CALIFORNIA HIGH-SPEED RAIL

Revised 2012 Business Plan

Better

Uses existing rail systems to avoid duplication

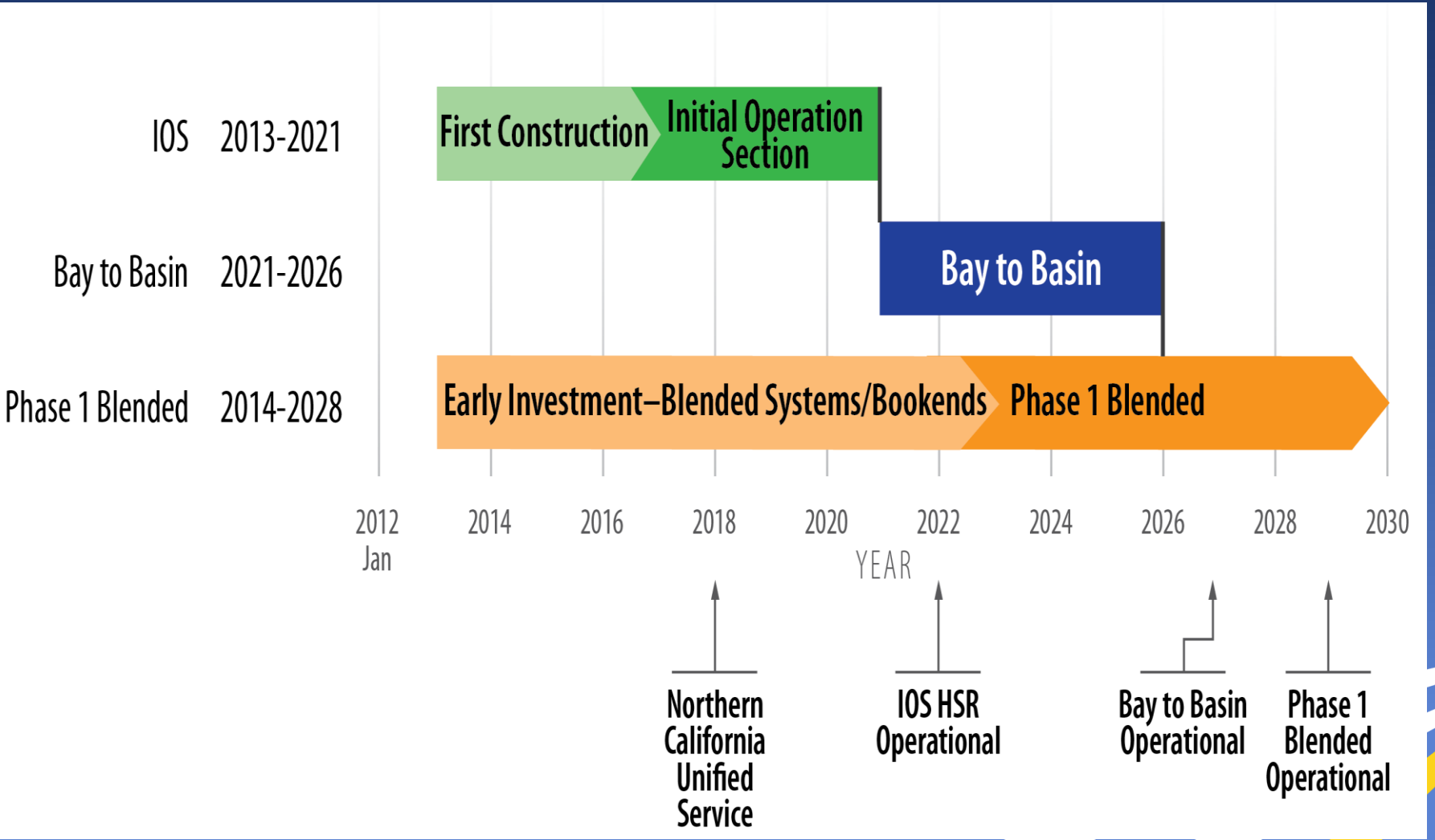
Faster

Early investments, early benefits

Cheaper

Cost reduced by $30 billion

NEW PHASING APPROACH



INITIAL OPERATING SECTION

- Begins with 130 miles in Central Valley
- Northern California connections to San Joaquin, ACE, Capitol Corridor
- Closes Bakersfield-Palmdale passenger rail gap
- HSR service from Merced to San Fernando Valley in 2022
- No operating subsidy

