

CALIFORNIA HIGH-SPEED RAIL UPDATE

**Shadow Hills
Property Owners
Association**



April 10, 2012

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



WHY WE NEED IT

Population Growth

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

Mobility

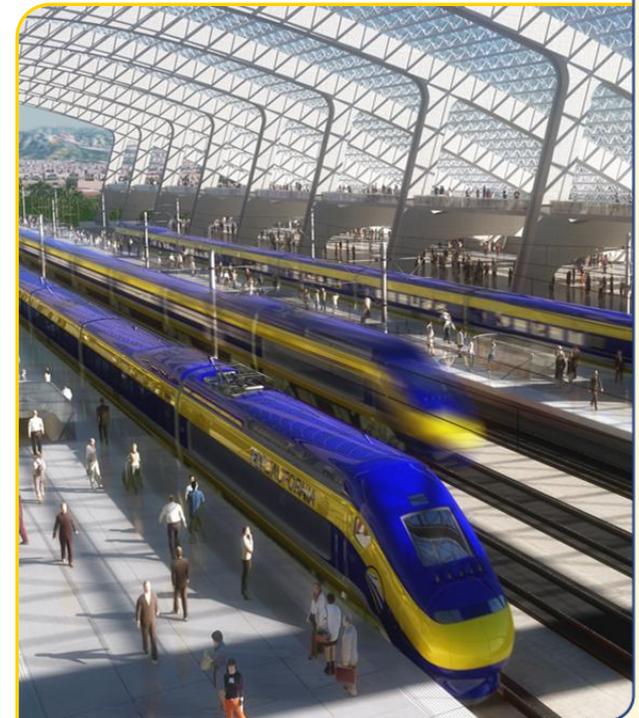
- Economic power stems from the ability to move people and goods around the state
- Interconnectivity with existing transportation

