CALIFORNIA'S HIGH-SPEED RAIL SYSTEM

Presented to
OCTA Board of Directors

By Roelof van Ark

March 28, 2011

Spring 2011

CALIFORNIA High-Speed Rail

CALIFORNIA'S HIGH-SPEED TRAIN SYSTEM

Largest public infrastructure project in U.S. history

- 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

CALIFORNIA High-Speed Rail

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

CALIFORNIA High-Speed Rail

CURRENT PUBLIC FUNDING SUMMARY

FUNDING SOURCE	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

Approximately **$5.5 billion** of which is **available for initial construction**

CALIFORNIA High-Speed Rail

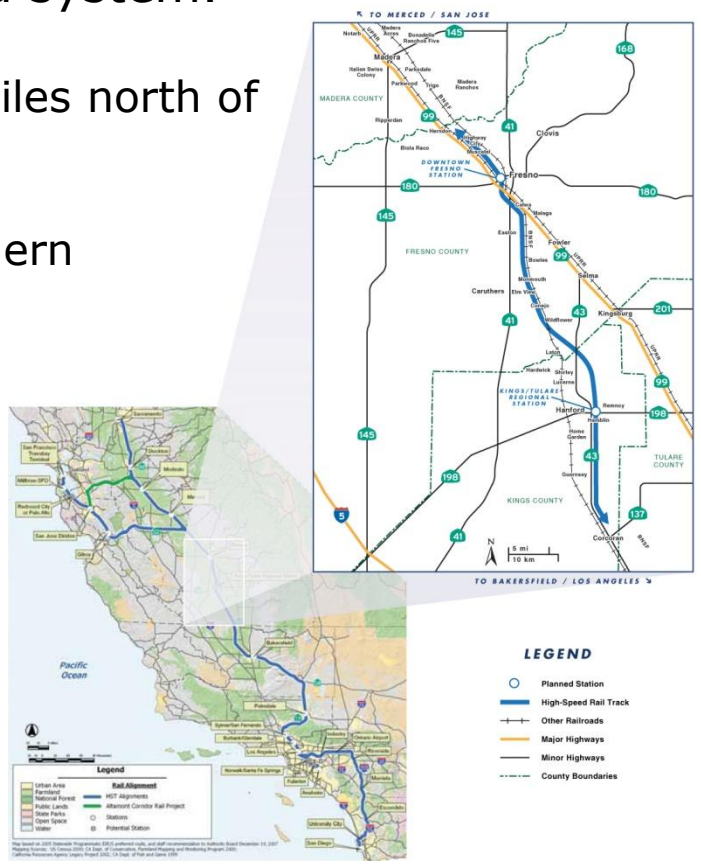
INITIAL CONSTRUCTION

Why the Central Valley makes sense

The Central Valley will be the backbone of a Northern California-to-Southern California system.

- Approximately 120-miles, from about 20 miles north of Fresno, near Madera, 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



CALIFORNIA High-Speed Rail

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

CALIFORNIA High-Speed Rail

EXPRESSIONS OF INTEREST

Private Sector Participation

Nearly 1,000 expressions of interest

- March 16 deadline
- Not part of the formal procurement process

Major HSR entities represented including:

- Operators, manufacturers, engineering and construction firms

Small Business Engagement

- Hundreds of small businesses responded
- Our goal to help California and small businesses connect with larger firms

CALIFORNIA High-Speed Rail

A PROVEN APPROACH

Public-private partnerships around the world

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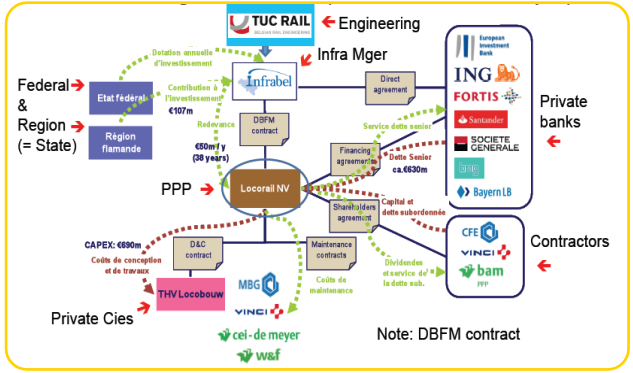
in service from September 2011

