

CALIFORNIA HIGH-SPEED RAIL

A TRANSFORMATIVE INVESTMENT
IN CALIFORNIA'S FUTURE



HIGH-SPEED RAIL: MORE THAN A TRANSPORTATION PROGRAM

- California is 8th Largest Economy in the World
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- It is a Transformative Investment
- Connecting all California Population Centers



CONTROVERSY IS NOTHING NEW

- Transformative Projects Have **Never Been Easy**
- Golden Gate Bridge:
 - “Upside-Down **Rat Trap** that will Mar the Beauty of the Bay”
 - 2,000+ Lawsuits
- BART – Once Called the **Train to Nowhere**
- Calif. State Water System, University of Calif. System
 - Single-Vote Margins
- **Where Would We be Without Them?**

WHY HIGH-SPEED RAIL IN CALIFORNIA?

- **Curbs Congestion**

- LAX to SFO is the Busiest Short-Haul Market in US
- 1 in 6 Flights out of LA Heads to Bay Area
- Six of Top 30 Congested Urban Areas in US Located in California

- **Population Growth Estimated to Reach 50 Million by 2030**

- **Air Quality/Sustainability**

- Meets Goals of AB 32/SB 375

- **Alternatives are Costly**

- 2-3 Times More Expensive



RESULTS FOR CALIFORNIA

- **Reduction in Vehicle Miles Traveled (VMT)**
 - By 2040, the system will reduce vehicle miles by almost 10 million miles every day
 - By 2030, the reduction in VMT would be like removing one 500-mile lane of cars
- **Daily Number of Flights Diverted**
 - Starting in 2030, the state will see a daily reduction of 93 to 171 flights
 - By 2040, the state will see a daily reduction of 97 to 180 flights
- **Statewide Air Quality Improvement**
 - Tons of volatile organic compounds reduced
 - Tons of particulate matter reduced
 - Tons of ozone precursors

ENVIRONMENTAL BENEFITS: HIGH-SPEED RAIL'S BEST KEPT SECRETS

- Preserving Agricultural Land
- Improving Air Quality
- Preserving and Enhancing Critical Habitat
- Reducing Greenhouse Gases
- Enabling Smart Land Use
- Urban Greening: Planting Trees
- Modernizing Transit Statewide
- Using Renewable Energy

CONNECTING CALIFORNIA: JOBS

- Targeting: **California**
- Construction: **Direct, Indirect Jobs in Hard-Hit Sectors**
- Permanent: **Rail Modernization Creates Efficiencies Statewide**



CONNECTION CALIFORNIA: SMALL BUSINESSES

Aggressive **30% Goal** for Small Business Participation

Including

- 10% for Disadvantaged Business Enterprises (DBE)
- 3% for Disabled Veteran Business Enterprises (DVBE)

Meeting & Exceeding Goals

Free Statewide Certification Workshops

Partnerships with Federal, State and Local Organizations



A STATEWIDE RAIL MODERNIZATION PLAN



Connecting California

- Caltrain Electrification & Early Investments in the Peninsula Corridor
- Central Valley “Backbone” of High-Speed Rail
- Regional Enhancements in Southern California
- Statewide Connectivity Projects & Investments

CONNECTIVITY PROJECTS IMPROVE SOUTHERN CALIFORNIA'S PUBLIC TRANSIT

- Prop 1A Connectivity Dollars Support Key Transit Projects in Southern California
 - **LA Metro** - \$115 Million - Regional Connector in Downtown Los Angeles
 - **Metrolink** - \$89 Million - New or Improved Trains
 - **San Diego MTS** - \$58 Million - Modernize Blue Line Light Rail
 - **Metrolink and North County Transit District** - \$100+ Million - Positive Train Control



BOOKEND INVESTMENTS FURTHER IMPROVE SOUTHERN CALIFORNIA PUBLIC TRANSIT

- Targets \$1 Billion in High-Speed Rail and Other Funds for Early Investment Projects
 - **Regional Projects** - Southern California Regional Interconnector Project (SCRIP) Benefits Regional Rail Including Metrolink and Amtrak
 - **Local Projects** - Double Tracking, Grade Separations, etc. to Support Integrated Regional Rail Network
- Promotes Interagency Approach to Development of an Integrated Rail Network



