



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

High-Speed Rail Update: Where We Are Now and What's Next?

December 12, 2012

Madera, California

Jeff Morales, CEO

# A STATEWIDE RAIL MODERNIZATION PLAN



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
- Cost of Blended System Cheaper



# FUNDING

- \$6 Billion Approved by Legislature for First Segment of Initial Operating Section (IOS)
  - \$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



# EARLY INVESTMENTS

- California Transportation Commission Releasing Funds
- Improves Operations and Increases Ridership
- Lays Ground Work for High-Speed Rail Connection



# A STATEWIDE RAIL MODERNIZATION PLAN

- \$12 Billion in Improvements to Existing Regional Rail Systems

- Amtrak
- LA Metro
- Metrolink
- San Diego MTS
- Altamont Commuter Express
- Santa Clara Valley Transit
- Sacramento Regional Transit
- Peninsula Corridor Joint Powers Board
- BART
- San Francisco Muni
- Caltrain
- North County Transit



# HIGH-SPEED RAIL BENEFITS

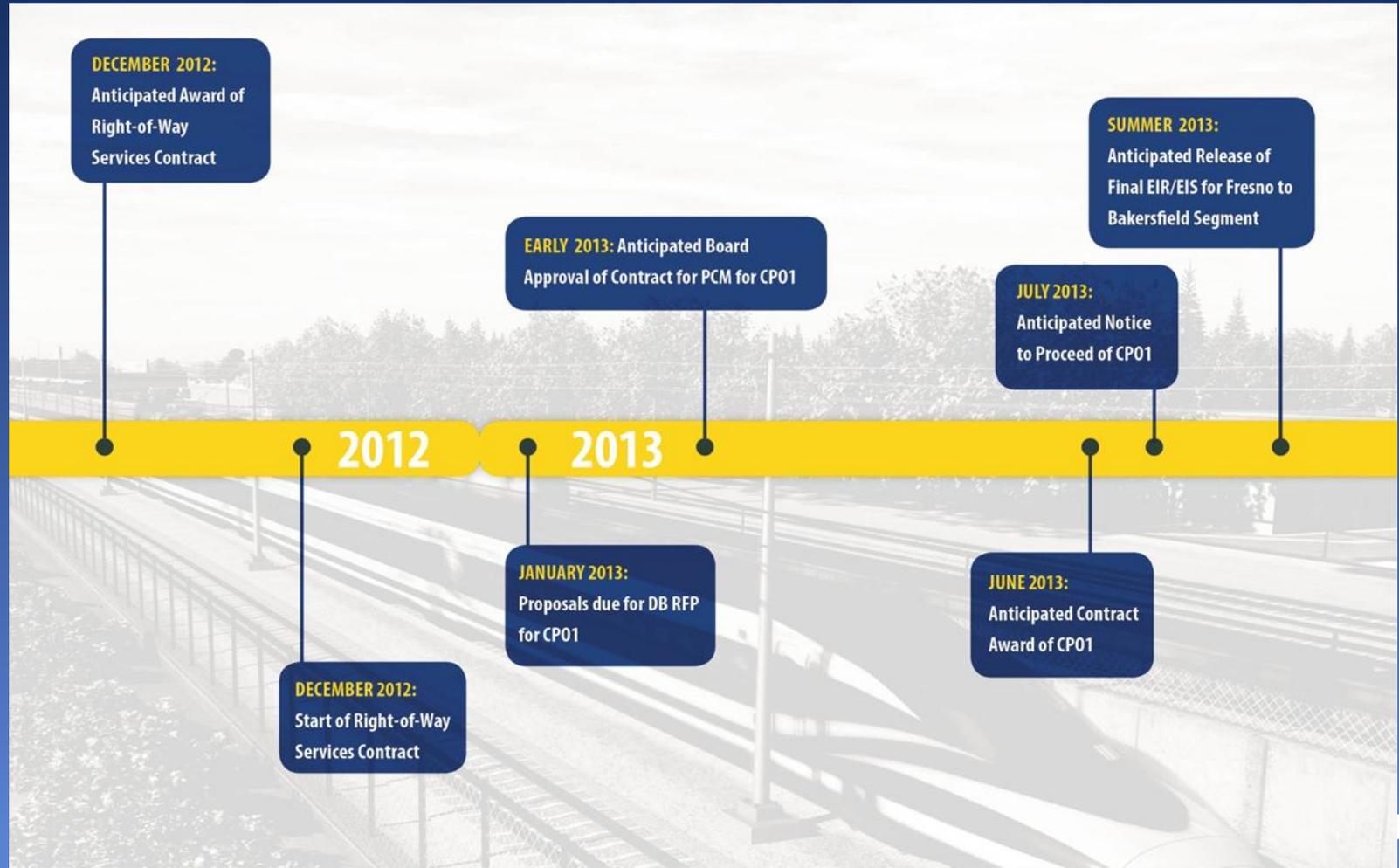


- Environmentally Friendly
- Relieves Highway and Airport Congestion
- Spurs Economic Development
- Creates Jobs

# PARTNERING WITH THE COMMUNITY

- Authority is Committed to Partnering with the Communities Throughout the State
- Authority is Working with Cities, County and Government Agencies
- Authority is Listening and Addressing Concerns

# NEXT STEPS



CALIFORNIA  
High-Speed Rail Authority

TIMELINE

UPDATED NOVEMBER 2012



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

High-Speed Rail Update: Where We Are Now and What's Next?

