

CALIFORNIA HIGH-SPEED RAIL UPDATE

**Southern California
Transit Advocates**



March 10, 2012

AGENDA

- 1. Project Overview**
- 2. Why High-Speed Rail**
- 3. Palmdale-Los Angeles section**
- 4. Los Angeles-Anaheim section**
- 5. 2012 Business Plan**
- 6. 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



WHY WE NEED IT

Population Growth

- California's population now: 38 million. By 2050: 60 million

Mobility

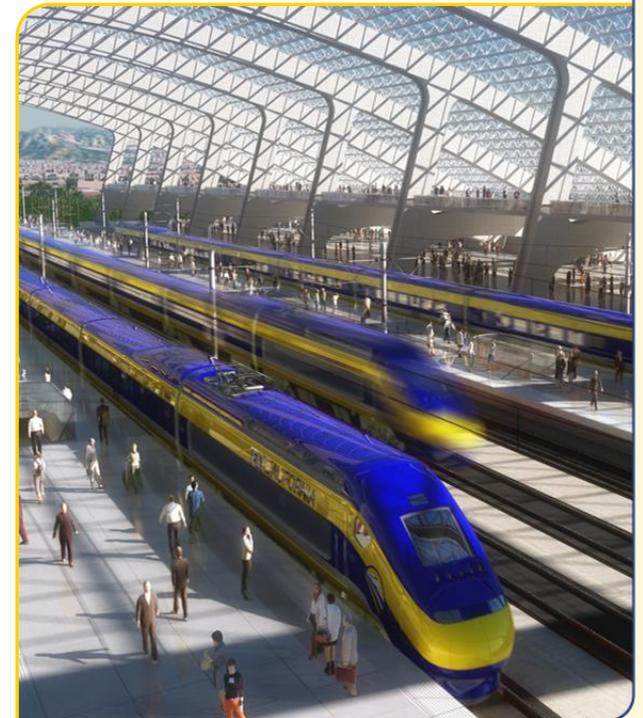
- Economic power stems from the ability to move people and goods around the state
- Interconnectivity with existing transportation

Jobs

- 100,000 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
- 100,000-450,000 job-years for new non-HSR permanent jobs by 2040

