# CALIFORNIA HIGH-SPEED RAIL UPDATE

**United Chambers of Commerce of the San Fernando Valley**

**November 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 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

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# 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

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# 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 | ✓ | |

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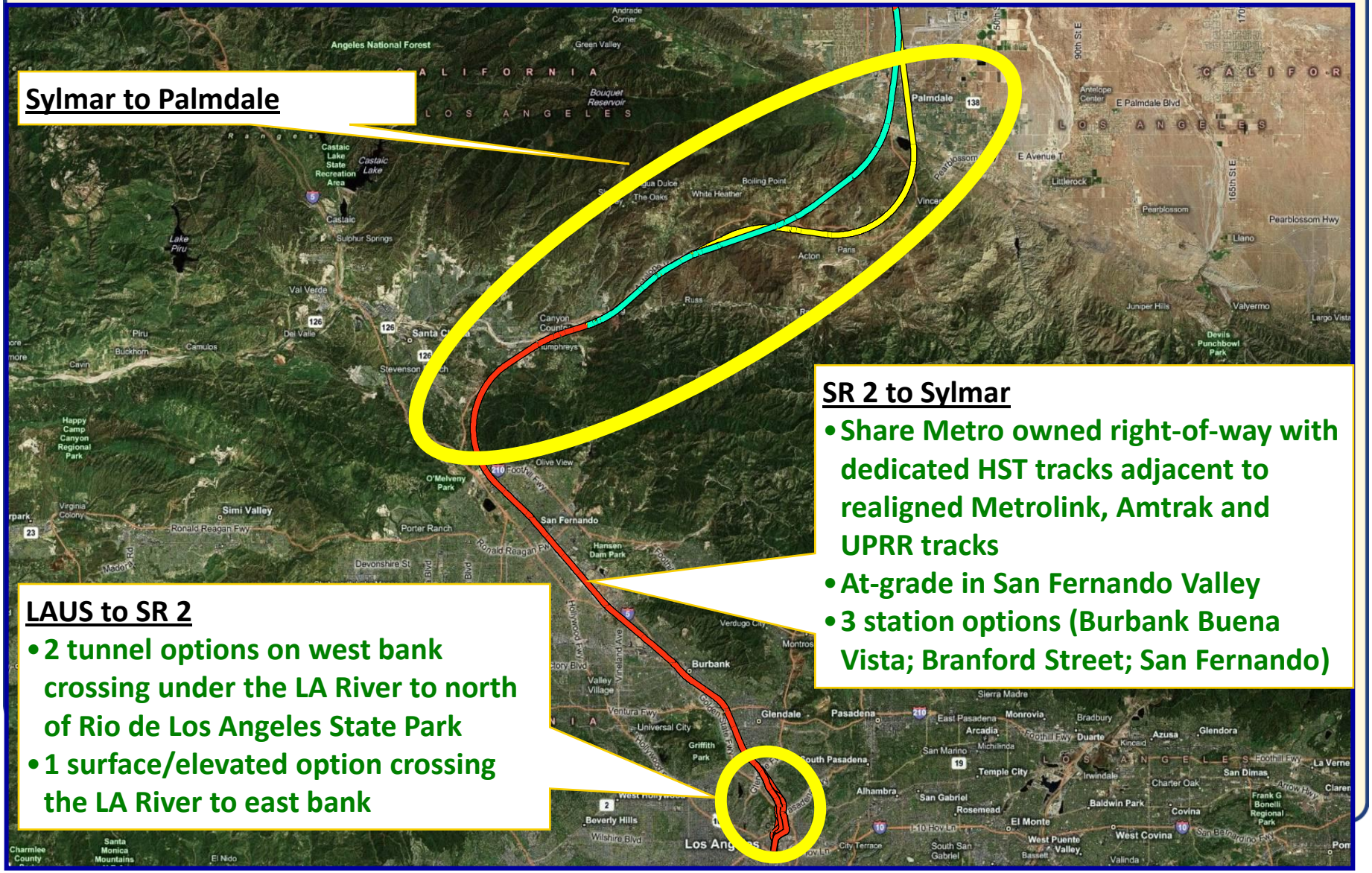
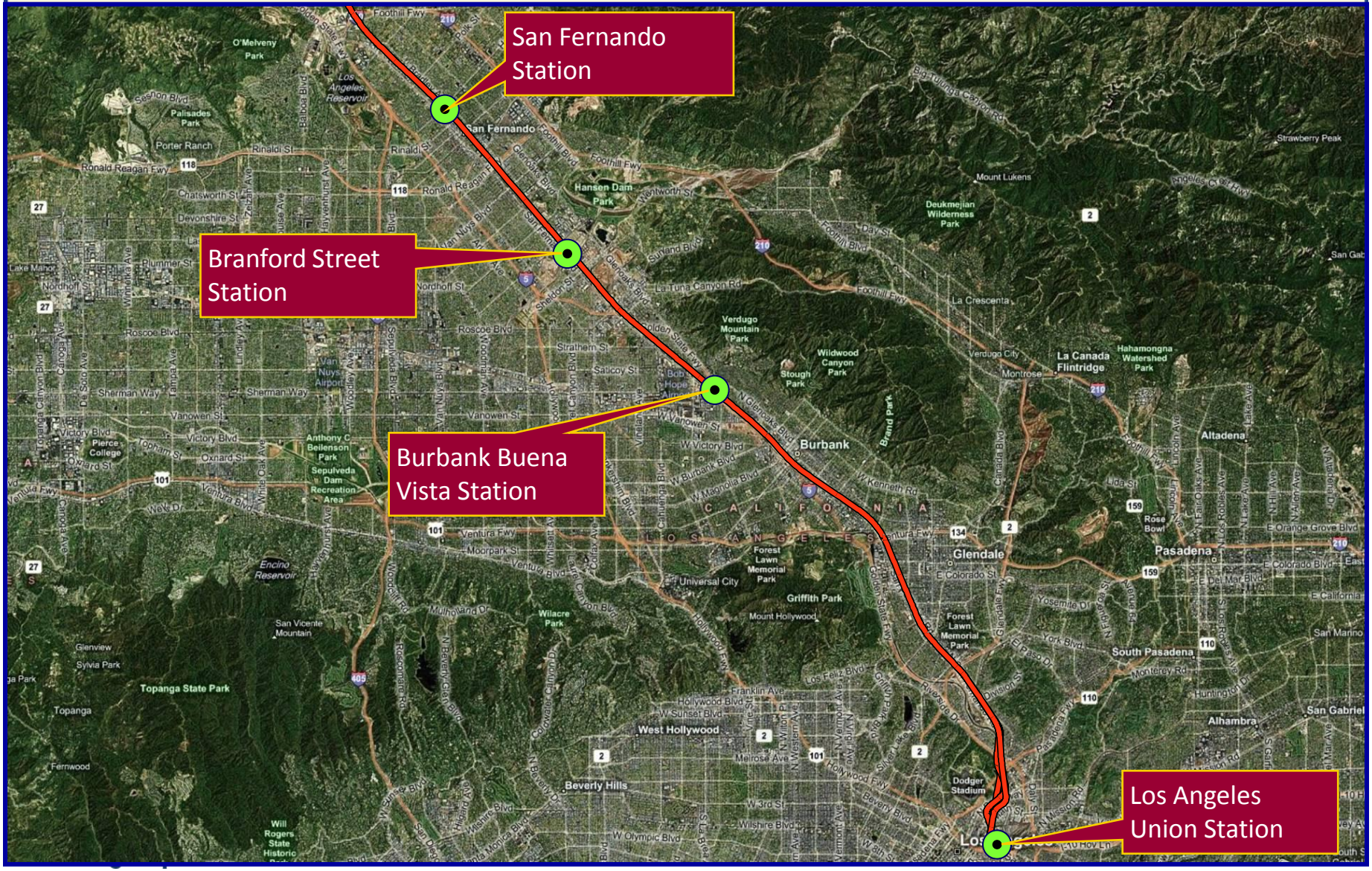
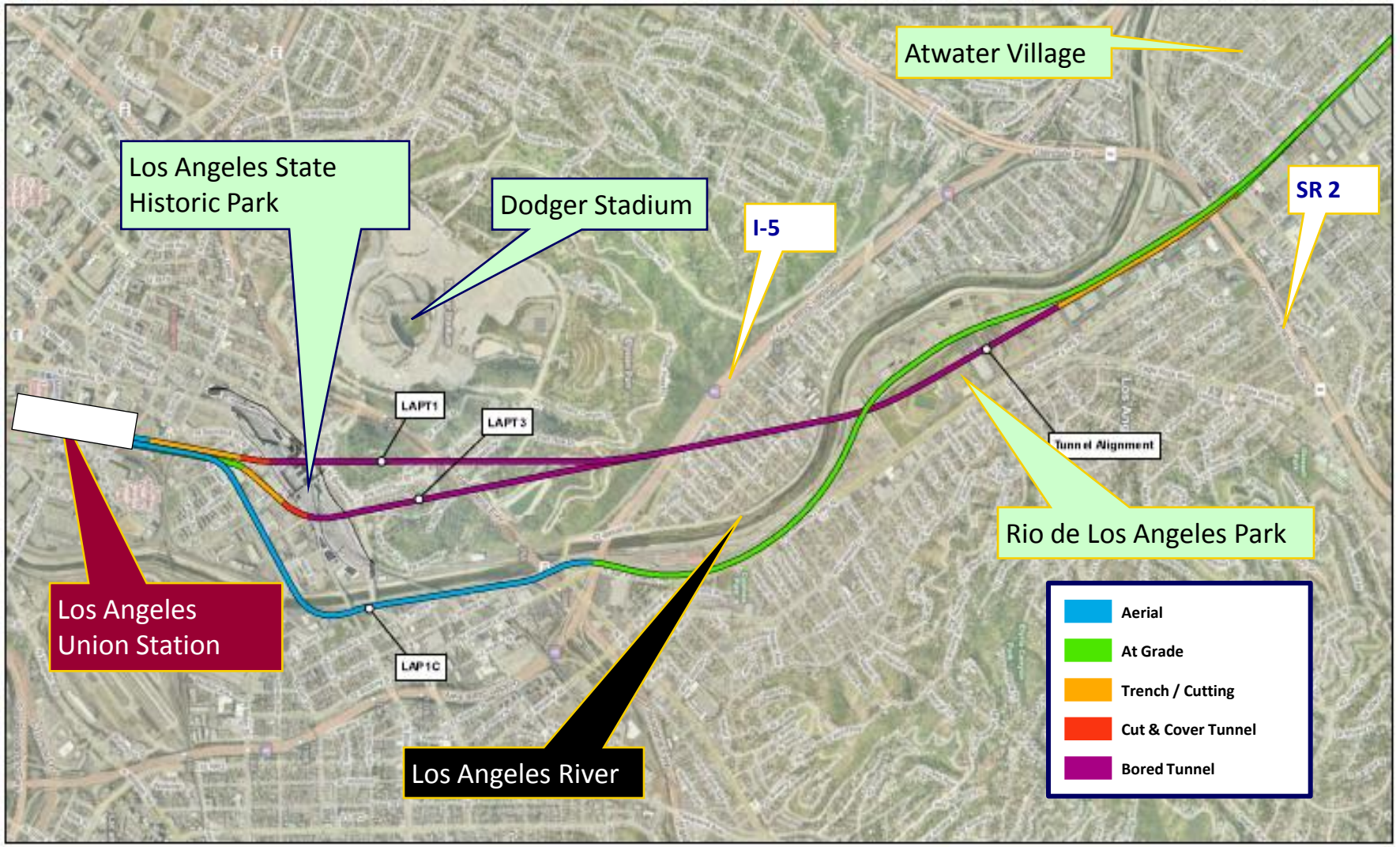
# PALMDALE TO LOS ANGELES OVERVIEW



