

CALIFORNIA HIGH-SPEED RAIL

— ENGINEERING THE FUTURE —

HIGH-SPEED RAIL PROJECT OVERVIEW

PRESENTED BY

MICHELLE BOEHM

SOUTHERN CALIFORNIA REGIONAL DIRECTOR



WHY HIGH-SPEED RAIL IN CALIFORNIA?

New Mode of Travel Needed
Between Northern and
Southern California

- Flights From Los Angeles to San Francisco
 - **Busiest short-haul market in the US** with 5 Million Passengers Every Year
 - One in Four Flights Delayed by an Hour or More
- **California Has Six of Top 30 Congested Urban Areas in US** Including San Diego, LA/Long Beach/Santa Ana and Riverside/San Bernardino
- Congestion Resulted in **\$19 Billion in Lost Economic Activity in 2011**

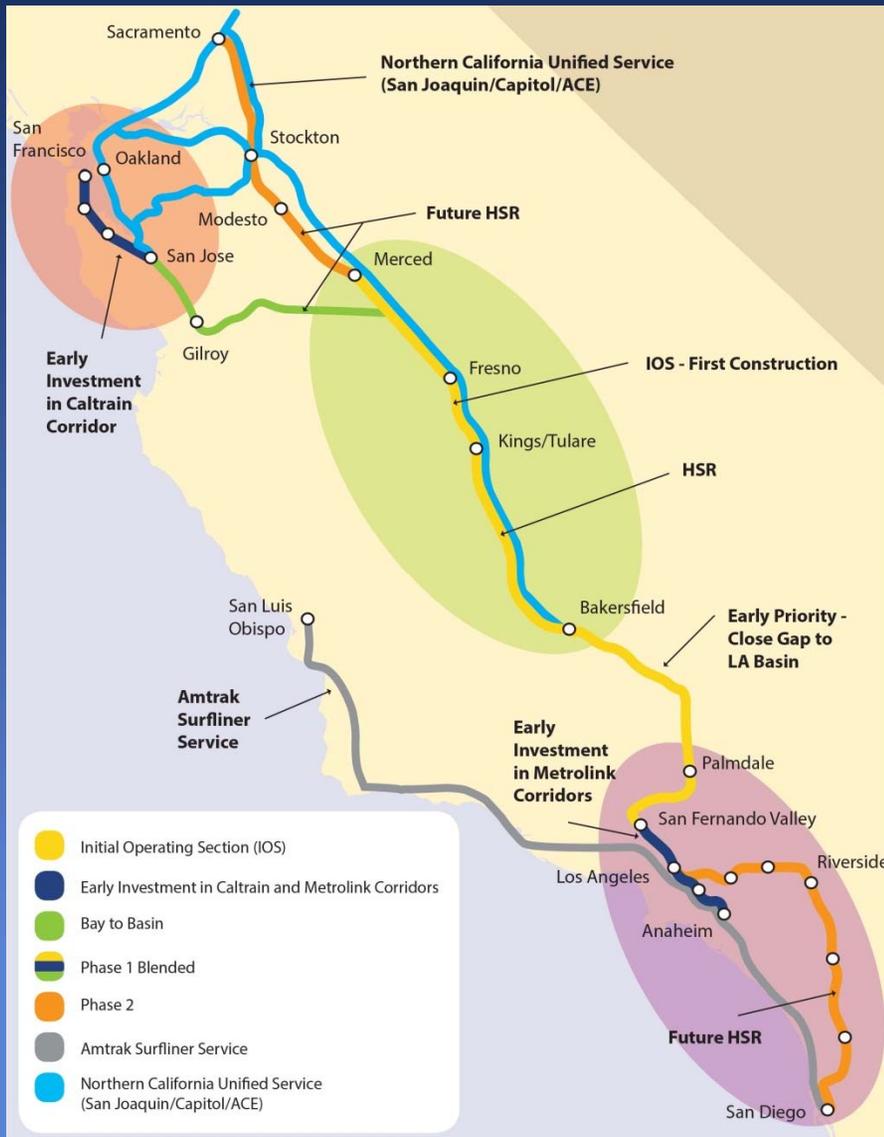


FROM PLANNING TO IMPLEMENTATION

- 1970s – California Creates Plans for Statewide High-Speed Rail System
- 1996 – Authority Created
- 2008/9 – Prop. 1A Passed and President Obama’s Stimulus Authorized
- 2012 – Rapid Acceleration of High-Speed Rail Program
 - 2012 Business Plan
 - Funding and Environmental Approvals



