

CALIFORNIA'S HIGH-SPEED RAIL SYSTEM

***Industry
forum***

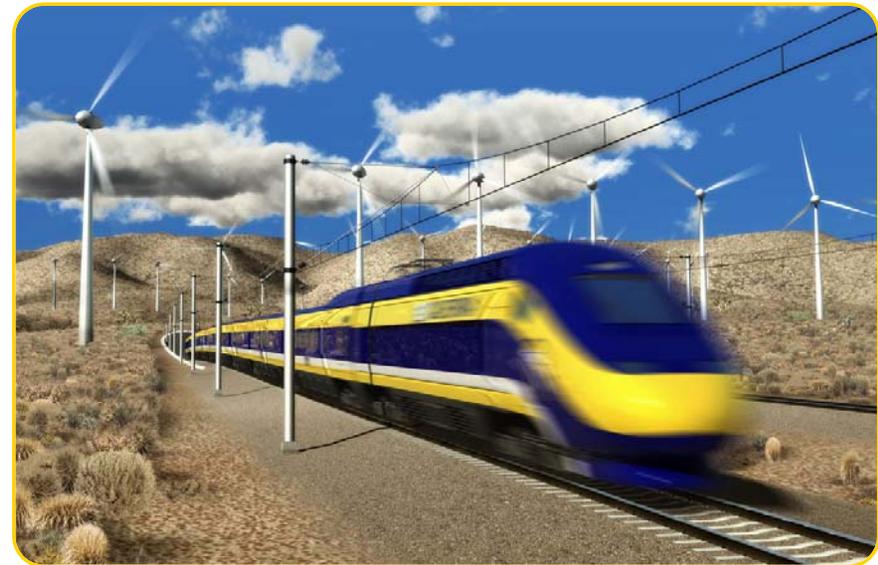
Fresno



September 8, 2011

AGENDA

- Project update
- Initial construction packages
- Request for qualification and procurement process



CALIFORNIA'S HIGH-SPEED TRAIN SYSTEM

Largest public infrastructure project in U.S. history

- First phase of 520 miles; 800 miles when full system is realized
- Operating speeds up to 220 mph; 90-125 mph in urban areas
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/stimulates economy



IMPLEMENTING THE SYSTEM: ICS & POSSIBLE INTERIM SAN JOAQUIN SERVICE

- 130-mile ICS backbone of statewide system
- Add minimum interim systems elements
- Potential to operate 110-125 mph high-speed Amtrak San Joaquin service on ICS
- Faster, more reliable trip
- Continue bus connections, Bakersfield-LA



IMPLEMENTING THE SYSTEM: IOS NORTH – SAN JOSE TO BAKERSFIELD

- IOS option: San Jose-Bakersfield
- 6 HSR stations
San Jose, Gilroy, Merced,
Fresno, Kings/Tulare,
Bakersfield
- Approx. 250 miles
- Approx. 1h:49m
- Good connectivity – Bay Area to
Central Valley
- Continue bus connection,
Bakersfield-LA



IMPLEMENTING THE SYSTEM: IOS SOUTH – MERCED TO SAN FERNANDO VALLEY

- IOS option: Merced-San Fernando Valley (Sylmar) [or possibly Merced-Palmdale]
- 6 HSR stations
Merced, Fresno, Kings/Tulare, Bakersfield, Palmdale, Sylmar
- Approx. 300 miles
- Approx. 2h:05m
- Good connectivity – LA Basin to Central Valley
- Connection to Metrolink at Sylmar



IMPLEMENTING THE SYSTEM: COMPLETE "BAY TO BASIN" SYSTEM

- Connect Bay Area with LA Basin
- Approx. 380 miles
- High-speed rail service between all three markets: Bay Area, Central Valley, LA Basin
- Connections at San Jose to Caltrain for service into SF
- Connection at Sylmar to Metrolink for service into LA



IMPLEMENTING THE SYSTEM: COMPLETE PHASE 1 (SF TO LA/ANAHEIM)

- LA-SF connection
- Establish “one seat ride” from SF to downtown LA/Anaheim in less than 3 hours
- New premium high-speed rail service on West Coast Corridor



IMPLEMENTING THE SYSTEM: COMPLETE PHASE 1 AND PHASE 2

- Complete statewide system with extensions to Sacramento and via Inland Empire to San Diego



