

CALIFORNIA HIGH-SPEED RAIL UPDATE

Presented to
LOSSAN Board of Directors



July 27, 2011

CALIFORNIA'S HIGH-SPEED TRAIN SYSTEM

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

CURRENT FUNDING SUMMARY

FUNDING SOURCE	FEDERAL 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
FL Re-allocation May 2011	\$300 million	\$75 million	\$375 million



Current funding totals **\$6.33 billion** for the system's pre-construction and initial construction beginning in 2012

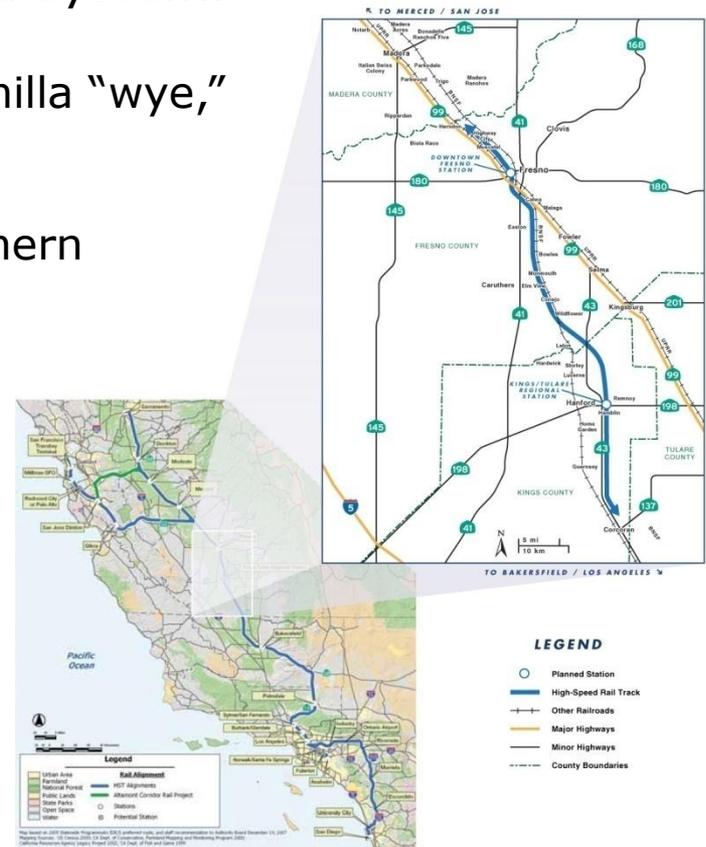
INITIAL CONSTRUCTION

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
- Essential to connecting Northern and Southern California
- True high speeds
- Ease of construction
- Job creation / unemployment

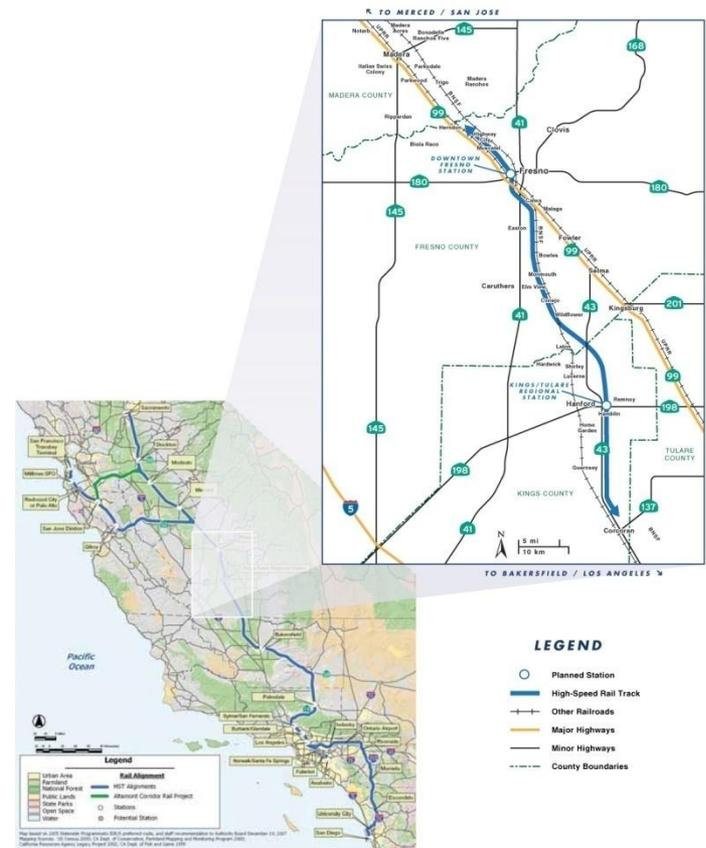
**BUT: we need to connect
Northern & Southern California**



INITIAL CONSTRUCTION

Timeline

- Draft environmental documents for public review/input: Spring/Summer 2011
- 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



CENTRAL VALLEY AND PHASE 1 UPDATE

First Passenger Trains – Building Outward North/South

Expand initial constructed section into an “Initial Operating Section”

