

CALIFORNIA HIGH-SPEED RAIL

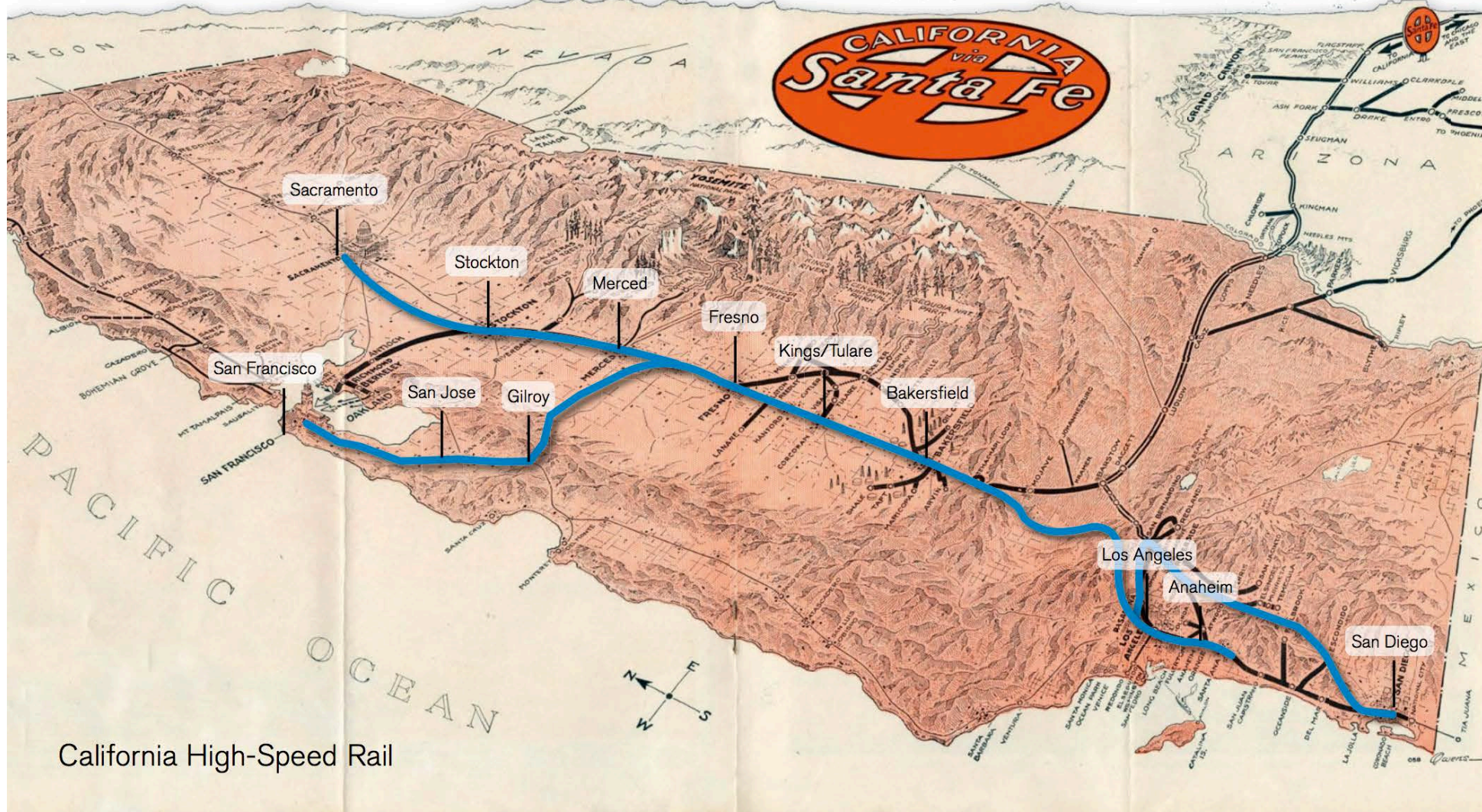
Margaret Cederoth, Director of Planning and Sustainability

