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CALIFORNIA HIGH-SPEED RAIL

NORTHERN CALIFORNIA REGION

SPUR Digital Discourse
What's Next for High-Speed Rail in California?

March 2, 2021



BUSINESS PLAN & THE PUBLIC REVIEW PROCESS

- **What is the Business Plan?**

- » Required by PUC Section 185033
- » Represents current program status
- » Summarizes implementation approach

- **Public review process**

- » February 9, 2021: Release
- » February 9 – March 12, 2021: 30-day public review
- » March 2, 2021: Board hearing
- » March 25, 2021: Board meeting
- » April 15, 2021: Submittal to Legislature



COVID-19 PANDEMIC IMPACTS ON CALIFORNIA HIGH-SPEED RAIL



240+ workers quarantined



\$280+ million in lost Cap and Trade revenue



Environmental schedules extended for 4 project sections



Track and Systems procurement delayed until August 2021



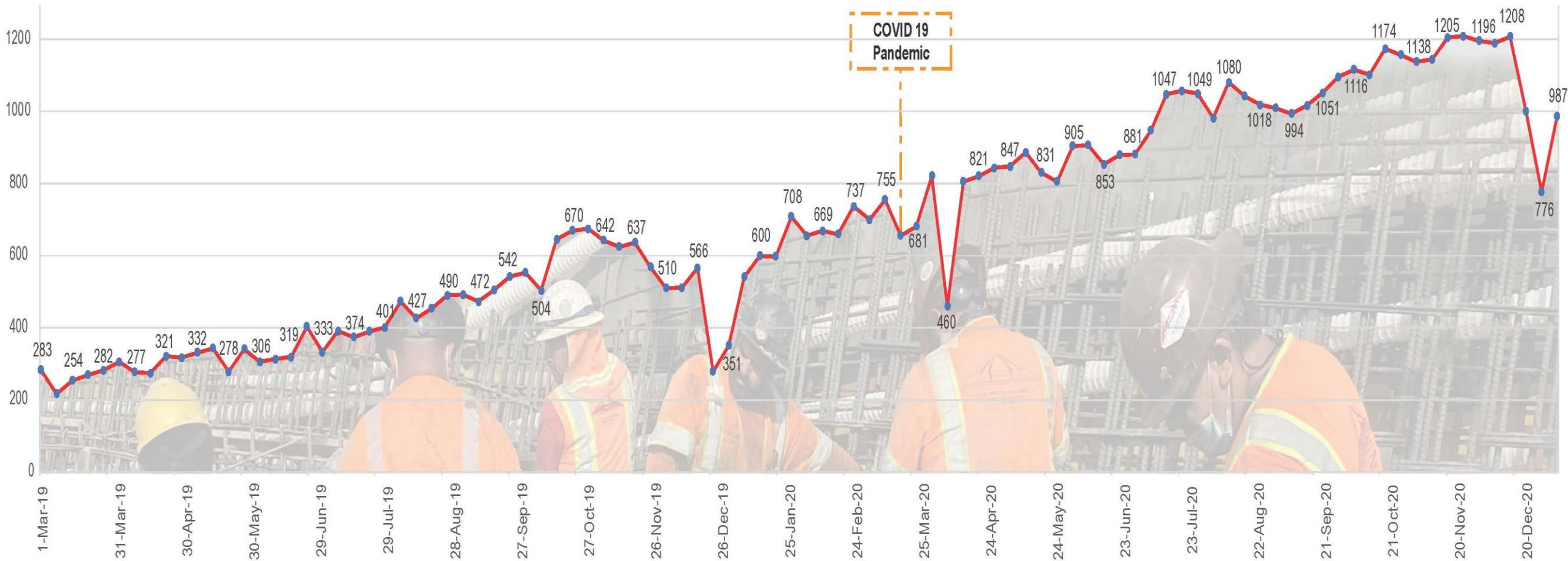
Right of Way acquisition affected by court delays



