HIGH-SPEED RAIL: MORE THAN A TRANSPORTATION PROGRAM

- California is 8th Largest Economy in the World
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- It is a Transformative Investment
- Connecting all California Population Centers
CONTROVERSY IS NOTHING NEW

- Transformative Projects Have Never Been Easy

- Golden Gate Bridge:
  - “Upside-Down Rat Trap that will Mar the Beauty of the Bay”
  - 2,000+ Lawsuits

- BART - Once Called the Train to Nowhere

- Calif. State Water System, University of Calif. System
  - Single-Vote Margins

- Where Would We be Without Them?
WHY HIGH-SPEED RAIL IN CALIFORNIA?

- Curbs Congestion
  - LAX to SFO is the Busiest Short-Haul Market in US
  - 1 in 6 Flights out of LA Heads to Bay Area
  - Six of Top 30 Congested Urban Areas in US Located in California

- Population Growth Estimated to Reach 50 Million by 2030

- Air Quality/Sustainability
  - Meets Goals of AB 32/SB 375

- Alternatives are Costly
  - 2-3 Times More Expensive
RESULTS FOR CALIFORNIA

• **Reduction in Vehicle Miles Traveled (VMT)**
  – By 2040, the system will reduce vehicle miles by almost 10 million miles every day
  – By 2030, the reduction in VMT would be like removing one 500-mile lane of cars

• **Daily Number of Flights Diverted**
  – Starting in 2030, the state will see a daily reduction of 93 to 171 flights
  – By 2040, the state will see a daily reduction of 97 to 180 flights

• **Statewide Air Quality Improvement**
  – Tons of volatile organic compounds reduced
  – Tons of particulate matter reduced
  – Tons of ozone precursors
ENVIRONMENTAL BENEFITS: HIGH-SPEED RAIL’S BEST KEPT SECRETS

- Preserving Agricultural Land
- Improving Air Quality
- Preserving and Enhancing Critical Habitat
- Reducing Greenhouse Gases
- Enabling Smart Land Use
- Urban Greening: Planting Trees
- Modernizing Transit Statewide
- Using Renewable Energy
CONNECTING CALIFORNIA: JOBS

- Targeting: California
- Construction: Direct, Indirect Jobs in Hard-Hit Sectors
- Permanent: Rail Modernization Creates Efficiencies Statewide
CONNECTION CALIFORNIA: SMALL BUSINESSES

Aggressive 30% Goal for Small Business Participation

Including

• 10% for Disadvantaged Business Enterprises (DBE)
• 3% for Disabled Veteran Business Enterprises (DVBE)

Meeting & Exceeding Goals

Free Statewide Certification Workshops

Partnerships with Federal, State and Local Organizations
A STATEWIDE RAIL MODERNIZATION PLAN

Connecting California

- Caltrain Electrification & Early Investments in the Peninsula Corridor
- Central Valley “Backbone” of High-Speed Rail
- Regional Enhancements in Southern California
- Statewide Connectivity Projects & Investments
CONNECTIVITY PROJECTS IMPROVE SOUTHERN CALIFORNIA’S PUBLIC TRANSIT

- Prop 1A Connectivity Dollars Support Key Transit Projects in Southern California
  - **LA Metro** - $115 Million - Regional Connector in Downtown Los Angeles
  - **Metrolink** - $89 Million - New or Improved Trains
  - **San Diego MTS** - $58 Million - Modernize Blue Line Light Rail
  - **Metrolink and North County Transit District** - $100+ Million - Positive Train Control
BOOKEND INVESTMENTS FURTHER IMPROVE SOUTHERN CALIFORNIA PUBLIC TRANSIT

• Targets $1 Billion in High-Speed Rail and Other Funds for Early Investment Projects

• **Regional Projects** - Southern California Regional Interconnector Project (SCRIP) Benefits Regional Rail Including Metrolink and Amtrak

• **Local Projects** - Double Tracking, Grade Separations, etc. to Support Integrated Regional Rail Network