December 12, 2012

Madera, California

Diana Gomez, Central California Regional Director

# INITIAL OPERATING SECTION (IOS)

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

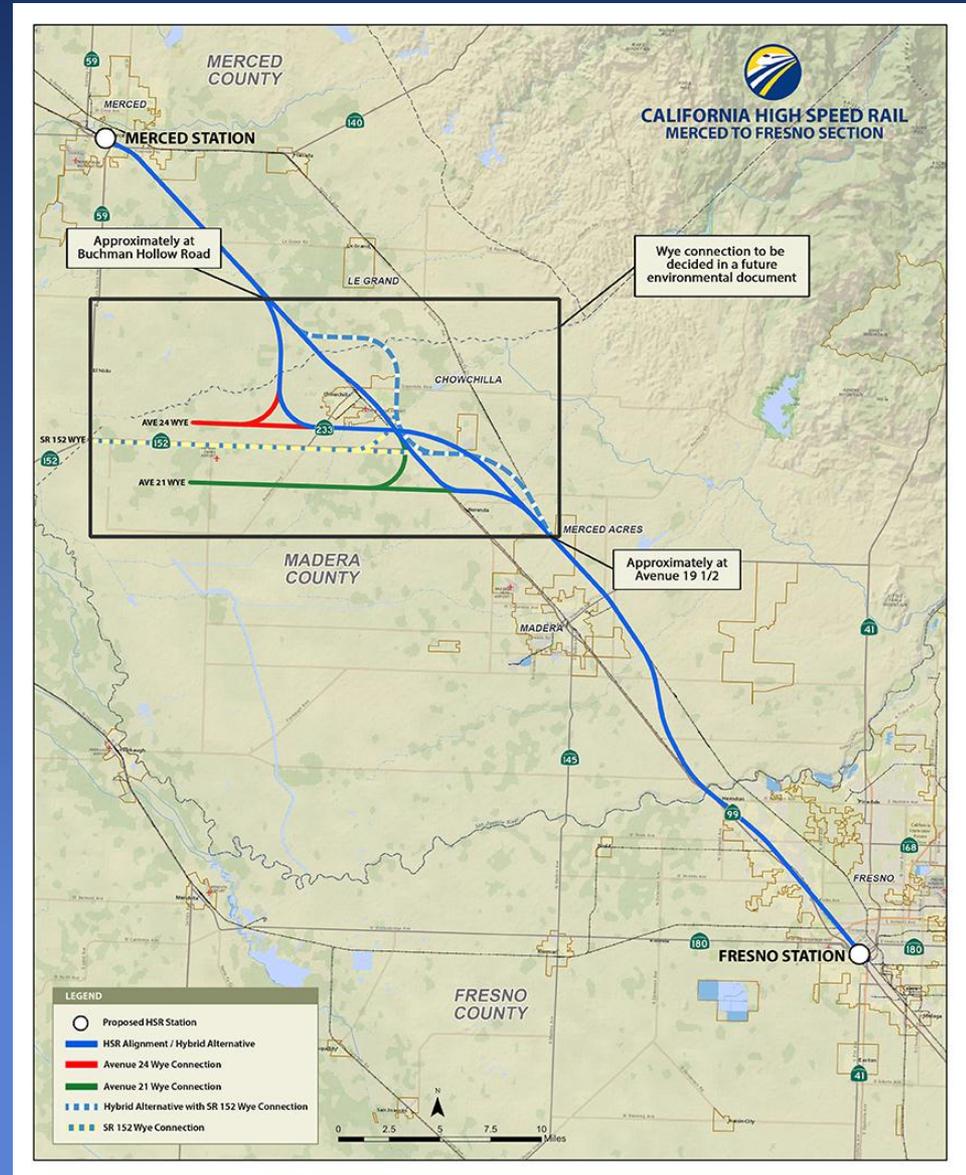


# WHY START IN THE CENTRAL VALLEY?

- High-Speed Rail in the Central Valley will Serve as the “Backbone” of a System that will Tie All Major Regions of California Together
- Central Valley is One of the Fastest Growing Regions in the State
- Starting in the Central Valley Makes Sense for Several Reasons, Including:
  - Availability of Federal Funding
  - Ability to Advance the Project Faster and at a Lower Cost

# MERCED TO FRESNO PROJECT SECTION

- 65 Mile Route Parallel to Union Pacific Railroad and State Route 99
- Board Approved Hybrid Alternative May 2012
- Federal Railroad Administration Issued Record of Decision (ROD) September 2012
- Environmental Clearances Pave Way for Work to Begin in 2013



# STATION LOCATIONS

- Downtown Merced Station Located Between Martin Luther King Jr. Way and G Street
- Downtown Fresno Station Located at Mariposa Street
- 25 Minute Estimated Trip Time Between Merced and Fresno Stations

