

# ***CALIFORNIA HIGH-SPEED RAIL UPDATE***

**Glendale  
Homeowners  
Coordinating Council**



**November 2011**

# ***AGENDA***

- 1. Project Overview**
- 2. Why High-Speed Rail**
- 3. Current Funding Summary**
- 4. 2011 Draft Business Plan**
- 5. Phase 1 and Initial Construction**
- 6. Palmdale-Los Angeles section**
- 7. Next Steps**

# CALIFORNIA HIGH-SPEED TRAIN

State's Largest Public Infrastructure Project

- 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/strengthens economy



# WHY WE NEED IT

## Population Growth

- California's population now: 38 million. By 2050: 60 million

## Mobility

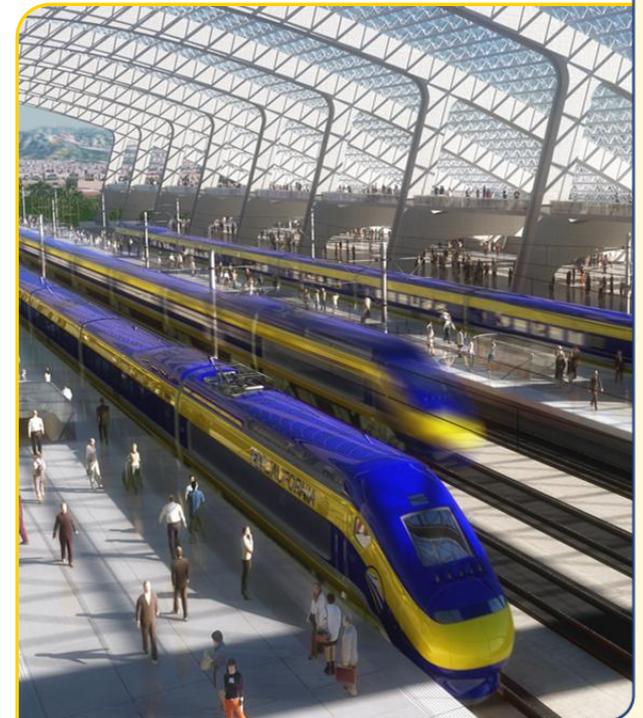
- Economic power stems from the ability to move people and goods around the state
- Interconnectivity with existing transportation

## Jobs

- 100,000 jobs next five years for initial construction
- 1.2 – 1.4 million jobs over 20 years for Phase 1 construction
- 4,500 permanent operations jobs
- 100,000-450,000 new non-HSR permanent jobs by 2040

## Environment

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



## ADVANTAGE HSR

	\$78 – 98 billion	\$171 billion
	HSR	Business as Usual
Cost	✓	
Job creation – construction, permanent O&M, indirect	✓	✓
Private investment	✓	
Reduced auto use	✓	
Air quality improvement	✓	
Transit-oriented development	✓	
Feasibility	✓	
Safety	✓	
Reduced oil consumption	✓	
Travel time savings	✓	
Operations & maintenance costs	✓	

## ***2011 DRAFT BUSINESS PLAN***

### What's changed?

- Phased implementation
- Blended operations
- Ridership and revenue projections
- Capital costs
- Schedule
- Funding