PROJECT UPDATE SINCE LAST INDUSTRY FORUM (APRIL 12, 2011)

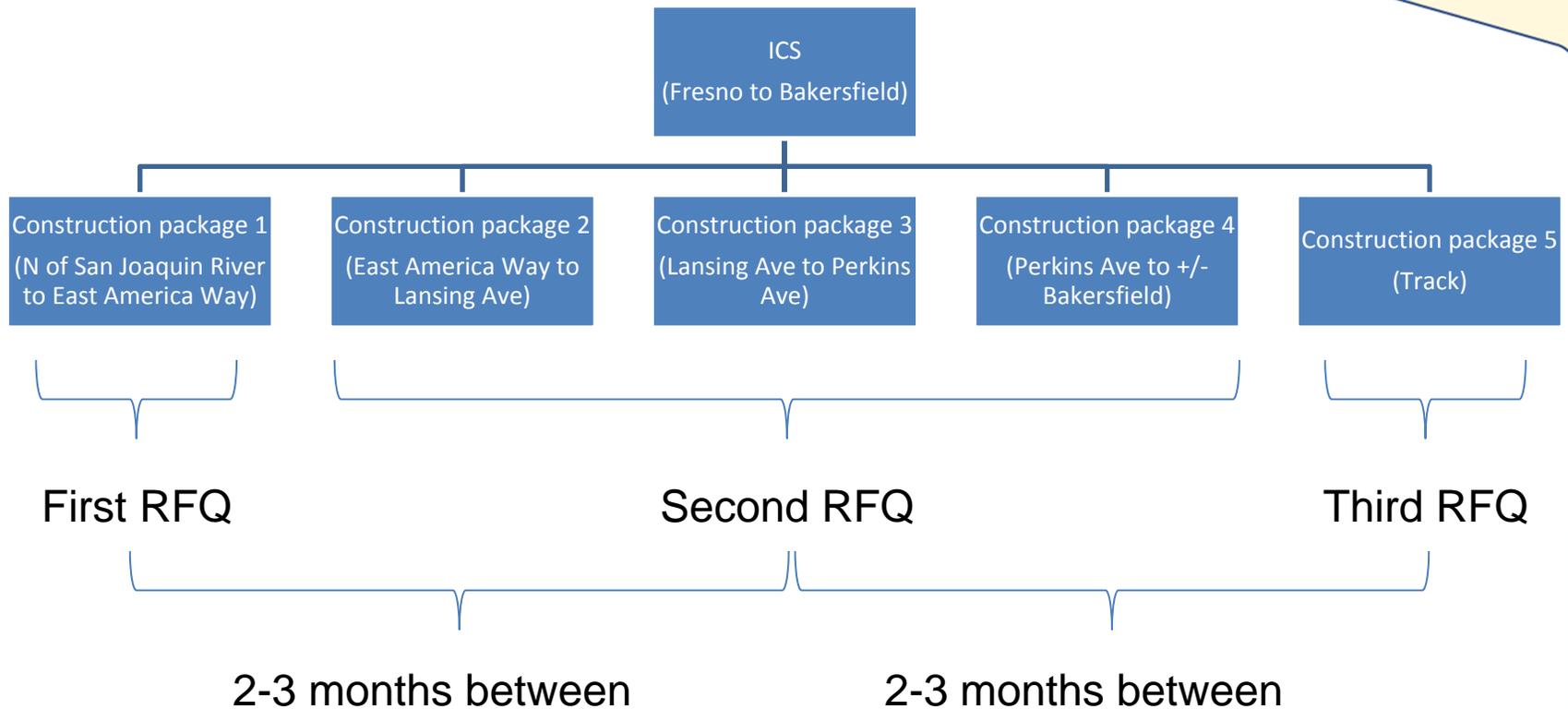
- Draft EIR/EIS for Merced to Fresno and Fresno to Bakersfield issued
- Additional FRA funding of \$300 million

INITIAL CONSTRUCTION PACKAGES

DRAFT TO FINAL – POSSIBLE CONSTRUCTION TASKS

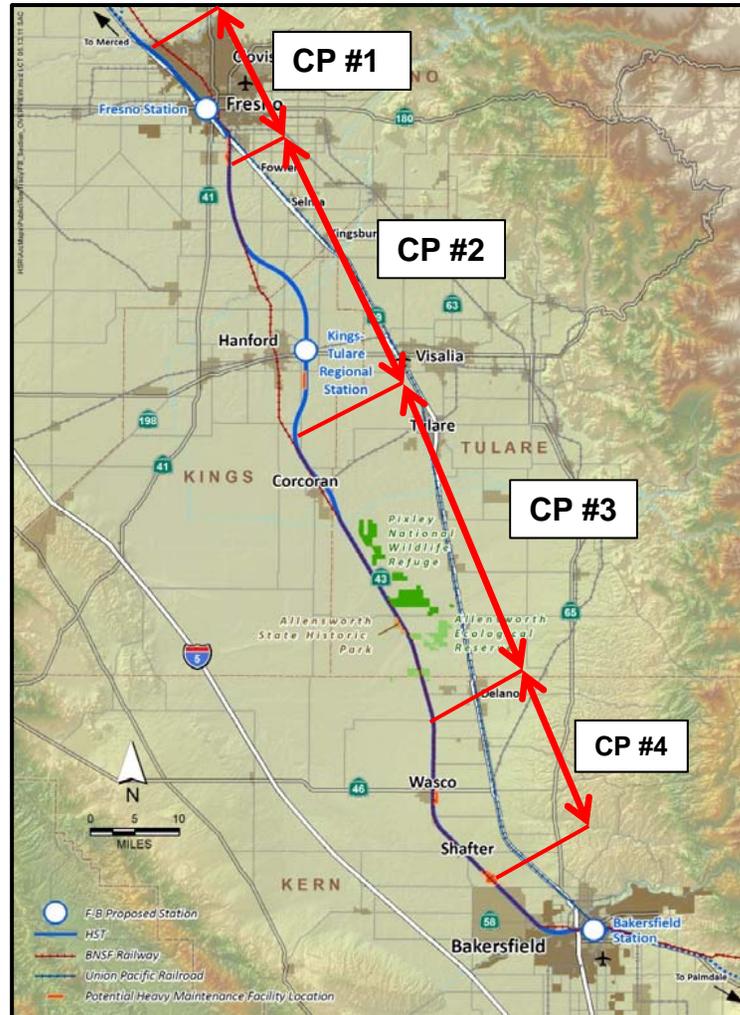
- More detail on the following slides can be found in the draft EIR/EIS
- The preferred alignment has not yet been recommended
- These slides are an indication of what *could* be constructed – not what *will* be constructed

INITIAL CONSTRUCTION SECTION AND REQUEST FOR QUALIFICATION



CONSTRUCTION PACKAGES 1-4

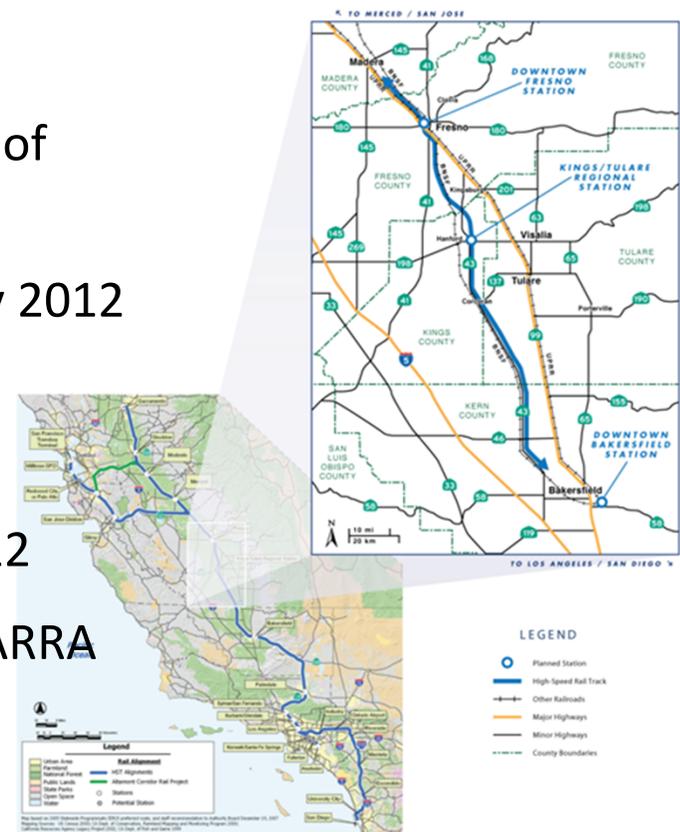
- Construction package 1 – N of San Joaquin River to East America Way
- Construction package 2 – East America Way to Lansing Ave



