CALIFORNIA HIGH-SPEED RAIL UPDATE

Rotary Club of Glendale

October 2011

CALIFORNIA High-Speed Rail

TOPICS COVERED TODAY

1. Project Overview
2. Why High-Speed Rail
3. Phase 1 and Initial Construction
4. Funding Available
5. Private Sector Interest and Financial Viability
6. Palmdale-Los Angeles section
    a) 3 Station Options in the San Fernando Valley
    b) 3 Possible Routes north of Union Station
    c) I-5 Conceptual Study

CALIFORNIA High-Speed Rail

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

California High-Speed Train Map, Statewide Overview

April 2010

CALIFORNIA High-Speed Rail

WHY WE NEED IT

Jobs

- 600,000 full-time, one-year, construction-related job equivalents
- 5,000 permanent operations and maintenance jobs

Mobility

- 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

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WHY WE NEED IT

Benefits Outweigh the Costs

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

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WHY WE NEED IT

Interconnectivity with Existing Transportation

- Connections in Los Angeles and Anaheim to Metrolink and Amtrak
- Connecting to LA Union Station and ARTIC
- Southern California Passenger Rail Planning Coalition

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PHASE 1 MOVING FORWARD

Building outward north/south to an "IOS"

First Step:

- Merced-Fresno
- Fresno-Bakersfield

Second Step:

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

Third Step:

- San Francisco-San Jose
- Los Angeles-Anaheim

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WHERE WE ARE NOW

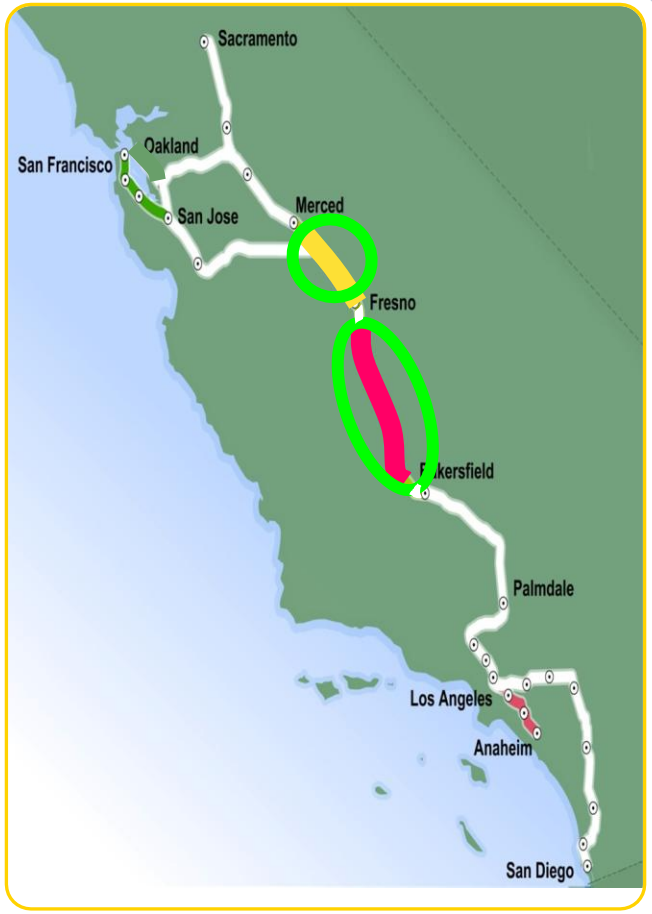
Transitioning from Planning to Implementation

Project-level EIR/EIS in process for all sections

- ✓ All seven Phase 1 sections continue to do environmental analysis
- ✓ Receiving public input on all alignments

Preparing for start of construction

- ✓ Assembling management team
- ✓ Beginning the procurement process



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INITIAL CONSTRUCTION

Why the Central Valley Makes Sense

The Central Valley will be the backbone of a Northern California-to-Southern California system.

