



## GATEWAY CITIES

COUNCIL OF GOVERNMENTS

**General  
Scope of Work  
California High Speed Rail Authority  
And  
Gateway Cities Council of Governments  
For  
Coordination and Technical Analysis  
Through Los Angeles County**

### Background

California High Speed Rail (CHSRA) is planning on constructing a 6 track rail system from Union Station to Anaheim. This is conceptually planned to consist of 3 at grade freight train tracks, 1 passenger rail track and two separated tracks for high speed rail. The proposed alignment is along the BNSF tracks (LOSSAN corridor) from Union Station to the proposed Anaheim train station (ARTIC) near Angels Stadium. The conceptual plans require additional rights-of-way along this entire stretch and have significant impacts to the local communities.

### Proposal

The CHSRA has agreed to cooperate with the impacted cities along this segment of the BNSF alignment and proceed in collaboration to review the current information, evaluate impacts for each affected city and community, understand those impacts and any options, and provide input without committing the cities to an agreement for the design or the alignment.

The proposed scope of work is broken into two phases – Phase 1 – Initial Review and Coordination and Phase 2 – Detailed Evaluations

### **Phase 1 - Initial Review and Coordination**

This initial phase of work is to provide staff and support services to assist the cities with the initial review and evaluation of the current designs and approaches. This is planned to be accomplished as quickly as possible after authorization and funding are provided. The Gateway Cities Council of Governments (COG) will provide the framework and forum for the reviews and comments that are necessary, but will not be making any “decisions” for the local cities; those “decisions” remain with the local cities. These local cities could include Vernon, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada and Buena Park. Meetings with Fullerton and Anaheim can also be added, along with the City of Los Angeles. The cities will collaborate through an Administrative Committee (AC) of the city managers and a Project Technical Working Group (TWG) of city staff. The membership of these committees is outlined in the MOU between CHSRA and the Gateway Cities COG. The Administrative Committee and Technical Working

Group will be administered by the Gateway Cities COG, including staff support services. Direction for the project proceeding will be by the AC to the CHSRA with technical input and information from the TWG to the AC.

The following is a summary of the proposed approach and scope of work for Phase 1:

1. Provide administrative support services for this phase of work. This task will include organizing and holding AC and TWG meetings on a regular basis. Gateway Cities will also prepare agendas, staff reports, and minutes of meetings and provide any material needed in advance for review at these meetings.
2. Assemble and organize all existing information, reports, studies and plans from staff of CHSRA and from the web site into a cohesive package, and research all available other information as well. All this existing information will be cataloged and organized into a spread sheet that will be provided to the TWG. This will also include a determination, using the information available from CHSRA of the impacts to the cities for property, noise, vibration, views, etc. from different design options and any other information available from CHSRA.
3. An economic impact study for the cities will also be prepared. Gateway Cities COG will provide the management for organizing, developing and evaluating the information and impacts to the local cities.
4. After organizing the existing information, it will be reviewed, analyzed and evaluated to compare impacts of different designs and concepts developed by CHSRA. Summaries of all the informational reviewed will be prepared. The details developed by CHSRA for the various options and alternatives will be analyzed and an analysis of that information prepared.
5. Meetings will be held with CHSRA staff to review this material, including background on previous designs that affected the design. CHSRA staff will make presentations on previous reports, design concepts and other information that was used to develop the current conceptual designs.
6. All the material will be assembled and package with a short report to explain the findings and distributed to the individual cities by the COG for review and comment.
7. Following receipt of material from the COG, individual meetings will be held with City staffs to review this material. This will include, as a minimum, but not limited to the following:
  - a. Review of the material and any previous contacts and comments from the cities.
  - b. Review of design background and concepts
  - c. Review of impacts to local communities from the current designs, options and alternatives.
  - d. Explore conceptual changes to the design to reduce, eliminate or minimize the local impacts identified from this phase of the work (including design options along the current alignment (e.g., one side vs. the other)) and possible other alignment or design options considerations.

