

# ***CALIFORNIA HIGH-SPEED RAIL UPDATE***



**September 29, 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

# **WHY WE NEED IT**

*Status quo is not an option*

## **Mobility Means Economic Strength**

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

## **Population Growth**

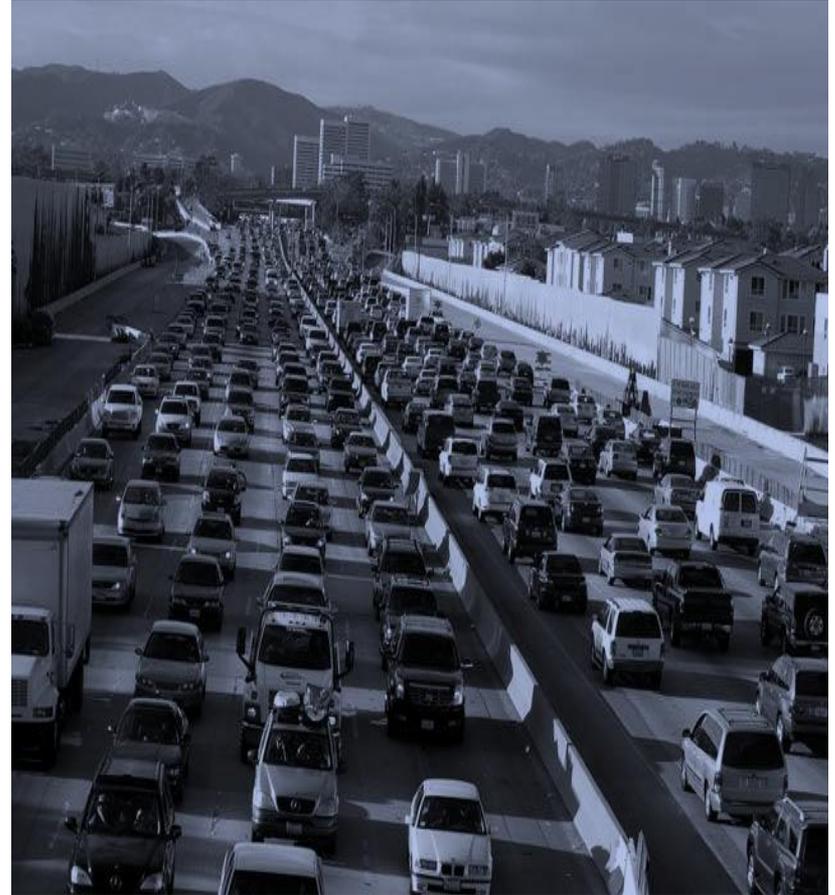
- California's population now: 38 million. By 2035: 50 million

## **Job Creation**

- 600,000 full-time, one-year, construction-related job equivalents
  - Includes 92,000 jobs in LA-A Section

## **Environment**

- Reduces our dependence on foreign oil by as much as 12.7 million barrels annually

