



CALIFORNIA
High-Speed Rail Authority

CONNECTING AND TRANSFORMING CALIFORNIA

Boris Lipkin

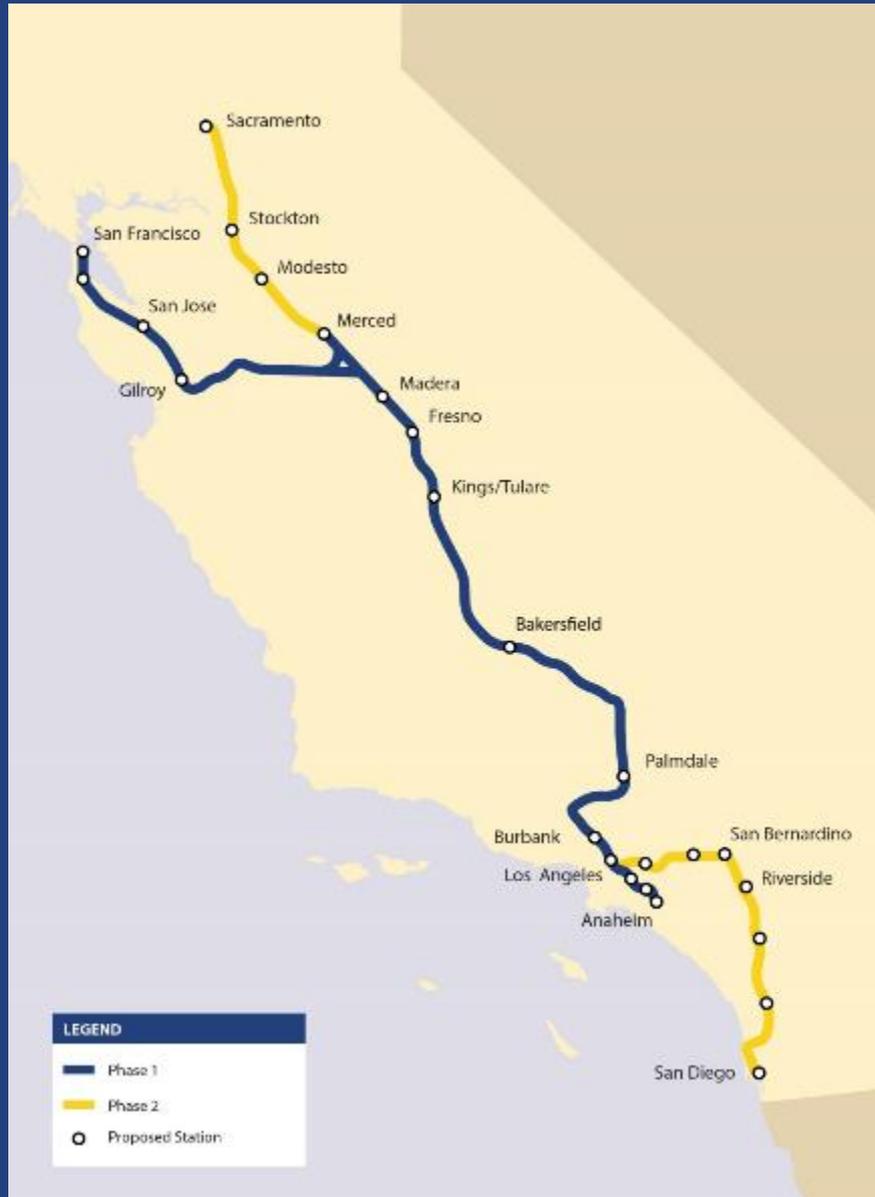
Transbay Joint Powers Authority

San Francisco, California

April 12, 2018



HIGH-SPEED RAIL: Connecting California



Increase Mobility



Needed Alternative



Better Air Quality



Job Growth

HIGH-SPEED RAIL: Helping Shape Cities

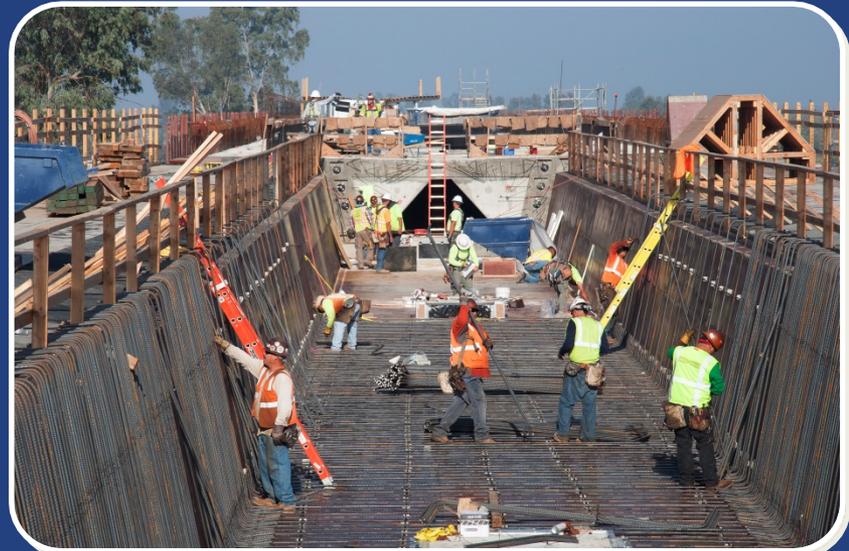
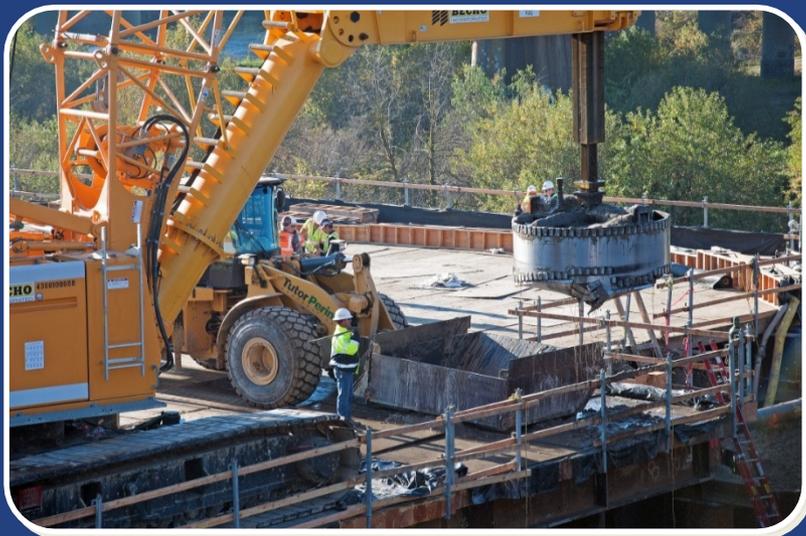
- Ties Economies Together
 - San Jose to Fresno = 60 Minutes
 - Bakersfield to Los Angeles = 60 Minutes
 - San Francisco to Los Angeles = under three hours
- Connects With and Reinforces Local Mobility
- Foundation for Sustainable Growth
- Opportunities for Revitalization in Downtown Cores



HIGH-SPEED RAIL: It's Happening!



- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately \$3 Billion Investment
- 17 Active Construction Sites
- Over 1700 Workers
- 100% of Steel/Concrete Recycled



DRAFT 2018 BUSINESS PLAN

- Presents the program's status at this point in time
- Summarizes our approach to implementing the system
- Includes:
 - » Updated capital cost and other estimates
 - » Updated ridership and revenue forecasts
 - » Summary of progress over last two years
 - » Review of our current challenges and how we are addressing them



DRAFT 2018 BUSINESS PLAN: New Approach

- Our costs have increased and we need more certainty on funding
- 83 percent of higher Phase 1 costs driven by:
 - » Previously identified Central Valley construction delays
 - » Inflation from schedule delays
 - » Establishing higher contingency that better reflect risk and uncertainty
- **New baseline estimates:**
