



CALIFORNIA HIGH-SPEED RAIL DRAFT 2020 BUSINESS PLAN

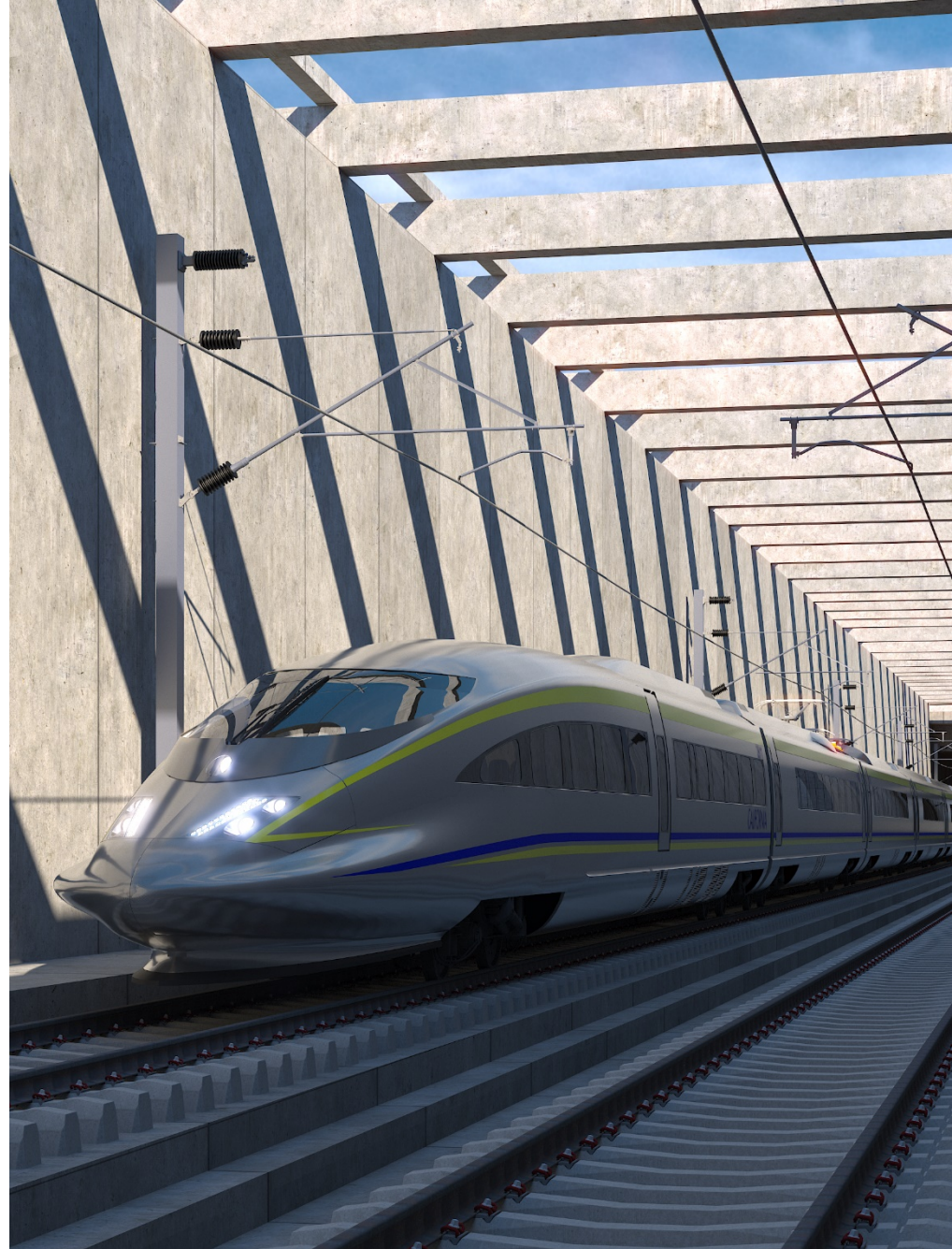
Brian Kelly
Chief Executive Officer
May 27, 2020



5 KEY THEMES

2020 DRAFT BUSINESS PLAN

1. California is the national leader on clean transportation – high-speed rail is integral - don't turn back.
2. Cost estimates are within 2018 ranges with modest impact to Valley-to-Valley.
3. Best use of available high-speed rail funding is to expand Central Valley segment to Merced-Fresno-Bakersfield, while continuing to make investments statewide.
4. Organization continues to evolve under new leadership; performance is improving.
5. Rail investments can advance across the state while high-speed service is delivered from Merced to Bakersfield.