NATION'S FIRST HIGH-SPEED RAIL

- Initial Operation Section
- 300 Miles
- Central Valley to San Fernando Valley
- Operational by 2022



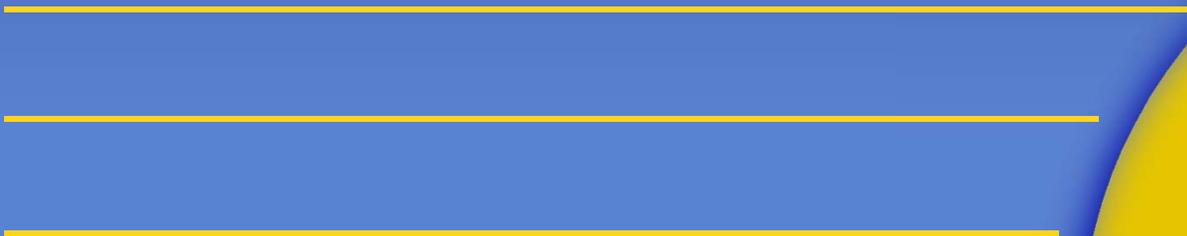
WORK'S UNDERWAY

- **Construction Package 1:** 29 miles between Madera County and Fresno County
- Construction Related Activities are **Underway:** Utility Relocations, Construction Surveys, Cultural Resource Investigations, Right-of-Way Acquisition
- Putting **People to Work:** More than 200 People and 30 Small Businesses Working on CP 1 Today



CALIFORNIA HIGH-SPEED RAIL

PALMDALE TO LOS ANGELES PROJECT SECTION



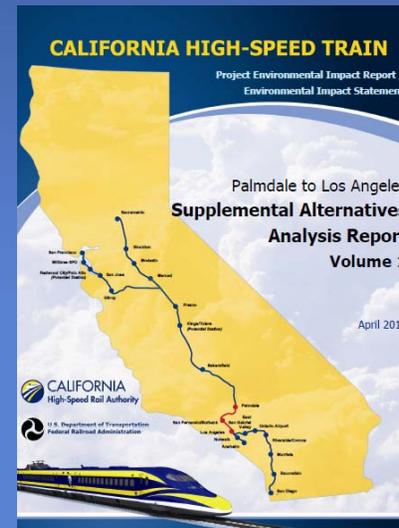
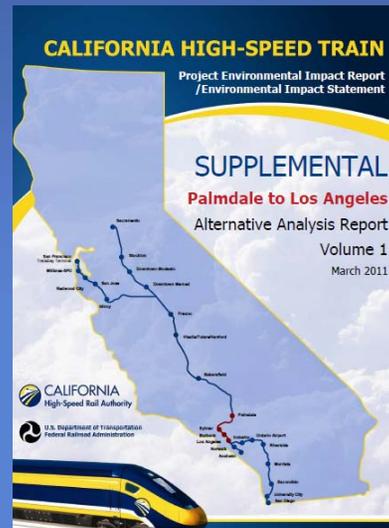
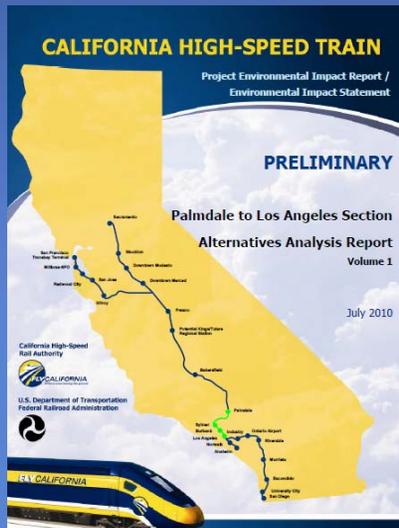
PALMDALE TO LOS ANGELES PROJECT SECTION

- 60 Mile Route
- Connects the Antelope Valley to Downtown Los Angeles
- Includes the Initial Operating Section Terminus Defined in the 2014 Business Plan as the San Fernando Valley
- Three Stations – Palmdale, San Fernando Valley and Los Angeles Union Station



WHERE WE HAVE BEEN: P-LA SECTION TIMELINE

- Statewide Program EIR/EIS (2005)
- Preliminary Alternatives Analysis (2010)
- Supplemental Alternatives Analysis (2011)
- Supplemental Alternatives Analysis (2012)
- Supplemental Alternatives Analysis (In Progress, 2014)