Environment

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

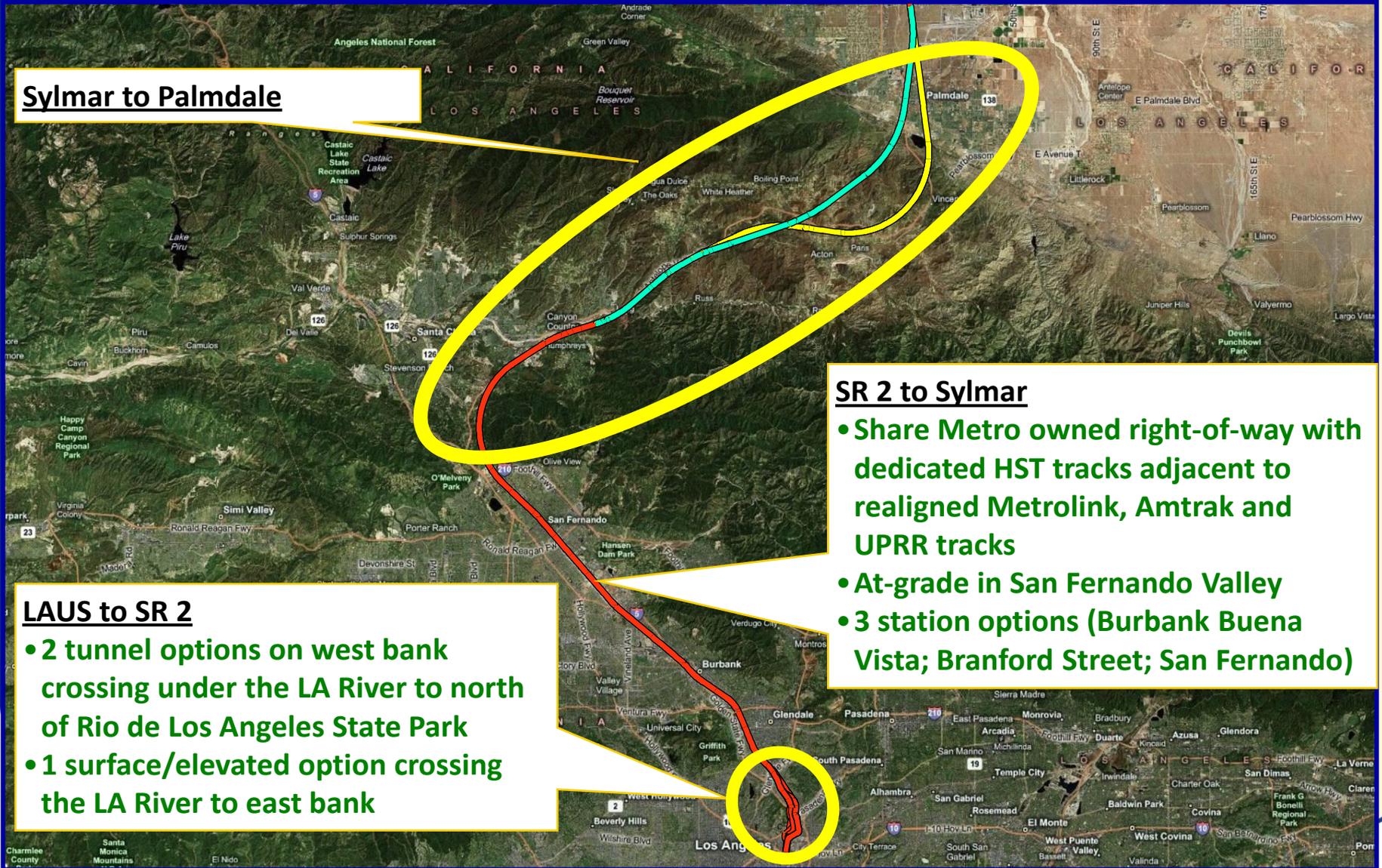


ADVANTAGE HSR

	\$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