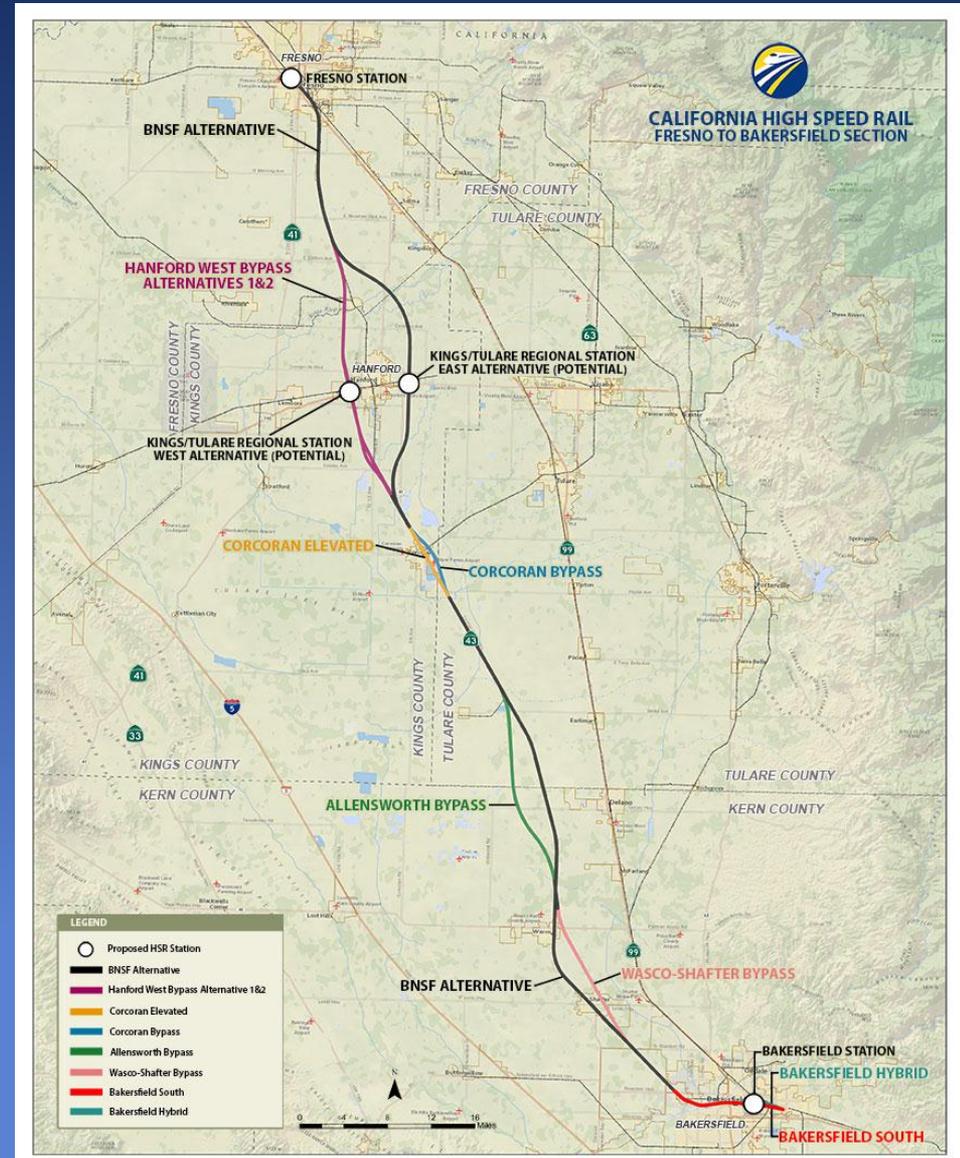
# THE WYE CONNECTION

- Located Near the Town of Chowchilla
- Serves as Junction for System to Head West to San Francisco or North to Sacramento
- Recommendations on the Wye will be Issued as a Supplemental Document to the Merced to Fresno Final EIR/EIS



# FRESNO TO BAKERSFIELD PROJECT SECTION

- 114 Mile Route Providing Fresno, Hanford, Visalia, Tulare and Bakersfield Access
- Comment Period for Revised Draft EIR/Supplemental EIS Closed October 19, 2012
- Comments Currently Under Review
- Preferred Alignment Alternative Expected in Early 2013
- Final EIR/EIS Expected in Fall 2013



# STATION LOCATIONS

- Five Potential Station Locations Being Evaluated and Considered
- Three Potential Locations in Bakersfield Stations
  - Bakersfield Station-South
  - Bakersfield Station-North
  - Bakersfield Station-Hybrid Alternatives
- Two Potential Locations in Kings/Tulare
  - Kings/Tulare Regional Station-East
