CALIFORNIA HIGH-SPEED RAIL UPDATE

Chinatown BID/Los Angeles Chinatown Business Council

December 2011

CALIFORNIA High-Speed Rail

AGENDA

1. Project Overview
2. Why High-Speed Rail
3. Palmdale-Los Angeles section
4. 2012 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

CALIFORNIA High-Speed Rail

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

Jobs

- 100,000 jobs next five years for initial construction
- 1.2 – 1.4 million jobs over 20 years for Phase 1 construction
- 4,500 permanent operations jobs
- 100,000-450,000 new non-HSR permanent jobs by 2040

Environment

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

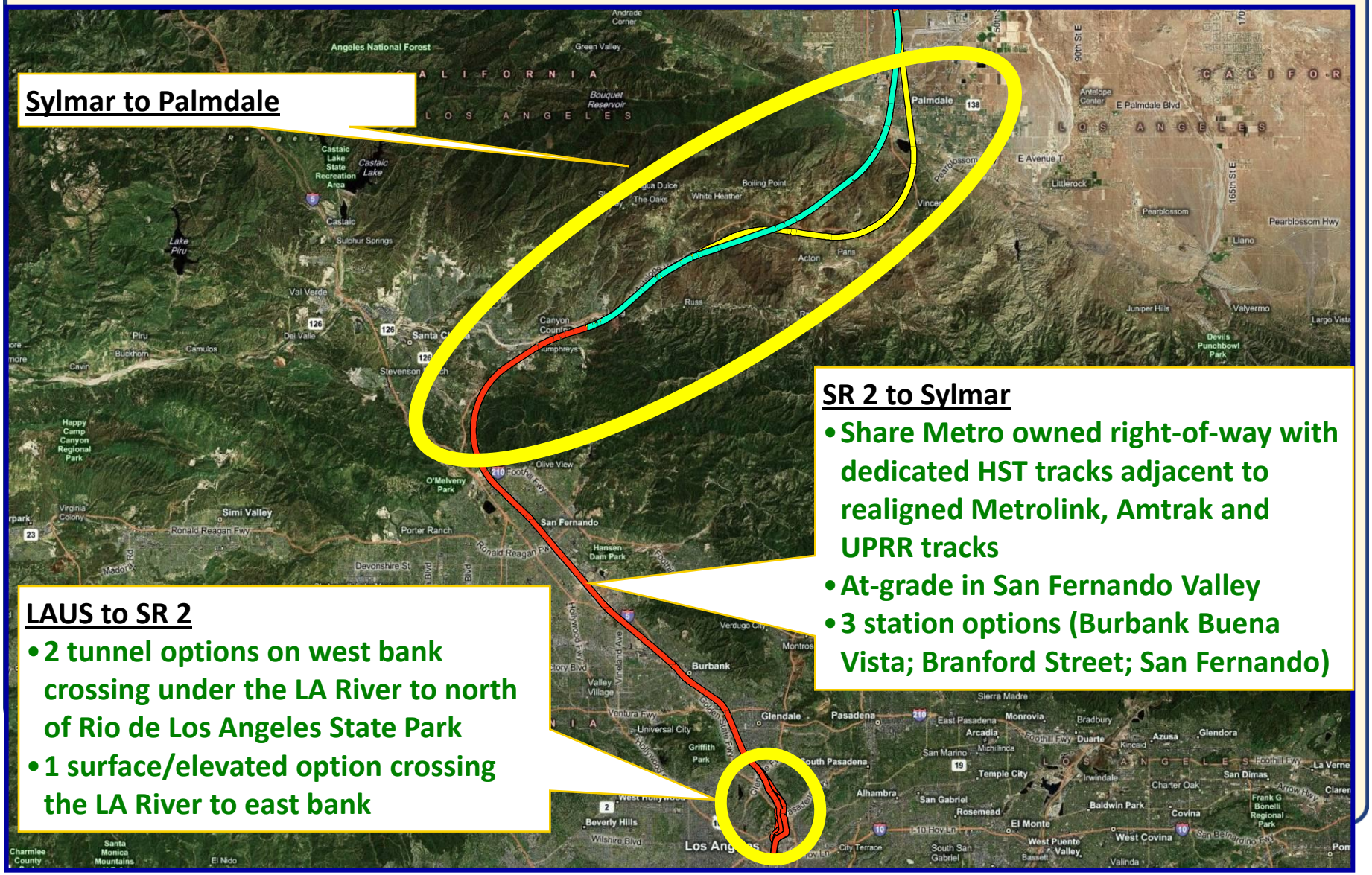
CALIFORNIA High-Speed Rail

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	✓	

CALIFORNIA High-Speed Rail

PALMDALE TO LOS ANGELES OVERVIEW



Sylmar to Palmdale

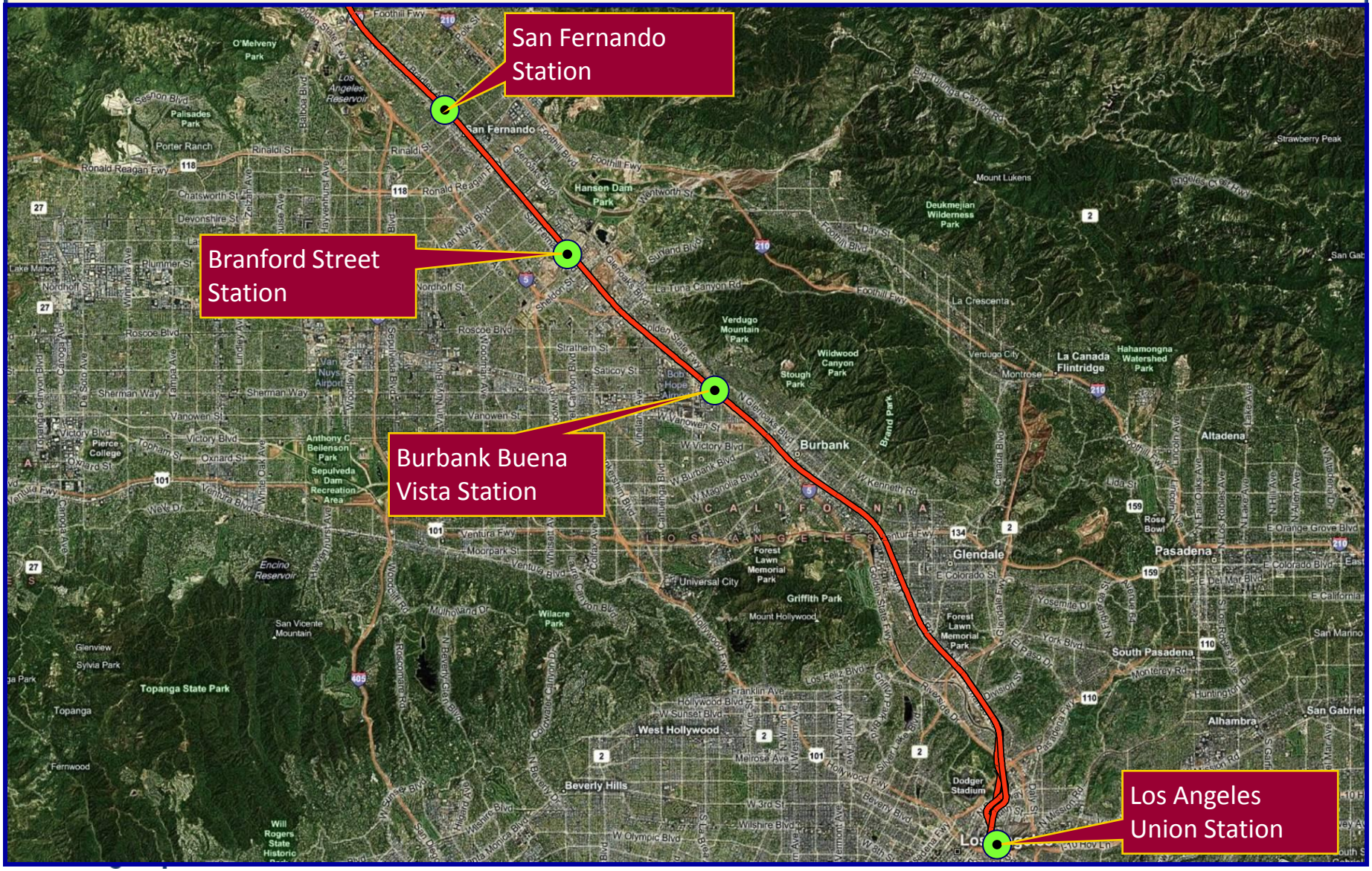
SR 2 to Sylmar

- 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)