Boris Lipkin, Northern California Regional Director

February 20, 2020



OPPORTUNITY TO RECONNECT AND RESHAPE CALIFORNIA'S ECONOMY



California High-Speed Rail



CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL



Increase Mobility



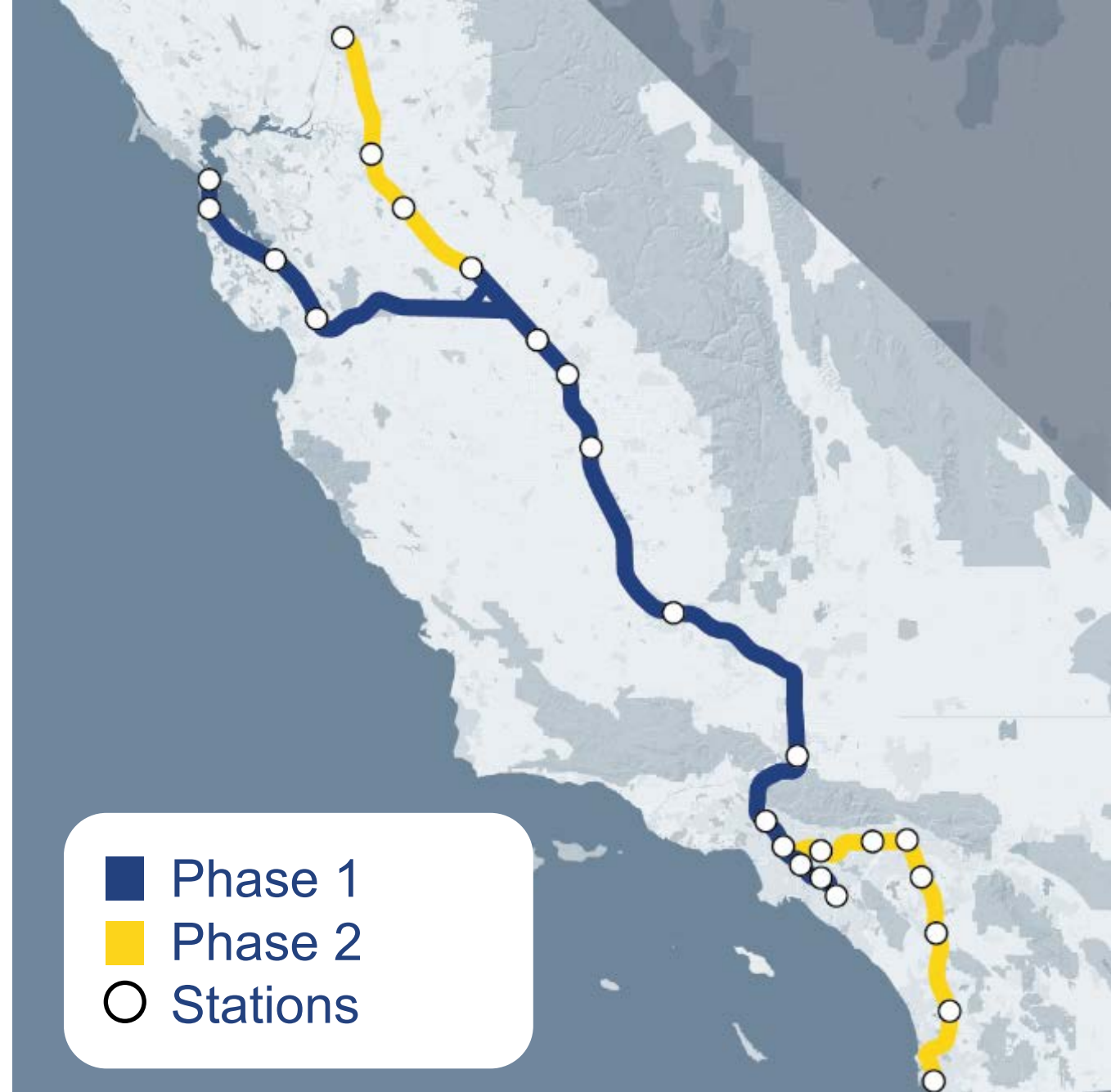
Needed Alternative



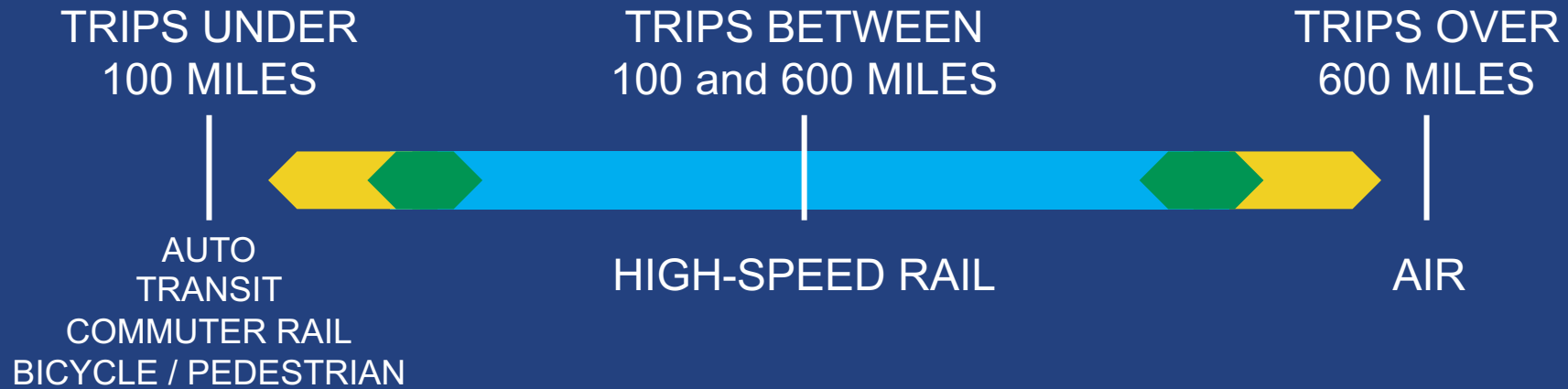
Better Air Quality



Job Growth



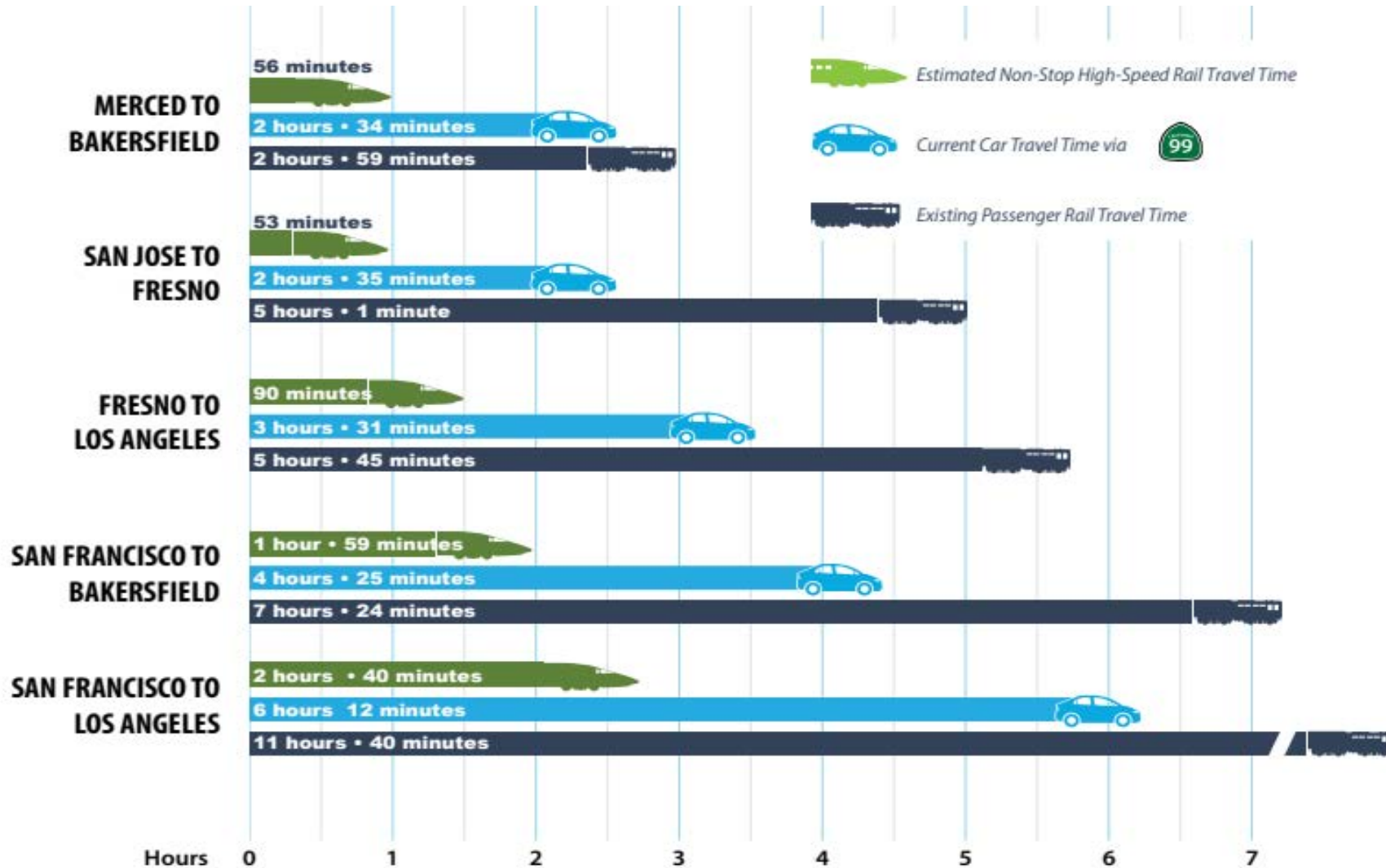
Most Efficient Methods of Travel Based on Trip Length



