

# ***CALIFORNIA'S HIGH-SPEED TRAIN***

Project Update

**Greater Los Angeles  
Area Chamber of  
Commerce**



**July 13, 2010**

# A STATEWIDE SYSTEM

- High-speed rail systems are successful when connecting major metropolitan cities 300-500 miles apart
- Ridership/revenue is based on that point-to-point connection
- Phase 1 is San Francisco Bay Area to Los Angeles / Orange County
- \$43 billion estimate
- Build-out by 2020
- Fast, cheap and convenient



# **PHASE 1**

## *A segmented approach*

- San Francisco-San Jose
- San Jose-Merced
- Merced-Fresno
- Fresno-Bakersfield
- Bakersfield-Palmdale
- Palmdale-Los Angeles
- Los Angeles-Anaheim



## ***SUBSEQUENT SECTIONS AND ALTAMONT CORRIDOR***

- Los Angeles-San Diego via Inland Empire
- Merced-Sacramento
- Altamont Corridor Rail Project (separate from high-speed train project)



# **WHERE WE ARE NOW**

## *Environmental Review*

### **Project-level EIR/EIS in process for all nine sections**

- All sections have completed scoping and have either completed the analysis of alternative alignments or have it underway
- Receiving public input to develop and refine alternative alignments
- September 2011-October 2012: Target dates for state and federal certification of all seven Phase 1 sections
- On track to meet requirements for ARRA funding
- Construction must begin no later than September 2012 on ARRA-funded projects

# **WHERE WE ARE NOW**

*Transitioning from Planning to Implementation*



## New California High Speed Rail Authority CEO: **Roelof van Ark**

- Senior executive with more than 30 years experience as an engineer and manager for some of the world's leading transportation companies
- President of Alstom Transportation Inc., North American subsidiary of France's Alstom SA, makers of the fastest trains in the world and builders of Europe's TGV
- President of Aviation Security for Invision Technologies Inc.
- President/CEO of Siemens Transportation Systems
- June 1 start
- Beginning of a new organizational structure

## ***AGENCY COOPERATION***

### **Partnerships: Established and Newly Focused**

- LA Metro
- OCTA
- Federal Railroad Administration
- Gateway Cities COG
- SCAG
- RCTC
- SANDAG
- SANBAG
- Technical Working Groups

## ***RE-ASSESSING PLANS TO THIS POINT***

### **New possibilities**

- Increased cooperation and collaboration
- Shared-track model reviewed
- Ratification of Service along the LOSSAN
- Station placements being reviewed

## RECOVERY ACT FUNDING: WHERE?

### ARRA projects:

- Los Angeles-Anaheim
- Fresno-Bakersfield
- Merced-Fresno
- San Francisco-San Jose

### Award:

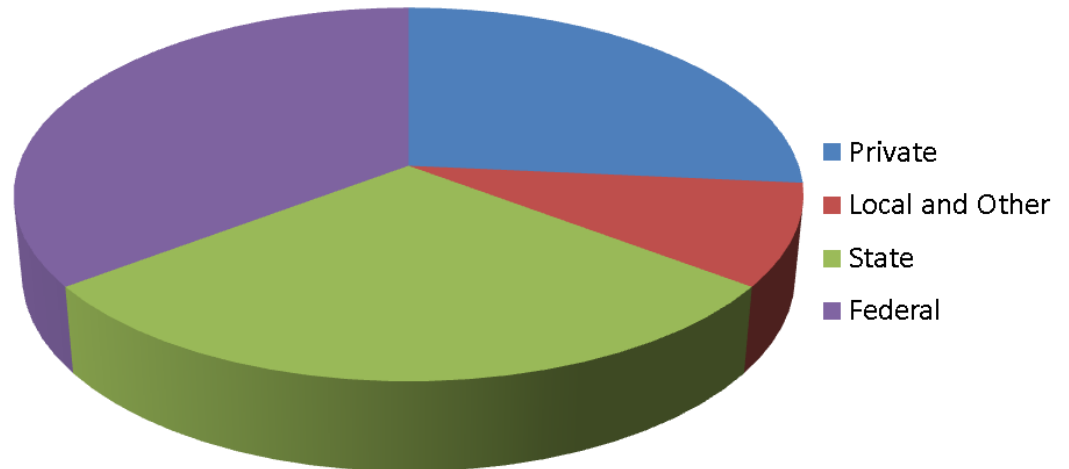
- \$1.85 billion (grows to \$3.7 billion with state match)



# FUNDING

## Projected overall cost: \$42.6 billion

- California Funding: \$9B
- Federal Funding: \$17-19B
- Local Funding: \$4-5B
- Private Investment: \$10-12B



# ***NEXT STEPS***

## *Toward Construction*

- **Construction**

- Must begin by Sept. '12
- ARRA sections likely first
- Construction, engineering, finance plans to undergo legislative review prior to G.O. bond sales

- **Bids**

- Beginning in 2011 through to 2012 and beyond
- As-yet undetermined what form bid packages will take (D-B, D-B-O-M, Core Systems, etc.)