• Promotes Interagency Approach to Development of an Integrated Rail Network
NATION’S FIRST HIGH-SPEED RAIL

- Initial Operation Section
- 300 Miles
- Central Valley to San Fernando Valley
- Operational by 2022
WORK’S UNDERWAY

- **Construction Package 1**: 29 miles between Madera County and Fresno County
- **Construction Related Activities are Underway**: Utility Relocations, Construction Surveys, Cultural Resource Investigations, Right-of-Way Acquisition
- **Putting People to Work**: More than 200 People and 30 Small Businesses Working on CP 1 Today
PALMDALE TO LOS ANGELES PROJECT SECTION

- 60 Mile Route
- Connects the Antelope Valley to Downtown Los Angeles
- Includes the Initial Operating Section Terminus Defined in the 2014 Business Plan as the San Fernando Valley
- Three Stations - Palmdale, San Fernando Valley and Los Angeles Union Station
WHERE WE HAVE BEEN:
P- LA SECTION TIMELINE

• Statewide Program EIR/ EIS (2005)
• Preliminary Alternatives Analysis (2010)
• Supplemental Alternatives Analysis (2011)
• Supplemental Alternatives Analysis (2012)
• Supplemental Alternatives Analysis (In Progress, 2014)
WHY WE TOOK A LOOK: 2012 SUPPLEMENTAL AA

- 2012 SAA Work Completed Prior to Release of 2012 Business Plan
- Updated Approach:
  - Statewide Rail Modernization
  - Connectivity & Blended Service
  - Initial Operating Section to San Fernando Valley
  - Emphasis on Stakeholder Engagement
  - Focus on bringing High-Speed Rail to Southern California
WHAT WE FOUND:
2014 SUPPLEMENTAL AA (IN PROGRESS)

• Address Station Location
  • Palmdale
  • San Fernando Valley
• Validate Stakeholder Feedback and Operational Requirements
  • Refinements Across the Alignment
• Address New Projects
• Bring High-Speed Rail to SoCal Faster
  • Environmental Document Strategy
EVALUATION OF STATION LOCATIONS

- Program Objectives
- Connectivity
- Ridership
- Regional Plans
- Land Use
- Stakeholder and Community Input
PROPOSED PALMDALE STATION LOCATION

- Palmdale Transportation Center
- Connectivity with Metrolink
- What’s New: High Desert Corridor, Palmdale Transit Village
PROPOSED SAN FERNANDO VALLEY STATION LOCATION

- Burbank
- Connectivity
  - Rail to Air
  - Rail to Rail
  - Rail to Transit
- Ridership
- Access to Ventura Line, Antelope Valley Line
- What’s New: Hollywood Way Metrolink Station, RITC, Link Burbank
VALIDATE STAKEHOLDER FEEDBACK AND OPERATIONAL REQUIREMENTS

- **Geometric Refinement to Improve Speed**
- **Minimize Impacts to Schools, Natural resources and Existing and Planned Development**
ADDRESS NEW PROJECTS IN THE CORRIDOR

- Refined Approach to Union Station
- Coordination with LA-A Section, LA Union Station Master Plan, and SCRIP
BRING HIGH-SPEED RAIL TO SOUTHERN CALIFORNIA FASTER

- Engage the Community and Stakeholders
- Complete Connectivity and MOU Programs
- Refine Alternatives for Southern California
- Complete Environmental Clearance
- Construct the IOS
NEXT STEPS

• Summer 2014
  – Board Action on SAA
  – Continue Stakeholder Engagement
  – Conduct More Community Meetings
  – Further Refinement to Alignments

• Fall 2014
  – Continue Stakeholder Engagement
  – Define Range of Alternatives
  – Conduct Environmental Analysis

• 2015 and Beyond
  – Continue Stakeholder Engagement
  – Conduct More Community Meetings
  – Complete Connectivity and MOU Programs
  – Release Draft and Final EIR/EIS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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