CALIFORNIA HIGH-SPEED RAIL UPDATE

Rampart Village
Neighborhood Council

October 2011

CALIFORNIA
High-Speed Rail

TOPICS COVERED TODAY

1. Project Overview
2. Why High-Speed Rail
3. Phase 1 and Initial Construction
4. Funding Available & Profitability
5. Palmdale-Los Angeles section
    a) 3 Station Options in the San Fernando Valley
    b) 3 Possible Routes north of Union Station
    c) I-5 Conceptual Study

CALIFORNIA High-Speed Rail

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 Train Map, Statewide Overview

April 2010

CALIFORNIA High-Speed Rail

WHY WE NEED IT

Jobs

- 600,000 full-time, one-year, construction-related job equivalents
- 5,000 permanent operations and maintenance jobs

Mobility

- Economic power stems from the ability to move people and goods around the state

Environment

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

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WHY WE NEED IT

Benefits Outweigh the Costs

Population Growth

- California's population now: 38 million
  By 2035: 50 million

We can build…

- New freeways, airport runways and more departure gates to address our expected population growth

or

- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy

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WHY WE NEED IT

Interconnectivity with Existing Transportation

- Connections in Los Angeles and Anaheim to Metrolink and Amtrak
- Connecting to LA Union Station and ARTIC
- Southern California Passenger Rail Planning Coalition

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PHASE 1 MOVING FORWARD

Building outward north/south to an "IOS"

First Step:

- Merced-Fresno
- Fresno-Bakersfield

Second Step:

- San Jose-Merced
- Bakersfield-Palmdale
- Palmdale-Los Angeles

Third Step:

- San Francisco-San Jose
- Los Angeles-Anaheim

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WHERE WE ARE NOW

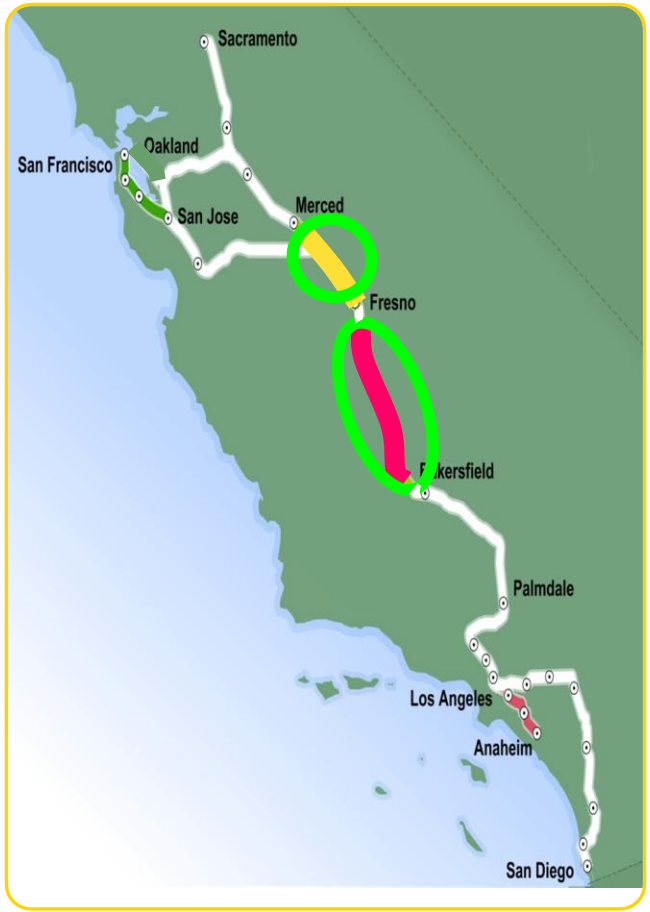
Transitioning from Planning to Implementation

Project-level EIR/EIS in process for all sections

- ✓ All seven Phase 1 sections continue to do environmental analysis
- ✓ Receiving public input on all alignments

Preparing for start of construction

- ✓ Assembling management team
- ✓ Beginning the procurement process



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INITIAL CONSTRUCTION

Why the Central Valley Makes Sense

The Central Valley will be the backbone of a Northern California-to-Southern California system.

