

**LOS ANGELES TO SAN DIEGO**



**LOS ANGELES TO  
SAN DIEGO  
VIA THE INLAND EMPIRE**

Project Update

October, 2010



**A Statewide System**

- High-speed rail systems are successful when connecting major metropolitan cities 300-500 miles apart
- Ridership/revenue is based on that point-to-point connection
- \$43 billion estimate
- Build-out by 2020



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### World High-Speed Railway Network



Country	Operating Miles	Miles Under Construction	Total miles/Country
China	2193	4161	6372
Spain	997	1373	2376
Japan	1524	367	1890
France	1163	145	1309
Germany	798	235	1003
Italy	574	0	574
Turkey	146	317	463
South Korea	205	51	256
Taiwan	214	0	214
Belgium	130	0	130
Netherlands	75	0	75
United Kingdom	70	0	70
Switzerland	22	0	22
Russia	Under Construction		
Finland	Under Construction		



ITALY - ETR 500 FRECCIAROSSA



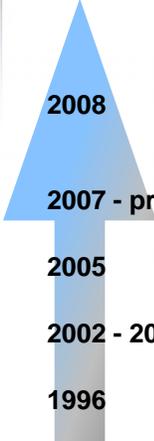
CHINA - China Railways CRH 3



GERMANY - SIEMENS ICE VELARO

### Key Milestones





**2010** The state of California was awarded \$2.25 billion in ARRA funds with \$1.85 billion for the California high-speed train project

**2008** Voters approve Prop. 1A - \$9.95 billion bond for the High-Speed Rail Authority

**2007 - present** Project-level EIR/EIS process

**2005** Statewide EIR/EIS certified by CHSRA/FRA

**2002 - 2005** Statewide (Program-level) EIR/EIS process

**1996** California High-Speed Rail Authority created

*Important for California's Future*



- Proven technology
- 100% clean, electric power
- Improves mobility and provides congestion relief for freeways and airports
- Economic strength



**WHY WE NEED IT**

**Jobs**

- 600,000 full-time, one-year, construction-related job-equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 economy-wide jobs by 2035

**Mobility**

- "Economic power is how fast you move people and goods around the state."  
-- Gov. Arnold Schwarzenegger, January 15, 2008

**Environment**

- Reduced greenhouse gases
- AB 32: California's 2006 landmark legislation to reduce greenhouse gas emissions 25% by 2020



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**Phase 1: A Segmented Approach**

- San Francisco-San Jose
- San Jose-Merced
- Merced-Fresno
- Fresno-Bakersfield
- Bakersfield-Palmdale
- Palmdale-Los Angeles
- Los Angeles-Anaheim



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**Phase 2: Our Section and Others**

- **Los Angeles-San Diego via Inland Empire**
- Merced-Sacramento
- Altamont Corridor Rail Project (separate from high-speed train project)



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### Recovery Act Funding: Where?



#### ARRA projects:

- Los Angeles-Anaheim
- Fresno-Bakersfield
- Merced-Fresno
- San Francisco-San Jose

#### Award:

- \$1.85 billion (doubles to \$3.7 billion with state match)