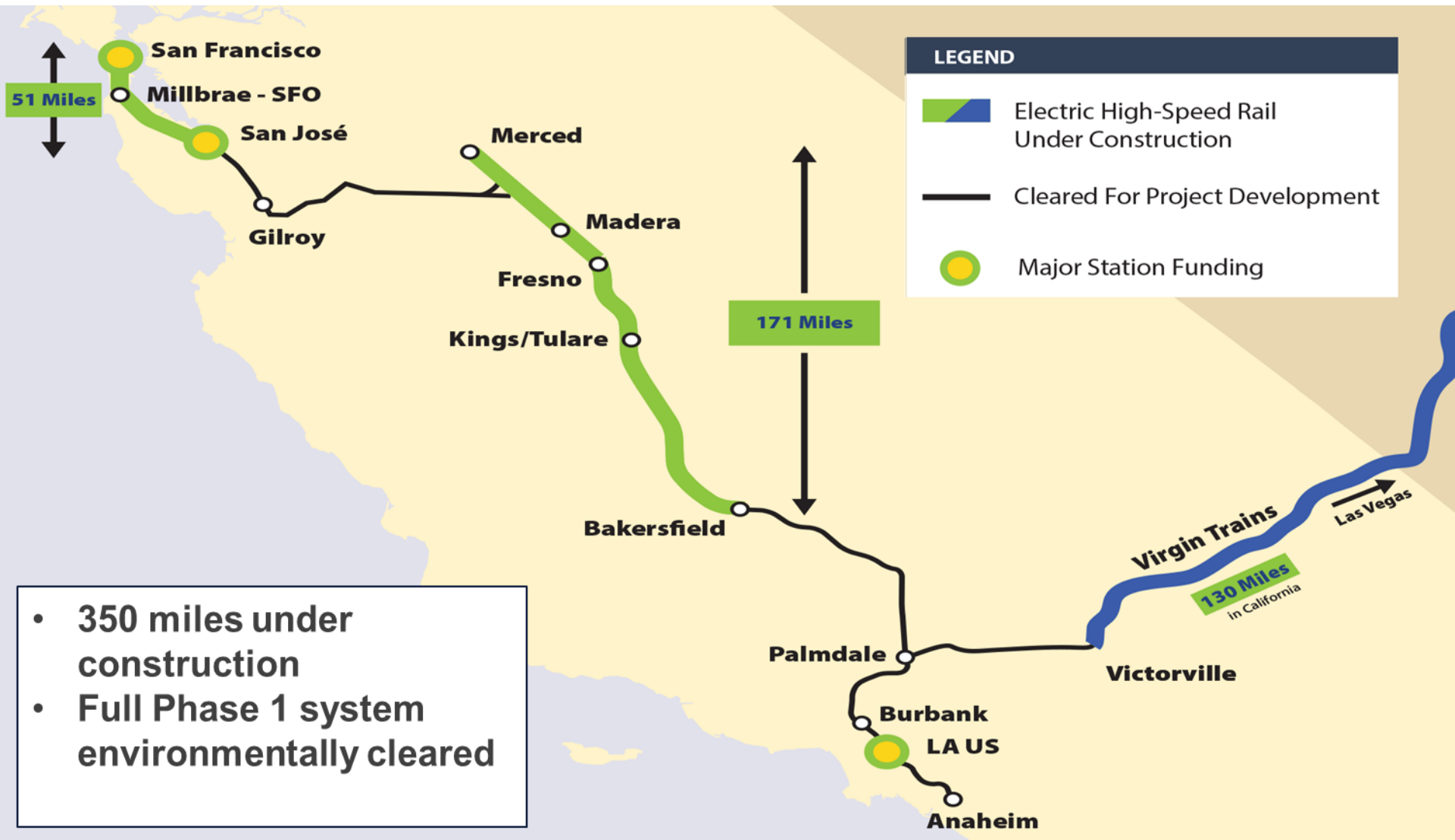
2020 STATUS

CALIFORNIA HIGH-SPEED RAIL



2022 PROGRESS

CALIFORNIA HIGH-SPEED RAIL

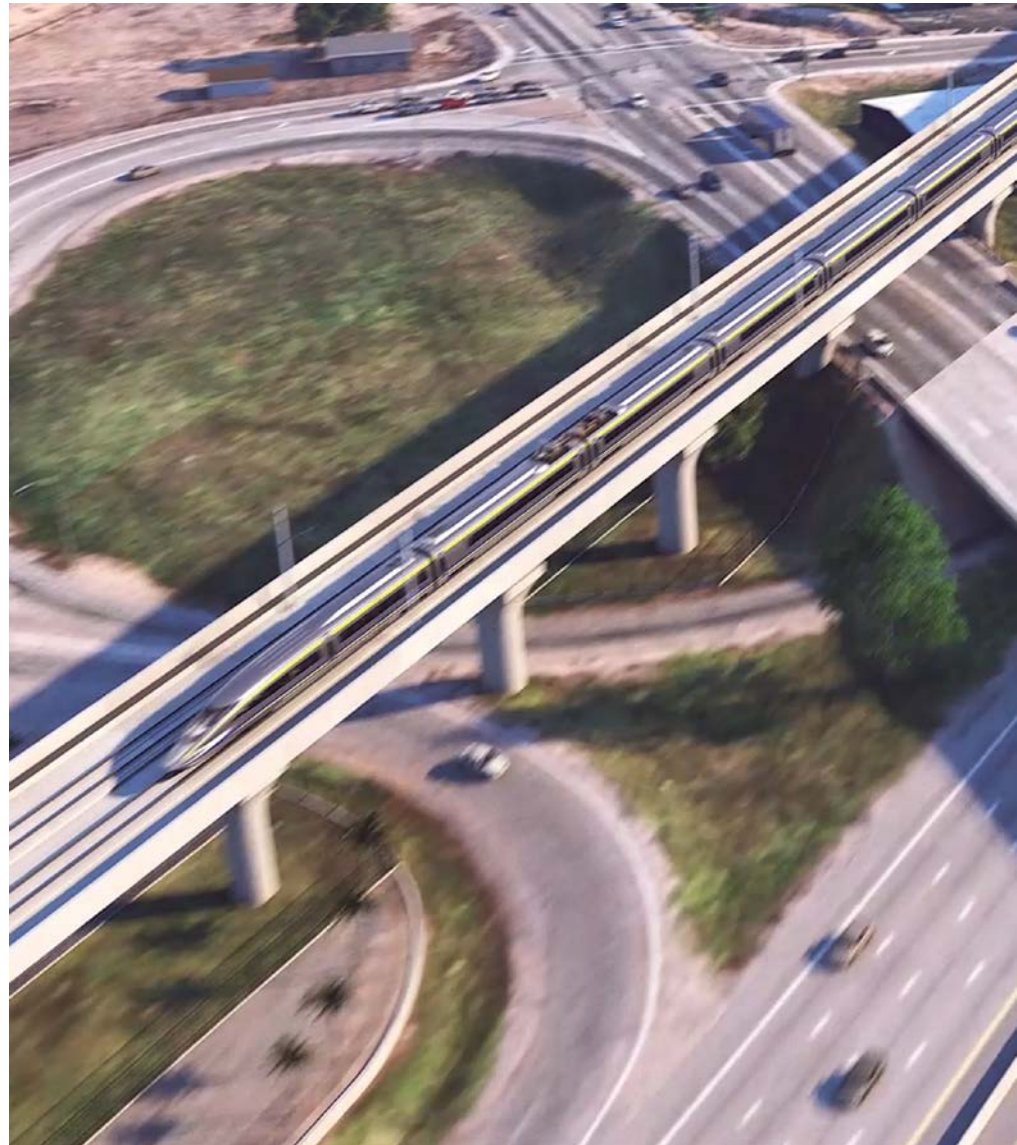


WHY EXTEND TO BAKERSFIELD AND MERCED

171-MILE INTERIM SERVICE

- The only section in the state to run trains at truly high speed (200+ MPH)
 - reducing travel time by 90+ minutes
- Delivering this 171-mile segment projected to generate 203k job years and \$37B in economic activity
- It fulfills our commitments to the Central Valley on permanent jobs and economic development

