



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

California High-Speed Train (HST) Update

HST SEGMENTS – CURRENT STATUS

Phase 1 – Initial Construction Segment (ICS)

Merced to Fresno – In September 2012, the Federal Railroad Administration (FRA) issued a Record of Decision that approved the alignment from Merced to Fresno, allowing construction to begin next year. This is the first section of the ICS in the San Joaquin Valley to be built. The design/build proposals for this segment are due January 18, 2013.

Fresno to Bakersfield – The California High-Speed Rail Authority released a Revised Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this section in July 2012, with a 90-day public comment period that closed on October 19, 2012.

The Authority recently pushed back the completion date of these two segments (130 miles) 12 months to December 2017. This still complies with federal requirements that the federal funds be spent by September 2017.

Phase 1 – Segments in the SCAG Region

Bakersfield to Palmdale – The Draft Supplemental Alternatives Analysis (AA) was completed in February 2012. The Draft EIR/EIS will be released in the Spring of 2014.

Palmdale to Los Angeles – The Draft EIR/EIS is in process and is scheduled for release in the Winter of 2013.

Los Angeles to Anaheim – The Supplemental AA was completed in the summer of 2010. The Draft EIR/EIS will be released in the Fall of 2014.

Phase 2 – Segments in the SCAG Region

Los Angeles to San Diego – The Preliminary AA was completed in the spring of 2011. The Supplemental AA effort has just begun, and is not scheduled to be completed until early 2015.

MOU AND BLENDED APPROACH

The Blended Approach involves using and improving existing passenger rail facilities in Southern California and the Bay Area (the “bookends”) to connect to the CA HST as part of a phased implementation strategy to deliver the full system while reducing costs and impacts.

The Blended Approach emerged from the debate and discussion by the Transportation Committee and Regional Council on whether to include Phase 1 of the HST in the 2012 RTP/SCS. Based on these discussions, the Authority committed to spend \$500 million in Prop 1A funds (plus \$500 million in matching funds) to improve our region’s existing passenger rail system as part of the Blended Approach. This commitment was formalized in a MOU with seven signatories representing Metrolink, SANDAG, SANBAG, SCAG, RCTC, L.A. County Metro and the Authority. A working group of these MOU agencies has been meeting regularly to develop a project list and criteria to rank those projects and to identify local match funding strategies. In July 2012, the state appropriated the \$500 million in Prop 1A funds, and the signatories have to identify match funds for the \$500 million to begin funding the top-ranked projects.

CALIFORNIA HIGH SPEED RAIL Initial Operating System (IOS) and Phased Implementation



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CALIFORNIA HIGH-SPEED TRAIN (HST) UPDATE *Continued*

The Anaheim City Council voted on October 23, 2012 to become a signatory to the MOU, and the Authority is investigating the prospect of the City becoming incorporated in the MOU. The State College Blvd. grade separation project is in the city and is Orange County's top-rated project on the project list.

STAFFING

In October, the Authority announced the hiring of Frank Vacca, formerly the Chief Engineer of Amtrak, as Chief Program Manager. Vacca has over 35 years of experience in commuter, inter-city and high-speed passenger rail systems.

The Authority announced in September the hiring of Michelle Boehm as the new Southern California Regional Director. In addition to Boehm, the Authority announced in August the hiring of Diana Gomez as the Central Valley Regional Director and Ben Tripousis as the Northern California Regional Director.

BUSINESS PLAN

The Authority's current business plan was released in April 2012. This plan incorporates the new Blended Approach and commits to early investments in the bookends (as identified in the Southern and Northern California MOUs). The plan identifies a phased implementation approach that includes the construction of the IOS from Merced to the San Fernando Valley by 2022, and the buildout of Phase 1 from San Francisco to Los Angeles/Anaheim by 2029 at a total cost of \$68 billion, down from the previous non-blended cost of \$98 billion. The plan will be updated in 2014 as required by Prop. 1A statute.

ECONOMIC BENEFITS

According to the Authority, the CA HST will create economic benefits throughout the state. The Phase 1 Blended System will create an average of 66,000 jobs annually for 15 years during construction, and will create 2,900 permanent jobs as it enters revenue service.

LITIGATION

Pending litigation includes:

- ▶ John Tos; Aaron Fukuda and County of Kings v. California High Speed Rail Authority, Sacramento Superior Court Case No. 34-2001-00113919
- ▶ City of Chowchilla v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2012-80001166
- ▶ County of Madera v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2012-80001165
- ▶ Timeless Investments, Inc. v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2012-80001168
- ▶ Town of Atherton v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2008-80000022
- ▶ Town of Atherton v. California High-Speed Rail Authority, Sacramento Superior Court No. 34-2010-80000679

FUNDING

\$6 billion in funding has been approved to date for the ICS. This includes \$2.7 billion in Prop. 1A funds authorized by the state legislature for FY13 and \$3.3 billion in federal grant money. The state funding relies on a state bond sale. In addition, \$286 million in Prop. 1A Interconnectivity funds and \$500 million in Prop. 1A funds for the Southern California Memorandum of Understanding (MOU) have been approved pending a bond sale for our region.

Prop. 1A Interconnectivity Funds

In September 2012, the California Transportation Commission (CTC) approved the release of Prop. 1A Interconnectivity funds (\$950 million statewide), of which \$286 million was allocated to four Southern California projects:

