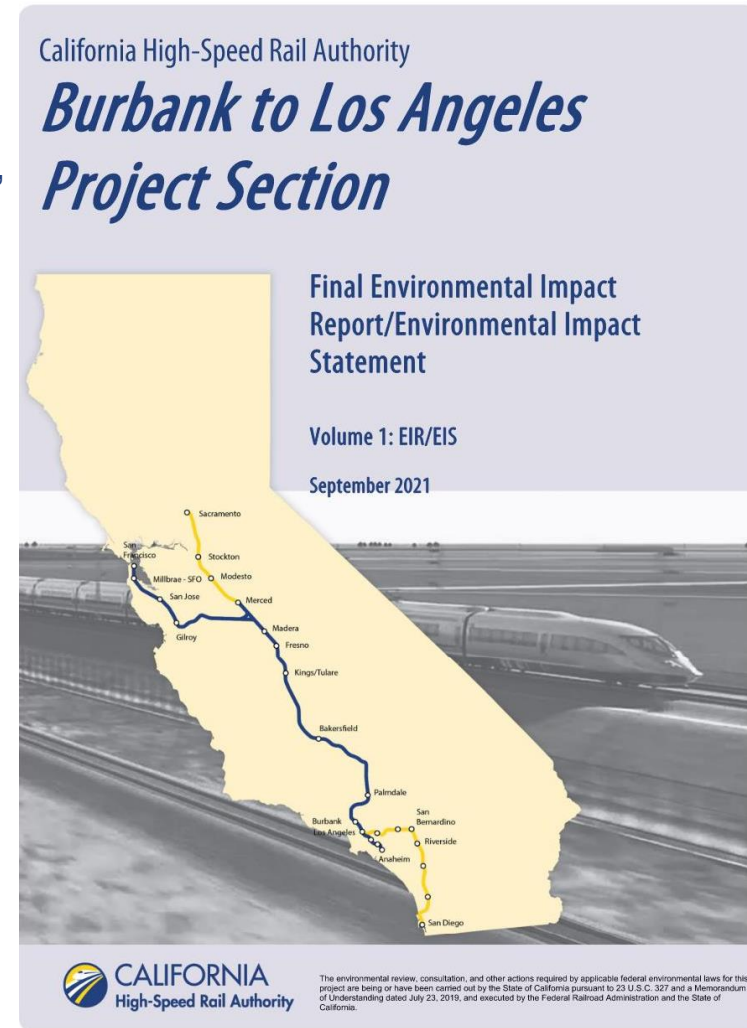
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# BURBANK TO LOS ANGELES

## Resources Considered in the Final EIR/EIS

- 3.2 Transportation
- 3.3 Air Quality and Global Climate Change
- 3.4 Noise and Vibration
- 3.5 Electromagnetic Interference and Electromagnetic Fields
- 3.6 Public Utilities and Energy
- 3.7 Biological and Aquatic Resources
- 3.8 Hydrology and Water Resources
- 3.9 Geology, Soils, Seismicity, and Paleontological Resources
- 3.10 Hazardous Materials and Waste
- 3.11 Safety and Security
- 3.12 Socioeconomics and Communities
- 3.13 Station Planning, Land Use, and Development
- 3.14 Agricultural Farmland and Forest Land
- 3.15 Parks, Recreation, and Open Space
- 3.16 Aesthetics and Visual Quality
- 3.17 Cultural Resources
- 3.18 Regional Growth
- 3.19 Cumulative Impacts
- 4.0 Section 4(f)
- 5.0 Environmental Justice



# BURBANK TO LOS ANGELES

## Measures to Reduce Severity of Impacts

- **The project incorporates programmatic commitments to advance design and implement construction practices that avoid or minimize impacts [called Impact Avoidance and Minimization Features (IAMFs)]**
- **When impacts remain after consideration of IAMFs, the Authority has included mitigation measures (MMs)**
- **The Authority's Mitigation Monitoring and Enforcement Plan (MMEP), includes IAMFs and mitigation measures, and identifies:**
  - » The party responsible for implementation of Mitigation Measures
  - » The timing of implementation
  - » The implementation mechanism