Bakersfield Station Artist Concept

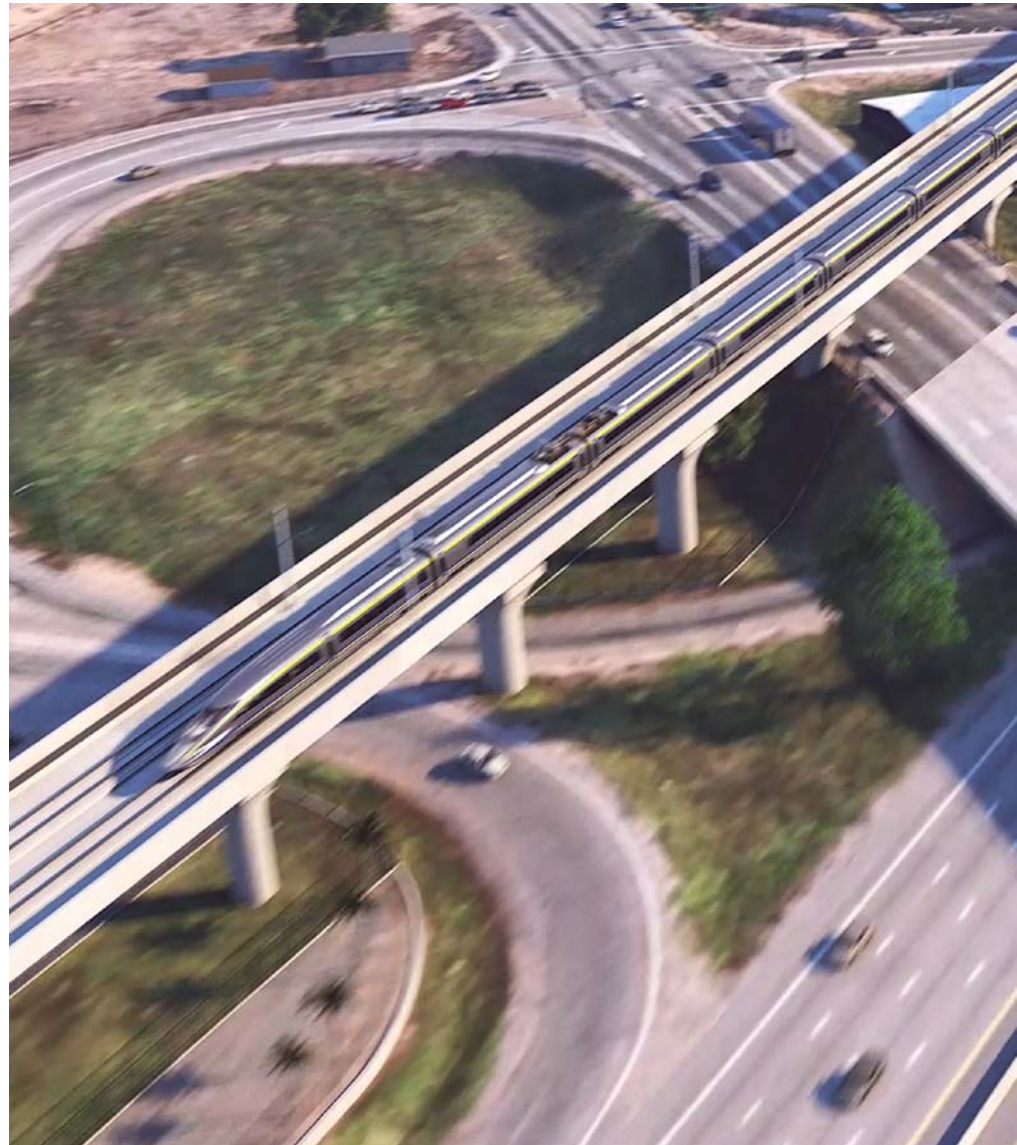


WHY EXTEND TO BAKERSFIELD AND MERCED

171-MILE INTERIM SERVICE

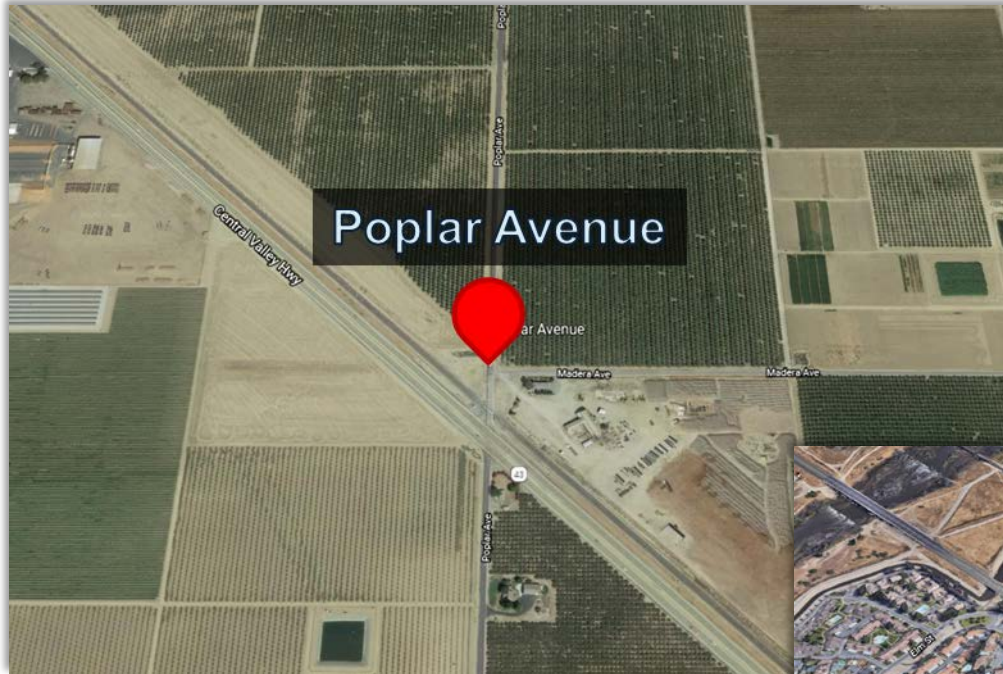
- **Best value**
 - » Expands train service
 - » Reduces travel time
 - » Increases ridership with lowered state operating costs
- **It's affordable**
 - » Cost of \$20.4 billion is within the \$20.6 billion to \$23.4 billion range budget
- **It connects three of the fastest growing areas of the state**
 - » Merced, Fresno and Bakersfield
- **It provides interim connections**
 - » North into Bay Area and Sacramento via the San Joaquin and ACE service
 - » South into LA Basin via bus connection
- **Demonstrates to the public and markets the viability of operational high-speed rail in California and completes the first “building block” of the Phase 1 San Francisco-LA/Anaheim vision approved by the voters.**

