

Purpose of the High-Speed Train Project:

- Provide intercity travel capacity to supplement critically over-used interstate highways and commercial airports
- Meet future intercity travel demand that will be unmet by present transportation systems and increase capacity for intercity mobility
- Improve the intercity travel experience for Californians by providing comfortable, safe, frequent, and reliable high-speed travel
- Provide interfaces between the HST System and major commercial airports, mass transit, and the highway network
- Provide station locations to support Smart Growth and multimodal transit connections

Need for the High-Speed Train System:

- Accommodate expected growth in population
- Meet travel demand between the Los Angeles, Inland Empire, and San Diego County regions
- Reduce travel delays arising from the growing congestion on Southern California's highways and at airports
- Promote economic growth, and improve quality of life and air quality in and around Southern California's metropolitan areas
- Reduce or minimize congestion and increase mobility

- Intercity passenger trains capable of maximum operating speeds of 220 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
 - Successfully operating throughout Europe and Asia



CHSRA Train Concept

Other High-Speed Trains around the World



TGV, France



*Intercity Express,
Germany*



Shinkansen, Japan

Service up to 220 mph linking:

- Southern California
- Central Valley
- San Francisco Bay Area

San Francisco (Transbay)
 San Jose
 Sacramento
 Fresno
 Los Angeles Union Station
 Anaheim
 Riverside
 San Diego

San Francisco (Transbay)		:30	1:53	1:20	2:38	2:57	3:10	3:56
San Jose	:30		1:24	:51	2:09	2:28	2:41	3:27
Sacramento	1:53	1:24		:59	2:17	2:36	2:49	3:35
Fresno	1:20	:51	:59		1:24	1:43	1:56	2:42
Los Angeles Union Station	2:38	2:09	2:17	1:24		:20	:33	1:18
Anaheim	2:57	2:28	2:36	1:43	:20			
Riverside	3:10	2:41	2:49	1:56	:33			:48
San Diego	3:56	3:27	3:35	2:42	1:18		:48	

California High-Speed Train Map, Statewide Overview



Map based on preferred alignments and station locations in 2005 and 2008* program EIR/Ss.
 * Authority rescinded 2008 Pancho Pass selection to comply with Atherton judgment. Board will make new decision after revising Bay Area to Central Valley PEIR. New decision could change depicted alignment connecting Bay Area and Central Valley.

April 2010

Grade Separations



Before

Typical Overpass

After



- Grade separations are underpasses and overpasses where roadways cross railroad tracks

- Grade separations reduce congestion and noise and improve safety

- California High-Speed Train tracks will be grade-separated from roadway crossings