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

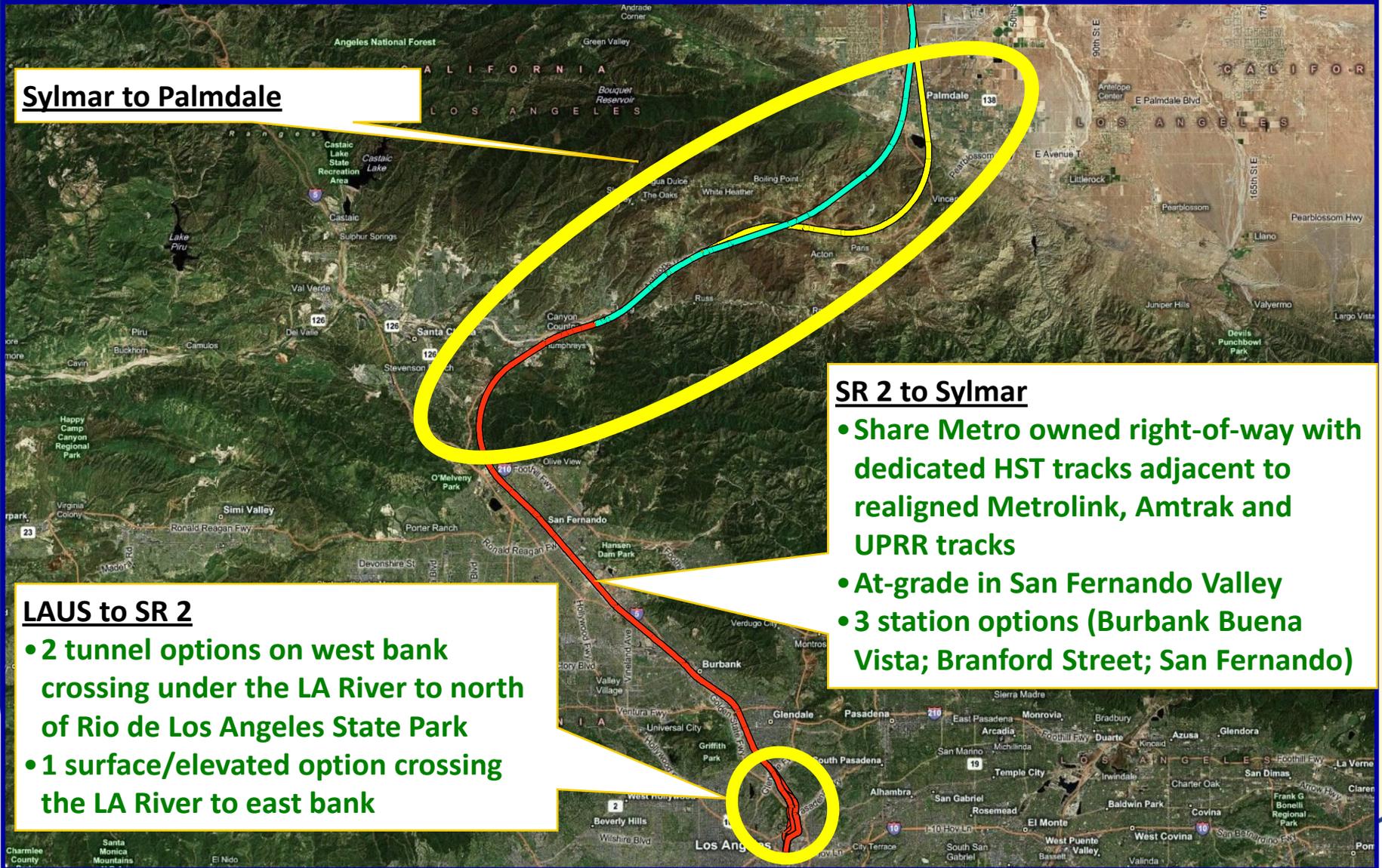


HSR ADVANTAGE

	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	✓	✓

PALMDALE TO LOS ANGELES OVERVIEW

Sylmar to Palmdale