- Construction package 3 – Lansing Ave to Perkins Ave
- Construction package 4 – Perkins Ave to +/- Bakersfield

TIMELINE – HEADLINES

- Draft environmental documents for public review/input: ongoing (close Oct. 13)
- ROD/NOD early 2012
- Right-of-way acquisition: beginning spring of 2012
- Issue RFP for construction package 1: early 2012
- Award first Design-Bid-Build construction packages: summer 2012
- Award First Design-Build contract: late 2012
- Complete payment for work funded with ARRA dollars: September 2017



SMALL BUSINESS INVOLVEMENT

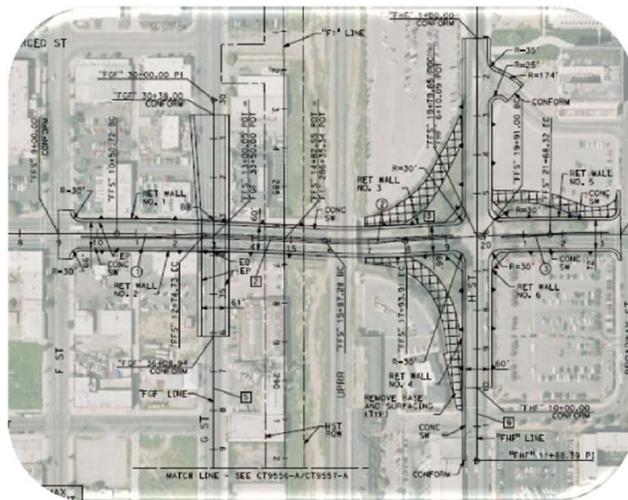
- 30 percent small business involvement goal
- Maximum participation
- Race and gender neutral
- Reporting at the lowest level
 - Contractors will have to report on every tier of sub contractors

INITIAL CONSTRUCTION SEGMENT DESIGN-BID-BUILD PACKAGES

- What:
 - Two north (Fresno St and Church St)
 - Possible D-B-Bs South
- Why:
 - Facilitate the larger Design-Build package
 - Allow the Authority to test Construction Management systems
- When:
 - Summer 2012

