

CALIFORNIA'S HIGH-SPEED RAIL SYSTEM

Friends of Cypress Park

July 13, 2011



Summer 2011

CALIFORNIA'S HIGH-SPEED TRAIN SYSTEM

Largest public infrastructure project in U.S. history

- First phase of 520 miles; 800 miles when full system is realized
- Operating speeds up to 220 mph; 90-125 mph in urban areas
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/stimulates economy

California High-Speed Train Map, Statewide Overview



April 2010

PHASE 1 MOVING FORWARD

Building outward north/south to an "IOS"

First Step:

- Fresno-Bakersfield
- Merced-Fresno

Second Step:

- San Jose-Merced
- Bakersfield-Palmdale
- Palmdale-Los Angeles

Third Step:

- San Francisco-San Jose
- Los Angeles-Anaheim



WHY WE NEED IT

Jobs

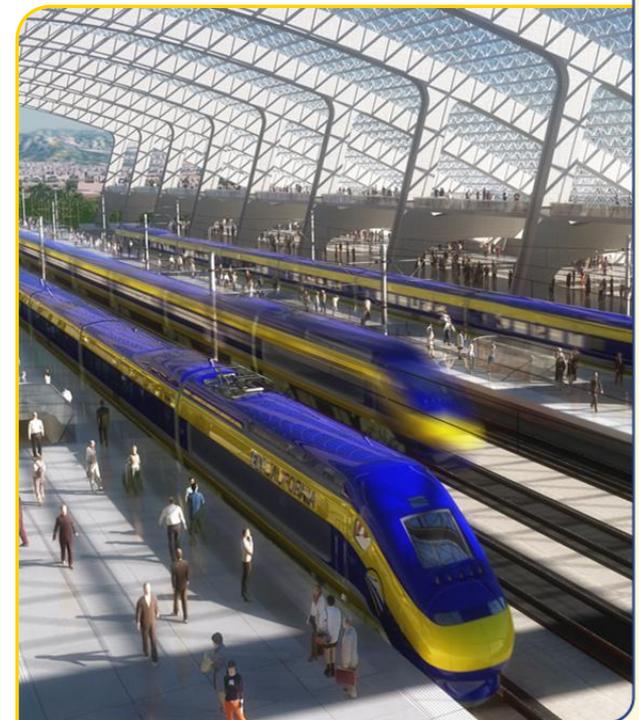
- 600,000 full-time, one-year, construction-related job equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 economy-wide jobs by 2035

Mobility

- Experts agree that economic power stems from the ability to move people and goods around the state

Environment

- Increased transportation without increased air pollution
- Increased energy independence and decreased consumption of fossil fuels



WHY WE NEED IT

Status quo is not an option

Population Growth

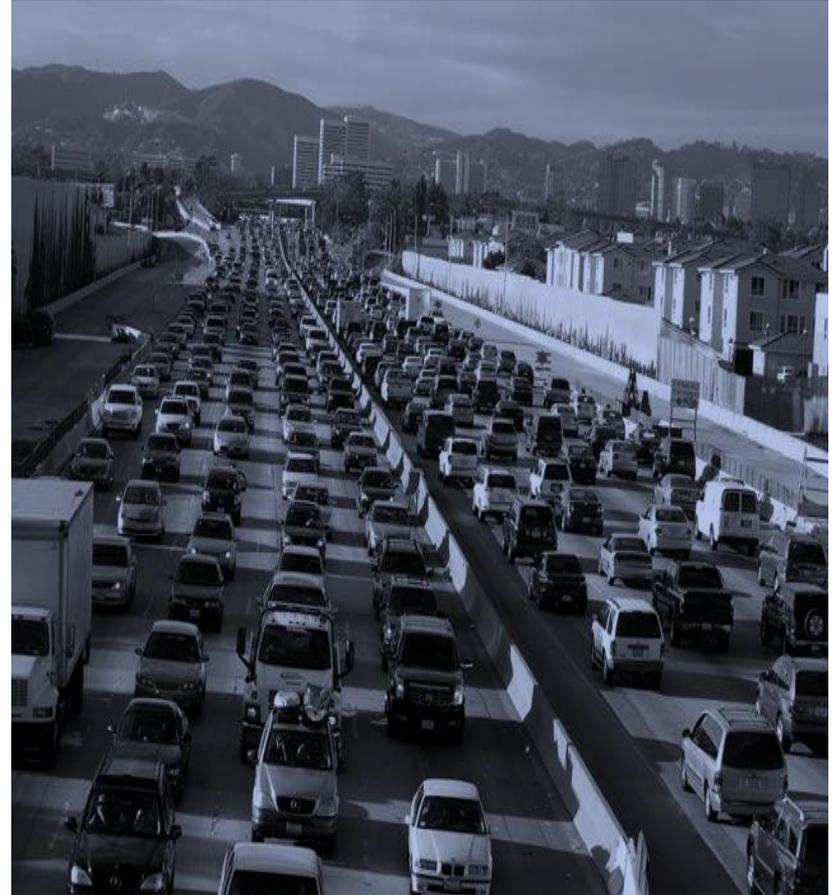
- California's population now: 38 million.
By 2035: 50 million

We can build...

