



# CONNECTING AND TRANSFORMING CALIFORNIA

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Association of Commuter Transportation

Southern California Chapter



# High-Speed Rail: Around the World

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- 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

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- **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

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- **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:

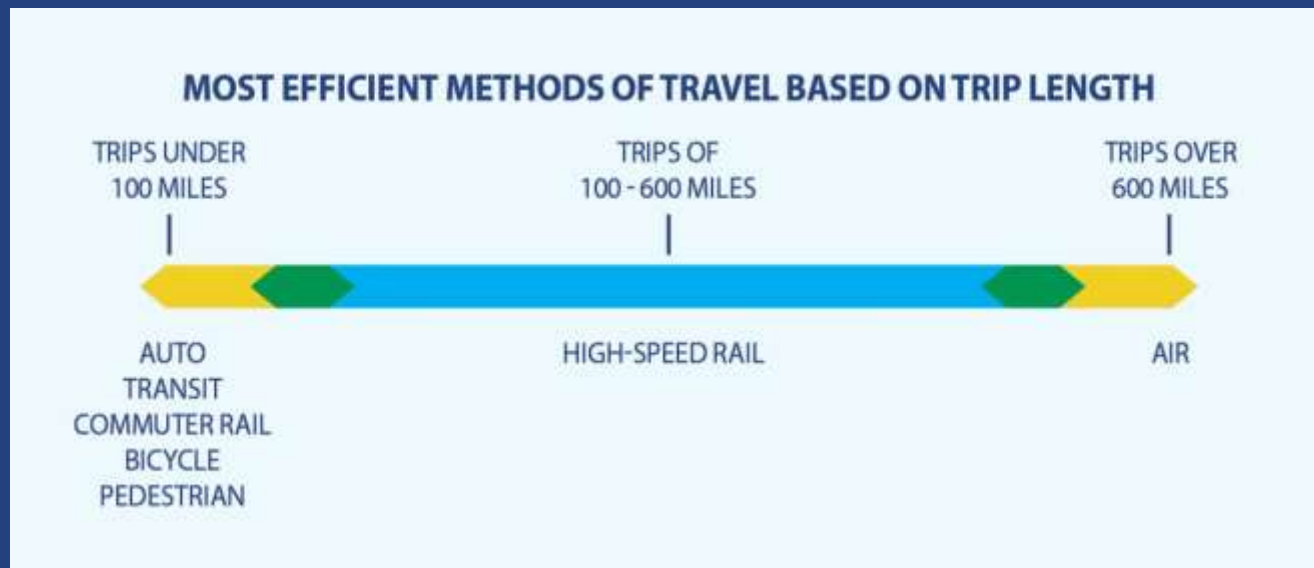
## HSR Stations in Top 10 CA Cities (by population)

Rank	City	County	Population	Planned HSR Station?
1	Los Angeles	Los Angeles	4,030,904	YES
2	San Diego	San Diego	1,391,676	YES
3	San Jose	Santa Clara	1,042,094	YES
4	San Francisco	San Francisco	886,583	YES
5	Fresno	Fresno	520,453	YES
6	Sacramento	Sacramento	485,683	YES
7	Long Beach	Los Angeles	484,958	NO
8	Oakland	Alameda	422,856	NO
9	Bakersfield	Kern	379,110	YES
10	Anaheim	Orange	358,136	YES
<b>Population Equivalent to One of the Largest States in the Country</b>			<b>9,982,453</b>	<b>8 of 10</b>

# High-Speed: A More Efficient Alternative

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- 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



# IT'S HAPPENING!

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- 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

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- **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