The Nola Maintenance Facility

Typical PPP project and funding structure



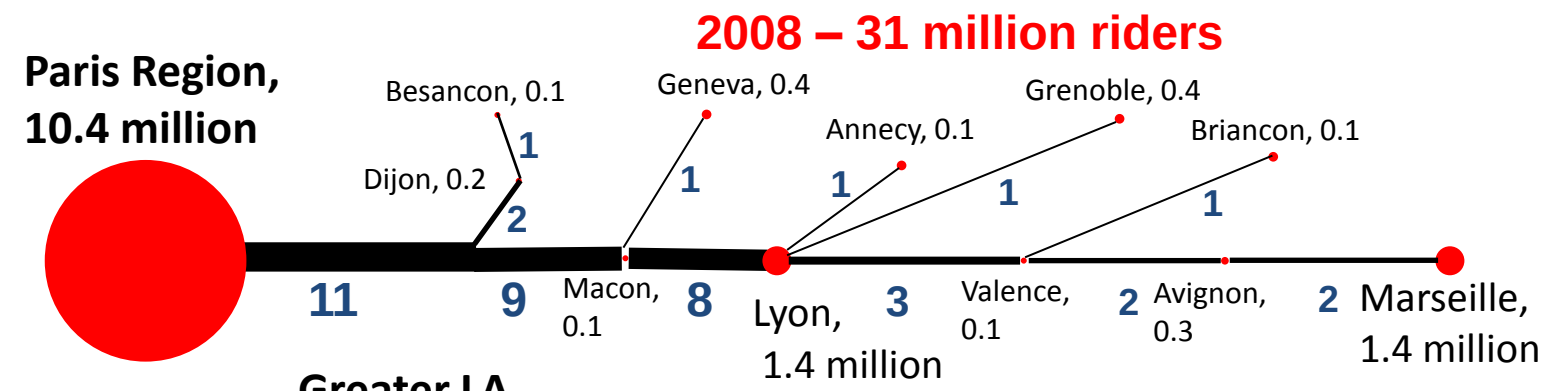
International station development examples

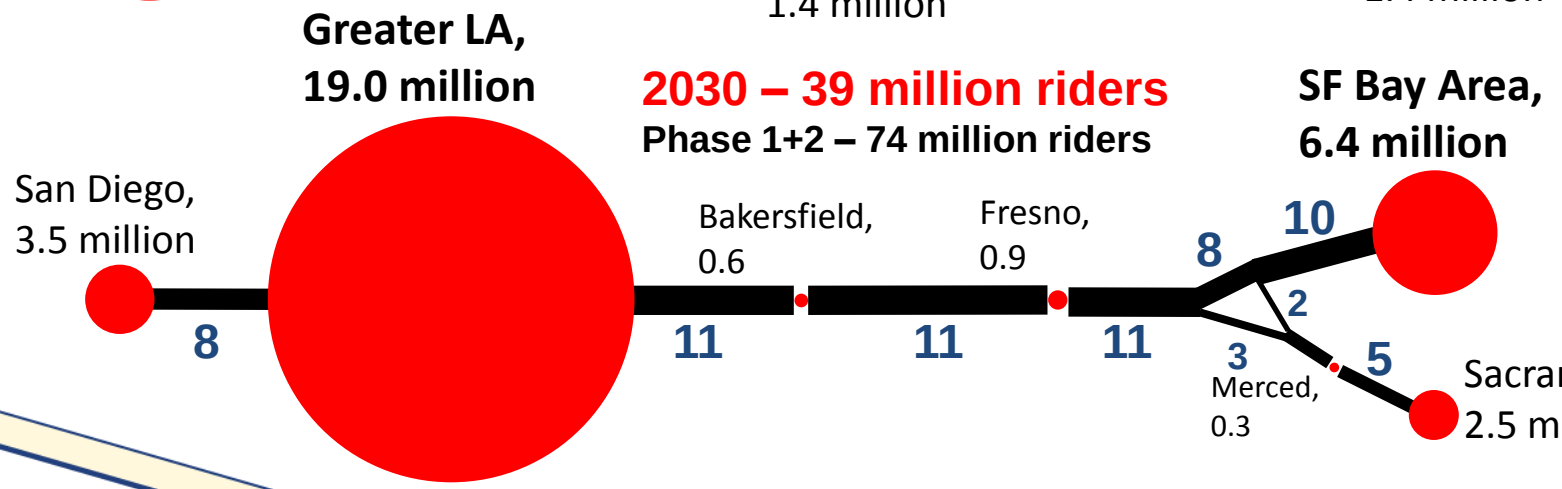
THE BUSINESS CASE

Comparisons to international HSR systems

POPULATION & TRAINS/HOUR PEAK DIRECTION
PARIS – SE FRANCE 2009 & FORECAST CALIFORNIA 2030

(Population in millions, **trains/peak hour/direction in blue**)