# BURBANK TO LOS ANGELES

## Key Effects and Mitigation Measures

Key Effects	IAMFs and Mitigation Measures
Traffic delay, circulation, and access issues	<ul style="list-style-type: none"><li>• Intersection improvements, including signal timing modifications, installation of new traffic signals, and restriping</li><li>• Surveying and protection of public roadway and rail conditions during construction</li><li>• Maintenance of pedestrian, bicycle, and transit access during construction</li></ul>
Air quality & greenhouse gas emissions	<ul style="list-style-type: none"><li>• Use of zero-emission and/or near-zero emission light-duty on-road vehicles and off-road equipment</li><li>• Minimization and control of fugitive dust emissions, fuel emissions, and exhaust emissions during construction</li><li>• Use of lower-emission materials and fuels in construction</li><li>• Targeted emission offset programs in partnership with SCAQMD</li></ul>
Increase in noise & vibration levels	<ul style="list-style-type: none"><li>• Use of temporary and/or permanent sound barriers, sound insulation, and noise easements</li><li>• Preparation of a noise and vibration technical memorandum documenting compliance with FTA and FRA guidelines for work near sensitive receptors</li></ul>



# BURBANK TO LOS ANGELES

## Key Effects and Mitigation Measures

Key Effects	IAMFs and Mitigation Measures
Public Utilities and Energy	<ul style="list-style-type: none"><li>• Water demand analysis for LADWP supplies at LAUS for operation</li><li>• Use of design measures that minimize energy consumption</li><li>• Public notification for interruption of utility services</li><li>• Coordination of construction with service providers to minimize or avoid interruptions</li></ul>
Parks, Recreation, and Open Space	<ul style="list-style-type: none"><li>• Maintain access and connections to unaffected park resources</li><li>• Replacement of property acquired from existing or planned bicycle routes</li></ul>
Visual Impacts	<ul style="list-style-type: none"><li>• Incorporation of aesthetic guidelines that seek to balance providing a consistent, project-wide aesthetic with local context</li><li>• Vegetation screening</li><li>• Community-coordinated aesthetic or landscaping treatments</li></ul>
Cultural Resources	<ul style="list-style-type: none"><li>• Cultural resource surveys</li><li>• Ongoing monitoring of cultural resources before and during construction</li><li>• Protection of known archaeological resources and built historic resources that require avoidance, protection, and monitoring during construction.</li><li>• Plan for Protection of Historic Resources and Repair of Inadvertent Damage</li></ul>



# BURBANK TO LOS ANGELES

## Parks, Recreation, and Open Space Resources

- The corridor is densely populated making parklands, recreational facilities, and open spaces critically important to community vitality and quality of life.
- Parks and recreational resources are protected under both CEQA and NEPA to avoid impacts and minimize harm.
- 84 resources within the Resource Study Area
  - » 34 with temporary impacts
  - » 7 will also experience permanent impacts
  - » 50 resources would have no impacts



Trail and seating area at Rio de Los Angeles State Park



Sports fields at Sotomayor Learning Academies



Chevy Chase Park and Recreation Center



Los Angeles River Bike Path.