	✓	

PALMDALE TO LOS ANGELES OVERVIEW

Sylmar to Palmdale



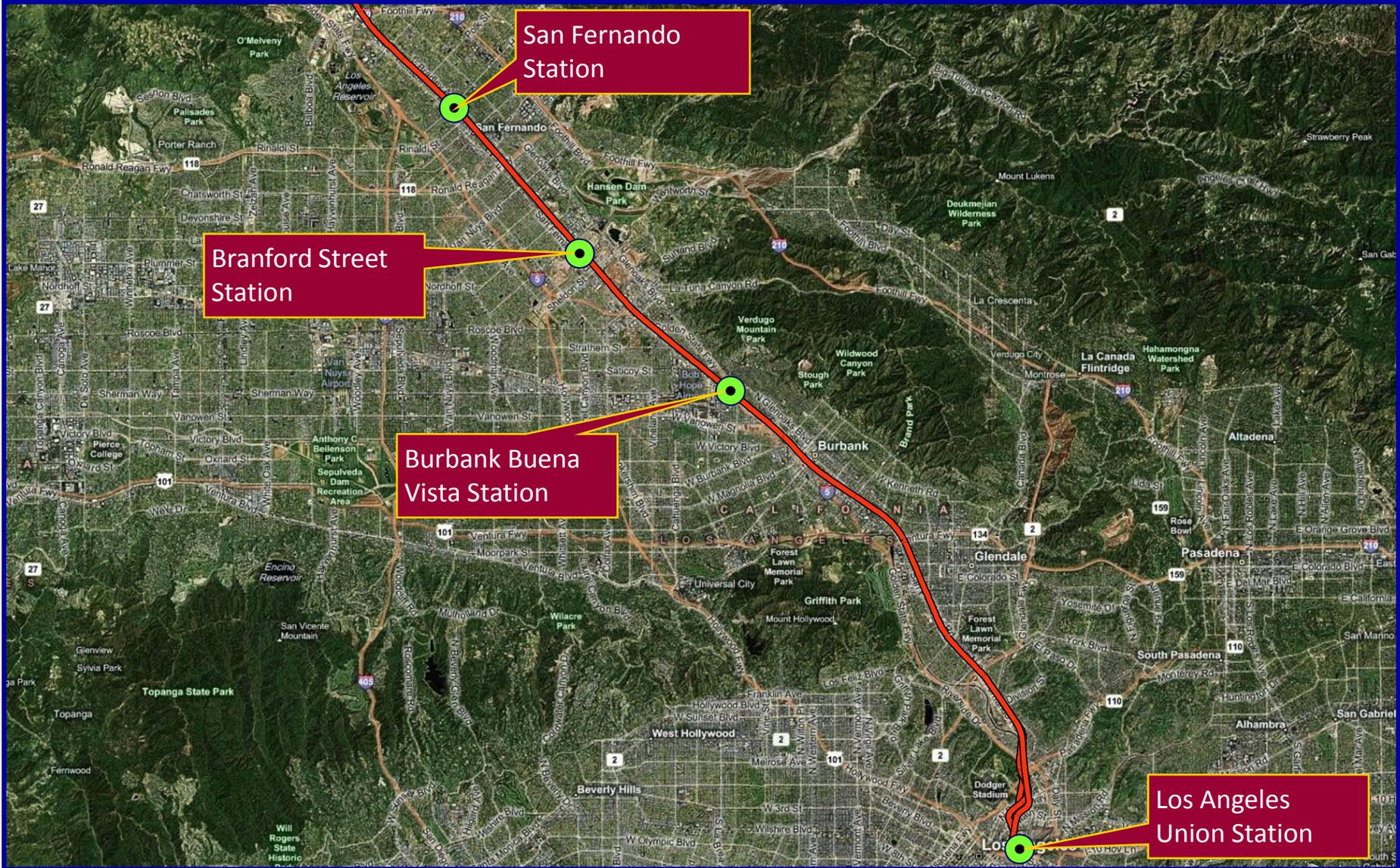
LAUS to SR 2