A STATEWIDE RAIL MODERNIZATION PLAN



Connects to Existing Systems

Phase I Blended:

San Francisco to Los Angeles/
Anaheim – 520 miles

- San Francisco to L.A. in Under 3 hours
- Speeds Over 200 MPH
- 14 Stations
- Completed by 2029

Phase II:

Extensions to Sacramento
and San Diego – 800 miles

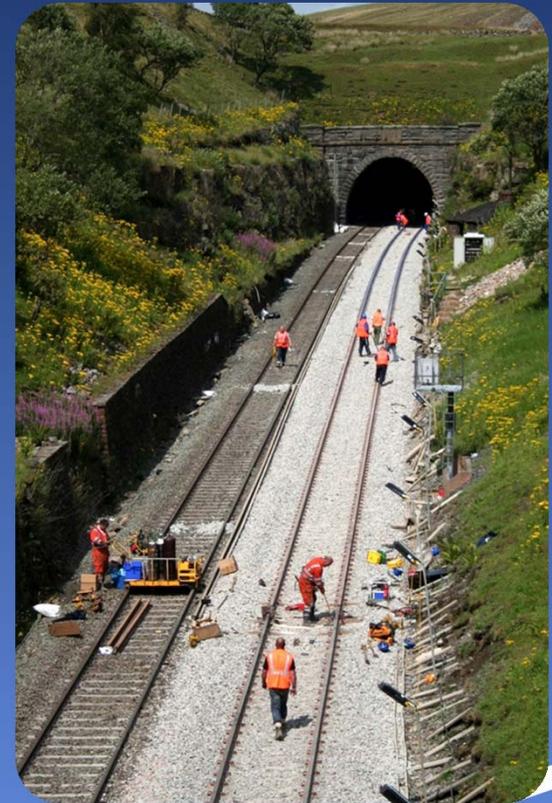
DEVELOPING A SYSTEM THAT WILL...

- Bring Down Costs
- Reduce Community Impacts
- Provide Environmental Benefits
- Spur Economic Development
- Fully Integrate Into Existing Transportation Network



JOB CREATION

- Work on High-Speed Rail in the Central Valley **will begin in 2013**
- Central Valley: **20,000 Jobs Annually for Five Years**
- Phase I Blended: **66,000 Jobs Annually for 15 Years**