High-Speed Rail Fills a Gap in California's Infrastructure

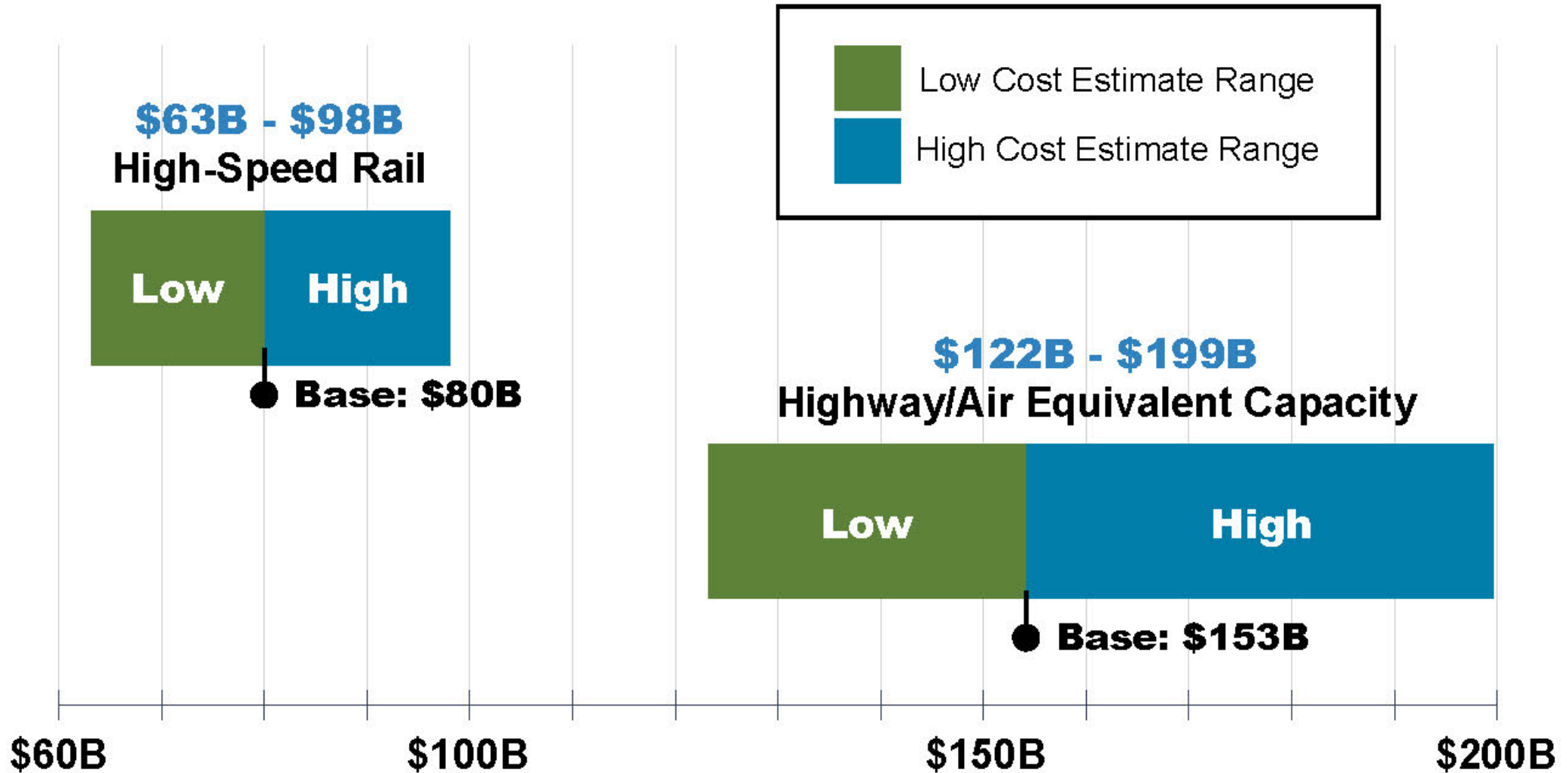
TRAVEL TIME

Comparative Travel Times – Car, Existing Rail, and Non-Stop High-Speed Rail



A GOOD INVESTMENT

Cost of High-Speed Rail Phase 1 compared to cost of equivalent highway/air capacity



A GOOD INVESTMENT

Equivalent new capacity between San Francisco and Los Angeles would require:



4,300

New Highway Miles



115

New Airport Gates



4

New Airport Runways

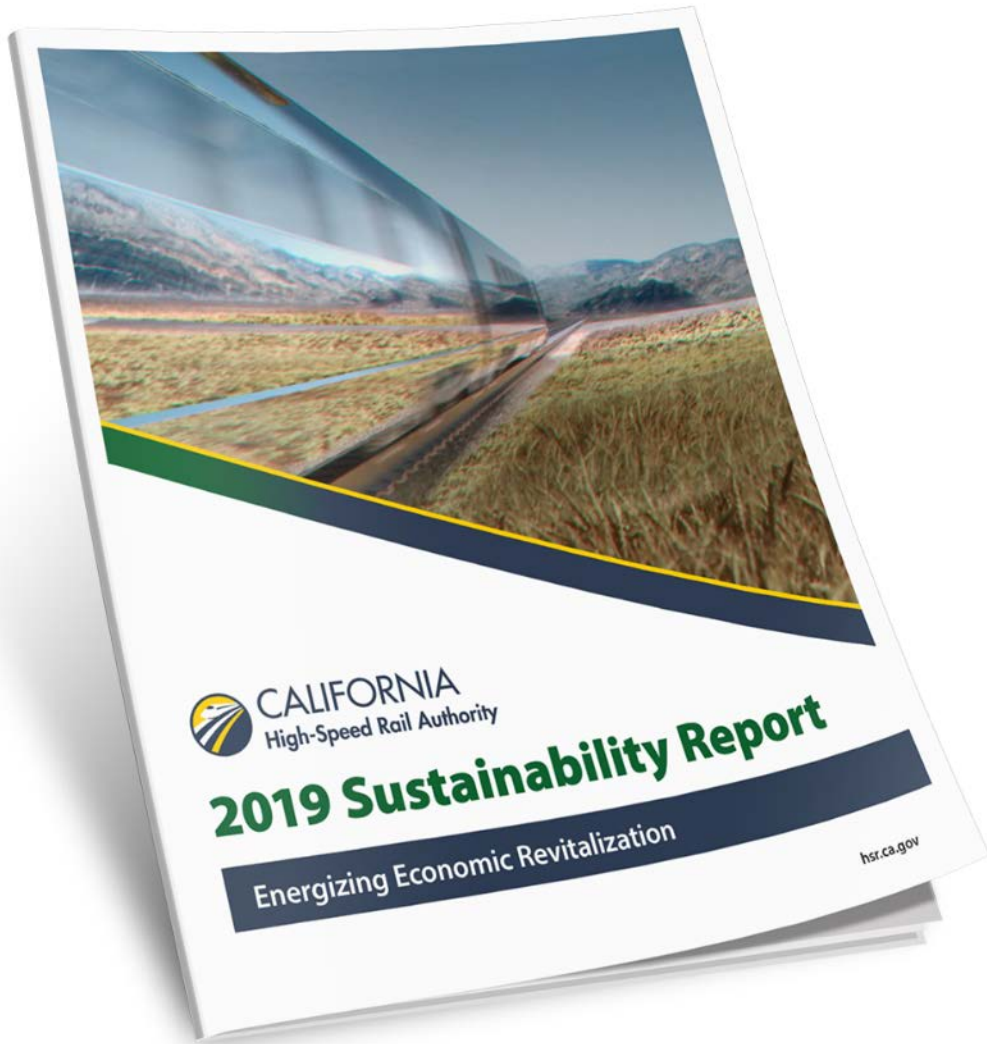
LEADERSHIP IN SUSTAINABILITY

- California is the national leader on clean transportation in the era of climate change
- Meeting our mobility, economic, and environmental goals
- More than \$6.4 Billion has been invested in planning and building high-speed rail



A TOP-RANKED PROGRAM

CALIFORNIA HIGH-SPEED RAIL



G R E E S B
★ ★ ★ ★ ★ 2019

5-Star Project
GRESB Infrastructure Assessment

CLIMATE BENEFITS

Draft 2020 Business Plan

- The initial line between Merced and Bakersfield delivers greenhouse gas and air quality benefits immediately
- The entire system, the backbone of electrified transportation, delivers critical long-term reductions