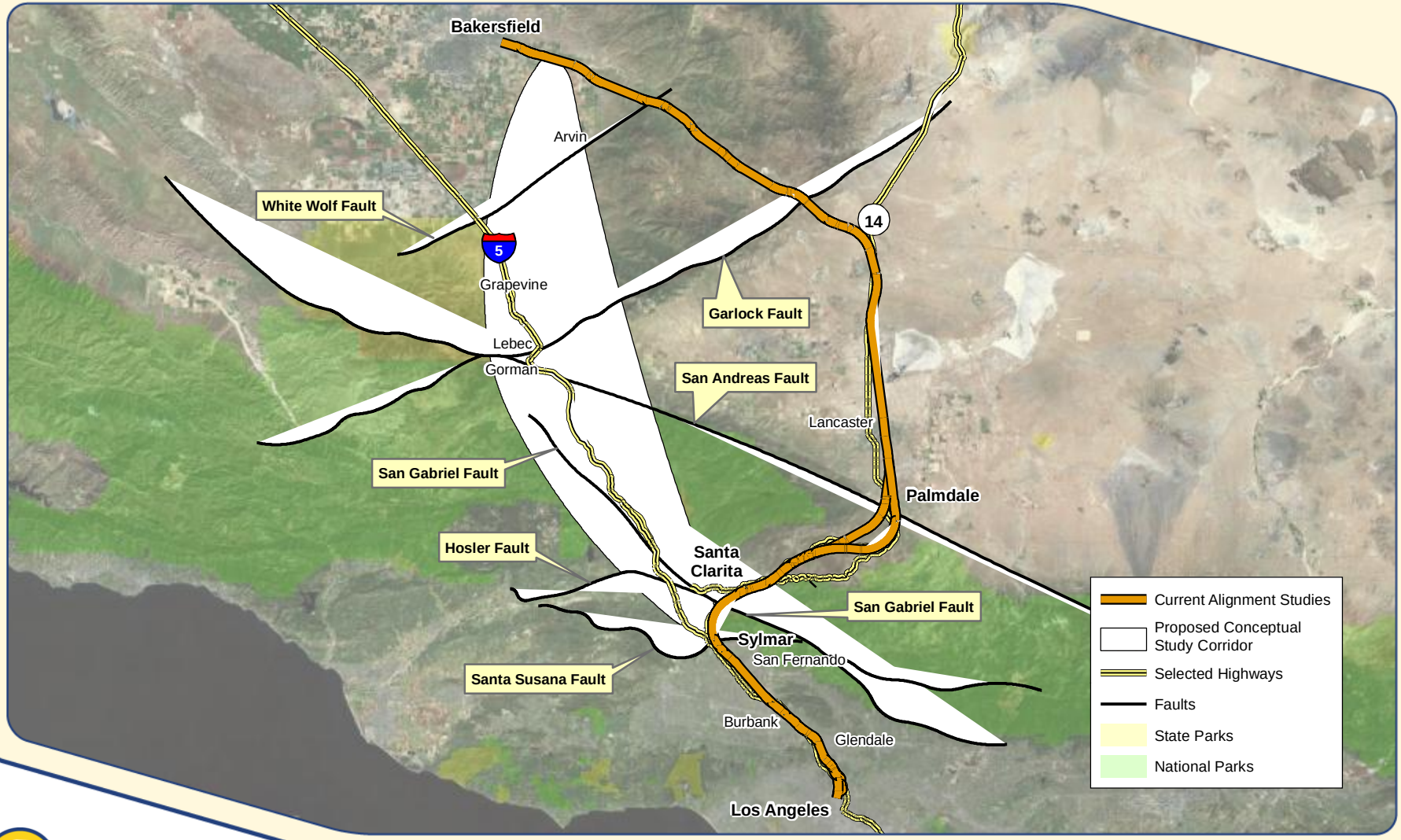
# SAN FERNANDO VALLEY STATION LOCATION OPTIONS



