



California High-Speed Rail

Metro Bus Operations Subcommittee

January 2010





The High-Speed Future

- 800-mile system connecting major cities
- Steel wheel-on-steel rail
- 100% clean electric power
- Maximum operating speeds in excess of 200 mph
- Grade separated
- Safe and Reliable





Project History

2009

Pres. Obama designates \$8B in ARRA funds

2008

Voters approve Prop. 1A - \$9.95B bond

2007-present

Project-level EIR/EIS process

2005

Program-level EIR/EIS certified by HSRA/FRA

1996

High-Speed Rail Authority created





Project Funding

Nov. 2008

Voters approve Prop. 1A - \$9.95B bond

Feb. 2009

President Obama designates \$8B in ARRA for high-speed train systems nationally

October 2009

California submits application to FRA requesting \$4.73 Billion in matching funds from Track 2 ARRA stimulus funds.

Jan/Feb. 2010

Awaiting word on FRA Funding Decisions





The High-Speed Future

Service up to 220 MPH linking Southern California, the Central Valley and the San Francisco Bay Area.

	<i>San Francisco (Transbay)</i>	<i>San Jose</i>	<i>Sacramento</i>	<i>Fresno</i>	<i>Los Angeles Union Station</i>	<i>Anaheim</i>	<i>Riverside</i>	<i>San Diego</i>
San Francisco (Transbay)		:30	1:53	1:20	2:38	2:57	3:10	3:56
San Jose	:30		1:24	:51	2:09	2:28	2:41	3:27
Sacramento	1:53	1:24		:59	2:17	2:36	2:49	3:35
Fresno	1:20	:51	:59		1:24	1:43	1:56	2:42
Los Angeles Union Station	2:38	2:09	2:17	1:24		:20	:33	1:18
Anaheim	2:57	2:28	2:38	1:43	:20			
Riverside	3:10	2:41	2:49	1:56	:33			:48
San Diego	3:56	3:27	3:35	2:42	1:18		:48	





A New Travel Option for All Californians

Annual Boardings for Selected Stations – Year 2030





Benefits

- Dependence on foreign oil reduced by 12.7 million barrels a year
- Greenhouse gases cut by 12 billion pounds a year
- Create **54,800** jobs by 2020; **96,300** jobs by 2035
- Increase local tax revenues
- Infuse an additional 2%-4% into the Los Angeles Region's economic growth annually





Federal ARRA Deadlines

October 2009

ARRA applications due.

September 2011

Record of Decision/Notice of Determination by FRA & HSRA Board

September 2012

Begin construction.

