

SOUTHERN CALIFORNIA UPDATE

February 18, 2021

LaDonna DiCamillo

Southern California Regional Director



MISSION

CALIFORNIA HIGH-SPEED RAIL

To initiate the construction of a high-speed train system that utilizes an alignment and technology capable of sustained speeds of 200 miles per hour or greater.

Three principles guide our decisions:

1. Initiate high-speed rail service in California as soon as possible.
2. Make strategic, concurrent investments that will be linked over time and provide mobility, economic and environmental benefits at the earliest possible time.
3. Position ourselves to construct additional segments as funding becomes available.



CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL

Phase I:

- » 520 Miles
- » San Francisco to Los Angeles/Anaheim
- » 119 miles under construction

Phase II:

- » Extends 300 Miles
- » Connections to Sacramento and San Diego

At approximately **200 mph**

Up to **24 Stations**



INVESTING IN ALL REGIONS

SOUTHERN CALIFORNIA – \$1.3 BILLION

Link US: \$441 million for Los Angeles Union Station (in federal environmental review process)


Shared Corridor Improvements: \$363 million in environmental review work (for HSR, Metrolink, LOSSAN, others)

Safety Improvements: \$77 million for Rosecrans/Marquardt Grade Separation (Santa Fe Springs)

Connectivity Projects: \$389 million from Proposition 1A (Metro Regional Connector, Metrolink Tier 4, PTC)



Progress – 2018 to 2020

		2018		2020
	Construction Jobs Created	2,573	VS.	5,216
	Structures Completed or in Construction	19	VS.	56
	Environmental Drafts Released and ROD's Certified	5	VS.	12
	Right-Of-Way Parcels Acquired	1,423	VS.	1,771
	Miles of Guideways	47	VS.	79
	Monthly Average Expenditures on Design-Build Contracts	\$30.47M	VS.	\$68.13M



ONGOING ECONOMIC IMPACT

KEY INFORMATION: ECONOMIC BENEFITS

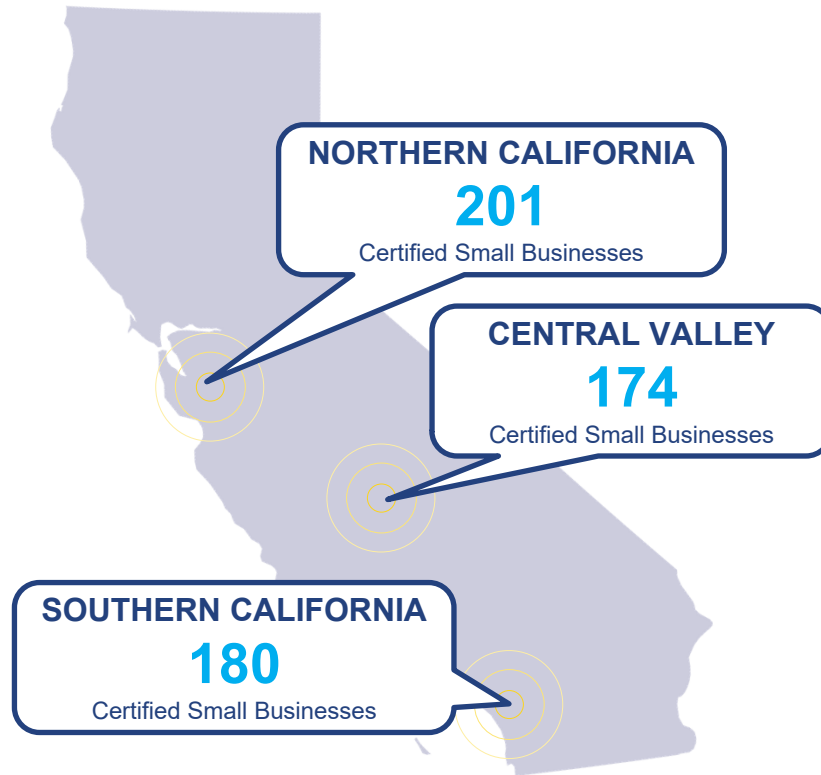
One of the high-speed rail project's signature benefits is the on-going creation of jobs in designing, planning and constructing the system. Through June 2020, high-speed rail created the equivalent of about 60,000 full-time jobs and \$11.4 billion in economic impact, with the majority of the economic activity stemming from construction of the Central Valley Segment.



