CONNECTING AND TRANSFORMING CALIFORNIA

Tony Mendoza, Deputy Director, Planning and Integration
May 4, 2017
Association of Commuter Transportation
Southern California Chapter
High-Speed Rail: Around the World

- 12 Countries with High-Speed Rail
- Over 3,600 High-Speed Rail Train Sets
- Over 18,500 Miles of High-Speed Rail
- 1.6 Billion Annual Passengers
- High-Speed Rail first introduced in Japan in 1960s
HIGH-SPEED RAIL: More Than A Transportation Program

- California is 6th Largest Economy in the World
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- Transformative Investment
- Connecting all California Population Centers
HIGH-SPEED RAIL: Connecting California

Increase Mobility
Needed Alternative
Better Air Quality
Job Growth
HIGH-SPEED RAIL: Helping Shape Cities

• Ties Economies Together
  • San Jose to Fresno = 60 Minutes
  • Bakersfield to Los Angeles = 60 Minutes
  • San Francisco to Los Angeles = 2 Hours and 40 Minutes
• Connects With and Reinforces Local Mobility
• Foundation for Sustainable Growth
• Opportunities for Revitalization in Downtown Cores
## CONNECTING CALIFORNIA: HSR Stations in Top 10 CA Cities (by population)

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>County</th>
<th>Population</th>
<th>Planned HSR Station?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Los Angeles</td>
<td>Los Angeles</td>
<td>4,030,904</td>
<td>YES</td>
</tr>
<tr>
<td>2</td>
<td>San Diego</td>
<td>San Diego</td>
<td>1,391,676</td>
<td>YES</td>
</tr>
<tr>
<td>3</td>
<td>San Jose</td>
<td>Santa Clara</td>
<td>1,042,094</td>
<td>YES</td>
</tr>
<tr>
<td>4</td>
<td>San Francisco</td>
<td>San Francisco</td>
<td>886,583</td>
<td>YES</td>
</tr>
<tr>
<td>5</td>
<td>Fresno</td>
<td>Fresno</td>
<td>520,453</td>
<td>YES</td>
</tr>
<tr>
<td>6</td>
<td>Sacramento</td>
<td>Sacramento</td>
<td>485,683</td>
<td>YES</td>
</tr>
<tr>
<td>7</td>
<td>Long Beach</td>
<td>Los Angeles</td>
<td>484,958</td>
<td>NO</td>
</tr>
<tr>
<td>8</td>
<td>Oakland</td>
<td>Alameda</td>
<td>422,856</td>
<td>NO</td>
</tr>
<tr>
<td>9</td>
<td>Bakersfield</td>
<td>Kern</td>
<td>379,110</td>
<td>YES</td>
</tr>
<tr>
<td>10</td>
<td>Anaheim</td>
<td>Orange</td>
<td>358,136</td>
<td>YES</td>
</tr>
</tbody>
</table>

Population Equivalent to One of the Largest States in the Country: 9,982,453 (8 of 10)
High-Speed: A More Efficient Alternative

• High-Speed Rail Fills a Gap in California’s Infrastructure
• Equivalent New Capacity Between SF-LA would cost $158 billion, and would require:
  » 4,300 New Highway Lane Miles
  » 115 Additional Airport Gates
  » 4 New Airports, Runways

![MOST EFFICIENT METHODS OF TRAVEL BASED ON TRIP LENGTH](image)
IT’S HAPPENING!

- Approximately 119 miles
- Madera to North of Bakersfield
- Approximately $3 Billion Investment
SOUTHERN CALIFORNIA

• Connect to Southern California
  » LA Union Station to San Francisco in 2 hours, 40 minutes
  » Close the passenger rail gap over the Tehachapi Mountains

• Connect within Southern California
  » Los Angeles to San Diego in 1 hour 20 minutes
  » Close the passenger rail gap between San Diego & Riverside Counties
  » Deliver early benefits through investments in local rail connectivity projects

• Connect to Airports
  » Palmdale, Hollywood Burbank Airport, Ontario & San Diego Airports

• Create Multi-Modal Transportation Hubs
  » Palmdale, Burbank, LA Union Station, Norwalk/Santa Fe Springs, Fullerton, ARTIC, San Diego Int’l Airport ITC
  » Transportation-oriented & sustainable development
REGIONAL IMPROVEMENTS