- New freeways, airport runways and more departure gates to address our expected population growth

or

- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy



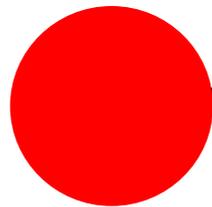
THE BUSINESS CASE

California compared to international HSR systems

POPULATION & TRAINS/HOUR PEAK DIRECTION PARIS – SE FRANCE 2009 & FORECAST CALIFORNIA 2030

(Population in millions, trains/peak hour/direction in blue)

**Paris Region,
10.4 million**



11

9

8

3

2

2

2

Besancon, 0.1
Dijon, 0.2

1

2

Geneva, 0.4

1

Annecey, 0.1

1

Grenoble, 0.4

1

Briancon, 0.1

1

Macon, 0.1

Lyon, 1.4 million

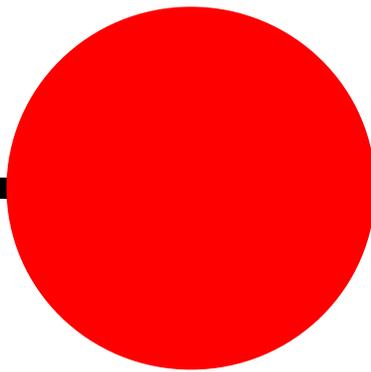
Valence, 0.1

Avignon, 0.3

Marseille, 1.4 million

2008 – 31 million riders

**Greater LA,
19.0 million**



San Diego,
3.5 million

8

Bakersfield,
0.6

11

Fresno,
0.9

11

Fresno,
0.9

11

8

Merced,
0.3

3

10

2

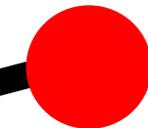
10

Sacramento,
2.5 million

5

**2030 – 39 million riders
Phase 1+2 – 74 million riders**