SMALL BUSINESS PARTICIPATION

CALIFORNIA HIGH-SPEED RAIL

573 Certified Small Businesses Working on HSR Statewide



30%

Goal for Small Business Participation

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



BAKERSFIELD TO PALMDALE PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 80 miles

Two Stations

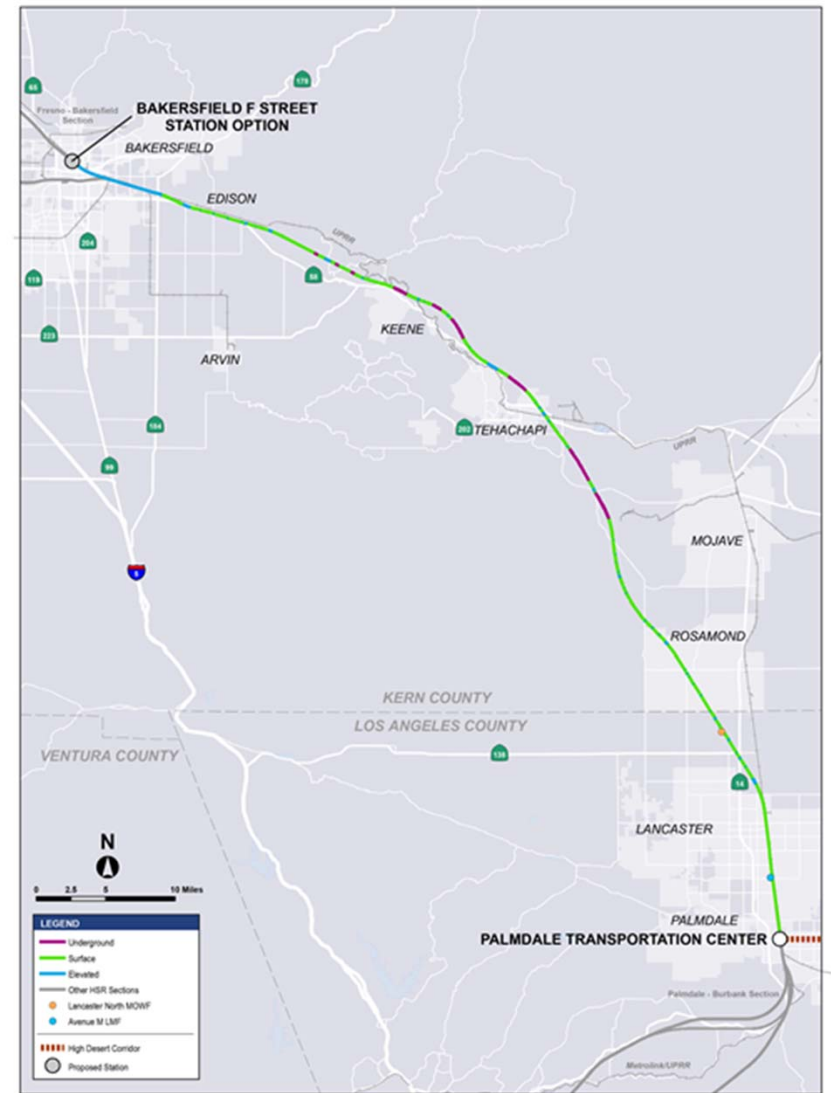
- Bakersfield (F Street)
- Palmdale Transportation Center

Preferred Alignment

- Minimal impact to Cesar Chavez National Monument, minimizing noise and visual impacts
- Doesn't require relocation of SR58 in Edison
- Located further from Edison Middle School and low-income housing
- Minimizes agriculture road closures
- Consolidates rail line into one corridor in Lancaster
- Reduces tunneling through Tehachapi Mountains
- Results in fewer community impacts in Lancaster