  - Kings/Tulare Regional Station-West

# HEAVY MAINTENANCE FACILITY (HMF)

- HMF Support Assembly, Testing, Commissioning, and Acceptance of Rolling Stock Prior to Operations
- After Initial Operation, the HMF Assumes Maintenance and Major Repair Functions
- Several Potential Site Locations Being Considered
- All Potential Locations Will Be Carried Forward for Additional Study, Consideration and Design.
- Final Selection of the HMF will be selected between 2014 and 2016.
- HMF Expected to Create 1,500 to 2,500 Permanent Jobs



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

High-Speed Rail Update: Where We Are Now and What's Next?

December 12, 2012

Madera, California

Vice-Chair Tom Richards, Board of Directors

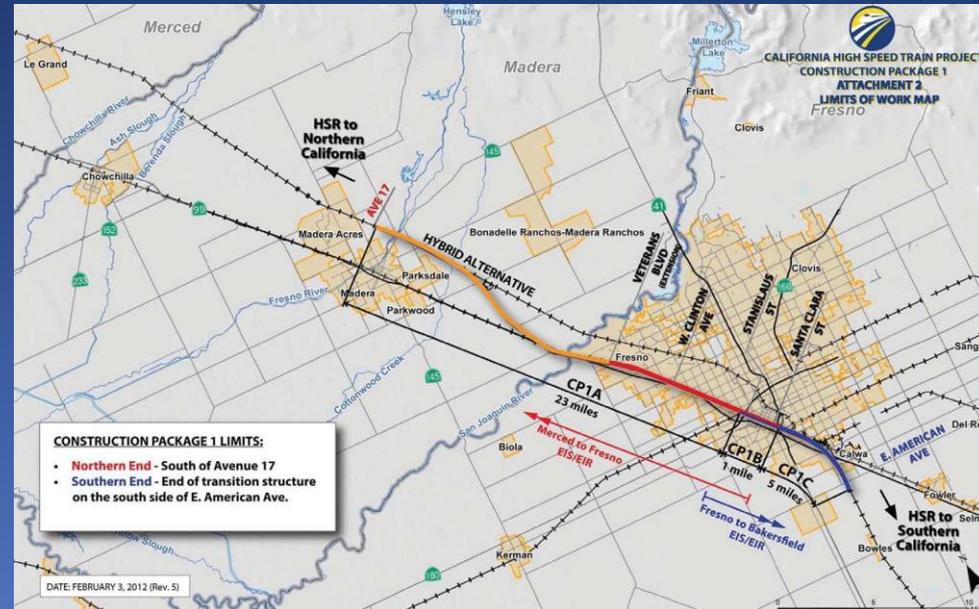
# INITIAL CONSTRUCTION OF IOS

- Five Design-Build (DB) Construction Packages
- Four DB Contracts for Final Design and Construction
- Fifth DB Contract for Track