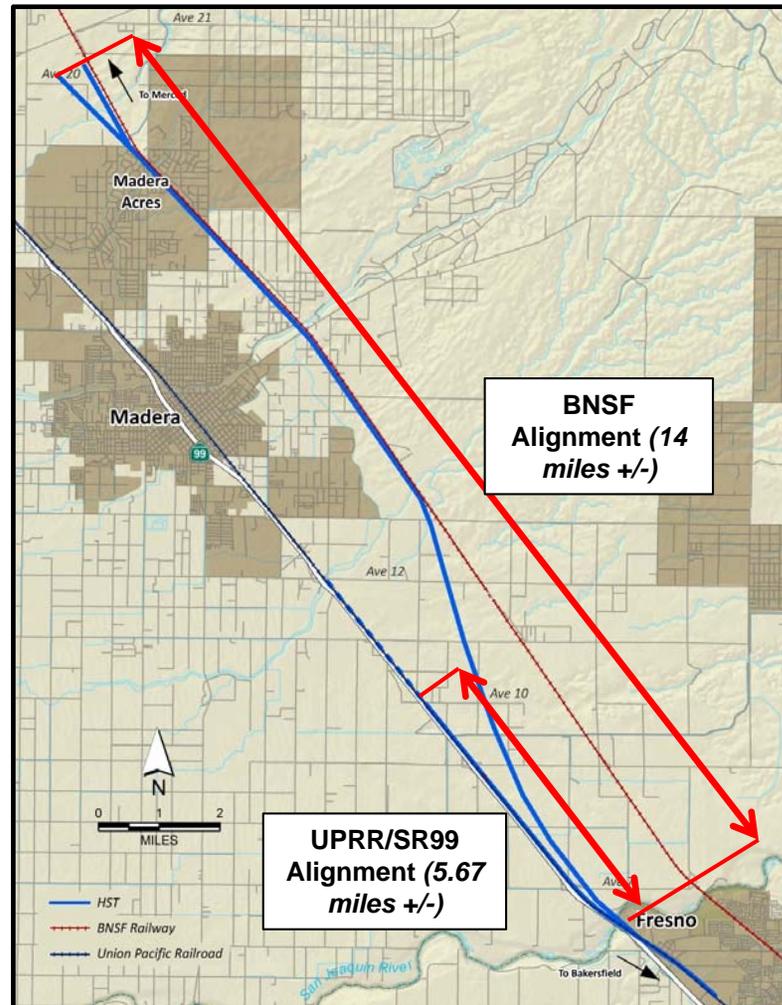
INITIAL CONSTRUCTION SEGMENT DESIGN-BID-BUILD DETAIL: FRESNO AND CHURCH ST

- Fresno St underpass extended and lowered
- Church St goes over HSR and BNSF



INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: NORTH OF THE SAN JOAQUIN RIVER

- Two possible alignments



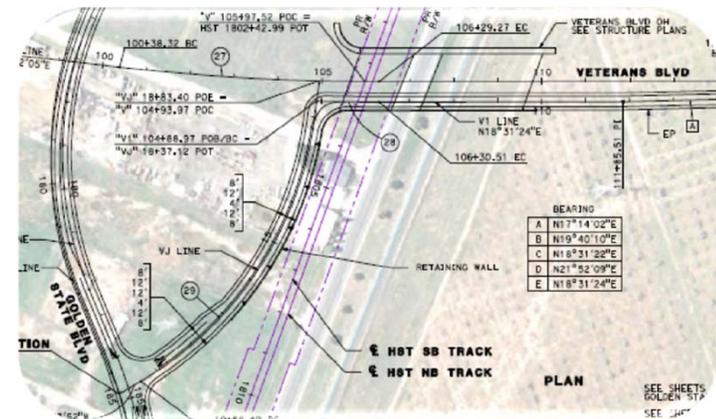
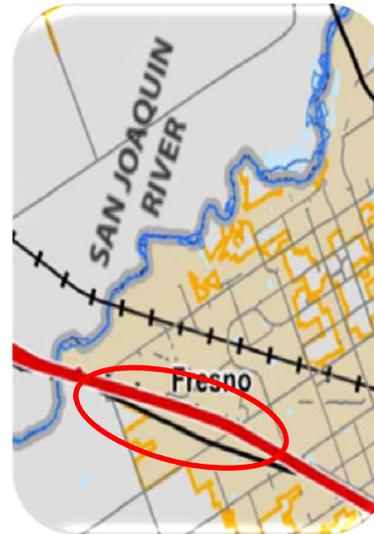
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: SAN JOAQUIN RIVER

- Major river crossing
- Aerial structures
- Utility relocations



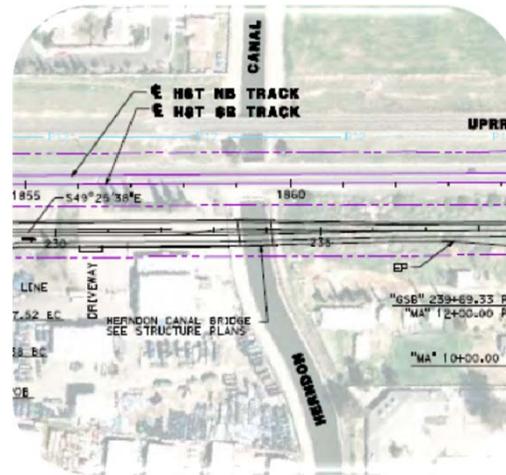
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: HERNDON AVE AND VETERANS BLVD

- Road relocations
- Aerial structures
- Utility relocations



INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: HERNDON CANAL

- Road relocations
- Building relocations
- Utility relocations
- Bridge relocation