Schedule

- Planned Record of Decision Date – Q2 2021



PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 35-41 miles

Two Stations

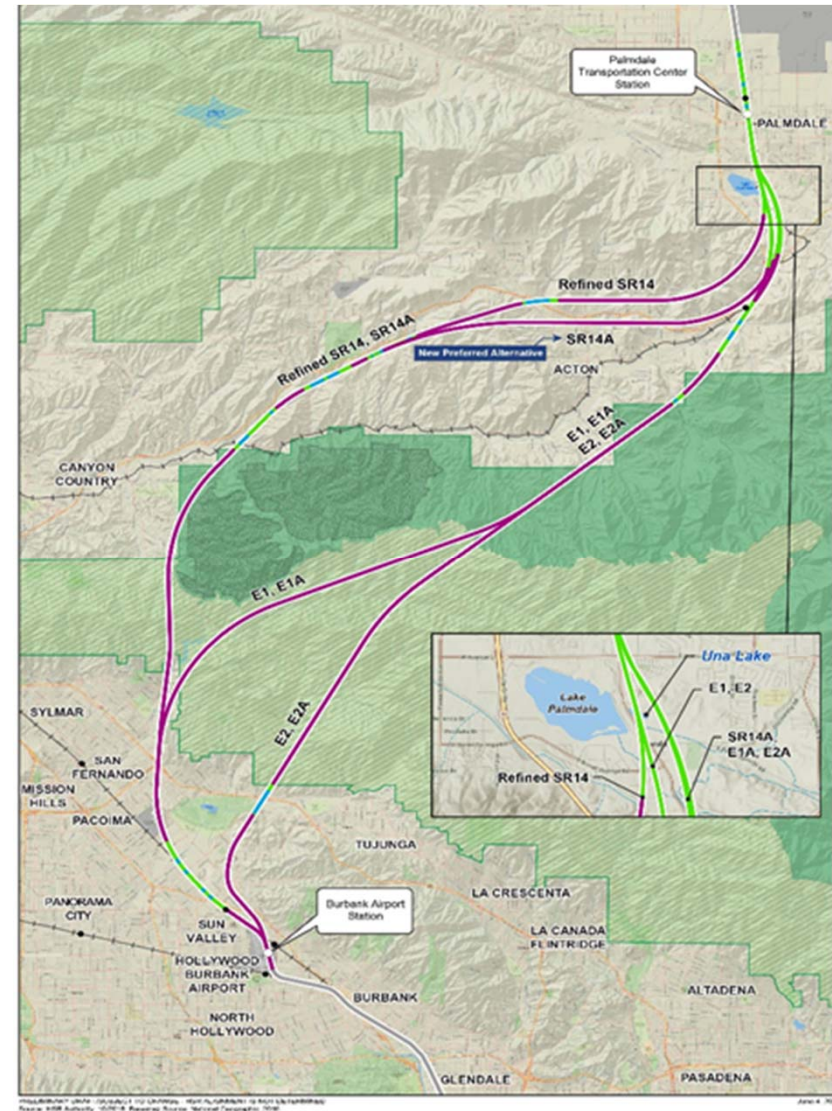
- Palmdale Transportation Center
- Hollywood Burbank Airport

Preferred Alignment

- SR14A is the modified Preferred Alignment; developed to avoid sensitive aquatic resources south of Palmdale, including Una Lake
- Entirely underground through Acton and within the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)
- August 2020, Authority's CEO amended the Preferred Alignment and included three modified alternatives into the project description

Schedule

- Planned Record of Decision Date – Q4 2022



BURBANK TO LOS ANGELES PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 14 miles

- Two new electrified HSR tracks will run in the existing rail corridor (Four total)

Two Stations

- Burbank Airport Station below-ground
- Los Angeles Union Station
- Intermodal connectivity

Two Alternatives Under Study

- Project Alternative
- No Project Alternative

Benefits

- Improve operational characteristics for passenger and freight services
- Improve safety
- Reduce emissions and congestion