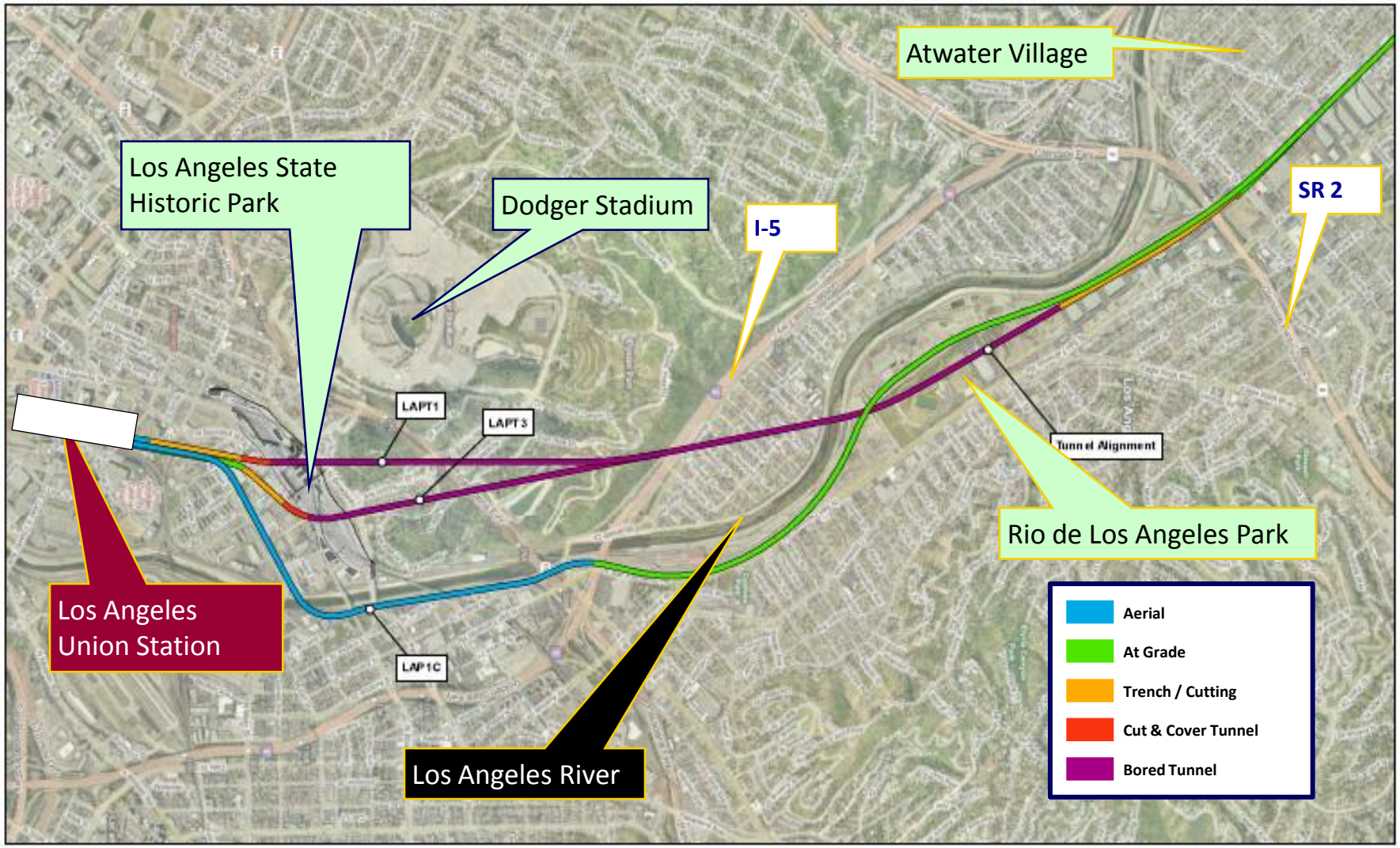
LAUS to SR 2

- 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