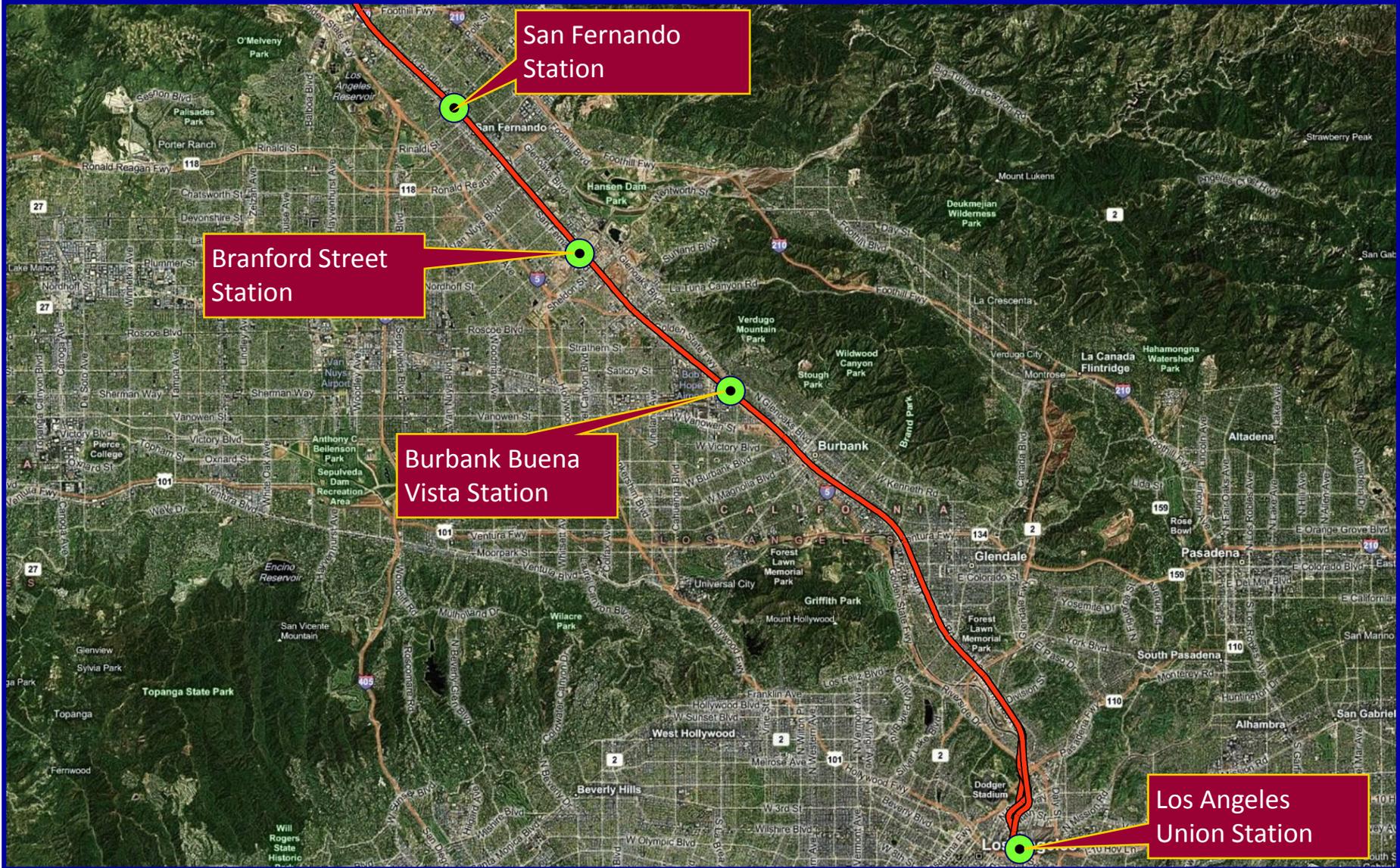
LAUS to SR 2

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

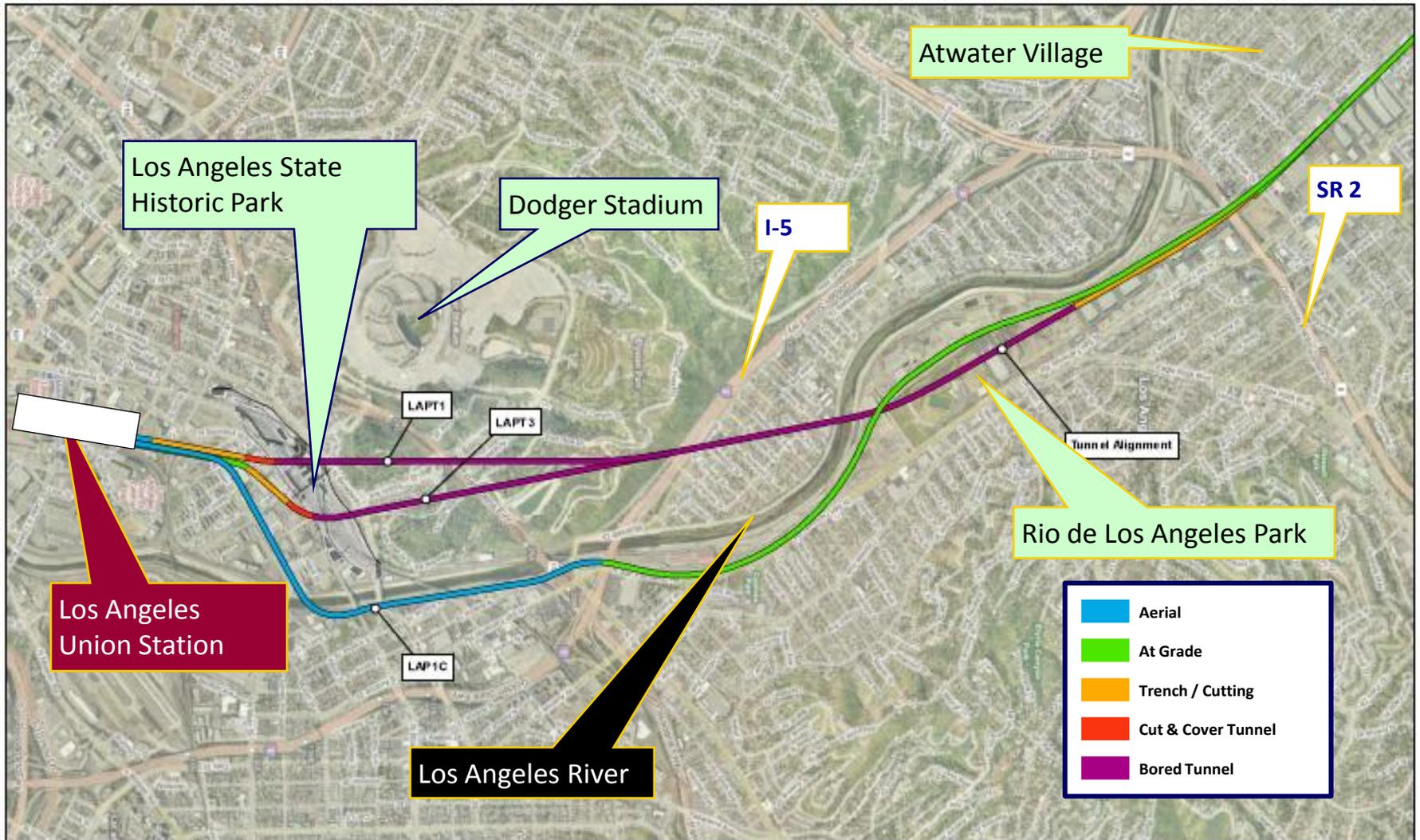
SR 2 to Sylmar

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

SAN FERNANDO VALLEY STATION LOCATION OPTIONS