Conceptual plans for Proposed Taylor Yard G2 Parcel





# BURBANK TO LOS ANGELES

## Parks, Recreation, and Open Space Resources

### Temporary effects to access, air quality, noise, vibration, and visual:

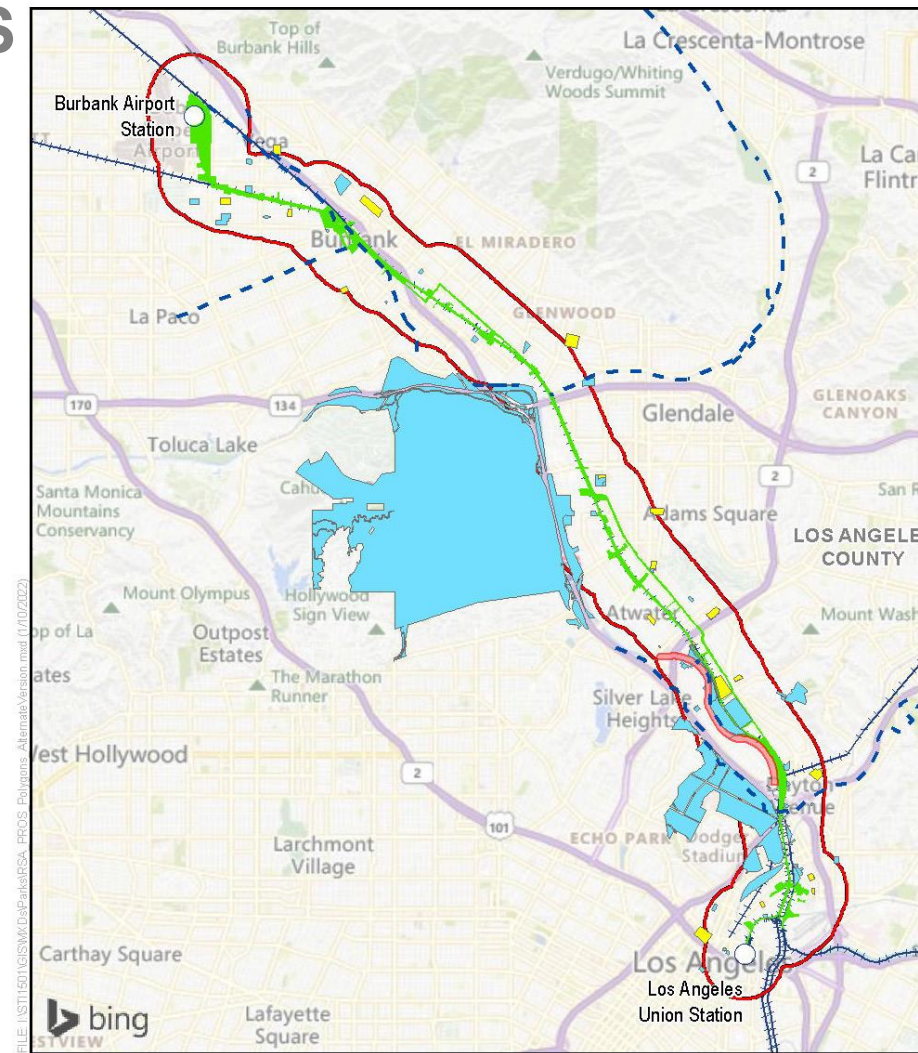
- 34 resources (all less than significant)

### Permanent effects to 7 resources:

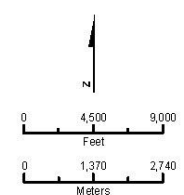
- Access effects to 3 resources
  - » San Fernando Bike Path (Planned Phase 3);
  - » LA River Bike Path (Planned Extension);
  - » San Fernando Railroad Bike Path (Planned)
- Visual effects to 4 resources
  - » Griffith Manor Park;
  - » Rio de Los Angeles State Park;
  - » Albion Riverside Park;
  - » Pelanconi Park

### IAMFs and Mitigation Measures include:

- AQ-IAMF#1 (Fugitive Dust Emissions)
- N&V-IAMF#1 (Noise and Vibration)
- AVQ-IAMF#1 (Aesthetic Options)
- AVQ-IAMF#2 (Aesthetic Review Process)
- PR-MM#2 (Providing Park Access)
- PR-MM#4 (Replacement of Property Acquired from Existing or Planned Bicycle Routes)



SOURCE: Bing Maps (2020), CHSRA (6/2021)





# BURBANK TO LOS ANGELES

## Parks, Recreation, and Open Space Resources

### Stakeholder Coordination

- The Authority has been in coordination with community organizations regarding effects to parks.
- A reroute for the San Fernando Bike Path (planned Phase 3) was developed with the City of Burbank.
- Design was also revised to remove impacts to the Planned Burbank Western Channel Bike Path.
- Authority is coordinating with stakeholders regarding the future Taylor Yard Park and design refinements were made to ensure HSR does not preclude development LA River Ecosystem Restoration Project.
- Restoration Projects to ensure HSR does not preclude development.
- The Authority has obtained de minimis concurrences from City of Burbank, CA State Parks and the City of Los Angeles.
- EJ-IAMF#5 would require the Authority to seek input from impacted EJ communities on the relocation of planned or existing bike paths located within EJ communities.



