

Motion

The California High Speed Rail Authority (Authority) was created in 1996 for the purpose of constructing a high speed train from San Francisco to Los Angeles. The Authority has been examining routes through the San Fernando Valley for the Palmdale to Burbank route. The Authority has reviewed several alternative routes, refining some and eliminating others.

As originally proposed, routes SR14 and E-1 would have divided some of the most venerable and impacted communities and constituencies in the San Fernando Valley. The Authority recognized that the impacts to these communities would have been severe, and it refined these routes to grade separate by tunneling, thus avoiding the separation of communities and the impacts that come with that. The Refined SR14 and Refined Alternative E-1 routes were significant improvements from the original proposals.

The Authority also refined Alternative E-2, but in doing so it did not address the impacts to the communities, their residents, the environment, and the equestrian lifestyle. This route traverses some of the most environmentally sensitive areas, like the Big Tujunga Wash, at or above grade. The Big Tujunga Wash is one of the main tributaries to the Los Angeles River, and unlike most of the Los Angeles River and its tributaries, this area is in its undisturbed natural form.

The City of Los Angeles, the State of California and the Federal Government have committed to spend billions of dollars to remove concrete from sections of the riverbed, restore the riparian habitats, improve trail networks, promote recreation, and preserve open space along the Los Angeles River. By contrast, the Refined Alternative E-2 proposes to add concrete to the river, destroy its natural undisturbed habitat, impact one of the last remaining ecosystems of threatened and endangered species, and threaten recreational uses by the surrounding equestrian communities by building High Speed Rail at and above grade along the Big Tujunga Wash. The proposed Refined E-2 Alignment is in direct conflict with the goals of the Los Angeles River and ecosystem restoration, and it poses tremendous risks to local communities (e.g., Sun Valley, Lake View Terrace and Shadow Hills), to threatened and endangered species, to equestrian activities and to the general quality of life of Angelinos.

The proposed route also passes through the City of Los Angeles' designated Environmental Justice Improvement Area (Council File 03-2529) in the community of Sun Valley. The Environmental Justice zone was established to offset the cumulative impacts that this community faces. The Environmental Justice zone instructs the City Planning Department, the City Attorney, the Los Angeles Fire Department, the Community Development Department (now EWDD), and the Department of Recreation and Parks to review and comment upon all pending and future land use applications to improve coordination of comprehensive planning efforts within the Sun Valley community.

The proposed California High Speed Rail Station that is planned at the Hollywood Burbank Airport would be located in the City of Los Angeles, in the community of Sun Valley, in Council District 2. Nonetheless, the City of Burbank was given an \$800,000 station planning grant for this station by the Authority. The Authority staff at a public meeting on August 24<sup>th</sup> stated that a

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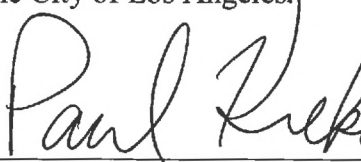
station will have an impact area of one mile radius, so certainly the impacts will be at least as great in the City of Los Angeles as in the City of Burbank.

I THEREFORE MOVE that the City Council instruct the City Administrative Officer (CAO) and the Chief Legislative Analyst (CLA) to work with the California High Speed Rail Authority to report to the Budget and Finance Committee within 30 days on the progress of obtaining a reimbursement agreement and a Station Planning Grant for the City of Los Angeles for the Palmdale to Burbank project segment. This report should include:

1. A budget that accounts for the full cost recovery of City services and consultant necessary to thoroughly study and peer review existing and future studies including but not limited to the Environmental Impact Report, on the impacts of the High Speed Rail in the communities and the environment of the East San Fernando Valley. This should include the costs of the services of the Planning Department, the Bureau of Engineering, the Department of Transportation, the Los Angeles Department of Animal Services, the Department of Water and Power, the LA River Works, and all other relevant departments.
2. A potential timeline by the City Planning Department to conduct a full Station Planning study for the one mile impact area around the proposed High Speed Rail Stop in Sun Valley.
3. An analysis of the resources that the departments anticipate needing to conduct thorough review.

I FURTHER MOVE that the Council express opposition to the Refined E-2 Alignment for the California High-Speed Rail Authority's Palmdale-to-Burbank project segment, and any other alignments that would cross any natural segments of the Los Angeles River and its tributaries, including the Big Tujunga Wash, at or above grade within the City of Los Angeles.

Presented by:

  
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Seconded by:

