

# *CALIFORNIA'S HIGH-SPEED RAIL SYSTEM*

Realizing the Vision of a  
High-Speed Rail System in  
California

presented at  
UC Berkeley CEPP

by  
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# *HIGH-SPEED RAIL AROUND THE WORLD...*



*...AND HERE IN CALIFORNIA*





# WHY WE NEED IT

## Environment

- Increased transportation without increased air pollution
- Decreased consumption of fossil fuels
- Land-use benefits: anti-sprawl

## Mobility

- Experts agree that economic power stems from the ability to move people and goods around the state

## Jobs

- 600,000 full-time, one-year, construction-related job equivalents
- 450,000 economy-wide jobs by 2035



# WHY WE NEED IT

## Population Growth

- California's population now: 38 million
- By 2035: 50 million

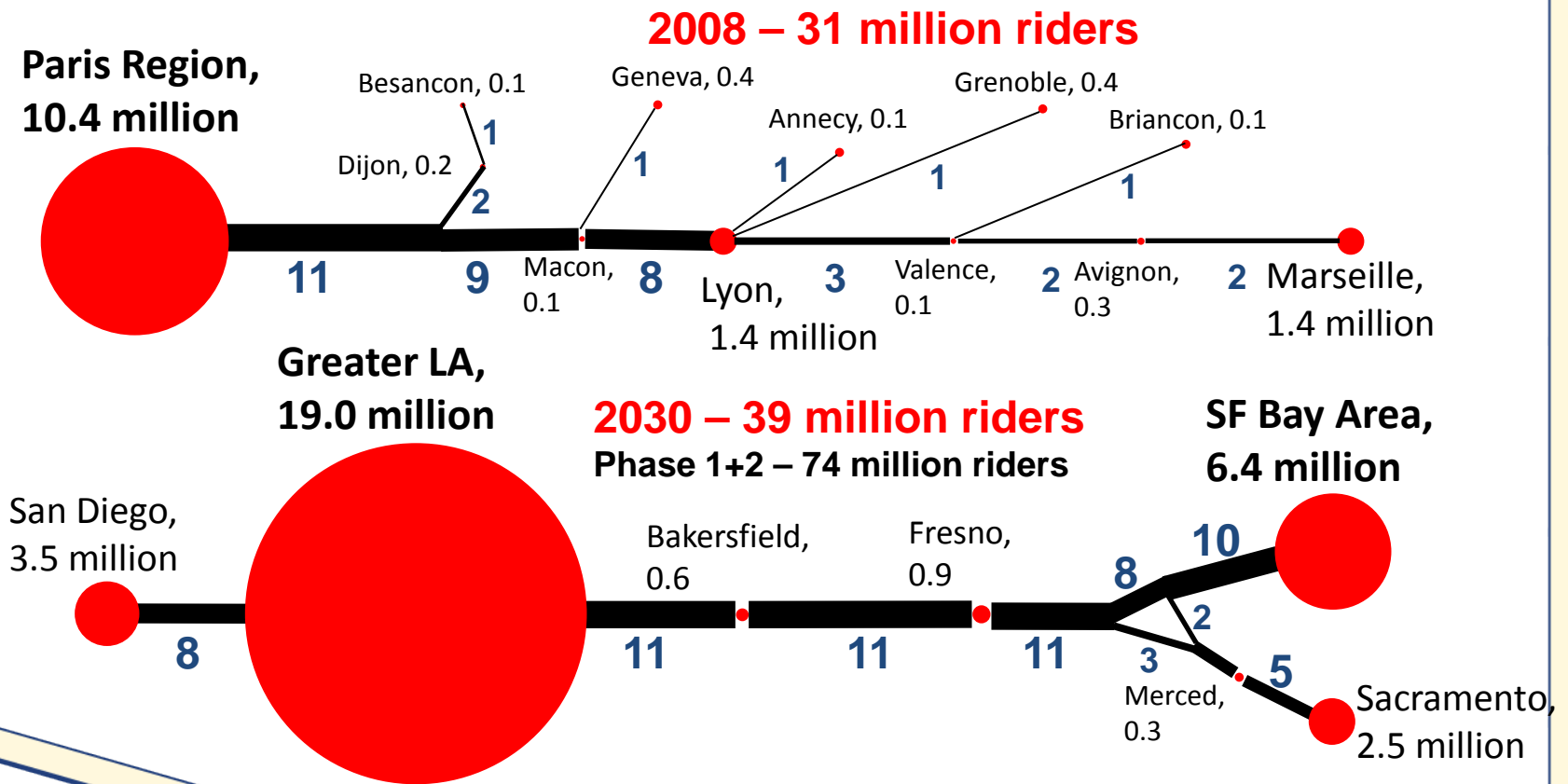
Our state transportation needs will demand either:

- New freeways,
  - New airport runways and departure gates
- OR**
- New modes of transportation

# COMPARISONS TO INTERNATIONAL HSR SYSTEMS

## POPULATION & TRAINS/HOUR PEAK DIRECTION PARIS – SE FRANCE 2009 & FORECAST CALIFORNIA 2030

(Population in millions, trains/peak hour/direction in blue)

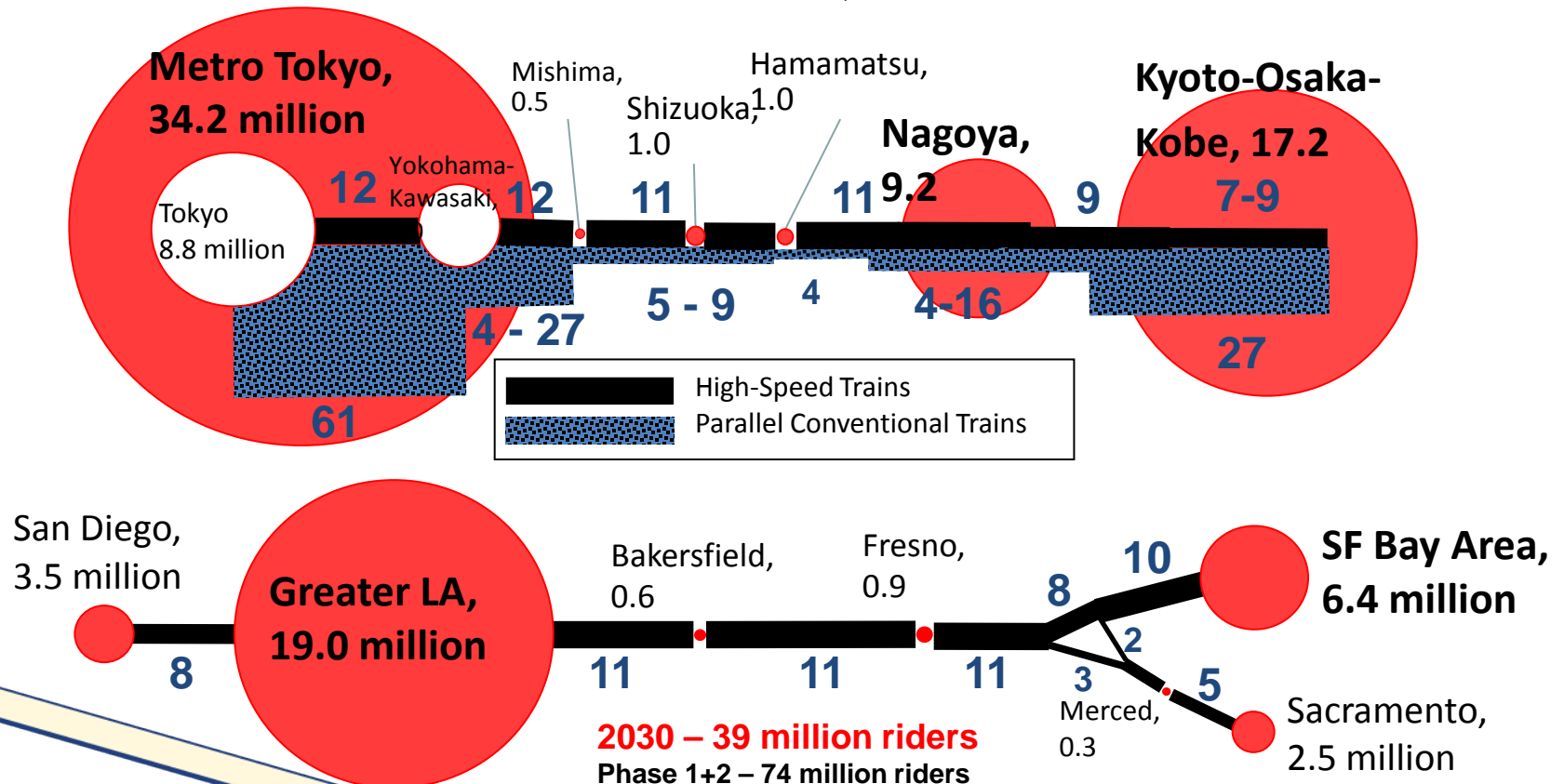


# COMPARISONS TO INTERNATIONAL HSR SYSTEMS

## POPULATION & HS TRAINS/HOUR IN PEAK DIRECTION TOKYO - OSAKA TODAY & CALIFORNIA 2030

(Population in millions, trains/peak hour/direction in blue)