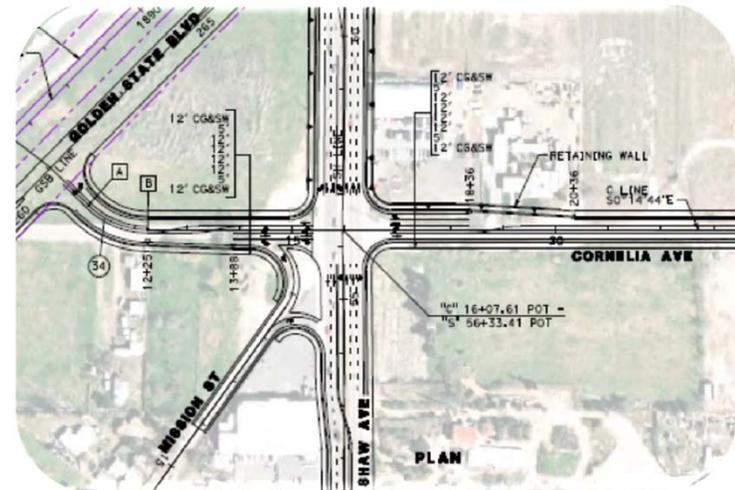
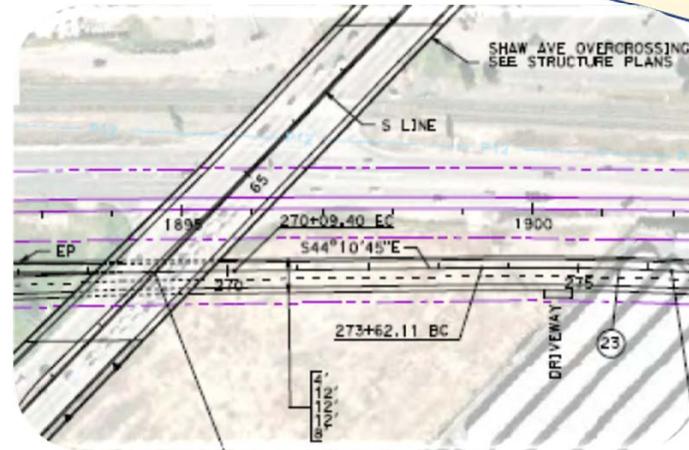


Union Pacific
HSR
Road



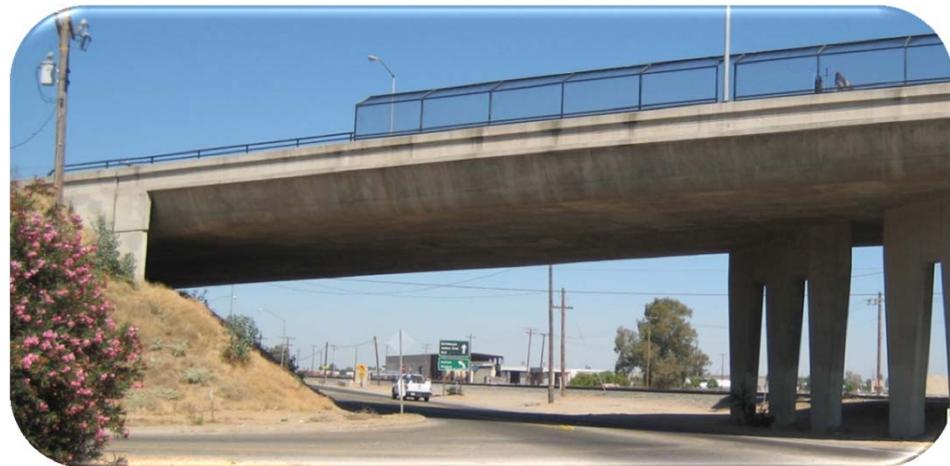
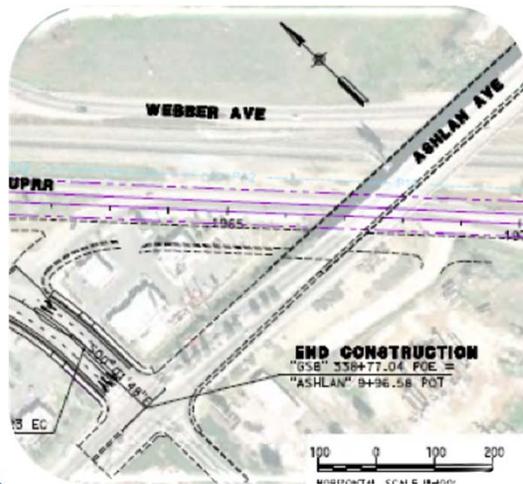
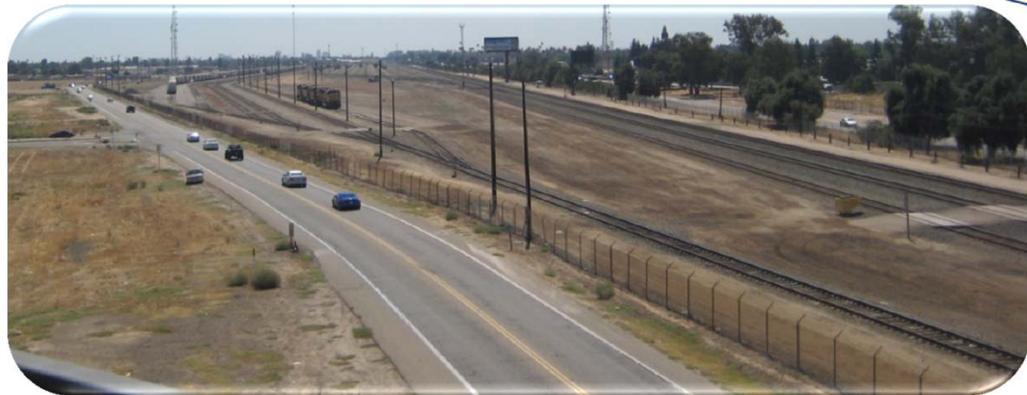
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: SHAW

