



# **CALIFORNIA HIGH-SPEED RAIL: *GETTING ON TRACK***

SPUR Lunchtime Forum  
January 10, 2013

# STATEWIDE HIGH-SPEED RAIL



Phase I Blended - San Francisco to Los Angeles Union Station and Anaheim – 520 miles

Phase II - extensions to Sacramento and San Diego – 800 miles

# REVISED 2012 BUSINESS PLAN



- Rail improvements and benefits occur sooner
- Improves statewide mobility
- Blended System greatly reduces costs of overall project

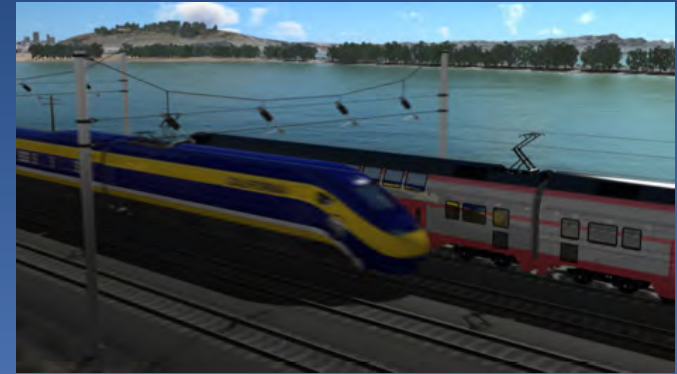
# EARLY INVESTMENTS



- Caltrain Electrification
- Environmental Clearance
- Implementation of Positive Train Control Systems
- Improves operations and increases ridership
- Lays ground work for HSR connection

# STATEWIDE MODERNIZATION PLAN

- \$12 billion in improvements to existing regional rail systems
- Amtrak
- LA Metro
- Metrolink
- San Diego MTS
- BART
- San Francisco Muni
- Caltrain
- North County Transit
- Altamont Commuter Express
- Santa Clara Valley Transit
- Sacramento Regional Transit
- Peninsula Corridor Joint Powers Board





# FUNDING

- \$6 billion approved by legislature for first segment of Initial Operating Segment
  - \$3.3 billion federal
  - \$2.7 billion Prop. 1A
- \$819 million Prop 1A for State Rail Modernization
- \$1.1 billion for Early Investments
- New funding identified before additional construction
- Ridership and revenue will facilitate private investment



# NORTHERN CALIFORNIA FUNDING

- \$1 billion for Northern California transit projects
  - Caltrain - \$706 million - electrify system and connect with HSR
  - BART - \$145 million - lengthen track at Millbrae Station and new trains
  - San Francisco Muni - \$61 million – new light rail line Downtown to Chinatown
  - Altamont Commuter Express - \$11 million – extend platform for Amtrak access and add new track to maintenance facility