Bakersfield Station Artist Concept



DRAFT 2020 BUSINESS PLAN

Southern Terminus Options



SHAFTER – Poplar Avenue

- Southern terminus of 119-mile FRA-funded first construction segment

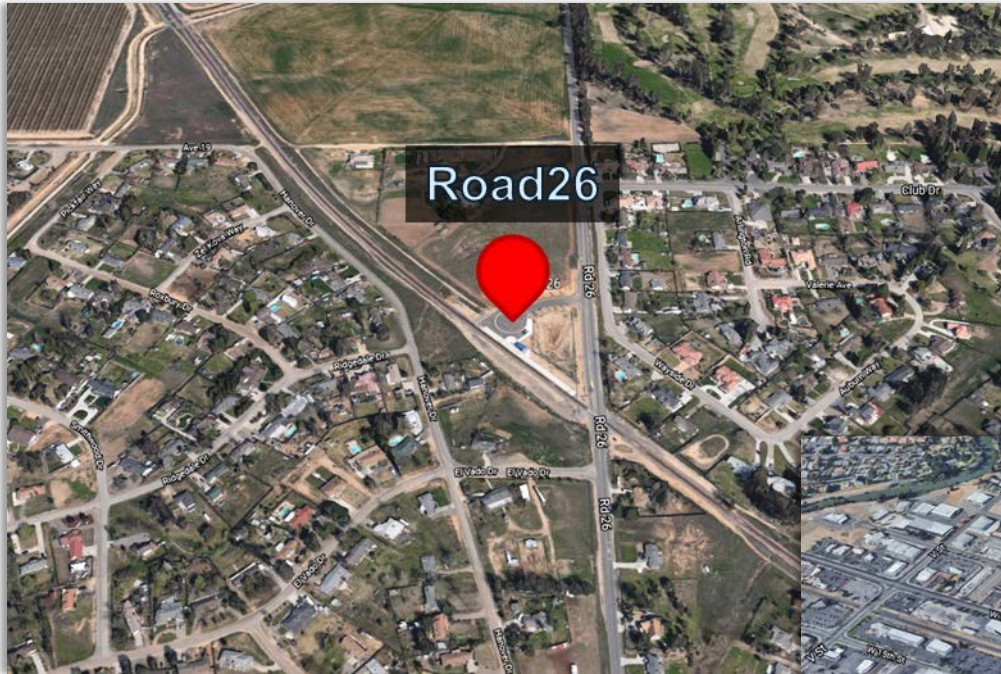
BAKERSFIELD – F Street

- Southern terminus of Newsom Administration's first high-speed operating segment (171 miles)