**SF Bay Area,
6.4 million**



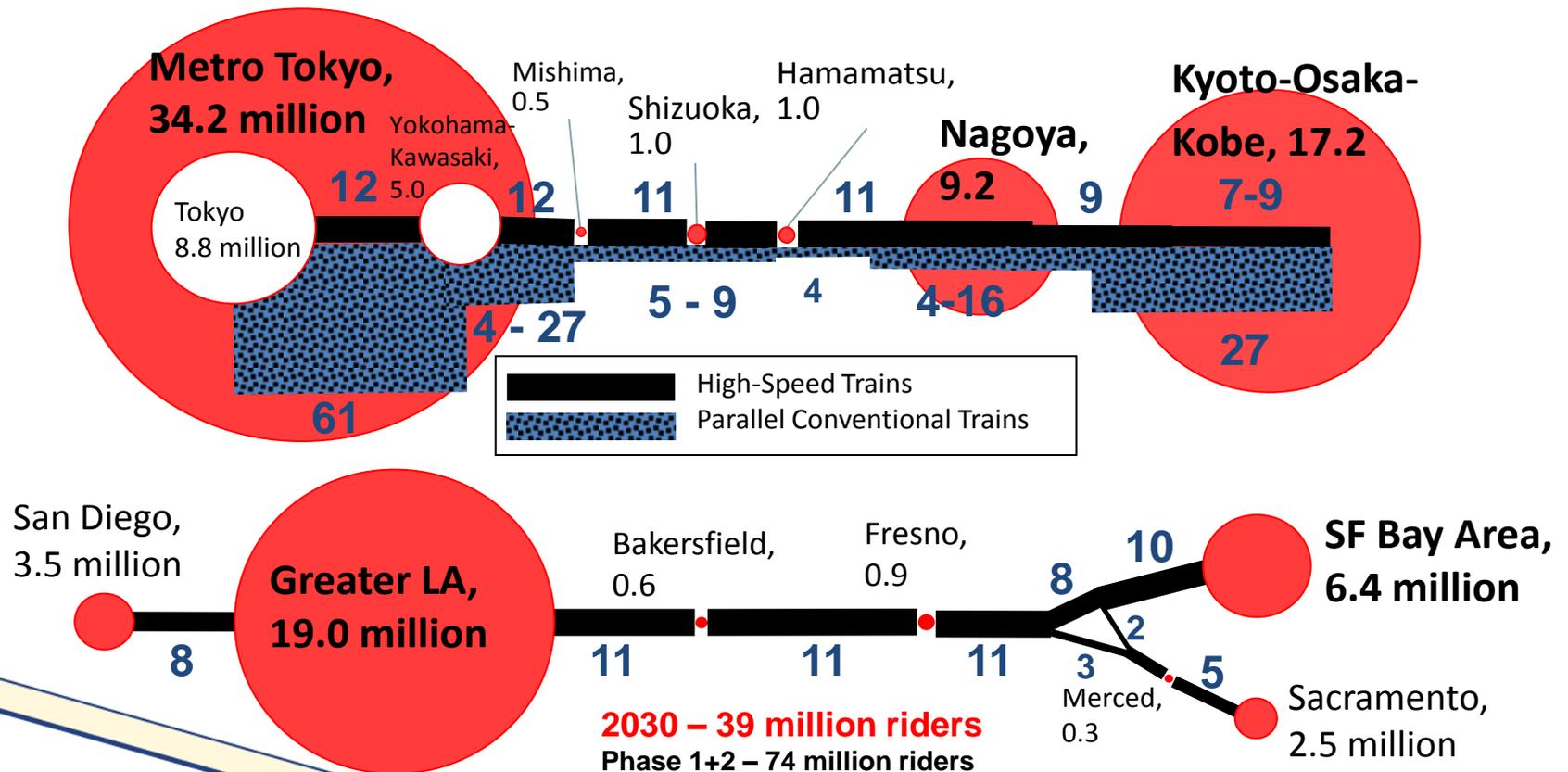
THE BUSINESS CASE

California compared to international HSR systems

POPULATION & HS TRAINS/HOUR IN PEAK DIRECTION TOKYO - OSAKA TODAY & CALIFORNIA 2030

(Population in millions, trains/peak hour/direction in blue)

2008 – 151 million Shinkansen riders, 1.7 billion conventional train riders

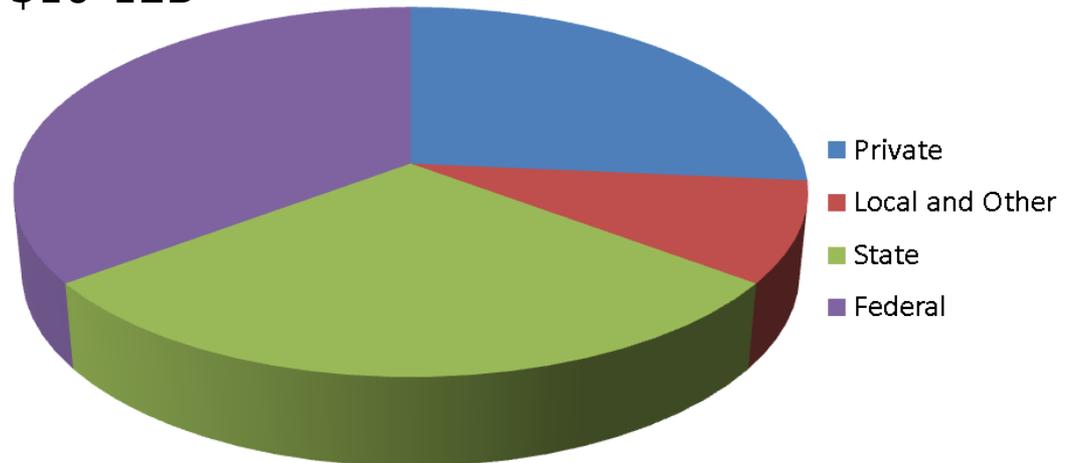


FUNDING

Projected overall construction cost: \$42.6 billion

(Anticipated funding sources)

- California Funding: \$9B
- Federal Funding: \$17-19B
- Local Funding: \$4-5B
- Private Investment: \$10-12B



CURRENT PUBLIC FUNDING SUMMARY

FUNDING SOURCE	AWARD	STATE MATCH	TOTAL
ARRA Jan. 2010	\$1.85 billion	\$1.85 billion	\$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	\$715 million	\$306 million	\$1.02 billion
ARRA Dec. 2010	\$616 million	\$616 million	\$1.234 billion
Re-allocation of Florida ARRA funds	\$300 million	\$375 million	\$675 million