**2008 – 151 million Shinkansen riders**, 1.7 billion conventional train riders

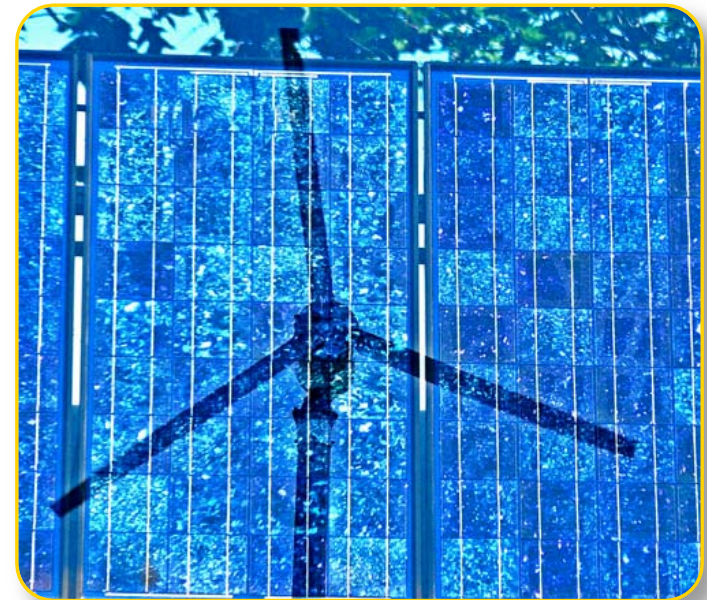




# ***SUSTAINABILITY GOALS***

## *Construction*

- CHSRA is a member of EPA's Collaborative for Sustainable Transportation and Infrastructure Construction (CSTIC)
- Maximize use of recycled/low-energy materials
- Implement construction waste management plan
- Maximize waste segregation to minimize landfill impacts
- Build energy-efficient facilities (e.g., LEED-certified stations)
- Maximize energy efficiency/GHG emissions reduction measures



# ***SUSTAINABILITY GOALS***

## *Policies*

- **Board Policy Goal: 100 percent renewable energy**



# **SUSTAINABILITY GOALS**

## *Station Area Development Policies*

### Station Areas

- Harness the transformative power of HSR
- Context-sensitive station design for development
- Solve for a pedestrian scale
- Balance all the access modes
- Plan around the station for TOD



Madrid Station



Paris station

# WHERE WE ARE NOW

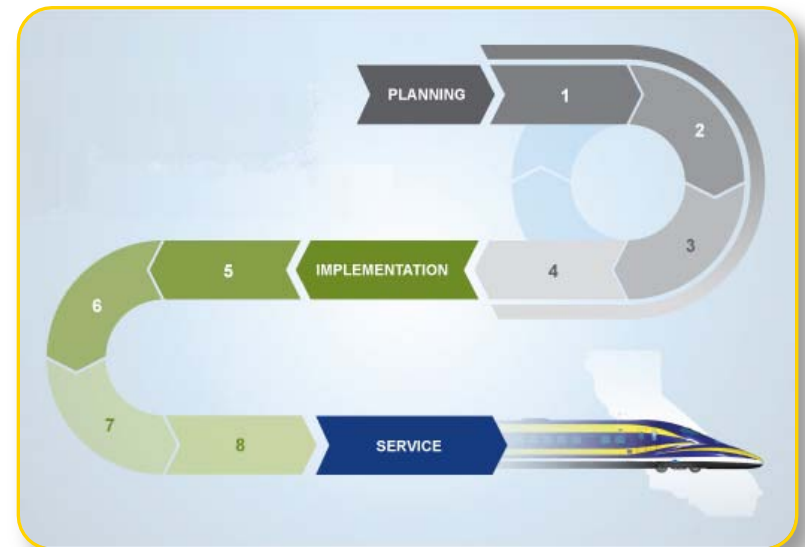
## Transitioning from Planning to Implementation

### Undergoing NEPA/CEQA review in all project sections

- Central Valley sections (Merced-Fresno, Fresno-Bakersfield) are completing scoping and the analysis of alternative alignments and will publish Draft EIR documents by mid-2011.
- On track to secure environmental clearance by early 2012.
- All seven Phase 1 sections continue to do environmental analyses.
- Receiving public input on all alignments.

### Building toward construction

- RFEI followed by RFQ by mid-2011 with RFPs in early 2012.
- Begin awarding construction contracts in the second half of 2012
- Authority staffing up for current/future needs.



## CURRENT FUNDING SUMMARY

FUNDING SOURCE	FEDERAL AWARD	STATE MATCH	TOTAL
ARRA Jan. 2010	\$1.85 billion	\$1.85 billion	\$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	\$715 million	\$306 million	\$1.02 billion
ARRA Dec. 2010	\$616 million	\$616 million	\$1.234 billion



Current funding totals **nearly \$6 billion** plus potential for **up to \$2 billion** additional from **Florida reallocation** and matching funds

# INITIAL CONSTRUCTION

## Starting in the Central Valley

### The foundation for true high-speed rail

- Only section where California's HST system will travel 220-mph maximum operating speed for long periods of time (enabling the two-hour, 40-minute requirement for trip time between LA and San Francisco)
- Initial track in the Central Valley will serve as testing and proving ground for new high-speed train technology in the United States
- Less expensive land and less complex engineering in the Valley
- Near-term job creation benefits (conservative estimate of 100,000 jobs – direct and indirect – over life of the first \$5.5 billion in construction)



# FIRST PASSENGER TRAINS

## Building Outward North/South

### Must expand initial construction into an "Initial Operating Section"

- Will require additional track built north and south of the Central Valley

### Top EIR priority

- Fresno-Bakersfield
- Merced-Fresno

### Next priority

- San Jose-Merced
- Bakersfield-Palmdale
- Palmdale-Los Angeles

Initial Operating Section plans to be reviewed by Legislature



# *STAYING UP TO SPEED*

## **Contact Info**

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