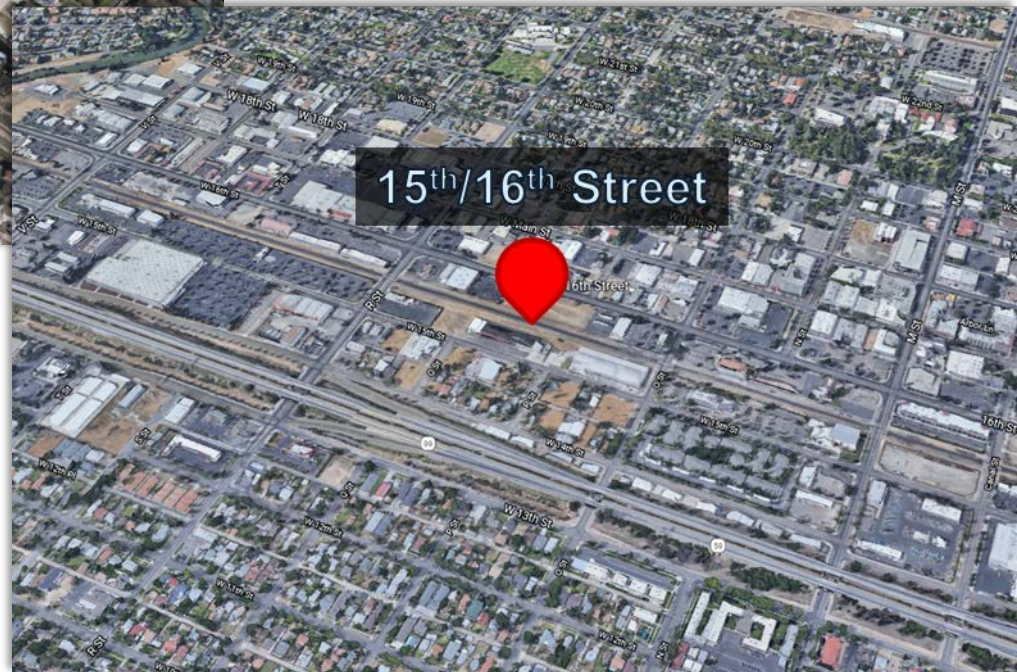
DRAFT 2020 BUSINESS PLAN

Northern Terminus Options



MADERA – Road 26

- Northern terminus of 119-mile FRA-funded first construction segment (current Amtrak station)