Approximately **\$6.33 billion** is available for initial construction

STRONG SUPPORT

Interest from around the world

Partnerships with eight countries to leverage international expertise on planning, construction, operations and finance



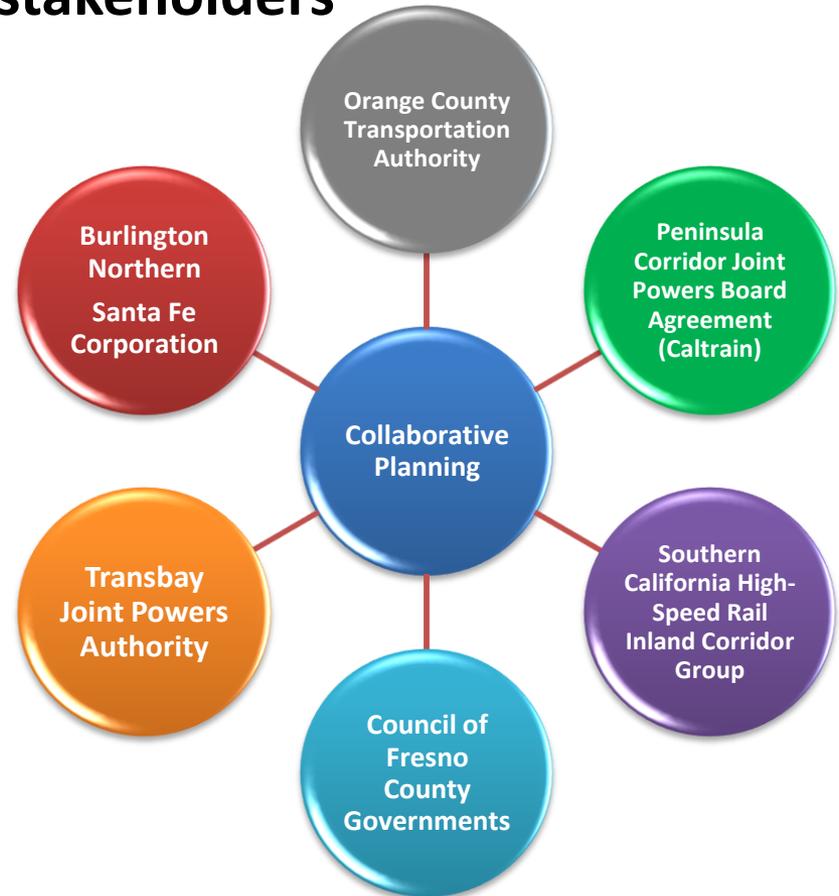
WHERE WE ARE NOW

Transitioning from Planning to Implementation

Developing collaborative planning agreements with regional governments and stakeholders

“Metro looks forward to working closely with the High-Speed Rail Authority to make the kind of investments that will be beneficial to both agencies as we build a 21st Century transportation network that will give L.A. County travelers a welcome alternative to traffic and rising gas prices.”

Don Knabe, Metro Board Chair



INITIAL CONSTRUCTION

Why the Central Valley makes sense

Initial infrastructure construction will begin in the Central Valley, the backbone of the system:

- Construction starting in second half of 2012, investing \$6.3 billion into the economy
- Potential to create nearly 100,000 jobs
- 120 miles from north of Fresno near Madera to Bakersfield – a choice that:
 - Meets state and federal requirements
 - Gives the greatest flexibility to build both north and south as funding becomes available
 - Constitutes the backbone of a system that will reach across the whole state



LAUS TO SR 2 ALIGNMENT ALTERNATIVES

Tunnels - T1 and T3

- Redesigned to avoid cut and cover tunnel through State Historic Park. Tunnels beneath park are now bored tunnel.
- Extend tunnel past Rio de Los Angeles Park

Metrolink Alignment (was in trench, change to at-grade)

- Metrolink, Amtrak and Freight operators remain at-grade
- HST at-grade allows access between park and river by bridge or underpass

SR 2

I-5

Rio de Los Angeles State Park

Tunnel - T2 (Withdrawal)

- Requires realignment of Gold Line
- Conflicts with proposed Gold Line Yard and Station