- 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

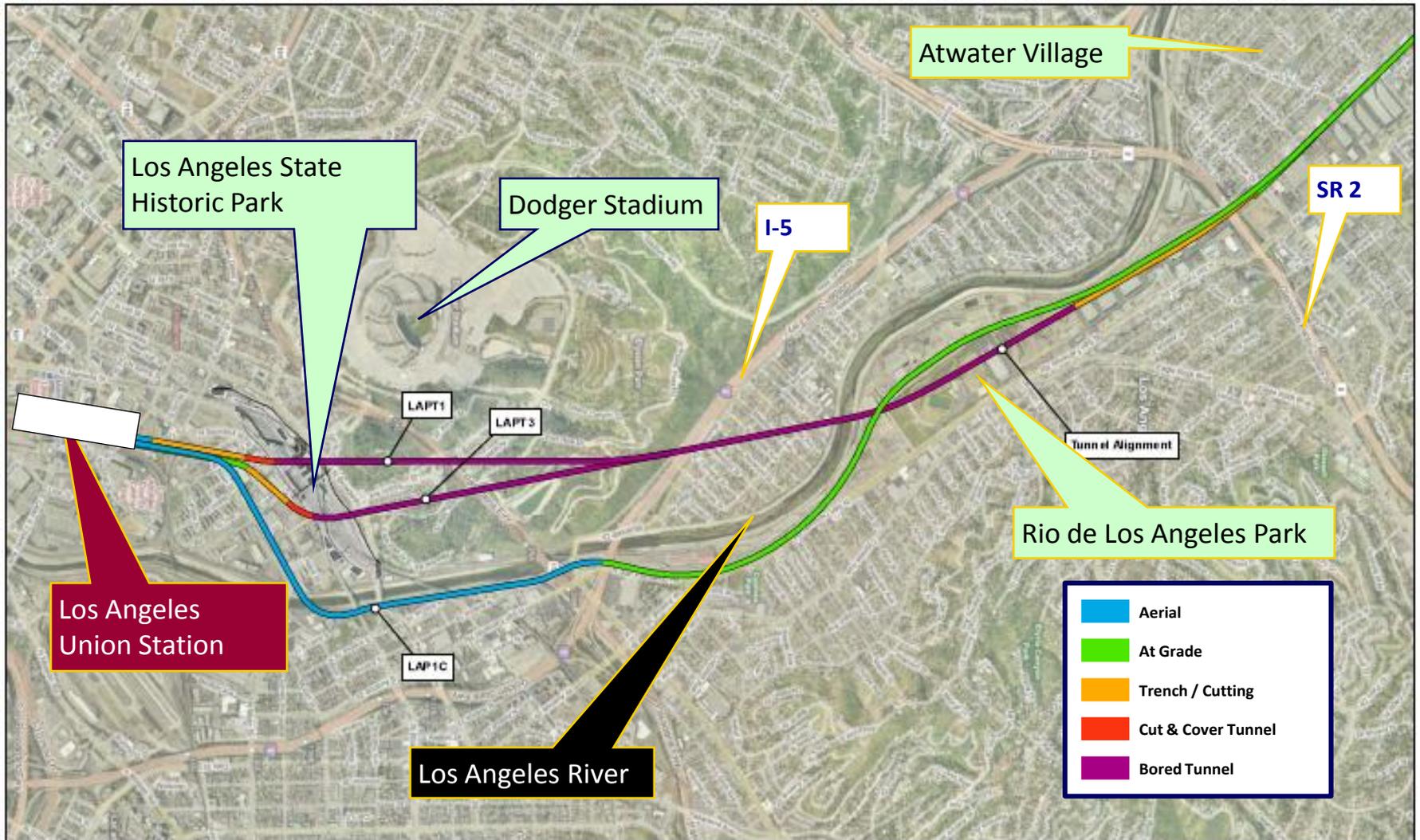
SR 2 to Sylmar

- 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)