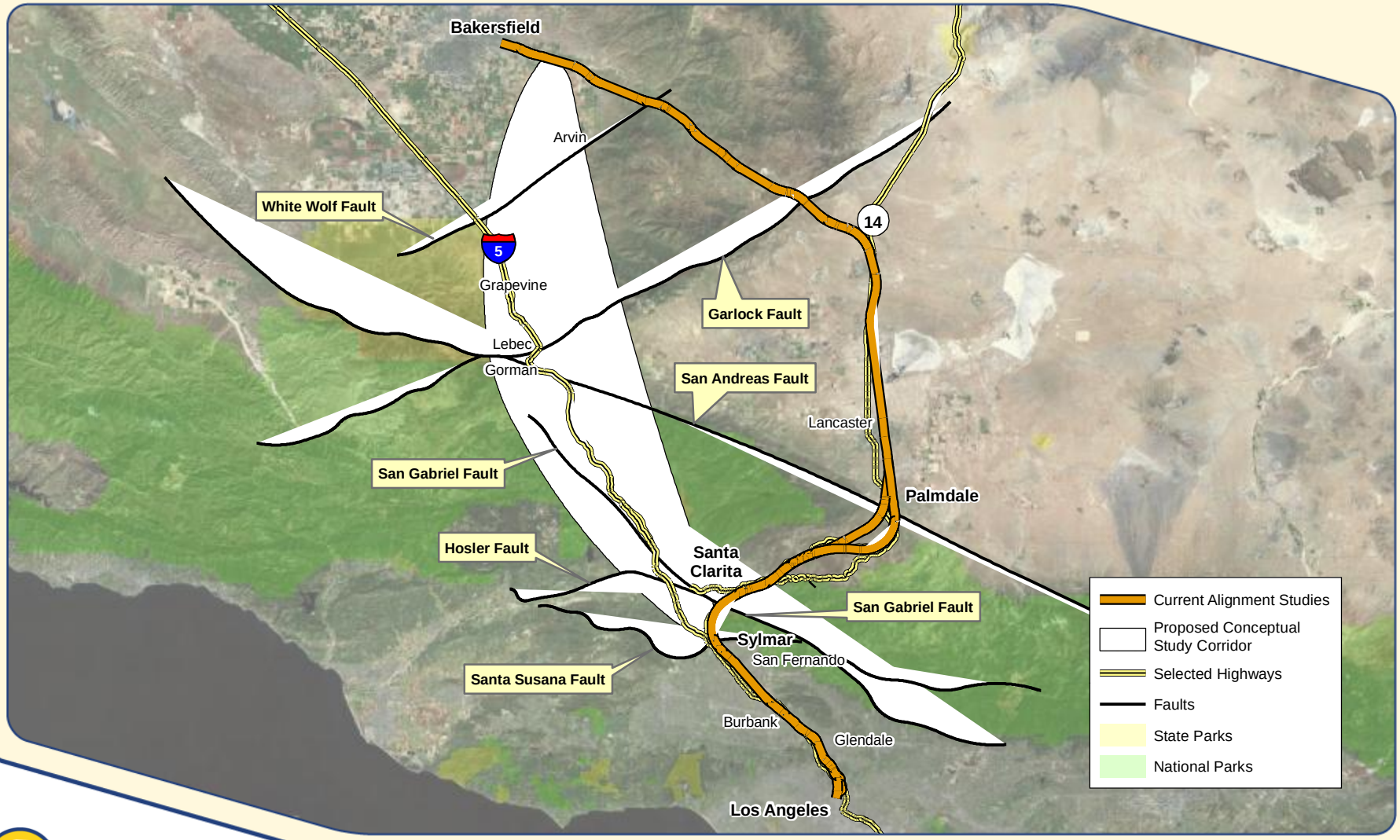
SAN FERNANDO VALLEY STATION LOCATION OPTIONS