- Approximately 140-miles, from the Chowchilla “wye,” to Bakersfield
- True high speeds
- Testing and proving ground for new technology
- Ease of construction
- Job creation / unemployment

Need to connect Northern & Southern California

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INITIAL CONSTRUCTION

Timeline

- Draft environmental documents for public review/input: Now
- Final environmental documents: end of 2011
- Right-of-way acquisition: beginning of 2012
- Begin construction: September 2012
- Complete construction segment funded with initial dollars: September 2017
- Extend the line to the south & north

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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

About **$6.3 billion available for initial construction**

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PRIVATE SECTOR INTEREST

Building, Financing and Operating the System

RFEI Nearly 1,000 expressions of interest

- April 12 conference with 1,500 attendees
- Major HSR entities represented including: Operators, manufacturers, engineering and construction firms
- Two dozen entities expressed interest in helping fund/finance the initial system

Small Business Engagement

- Hundreds of small businesses responded
- Our goal to help California and small businesses connect with larger firms

"This prospect is tremendously exciting in that it links the major cities of California in a visionary and market changing way. This is an opportunity to which VRG is prepared to commit substantial resources to, in order to assist the Authority in achieving its objectives. We believe that California is a market very well suited to High Speed Rail. "

-- Virgin Rail Group

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PROFITABILITY

High-Speed Rail Systems Make Money

High-Speed Rail Systems Cover Their Own Operations and Maintenance

- According to the International Union of Railways (UIC), every true high-speed rail system in the world covers its operations and maintenance costs and makes a profit with its ticket fares.

INTERNATIONAL UNION OF RAILWAYS

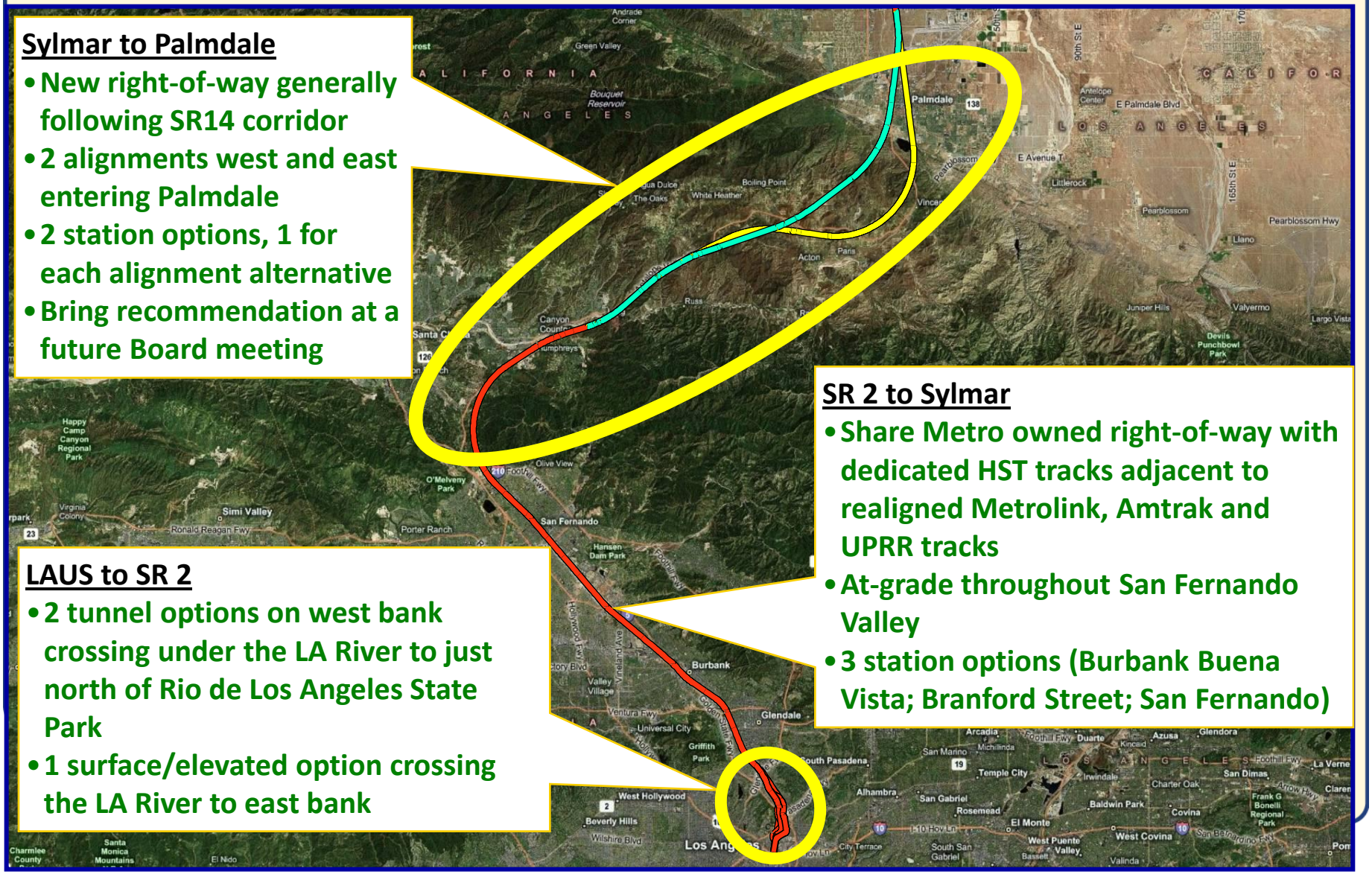
Two Systems Have Paid Back Their Infrastructure Costs

- Tokyo-Osaka and Paris-Lyon have brought enough benefit to compensate for the original cost of their infrastructure.

