CALIFORNIA HIGH-SPEED RAIL UPDATE

Santa Clarita Sunrise Rotary

April 11, 2012

CALIFORNIA High-Speed Rail

AGENDA

1. Project Overview
2. Why High-Speed Rail
3. Palmdale-Los Angeles Section
4. 2012 Revised Business Plan
5. How to Get Involved

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 Rail

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

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 1 Blended

Environment

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

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HSR ADVANTAGE

	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	✓	✓

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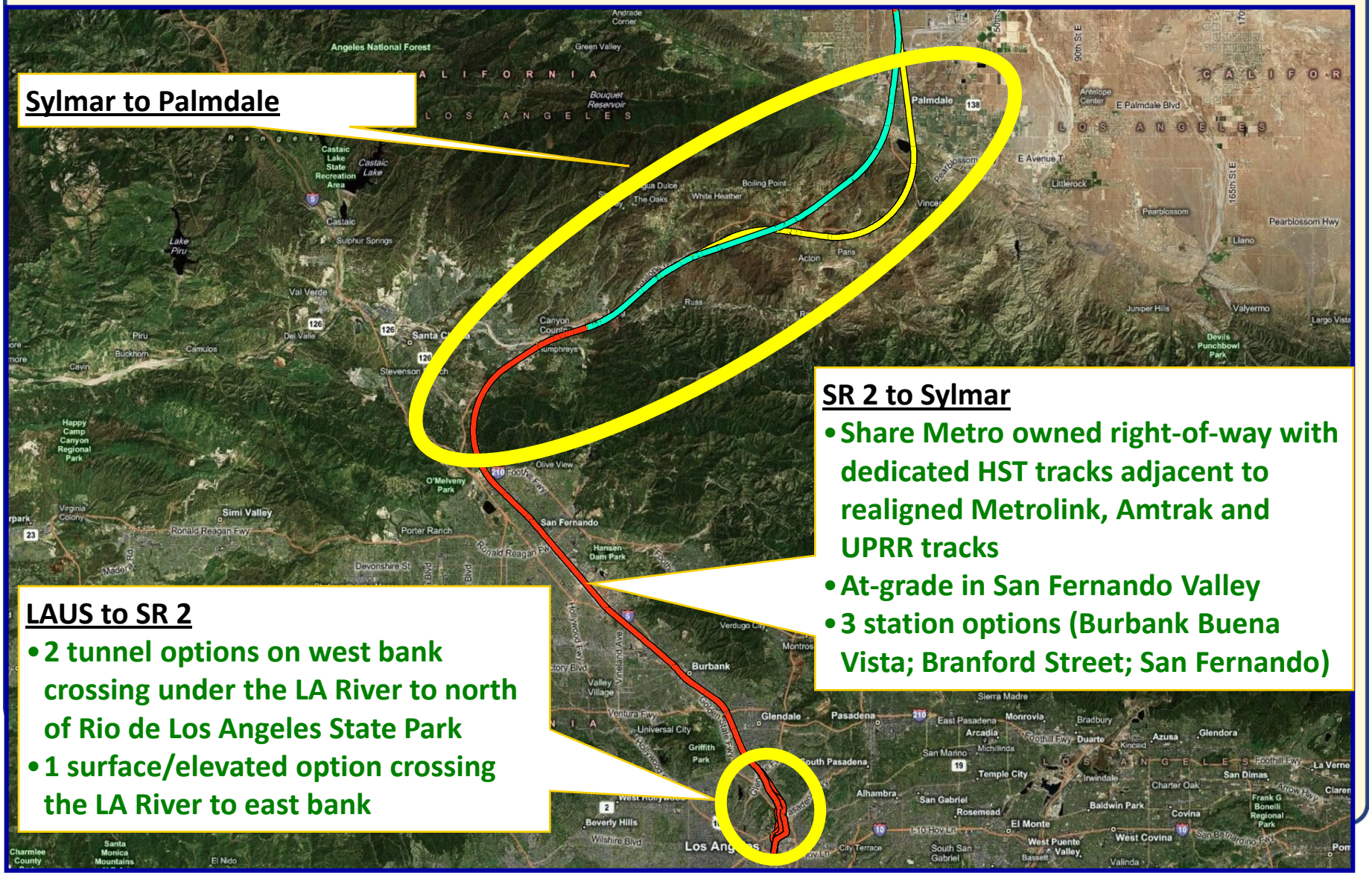
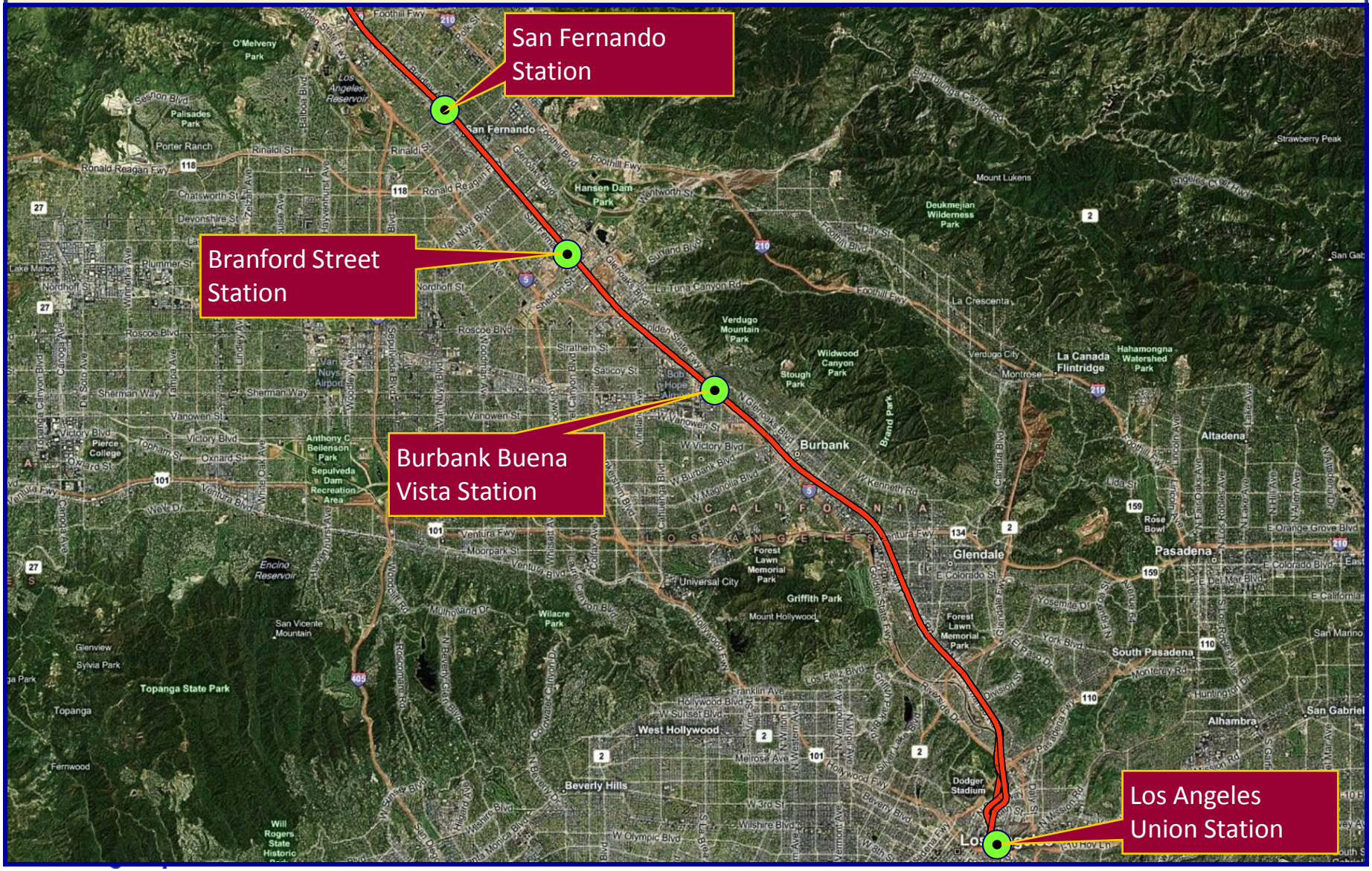
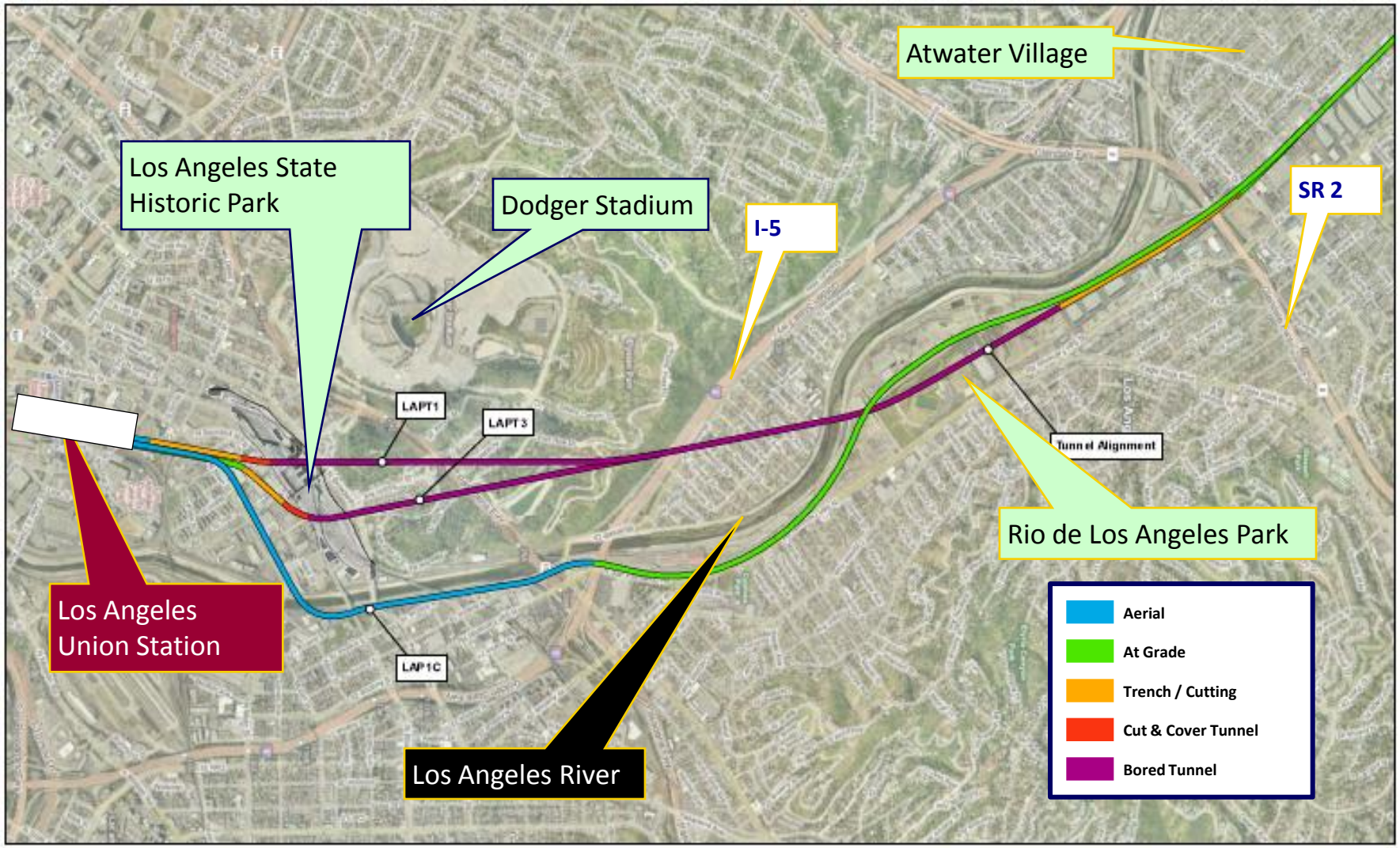
PALMDALE TO LOS ANGELES OVERVIEW