# BURBANK TO LOS ANGELES

## Environmental Justice

- HSR Build Alternative traverses communities resulting in some adverse environmental effects on low-income and/or minority populations.
- The Authority introduced five new IAMFs to further avoid and minimize potential impacts:
  - » EJ-IAMF#1: Construction EJ Ombudsman/Business Spotlighting
  - » EJ-IAMF#2: EJ Community-Inclusive Process for Development of Aesthetic Treatments
  - » EJ-IAMF#3: Equity Noise Analysis
  - » EJ-IAMF#4: EJ Relocation/Displacement Assistance
  - » EJ-IAMF#5: Community-Inclusive Process to reroute Bike Paths in EJ Communities



# BURBANK TO LOS ANGELES

## Community Effects

- **Effects**

- » Displacements

- Residential – 12, mostly Burbank
- Business – 133, mostly Burbank

- » Noise

- 70 severe residual impacts
- 3 sound walls (2S/1N)
- Vibration – 0 significant impacts

- **Benefits**

- » Grade Separations

- Reduced train horn noise impacts
- Improved community connectivity across existing tracks

- » Cleaner air for corridor communities currently exposed to diesel train service

- » Security and safety benefits

- Pedestrian/bicycle benefits for railroad crossings
- Improved traffic flow and reliability of emergency vehicle response times



# BURBANK TO LOS ANGELES

## Public Review Process

### Prior to Draft EIR/EIS Circulation

- One open house meeting in Burbank and two virtual open house meetings in March 2020

### Draft EIR/EIS Circulation (May 29 – August 31, 2020)

- Full environmental analysis of Build and No Build Alternatives
- Public meetings included:
  - » 2 Telephone Town Hall Meetings
  - » 1 Virtual Open House Meeting
  - » 1 Online and Telephone Information Session focusing on the proposed Main Street Grade Separation
  - » 1 Virtual Public Hearing for attendees to provide formal comments
- Comment period over 90 days due to COVID-19
- Received 278 comment submissions, 1,298 delimited comments



# BURBANK TO LOS ANGELES

## Major Changes between Draft and Final EIR/EIS

### Actions taken in response to comments on the public draft and during preparation of the Final EIR/EIS

- Main Street Grade Separation (Los Angeles) design changes
- Metrolink Central Maintenance Facility (CMF) reconfiguration to accommodate HSR and maintain existing yard operations and storage capacity
- Engineering and design refinements related to the San Fernando Valley Superfund sites
- Added new Environmental Justice IAMFs
- Continued ongoing engagement with stakeholders