Operations vs. Infrastructure

- It's important to separate the two when discussing profitability.
- Government ought to invest in infrastructure.

PALMDALE TO LOS ANGELES OVERVIEW



Sylmar to Palmdale

- New right-of-way generally following SR14 corridor
- 2 alignments west and east entering Palmdale
- 2 station options, 1 for each alignment alternative
- Bring recommendation at a future Board meeting

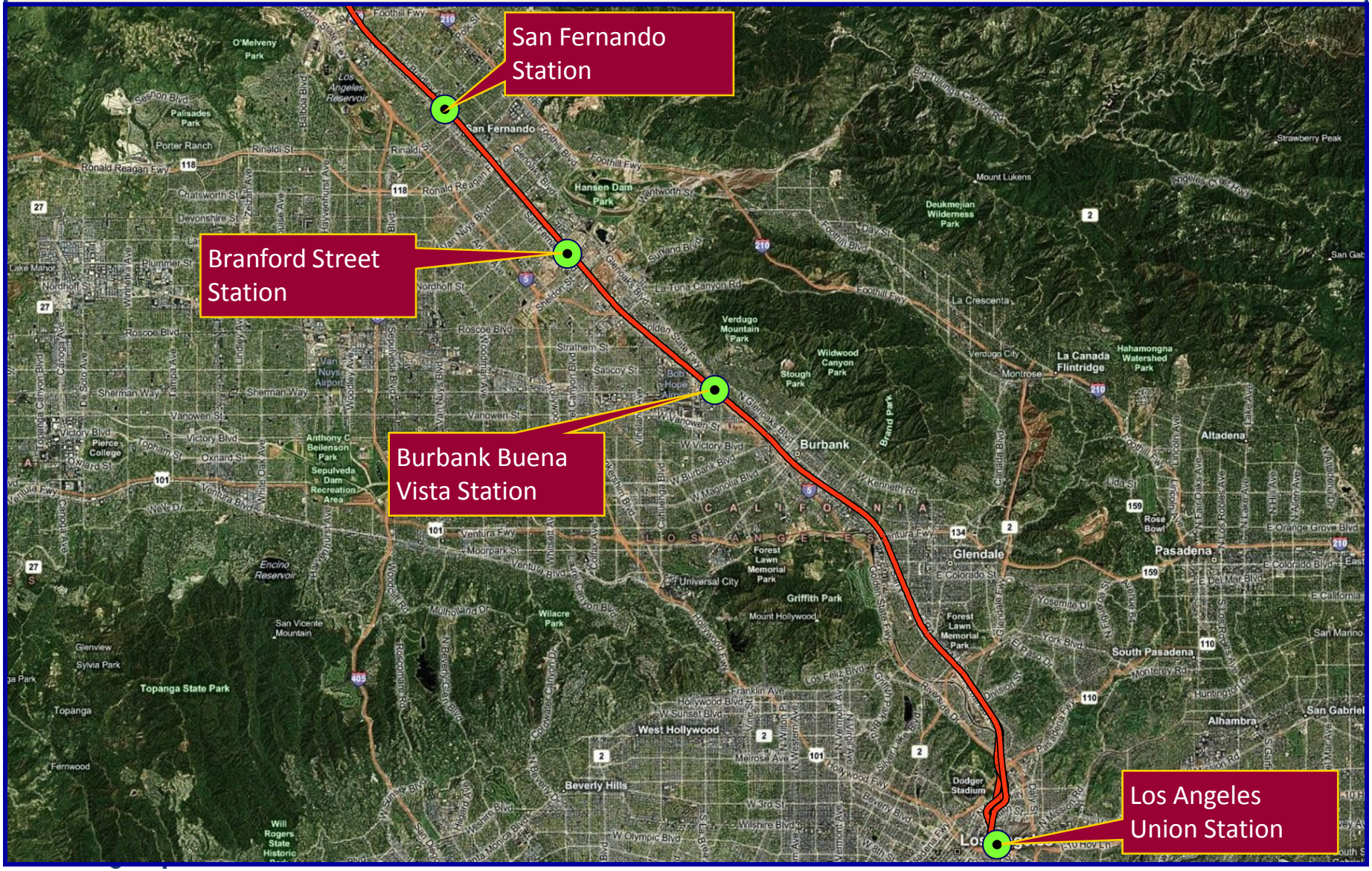
SR 2 to Sylmar

- 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)