# LAUS TO SR 2 ALIGNMENT ALTERNATIVES



# CONCEPTUAL I-5 STUDY CORRIDOR

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# 2012 BUSINESS PLAN

Approach:

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

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# PHASING OF THE SYSTEM

Step 1 - Initial Construction Section

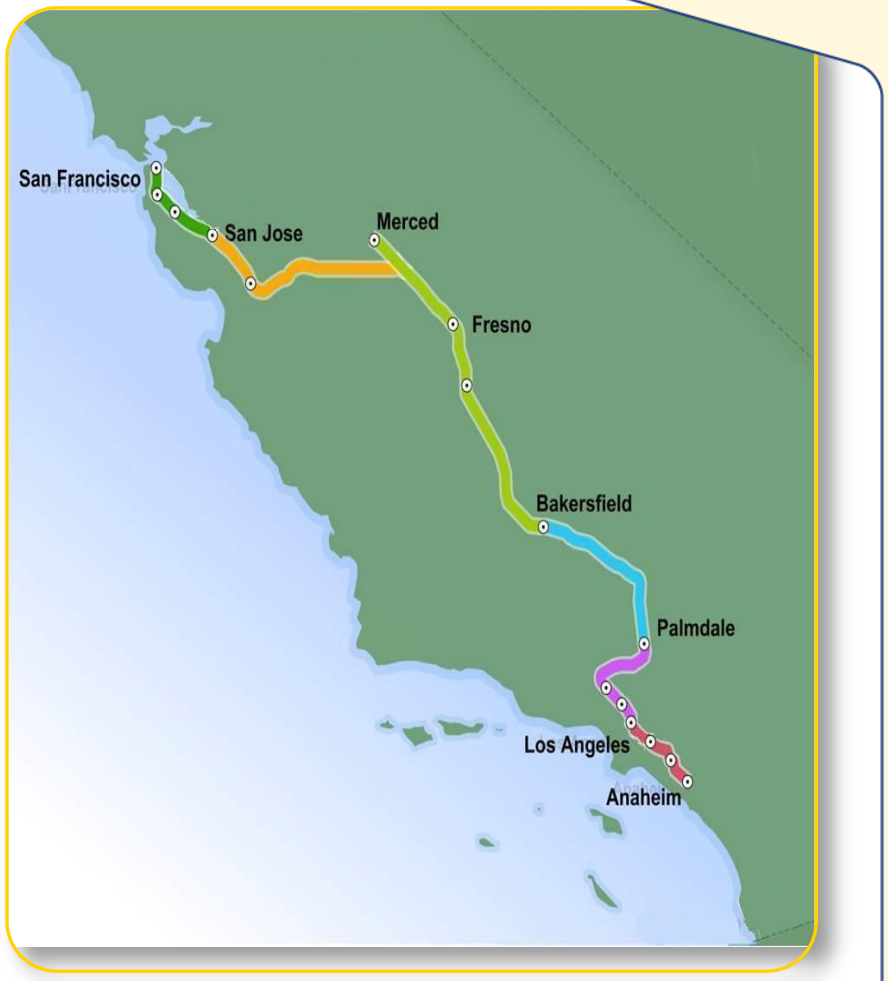
Step 2 – Initial Operating Section (N or S) / blended operations