LAUS TO SR 2 ALIGNMENT ALTERNATIVES



CONCEPTUAL I-5 STUDY CORRIDOR



CALIFORNIA High-Speed Rail

2012 BUSINESS PLAN

Approach:

- Phased implementation
- Blended operations
- Ridership and revenue projections
- Schedule

PHASING OF THE SYSTEM

Step 1 - Initial Construction Section

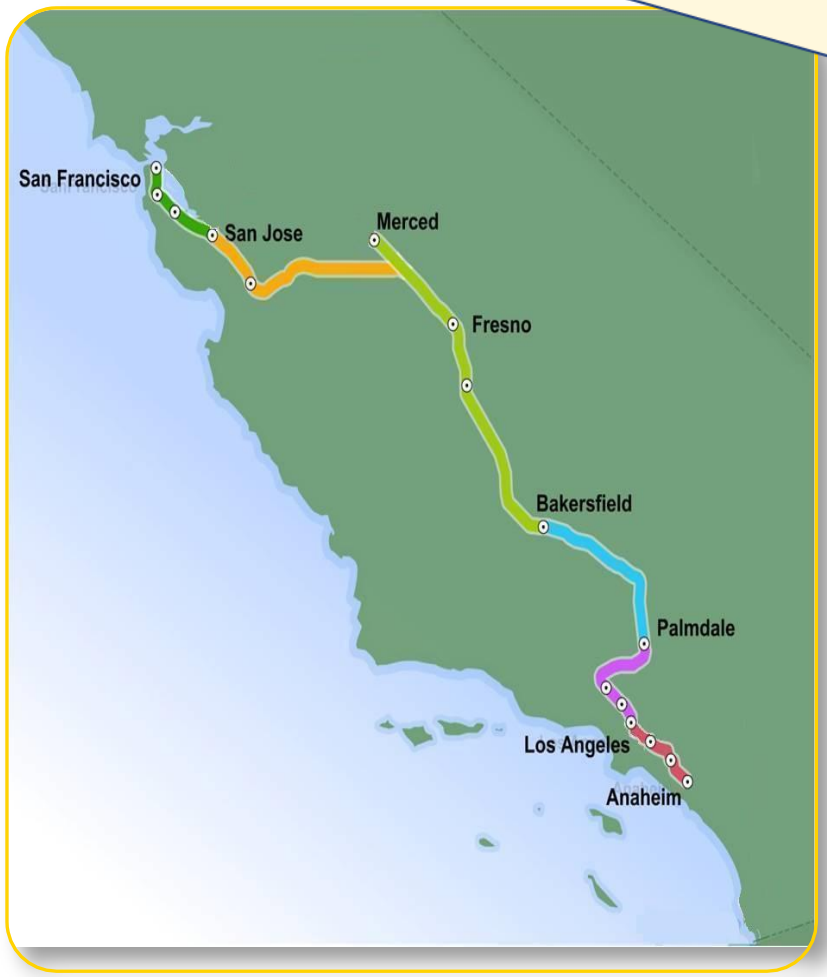
Step 2 – Initial Operating Section (N or S) / blended operations