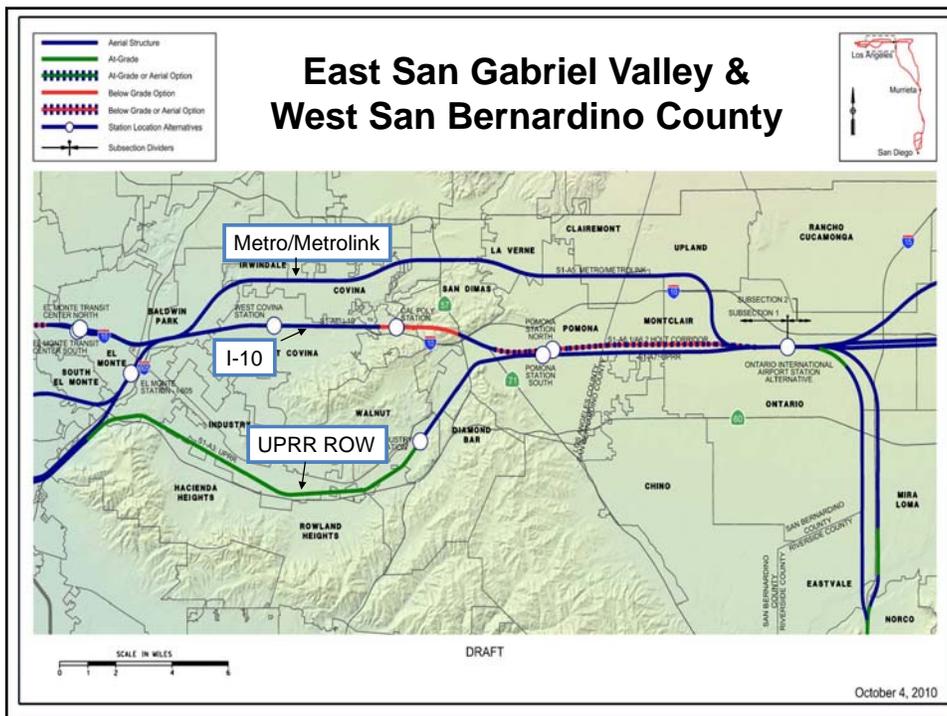
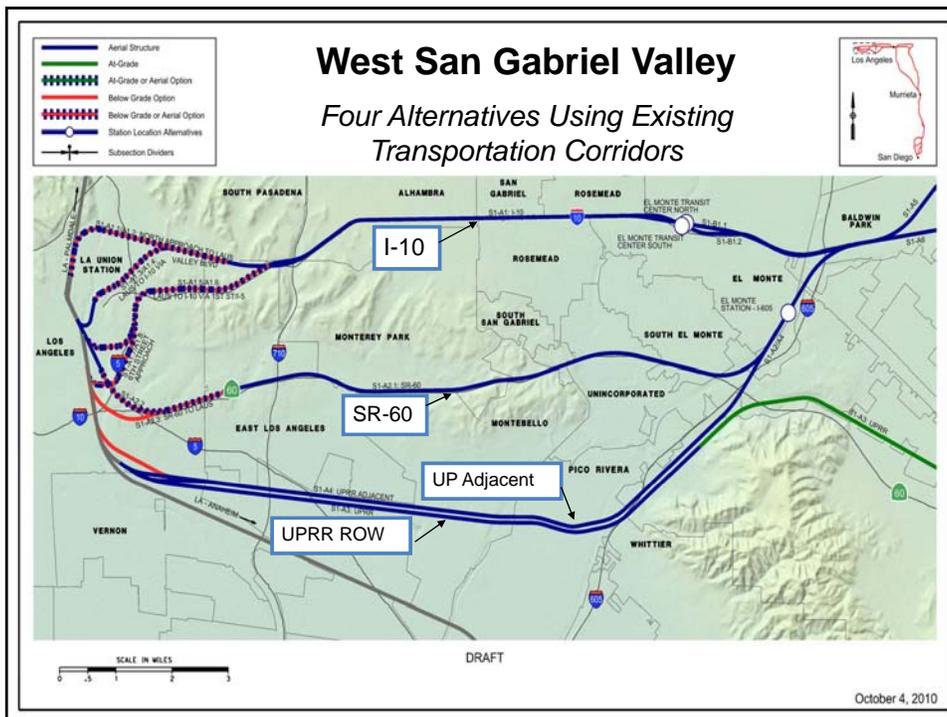