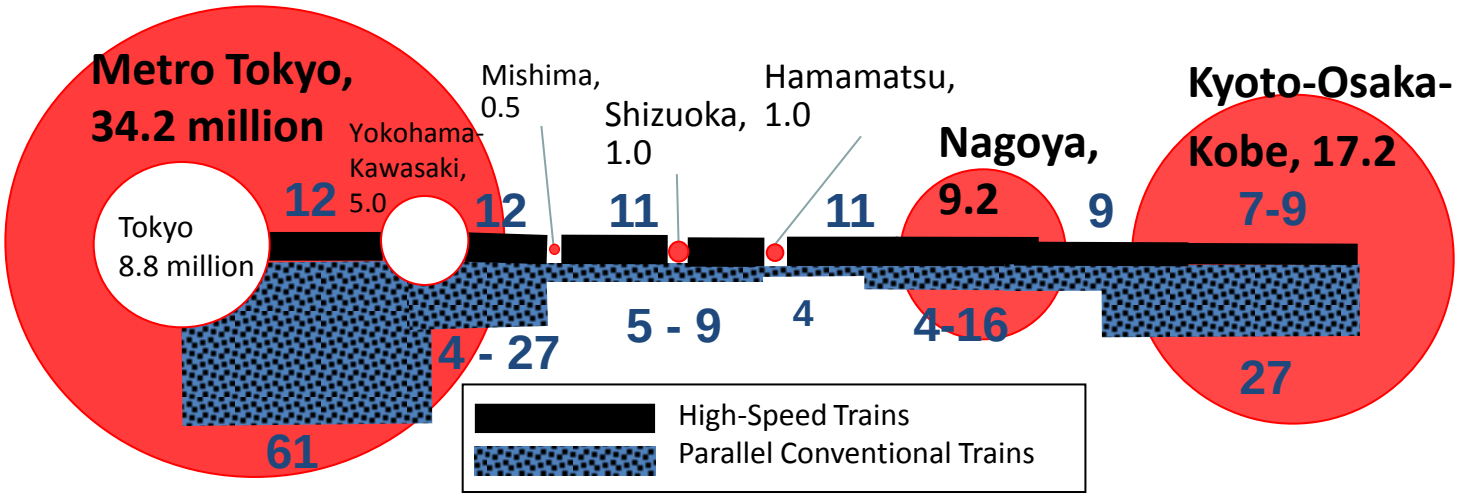
THE BUSINESS CASE

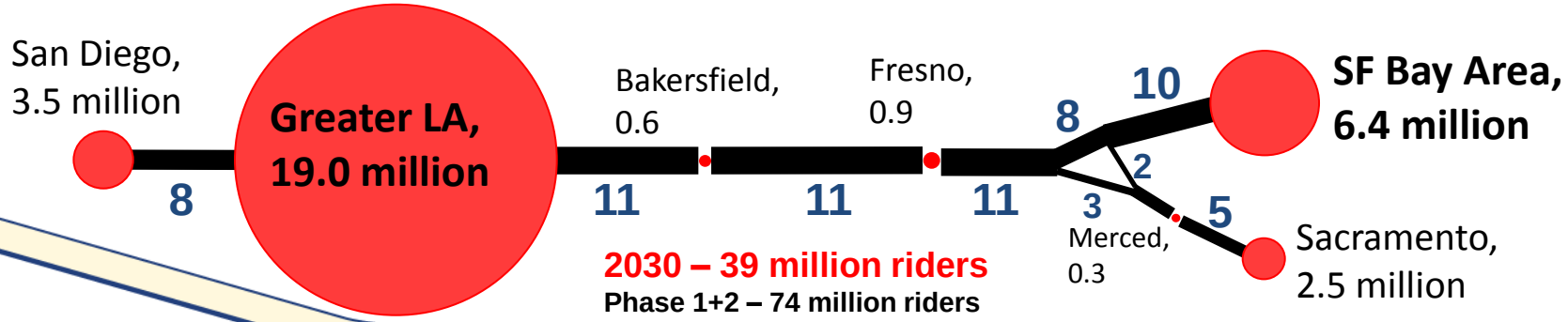
Comparisons to international HSR systems

POPULATION & HS TRAINS/HOUR IN PEAK DIRECTION
TOKYO - OSAKA TODAY & CALIFORNIA 2030

(Population in millions, **trains/peak hour/direction in blue**)