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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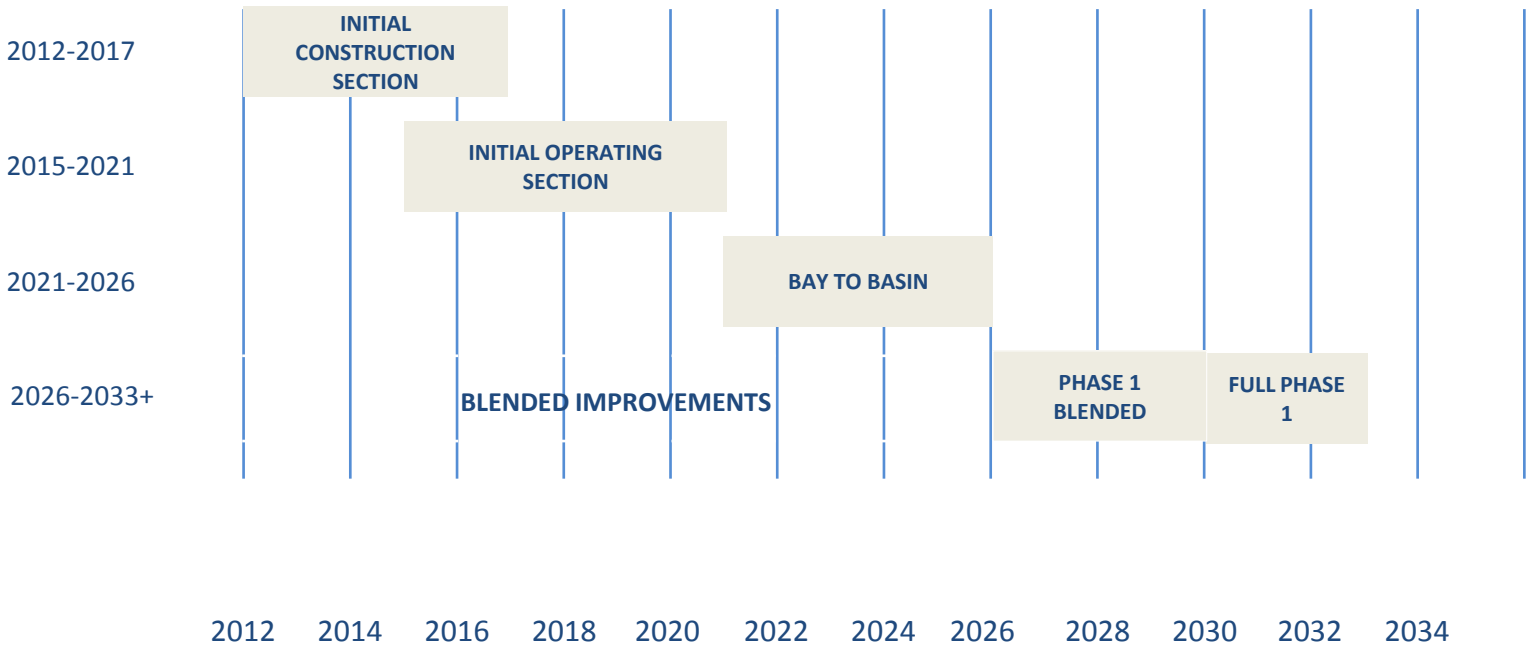
# PHASED IMPLEMENTATION

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# STAYING UP TO SPEED

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