LAUS TO SR 2 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

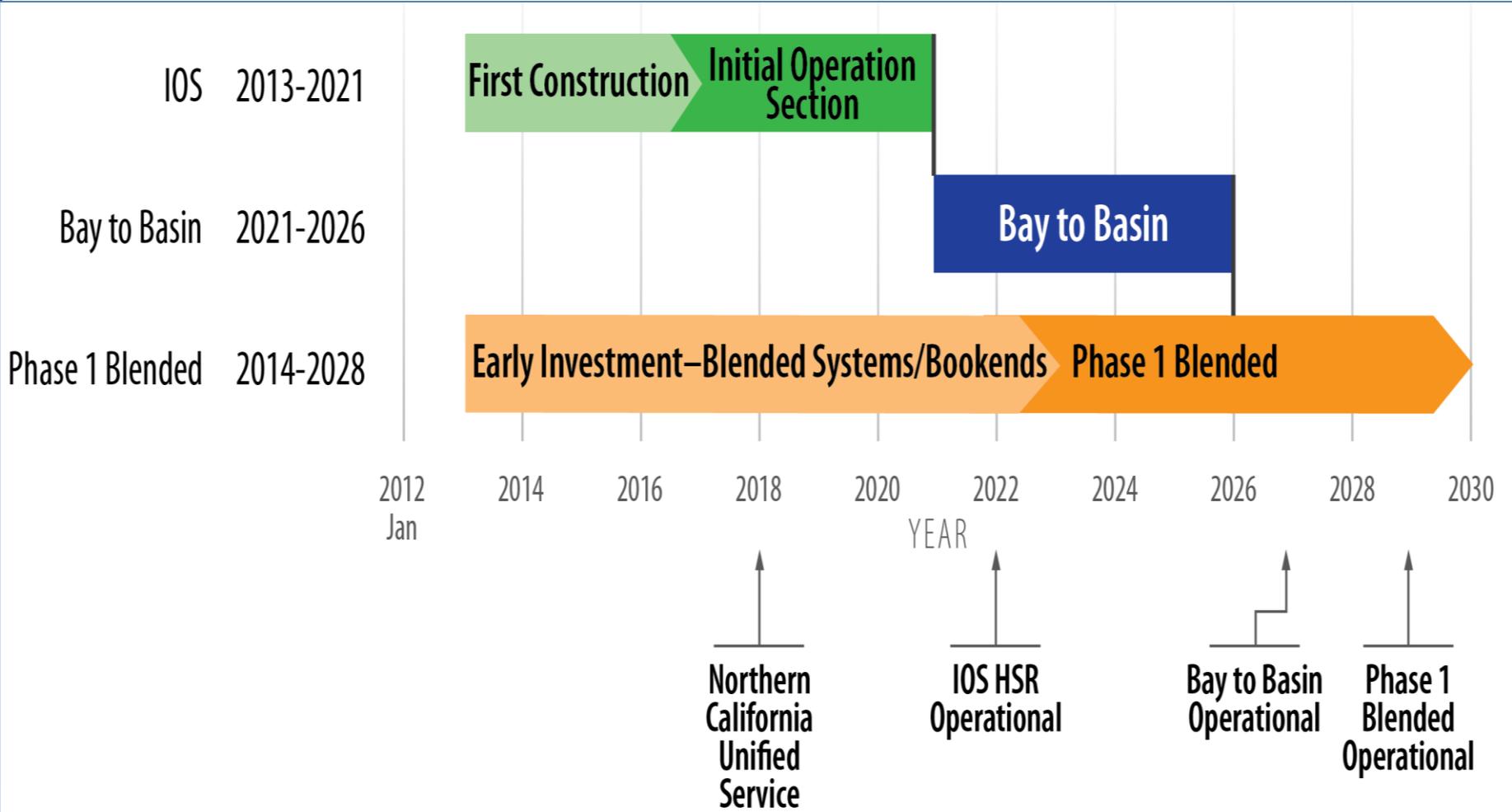
- HSR service connects Bay Area and LA Basin in 2027
- Metrolink connection between San Fernando Valley and LA Union Station