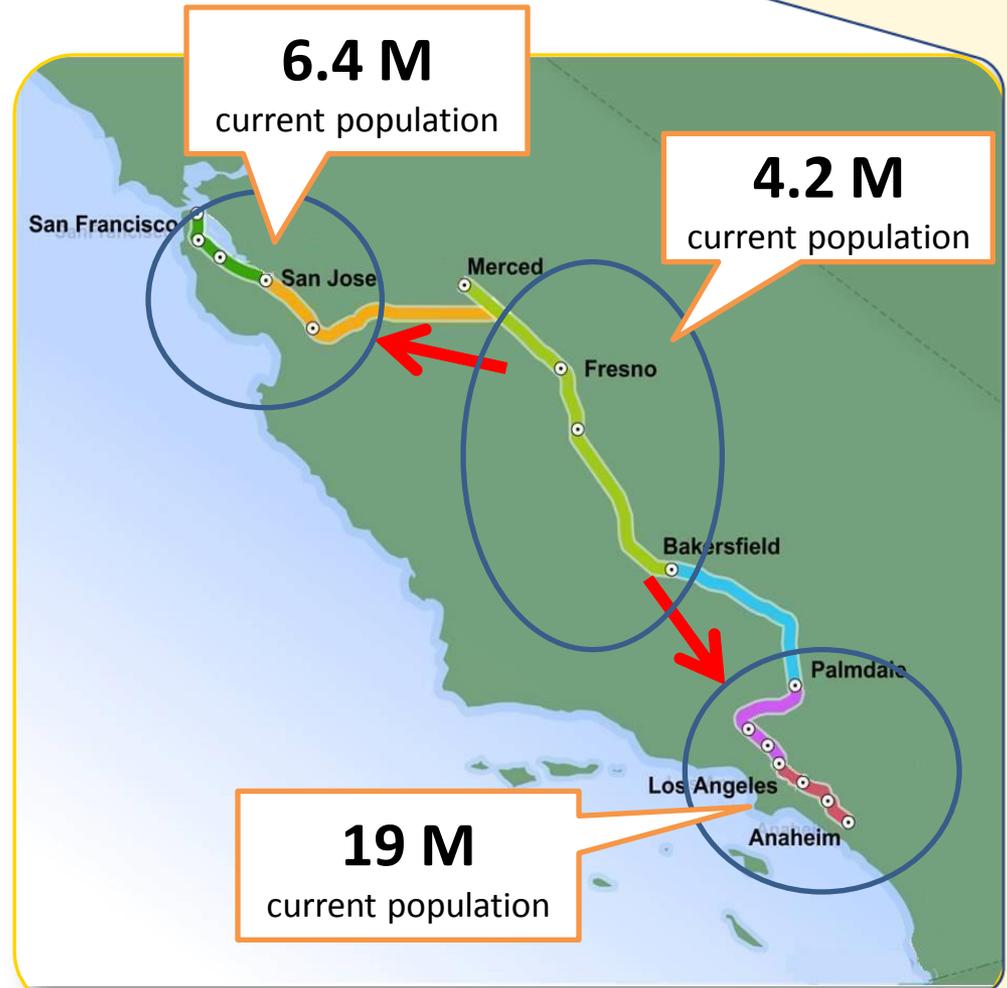
Top EIR Priority

- Merced-Fresno
- Fresno-Bakersfield

Operating Section Extensions from the Central Valley

- Northward: Merced to Gilroy to San Jose to San Francisco
- Southward: Bakersfield to Palmdale to Los Angeles to Anaheim