Schedule

- Planned Record of Decision Date – Q4 2021



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 30 miles

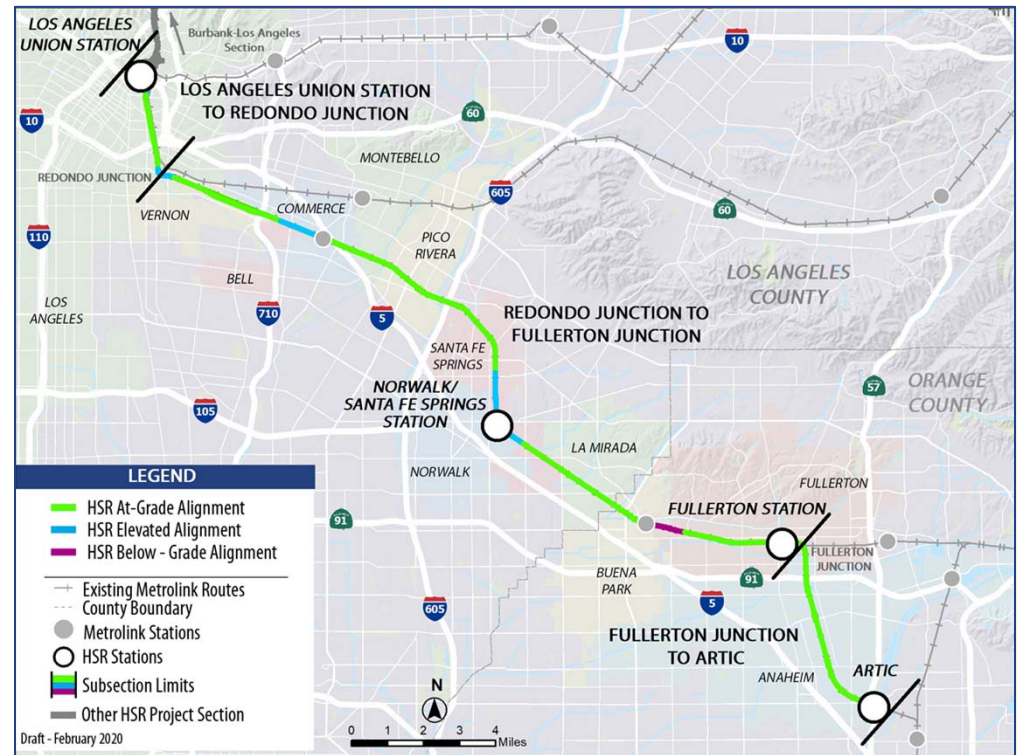
Four Stations and/or Stops

- Los Angeles Union Station (LAUS)
- Norwalk/Santa Fe Springs Station
- Fullerton Transportation Center
- Anaheim Regional Transportation Intermodal Center (ARTIC)

4 Mainline tracks (2-electrified)

Grade Separations

- Improve operational characteristics for passenger and freight services
- Improve safety
- Reduce emissions and congestion
- 11 new grade separations



Schedule

- Planned Record of Decision Date – Q4 2022



LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Shared Urban Corridor

- BNSF owns the railroad right of way (ROW) between Los Angeles and Fullerton
- BNSF is a supportive partner to passenger rail by allowing passenger rail service to operate on its ROW through a shared use agreement.
- To accommodate the growth in passenger rail service, including HSR, it would be necessary to relocate a portion of the BNSF freight rail service from the Los Angeles to Anaheim corridor east, to San Bernardino County
- The BNSF Colton Intermodal Facility will accommodate freight trains that cannot be handled in the corridor due to increased passenger rail service
- The BNSF Lenwood Staging Tracks will be used for staging freight trains during and after HSR construction.



Next Steps

Spring/Summer 2021

- Release of the Final EIR/EIS for the Bakersfield to Palmdale Project Section

Summer/Fall 2021

- Release of the Draft EIR/EIS for the Palmdale to Burbank Project Section
- Release of the Final EIR/EIS for the Burbank to Los Angeles Project Section