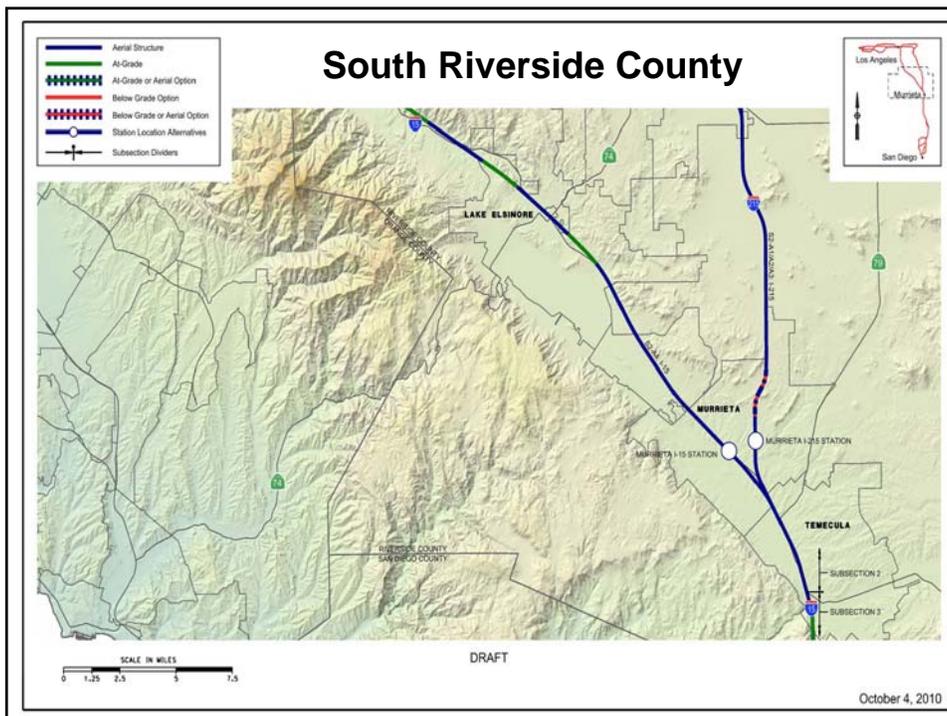
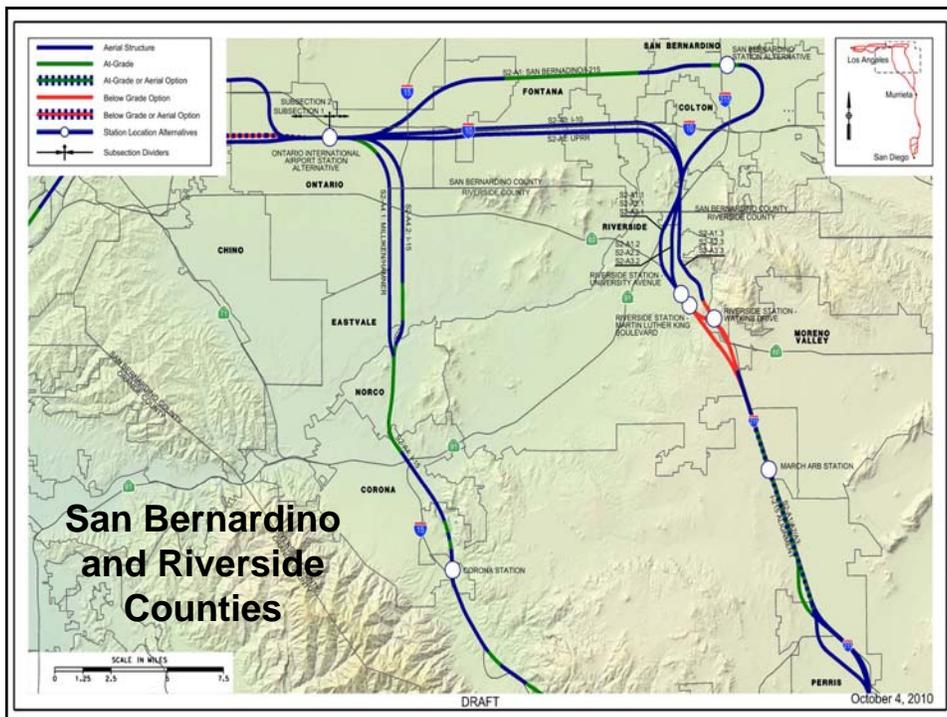
## OUR LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE SECTION