# PHASING OF THE SYSTEM

Step 1 - Initial Construction Section

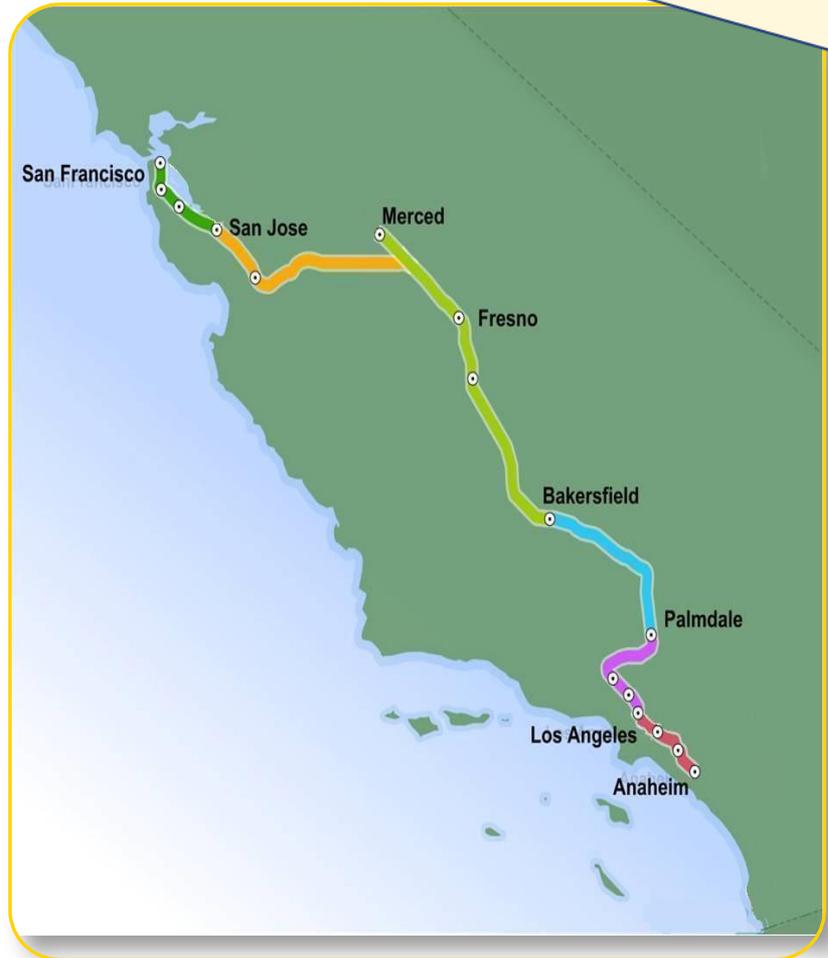
Step 2 – Initial Operating Section (N or S) / blended operations

Step 3 – Bay to Basin (B2B)