- Approximately 140-miles, from the Chowchilla “wye,” to Bakersfield
- True high speeds
- Testing and proving ground for new technology
- Ease of construction
- Job creation / unemployment

Need to connect Northern & Southern California

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INITIAL CONSTRUCTION

Timeline

- Draft environmental documents for public review/input: Now
- Final environmental documents: end of 2011
- Right-of-way acquisition: beginning of 2012
- Begin construction: September 2012
- Complete construction segment funded with initial dollars: September 2017
- Extend the line to the south & north

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CURRENT PUBLIC FUNDING SUMMARY

FUNDING SOURCE	AWARD	STATE MATCH	TOTAL
ARRA Jan. 2010	$1.85 billion	$1.85 billion	$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	$715 million	$306 million	$1.02 billion
ARRA Dec. 2010	$616 million	$616 million	$1.234 billion
Re-allocation of Florida ARRA funds	$300 million	$375 million	$675 million

About **$6.3 billion available for initial construction**

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PROFITABILITY

High-Speed Rail Systems Make Money

High-Speed Rail Systems Cover Their Own Operations and Maintenance

- According to the International Union of Railways (UIC), every true high-speed rail system in the world covers its operations and maintenance costs and makes a profit with its ticket fares.

INTERNATIONAL UNION OF RAILWAYS

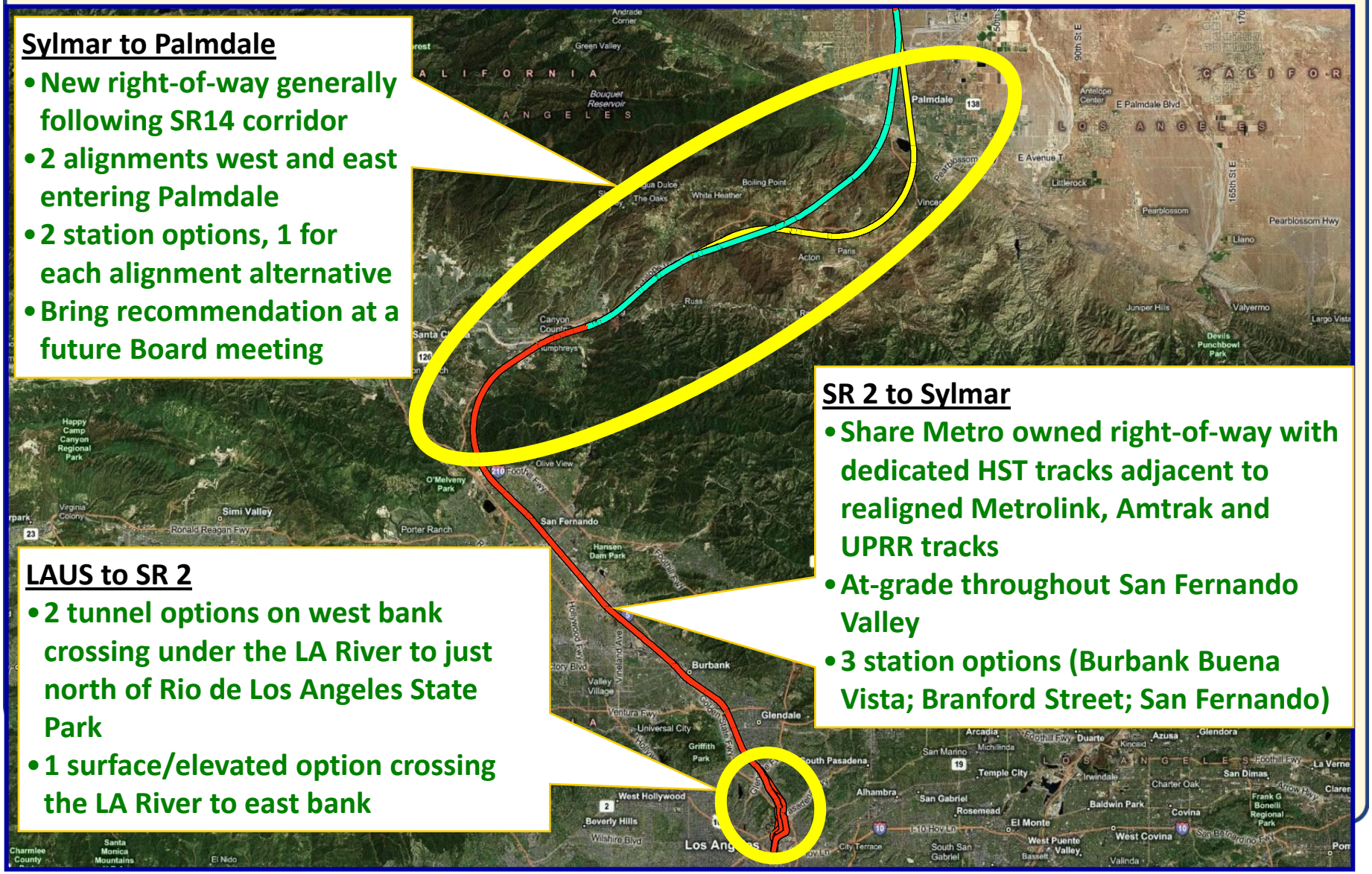
Two Systems Have Paid Back Their Infrastructure Costs

- Tokyo-Osaka and Paris-Lyon have brought enough benefit to compensate for the original cost of their infrastructure.