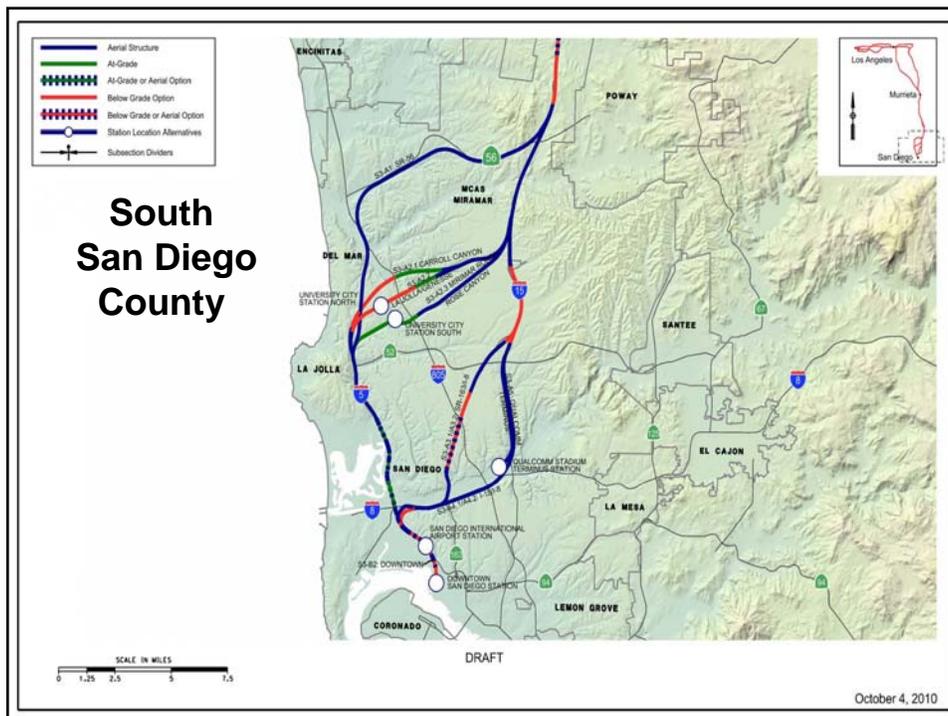
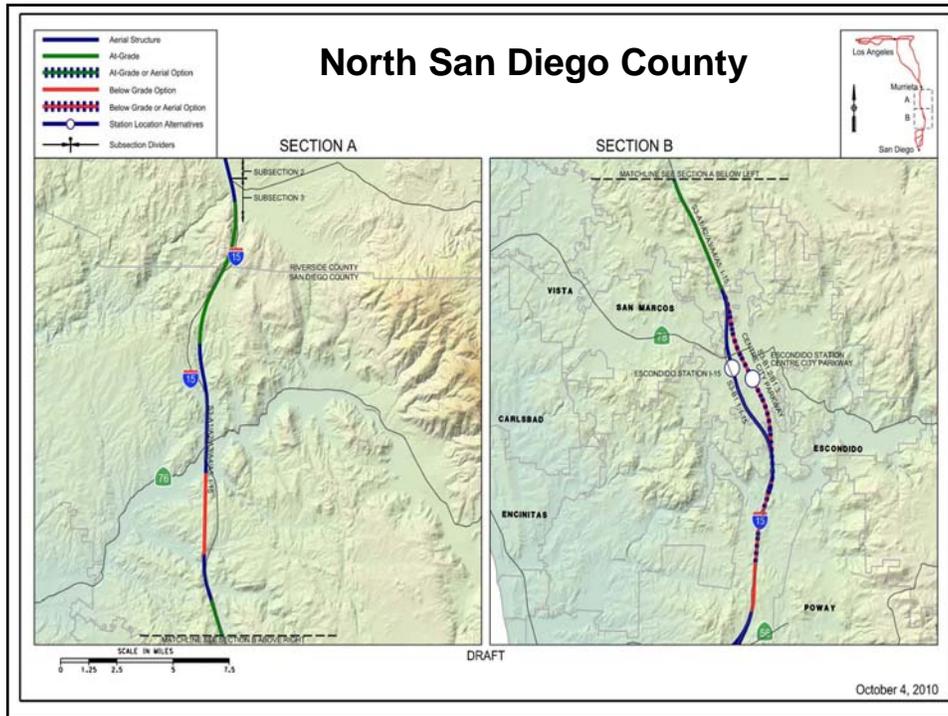
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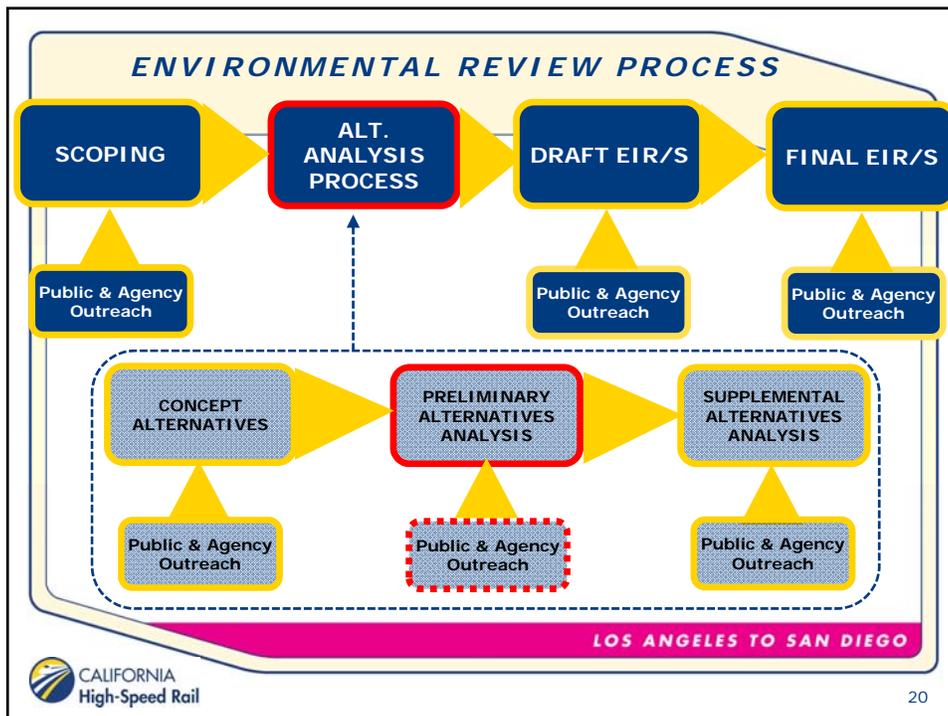
### Evaluation Criteria

- Operations
- Community disruption & impacts
- Travel time
- Capital & operating costs
- Constructability
- Environmental constraints & impacts
- Intermodal connections
- Development potential
- Property impacts
- Right-of-way constraints

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### LA-SD Section Timeline Overview

- 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.

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### Current Emphasis: Public Education

Presentations and briefings to:

- City Councils and staff
- Chambers of Commerce
- Business/trade organizations
- Civic groups
- Elected officials
- Technical Working Groups
- Agency partners

Media Relations

Electronic Communication



LOS ANGELES TO SAN DIEGO



*Contact Us*

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