1.8 MMTCO₂e annual average reductions



800 tons of NO_x reduced annually

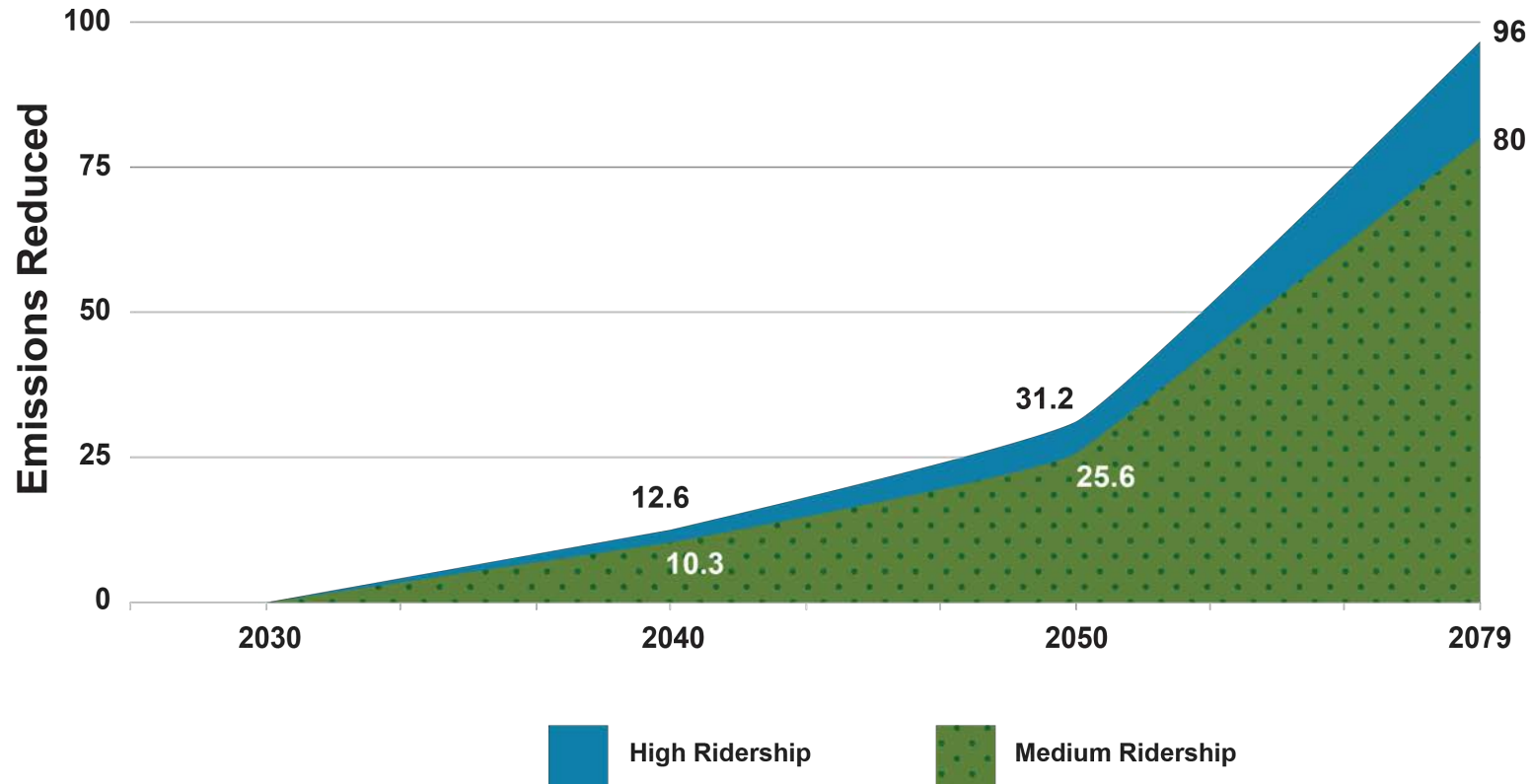


260 tons of PM reduced annually

CLIMATE BENEFITS

Projected Cumulative GHG Emissions Reduced (MMTCO₂e)

80 to 96 million metric tons of emissions reduced



HSR Expands Business Opportunities



Bay Area

3
Hours



Fresno

HSR Expands Business Opportunities



Bay Area

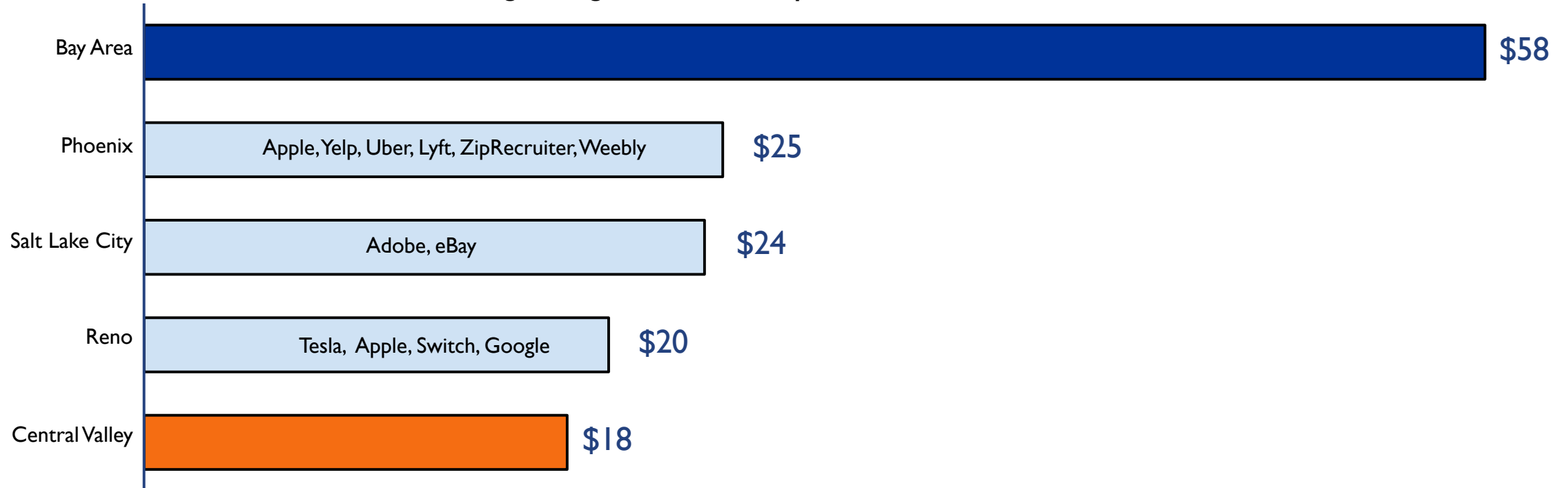


Fresno

- San Jose to Fresno = 60 Minutes
- Bakersfield to Los Angeles = 60 Minutes
- San Francisco to Los Angeles = 2 Hours and 40 Minutes