Initial Operating Section plans to be reviewed by Legislature



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



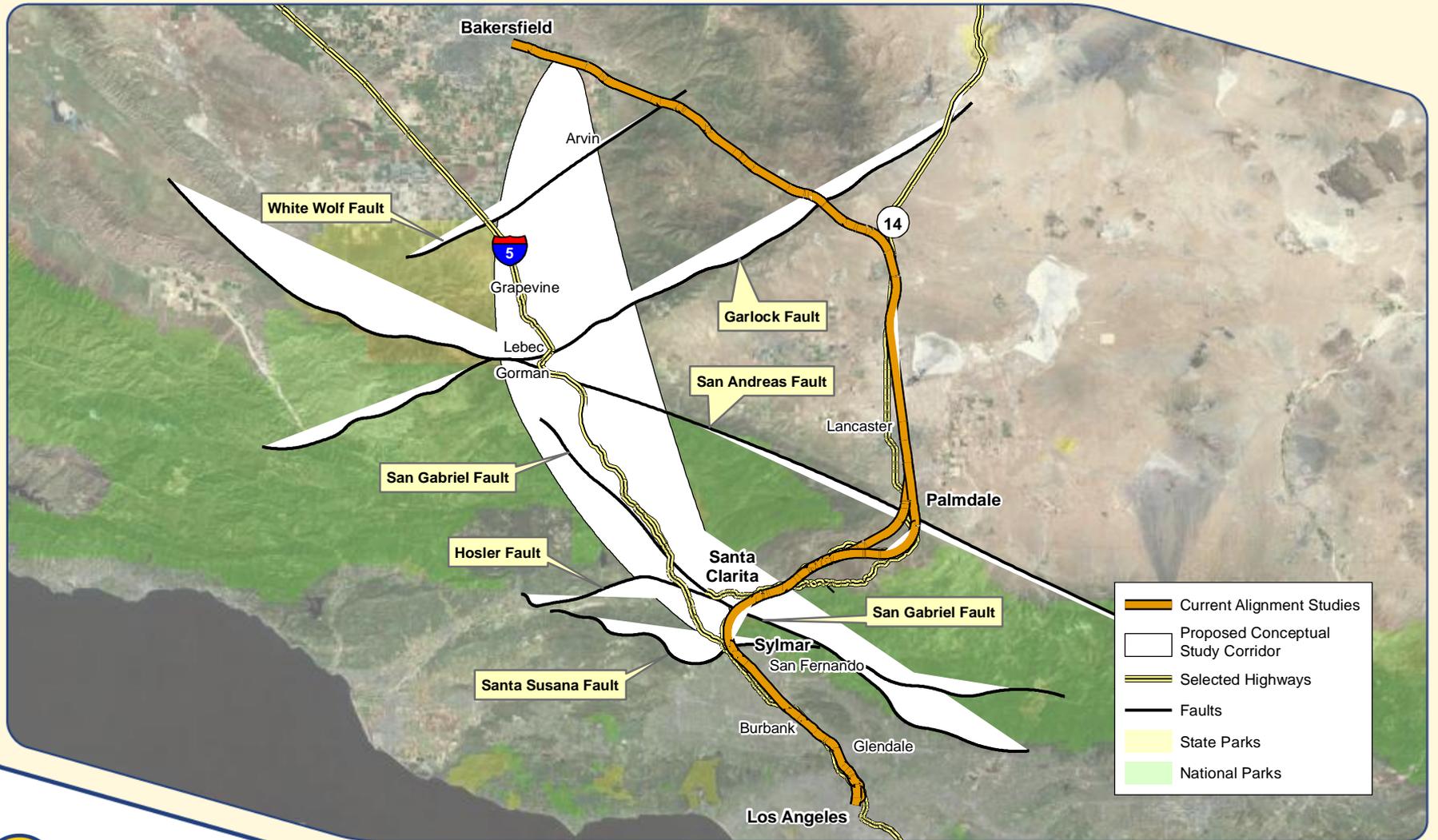
LOS ANGELES TO ANAHEIM

PHASED IMPLEMENTATION APPROACH

- Agreements with owners and key stakeholders
- Potential Elements for an Initial Operating Phase for HST:
 - ROW acquisition
 - LAUS Run-Thru Tracks (HSR/Amtrak/Metrolink)
 - Grade Crossing Safety Enhancements
 - Positive Train Control (PTC) Coordination
 - Existing track relocations in key areas to support the final build-out (i.e. tracks south of 1st Street)
 - Station modifications
 - Utility relocations

LOS ANGELES TO ANAHEIM

CONCEPTUAL I-5 STUDY CORRIDOR



LOS ANGELES TO SAN DIEGO STUDY AREA

Alternatives Analysis Update

- Reduced 500 miles of alternatives to 290 miles
- Reduced station candidates to 13
- Recommended withdrawal of alignments for utilizing UPRR ROW or immediately adjacent to UPRR

Other Updates

- 27 meetings throughout corridor currently completed May-June
- Section not funded for 2011/12 in Governor's May Budget



A SOUTHERN CALIFORNIA ACTION PLAN

- Prioritize connectivity from Bakersfield (Central Valley) into the Los Angeles Basin (Palmdale/Sylmar/LAUS)
- Joint acquisition of LAUS with LA MTA
- Bring all operators to the table (Amtrak, Caltrans, Metrolink, BNSF etc.) to work on streamlined schedules and express connections to HSR (Ongoing)
- Develop “phased implementation” strategy
- Committed to completion of EIR work for all sections (Palmdale/LA, LA/Anaheim, LA/SD)
- Continue with improved outreach activities

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.



STATEWIDE NEXT STEPS FOR 2011

Procurement Process

- RFQ in Spring
- RFP at year's end

"Initial Operable Segment" Development

- Requirement to define per Prop 1A in order to unlock bond dollars
- Submission of finance and engineering plans to Legislature – Oct. 14, 2011

Additional Funding

- Federal advocacy
- Private participation



UPDATED SOUTHERN CALIFORNIA SCHEDULE

Los Angeles
to Anaheim

- DEIR Released Fall 2012
- FEIR Released Fall 2013

Palmdale to
Los Angeles

- DEIR Released Summer 2012
- FEIR Released Winter 2012/2013

Los Angeles to
San Diego

- DEIR and FEIR TBD (Pending Funding)

STAYING UP TO SPEED

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