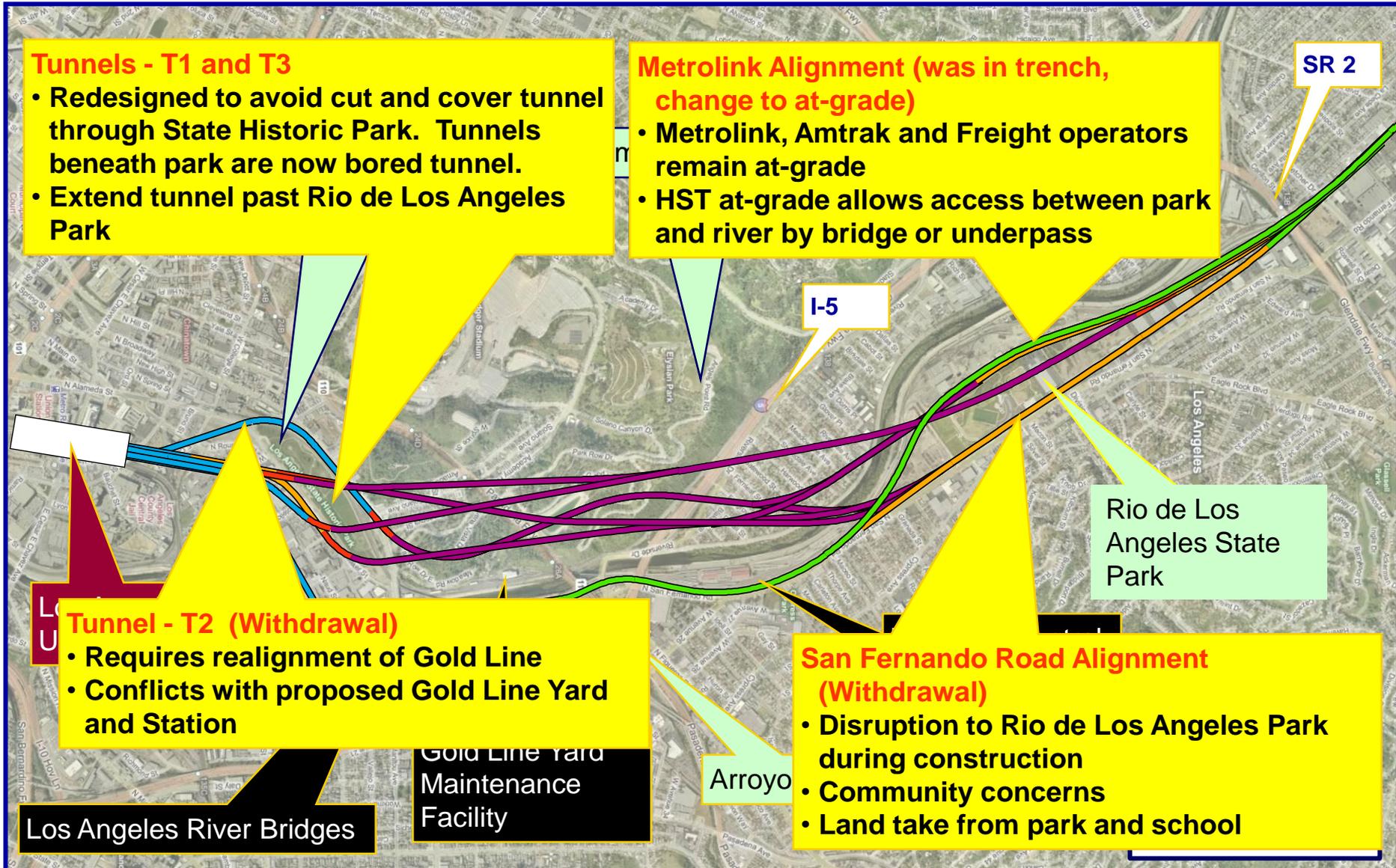
San Fernando Road Alignment (Withdrawal)

- Disruption to Rio de Los Angeles Park during construction
- Community concerns
- Land take from park and school

Gold Line Yard Maintenance Facility

Arroyo

Los Angeles River Bridges



TIMELINE, NEXT STEPS AND PUBLIC COMMENT OPPORTUNITIES

Ongoing Public Comment

July 8, 2010

- Preliminary Draft Alternatives Analysis submitted to CHSRA Board and released on www.cahighspeedrail.ca.gov
- Hosted 4 Community Open Houses – August 23/Palmdale, August 25/Burbank, August 26/Santa Clarita, September 21/Downtown Los Angeles

March 3, 2011

- Supplemental Alternatives Analysis to CHSRA Board
- Released on www.cahighspeedrail.ca.gov for public input

August 2011

- I-5 Conceptual Study report to CHSRA Board

Spring
2012

- Draft EIR/EIS

STAYING UP TO SPEED

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and Posterous