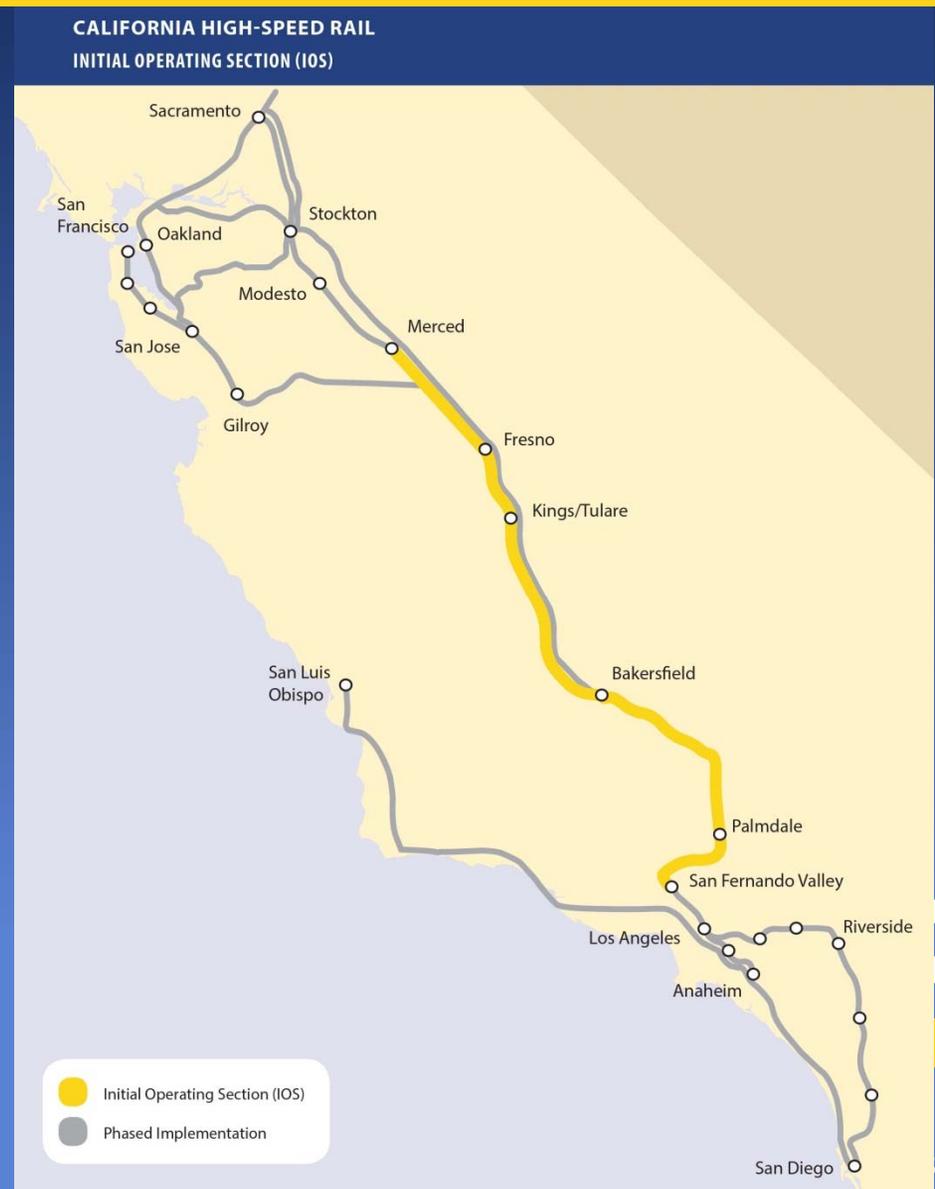


ENVIRONMENTAL BENEFITS

- Zero Net Greenhouse Gas Emissions During Construction
- **4 to 8 Million** Metric Tons of CO₂ Saved by 2030
- Plans to Plant Thousands of New Trees Across the Central Valley
- Preserves Valuable Agricultural Land
- GHG Emissions Equivalent to Removing **31,000** Passenger Vehicles from the Road

INITIAL OPERATING SECTION (IOS)

- Central Valley to San Fernando Valley
- 300 Miles
- First Step Towards a Statewide High-Speed Rail System



WHY START IN THE CENTRAL VALLEY?

- Central Valley will Serve as the “**Backbone**” of a System that will Tie Major Regions of California Together
- Fastest Growing Region in the State
- Availability of Federal Funding
- Ability to Advance the Project Faster and at a Lower Cost



MAJOR CENTRAL VALLEY MILESTONES

- Construction Package 1 (CP1) Execution Soon
- CP1 Runs 29 Miles from Avenue 17 in Madera to American Avenue in Fresno
- Property Acquisition Underway
- Preparing for Major Work to Begin
- Fresno to Bakersfield Record of Decision Anticipated in 2014

NEXT STEPS: CLOSING THE GAP

- Continue Work in Central Valley
- Connect Northern and Southern California
 - Close the Tehachapi Gap
- Fund Construction of the System
 - Private Financing/Investors
 - Federal Grants/Loans
 - CA Cap & Trade Revenue
 - TOD Revenues
 - Concessions



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RFQ #HSR 13-44 BAKERSFIELD TO PALMDALE

