• 800-mile system
• Steel wheel-on-steel rail
• Electrically powered
• Design speeds 250mph; Operating speeds 220mph
• Grade separated and isolated
• Safe and Reliable
“As is typical of California, they have been way ahead of the curve. People have been working on and dreaming about high-speed rail for more than a decade and they were willing to put some of their own tax dollars up to help fund it.”

– Secretary of Transportation Ray LaHood
## Estimated Travel Times

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

<table>
<thead>
<tr>
<th></th>
<th>San Francisco (Transbay)</th>
<th>San Jose</th>
<th>Sacramento</th>
<th>Fresno</th>
<th>Los Angeles Union Station</th>
<th>Anaheim</th>
<th>Riverside</th>
<th>San Diego</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco (Transbay)</td>
<td>:30</td>
<td>1:53</td>
<td>1:20</td>
<td>2:38</td>
<td>2:57</td>
<td>3:10</td>
<td>3:56</td>
<td></td>
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<tr>
<td>San Jose</td>
<td>:30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fresno</td>
<td>1:20</td>
<td>:51</td>
<td>:59</td>
<td></td>
<td>1:24</td>
<td>1:43</td>
<td>1:56</td>
<td>2:42</td>
</tr>
<tr>
<td>Los Angeles Union Station</td>
<td>2:38</td>
<td>2:09</td>
<td>2:17</td>
<td>1:24</td>
<td></td>
<td>:20</td>
<td>:33</td>
<td>1:18</td>
</tr>
<tr>
<td>Riverside</td>
<td>3:10</td>
<td>2:41</td>
<td>2:49</td>
<td>1:56</td>
<td>:33</td>
<td>:48</td>
<td></td>
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</tbody>
</table>

Burbank to Los Angeles Union Station approximately 12 minutes.
Project History

Jan 2010 California received $2.25B in Federal Stimulus Money for HST
Dec 2009 CHSRA Board Issues Business Plan Update
2009 Pres. Obama designates $8B in ARRA funds
2008 Voters approve Prop. 1A - $9.95B bond
2008 HSRA Board approves Business Plan
2007-present Project-level EIR/EIS process
2005 Program-level EIR/EIS certified by HSRA/FRA
2002-2005 Program-level EIR/EIS process
2000 Investment-grade forecasts of ridership, revenue, cost & benefits.
1996 High-Speed Rail Authority created
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 28, 2010</td>
<td>California received $2.25B in Federal Stimulus Money for HST</td>
</tr>
<tr>
<td>October 2009</td>
<td>Applications for stimulus funds submitted October 2</td>
</tr>
<tr>
<td>June 2009</td>
<td>FRA holds HST ARRA workshop in Sacramento, in coordination with HSRA</td>
</tr>
<tr>
<td>April 2009</td>
<td>Governor directs HSRA to work with Caltrans to develop application for ARRA funding</td>
</tr>
<tr>
<td>Feb 2009</td>
<td>President Obama designates $8B in ARRA for high-speed train systems nationally</td>
</tr>
<tr>
<td>Nov 2008</td>
<td>Voters approve Prop. 1A - $9.95B bond</td>
</tr>
<tr>
<td>2007 – Present</td>
<td>OCTA is the first agency to sign on as financial partner; contributing more than $7M</td>
</tr>
<tr>
<td>1996 – Present</td>
<td>State Funds HST Project</td>
</tr>
</tbody>
</table>
Environmental Benefits

Congestion costs Californians approximately $20 billion a year in wasted fuel and lost time. With up to 93 million riders a year by 2030, high-speed trains will reduce that impact.

• 1/3 the energy of airplanes

• 1/5 the energy of passenger cars

• Dependence on foreign oil reduced by 12.7 million barrels a year

• Greenhouse gases cut by as much as 12 billion pounds a year
The California High-Speed Train project will:

- Create **54,800** jobs by 2020; **96,300** jobs by 2035
- Help attract Federal Stimulus Money
- Infuse an additional 2%-4% into the Los Angeles Region’s economic growth annually
- Provide an annual increase in household incomes of more than $800 per family of four
- Add $348 million per year to L.A. County tax revenues by 2020

Unlocking the Gridlock in Los Angeles County’s Transportation System: The Local Economic Benefits of High-Speed Rail by Philip J. Romero, Ph. D, Dean and Professor of Economics, College of Business and Economics, California State University Los Angeles - October 8, 2008
Local Benefits

