

CALIFORNIA HIGH-SPEED RAIL UPDATE

**Central City
Association**



March 15, 2012

AGENDA

- 1. Project Overview**
- 2. Why High-Speed Rail**
- 3. DRAFT 2012 Business Plan**
- 4. Palmdale-Los Angeles section**
- 5. Los Angeles-Anaheim section**
- 6. Los Angeles-San Diego, via the Inland Empire**
- 7. 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
- 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: 60M

Mobility

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

Jobs

- 100,000 job-years over the next five years for initial construction
- 1.2 – 1.4 million job-years for Phase 1 construction
- 4,500 job-years for permanent operations

Environment

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



ADVANTAGE HSR

	\$78 – 98 billion	\$171 billion
	HSR	Business as Usual
Cost	✓	
Job creation – construction, permanent O&M, indirect	✓	✓
Private investment	✓	
Reduced auto use	✓	
Air quality improvement	✓	
Transit-oriented development	✓	
Feasibility	✓	
Safety	✓	
Reduced oil consumption	✓	
Travel time savings	✓	
Operations & maintenance costs	✓	

DRAFT 2012 BUSINESS PLAN: BUILDING THE SYSTEM

Step 1 - Initial Construction Section

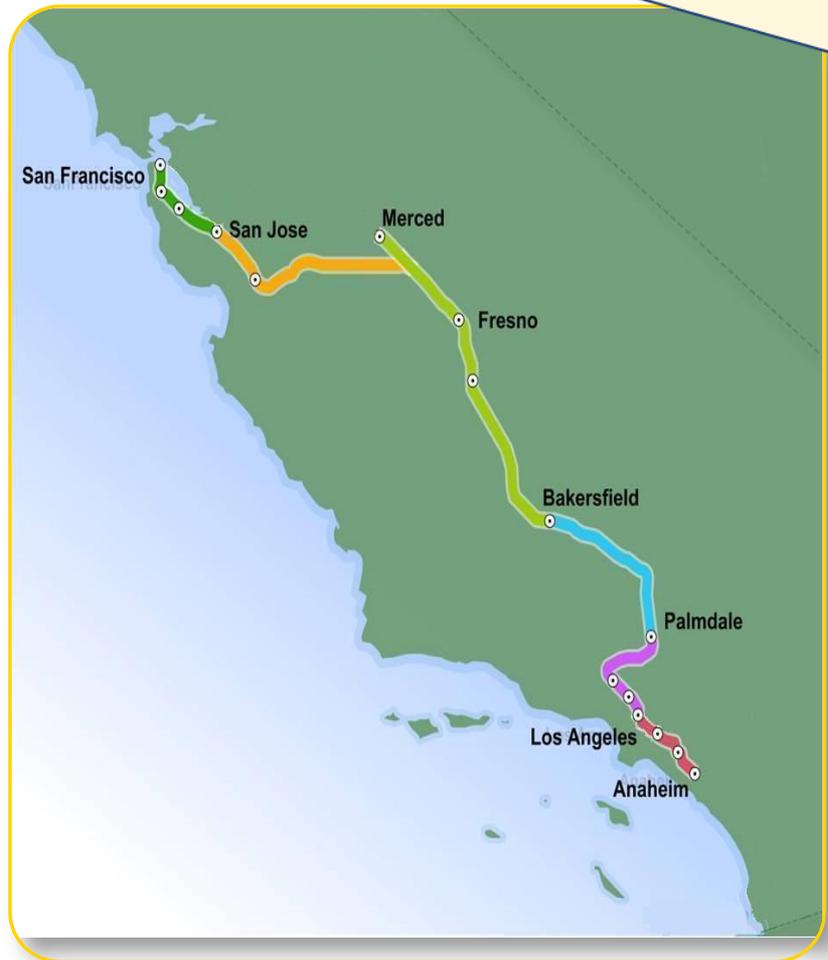
Step 2 – Initial Operating Section (N or S) / blended operations

Step 3 – Bay to Basin (B2B)