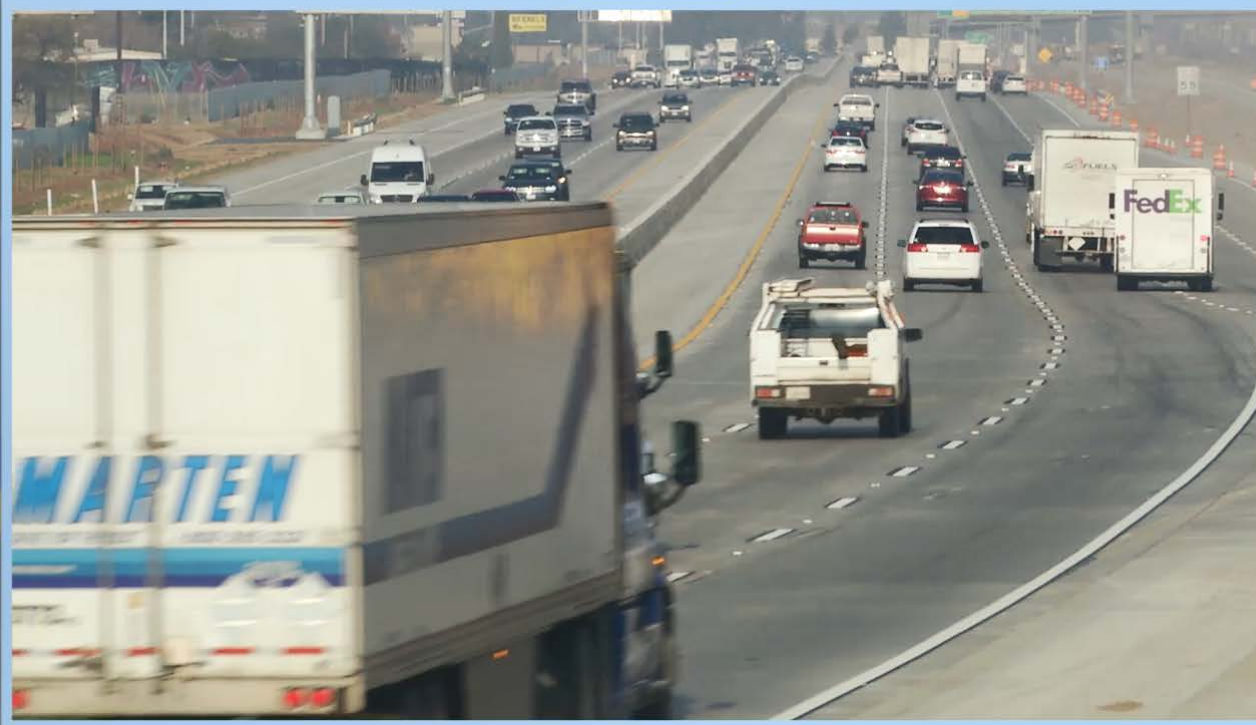
GROWTH OPPORTUNITIES FOR BUSINESSES

Average Asking Rent/SF – Office Space, All Classes, Q4, 2017**



** Source Data: CBRE and Cushman & Wakefield Q4 market reports; reflects full-service gross rents/SF

VALLEY-TO-VALLEY CONNECTION



Mayor Sam Liccardo

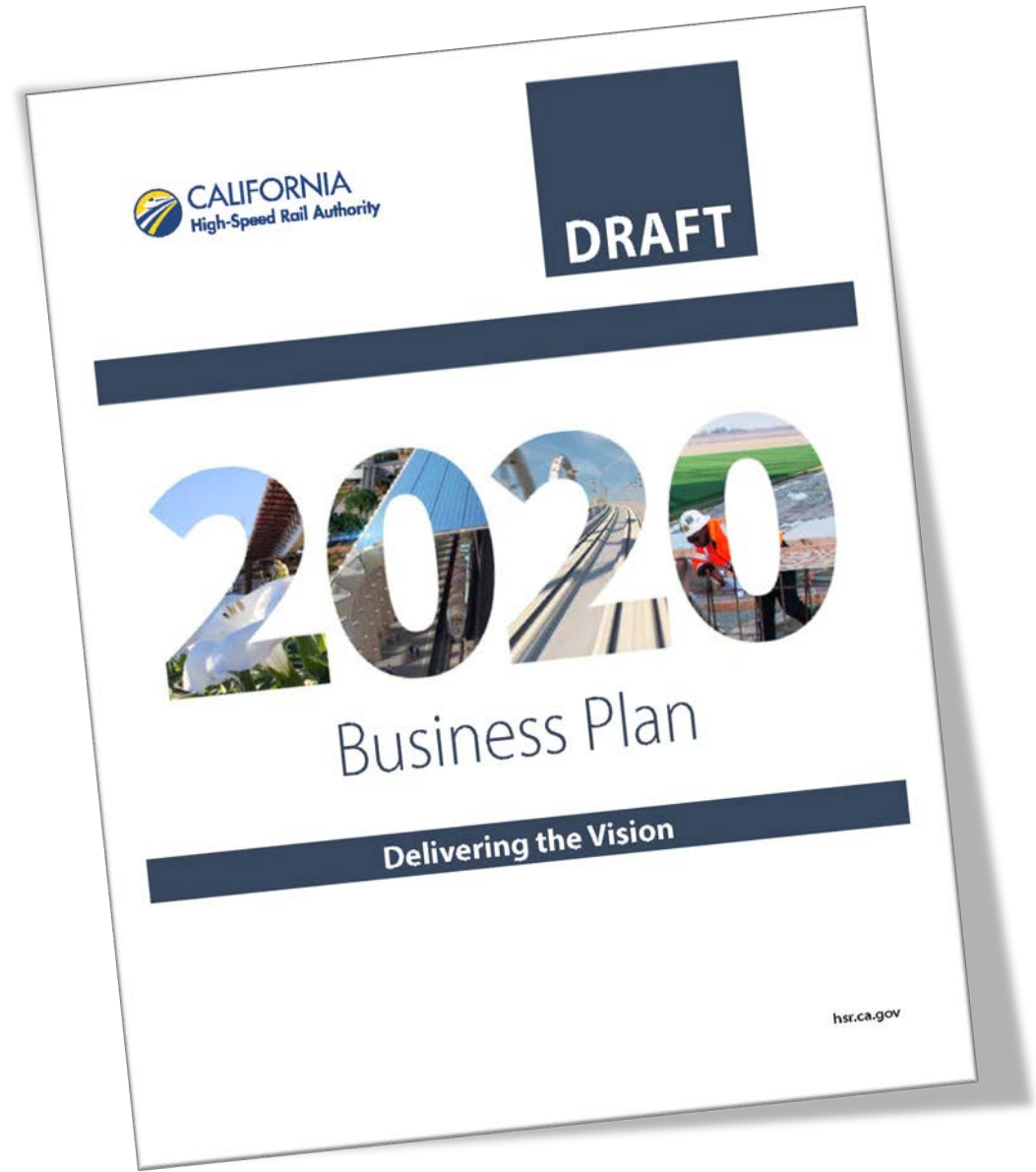
SAN JOSE



https://www.youtube.com/watch?v=5_jbM8u2a_k

DRAFT 2020 BUSINESS PLAN

- **Required by PUC Section 185033**
 - » Foundational document for implementing the program
 - » Required every two years (even years)
- **Represents the status of the program at the current point in time**
- **Summarizes the Authority's approach to implementation**
- **Includes:**
 - » Updated capital cost and other estimates
 - » Updated ridership and revenue forecasts
 - » Summary of progress over last two years
 - » Review of current challenges and how to address them



PROJECT PROGRESS

- 700 onsite construction workers per week
- Doubled rate of construction in the Central Valley
- NEPA assignment approved by FRA
- Preferred Alternatives identified for entire Phase 1 system
- Issued first Record of Decision in five years (Shafter to Bakersfield)
- Initiated procurement of track and systems with issuance of Request for Proposals



