CALIFORNIA HIGH-SPEED RAIL

Bay Area Council Transportation Committee
July 28, 2020
CALIFORNIA HIGH-SPEED RAIL PROGRAM UPDATE
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.
350 Miles of Electrified High-Speed Rail Under Development
• 350 miles under construction
• Full Phase 1 system environmentally cleared
## PROGRAM UPDATE

### ENVIRONMENTAL CLEARANCE ADVANCING

**ALL OF PHASE ONE TO BE CLEAR BY 2022**

<table>
<thead>
<tr>
<th>Project Segment</th>
<th>Draft EIR/EIS</th>
<th>Planned ROD Date</th>
<th>Months to ARRA 12/2022 Deadline from ROD Date</th>
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</thead>
<tbody>
<tr>
<td>Locally Generated Alternative</td>
<td>Complete</td>
<td>Complete</td>
<td>39</td>
</tr>
<tr>
<td>Central Valley Wye</td>
<td>Complete</td>
<td>September 2020</td>
<td>27</td>
</tr>
<tr>
<td>Bakersfield to Palmdale *Public Comment Closed</td>
<td>Complete</td>
<td>April 2021</td>
<td>20</td>
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<tr>
<td>San Jose to Merced *Public Comment Closed</td>
<td>Complete</td>
<td>May 2021</td>
<td>19</td>
</tr>
<tr>
<td>Burbank to Los Angeles *Open for Public Comment</td>
<td>Complete</td>
<td>June 2021</td>
<td>18</td>
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<tr>
<td>San Francisco to San Jose *Open for Public Comment</td>
<td>Complete</td>
<td>August 2021</td>
<td>16</td>
</tr>
<tr>
<td>Palmdale to Burbank</td>
<td>December 2020</td>
<td>January 2022</td>
<td>11</td>
</tr>
<tr>
<td>Los Angeles to Anaheim</td>
<td>January 2021</td>
<td>February 2022</td>
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</tbody>
</table>

*Public Comment Closed*
MOMENTUM PICKING UP IN THE FIELD

AVERAGE MONTHLY EXPENDITURES BY QUARTER
MOMENTUM PICKING UP IN THE FIELD
WEEKLY AVERAGE WORKERS DISPATCHED

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Workers Dispatched</th>
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<tbody>
<tr>
<td>Quarter 2 2019</td>
<td>318</td>
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<tr>
<td>Quarter 3 2019</td>
<td>437</td>
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<tr>
<td>Quarter 4 2019</td>
<td>568</td>
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<td>Quarter 1 2020</td>
<td>639</td>
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<tr>
<td>Week Ending July 17</td>
<td>1049</td>
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MOMENTUM PICKING UP IN THE FIELD
STRUCTURE AND GUIDEWAY PROGRESS 2019/2020

Construction Progress - Guideway - Actual
Construction Progress - Structures - Actual

COST OF PHASE 1 HIGH-SPEED RAIL
COMPAARED TO EQUIVALENT COST IN HIGHWAY/AIR CAPACITY

$63B - $98B
High-Speed Rail

Low | High

Base: $80B

$122B - $199B
Highway/Air Equivalent Capacity

Low | High

Base: $153B

Low Cost Estimate Range
High Cost Estimate Range
California Statewide Economic Impacts
2006 - 2019

Job-Years of Employment

Job Years - Job-Years are the equivalent number of one-year-long, full-time jobs supported by the project.

2019 – Calendar year estimated employment was 7,500 job years.

44,700 – 50,500
COVID-19 IMPACTS
CALIFORNIA HIGH-SPEED RAIL

• Deferred adoption of the 2020 Business Plan
  » December 15, 2020
• RFP extended for Track and Systems procurement
• Public Comment Periods extended for environmental documents
• Project funding impacts due to Cap and Trade
HIGH-SPEED RAIL IN NORTHERN CALIFORNIA IN 2020

PROJECT DEVELOPMENT STAGES

Planning  Environmental  Pre-Construction  Construction  Operations

Diridon Integrated Station Concept  San Francisco to Merced Corridor  Downtown Extension (DTX)  Caltrain Electrification  Salesforce Transit Center
Notice of Preparation

Development & Evaluation of Alternatives

Identification of Preferred Alternative

Public Review of Draft EIR/EIS

Cooperating & Responsible Agency Review

Prepare Draft EIR/EIS

Cooperating & Responsible Agency Review

Public Review of Final EIR/EIS

Authority Certifies Final EIR/EIS and Issues ROD

NORTHERN CALIFORNIA REGION
SAN FRANCISCO – SAN JOSE PROJECT ALTERNATIVES A AND B

San Francisco to San Jose Project Section

Alternative A Features
- East Option Light Maintenance Facility
- No Additional Passing Tracks

Alternative B Features
- West Option Light Maintenance Facility
- Additional Passing Tracks

- HSR Stations
- San Jose to Merced Alignments
- Downtown Extension

Light Maintenance Facility
- East Option (Alt A)
- West Option (Alt B)

No Additional Passing Tracks (Alt A)
- Additional Passing Tracks (Alt B)
- Relocation of San Carlos Station
SAN FRANCISCO TO SAN JOSE
DRAFT ENVIRONMENTAL DOCUMENT: AVAILABLE NOW!

• 45-day public comment period: July 10 – August 24, 2020

• View or download at the Authority website:
  » hsr.ca.gov/programs/environmental/eis_eir/draft_san_francisco_san_jose.aspx

Online comment form (comments can also be emailed or mailed):
  » hsr.ca.gov/programs/environmental/eis_eir/draft_san_francisco_san_jose_comment.aspx

For more information visit:

MeetHSRNorCal.org
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
DISCUSSION / QUESTIONS
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