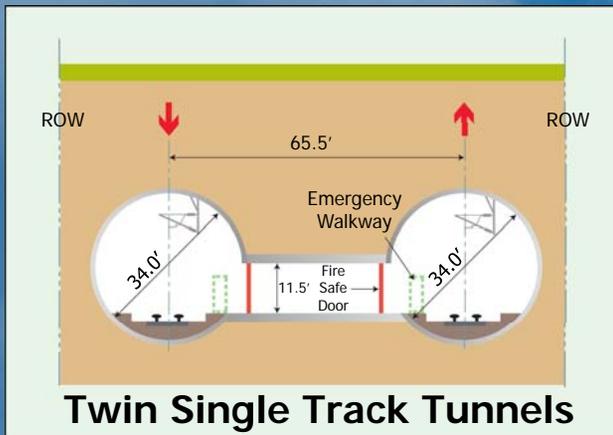
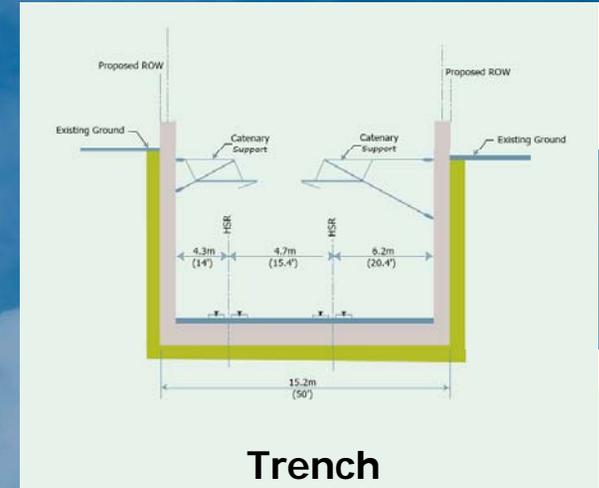
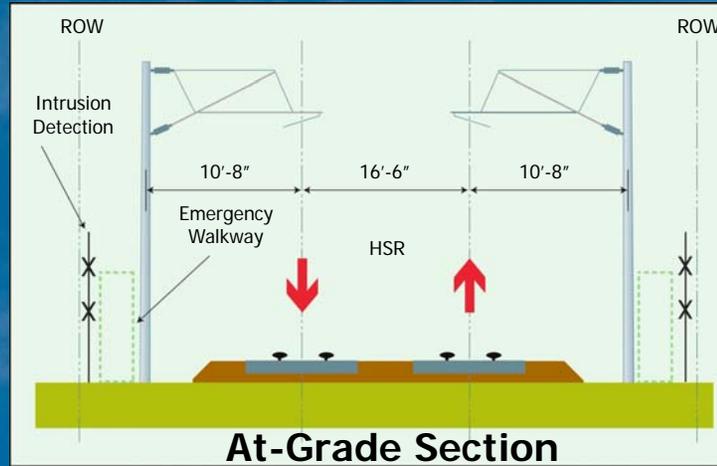
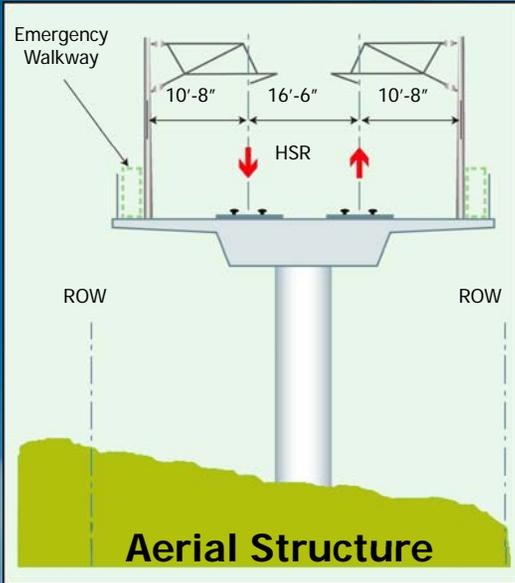


Before

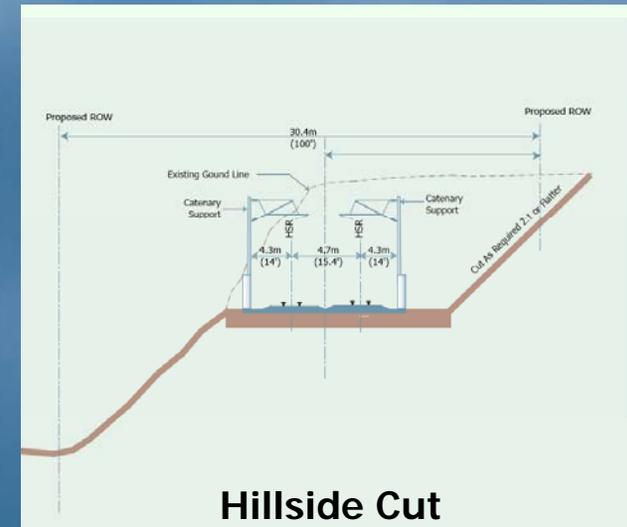
Typical Underpass

After





- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
 - Aerial Structures (bridges)
 - Tunnels
 - Trenches
 - Hillside Cuts



- Smart Growth and Transit Oriented Development
- Intermodal connectivity (transit, bikes and pedestrians)
- Increase rail to air connection opportunities
- Support sustainable economic growth



California High-Speed Train Map, Statewide Overview



Connecting:

- San Diego
- Inland Empire
- Los Angeles
- Orange County
- Central Valley
- San Francisco Bay Area
- Sacramento



Southern California Inland Corridor Group (So Cal ICG)



SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS



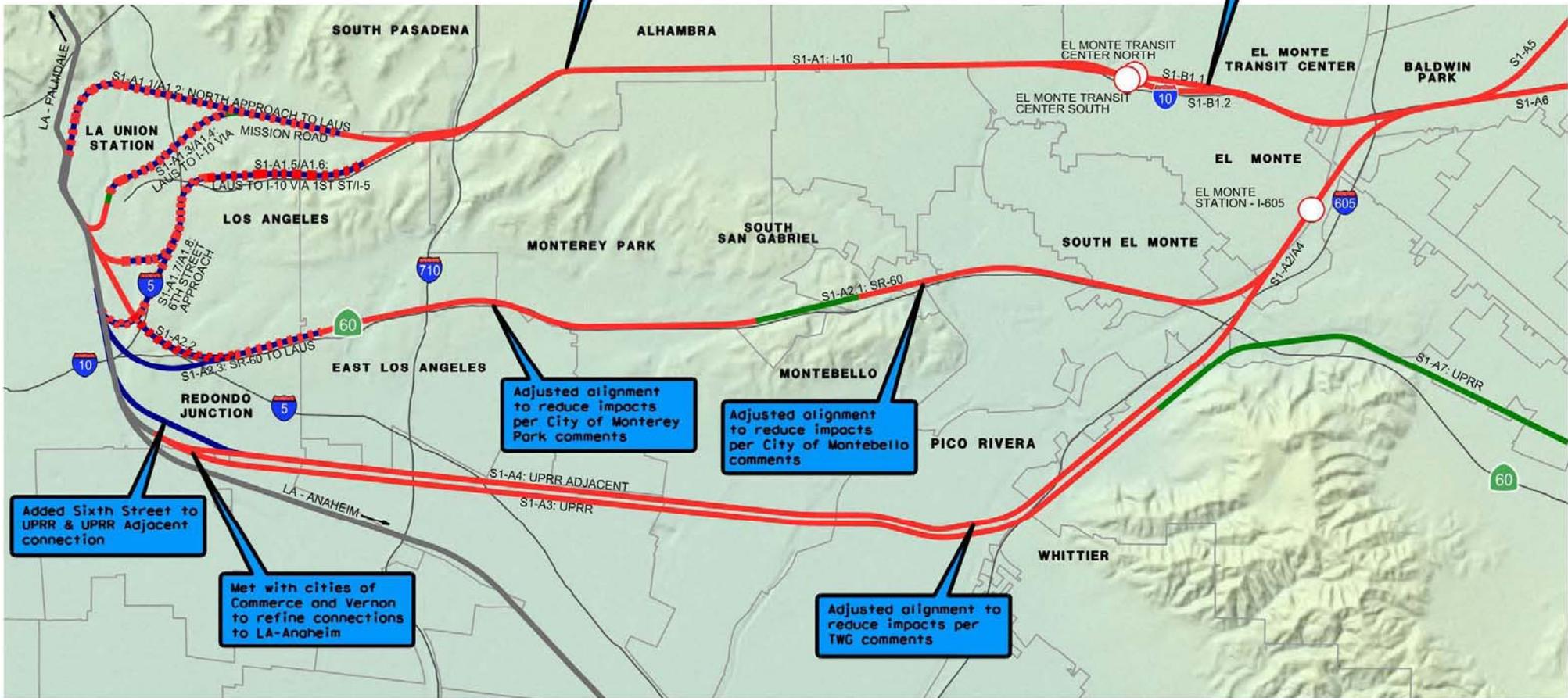
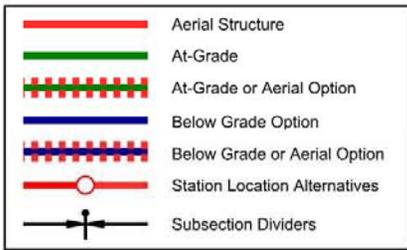
The Southern California High-Speed Rail Inland Corridor Group (So Cal ICG) was formed by a Memorandum of Understanding (MOU) between the CHSRA and Southern California Association of Governments, San Diego Association of Governments, San Bernardino Associated Governments, the Riverside County Transportation Commission, the San Diego County Regional Airport Authority, Metro and Caltrans.

So Cal ICG input includes:

- Forming Technical Working Groups (TWGs) in Los Angeles, Riverside, San Bernardino, and San Diego counties to assist the CHSRA in refining the programmatic LA-SD alignment adopted in 2005.
- Identifying additional project alternatives, design options and optional station locations to be studied in the LA-SD project EIR/EIS.