30 Active Construction Sites



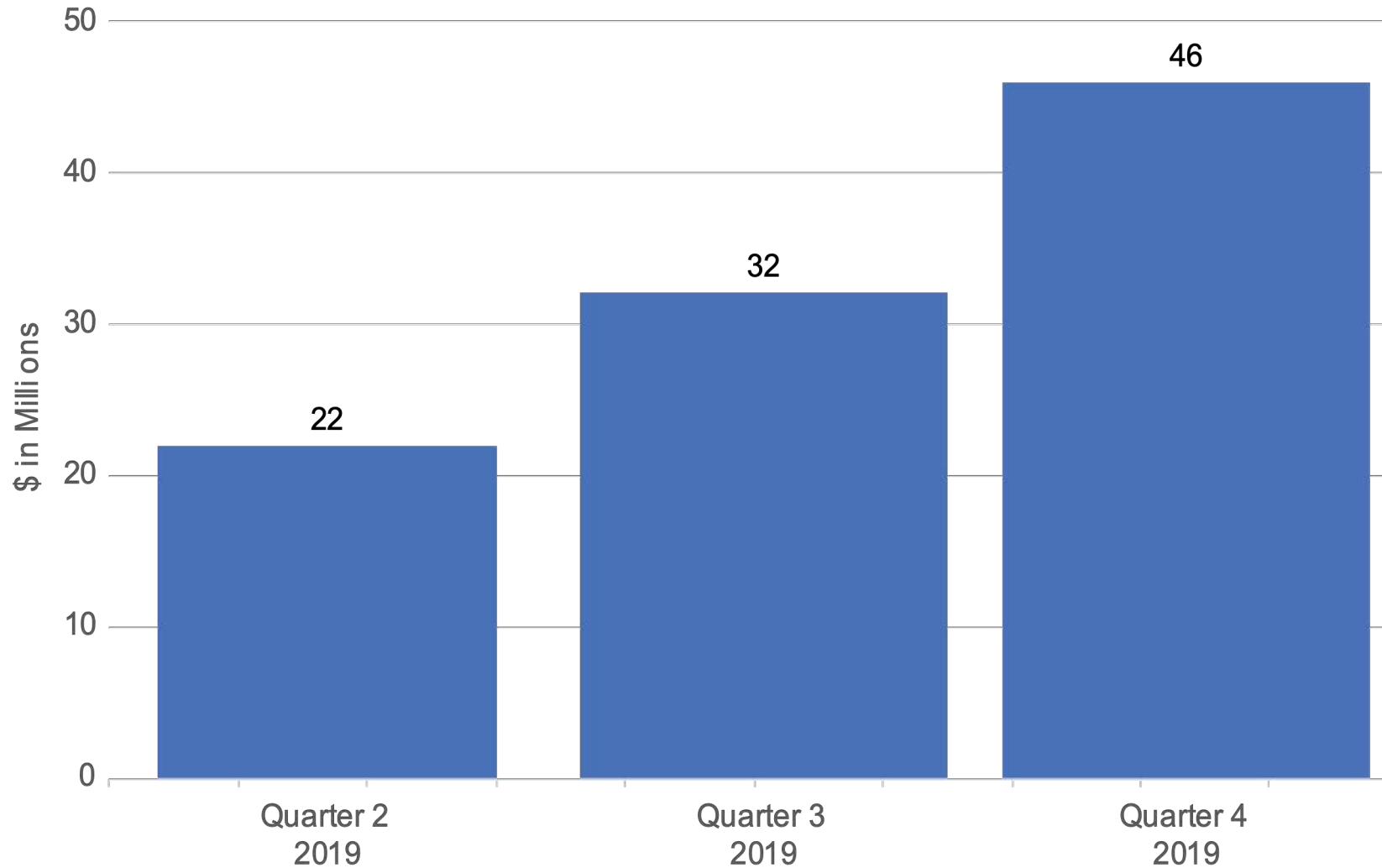
3,500+ construction jobs generated



520+ small businesses engaged

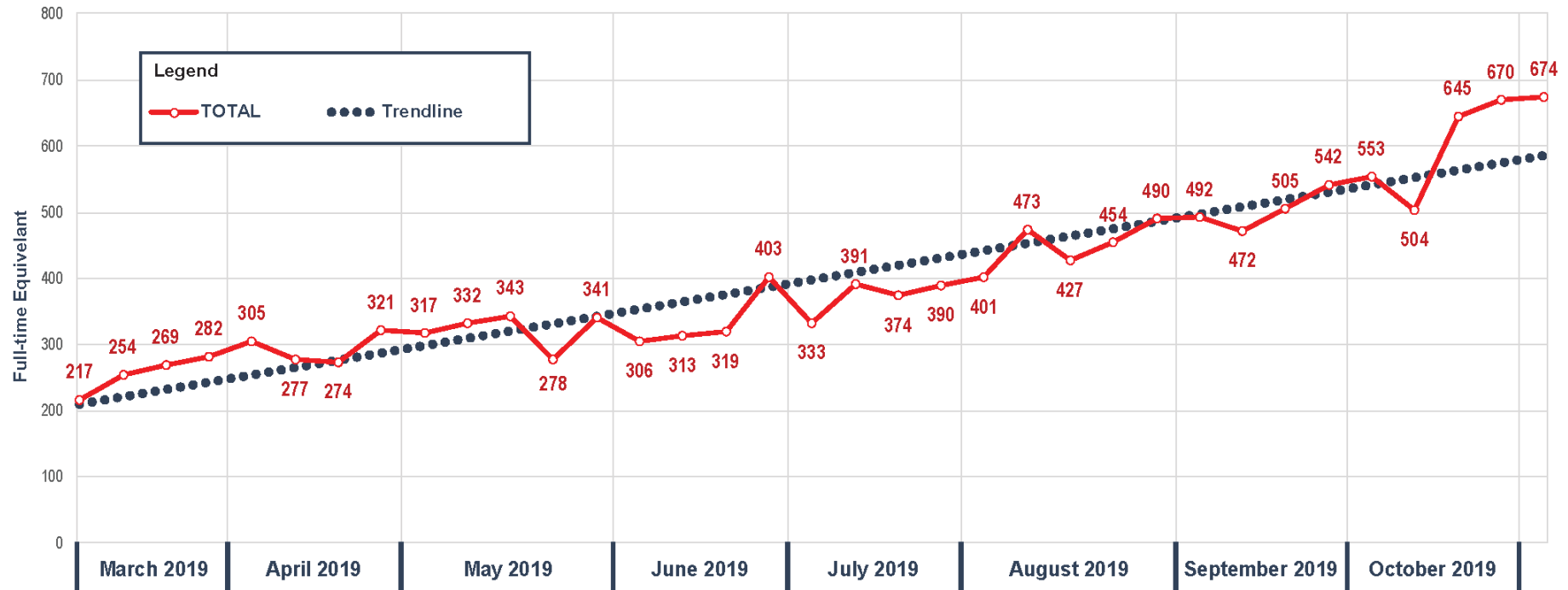
MOMENTUM PICKING UP IN THE FIELD

AVERAGE MONTHLY EXPENDITURES BY QUARTER



MOMENTUM PICKING UP IN THE FIELD

WEEKLY AVERAGE WORKERS DISPATCHED





https://www.youtube.com/watch?v=qfvQ7F_ec80&feature=youtu.be

WHERE WE ARE IN 2020

- **350 miles of electrified high-speed rail on the way to or under construction**
 - » 171 miles between Merced and Bakersfield
 - » 51 miles of the Caltrain Corridor being electrified
 - » 130 miles connecting Las Vegas to Southern California
- **Remainder of Phase 1 (San Francisco to Los Angeles/Anaheim) environmental clearance underway**
 - » 5 Draft EIR/EIS documents planned in 2020