WHY WE TOOK A LOOK: 2012 SUPPLEMENTAL AA

- 2012 SAA Work Completed Prior to Release of 2012 Business Plan
- Updated Approach:
 - Statewide Rail Modernization
 - Connectivity & Blended Service
 - Initial Operating Section to San Fernando Valley
 - Emphasis on Stakeholder Engagement
 - Focus on bringing High-Speed Rail to Southern California



WHAT WE FOUND: 2014 SUPPLEMENTAL AA (IN PROGRESS)

- Address Station Location
 - Palmdale
 - San Fernando Valley
- Validate Stakeholder Feedback and Operational Requirements
 - Refinements Across the Alignment
- Address New Projects
- Bring High-Speed Rail to SoCal Faster
 - Environmental Document Strategy

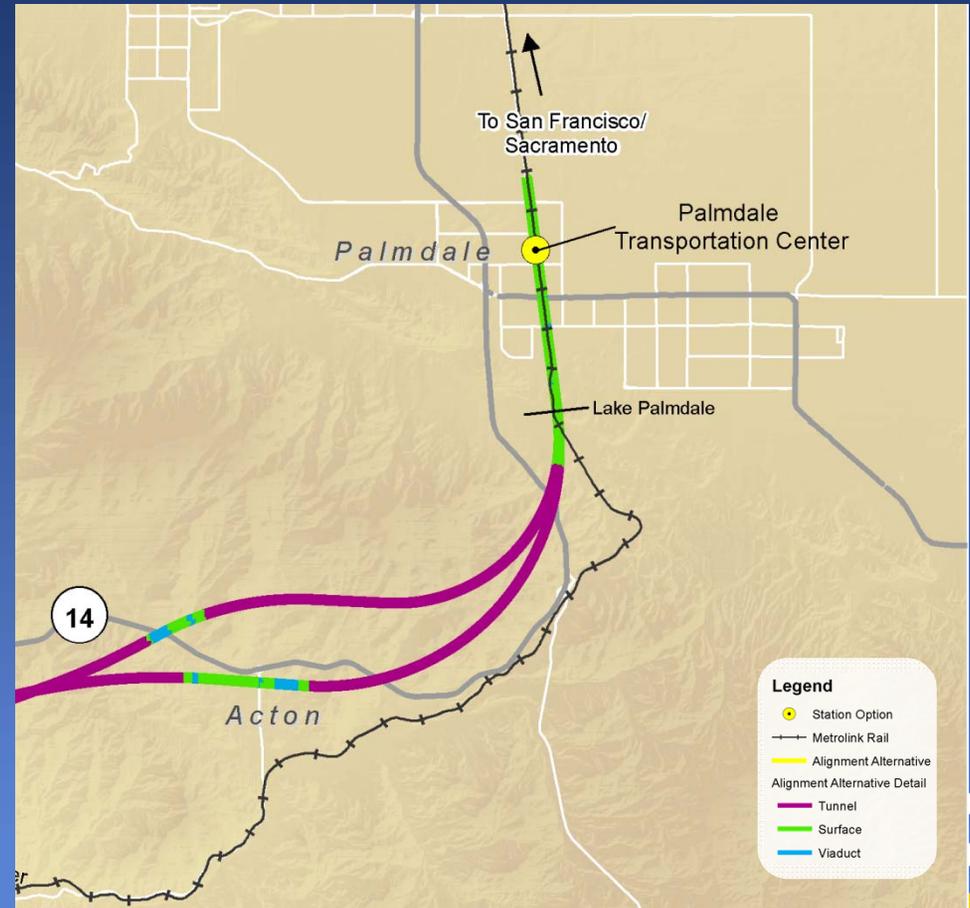


EVALUATION OF STATION LOCATIONS

- Program Objectives
- Connectivity
- Ridership
- Regional Plans
- Land Use
- Stakeholder and Community Input

PROPOSED PALMDALE STATION LOCATION

- Palmdale Transportation Center
- Connectivity with Metrolink
- What's New: High Desert Corridor, Palmdale Transit Village



PROPOSED SAN FERNANDO VALLEY STATION LOCATION

- Burbank
- Connectivity
 - Rail to Air
 - Rail to Rail
 - Rail to Transit
- Ridership
- Access to Ventura Line, Antelope Valley Line
- What's New: Hollywood Way Metrolink Station, RITC, Link Burbank