Cost and schedule impacts

PROJECT PROGRESS

WEEKLY AVERAGE CONSTRUCTION WORKERS



PROJECT 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

MERCED TO BAKERSFIELD

171-MILE INITIAL SERVICE

- Reaffirms initial operating segment
- Environmentally cleared with highest ridership potential
- MOU with CalSTA and San Joaquin JPA to align interim service roles and responsibilities
- Exploring phased track implementation
- Independent peer review of ridership forecasts

Steps to completion:



Advance
design



Complete
extensions



Procure
trains



Complete
stations



Rendering: Artist concept of high-speed rail platform

2021 STATUS

CALIFORNIA HIGH-SPEED RAIL

- **350 miles of electrified high-speed rail on the way to or under construction**
 - » 171 miles between Merced and Bakersfield
 - » 51 miles of the Caltrain Corridor being electrified
 - » 130 miles connecting Las Vegas to Southern California
- **Remainder of Phase 1 (San Francisco to Los Angeles/Anaheim) environmental clearance underway**
 - » 2 Final EIR/EIS sections completed in 2019
 - » 4 Draft EIR/EIS documents released in 2020



ENVIRONMENTAL DOCUMENTS FOR ADVANCEMENT

Project Section	Draft EIR/EIS	Projected ROD
Bakersfield to Palmdale	Complete (February 2020)	Q2 2021
Burbank to Los Angeles	Complete (May 2020)	Q4 2021
San José to Merced	Complete (April 2020)	Q1 2022
San Francisco to San José	Complete (July 2020)	Q2 2022
Palmdale to Burbank	Q3 2021	Q4 2022
Los Angeles to Anaheim	Q4 2021 to Q1 2022	Q4 2022 to Q2 2023



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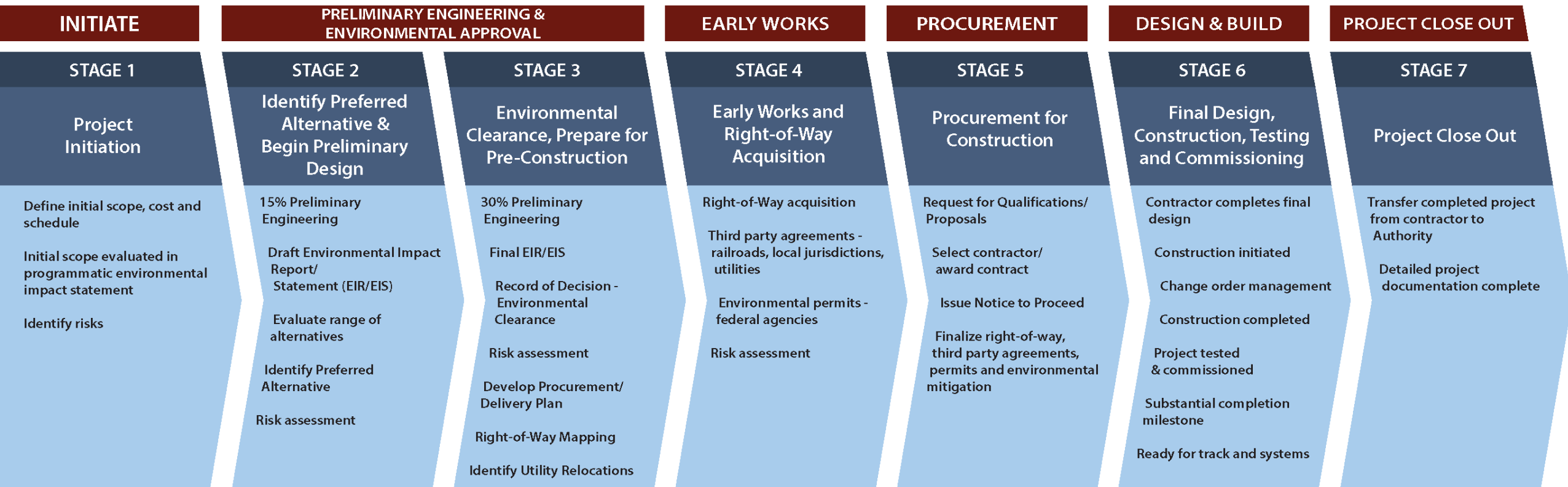
NORTHERN CALIFORNIA ENVIRONMENTAL PROCESS