- e. Develop comments from the city staffs and then meet with individual city managers (and elected officials as directed by the city managers) to review the comments and suggestions that have been received.
8. A preliminary list of impacts to local cities will be developed along with other issues (including, but not limited to, property impacts, noise, vibration, aesthetics, views safety, etc.) that affect the local communities. Possible mitigation measures will be determined at a preliminary level of analysis. This would include beneficial impacts too.
9. After meeting with individual cities, collective meetings with all city staffs (via the TWG) will be held to review all the comments from all the cities, followed by meetings with city managers (via the AC) plus other committee members assigned to these committees, and presentations to local officials and other officials as well. The intent for the conclusion of this phase of the work will be to determine if design concepts, alternatives or options using the information from the CHSRA can address the concerns and issues of the cities before proceeding with the second phase of work.
10. Coordination and meetings are also provided between Gateway Cities, MTA, OCTA and the two affected cities in Orange County, along with the City of Los Angeles. This would include both administrative and engineering support services.
11. Field Reviews – It is unlikely that any of the cities are familiar with high speed railroad systems and facilities. Therefore, it is recommended that a field review of a similar facility (or facilities) on the east coast be visited and reviewed by staff of the cities and Gateway Cities. Gateway Cities would review and coordinate this field review and make the necessary arrangements. The purpose will be a close examination of an operating high speed rail system to evaluate its impacts on the adjacent property for such items as noise, visual impacts, vibration, etc.
12. Additional meetings and contact are planned to take place with CHSRA staff throughout this initial review period. It is anticipated that key CHSRA staff will be assigned to Gateway Cities for close coordination and collaboration. If special studies are needed, CHSRA will be requested to provide that information and perform those studies. Those studies will be generated from previous work performed by CHSRA or by consultants retained by CHSRA to make the maximum utilization of funding from CHSRA to GCCOG by way of the MOU.
13. At the conclusion a report will be prepared for the cities to present to the CHSRA rail staff and board with recommendations for proceeding further. This assumes that the initial evaluations and analyses have resulted in design concepts that might be able to address the impacts, needs and issues with each of the cities.

## **Phase 2 – Detailed Evaluations**

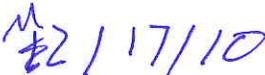
After Phase 1 is completed, more detailed evaluations are expected to be done for the project. Additional consultants will be retained to perform any additional studies, analyses or evaluations if CHSRA cannot provide that information or perform those studies. Consultants will be retained per direction of the TWG to the AC to address individual cities' needs or provide for an acceptable collective analysis. This presumes that design concepts that were evaluated and developed in the preceding phase of work are continued into this second phase of work.

The extent of this work would include, but not be limited to, the following:

1. Develop and evaluate alternative alignments and design options.
2. Perform preliminary environmental analyses for such items as noise, vibration, property impacts, economic impacts, etc. from the proposed designs.
3. Perform additional environmental impact analyses for other local impacts to other related local projects, cumulative impacts for other foreseeable projects, local impacts surrounding the CHSRA project (e.g., access and egress from proposed stations), etc. This will not replace the analysis required to be performed by CHSRA but only augment it. Mitigation measures that could avoid or minimize potentially significant impacts from the projects will be developed. This would include, for example, impacts on circulation to local streets, impacts on local transit, impacts on providing Metrolink and Amtrak services, etc.
4. This task would also continue the administrative support services for the AC, TWG and coordination with CHSRA (as well as MTA, OCTA and the other affected Orange County cities). Regular meetings (at least monthly) with the AC and TWG are expected.
5. Close coordination, reviews and meetings with CHSRA staff would be continued under this phase of work.
6. Additional information and material is expected to be generated by CHSRA and their consultants during this phase of the work and review and comment on that material is also included.
7. Individual meetings (and presentations) with city staffs, city managers and local officials (including city councils) are included. Presentations at COG board meetings as well as CHSRA board meetings are also included. Participation in the public outreach process is included.
8. A report of the analysis for this phase of the work will be prepared which will represent the Gateway Cities response to the environmental process for the CHSRA. Gateway Cities will also assist each individual city with developing their own responses. These responses will be used for input to the CHSRA project-level EIR/EIS.

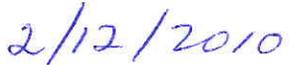
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

  
\_\_\_\_\_  
Mehdi Morshed, Executive Director

  
\_\_\_\_\_  
Date

GATEWAY CITIES COUNCIL OF GOVERNMENTS

  
\_\_\_\_\_  
Richard Powers, Executive Director

  
\_\_\_\_\_  
Date