PRESENTED BY

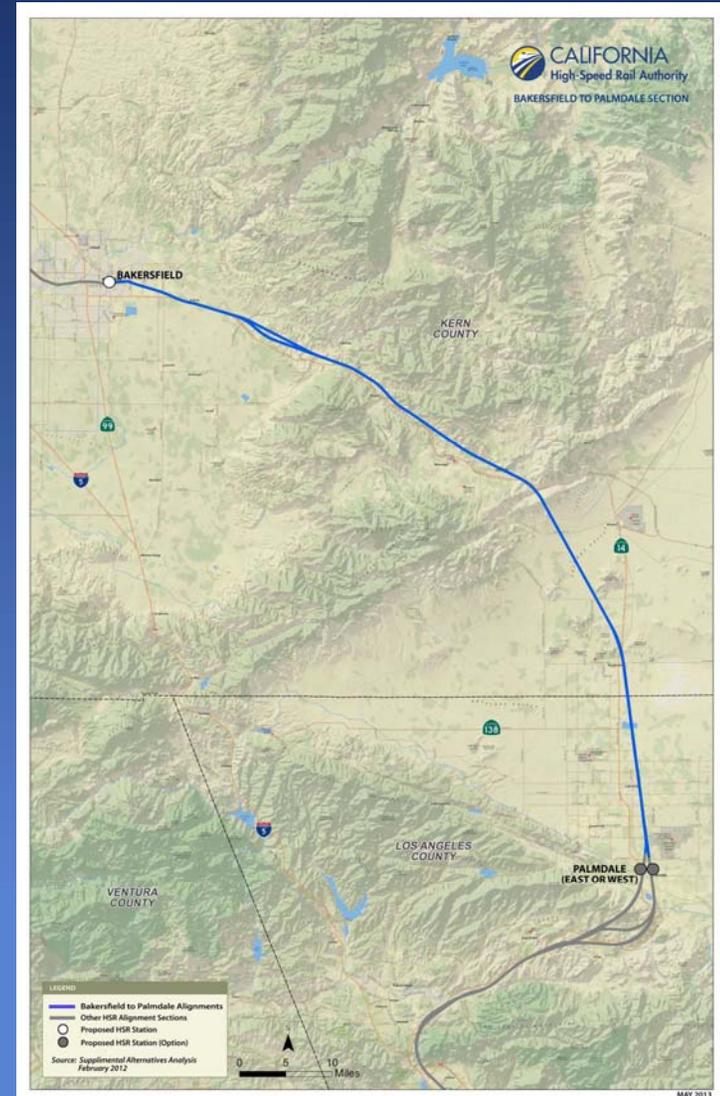
MICHELLE BOEHM

SOUTHERN CALIFORNIA REGIONAL DIRECTOR



BAKERSFIELD TO PALMDALE PROJECT SECTION

- **83 Mile** Route
- Travels from Bakersfield, Over Tehachapi Mountains, and into Antelope Valley
- Proposed Stations in Bakersfield and Palmdale



BAKERSFIELD TO PALMDALE RFO OVERVIEW

- RFO #HSR 13-44
- Contract is for 5 years and \$46.1 million

Scope of Work Includes:

- Finalizing Revised Supplemental Alternatives Analyses
- Completing the Project EIR/EIS
- Completing Preliminary Engineering for the Design/Build procurement process

BAKERSFIELD TO PALMDALE OVERVIEW

- (CONTINUED) **Scope of Work Includes:**
 - Supporting Preparation of Design/Build Contract Specifications
 - Supporting Stakeholder and Agency Coordination consistent with the Authority's goals
 - Supporting the Authority on an as Needed Basis in Station Area Planning, Sustainability, Private Investment Opportunities, Phasing, and Implementation Planning

BAKERSFIELD TO PALMDALE RFQ TIMELINE

- **August 2:** RFQ Issued
- **August 30:** Statements of Qualification Due
- **September 16:** Interviews
- **October 3:** The Authority Board of Directors will review the Final Agreement and Cost Proposal and Take Action
- **October 18:** Targeted Execution Date

CALIFORNIA HIGH-SPEED RAIL

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RFQ #HSR 13-43 LOS ANGELES TO SAN DIEGO