LOOKING AHEAD TO 2022

- **350 miles of high-speed rail under construction**
 - » First high-speed trains under development
- **Full Phase 1 environmental clearance complete**
 - » Advancing strategic investments
 - » Pursuing additional funding



WHY EXTEND TO BAKERSFIELD AND MERCED

171-MILE INTERIM SERVICE

- **Best value**

- » Expands train service
- » Reduces travel time
- » Increases ridership with lowered state operating costs

- **It's affordable**

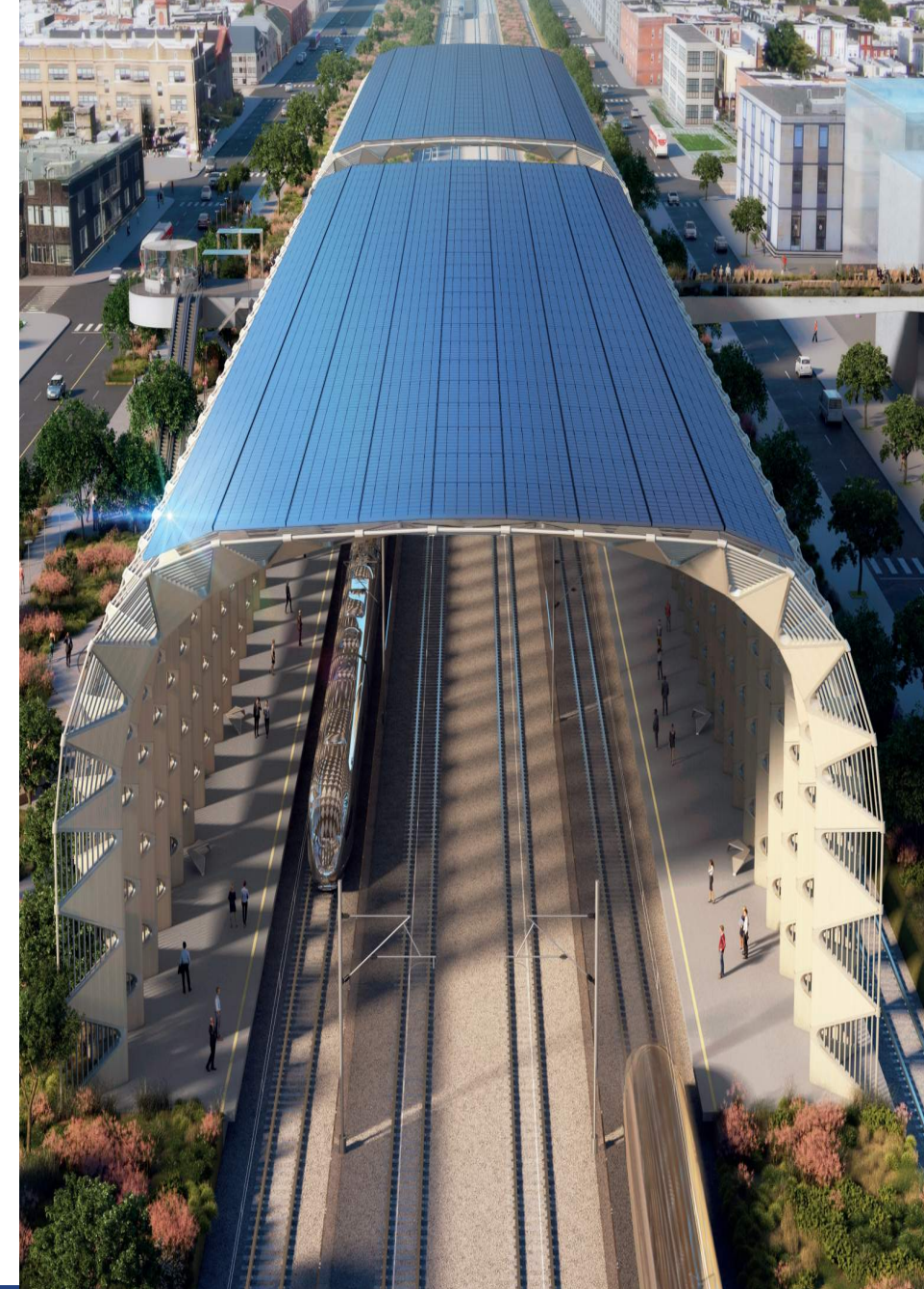
- » Cost of \$20.4 billion is within the \$20.6 billion and \$23.4 billion range budget

- **It connects three of the fastest growing counties of the state**

- » Merced, Fresno and Bakersfield

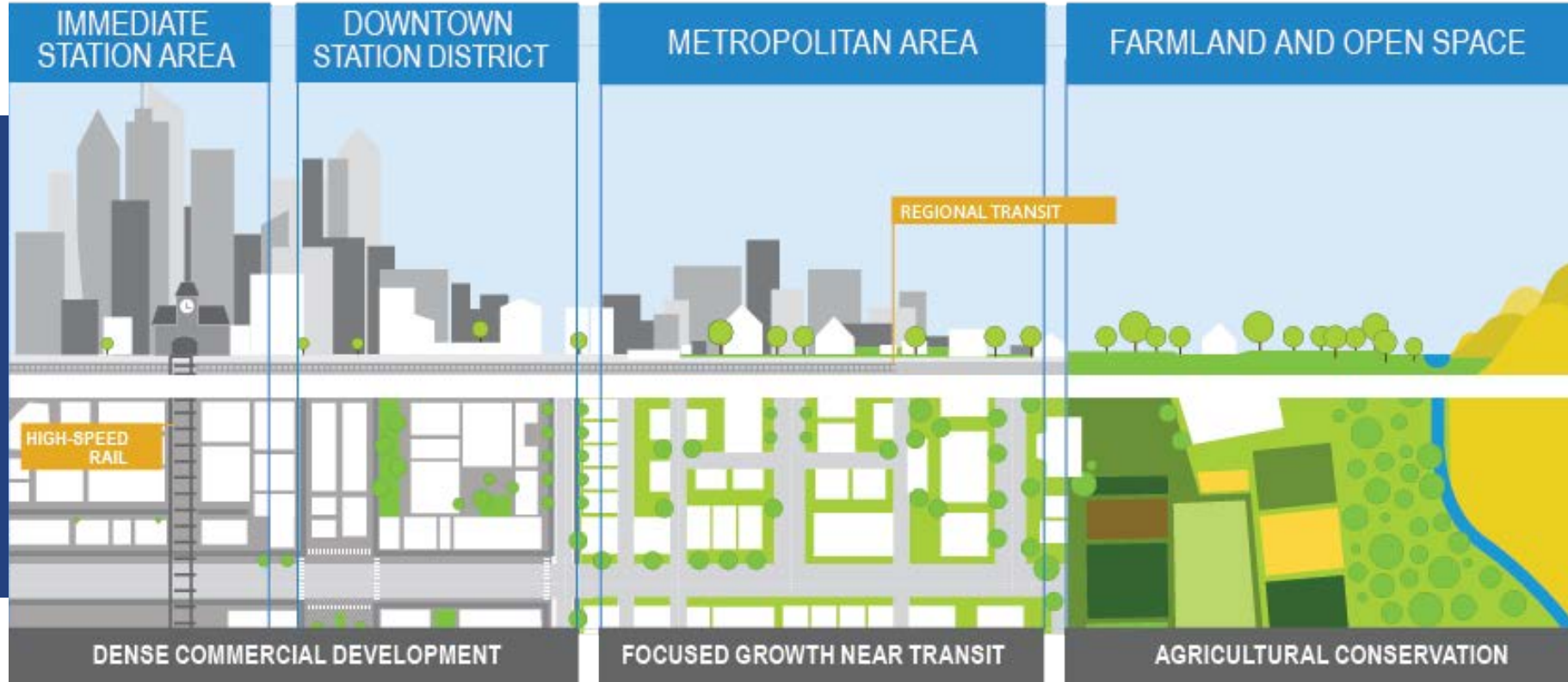
- **It Provides for interim connection**

- » North into Bay Area and Sacramento via the San Joaquin and ACE service
- » South into LA Basin via bus connection



STATION COMMUNITIES AND RIDERSHIP

CALIFORNIA HIGH-SPEED RAIL



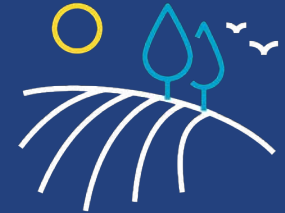
Advancing planning and economic development tools
in partnership with station cities.