Operations vs. Infrastructure

- It's important to separate the two when discussing profitability.
- Government ought to invest in infrastructure.

PALMDALE TO LOS ANGELES OVERVIEW



Sylmar to Palmdale

- New right-of-way generally following SR14 corridor
- 2 alignments west and east entering Palmdale
- 2 station options, 1 for each alignment alternative
- Bring recommendation at a future Board meeting

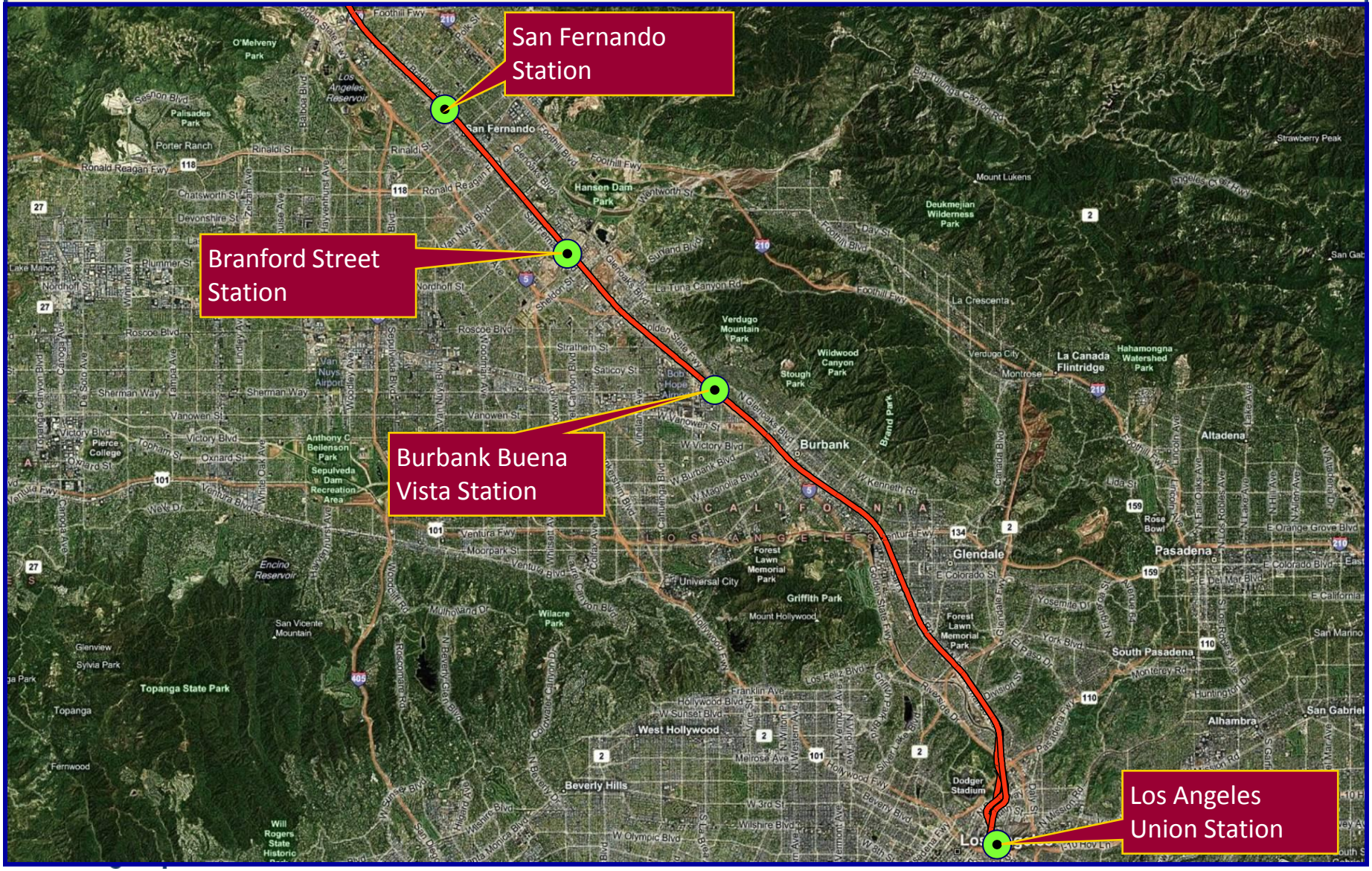
SR 2 to Sylmar

- Share Metro owned right-of-way with dedicated HST tracks adjacent to realigned Metrolink, Amtrak and UPRR tracks
- At-grade throughout San Fernando Valley
- 3 station options (Burbank Buena Vista; Branford Street; San Fernando)