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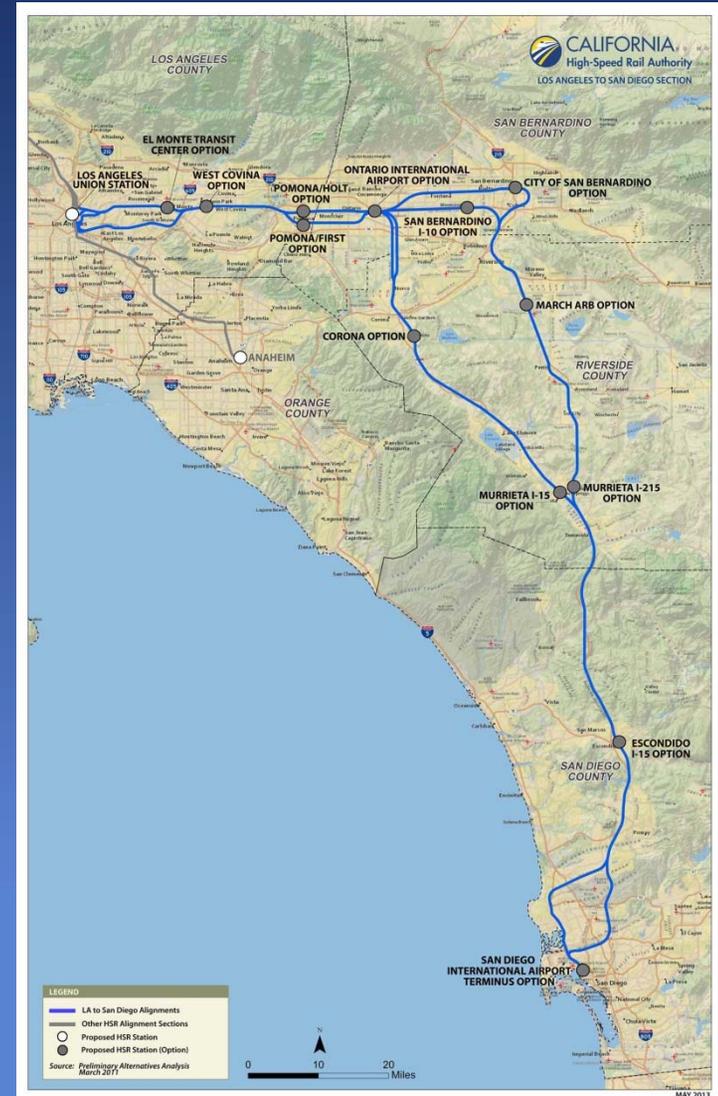
BEN TRIPOUSIS

NORTHERN CALIFORNIA REGIONAL DIRECTOR



LOS ANGELES TO SAN DIEGO PROJECT SECTION

- 170 Mile Route
- Travels from L.A. Union Station East Thru Inland Empire then South to San Diego
- Proposed Stations in Los Angeles, El Monte, West Covina, Pomona, Ontario, San Bernardino, Corona, March AFB, Murrieta, Escondido, and San Diego



LOS ANGELES TO SAN DIEGO RFQ OVERVIEW

- RFQ #HSR 13-43
- Contract is for 2 years and \$2 million

Scope of Work Includes:

- Finalizing the Draft Alignment Refinement Report
- Supporting Stakeholder and Agency Coordination Consistent with the Authority's Goals
- Advancing the Supplemental Alternatives Analyses through Further Study of Existing Alignments
- Supporting the Authority on as Needed Basis in Station Area Planning, Sustainability, Private Investment Opportunities and Implementation Planning

LOS ANGELES TO SAN DIEGO RFQ TIMELINE

- **August 2:** RFQ Issued
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- **September 16:** Interviews
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RFQ #HSR 13-45 MERCED to SACRAMENTO

PRESENTED BY

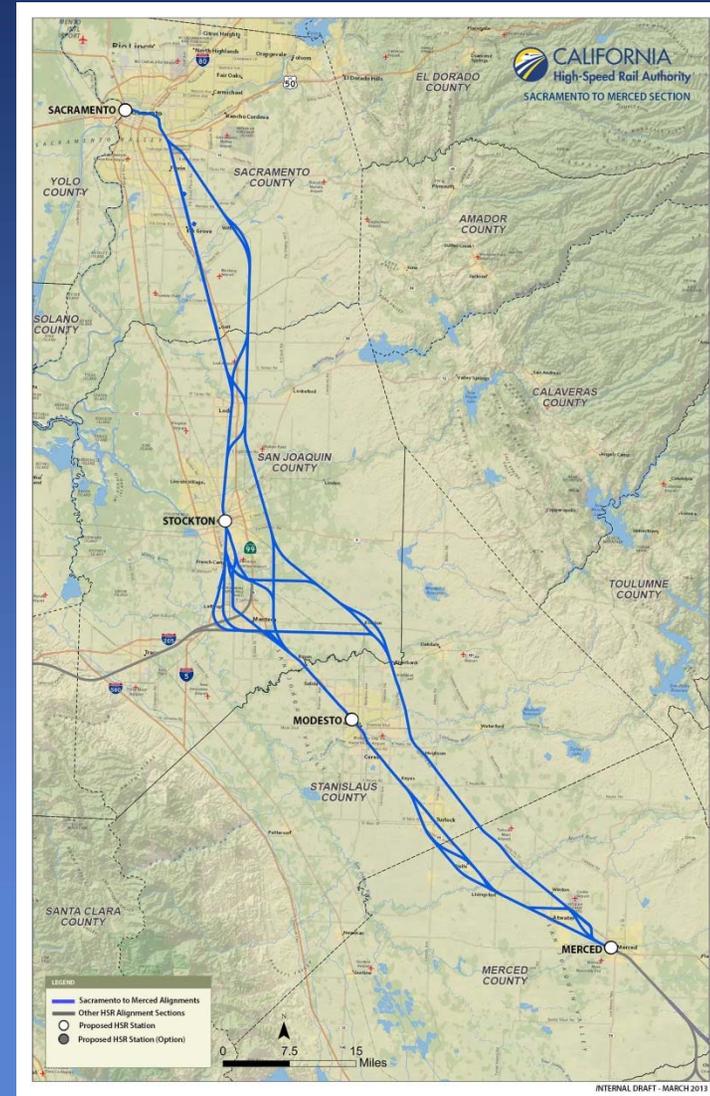
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MERCED TO SACRAMENTO