September 2017

Construction complete





Southern California Partners



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**



**Governments
SANBAG
Working Together**



Metro™



ORANGE COUNTY TRANSPORTATION AUTHORITY



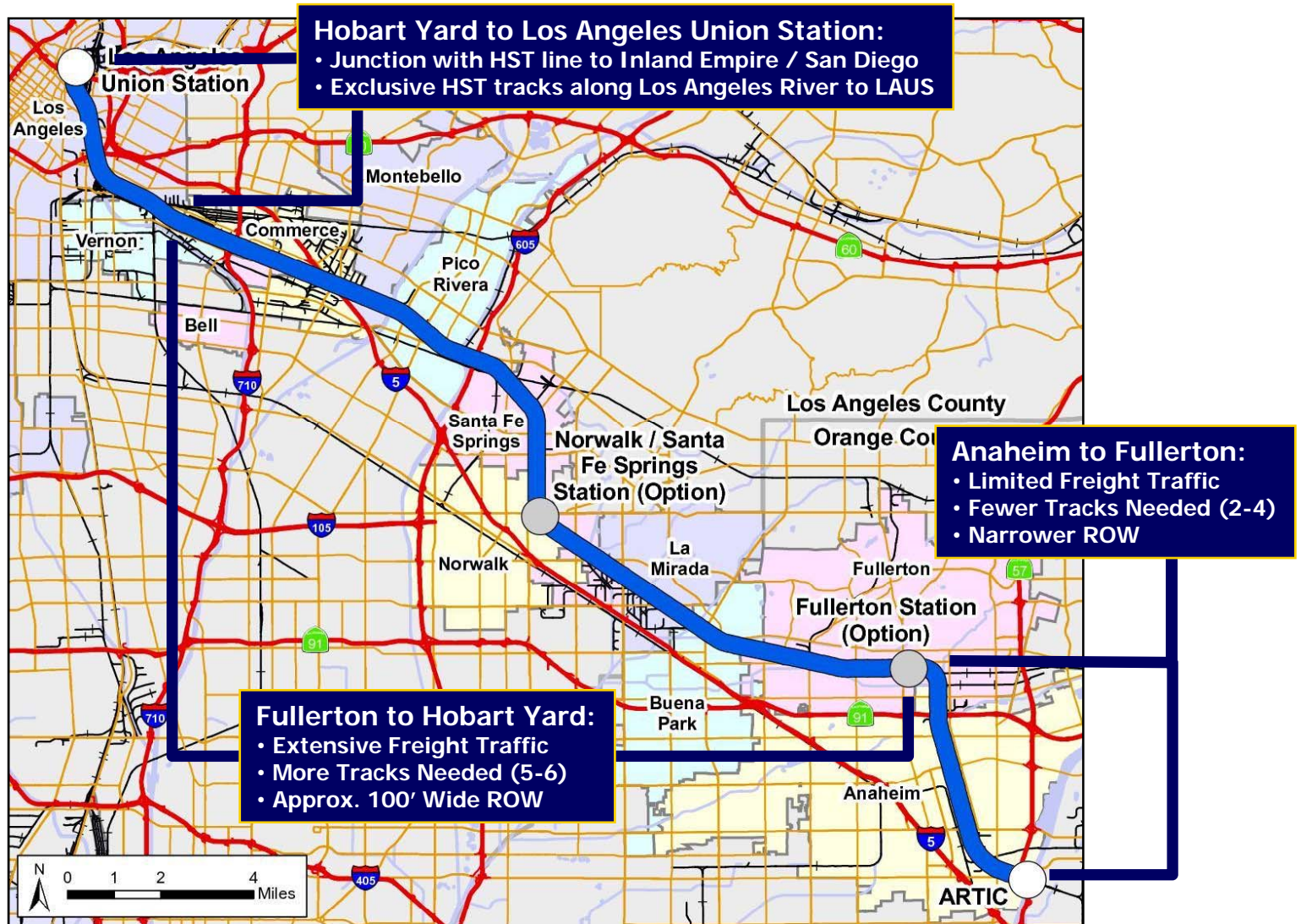


Southern California





LA-Anaheim Section Overview





Environmental Process

1. Initial Outreach	NOP/NOI	Scoping Meetings	Scoping Summary Report	Agency Outreach Plan
2. Project Definition	Alternatives Analysis	Project Definition / Description	Technical Reports	Impact / Mitigation Analysis
3. Draft EIR/EIS	Administrative Draft EIR/EIS	Draft EIR/EIS	Public Circulation of Draft EIR/EIS	Public Hearings
4. Final EIR/EIS	Selection of Preferred Alternatives	Response to Comments	Final EIR/EIS	ROD/NOD

Public Document Technical Report Outreach Activity





AA Evaluation Measures

Operations

Community Disruption / Impacts

Travel Time

Environmental Constraints / Impacts

Constructability

Intermodal Connections

Development Potential

Property Impacts

Right-of-Way Constraints

Capital and Operating Costs





LA-Anaheim Section - Next Steps

Summer 2009

Alternatives Analysis released

Winter/Spring 2010

On-going city & stakeholder coordination, Stakeholder Working Group, public open houses

Spring 2010

DRAFT Project-Level EIR/EIS

Spring/Summer 2010

Public Hearings

Winter 2010

HSRA to certify Final EIR/EIS

Spring 2011

Record of Decision/Notice of Determination by FRA & HSRA Board





LA to Palmdale, Union Station to SR-134





Los Angeles - San Diego Section Overview

- 160+ miles
- Eight potential stations
- Strong intermodal connectivity
- Four counties
- Three Caltrans Districts
- Nearly 100 cities