SAN FERNANDO VALLEY STATION LOCATION OPTIONS



LAUS TO SR 2 ALIGNMENT ALTERNATIVES

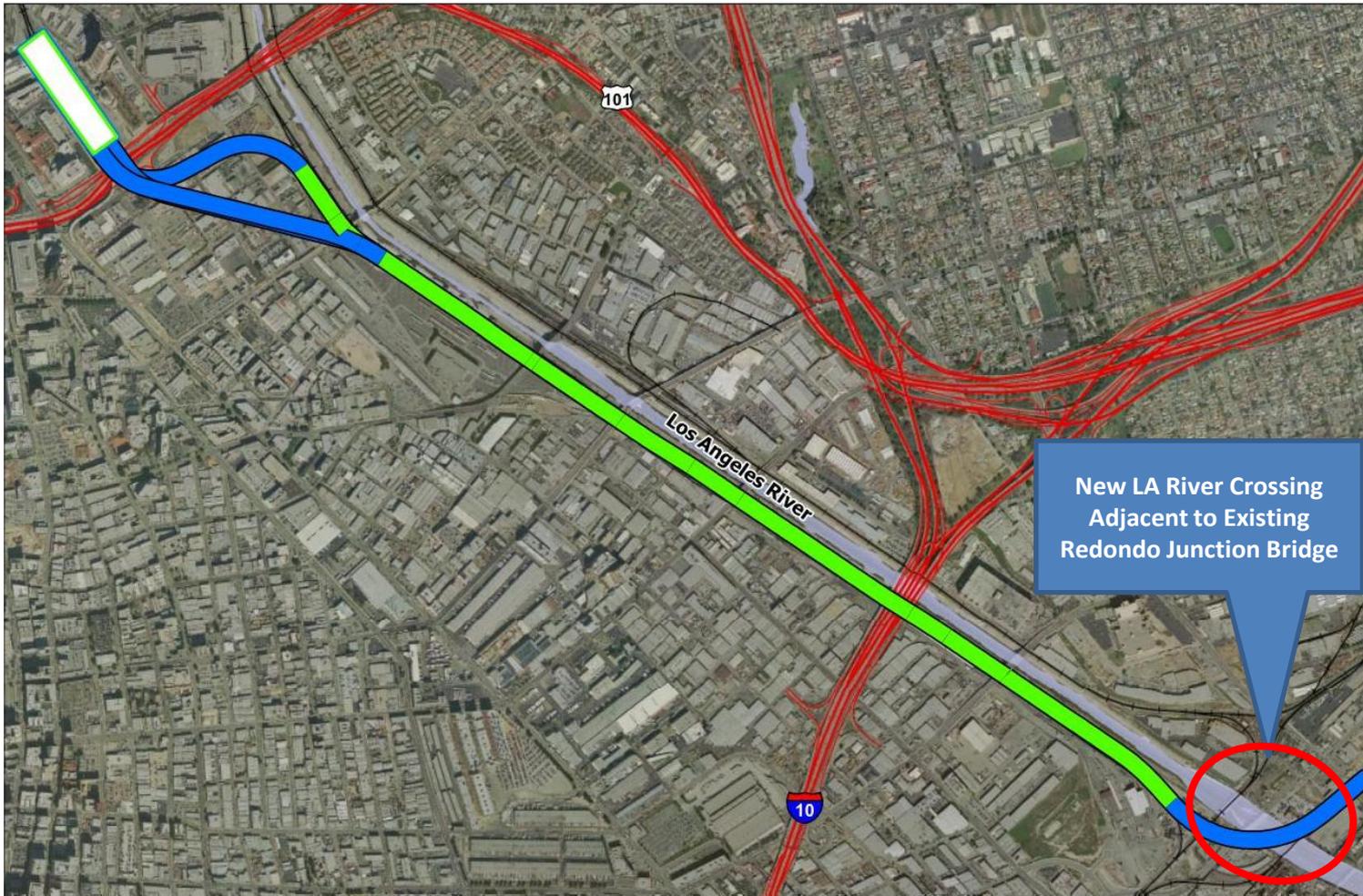


LOS ANGELES TO ANAHEIM STUDY AREA

- 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 UNION STATION TO LA RIVER



New LA River Crossing
Adjacent to Existing
Redondo Junction Bridge

RELIEF TO LOSSAN RAIL CORRIDOR

- High-Speed Rail has the ability to increase capacity for all passenger rail service in the LOSSAN Corridor
- Implementing grade separations throughout LOSSAN Corridor means:
 - Improved safety
 - Improved travel time
 - New Amtrak express service LA-A travel time = 40 minutes
 - High-Speed Rail LA-A travel time = 25 minutes.



2012 BUSINESS PLAN

Approach:

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

PHASING OF THE SYSTEM

Step 1 - Initial Construction Section

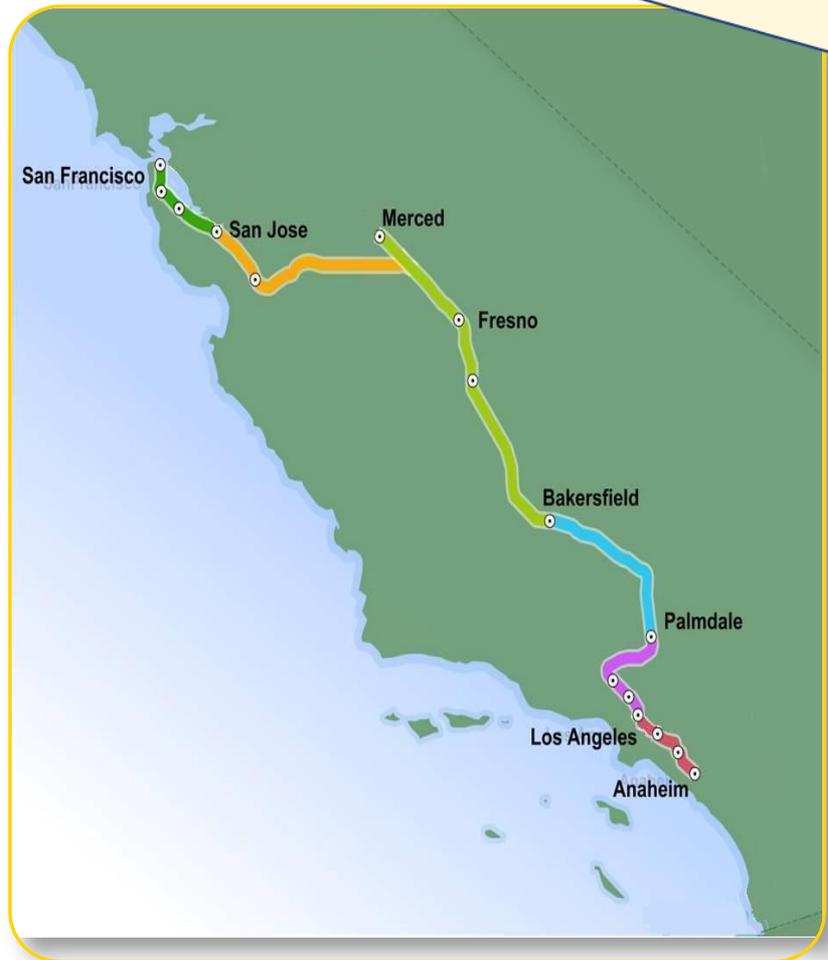
Step 2 – Initial Operating Section (N or S) / blended operations