 - » Central Valley – \$10.6 billion – by 2022
 - » Silicon Valley to Central Valley Line – \$29.5 billion – by 2029
 - \$1.9 billion of this is for extensions to San Francisco and Bakersfield
 - » Phase 1 – \$77.3 billion – by 2033
- **New approach – apply ranges to costs and funding**

DRAFT 2018 BUSINESS PLAN: Our Commitments

- Deliver the Phase 1 System
- Deliver the Silicon Valley to Central Valley Line as soon as possible
- Invest bookend funds as full partner in the Burbank– LA– Anaheim corridor
- Continue planning for Phase 2 extensions



DRAFT 2018 BUSINESS PLAN: Phased Valley to Valley Line

- 119-mile Madera to Poplar Avenue by 2022
- 224 miles of high-speed rail ready infrastructure on two lines:
 - » Central Valley
 - » San Francisco/San José to Gilroy
 - » Initiate service/testing by 2026/2027
- Isolate Pacheco Pass tunnels:
 - » Early work to de-risk
 - » Engage expertise on design
 - » Explore funding strategy
- Merced remains high priority
- Full service by 2029



DRAFT 2018 BUSINESS PLAN: Submitting a Comment

- 60-day public comment period: March 9 through May 7
- Ways to comment:
 - » Via our **online** comment form
 - » Via **email**: 2018businessplancomments@hsr.ca.gov
 - » **Voicemail** comment at 916-384-9516
 - » **Board hearings** – March 20 (Sacramento)/April 17 (Los Angeles)
 - » **Mail** your comment to:
 - California High-Speed Rail Authority
 - Attn: Draft 2018 Business Plan
 - 770 L Street, Suite 620, MS-1
 - Sacramento, CA 95814
- Board adopts Final Business Plan at May meeting
- Submit to Legislature on June 1

QUESTIONS & COMMENTS



THANK YOU & STAY INVOLVED

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