MANAGING RISK

RISK MANAGEMENT MEASURES

- Increased risk contingency
- Enterprise risk management
- Stage Gate process for development & delivery



Stakeholder and Community Engagement

STEPS AFTER ENVIRONMENTAL CLEARANCE



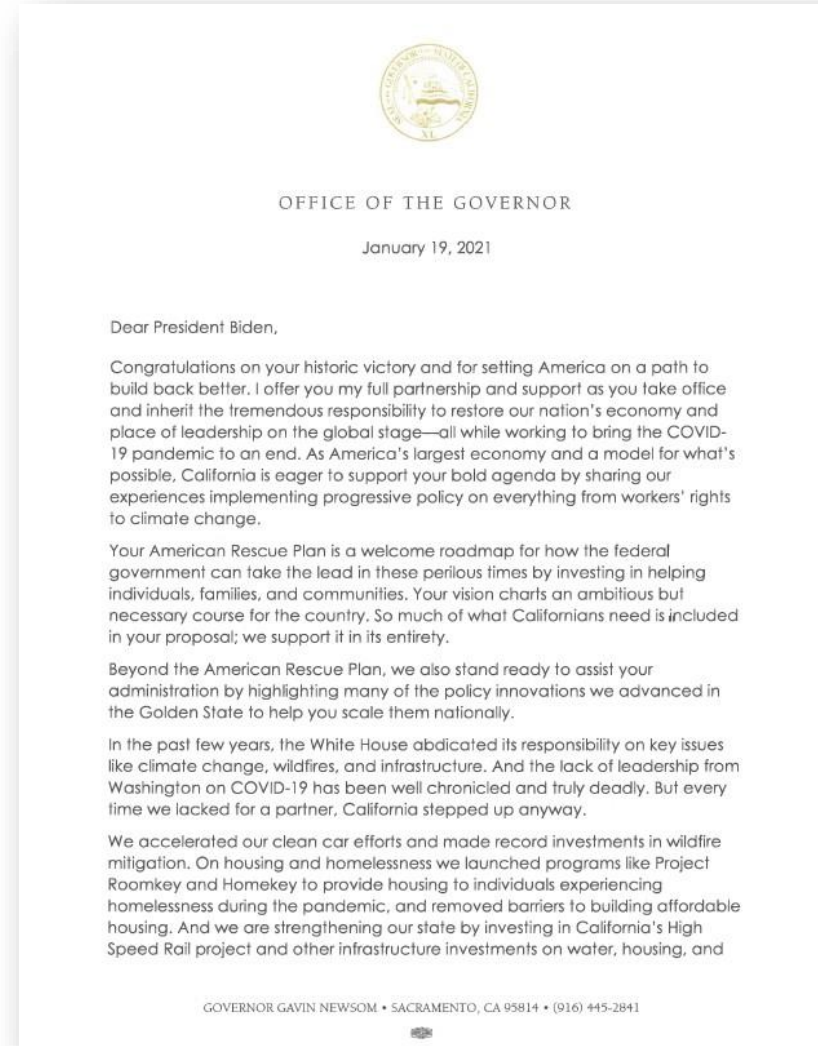
FEDERAL PARTNERSHIP

“We are strengthening our state by investing in California's High Speed Rail project and other infrastructure investments on water, housing, and climate resilience.”