# 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

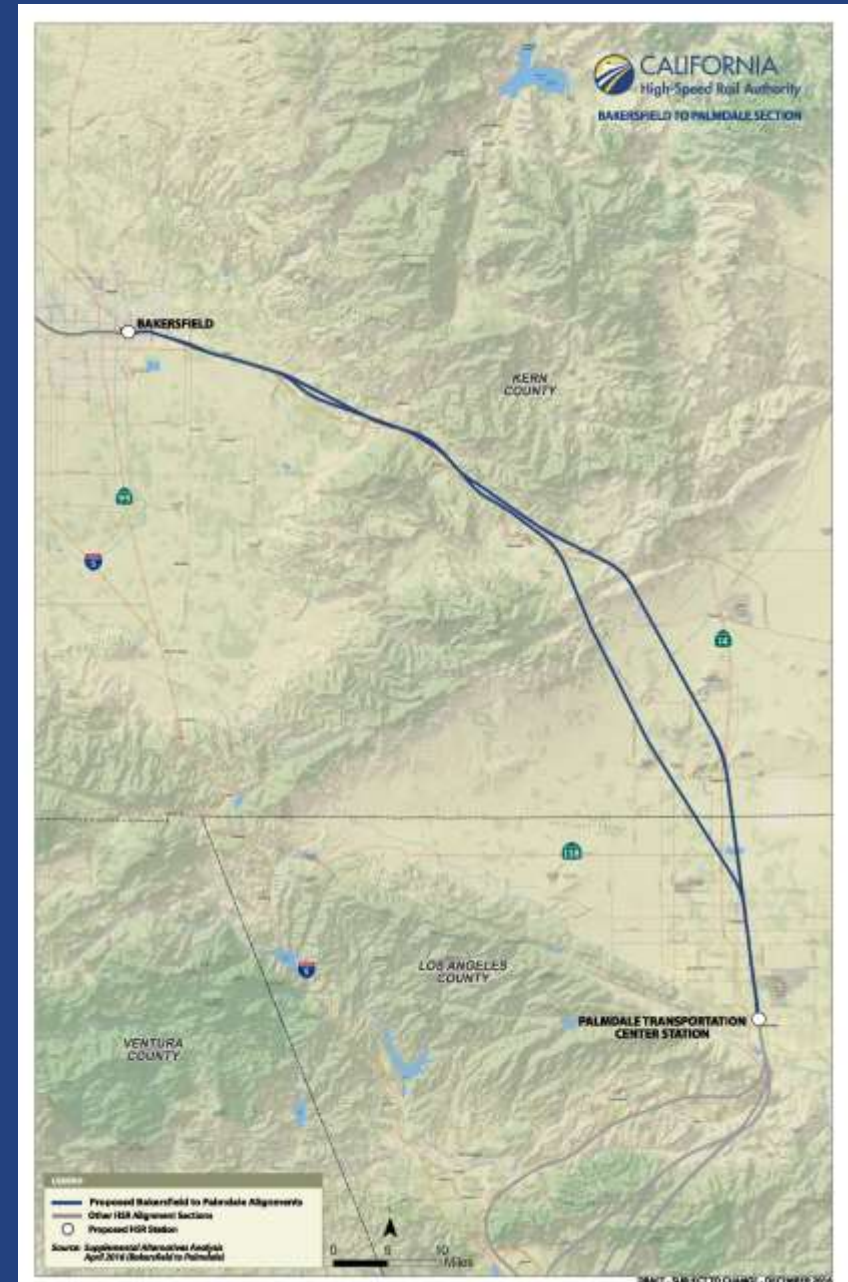
» Environmental Justice communities

» Green energy generation

» Ranches and natural lands

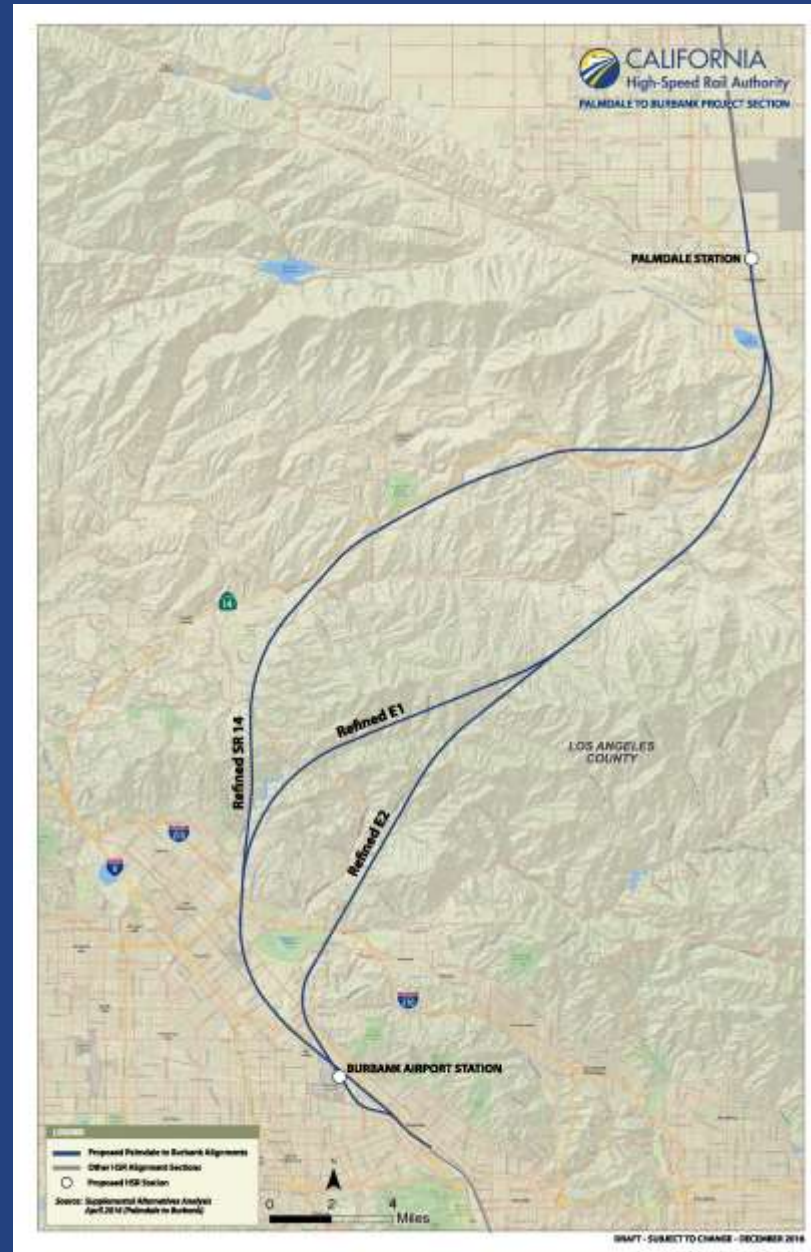
» Agricultural activities and businesses