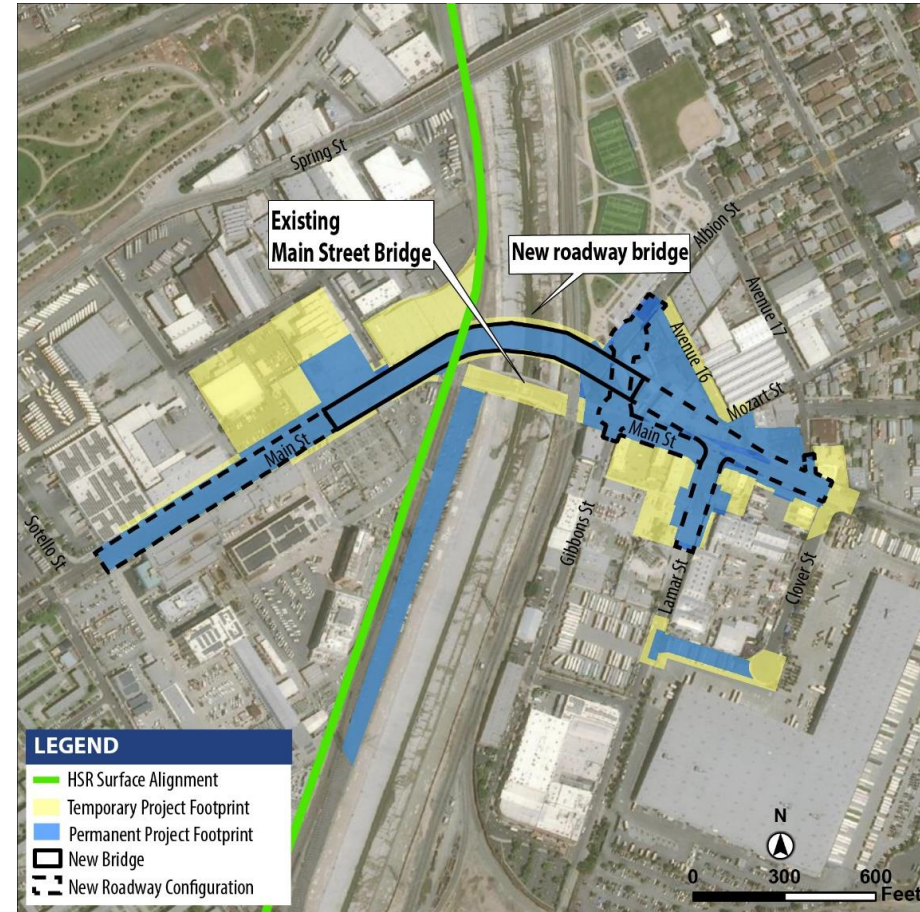




# BURBANK TO LOS ANGELES

## Main Street Grade Separation

- During the public comment period, the Authority held a workshop specifically to discuss the Main Street Grade Separation with the community on August 25, 2020
- In response to comments received from the Lincoln Heights neighborhood and the San Antonio Winery, the Authority revised the design of the Main Street Grade Separation, which includes:
  - » Redesign of the Main Street Bridge to come down to grade sooner and to the west of Clover Street
  - » Elimination of the residential displacement and reduction in nonresidential displacements
  - » Reconfiguration of Albion St, Gibbon St, and Lamar St
  - » Avenue 17 would no longer be reconfigured



# BURBANK TO LOS ANGELES

## Metrolink CMF

- The Burbank to Los Angeles Project Section proposes reconfiguring the various yard and maintenance facilities within the CMF to accommodate HSR
- All existing yard and maintenance facility functions, as well as train storage capacity, would be maintained
- The construction work at the CMF would be phased to minimize the disruption to the existing operations and to maintain the key operational facilities