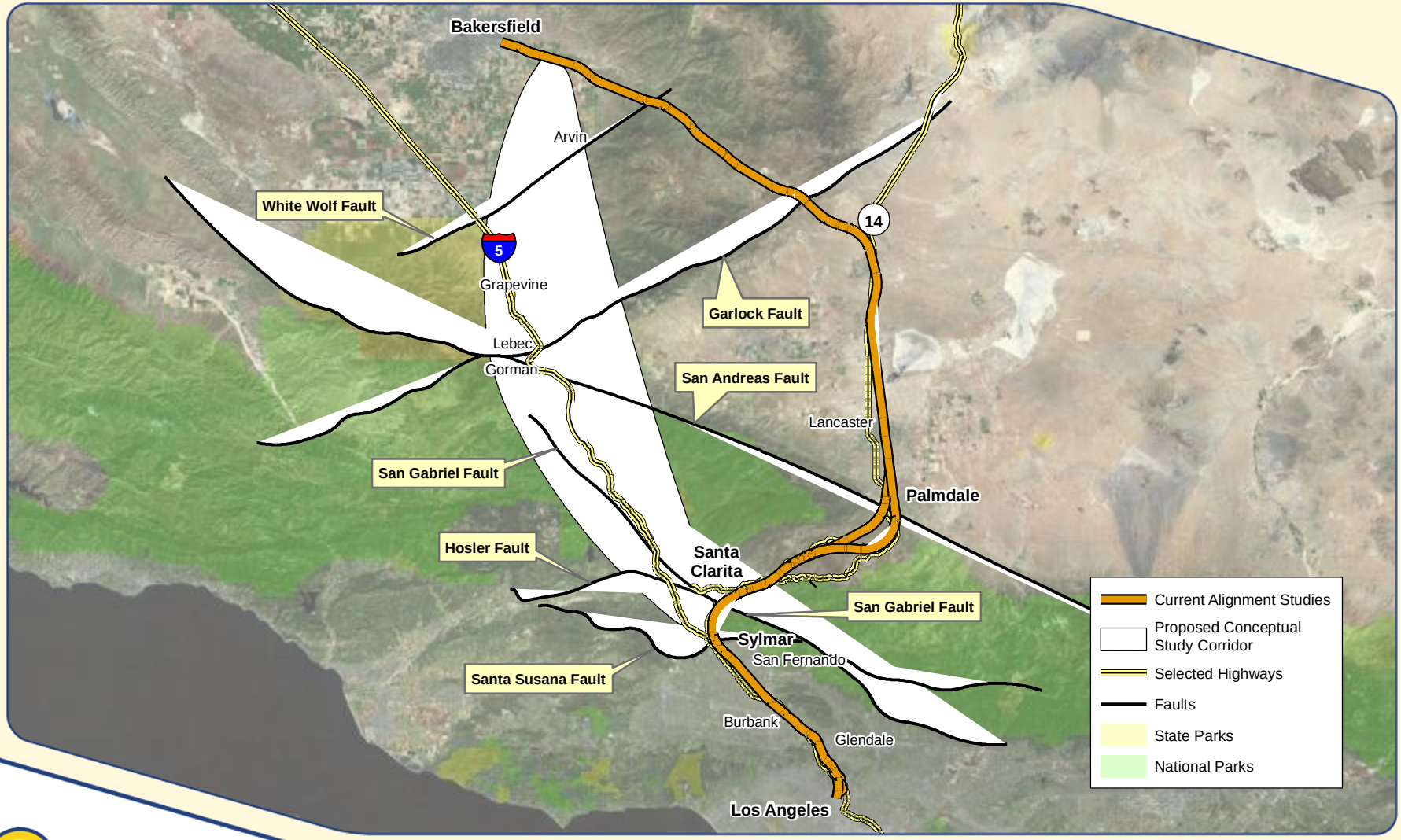
LAUS to SR 2

- 2 tunnel options on west bank crossing under the LA River to just 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



CONCEPTUAL I-5 STUDY CORRIDOR



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STAYING UP TO SPEED

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