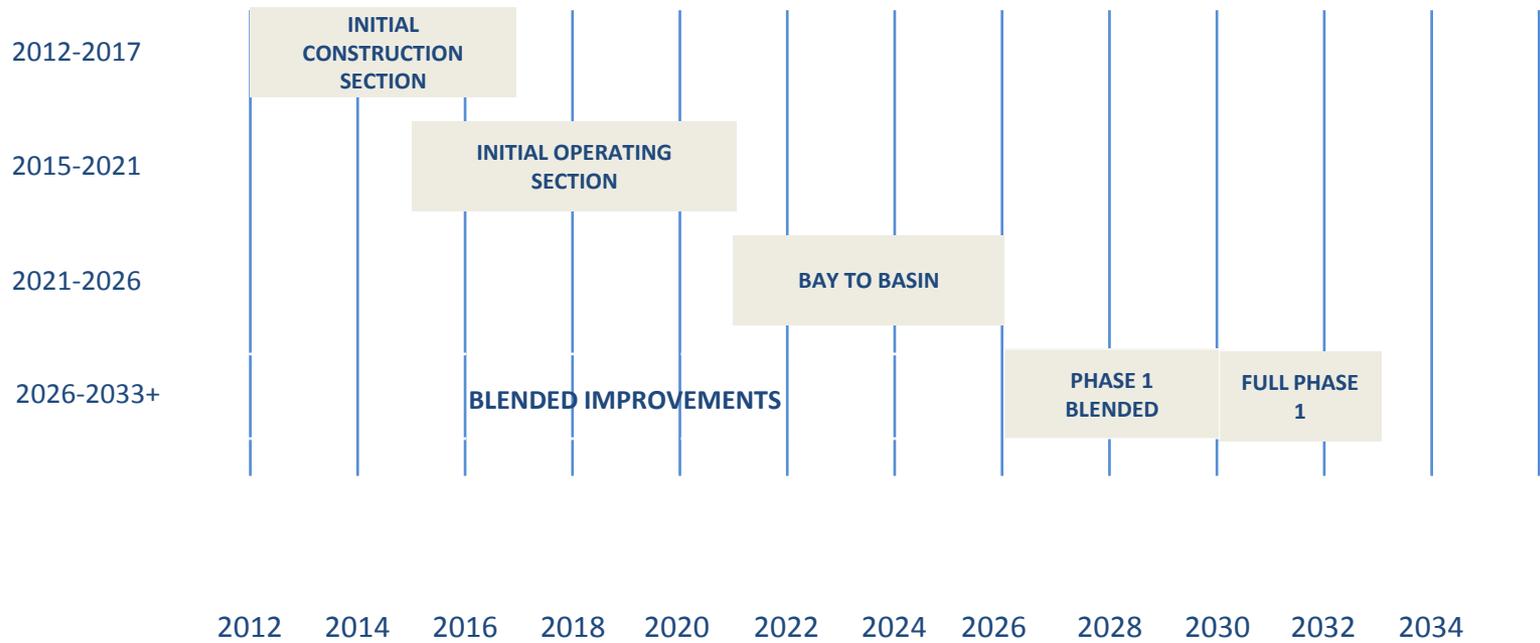
Step 4 – Phase 1 Blended

Step 5 – Phase 1/Full HSR

Step 6 – Phase 2



# PHASED IMPLEMENTATION



## ***NEXT STEPS***

- 60-day public review and comment
- Funding Plan submitted to Legislature, Director of Finance and Peer Review Group requesting appropriation of approximately \$2.7 billion of Proposition 1A GO bonds for Initial Construction Section (ICS)
- Legislature considers request for appropriation as part of 2012-13 budget process
- Legislature appropriates Proposition 1A bonds for ICS in state budget
- Governor approves appropriation of Proposition 1A bonds for ICS in state budget