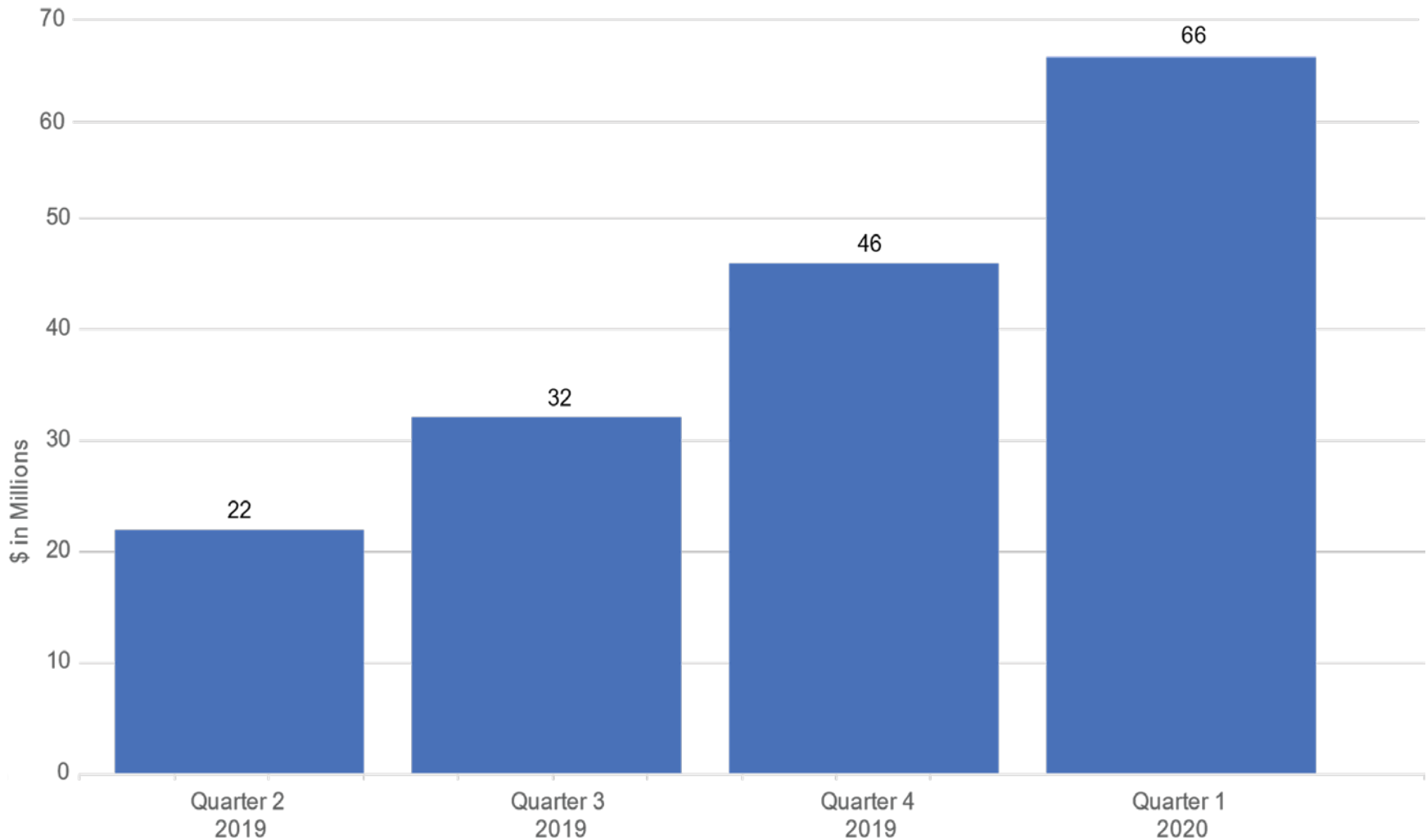


MERCED – W 15th/W 16th St

- Northern terminus of Newsom Administration's first high-speed operating segment (proposed station where HSR, ACE and San Joaquin service will connect)