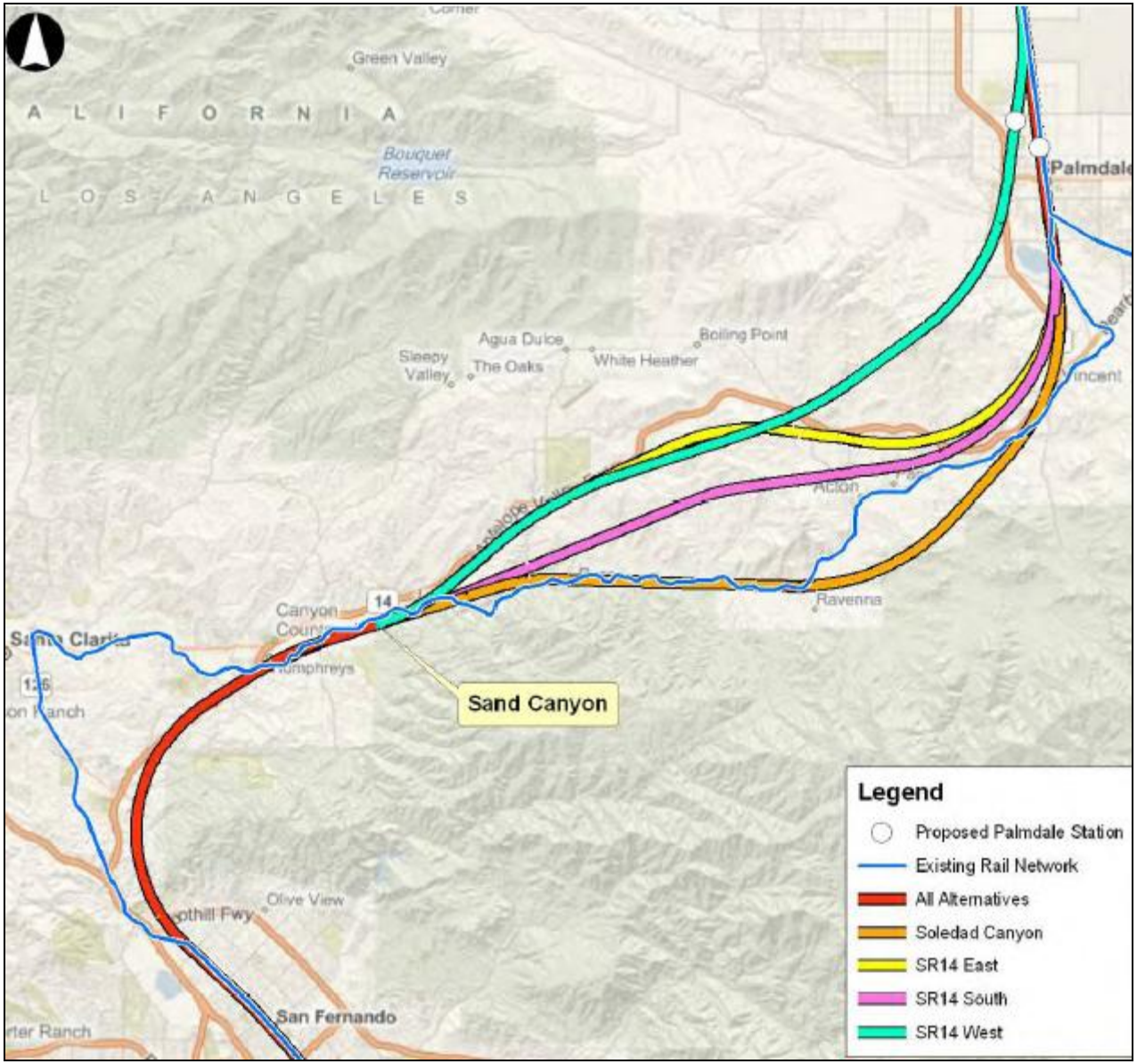
SAN FERNANDO VALLEY STATION LOCATION OPTIONS