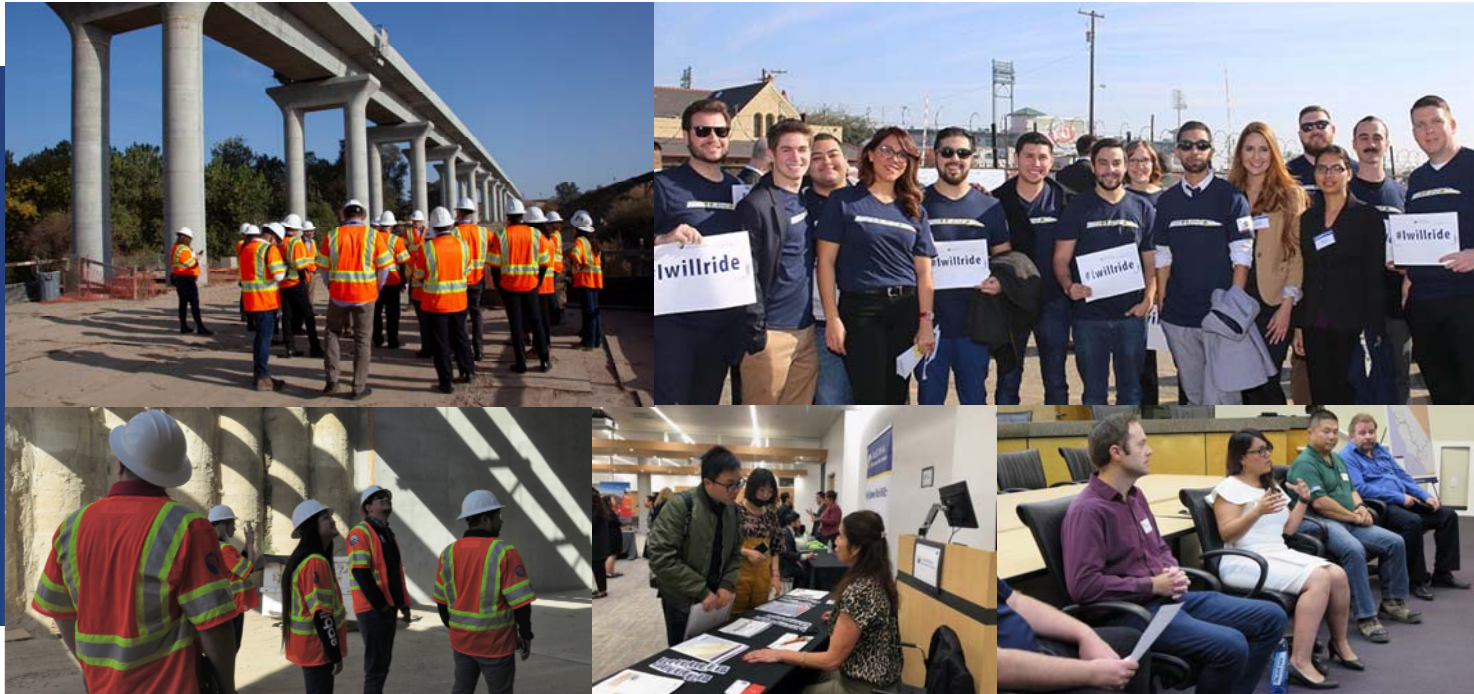
Winter 2021/Spring 2022

- Release of the Draft EIR/EIS for the Los Angeles to Anaheim Project Section



MORE THAN A TRANSPORTATION PROGRAM

CONNECTING AND ENGAGING FUTURE TRANSPORTATION PROFESSIONALS



I Will Ride is designed to inform, educate, inspire and collaborate on the building of California's high-speed rail. Student members in I Will Ride have access to construction tours, webinars and networking sessions with staff at the Authority.



REVISED DRAFT 2020 BUSINESS PLAN

CALIFORNIA HIGH-SPEED RAIL

- Revised Draft Plan released on **February 9, 2021**
- 30-day public review through **March 12, 2021**
- Final Business Plan to Legislature by **April 15, 2021**

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SENATOR TONI G. ATKINS
PRESIDENT PRO TEMPORE

STANDING COMMITTEE
SENATE RULES
CHAIR

December 4, 2020

Tom Richards, Chair
California High-Speed Rail Authority Board of Directors
770 L Street, Suite 800
Sacramento, CA 95814

Dear Chair Richards:

I am writing to extend the statutory deadline for submission of the High-Speed Rail 2020 business plan to the Legislature from December 15, 2020 to April 15, 2021, with an updated draft provided by February 12, 2021.

Given the results of the recent Presidential election, as well as the continued disruptions related to the Covid-19 pandemic, this extension will allow the Authority to fully integrate the changing context in which this project is proceeding and ensure that the final Business Plan accurately captures the current status and future direction. It will also allow the Authority to provide the most recent and accurate information available to inform the Legislature's discussions in the coming session.

Thank you and I look forward to continued engagement with your board of directors on this critically important issue.