# NORTHERN CALIFORNIA FUNDING

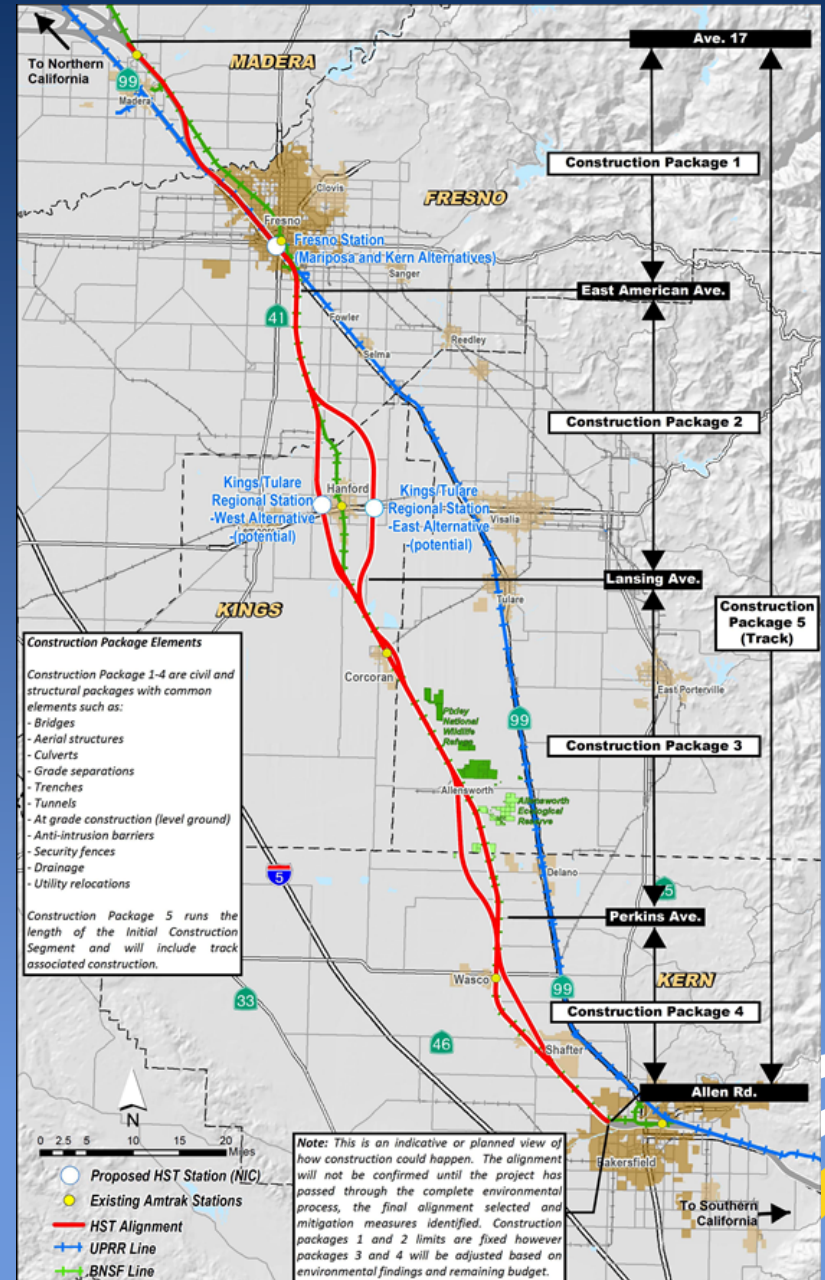
- Capitol Corridor – \$47 million – Oakland to San Jose track improvements
- Peninsula Corridor Joint Powers – Caltrain – \$41 million – Positive Train Control and Advanced Signal System
- Santa Clara Valley TA - Caltrain – \$26 million – Advanced Signal System
- Sacramento RT – \$ 25 million - Relocate existing light rail track, platform to connect to new Intermodal Facility and future HSR





# INITIAL OPERATING SECTION

- Central Valley to San Fernando Valley begins with Madera to Bakersfield -130 Miles
- Five construction packages
- Four design-build contracts for final design
- Fifth design-build contract - Laying HSR trackway (rail)