West San Gabriel Valley

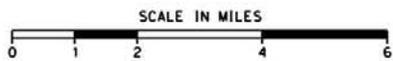
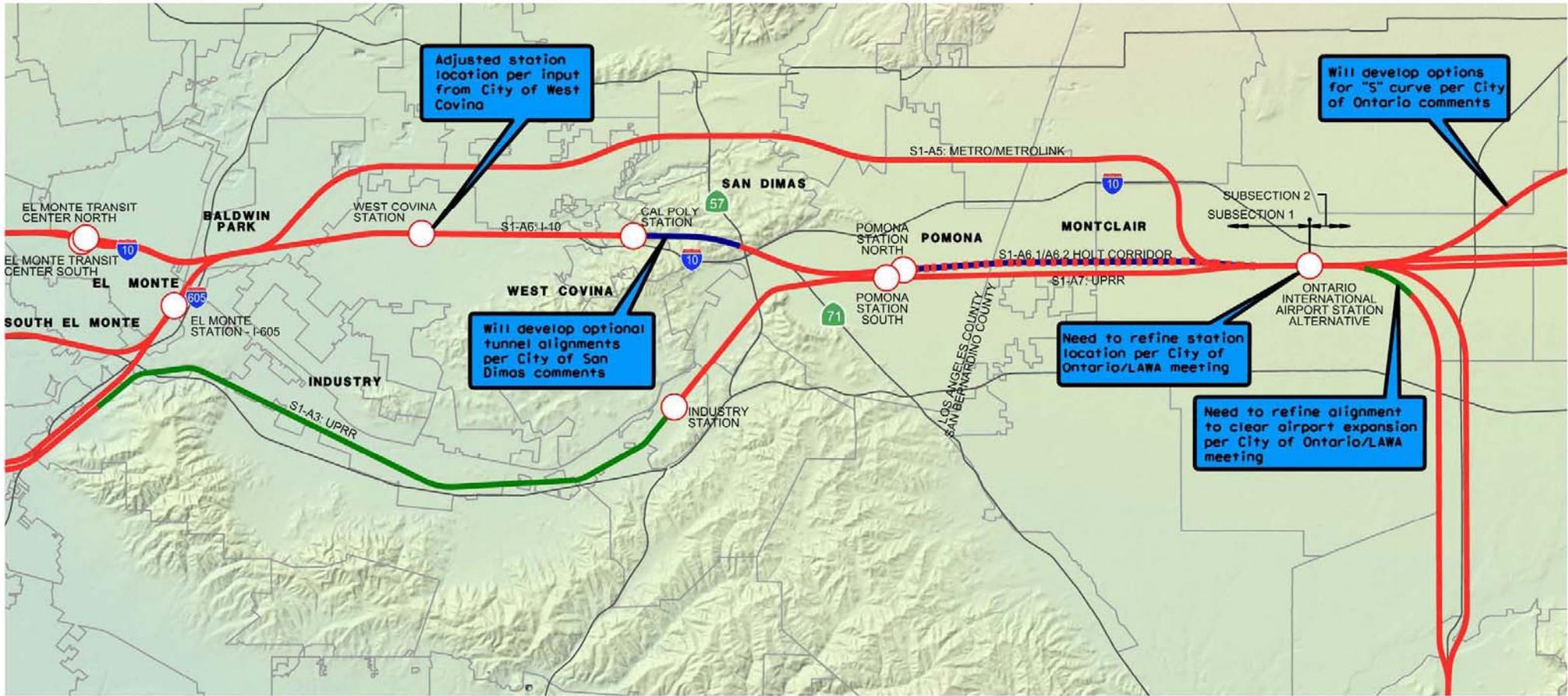