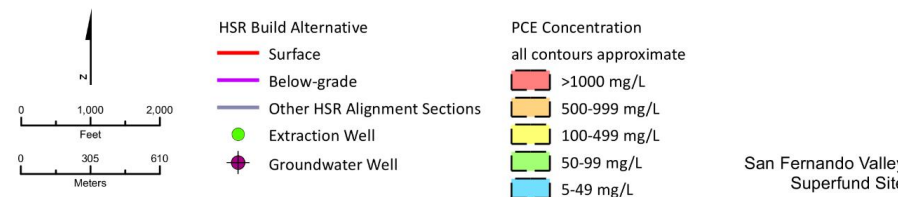
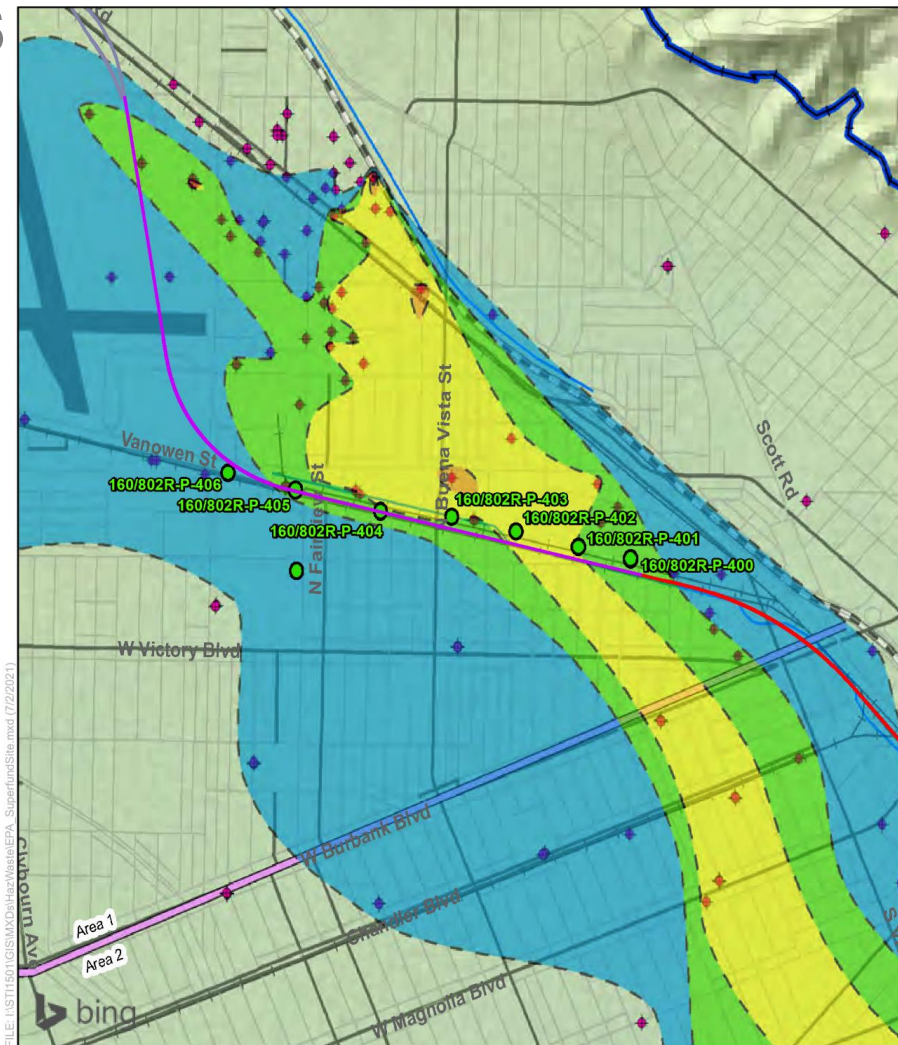




# BURBANK TO LOS ANGELES

## Superfund Sites

- Alignment passes through superfund site located south of Burbank Airport.
- Legacy groundwater contamination of PCE and TCE from historic airport activities.
- The Authority coordinated with the U.S. Environmental Protection Agency (USEPA):
  - » USEPA comments on the Administrative Final EIR/EIS and;
  - » The Authority's progress on interactions with the San Fernando Valley Groundwater Basin Superfund Site stakeholders.
  - » Stakeholders include Burbank Water & Power, Glendale Water & Power, the Los Angeles Regional Water Quality Control Board, and Lockheed Martin.
- Added detail and IAMFs to Final EIR/EIS to account for relocation of superfund infrastructure and coordination with stakeholders.