» 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

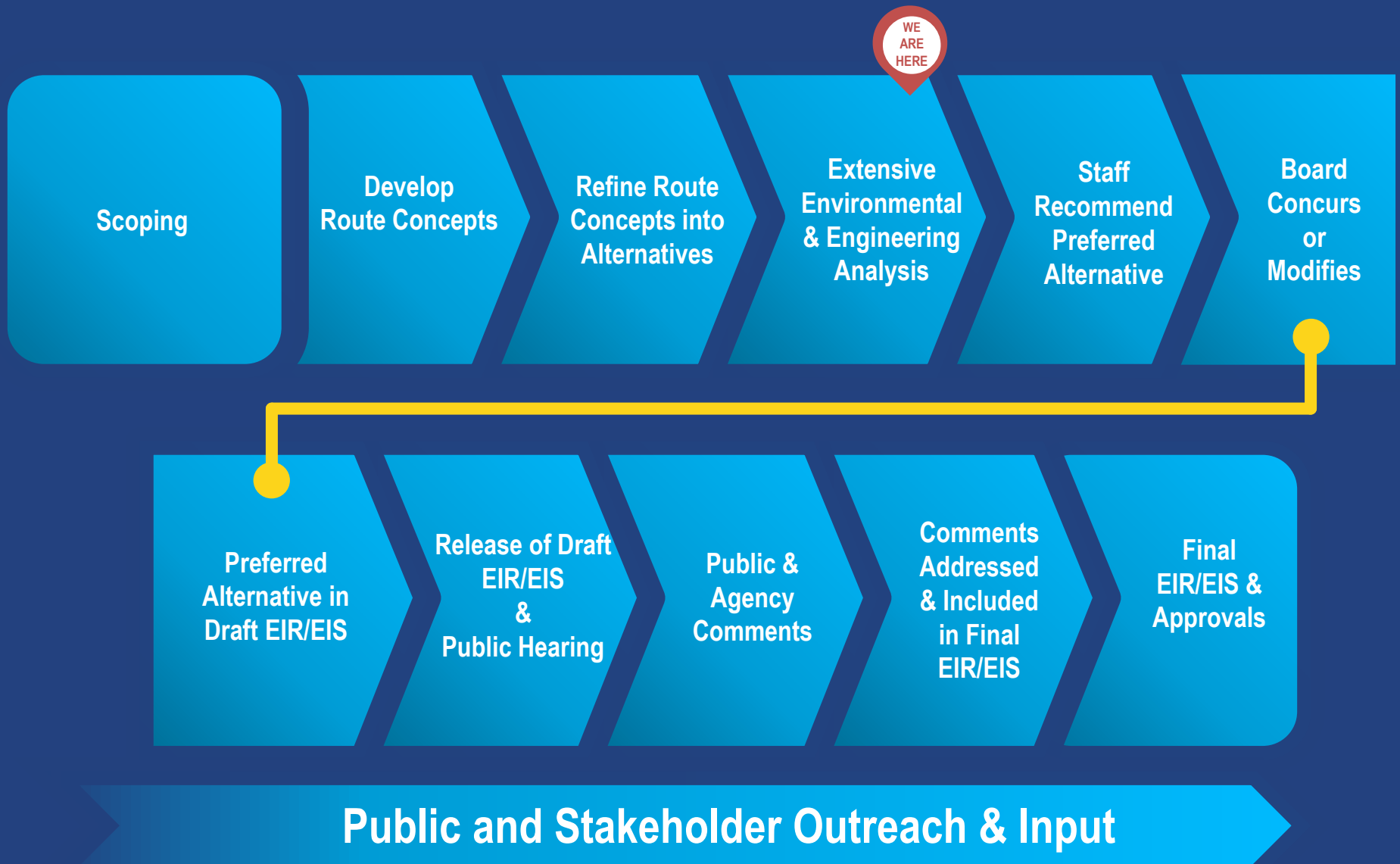


\* Some grade separations could be completed prior to HSR operations as independent early investment projects.