Step 3 – Bay to Basin (B2B)

Step 4 – Phase 1 Blended

Step 5 – Phase 1/Full HSR

Step 6 – Phase 2



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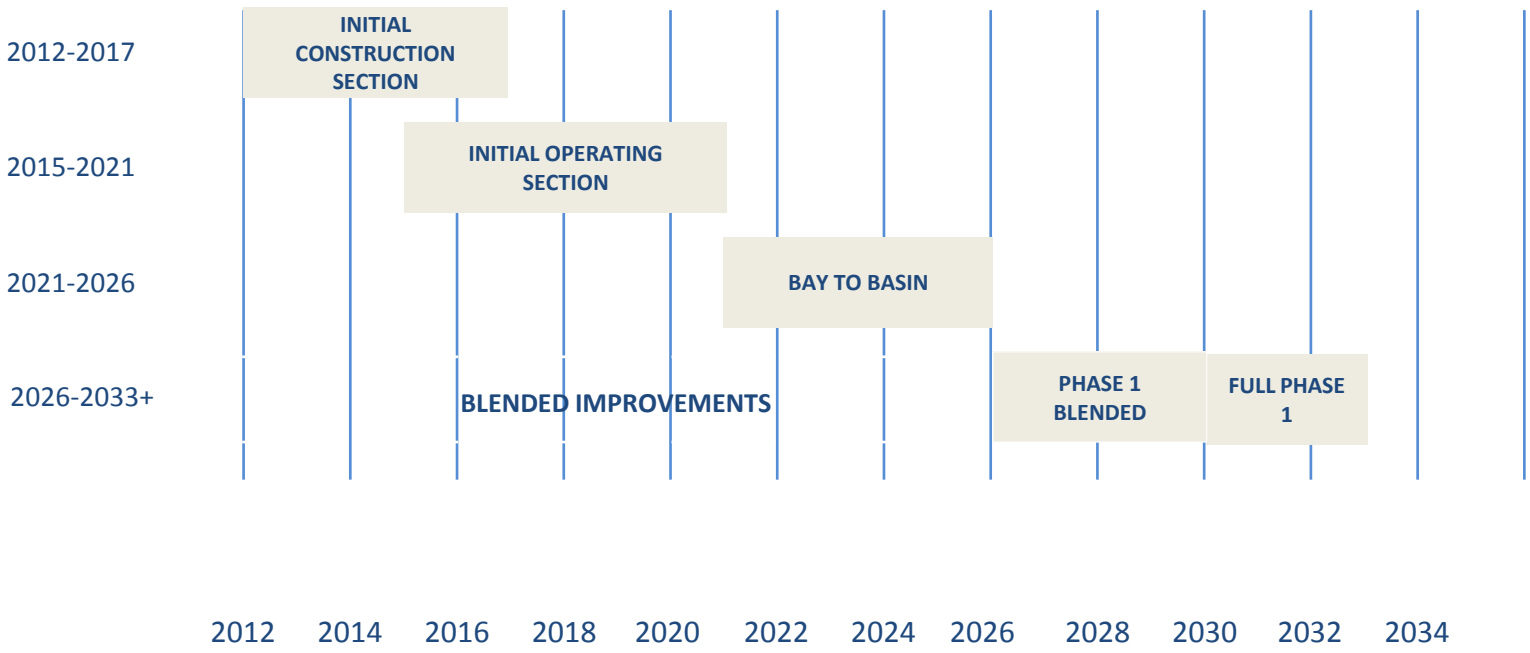
PHASED IMPLEMENTATION



CALIFORNIA High-Speed Rail

STAYING UP TO SPEED

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