# BURBANK TO LOS ANGELES

## Superfund Sites

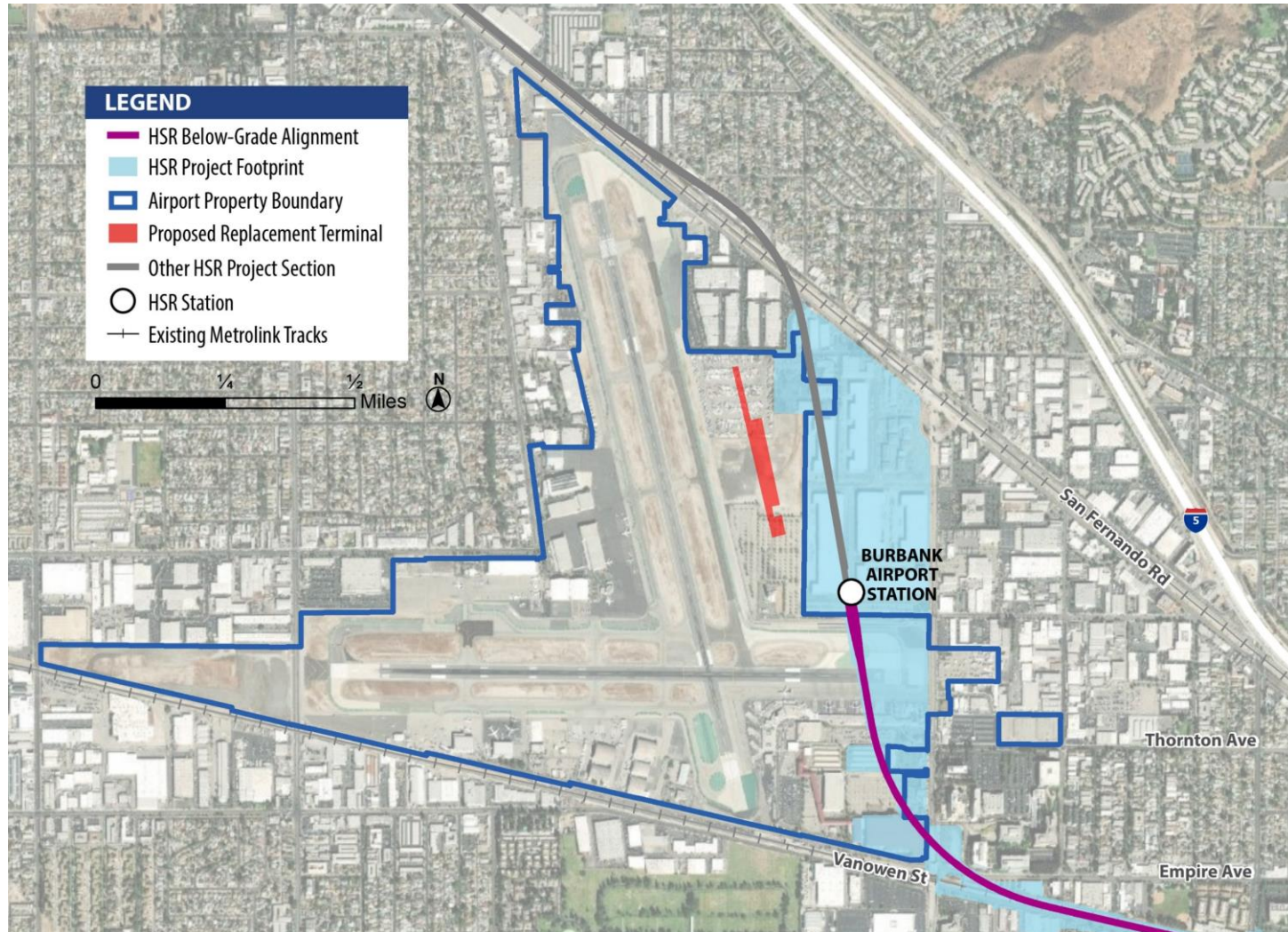
### Stakeholder Meetings:

- Burbank Water & Power – 3/18/21, 4/30/21
- Glendale Water & Power – 3/23/21
- EPA – 3/30/21
- Los Angeles Regional Water Quality Control Board – 4/13/21, 4/20/21
- Lockheed Martin – 5/6/21
- Lockheed Martin & Burbank Water & Power – 5/26/21
- Lockheed Martin, City of Glendale & EPA – 6/15/21
- EPA – 8/17/21