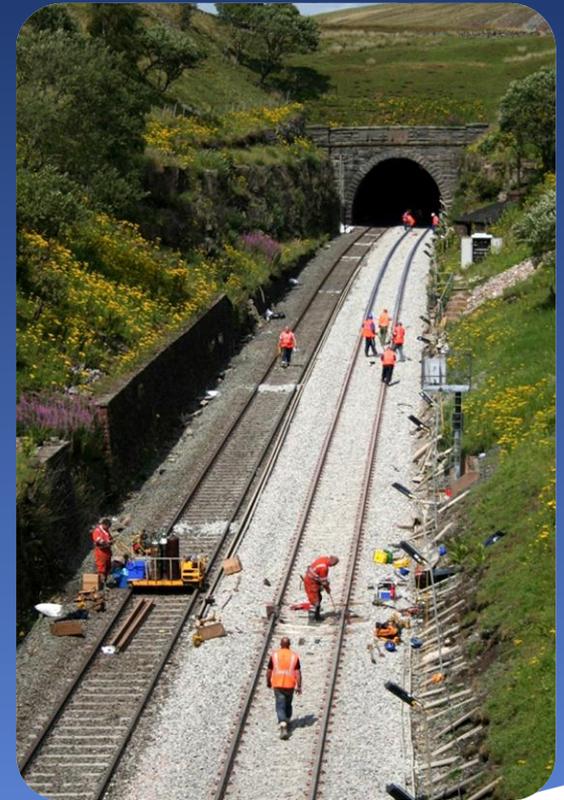
# CONSTRUCTION PACKAGE NO. 1

- Construction Package No. 1 Limits:
  - Avenue 17 in Madera
  - East American Avenue in Fresno
- Five Teams Bidding
- Bid Proposals Due January 18, 2013
- Authority Anticipates Contract Award June 2013



# JOB CREATION

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



# SMALL BUSINESS PROGRAM

- Small Business Program (SB) Ensures that Certified Small Businesses Play Major Role in Building a statewide high-speed rail project.
- The SB Program includes an aggressive 30% SB participation goal for contracts let by the Authority. It includes:
  - 10% Disadvantaged Business Enterprises (DBE) Participation Goal
  - 3% Disabled Veteran Business Enterprises (DVBE) Participation Goal



# SMALL BUSINESS PROGRAM

The Authority recognizes SB Certifications From:

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



# COMMUNITY BENEFITS POLICY

- Community Benefits Policy Promotes Enhancing Benefits for California Community Businesses and Residents During Construction
- Policy Supports Employment of Individuals who Reside in Disadvantaged Areas and Those Designated as Disadvantaged Workers, including Veterans

# COMMUNITY BENEFITS POLICY

- Under the Community Benefits Policy, Design-Build Construction Contracts will be Required to Adhere to the National Targeted Hiring Initiative, Which States:
  - Minimum 30 Percent of All Project Work Hours Shall Be Performed by National Targeted Workers
  - Minimum 10 Percent of National Targeted Workers Hours Shall be Performed by Disadvantaged Workers

# CALIFORNIA HIGH-SPEED RAIL AUTHORITY

## CONTACT INFORMATION:

770 L Street, Suite 800  
Sacramento, CA 95814  
PHONE: 916-324-1541  
Email: [info@hsr.ca.gov](mailto:info@hsr.ca.gov)

## Small Business Program:

PHONE: 916-431-2930  
EMAIL: [SBProgram@hsr.ca.gov](mailto:SBProgram@hsr.ca.gov)

## Central California Regional Director:

Diana Gomez  
PHONE: 559-801-1164  
EMAIL: [dgomez@hsr.ca.gov](mailto:dgomez@hsr.ca.gov)