Warmly,

TONI G. ATKINS
Senate President pro Tempore
39th Senate District

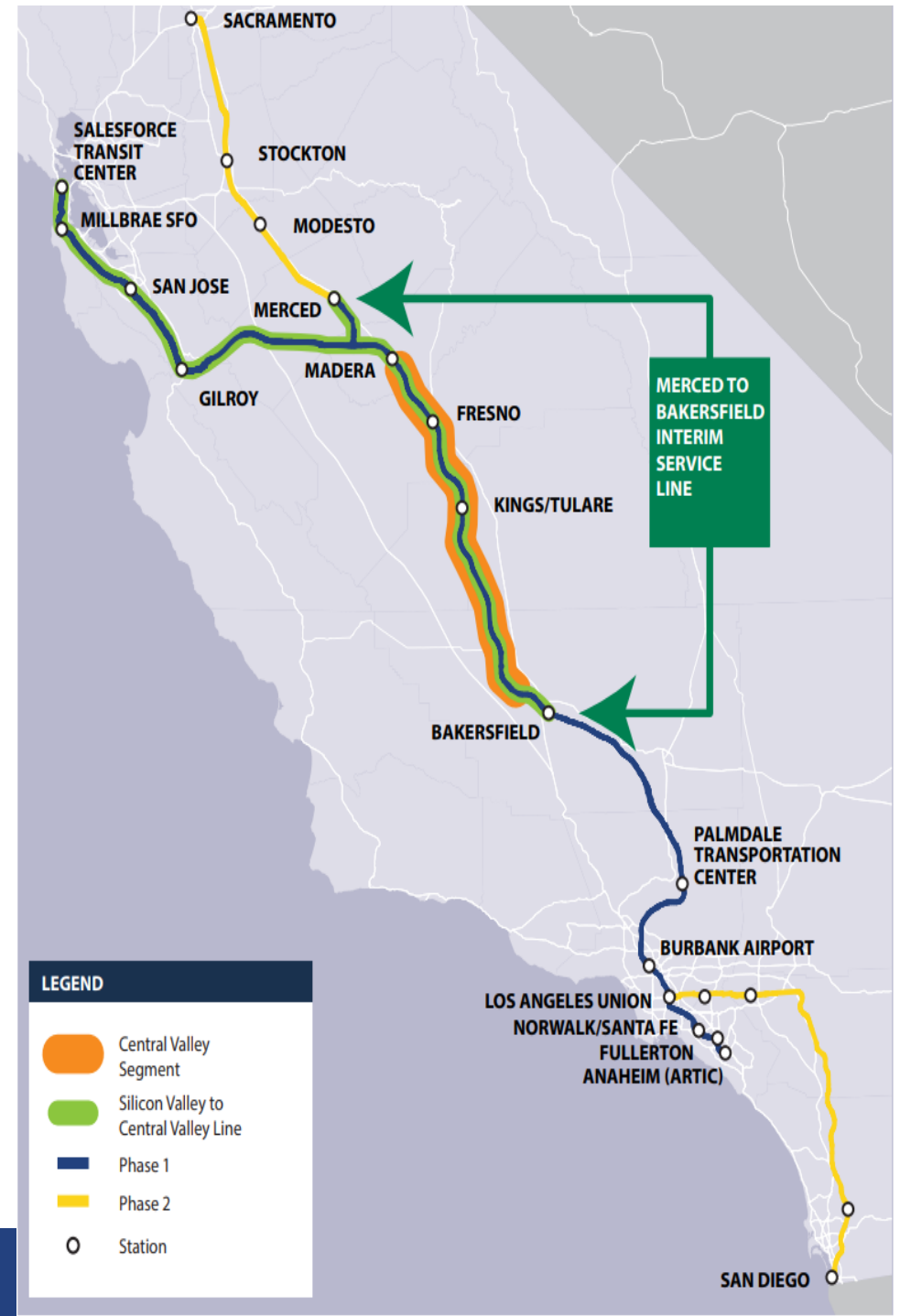
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PROP 1A FUNDING PLAN

The additional Prop 1A funds are needed for the Central Valley because federal ARRA funds are fully expended, prior Prop 1A funds have been fully expended (or accrued), and Cap-and-Trade cash balances are expected to be exhausted during the 2021-22 fiscal year.

With the new Prop 1A funds, project construction in the Central Valley will continue, and jobs will increase. Without these funds, contractors will have to lay off workers and close job sites.



A NEW FEDERAL PARTNERSHIP

"I want the United States to be leading the world when it comes to the access of high-speed rail."

- USDOT Transportation Secretary, Pete Buttigieg

"America has a chance to lead the world once more through innovation in infrastructure—connecting our communities, creating good jobs, addressing climate change and ensuring equity. Passenger rail development, including world-class high-speed rail, can and must be a part of our strategy to accomplish these goals. As in many other arenas, California has taken the lead nationally to advance high-speed rail, starting an economically transformative project in the Central Valley and assuming the challenges that come with that leadership. The U.S. Department of Transportation looks forward to partnering with California as it leads the way to build back better."

- Acting Federal Railroad Administrator, Amit Bose



STAY INVOLVED

CALIFORNIA HIGH-SPEED RAIL



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youtube.com/CAHighSpeedRail



REVISED DRAFT 2020 BUSINESS PLAN
CALIFORNIA HIGH-SPEED RAIL

“It always seems impossible until it is done”

Nelson Mandela