LAUS TO SR 2 ALIGNMENT ALTERNATIVES



SYLMAR TO PALMDALE ALIGNMENT ALTERNATIVES



BUSINESS PLAN 2012 – PHASING OF THE SYSTEM

Initial Operating Section

- Begins with 130 miles in Central Valley
- Closes Bakersfield-Palmdale passenger rail gap
- HSR service from Merced to San Fernando Valley in 2022

Bay to Basin

- HSR service connects Bay Area and LA Basin in 2027
- Metrolink connection between San Fernando Valley and LA Union Station

Phase 1 Blended

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

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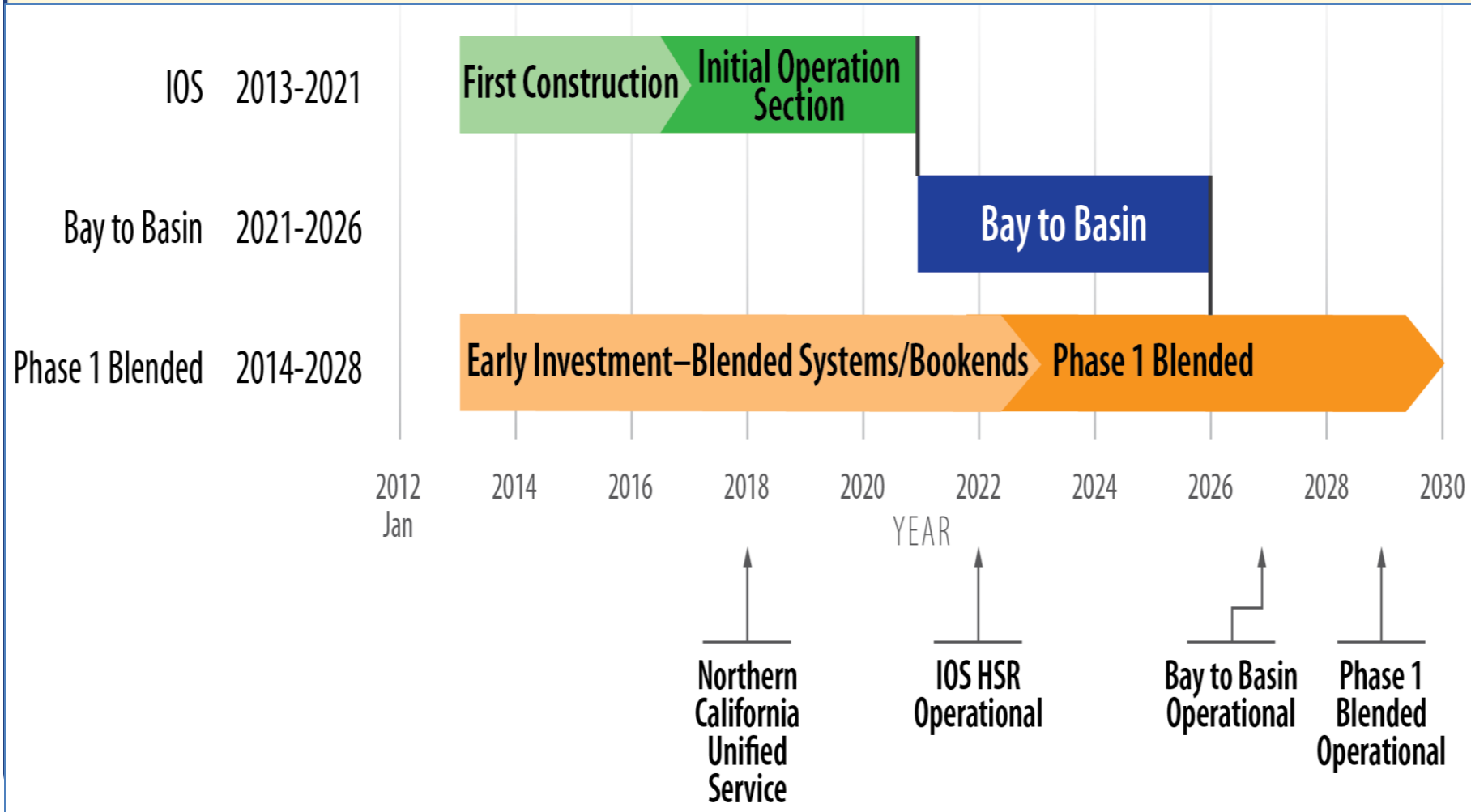
NEW PHASING APPROACH