- HSR at grade, Shaw goes over HSR and UP
- Golden State Blvd moves right in this picture
- Possible complex five-legged intersection

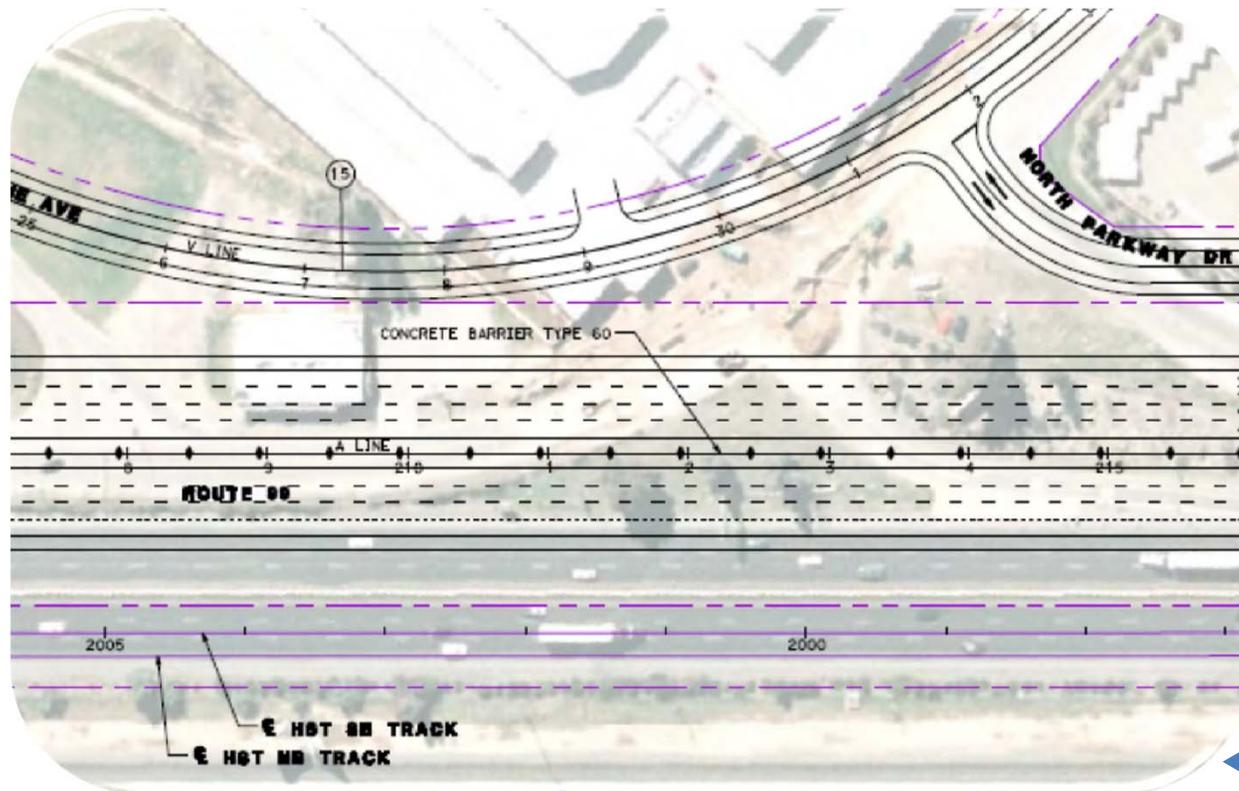


INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: ASHLAN AVE

- Ashlan Ave raised to accommodate HSR