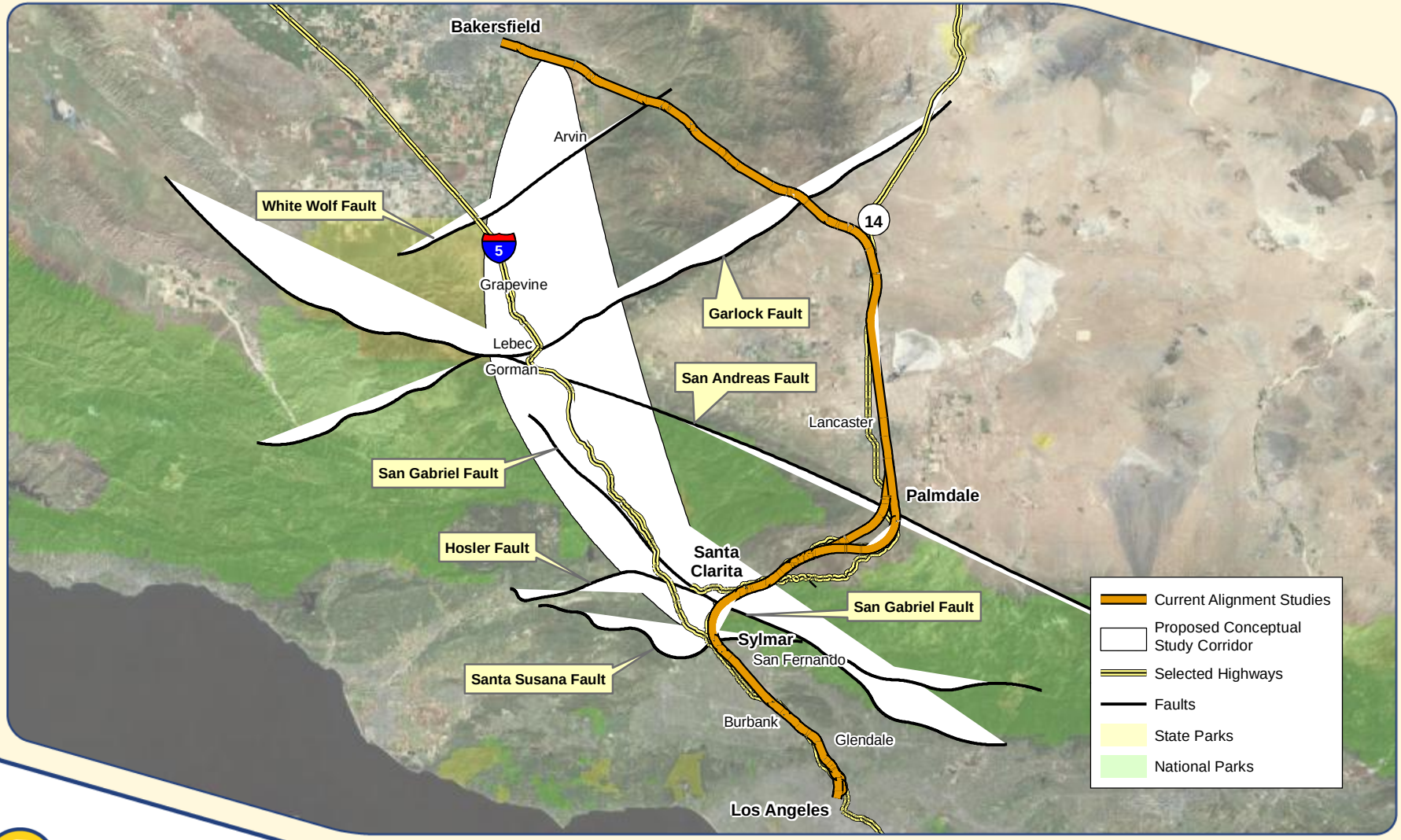
LAUS to SR 2

- 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

SAN FERNANDO VALLEY STATION LOCATION OPTIONS



CONCEPTUAL I-5 STUDY CORRIDOR



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STAYING UP TO SPEED

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