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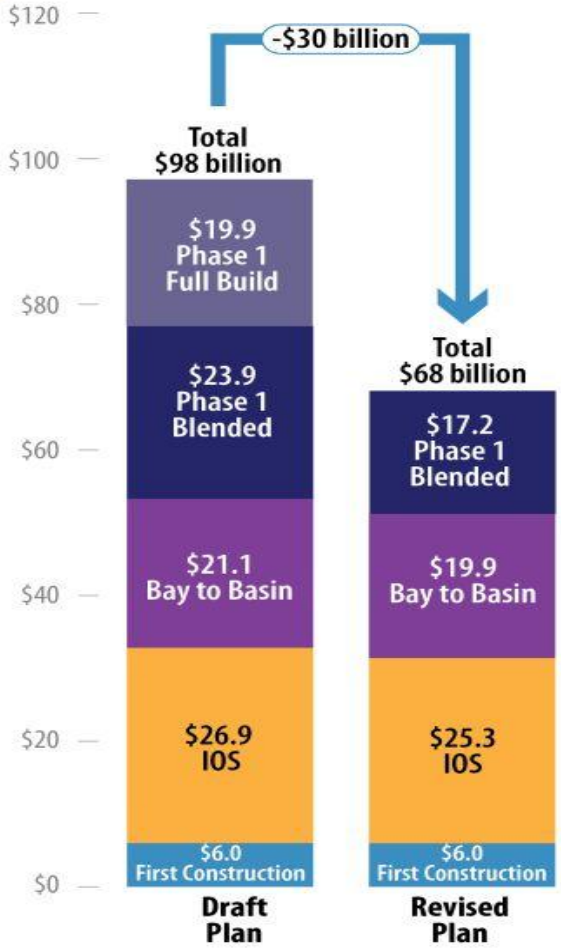
LOWER COST



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

CALIFORNIA
High-Speed Rail

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

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BUSINESS PLAN NEXT STEPS

- 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

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MAKING YOUR VOICE HEARD

Sending Comments to the California High-Speed Rail Authority:

Email: To email the Board expressing a comment or opinion about an upcoming agenda item, please send your email to:
boardmembers@hsr.ca.gov

Letter: To send a letter to the Board expressing a comment or opinion about an upcoming agenda item, please address your letter to:

Dan Richard
Chairman, California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

CALIFORNIA High-Speed Rail

STAYING UP TO SPEED

California High-Speed Rail Authority

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Sacramento, CA 95814

Phone: 916-324-1541

Website: www.cahighspeedrail.ca.gov

Email: palmdale_los.angeles@hsr.ca.gov

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