- 110 Mile Route
- Roughly parallels **SR-99** and **I-5** from Sacramento to Merced
- Proposed Stations on Sacramento, Stockton, Modesto and Merced



MERCED TO SACRAMENTO RFQ OVERVIEW

- RFQ #HSR 13-45
- Contract is for **2 years** and **\$1 million**

Scope of Work Includes:

- Supporting Stakeholder and Agency Coordination
- Assessing the Current and Projected Needs for Blended Service
- Identifying Incremental Improvements to Conventional Rail Services that will Support the Phased Implementation of High-Speed Rail
- Supporting the Authority on an as Needed Basis in Station Area Planning, Sustainability, Private Investment Opportunities, and Implementation Planning
- Preparing the Final Alternatives Analysis Document for the High-Speed Rail EIR/EIS

MERCED TO SACRAMENTO TIMELINE

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SMALL BUSINESS PROGRAM

PRESENTED BY

ROBERT PADILLA

SMALL BUSINESS ADVOCATE



SMALL BUSINESS PROGRAM

- 30% Overall Small Business (SB) Participation Goal
 - * 10% Disadvantaged Business Enterprises (DBE) Participation Goal
 - * 3% Disabled Veteran Business Enterprises (DVBE) Participation Goal
- Authority will have Oversight and Accountability



COMMITMENT TO DIVERSE SMALL BUSINESSES

- **Businesses that count toward the overall goal are certified:**
 - **Small/Micro Businesses**
 - **Disabled Veteran Business Enterprises**
 - **Disadvantaged Business Enterprises**
 - **SBA 8(a) Certified Business Enterprises**

SMALL BUSINESS CERTIFICATIONS

The Authority's overall SB goal can be achieved through the utilization of certified firms.

The Authority recognizes the SB certifications from:

- California Department of General Services (SB, DVBE, MB)
- California Unified Certification Program (DBE)
- Small Business Administration – 8(a) Program

UPCOMING SMALL BUSINESS WORKSHOPS

Wednesday, August 21

9:00 a.m. - 12:00 p.m.

Stanislaus County

Community Services

251 E. Hackett Road, Room
234C

Modesto, CA

Tuesday, August 29

9:00 a.m. - 12:00 p.m.

Employment Connection

4025 W. Noble Ave., Ste. B,
Visalia, CA 93277

RSVP to SBWorkshops@hsr.ca.gov

HOW TO BID

- All State contracts are managed through <http://www.bidsync.com>
- The RFQ solicitation shall follow the process in California Code of Regulations
- Contractors are required to comply with the Authority's commitment to the requisite participation by **Small, Disadvantaged, and Disabled Veteran Business Enterprises.**

(CONT.) HOW TO BID

- Negotiations shall be held with the top ranked Contractor.
- The RFQ will be available in electronic format only on the State's Contract Register at www.bidsync.com and a link can be found on the Authority's website www.hsr.ca.gov
- All questions regarding this RFQ must be submitted in writing through www.bidsync.com

NETWORKING TIME

The auditorium will be open until **11:30 am**. Please use this time to make introductions and network with colleagues.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CONTACT INFORMATION:

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THANK YOU FOR ATTENDING. PLEASE
NOTE ALL QUESTIONS MUST BE SUBMITTED
VIA WWW.BIDSYNC.COM