Step 3 – Bay to Basin (B2B)

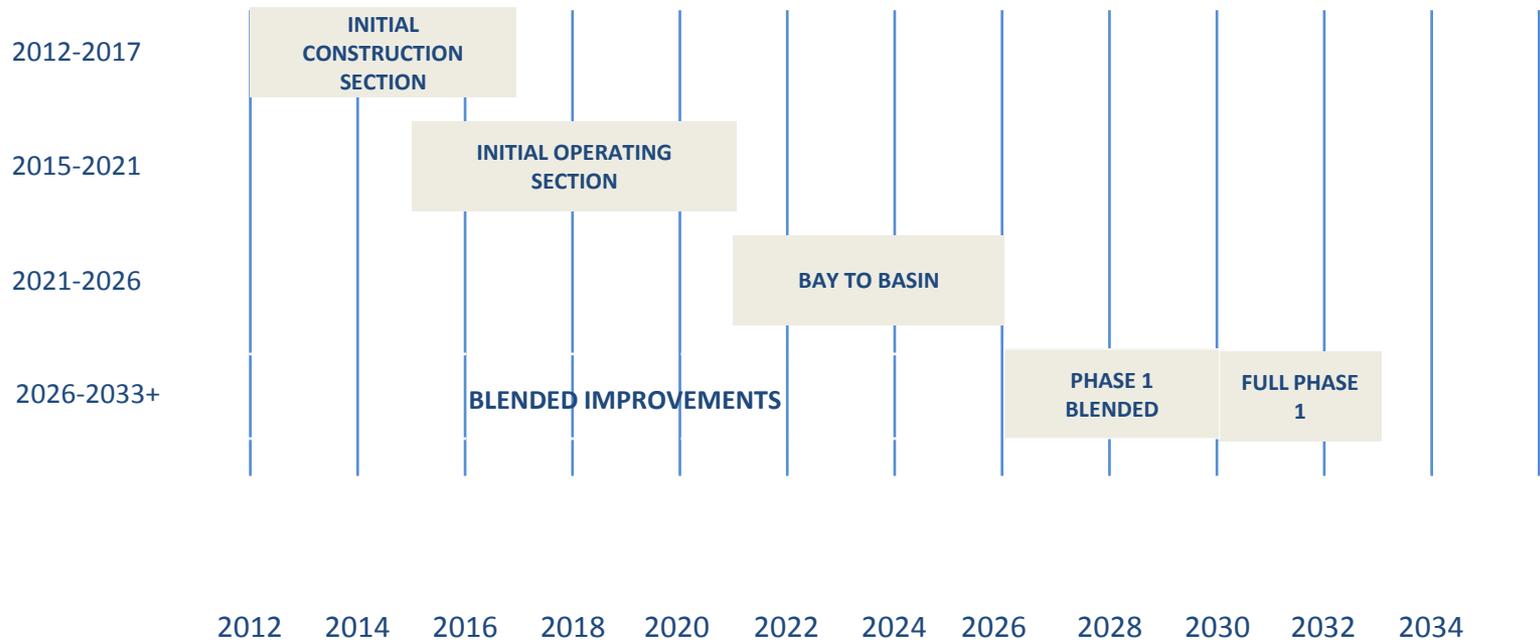
Step 4 – Phase 1 Blended

Step 5 – Phase 1/Full HSR

Step 6 – Phase 2



PHASED IMPLEMENTATION



STAYING UP TO SPEED

California High-Speed Rail Authority

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