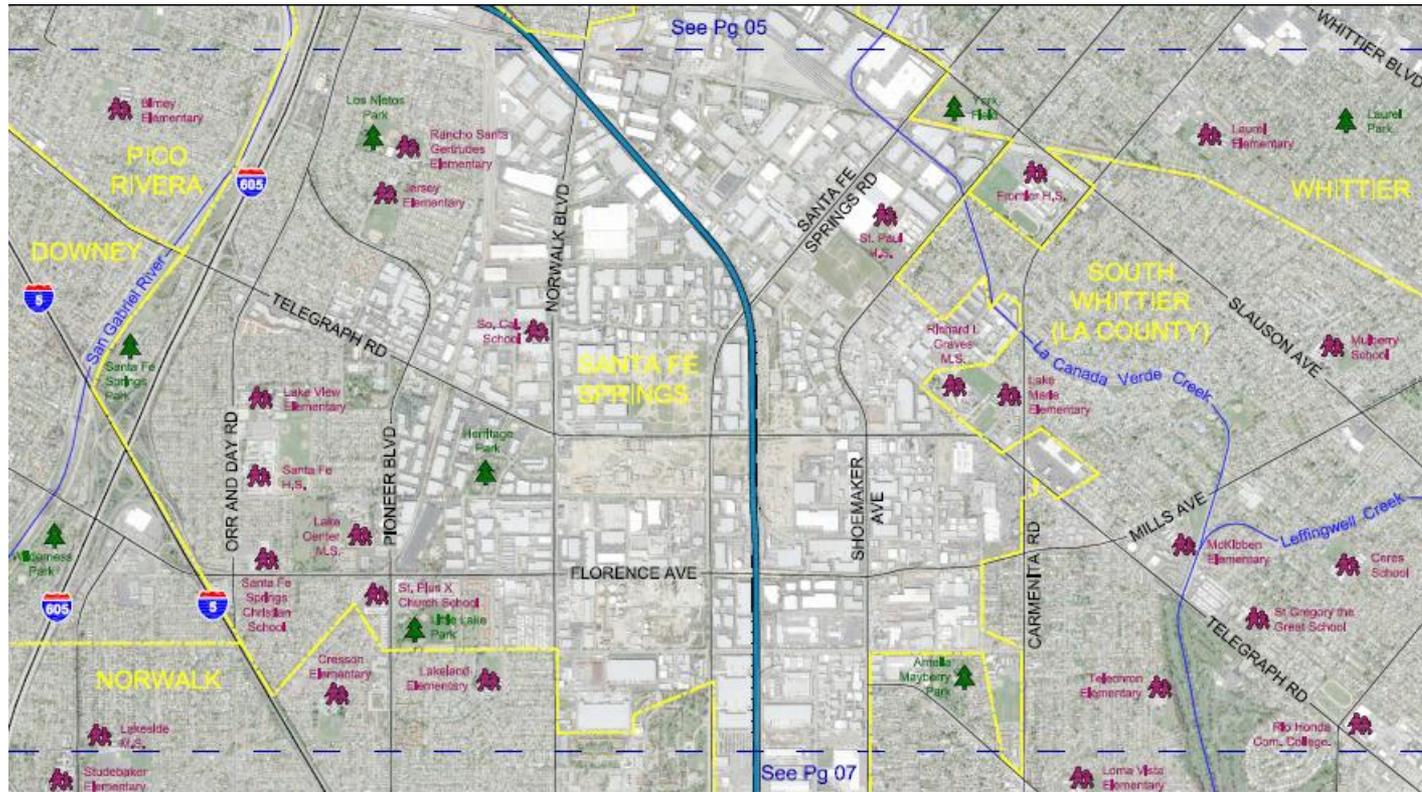


# LOS ANGELES TO ANAHEIM STUDY AREA

- 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



# ALIGNMENT IN SANTA FE SPRINGS



See Pg 05

See Pg 07

California High Speed Train Project  
Los Angeles to Anaheim  
Consolidated Shared Track  
Alternative

-  Proposed HST Station Sites
-  Proposed HST Station Locations
-  Metrolink / Amtrak Stations

-  Proposed Street Closure
-  Proposed Street Underpass
-  City Border

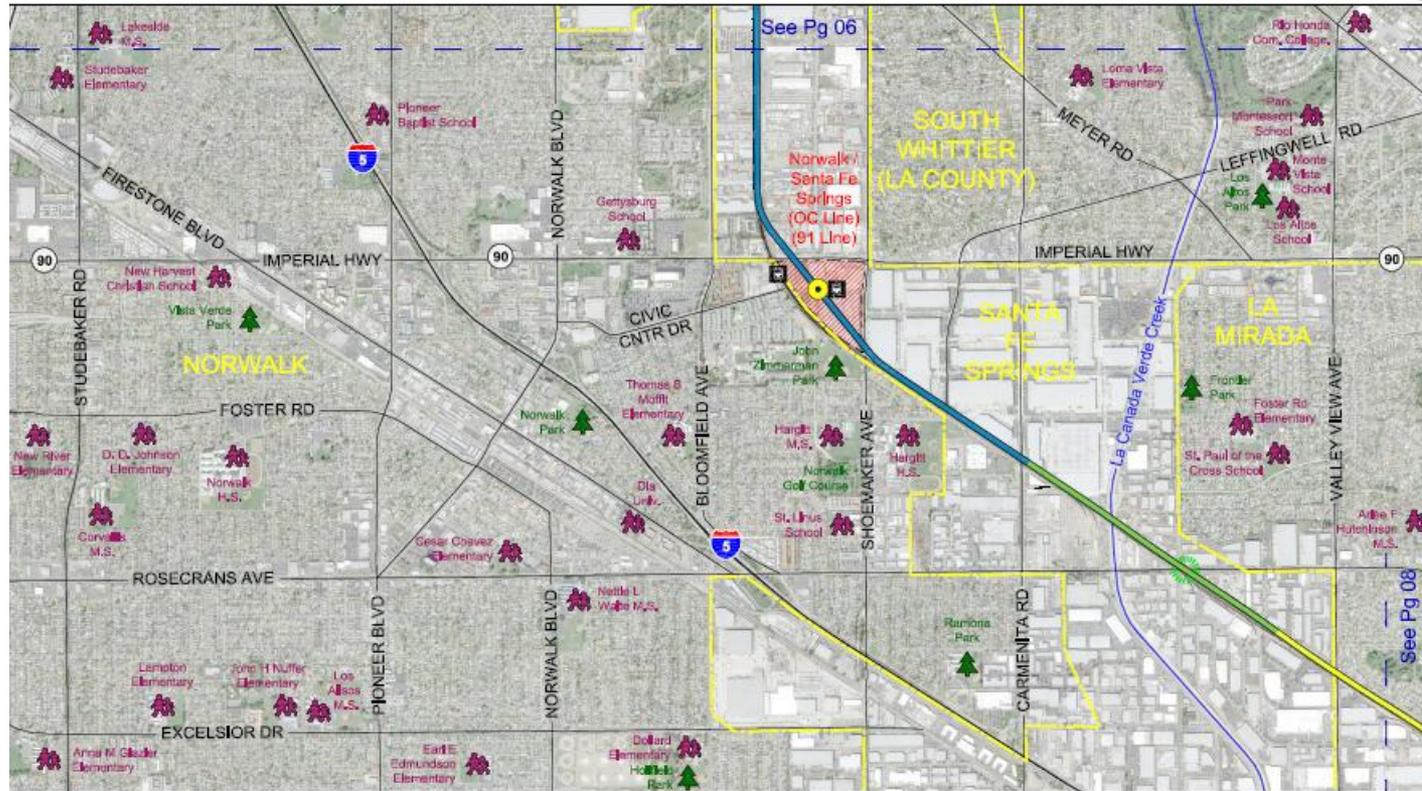
-  Bored Tunnel
-  Cut & Cover Tunnel
-  Trench