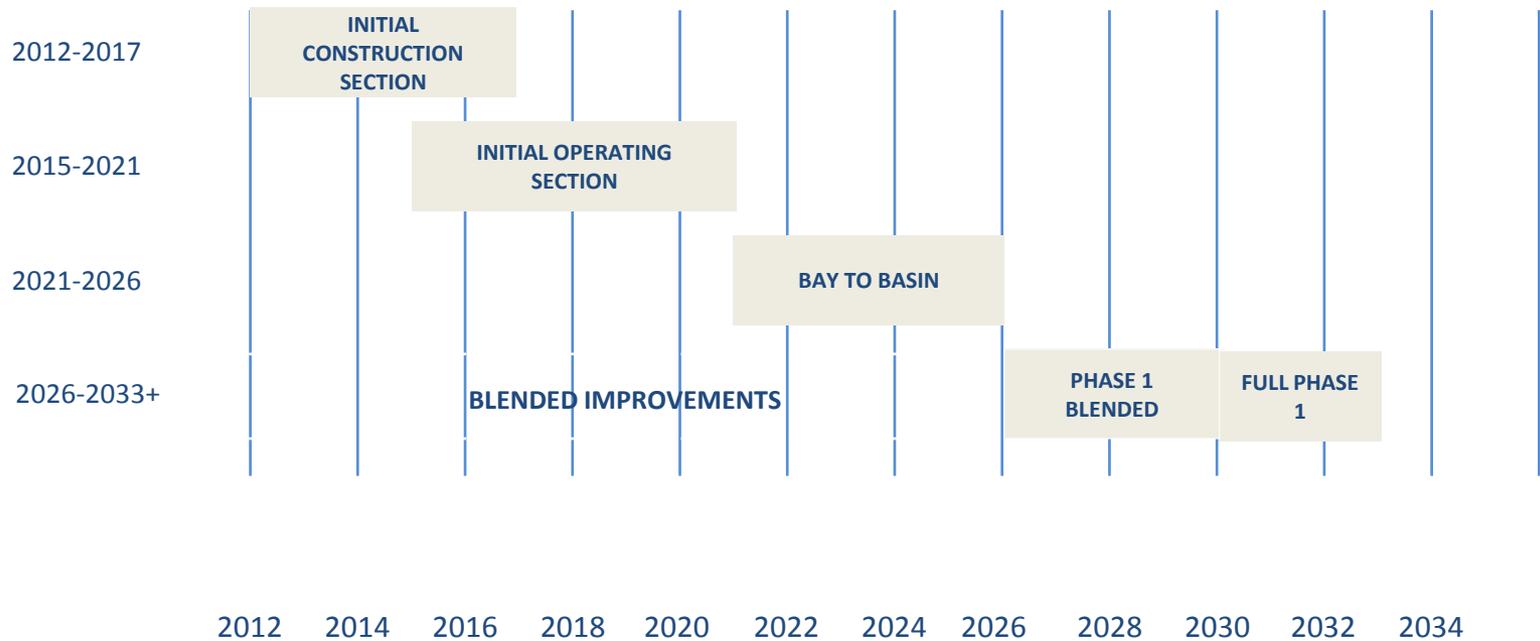
Step 4 – Phase 1 Blended

Step 5 – Phase 1/Full HSR

Step 6 – Phase 2



DRAFT 2012 BUSINESS PLAN TIMELINE



PALMDALE TO LOS ANGELES OVERVIEW

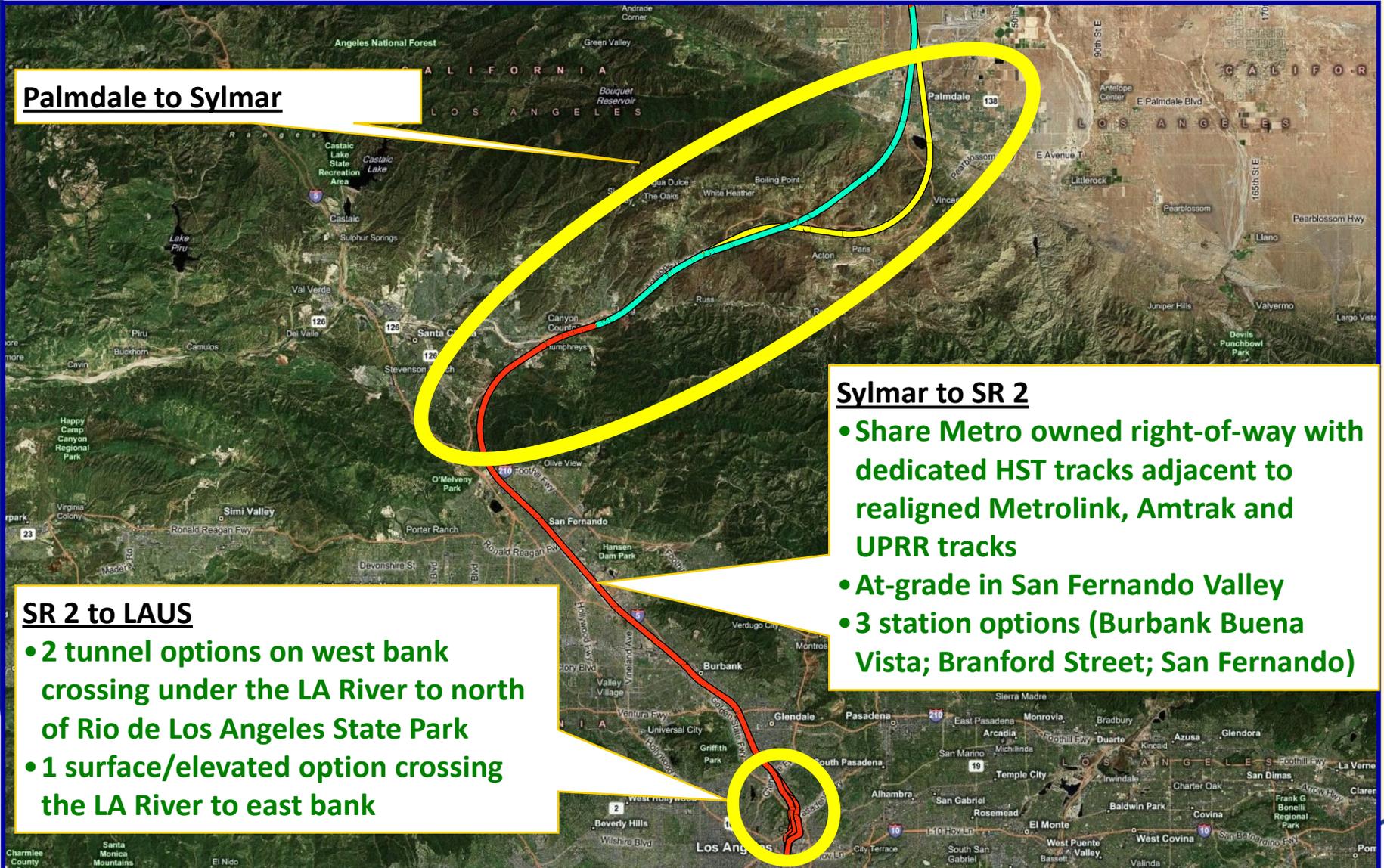
Palmdale to Sylmar

Sylmar to SR 2

- 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)

SR 2 to LAUS

- 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



LOS ANGELES TO ANAHEIM STUDY AREA

- Uses the existing LA-San Diego (LOSSAN) Passenger Rail Corridor
- Grade separations at rail and road interfaces
- Studying dedicated and shared track alternatives plus option within each for phased implementation
- Operating speed of up to 110 mph between Los Angeles and Anaheim
- HSR Travel time from LA to Anaheim estimated at 25 minutes



LOS ANGELES TO SAN DIEGO (VIA INLAND EMPIRE) STUDY AREA

Alternatives Analysis Update

- Reduced 500 miles of alternatives to 290 miles (170-mile corridor)
- Reduced station candidates to 13
- Recommended withdrawal of alignments for utilizing UPRR ROW or immediately adjacent to UPRR
- Recommended that ITC/SDIA is appropriate terminus for HST

Other Updates

- 27 Open House meetings throughout corridor in May & June 2011
- Section not fully funded for 2011/12



STAYING UP TO SPEED

California High-Speed Rail Authority

Address: 770 L Street, Suite 800
Sacramento, CA 95814

Phone: 916-324-1541

Website: www.cahighspeedrail.ca.gov

Email: palmdale_los.angeles@hsr.ca.gov or
los.angeles_anaheim@hsr.ca.gov

Join the conversation on Twitter, Facebook and Flickr