2008 – 151 million Shinkansen riders, 1.7 billion conventional train riders





2030 – 39 million riders

Phase 1+2 – 74 million riders

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

RELIEF TO LOSSAN RAIL CORRIDOR

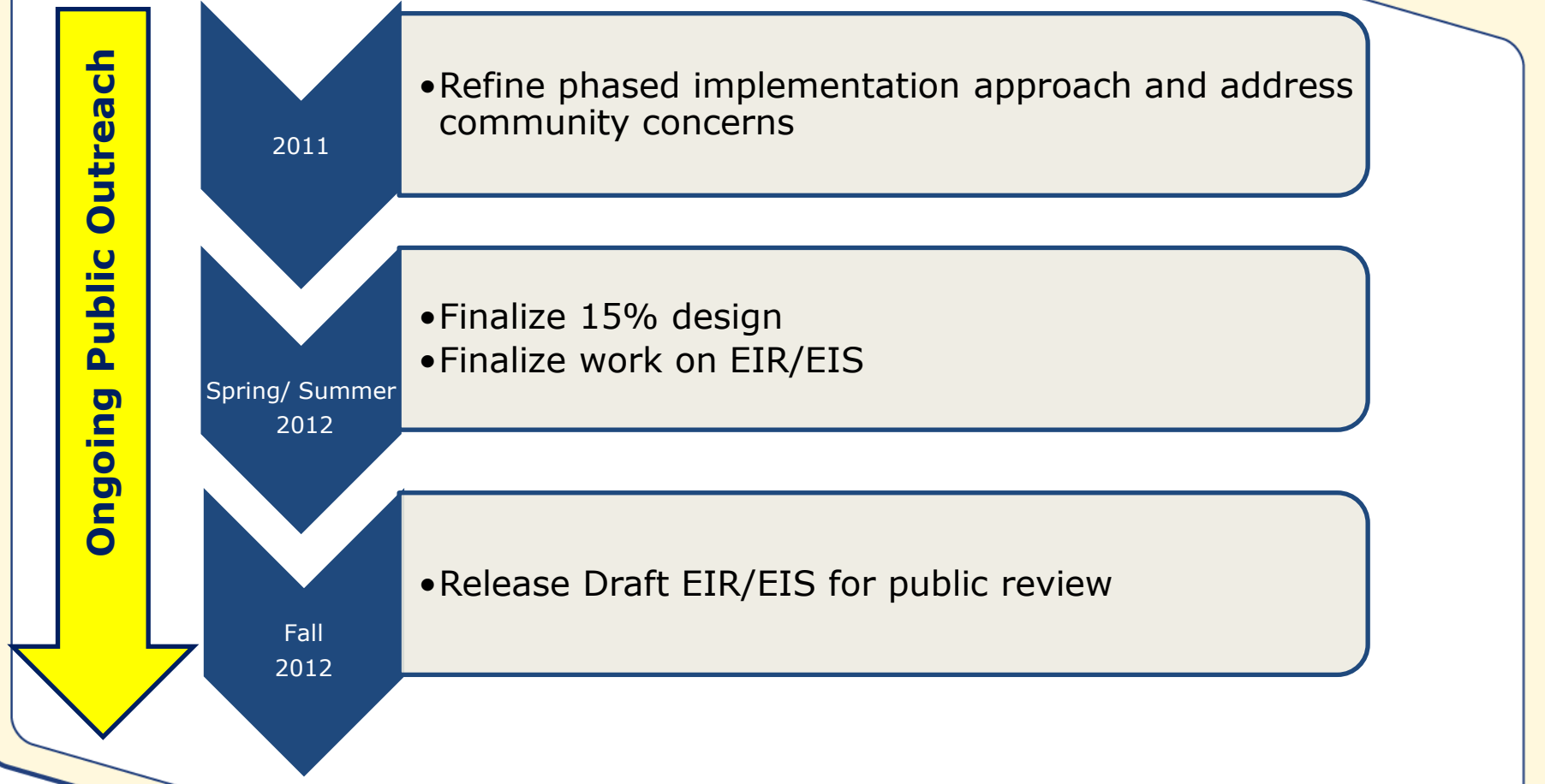
- High-Speed Rail has the ability to increase capacity for all passenger rail service in the LOSSAN Corridor
- Implementing grade separations throughout LOSSAN Corridor means:
  - Improved safety
  - Improved travel time
  - New Amtrak express service LA-A travel time = 40 minutes
  - High-Speed Rail LA-A travel time = 25 minutes.

CALIFORNIA High-Speed Rail

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.
- Develop “phased implementation” strategy
- Committed to completion of EIR work for all sections (Palmdale/LA, LA/Anaheim, LA/SD).
- Continue with improved outreach activities

UPDATED PROJECT SCHEDULE



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

STAYING UP TO SPEED

Contact Info

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- Join the conversation on Twitter, Facebook, Flickr and Posterous

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