POST MAY 2010 TWG ALIGNMENT REFINEMENTS



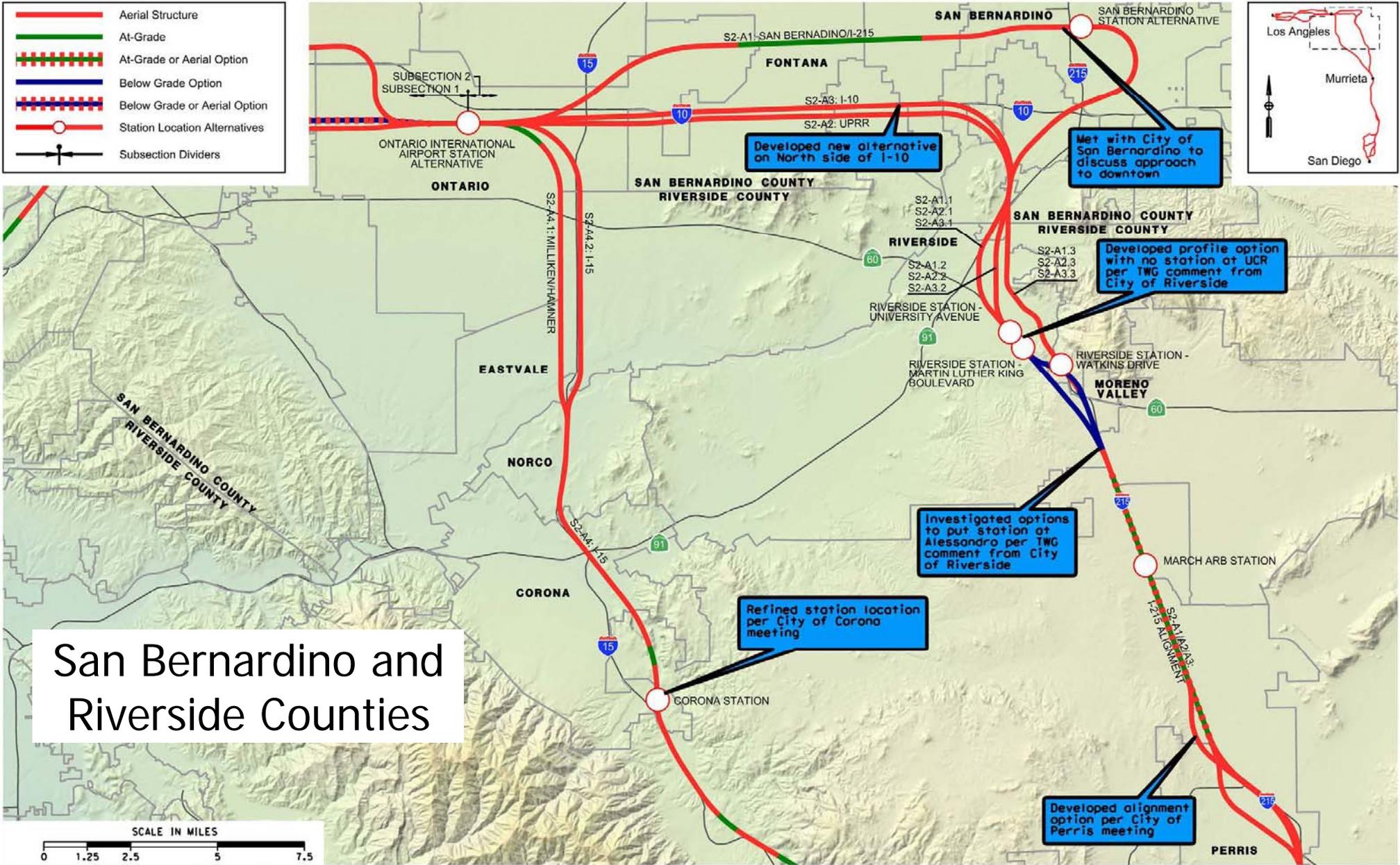
East San Gabriel Valley and West San Bernardino County

-  Aerial Structure
-  At-Grade
-  At-Grade or Aerial Option
-  Below Grade Option
-  Below Grade or Aerial Option
-  Station Location Alternatives
-  Subsection Dividers

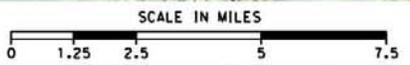


POST MAY 2010 TWG ALIGNMENT REFINEMENTS

-  Aerial Structure
-  At-Grade
-  At-Grade or Aerial Option
-  Below Grade Option
-  Below Grade or Aerial Option
-  Station Location Alternatives
-  Subsection Dividers



San Bernardino and Riverside Counties



POST MAY 2010 TWG ALIGNMENT REFINEMENTS

September 13, 2010

Developed new alternative on North side of I-10

Met with City of San Bernardino to discuss approach to downtown

Developed profile option with no station at UCR per TWG comment from City of Riverside

Investigated options to put station at Alessandro per TWG comment from City of Riverside

