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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

January 12, 2010

QUOTE SHEET...

...From the Legislative Hearing on the High-Speed Rail Authority's Business Plan

Assembly members, industry representatives, and the Legislative Analyst's Office commented yesterday on the California High-Speed Rail Authority's recently submitted revised business plan. Some of their comments are below.

Assemblymember Cathleen Galgiani: Updated business plan "provides us with an opportunity to be even more competitive as we go after" federal stimulus dollars.

- "I'm very pleased and proud of the project – the business plan – that's before us today. I think that members will find it extremely informative." (Assembly Transportation Committee, Informational Hearing, 1/11/10)
- "I'm glad the Legislature has asked for this updated plan. I think it provides us with an opportunity to be even more competitive as we go after the \$4.78 billion that we're seeking from the federal government." (Assembly Transportation Committee, Informational Hearing, 1/11/10)

Assemblymember Joan Buchanan: "I'd like nothing better than to be able to hop on a high-speed train and be in L.A. in under 2 hours and 40 minutes... I think it's – I'd probably stop taking airplanes altogether." (Assembly Transportation Committee, Informational Hearing, 1/11/10)

Chair of the Assembly Transportation Committee Mike Eng: "Plan is much improved."

- "It's clear from the Legislature's earlier admonitions for a more complete plan that... I think that the plan is much improved, and I think that their input has led to that point that we have a better understanding." (Assembly Transportation Committee, Informational Hearing, 1/11/10)

Legislative Analyst's Office's Eric Thronson: "New business plan is much more informative," includes some "description of all the required elements."

- "Our review found that the new business plan is much more informative than the previous plan. The revised plan includes at least some description of all the required elements, and provides more information than the previous version in certain areas." (Assembly Transportation Committee, Informational Hearing, 1/11/10)
- "The plan contains some description of the Authority's intentions for community outreach... There's also an in-depth description of potential operational plans and other system details, as well as a discussion of various funding possibilities available to the project." (Assembly Transportation Committee, Informational Hearing, 1/11/10)

High-Speed Rail Authority Chairman Curt Pringle: We need to be "united and focused on ensuring that California" receives the most federal stimulus funding.

- “As we are looking to make sure we are as competitive as possible for federal dollars, we are going to ensure that this business plan reflects what the federal government wanted in its ARRA application and we are very much prepared to defend that because that benefit to the state will be immense.” (Assembly Transportation Committee, Informational Hearing, 1/11/10)
- “What we all need to do is be united and focused on ensuring that California is a complete, coherent team in saying we want to maximize that amount of federal investment in California and we’re prepared to receive those dollars.” (Assembly Transportation Committee, Informational Hearing, 1/11/10)

Al Engel, Vice-President and High-Speed Rail Director, AECOM Transportation: “The Authority’s work is reaching such a level of maturity that the industry now sees a viable public partner – and a credible partner worthy of investment.”

(Assembly Transportation Committee, Informational Hearing, 1/11/10)

- “This business plan provides a well-thought-out, well-reasoned approach for exercising these mandates.” (Assembly Transportation Committee, Informational Hearing, 1/11/10)

Gregory Henk, Vice President, Flatiron Construction: “Finance plan is laid out... succinctly... a basis to move forward.”

- “I have to say that the public outreach on this project – you can always do more – but it is overwhelming the amount of public outreach... and I understand that it is picking up in a big way, starting now, in 2010. So, I was encouraged to see that because from the private side we do not like surprises on the environmental and late in the process, so I’m pleased to see how serious the agency – the Authority – is taking that.” (Assembly Transportation Committee, Informational Hearing, 1/11/10)
- “The finance plan is laid out pretty succinctly in the plan and it seems reasonable as a basis to move forward through the rest of the environmental process and complete the preliminary design and start getting hard-dollar bid prices on this, and then also getting the private sector involved in the financing.” (Assembly Transportation Committee, Informational Hearing, 1/11/10)
- “Have they covered it at the appropriate detail for a project that has not yet completed its environmental process? And my conclusion is that in fact they’ve done that. It’s a very reasonable approach. It’s something that the private sector is clearly is going to continue very strong involvement in because we believe that the approach laid out in this business plan is reasonable.” (Assembly Transportation Committee, Informational Hearing, 1/11/10)

Michael Quigley, California Alliance for Jobs: “We believe in bringing high-speed rail to California and believe we must move this project forward in a timely and transparent manner. This revised business plan works toward those goals.”

(Assembly Transportation Committee, Informational Hearing, 1/11/10)

- “Jobs provided by the construction of this project would be high-paying and dispersed across this state. Building the high-speed rail can help turn around California’s economy, which is key to solving our budget deficit.” (Assembly Transportation Committee, Informational Hearing, 1/11/10)

[Link to the Dec. 2009 Business Plan Report to the Legislature](#)

[Link to Letters of Support](#)