

2014 FRA Rail Program Delivery



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California High-Speed Rail Authority

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More than a Transportation Program

- California is World's 8th Largest Economy
- Comparable to Northeast Corridor
 - Distance, Population & Complexity
- Transformative Investment
- Connecting Major Population Centers



Challenges for Transformative Projects

Golden Gate Bridge:

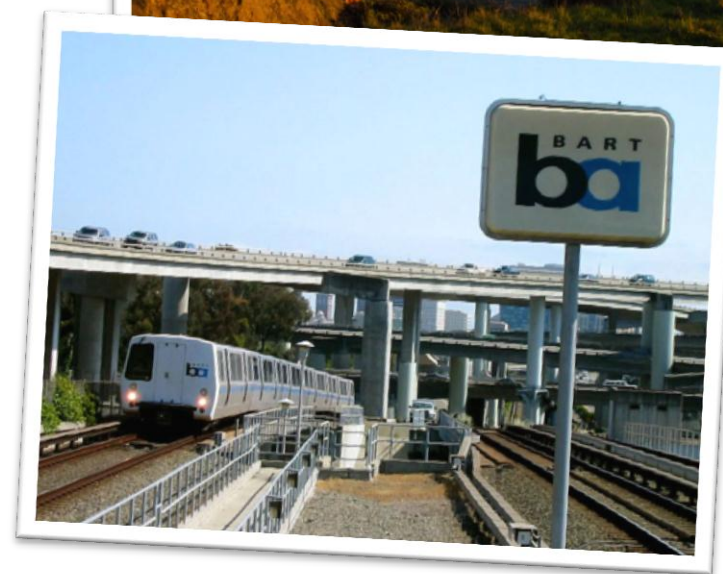
- “Upside-Down Rat Trap that will Mar the Beauty of the Bay”
- 2,000 Plus Lawsuits



BART: Called the Train to Nowhere

State Water Project & UC System:

- Single Vote Margins



Why High-Speed Rail in California?

Curbs Congestion

- LAX to Bay Area: Busiest Short-Haul US Market
- 1 in 6 Flights Heads to Bay Area
- CA has 6 of Top 30 Congested Urban Areas in US

Population Growth

- Estimated to Reach 50 Million by 2050

Air Quality/Sustainability

- Meets Goals of AB 32/SB 375
- Worst Air Communities in the Country

Alternatives are Costly

- 2-3 Times More Expensive



Connecting Economies

Regional Economies Isolated

Contrast with Northeast Corridor

- Washington-New York-Boston Tied Together

Our System will Tie California Economies Together:

- Bay Area to Los Angeles via the Central Valley
- Smaller Cities to Major Markets
- Drive Location Decisions
- Link Suppliers, Manufactures, Shippers and Customers

Next Steps with Cap and Trade



Central Valley - North to South to Bakersfield through Tehachapis to Palmdale/LA

Caltrain Electrification

Burbank to Palmdale

- Golden Spike

LA/Anaheim Investments

- Los Angeles Union Station
- Grade Separations

Preliminary Design/Environmental Clearance

- All Segments

Potential connection with XpressWest

Key Milestones

Funding:

- \$3.3 Billion Federal and \$4.7 Billion Prop 1A
- 25% of Future Cap and Trade Proceeds

Environmental Clearances:

- Merced to Fresno: May 2012
- Fresno to Bakersfield: June 2014

Construction Packages:

- CP 1 Executed in August, Under \$1 Billion
- CP 2-3 Currently Out to Bid, Execution Expected by End of 2014

VERA Agreement:

- MOU with San Joaquin Unified Air Pollution Control District
- Offsets Construction Emissions

Decision Making

Largest Greenfield Project in Recent California History

- 500 miles new track
- Systems, Rolling Stock
- Operations and Maintenance
- New Organization

Decision Makers

Board of Directors
Federal Railroad Administration
Surface Transportation Board
Congress
Legislature
Regulatory Agencies
Joint Powers Authority's
Cities/Counties
Stakeholders

Decision Points

**Building a New Organization
(Greenfield Just Like Program)**

Integration of Existing Systems

Procurement Strategy

Purchasing
Leveraging

Implementation

Common Challenges

Ramp Up

Staff Up

Constant Communications

Coordination

Public Involvement: #IWillRide

- Pledge Your Support and Educate Others about High-Speed Rail
- **#Iwillride** Social Media Campaign
- **#Iwillride** Youth Advocacy Campaign



#Iwillride because trains are more productive, efficient and environmentally friendly

- Joe Szabo, FRA Administrator

Jeff Morales, Chief Executive Officer



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