



Bakersfield to Palmdale Project Section Update

The California High-Speed Rail Authority (Authority) continues its commitment to conduct public outreach. Here are a few updates this month.

[Bakersfield to Palmdale](#)

Statewide Update

High-Speed Rail Names New CEO and Expands Executive Team to Move Project Forward

As the California High-Speed Rail Authority continues to move from the planning phase to full construction of the nation's first high-speed rail system, the Board of Directors announced on January 16 that it has selected a new Chief Executive Officer, Brian P. Kelly, to lead the organization, effective February 1, 2018. Kelly has served as Secretary of the California State Transportation Agency since the Agency was created in 2013. As Secretary, Kelly oversaw one of the largest portfolios in the State of California with more than 38,000 employees and a total budget of more than \$18 billion. See our [news release](#) to read why Board Chairman Dan Richard says Kelly will provide the right leadership for the program.



[Click for News Release](#)

Days after the selection of Kelly, Governor Edmund G. Brown Jr. appointed Joseph Hedges to the position of Chief Operating Officer and Pamela Mizukami as Chief Deputy Director, expanding the Authority's executive team to continue the project's rapid transition from the planning phases to construction and delivery.

Central Valley Cost Update

After a detailed cost and risk analysis, the Authority released updated cost estimates for the first 119-miles of construction in California. The Authority anticipates an estimated \$2.8 billion increase to previous estimates, 63% of which is due to risk factors identified and reported in the 2016 Business Plan, the March 2017 Project Update Report and discussed publicly at the Authority's prior Finance and Audit Committee. This revised cost estimate is within state and federal funding dedicated to the Authority to build the nation's first truly high-speed rail system. The Authority will incorporate the revised cost estimates into its 2018 Business Plan due to the Legislature later this spring. In that document, the Authority intends to clarify needs and risks associated with the entire project including overall cost for Silicon Valley to Central Valley and Phase.

Early Train Operator Contract Awarded



The Authority recently approved the contract for the Early Train Operator (ETO) services to DB Engineering & Consulting USA. This firm will assist the high-speed rail program in designing, developing and procuring the commercial aspects of the high-speed rail passenger train operations. This is a major step forward for the program as we continue to transition from planning to program delivery. To learn more, visit our [Early Train Operator](#) page.

Small Business Program Updates

The Authority is continuing its commitment to small businesses playing a major role in building the statewide high-speed rail program. The Small Business Program has a 30 percent participation goal for small business that includes Disadvantaged Business Enterprises (DBE), Disabled Veteran Business Enterprises (DVBE) and Micro-Businesses (MB).

As of September 2017, we have 427 certified small businesses participating on the program. In the Southern California region, we have 136 certified small businesses participating from construction to professional service to everything in between.



[\(Click to See Larger Map\)](#)

NEW REPORTS

Annual Sustainability Report Issued



The Authority issued its annual Sustainability Report which updates the progress made in 2016 on the innovative approach it is taking to the design, construction and operation of California's high-speed rail system. The report highlights a range of topics including energy, natural resources, infrastructure, station communities, and business & management.

[Click for Sustainability Report](#)

California High-Speed Rail Meets Federal Funding Requirements, Generates Billions in Economic Activity



On October 2, 2017 the Authority announced it had met federal American Recovery and Reinvestment Act (ARRA) of 2009 requirements by more than \$2.55 billion granted to the State since 2009 to build the nation's first high-speed rail system. These funds helped create thousands of new jobs and generated approximately \$4 billion in economic activity in the Central Valley and across California. All of the ARRA funds for the project were spent prior to the statutory deadline of September 30, 2017. Thanks to these federal funds, thousands of people are working in good-paying jobs to build a new transportation system that will improve quality-of-life for generations to come.

[Click for ARRA Report](#)

Bakersfield to Palmdale Project Section

The Authority is continuing its environmental review of the Bakersfield to Palmdale Project Section. In 2018, the Authority will continue working with our stakeholders in the region to advance planning in the area and work towards the identification of the Preferred Alternative. As has been its practice, the Authority will conduct public meetings to share the latest information, receive additional community input, and present the project's next steps in advance of presenting to the Authority's Board of Directors. No Board action will be taken prior to the presentation of relevant information to the public for ongoing comments and public input.

Project Section Background



The Bakersfield to Palmdale Project Section is part of the first phase of the California High-Speed Rail System connecting the Central Valley to the Antelope Valley. This closes the existing passenger rail gap over the Tehachapi Mountains. The approximately 80-mile project section will travel through or near the cities of Edison, Tehachapi, Rosemond, Lancaster and Palmdale. The project section has proposed stations in Bakersfield and at the Palmdale Transportation Center.

Information from the 2017 community meetings can be found on the project website [here](#).