COSTS AND FUNDING

- Proposing to use funds available through 2030 to deliver initial line between Merced and Bakersfield
- Cost estimates still within ranges from the 2018 Business Plan
- Projected \$20.6 to \$23.4 billion in total funding available through 2030, based on Cap-and-Trade estimates



350 miles under development/construction



Full Phase 1 environmental clearance in 18-24 months



Over \$8 billion in economic output from investment to date

HIGH-SPEED RAIL IN NORTHERN CALIFORNIA IN 2020

PROJECT DEVELOPMENT STAGES

Planning



**Diridon Integrated
Station Concept**

Environmental



**San Francisco to
Merced Corridor**

Pre-Construction



**Downtown
Extension (DTX)**

Construction



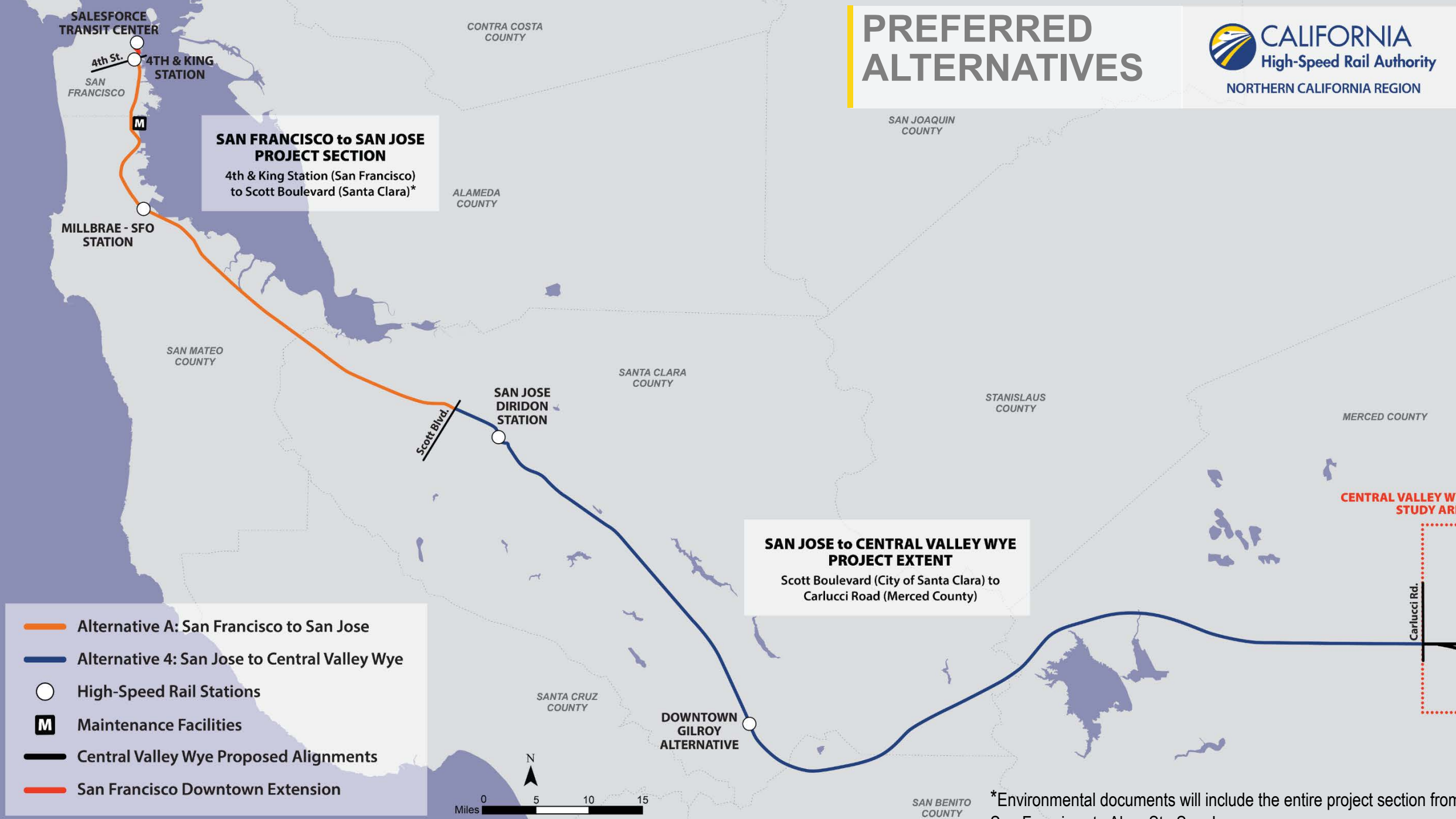
**Caltrain
Electrification**

Operations








**Salesforce
Transit Center**

PREFERRED ALTERNATIVES



SAN FRANCISCO to SAN JOSE PROJECT SECTION
4th & King Station (San Francisco) to Scott Boulevard (Santa Clara)*

SAN JOSE to CENTRAL VALLEY WYE PROJECT EXTENT
Scott Boulevard (City of Santa Clara) to Carlucci Road (Merced County)

-  Alternative A: San Francisco to San Jose
-  Alternative 4: San Jose to Central Valley Wye
-  High-Speed Rail Stations
-  Maintenance Facilities
-  Central Valley Wye Proposed Alignments
-  San Francisco Downtown Extension

*Environmental documents will include the entire project section from San Francisco to Alma St., San Jose

DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT



LOOKING AHEAD IN NORTHERN CALIFORNIA

NEXT STEPS AFTER ENVIRONMENTAL CLEARANCE



Completion of
Environmental
Clearance



Strategic Right-of-Way
Acquisitions



Third-Party Agreements



Preliminary Engineering for
Procurement



Closure of Funding Gap

HOW TO COMMENT ON THE DRAFT 2020 BUSINESS PLAN

- **60-day public comment period: February 12 through April 12**
- **Online at: www.hsr.ca.gov/about/business_plans/business_plan_2020_comment_form.aspx**
- **By phone: 916-384-9516**
- **By email: DraftBP2020@hsr.ca.gov**
- **By mail:**
 - » California High-Speed Rail Authority
 - » Attn: Draft 2020 Business Plan
 - » 770 L Street, Suite 620, MS-1
 - » Sacramento, CA 95814
- **In Person:**
 - » Authority Board Meetings:
 - ~~February 18, Sacramento, California Department of Food and Agriculture Headquarters~~
 - March 17, Los Angeles, LA Metro Headquarters
- **Board Adoption of Draft Business Plan**
 - April 21, Fresno, Location TBD



Headquarters

California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814
www.hsr.ca.gov

Northern California Regional Office

California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 300
San Jose, CA 95113