# COLLABORATIVE APPROACH BALANCES PRIORITIES

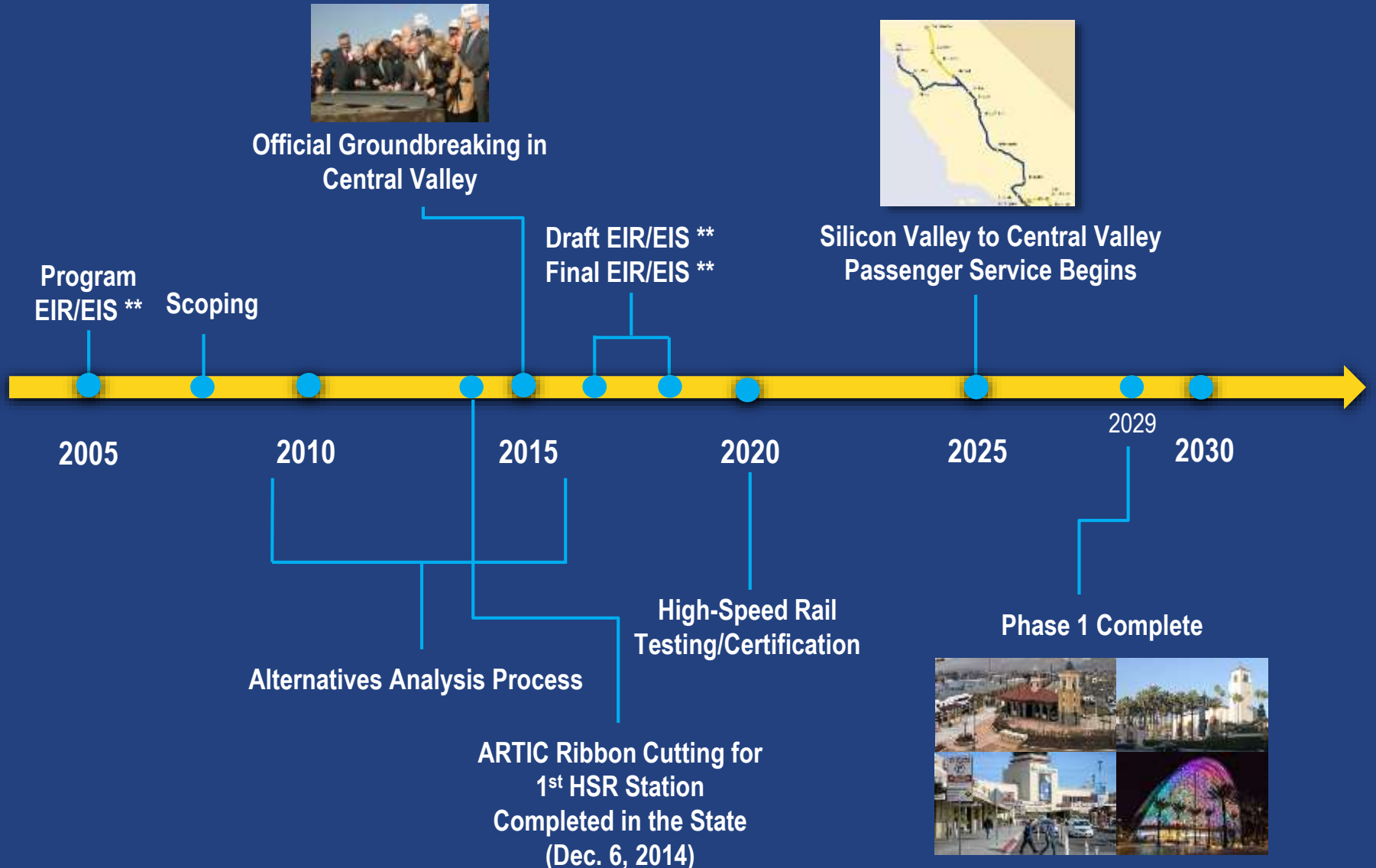


# ENVIRONMENTAL PROCESS & IDENTIFYING A PREFERRED ALTERNATIVE





# PROGRAM TIMELINE \*



\* 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

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## Los Angeles to Anaheim Project Section

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