

CALIFORNIA HIGH-SPEED RAIL

A TRANSFORMATIVE INVESTMENT
IN CALIFORNIA'S FUTURE

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HIGH-SPEED RAIL: more than a transportation program

- California is 8th Largest Economy in the World
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- It is a Transformative Investment
- Connecting all California Population Centers



Controversy is nothing new

- Transformative Projects Have Never Been Easy
- Golden Gate Bridge:
 - “Upside-Down Rat Trap that will Mar the Beauty of the Bay”
 - 2,000+ Lawsuits
- BART – Once Called the Train to Nowhere
- Calif. State Water System, University of Calif. System
 - Single-Vote Margins
- Where Would We be Without Them?

Why high-speed rail in California?

- **Curbs Congestion**
 - LAX to SFO is the Busiest Short-Haul Market in US
 - 1 in 6 Flights out of LA Heads to Bay Area
 - Six of Top 30 Congested Urban Areas in US Located in California
- **Population Growth Estimated to Reach 50 Million by 2030**
- **Air Quality/Sustainability**
 - Meets Goals of AB 32/SB 375
- **Alternatives are Costly**
 - 2-3 Times More Expensive



Results for California

- **Reduction in Vehicle Miles Traveled (VMT)**
 - By 2030, the system will have reduced vehicle miles by a total of 14.8 billion
 - By 2040, the system will have reduced vehicle miles by 49.6 billion
- **Daily Number of Flights Diverted**
 - Starting in 2030, the state will see a daily reduction of 93 to 171 flights
 - By 2040, the state will see a daily reduction of 97 to 180 flights
- **Statewide Air Quality Improvement (by 2030)**
 - At least 225 tons of volatile organic compounds reduced (VOCs)
 - At least 1,000 tons of particulate matter reduced (PM 2.5 and PM 10)
 - More than 12,000 tons of ozone precursors

Environmental Benefits:

high-speed rail's best kept secrets

- Preserving Agricultural Land
- Improving Air Quality
- Preserving and Enhancing Critical Habitat
- Reducing Greenhouse Gases
- Enabling Smart Land Use
- Urban Greening: Planting Trees
- Modernizing Transit Statewide
- Using Renewable Energy

A STATEWIDE RAIL MODERNIZATION PLAN

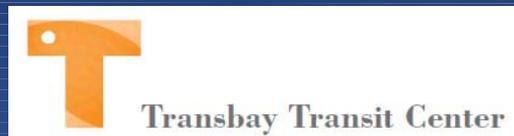
Connecting California

- Caltrain Electrification & Early Investments in the Peninsula Corridor
- Central Valley “Backbone” of High-Speed Rail
- Regional Enhancements in Southern California
- Statewide Connectivity Projects & Investments



Partnerships for progress

\$13 Billion Leveraged for High-Speed Rail and Improvements to Existing Local & Regional Rail Systems



NORTHERN CALIFORNIA INVESTMENTS

Connectivity & Bookend Projects

- **BART: \$145 Million, Millbrae Station Track Improvements and New Bart Cars**
- **SF Muni: \$61 Million, Light Rail Extension**
- **Caltrans/Amtrak Capitol Corridor: \$63 Million, Track Improvements to Increase Service**
- **Caltrans/Amtrak San Joaquin: \$41 Million, Construction of New Track to Increase Service**
- **Altamont Commuter Express (ACE): \$11 Million, Stockton Passenger Track Extension**
- **Sacramento RT: \$30 Million, Intermodal Facility Improvements**

CALTRAIN ELECTRIFICATION Program

- \$705 Million Investment
- Provides Passengers with Immediate Benefits
- Upgrades Existing Rail Lines
- Improves Performance by Electrifying Corridor
- Installation of Advance Signal System/Positive Train Control
- Purchase of New Electrified Rail Vehicles



SOUTHERN CALIFORNIA INVESTMENTS

Connectivity & Bookend Projects

- **LA Metro: \$115 Million, Regional Connector in Downtown Los Angeles**
- **Metrolink: \$89 Million, New or Improved Trains**
- **San Diego MTS: \$58 Million, Modernize Blue Line Light Rail**
- **Metrolink/North County Transit District: \$100 Plus Million, Positive Train Control**

Southern California MOU

Provides \$500 million for regional rail projects that improve local networks and facilitate high-speed rail travel to Southern California

- **Regional Projects - Southern California Regional Interconnector Project (SCRIP) Benefits Regional Rail Including Metrolink and Amtrak**
- **Local Projects - Double Tracking, Grade Separations, etc. to Support Integrated Regional Rail Network**

Promotes Interagency Approach to Development of an Integrated Rail Network

Nation's first high-speed rail

- Initial Operation Section
- 300 Miles
- Central Valley to San Fernando Valley
- Operational by 2022



WHY START IN THE CENTRAL VALLEY?

- **Central Valley will Serve as the “Backbone” of a System that will Tie Major Regions of California Together**
- **Fastest Growing Region in the State**
- **Revitalize Central Valley Downtown Centers**
- **Creates Jobs in a Region with High Unemployment**
- **Best, Most Cost-Efficient Location for Testing**

WORK'S UNDERWAY

- **Construction Package 1**
 - 29 miles between Madera and Fresno
 - Design-Build Contract with Joint Venture Tutor-Perini/Zachry/Parsons
 - Property Acquisition, Design Work, Utility Relocation
 - Over 225 employees, and 30 small or disadvantaged businesses currently working on the project



Central Valley Next Steps

**Fresno to Bakersfield Project Section: 114 Mile Route
Environmental Clearances Expected in Spring 2014**

- **Construction Package 2-3**
 - **60 miles**
 - **East American Avenue in Fresno to One Mile North of the Kern/Tulare County Line**
 - **5 World Class Teams Submit Statements of Qualifications**
 - **Formal Proposals from Qualified Firms Expected in 2014**

CONNECTING CALIFORNIA: JOBS

- Targeting: California
- Construction: Direct, Indirect Jobs
Hard-Hit Sectors
- Permanent: Rail Modernization
Creates Efficiencies Statewide



CONNECTION CALIFORNIA: Small Businesses

Aggressive 30% Goal for Small Business Participation

Including

- **10% for Disadvantaged Business Enterprises (DBE)**
- **3% for Disabled Veteran Business Enterprises (DVBE)**

Meeting & Exceeding Goals

Free Statewide Certification Workshops

Partnerships with Federal, State and Local Organizations