Phase 1 Blended

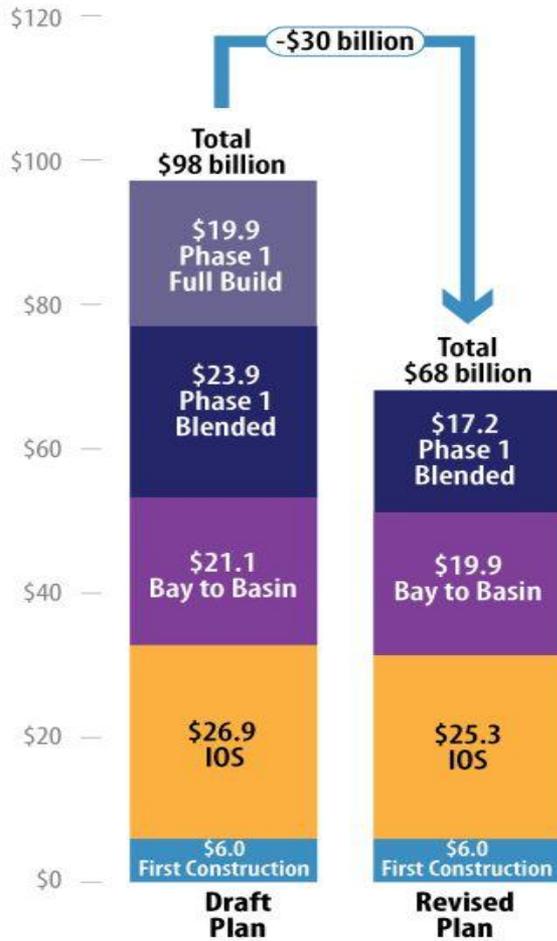
- One-seat ride in 2029 on HSR trains between downtown San Francisco and downtown Los Angeles
- Blended operations with Caltrain and Metrolink



NEW PHASING APPROACH



LOWER COST



Assumption	Draft Plan	Revised Plan
Build	Full Build System <ul style="list-style-type: none"> Dedicated infrastructure <i>San Francisco to Los Angeles/ Anaheim</i> 	Blended System <ul style="list-style-type: none"> Dedicated infrastructure <i>San Jose to Los Angeles</i> Shared electrified infrastructure <i>San Jose to San Francisco</i> Upgraded diesel Metrolink corridor <i>Los Angeles to Anaheim</i>
Inflation	3% per year starting 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



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



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
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STAYING UP TO SPEED

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