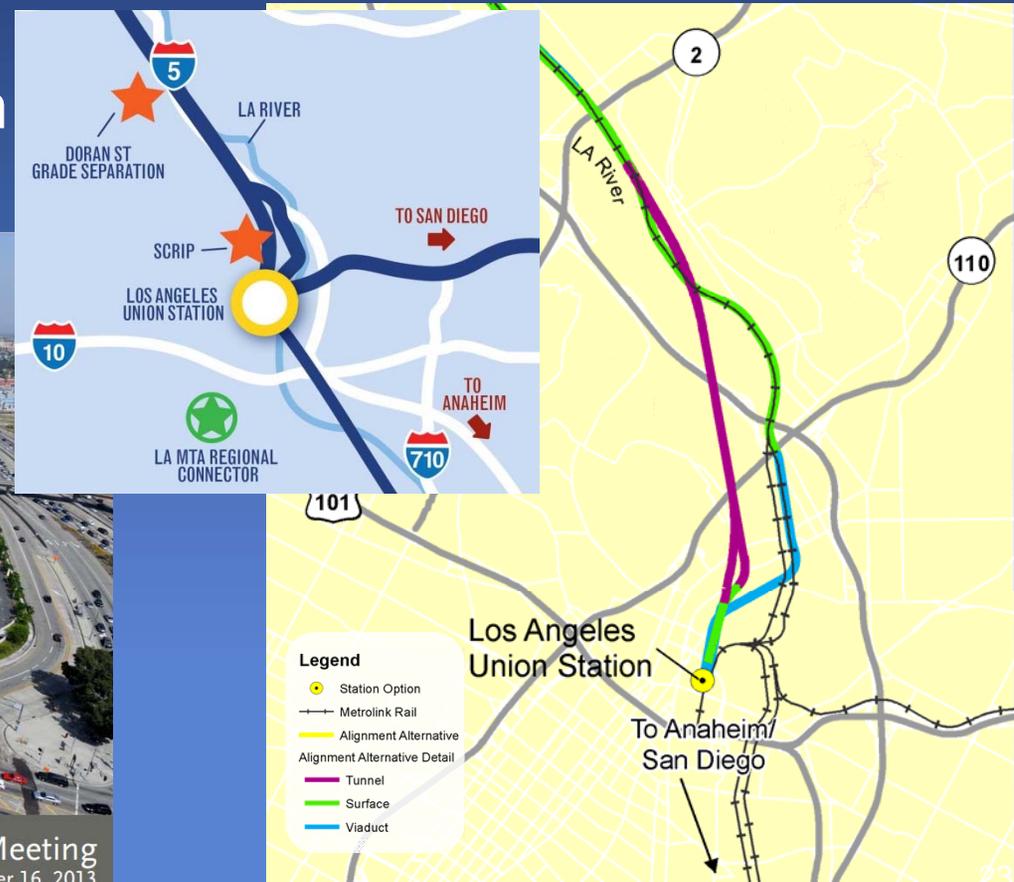
VALIDATE STAKEHOLDER FEEDBACK AND OPERATIONAL REQUIREMENTS

- Geometric Refinement to Improve Speed
- Minimize Impacts to Schools, Natural resources and Existing and Planned Development



ADDRESS NEW PROJECTS IN THE CORRIDOR

- Refined Approach to Union Station
- Coordination with LA-A Section, LA Union Station Master Plan, and SCRIP



BRING HIGH-SPEED RAIL TO SOUTHERN CALIFORNIA FASTER

- Engage the Community and Stakeholders
- Complete Connectivity and MOU Programs
- Refine Alternatives for Southern California
- Complete Environmental Clearance
- Construct the IOS



NEXT STEPS

- Summer 2014
 - Board Action on SAA
 - Continue Stakeholder Engagement
 - Conduct More Community Meetings
 - Further Refinement to Alignments
- Fall 2014
 - Continue Stakeholder Engagement
 - Define Range of Alternatives
 - Conduct Environmental Analysis
- 2015 and Beyond
 - Continue Stakeholder Engagement
 - Conduct More Community Meetings
 - Complete Connectivity and MOU Programs
 - Release Draft and Final EIR/EIS



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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