• **Short-Term Benefits:** Safety, Connectivity, Capacity, Air Quality, Jobs
  - **LA Metro:** $115 Million, Regional Connector in downtown LA
  - **Metrolink:** $89 Million, new or improved trains
  - **San Diego MTS:** $58 Million, modernize Blue Line Light Rail
  - **Metrolink/North County Transit District:** $100+ Million, Positive Train Control

• **Mid-Term Benefits:** Connectivity, Capacity, Improved Air Quality, Jobs, & Phasing
  - **Regional Projects:** Southern California Regional Interconnector Project (SCRIP) benefits regional rail (Metrolink & Amtrak)
  - **Local Projects:** Grade separations (Doran Street, Rosecrans/Marquardt, State College), double-tracking to support and enhance integrated regional rail network

Updated 10/15
BAKERSFIELD TO PALMDALE

Length: Approximately 80 Miles

» Close passenger rail gap between the Central Valley and Southern California

• Two Proposed Stations

» Bakersfield (Central Valley)
» Palmdale (Antelope Valley)

• Key Considerations

» Downtown areas and schools
» Environmental Justice communities
» Green energy generation
» Ranches and natural lands
» Agricultural activities and businesses
» Mining activities
PALMDALE TO BURBANK

- Approximately 35-45 Miles
  - Connection to Urban Los Angeles
- Two Proposed Stations
- Key Considerations
  - Extremely Diverse
  - High desert communities
  - Rural/equestrian country
  - Mountainous regions
  - Suburban communities
  - Dense urban environments
BURBANK TO LOS ANGELES

• Approximately 12 Miles
• Two Proposed Stations
• Key Considerations
  » Improves operational characteristics for passenger and freight services
  » Minimizes potential impacts on adjacent properties
  » Builds upon partnership at Los Angeles Union Station
  » Enhances possible partnership opportunities with LA River revitalization efforts
  » Provides opportunity to improve other passenger rail services
  » Improves safety
    • Early completion of grade separations
    • Reduce emissions and congestion
LOS ANGELES TO ANAHEIM

• Approximately 30 miles
• Four Proposed Stations
• Key Considerations

» Improves safety
  » Early completion of grade separations *
  » Reduce emissions & congestion
  » Positive Train Control (PTC)
  » Eliminates road traffic wait times at rail intersections

» Maintains capacity for passenger & freight services

» Maintains local business access to freight through redesigned infrastructure

* Some grade separations could be completed prior to HSR operations as independent early investment projects.
COLLABORATIVE APPROACH BALANCES PRIORITIES
ENVIRONMENTAL PROCESS & IDENTIFYING A PREFERRED ALTERNATIVE

- Scoping
- Develop Route Concepts
- Refine Route Concepts into Alternatives
- Extensive Environmental & Engineering Analysis
- Staff Recommend Preferred Alternative
- Board Concurs or Modifies

- Preferred Alternative in Draft EIR/EIS
- Release of Draft EIR/EIS & Public Hearing
- Public & Agency Comments
- Comments Addressed & Included in Final EIR/EIS
- Final EIR/EIS & Approvals

Public and Stakeholder Outreach & Input
Program EIR/EIS ** - Scoping

2005

Alternatives Analysis Process

2010

Official Groundbreaking in Central Valley

2015

Draft EIR/EIS ** Final EIR/EIS **

High-Speed Rail Testing/Certification

2020

Silicon Valley to Central Valley Passenger Service Begins

2025

Phase 1 Complete

2029

2030

ARTIC Ribbon Cutting for 1st HSR Station Completed in the State (Dec. 6, 2014)

* Subject to Change

** EIR/EIS = Environmental Impact Report / Environmental Impact Statement
In compliance with National Environmental Policy Act & California Environmental Quality Act (NEPA / CEQA)
STAY INVOLVED

Los Angeles to Anaheim Project Section

(877) 669-0494

Los.Angeles_Anaheim@hsr.ca.gov

Southern California Regional Office
California High-Speed Rail Authority
700 N. Alameda St. Room 3-359
Los Angeles, CA 90012
www.hsr.ca.gov

@cahsra
facebook.com/CaliforniaHighSpeedRail
@cahsra
youtube.com/CAHighSpeedRail