- **Grade Separated**
  - Safety
  - Reduced Traffic Delays
  - Reduced Noise and Pollution

- **Improved Metrolink and Amtrak Operations**

- **Transit-Oriented Development at Stations**

- **Connections to Local Communities**
<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2007</td>
<td>Scoping meetings</td>
</tr>
<tr>
<td>2007-2010</td>
<td>Outreach – Corridor city staff briefings, Council Workshops, Interagency meetings, Stakeholder Working Group meetings, Community activity centers &amp; briefings</td>
</tr>
<tr>
<td>Ongoing</td>
<td>Alternatives Analysis &amp; Enviro. Technical Reports (Baseline Conditions) Completed</td>
</tr>
<tr>
<td></td>
<td>Advance engineering; Continuation of Enviro. Review Process; Outreach Meetings; Drafting of the EIR/EIS; Public Comment/Review; ROD/NOD</td>
</tr>
</tbody>
</table>
Environmental Process

- Scoping (completed FY06/07)
- Alternatives Analysis Process (ongoing)
- Preparation of Technical Studies
- Preparation & Circulation of Draft EIR/EIS
- Response to Comments
- Selection of Preferred Alternative
- Preparation of Final EIR/EIS
- Notice of Determination/Record of Decision (NOD/ROD)
AA Evaluation Measures

Operations
Community Disruption / Impacts
Travel Time
Environmental Constraints / Impacts / Fatal flaws
Constructability
Intermodal Connections (Local transit)
Development Potential (Working with local govt’s.)
Property Impacts / Right-of-Way Constraints
Capital and Operating Costs
Station locations
Technical agency and stakeholder involvement
Southern California

- Palmdale to Los Angeles
- Soledad Canyon/SR-14
- MTA/Metrolink
- Sylmar
- Los Angeles to San Diego
- Los Angeles to Anaheim
- Pacific Ocean
1. Los Angeles Union Station to SR 134

2. SR 134 to San Fernando/Sylmar

3. San Fernando/Sylmar to Palmdale
Studied Alternatives

 existing ROW on east side

 existing ROW on west side

San Fernando Road

Metrolink

Service Road

Metrolink Right of Way

100ft

Existing

HST outside

57ft

Metrolink

HST (Service Road Closed)

100ft

60ft

60ft

8ft

8ft

8ft

San Fernando Road

Metrolink

Service Road

California High-Speed Train Project
Studied Alternatives

West Side

San Fernando Road

Metrolink

HST

Service Road

East Side

San Fernando Road

Metrolink

HST

Service Road

HST and Metrolink share right of way
Burbank Junction

HST west side
Very complex junction for HST, Amtrak, freight and Metrolink

Burbank Junction Ventura Line

Burbank Metrolink station
Burbank Junction

HST east side
Does not interfere with existing rail

Burbank Junction Ventura Line

Burbank Metrolink station
Key Constraints

- Burbank HST station (four HST tracks plus two Metrolink)
- Passing under I-5 at Providencia
- Future widening of I-5 alongside Metrolink
- Existing road network (HST separation)
- Existing utilities
- Metrolink and freight operations
- Land use
- HST platforms straight and level
- Existing overbridges (some will need reconstruction)
- Design speed 250mph / Operating speed 220mph (governs curves)
- Right of way
- Existing Metrolink corridor and existing station
- Burbank Junction
Station Constraints

- Flat platforms
- Platform length – 1,400 feet
- 4-tracks (2 through and 2 platform)
- Straight track – not on a curve
- Total length – 6,000 feet (switch to switch including platforms)
- Co-locate Metrolink station
Glendale/Burbank Station Option

Existing Metrolink Station

I-5

Metrolink Station

Alameda Ave

Allen Ave

HST Station
Next Steps

• Corridor cities briefings/Council Workshops
• Interagency Meetings/ Stakeholder Working Group Meetings
• Draft AA Report to CHSRA
• Interagency Meetings/Stakeholder Working Group Meetings/ Community Open Houses
• DRAFT Project-Level EIR/EIS
• Public Hearings
• Completion of Final EIR/EIS
• Record of Decision/Notice of Determination by FRA & HSRA Board
Contact

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Email: dan.tempelis@hatchmott.com