BAY TO BASIN

- IOS expanded to San Jose
- HSR service connects Bay Area and LA Basin in 2027
- Blended infrastructure with Caltrain
- Metrolink connection between San Fernando Valley and LA Union Station

PHASE 1 BLENDED SYSTEM

- One-seat ride in 2029 on HSR trains between downtown San Francisco and downtown Los Angeles
- Blended operations with Caltrain and Metrolink

STATEWIDE HSR

- HSR extensions to Sacramento and San Diego

LOWER COST

Assumption	Draft Plan	Revised Plan
Build	**Full Build System** • Dedicated infrastructure *San Francisco to Los Angeles/ Anaheim*	**Blended System** • Dedicated infrastructure *San Jose to Los Angeles* • Shared electrified infrastructure *San Jose to San Francisco* • Upgraded diesel Metrolink corridor *Los Angeles to Anaheim*
Inflation	3% per year staring in 2011	1%—2012 2% per year—2013-2015 3% per year—2016 and beyond

FUNDING

- State, federal, private and local resources required
- $6 billion identified for first segment of IOS
  - $3.3 billion federal
  - $2.7 billion Prop. 1A
- New funding identified before additional construction
- Ridership and revenue will facilitate private investment
- Cap-and-Trade backstop

NO OPERATING SUBSIDY

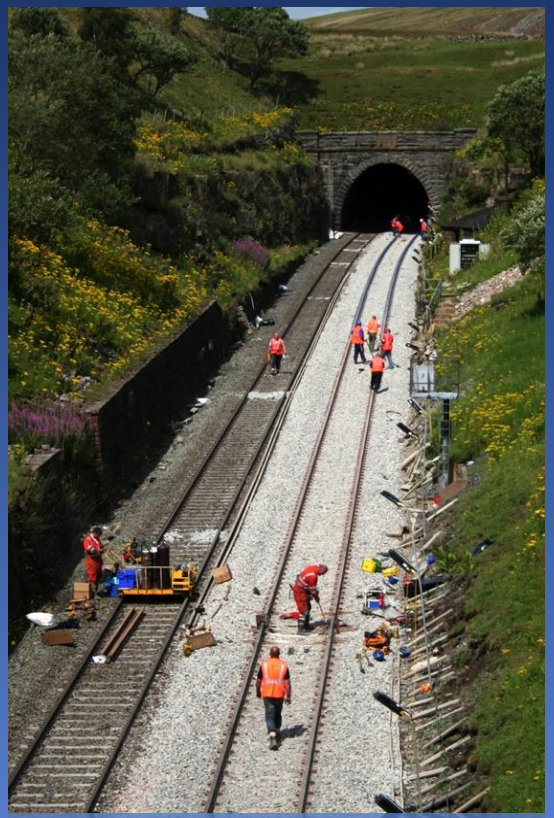
Scenario	2022	2026	2029
High ridership	5.0	12.3	24.2
Medium ridership	4.0	9.6	19.3
Low ridership	2.9	6.8	14.4
Breakeven	**2.3**	**2.5**	**6.1**

COMPARISON TO OTHER TRANSPORTATION INVESTMENTS

- Equivalent capacity to Phase 1 Blended:
  - 4,300 new highway lane miles
  - 115 additional airport gates
  - 4 new airport runways
  - Estimated $158 billion for road and airport expansions (YOE $)
- Caltrans estimates $132.8 billion O&M costs over 50 years for the additional highway infrastructure

JOB YEARS

- Average 20,000 jobs annually for five years of initial construction – 100,000 job years
- Average 66,000 jobs annually over 15 years for Phase 1 Blended construction
- 2,900 permanent operations jobs for Phase 1Blended



ADVANTAGE HSR

	HSR	More of the Same
Cost	✓	
Private investment	✓	
Reduced auto use	✓	
Air quality improvement	✓	
Transit-oriented development	✓	
Feasibility	✓	
Safety	✓	
Reduced fuel consumption	✓	
Travel time savings	✓	
Operations & maintenance costs	✓	
Job creation	✓	✓

WHAT'S NEXT?

- Legislature considers request for appropriation of $2.7 billion of Proposition 1A GO bonds through 2012-13 budget process
- Legislature appropriates Proposition 1A bonds in state budget
- Governor approves appropriation of Proposition 1A bonds in state budget

CALIFORNIA
High-Speed Rail Authority

www.cahighspeedrail.ca.gov

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