The Future of Bay Area Rail

Public Programs
The Future of Bay Area Rail
SPUR Forum

March 5, 2024
Documents and Reports

BUSINESS PLAN

» Authority publishes a Business Plan in even years
» Due to the Legislature May 1

PROJECT UPDATE REPORT

» Authority publishes a Project Update Report in odd years
» Due to the Legislature by March 1
Major Recent Accomplishments

$3.3 billion in new federal funds

**Advanced procurements** to move the project toward operations

First construction package (CP 4) covering 22.5 miles in Central Valley **near completion**

Construction jobs exceeded **12,200** and **10 new structures** opened

Designs for the extensions to Merced and Bakersfield **are on schedule**, meeting contract milestones
Key Updates – Federal Infusion of Funds

2023 Project Update Report

- PHASE A (2023): Future Federal IIJA Grants, including applications submitted & awards pending (RCE/CRISI)
- PHASE C (2025): Future Federal IIJA Grants for Civil Construction to Merced Station, to North Bakersfield, Track & Systems to Merced
- PHASE D-1 (2026): Future Federal IIJA Grant for Track and Systems to North Bakersfield
- PHASE D-2 (2026): Future State and Federal Funds not currently identified to Bakersfield F Street Station

*Full Stations Build-out will be separately procured from Civil Works Construction.
***2022 RAISE Award
**ARRA, FY 10, 2021 RAISE Grants
***2022 RCE & CRISI Application (6 Grade Separations in Shafter)
Getting to Operations

EIR/EIS
Merced to Fresno; Fresno to Bakersfield
Completed

Civil Construction Packages
119 miles
Underway, completion by 2026

Package 1
Track & Overhead Contact System (OCS)

Design Package Released November 2023

Construction Package Planned 2024

Design of 171 miles

Merced
Madera
Fresno
King/Tulare
Bakersfield

Track Civil Works
Track Bed
Track & OCS

HIGH VOLTAGE OVERHEAD CONTACT SYSTEM
Getting to Operations

EIR/EIS
Merced to Fresno; Fresno to Bakersfield
Completed

Civil Construction Packages
119 miles
Underway

Package 1
Track & Overhead Contact System (OCS)

Package 2
Systems

Option to extend

119 miles

Merced
Madera
Fresno
King/Tulare
Bakersfield

Train Control
Traction Power
Data Acquisitions
Solar Photovoltaics
Energy Storage

Systems

Design and Construction Package
Planned 2024

Business Plan
Getting to Operations

EIR/EIS
Merced to Fresno; Fresno to Bakersfield
Completed

Civil Construction Packages
119 miles
Underway

Package 1
Track & Overhead Contact System (OCS)

Package 2
Systems

Package 3
Trainsets

2028 test track

Merced
Madera
Fresno
King/Tulare
Bakersfield

Trainsets

Shortlist:
ALSTOM
SIEMENS

Request for Proposals Planned Q2 2024

Package 2

Systems

Merced

Madera

Fresno

King/Tulare

Bakersfield

2

Two trainsets by end of 2028
Testing up to 242 mph

4

+ four trainsets by end of 2030
Revenue service at 220 mph
Getting to Operations

EIR/EIS
Merced to Fresno; Fresno to Bakersfield
Completed

Civil Construction Packages
119 miles
Underway

Package 1
Track & Overhead Contact System (OCS)

Package 2
Systems

Package 3
Trainsets

Package 4
Depots/Facilities

Additional Contracts
Program-Wide Support

Program-Wide Support
Multiple Procurements
Planned 2024

Depots and Facilities
Planned 2025
Early Operating Segment Business Model

PRIVATE INFRASTRUCTURE OWNER

PUBLIC INFRASTRUCTURE OWNER

TRAIN OPERATING COMPANY

PASSENGERS

- Electrified High-Speed Trains
- Track & Systems

- Electrified High-Speed Train Service
- Regional Service

Service Agreement

Infrastructure Access

Track Access

Business Plan
Northern California

159 miles

Environmentally cleared

Eligible to begin advanced design

Corridor electrification underway on 51 miles through Caltrain Electrification Project

Segment construction is unfunded

GOALS

- Advance design work in 2024
- Continue to engage with partners on “shared corridor” early capital investments
- Develop segment funding plan options
High-Speed Rail in Northern California

Project Development Stages

- Planning
- Environmental
- Advanced Design
- Pre-Construction
- Construction
- Operations

- Diridon Integrated Station Concept
- Northern California High-Speed Rail
- The Portal (formerly DTX)
- Caltrain Electrification
- Salesforce Transit Center

Business Plan
## Business Plan Next Steps

### Business Plan Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>February 9, 2024</td>
<td>Draft Business Plan Released</td>
</tr>
<tr>
<td>February 29, 2024</td>
<td>Authority Board Meeting &amp; Public Comment Hearing</td>
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<tr>
<td>March 11, 2024</td>
<td>Assembly Committee on Transportation Hearing</td>
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<tr>
<td>March 12, 2024</td>
<td>Joint Senate Transportation Committee &amp; Budget Subcommittee No.5 Hearing</td>
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<tr>
<td>April 11, 2024</td>
<td>Authority Board Meeting to consider the Business Plan</td>
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<tr>
<td>May 1, 2024</td>
<td>Final 2024 Business Plan due to Legislature</td>
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### How to Make Public Comment

<table>
<thead>
<tr>
<th>Method</th>
<th>Contact Information</th>
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</thead>
<tbody>
<tr>
<td>Via E-mail</td>
<td><a href="mailto:BusinessPlan2024@hsr.ca.gov">BusinessPlan2024@hsr.ca.gov</a></td>
</tr>
<tr>
<td>Via Zoom, telephone, or in-person</td>
<td>Authority Board Meeting in Sacramento on February 29, 2024</td>
</tr>
<tr>
<td>Via U.S. Mail</td>
<td>California High-Speed Rail Authority Attn: Draft 2024 Business Plan 770 L Street, Suite 1180 Sacramento, CA 95814</td>
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Why is Diridon Station so Important?

- Already the location in the Bay Area where the greatest number of services converge

- Importance will grow significantly with the introduction of BART, HSR, and other services

- South Bay also expected to be the part of the Bay Area that accommodates the most population and job growth in coming decades.
DISC Concept Layout and the Interdependent Program of Projects

- CEMOF
- Historic Depot
- Caltrain Electrification
- HSR San José to Merced Section
- PG&E Substation
- DSAP Implementation (including Google)

LEGEND:
- Light Rail Transit (LRT) Alignment
- BART Silicon Valley (BTV) Alignment and Station

SAN JOSE DIRIDON STATION

Los Gatos Creek
The multimodal facility in downtown San Francisco is operational, providing transit, retail, and wellness services.

The building occupies four blocks and consists of six levels:
- Four levels are open to the public.
- Two-level underground rail station will be completed as part of The Portal.

The two-level underground train box has been built.

Funded with a $400 million American Reinvestment and Recovery Act grant.

Ready for station fit-out and rail service.
Rendering of two-level trainbox at Salesforce Transit Center