# HIGH-SPEED RAIL CONSTRUCTION

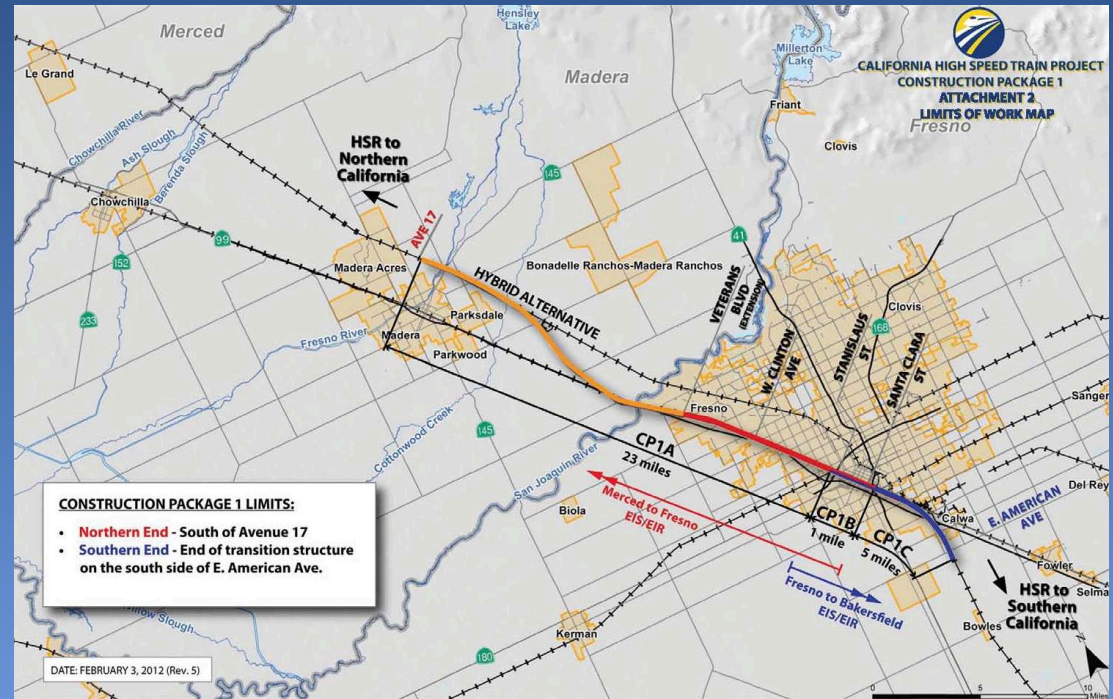
- Construction Package #1

- Madera to Fresno – 30 miles

- Five Design-Build teams bidding

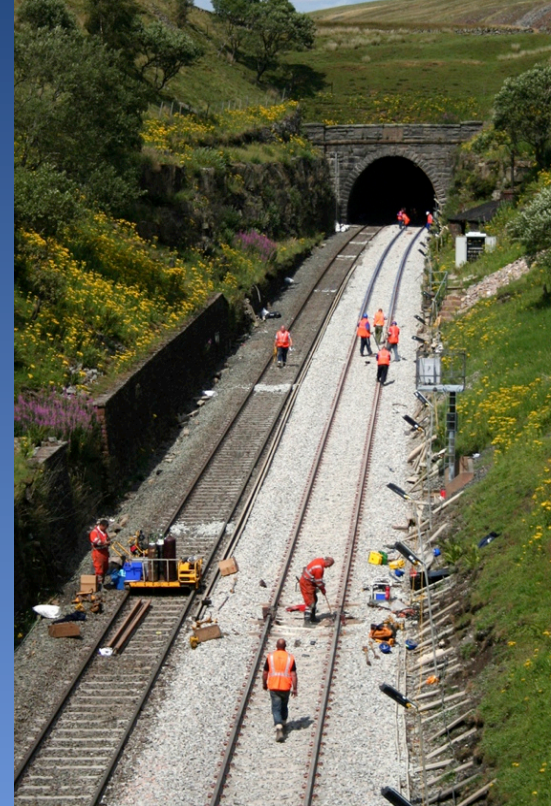
- RFP deadline extended to January 2013

- Contract award expected June 2013



# JOBS

- Central Valley - 20,000 jobs annually for five years
- Phase 1 Blended - Average 66,000 jobs annually for 15 years
- Phase 1 Blended – 2,900 permanent operations jobs





# SMALL BUSINESS GOALS

- 30 percent overall Small Business (SB) participation goal
  - 10 percent Disadvantaged Business Enterprises (DBE) participation goal
  - 3 percent Disabled Veteran Business Enterprises (DVBE) participation goal
- Authority will have oversight and accountability



# WHAT'S NEXT?

- Complete permit and review process for Fresno to Bakersfield segment in 2013
- Choose design-build team and start construction on Madera to Fresno by Summer 2013





# ***CALIFORNIA HIGH-SPEED RAIL AUTHORITY***

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