– Governor Gavin Newsom

“We are most focused on restoring the federal commitment to California's High Speed Rail project, partnering to develop 21st century water infrastructure, and prioritizing investments in schools, broadband, housing, and renewable energy.”

– Governor Gavin Newsom



NEW LEADERSHIP



U.S. Senator Alex Padilla



Pete Buttigieg

Confirmed on February 2, 2021
U.S. Secretary of Transportation



Amit Bose

Appointed Deputy Administrator of
the Federal Railroad Administration

FEDERAL PARTNERSHIP



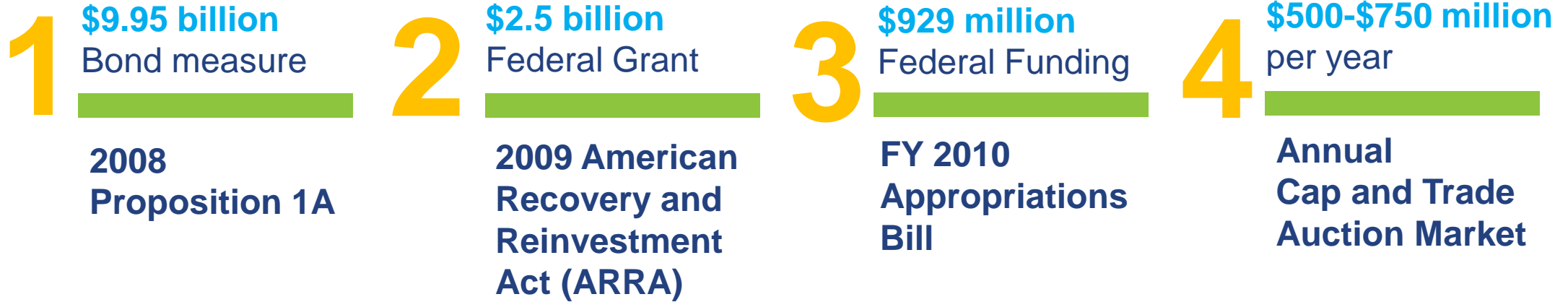
- **The Authority is engaging the Biden administration on:**
 - » Restoration of Federal Partnership
 - » Re-obligation of FY/10 grant funding
 - » Program delivery schedule flexibility
- **Opportunity for increased federal investment in electrified high-speed rail**

“We’ve been asked to settle for less in this country, and I just don’t know why people in other countries ought to have better train service and more investment in high-speed train service than Americans do.”