Refined station location per City of Corona meeting

Developed alignment option per City of Perris meeting



South Riverside County

- Aerial Structure
- At-Grade
- At-Grade or Aerial Option
- Below Grade Option
- Below Grade or Aerial Option
- Station Location Alternatives
- + Subsection Dividers



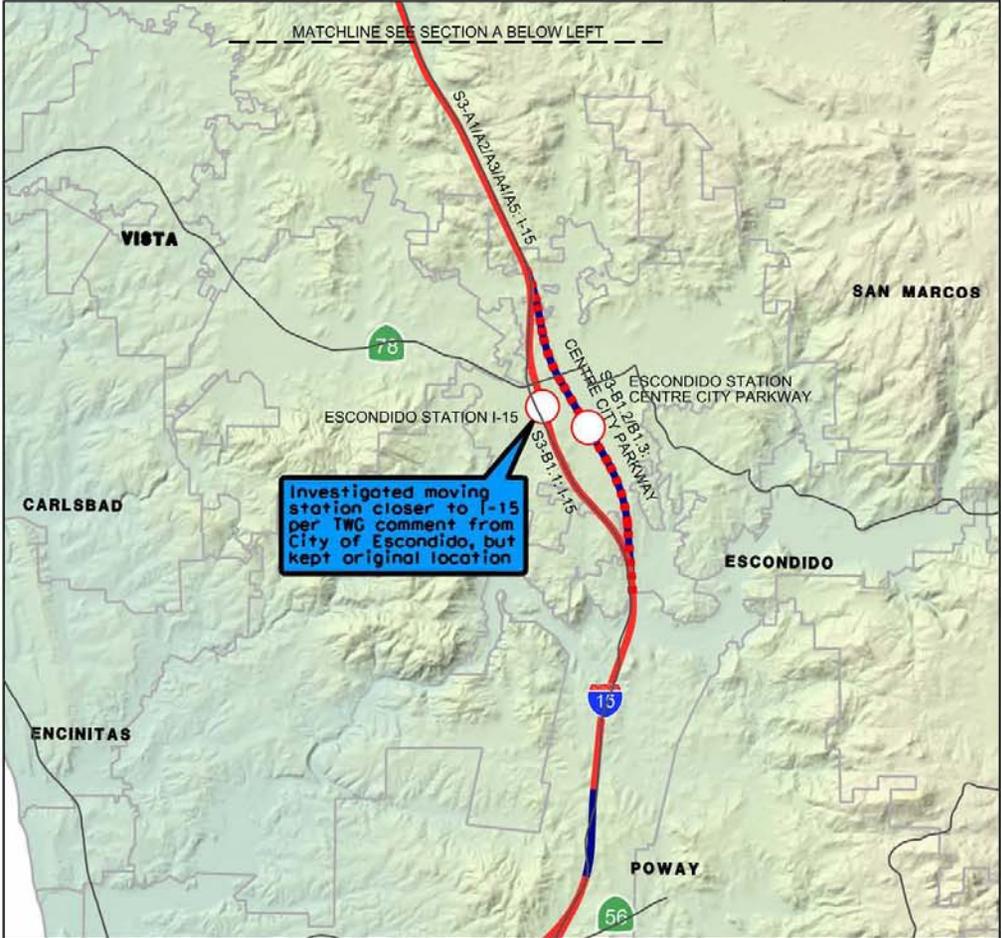
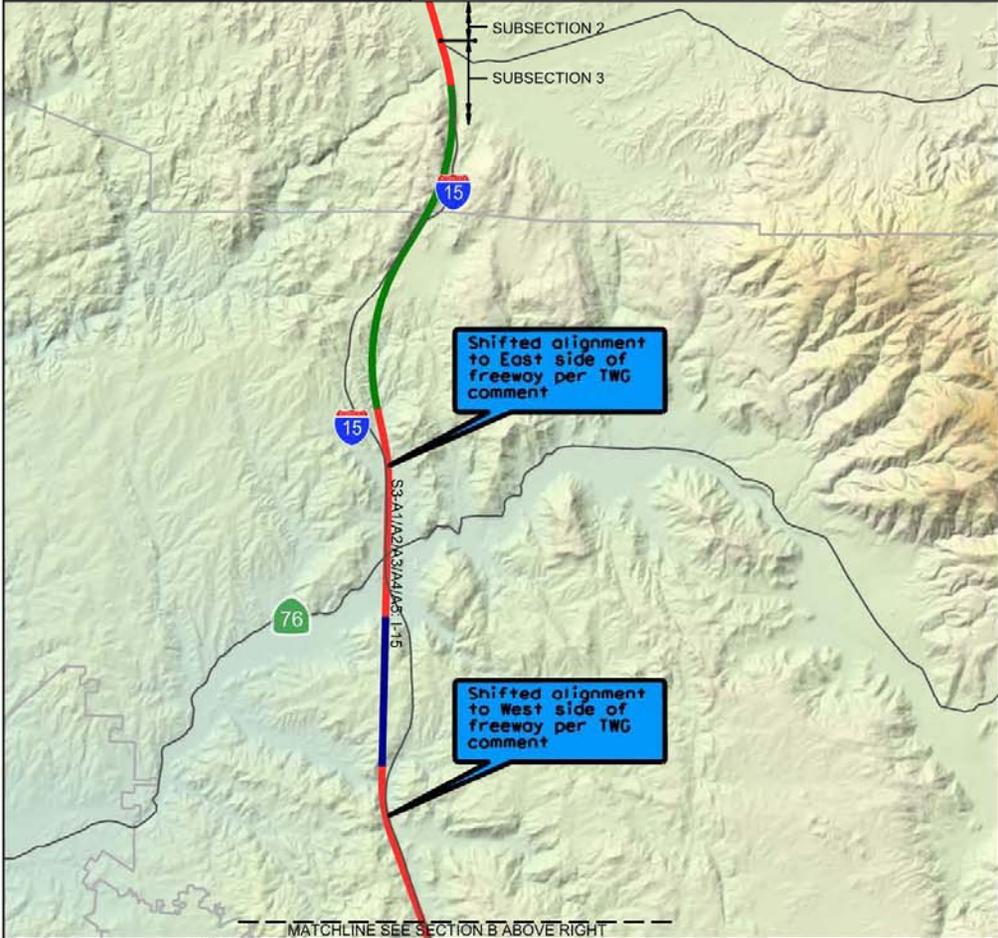
North San Diego County