-  At Grade / Cut & Fill
-  Elevated  $>5'$  High
-  Viaduct / Elevated



STV  
Pg 06

# ALIGNMENT IN SANTA FE SPRINGS



See Pg 06

See Pg 08

California High Speed Train Project  
Los Angeles to Anaheim  
Consolidated Shared Track  
Alternative

- Proposed HST Station Sites
- Proposed HST Station Locations
- MetroLink / Amtrak Stations

- Proposed Street Closure
- Proposed Street Underpass
- City Border

- Bored Tunnel
- Cut & Cover Tunnel
- Trench

- At Grade / Cut & Fill
- Elevated RT > 8' High
- Viaduct / Elevated



STV  
Pg 07

## ***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.



## 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

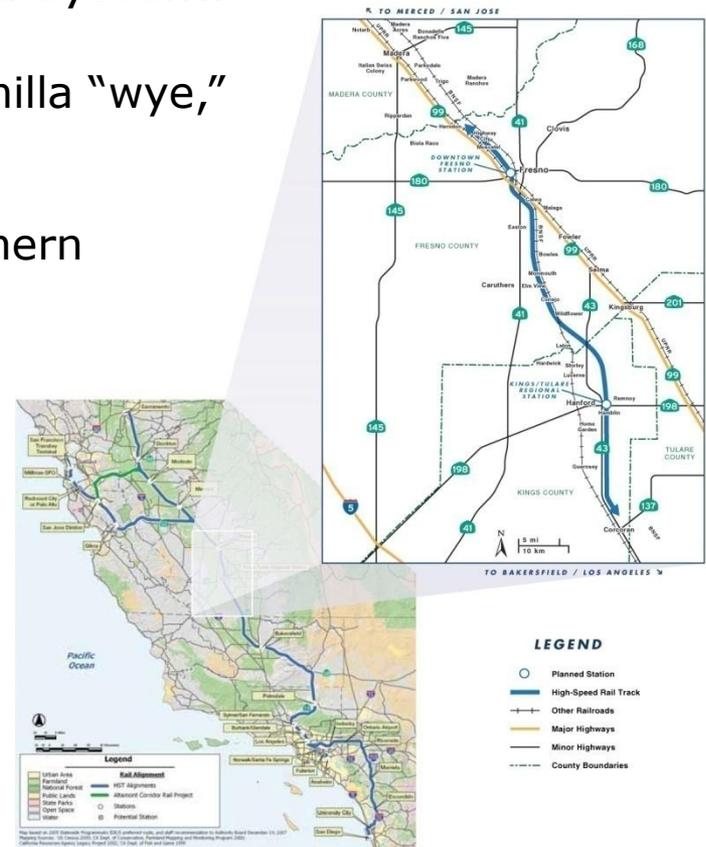
# INITIAL CONSTRUCTION

## *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**



# **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***

## **Contact Info**

- California High-Speed Rail Authority  
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- or email [Los.Anaeles\\_Anaheim@hsr.ca.gov](mailto:Los.Anaeles_Anaheim@hsr.ca.gov)
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