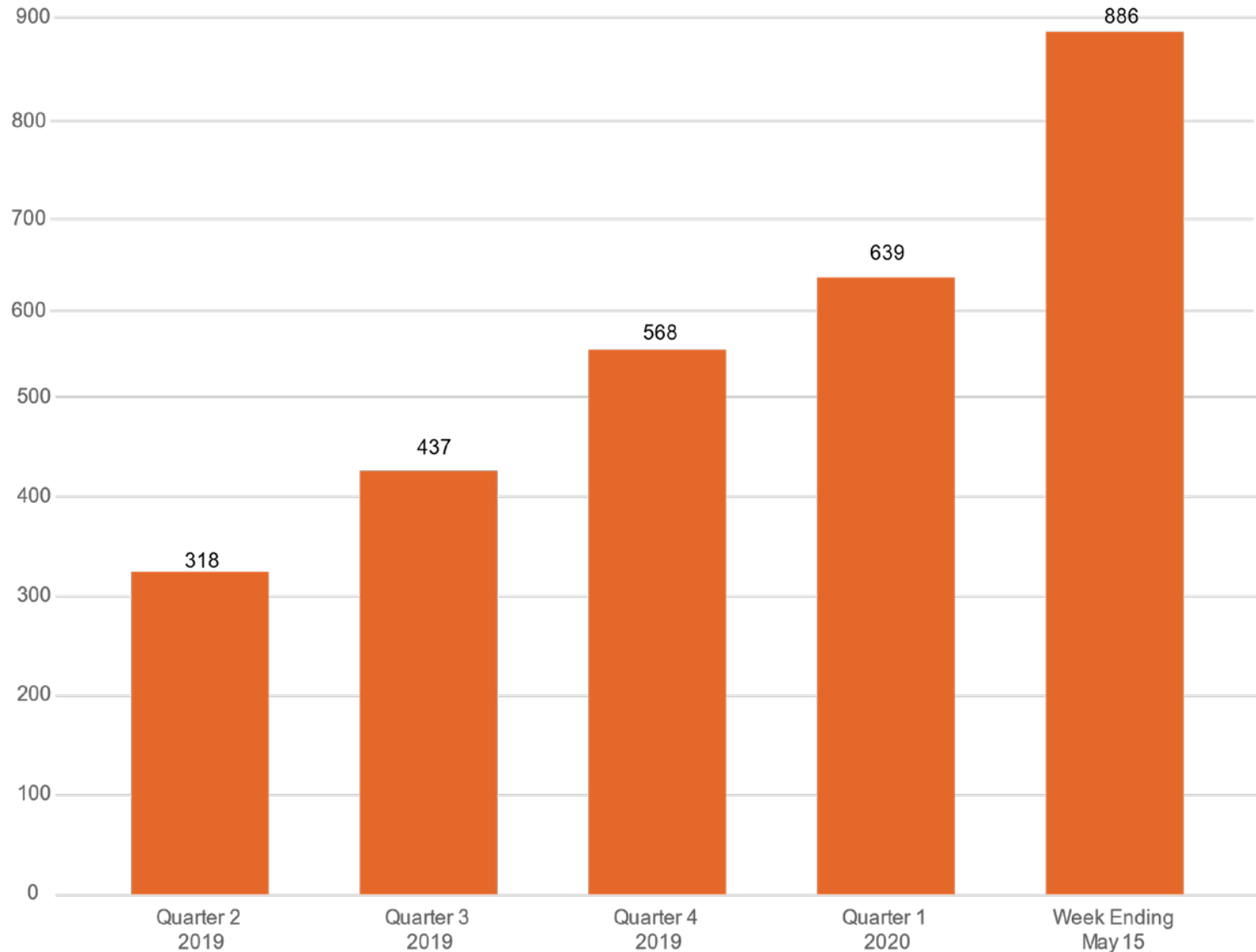
MOMENTUM PICKING UP IN THE FIELD

AVERAGE MONTHLY EXPENDITURES BY QUARTER



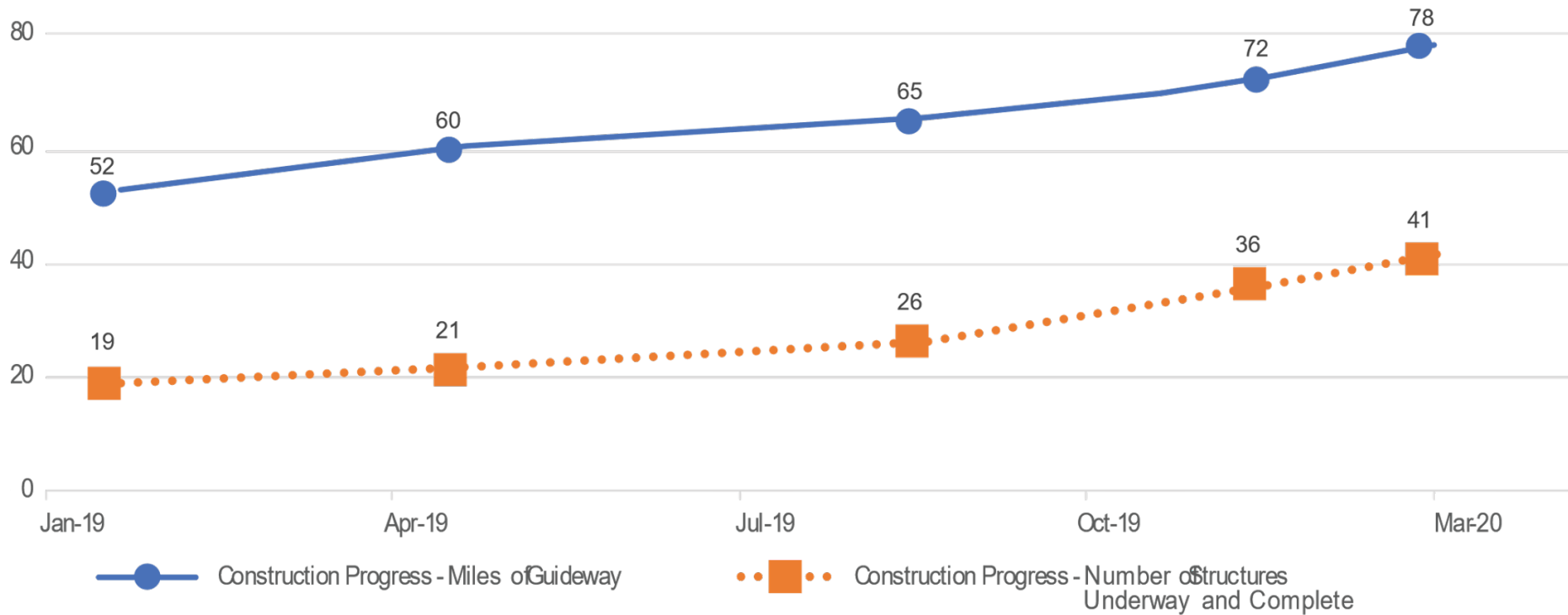
MOMENTUM PICKING UP IN THE FIELD

WEEKLY AVERAGE WORKERS DISPATCHED



MOMENTUM PICKING UP IN THE FIELD

STRUCTURE AND GUIDEWAY PROGRESS 2019/2020



ENVIRONMENTAL CLEARANCE ADVANCING

ALL OF PHASE ONE TO BE CLEAR BY 2022

Project Segment	Draft EIR/EIS	Revised ROD Date	Months to ARRA 12/2022 Deadline from ROD Date
Locally Generated Alternative (F – B)* *Complete	July 2019	October 2019	39
Central Valley Wye (M – F)	September 2019	September 2020	27
Bakersfield to Palmdale *Public Comment Closed	March 2020	April 2021	20
San Jose to Merced *Open for Public Comment	April 2020	May 2021	19
Burbank to Los Angeles *Open for Public Comment (Friday)	May 2020	June 2021	18
San Francisco to San Jose	July 2020	August 2021	16
Palmdale to Burbank	December 2020	January 2022	11
Los Angeles to Anaheim	January 2021	February 2022	10



COVID-19 IMPACTS

CALIFORNIA HIGH-SPEED RAIL

- Deferred adoption of the 2020 Business Plan
- RFP extended for Track and Systems procurement
- Public Comment Periods extended for two environmental documents
 - » Bakersfield to Palmdale
 - » San Jose to Merced
- Advance, Recalibrate, Report