- Aerial Structure
- At-Grade
- At-Grade or Aerial Option
- Below Grade Option
- Below Grade or Aerial Option
- ○ Station Location Alternatives
- + Subsection Dividers



SECTION A

SECTION B



POST MAY 2010 TWG ALIGNMENT REFINEMENTS



LA-SD via the Inland Empire Section Project Timeline



- | | |
|----------------------------------------------|-------------|
| ▪ Public Scoping of Alternatives | Fall, 2009 |
| ▪ Preliminary Alternatives Analysis Report | March, 2011 |
| ▪ Supplemental Alternatives Analysis Report | 2011 |
| ▪ Draft EIR/EIS | 2011-2013* |
| ▪ Final EIR/EIS | 2013-2014* |
| ▪ Record of Decision/Notice of Determination | 2014* |

*Schedule Subject to Change Based on Available Funding

Los Angeles to San Diego via the Inland Empire HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2009

Public
Scoping
Meetings

Alternatives
Analysis
Process

- Project Definition
- Preliminary Engineering Design
- Environmental Studies

Draft
EIR/EIS

PUBLIC
COMMENT

Final
EIR/EIS
(NOD/ROD)

2014*

We are here

Ongoing Community & Agency Meetings, Outreach, Communications

*Schedule Subject to Change Based on Available Funding

Alternatives Analysis Evaluation Measures

- Travel Time
- Operations
- Community Disruption / Impacts
- Capital and Operating Costs
- Constructability
- Intermodal Connections
- Development Potential
- Property Impacts
- Right-of-Way Constraints
- Environmental Constraints / Impacts

Areas of Environmental Analysis

- Transportation
- Air Quality
- Noise & Vibration
- Electromagnetic Interference/
Electromagnetic Frequency
- Public Utilities & Energy
- Biological Resources &
Wetlands
- Hydrology & Water Resources
- Geology, Soils, Seismicity
- Hazardous Materials/Wastes
- Safety & Security
- Socioeconomics, Communities &
Environmental Justice
- Local Growth, Station Planning,
Land Use, & Property
- Agricultural Land Impacts
- Parks, Recreation and Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Construction Methods and Impacts
- Cumulative and Secondary Impacts
- Section 4(f) & 6(f) Evaluation