# PALMDALE TO LOS ANGELES OVERVIEW

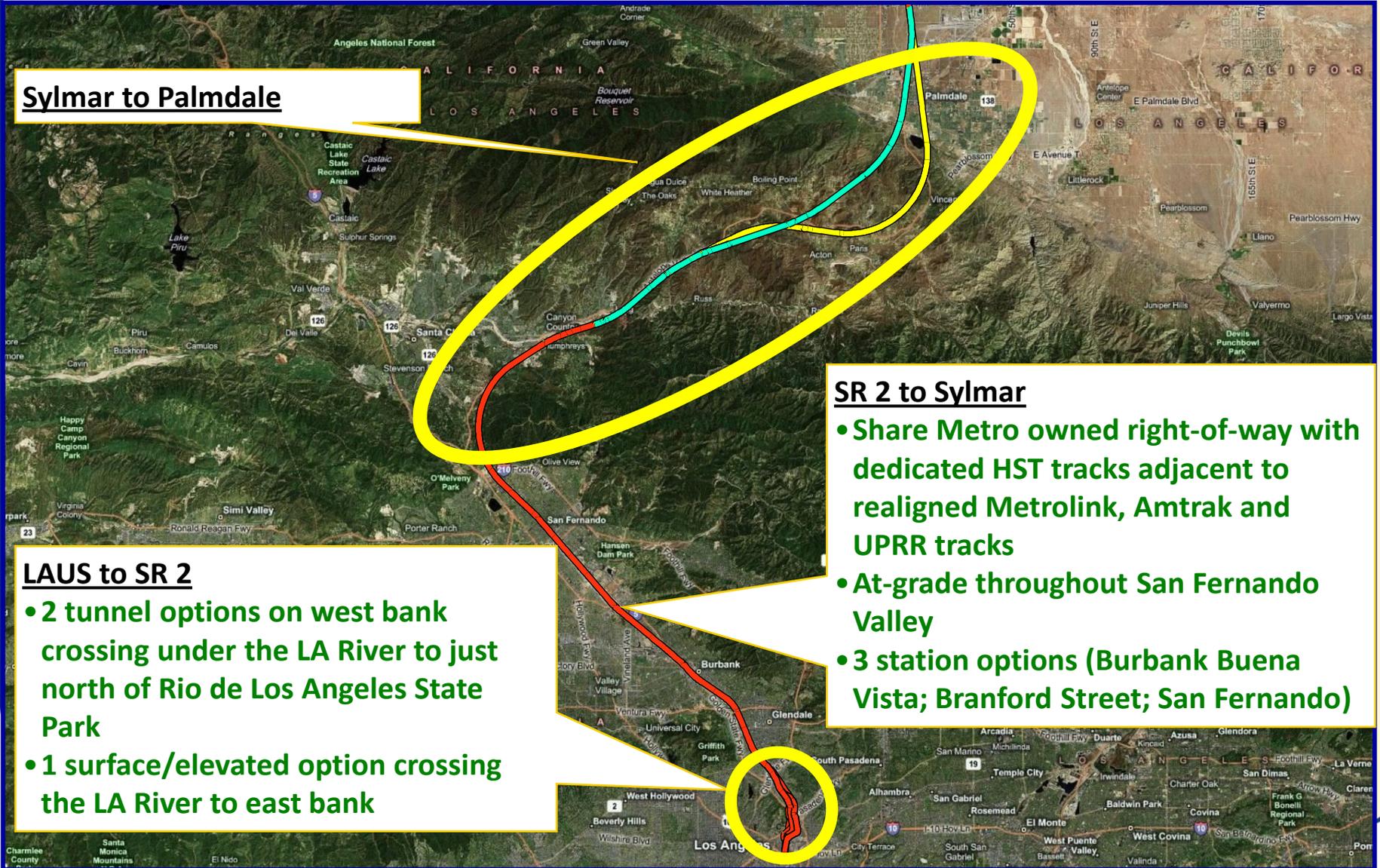
## Sylmar to Palmdale

## LAUS to SR 2

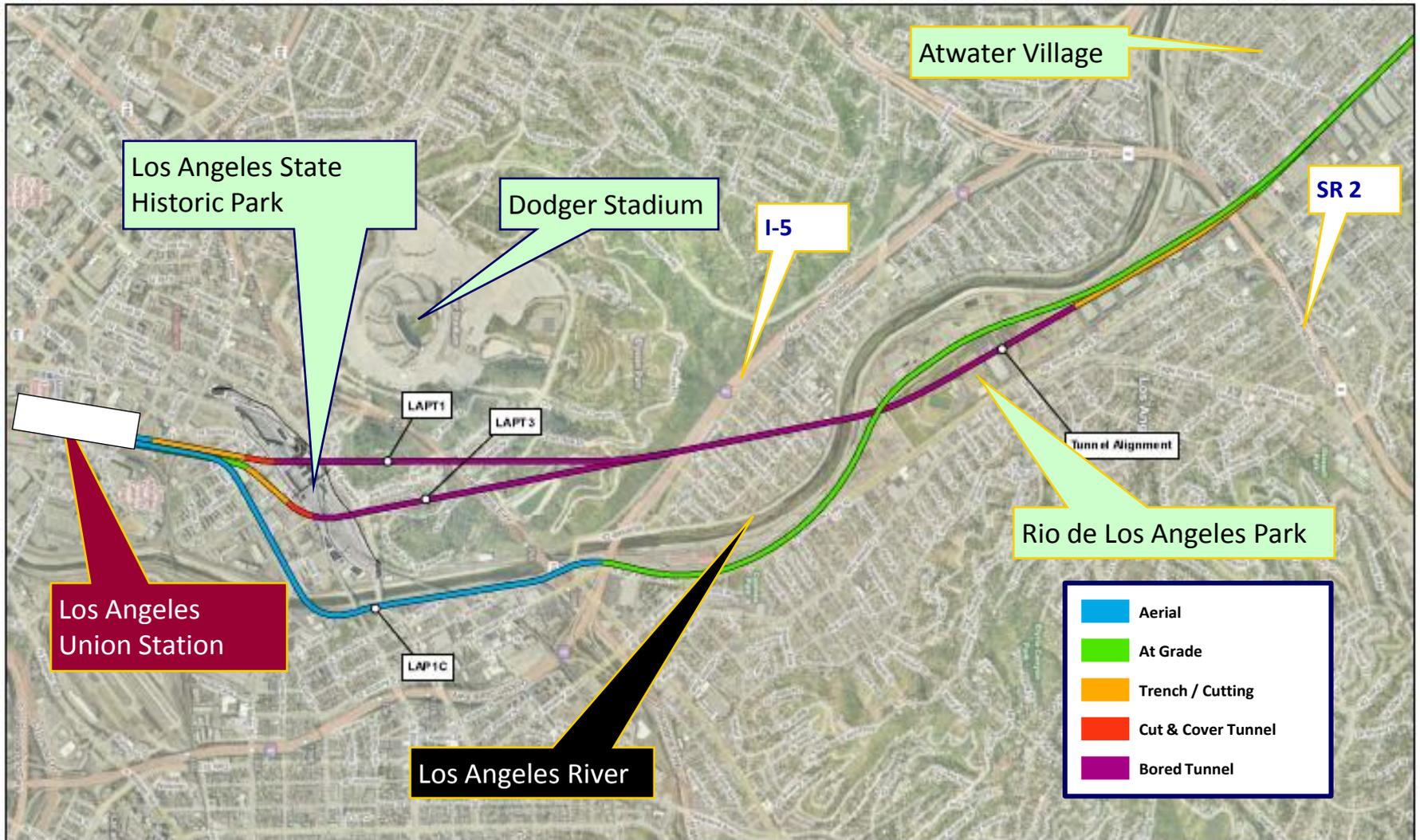
- 2 tunnel options on west bank crossing under the LA River to just north of Rio de Los Angeles State Park
- 1 surface/elevated option crossing the LA River to east bank