– U.S. Transportation Secretary Pete Buttigieg

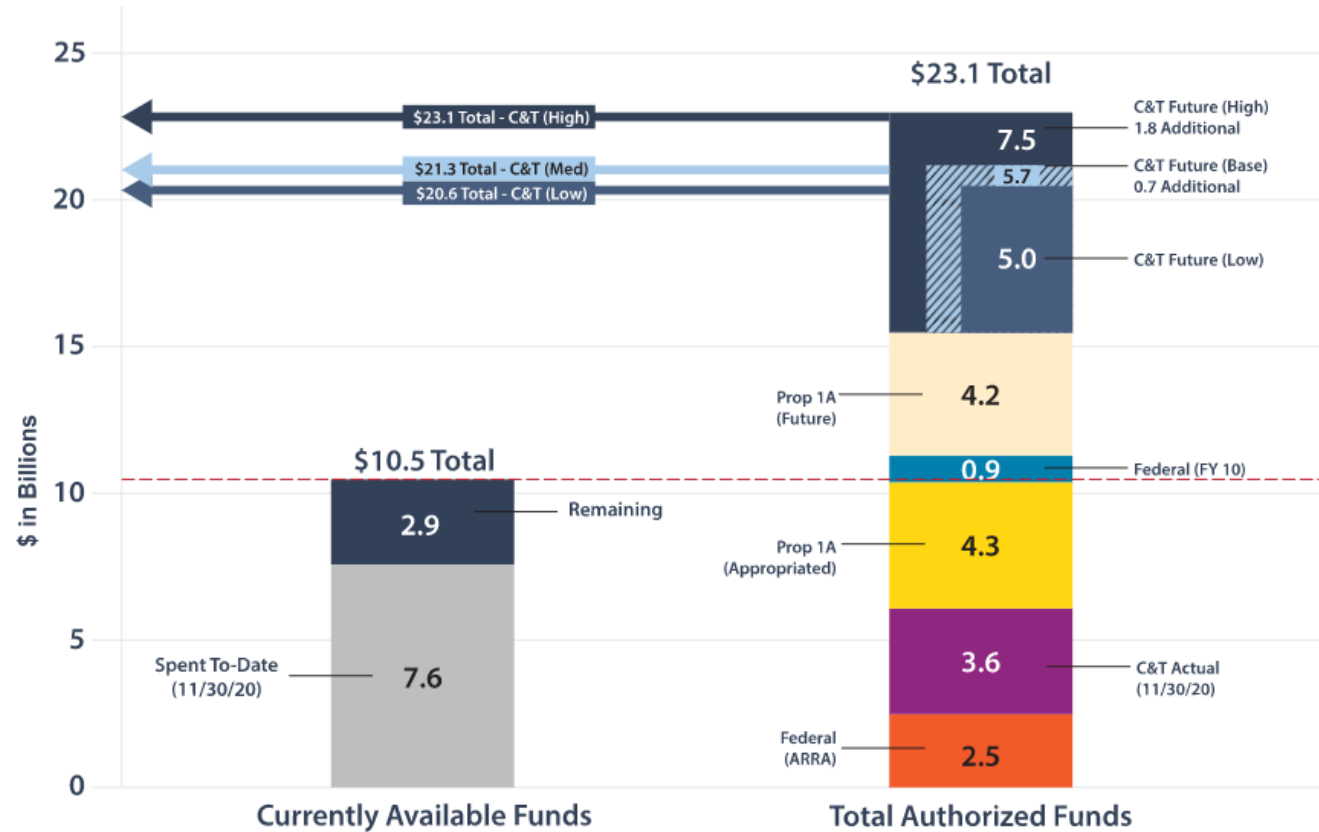
HOW HIGH-SPEED RAIL IS FUNDED

California High-Speed Rail Funding



CURRENT FUNDING

- **Funding forecast through 2030 based on Cap and Trade projections**
 - » Total available:
\$20.6 to \$23.1 billion
 - » Estimate to complete Merced to Bakersfield (and other statewide investments):
\$21.3 to \$22.8 billion
- **Authority will seek appropriation of remaining Proposition 1A funds to complete construction underway**



FUNDING PLAN

- **Funding plan required to request appropriation of Proposition 1A funds**
- **Consistent with Revised Draft 2020 Business Plan**
- **Focused on usable segment in the Central Valley to complete ongoing construction**
- **Funding plan milestones**
 - » **February 9, 2021:** Authority Board approved funding plan for submittal to the Director of Finance, Peer Review Group, and Legislature (transportation and finance committees).
 - » **May 2021:** Proposed appropriation to be included in Governor's revised budget
 - » **June 2021:** Final budget adopted by the Legislature
- **Additional funding plan required to access funds once they are appropriated.**

HOW TO COMMENT ON THE BUSINESS PLAN

 **30-day public comment period:** February 9 – March 12

 **Online at:** www.hsr.ca.gov/about/business_plans/business_plan_2020_comment_form.aspx

 **By phone:** 916-384-9516

 **By email:** DraftBP2020@hsr.ca.gov

 **Verbally:** March 2, 2021 Board hearing

 **By mail:**

California High-Speed Rail Authority
Attn: Draft 2020 Business Plan
770 L Street, Suite 620, MS-1
Sacramento, CA 95814

DISCUSSION / QUESTIONS





Headquarters

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