# BURBANK TO LOS ANGELES

Coordination with BGPAA





# BURBANK TO LOS ANGELES

## Coordination with FAA

- The Authority has held five meetings with the Federal Aviation Administration (FAA) since September 2019
- Concerns expressed by FAA:
  - » Cumulative impacts of Burbank-Glendale-Pasadena Airport Authority (BGPAA) Replacement Terminal Building and the HSR Project
  - » Impacts to airport operations during tunnel construction and HSR operation
  - » Potential for HSR eminent domain over BGPAA
  - » Electromagnetic Interference and Electromagnetic Fields (EMI/EMF) impacts
- Added tunnel constructability memo to Final EIR/EIS as new Appendix 3.11-C
- Added new IAMF to further strengthen the Authority's commitment to ongoing coordination with FAA and BGPAA
  - » SS-IAMF#6, Stakeholder Coordination for the Hollywood Burbank Airport: to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport as design of the HSR Build Alternative progresses



# BURBANK TO LOS ANGELES

## Coordination with BGPAA

- In addition to monthly meetings with BGPAA staff, the Authority has held 14 meetings with BGPAA since 2014, including meetings with the CEO and presentations to the Airport Commissioners
- Commented on the Draft EIR/EIS to express concern over analysis of EMI/EMF, tunnel constructability, impacts to airport operations, and safety hazards
- To address concerns:
  - » Added tunnel constructability technical memo to Final EIR/EIS as new Appendix 3.11-C
  - » Added new IAMF to further strengthen the Authority's commitment to ongoing coordination with FAA and BGPAA
    - » SS-IAMF#6, Stakeholder Coordination for the Hollywood Burbank Airport: to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport as design of the HSR Build Alternative progresses
  - » The Authority added additional text regarding navigational aids to Section 3.5.6.3 (EMI/EMF Impact #11) based on information provided by BGPAA



# BURBANK TO LOS ANGELES

## NEPA Assignment

- Authority Responsibility as NEPA Lead Agency:
  - » Environmental review, consultation, and other actions required by federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S. Code (U.S.C.) 327 and a Memorandum of Understanding effective July 23, 2019, and executed by the Federal Railroad Administration (FRA) and the State of California.
- NEPA review and authorization for environmental documents
- Implementation of environmental commitments in the MMEP
- Section 4(f) Determinations and other federal determinations
- Preparation of the Record of Decision



# BURBANK TO LOS ANGELES

## Regulatory Agency Coordination

### **U.S. Fish and Wildlife Service**

- Concurrence on Not Likely to Adversely Affect (April 2021)

### **State Historic Preservation Office**

- Signed Authority's Section 106 Memorandum of Agreement (October 2021)

### **Federal Railroad Administration**

- Issued the Final General Conformity Determination (December 2021)

### **U.S. Army Corps of Engineers**

- Issued recommendation for preliminary approval of Authority's preferred alternative for Section 408 (December 2021)





# BURBANK TO LOS ANGELES

## Next Steps Prior to Board Deliberation and Action

### TODAY

- Listen to public comments
  - Board identifies issues for staff to address further
- 

### TOMORROW

- Staff presents on issues identified by Board
- Counsel remarks to the Board for consideration of the approval documents
- Board deliberation and proposed action:
  - » Certification of the Final EIR/EIS as CEQA Lead Agency
  - » Approve the Preferred Alternative and related CEQA decision documents
  - » Direct the Authority CEO to issue the Record of Decision under the Authority's NEPA Assignment



# BURBANK TO LOS ANGELES

## Local, Regional and Statewide Benefits

### Benefits

#### Mobility and Connectivity

- Modernizes and expands existing rail corridor with electrified power, positive train control, earthquake early warning, and other safety improvements.
- Improves congestion, wait times, transit, bicycle, pedestrian safety and emergency response times with grade separations and access restrictions.
- Stimulates growth, promotes transit-oriented development through investments in station areas and increases statewide accessibility at intermodal connections.

#### Environmental Benefits

- Regional net reduction in pollutants
- Statewide reduction in GHG
- Reduces annual vehicle miles traveled
- Long-term reduction in transportation-related energy requirements



# BURBANK TO LOS ANGELES

California High Speed Rail



## Headquarters

California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

[www.hsr.ca.gov](http://www.hsr.ca.gov)

## Southern California Regional Office

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355 S. Grand Avenue, Suite 2050  
Los Angeles, CA 90071