## SR 2 to Sylmar

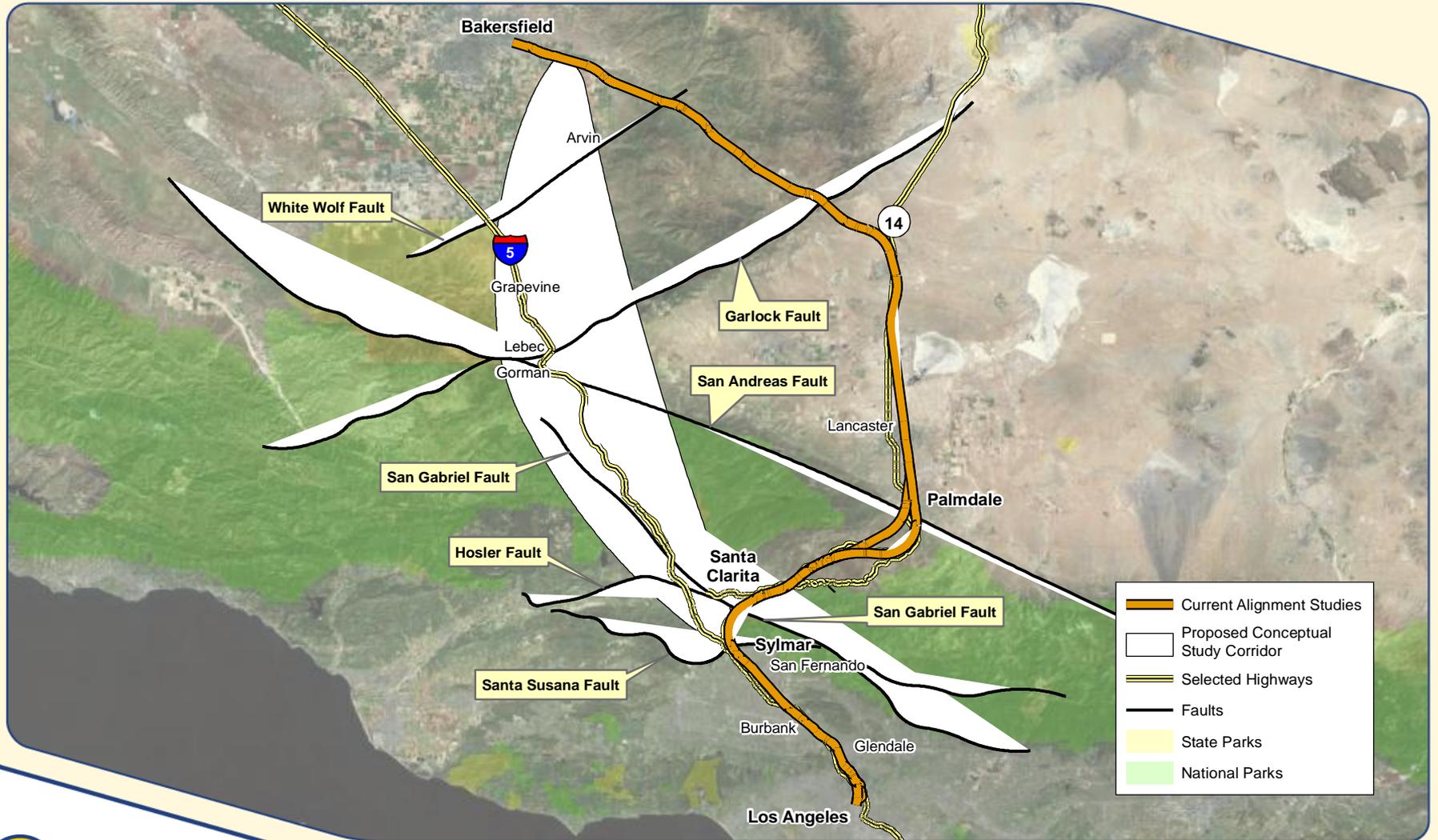
- Share Metro owned right-of-way with dedicated HST tracks adjacent to realigned Metrolink, Amtrak and UPRR tracks
- At-grade throughout San Fernando Valley
- 3 station options (Burbank Buena Vista; Branford Street; San Fernando)



# LAUS TO SR 2 ALIGNMENT ALTERNATIVES



# CONCEPTUAL I-5 STUDY CORRIDOR



## ***STAYING UP TO SPEED***

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