- Highway moved



INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: ASHLAN TO CLINTON



- Constrained
- Caltrans coordination
- Improved 99

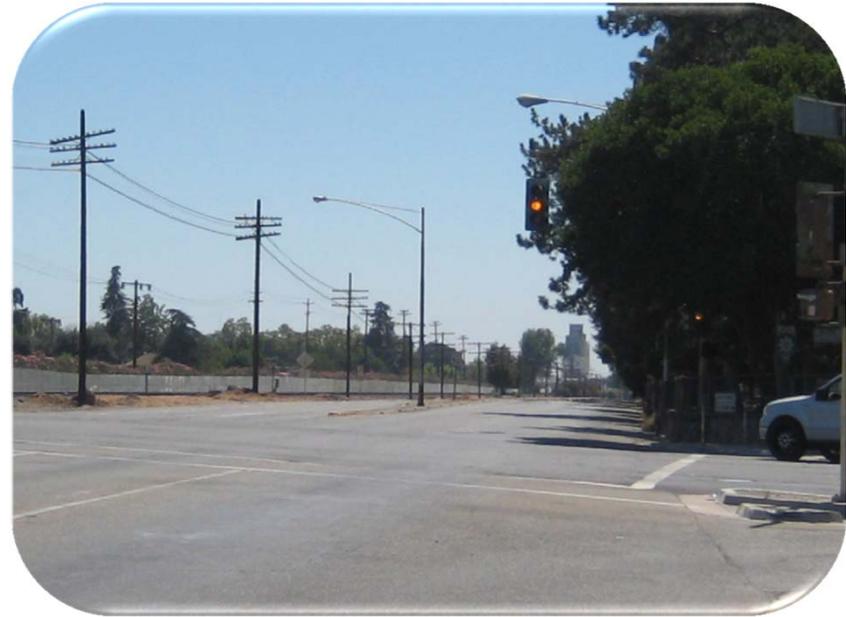
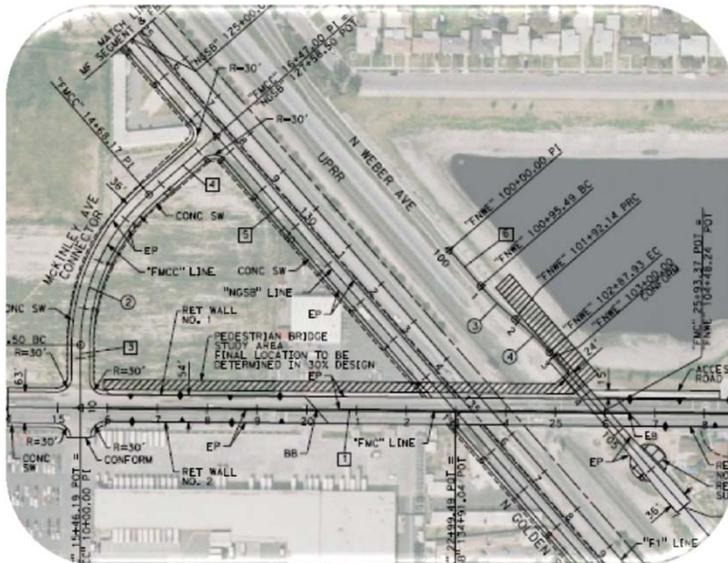
← Highway 99

← HSR

← Union Pacific

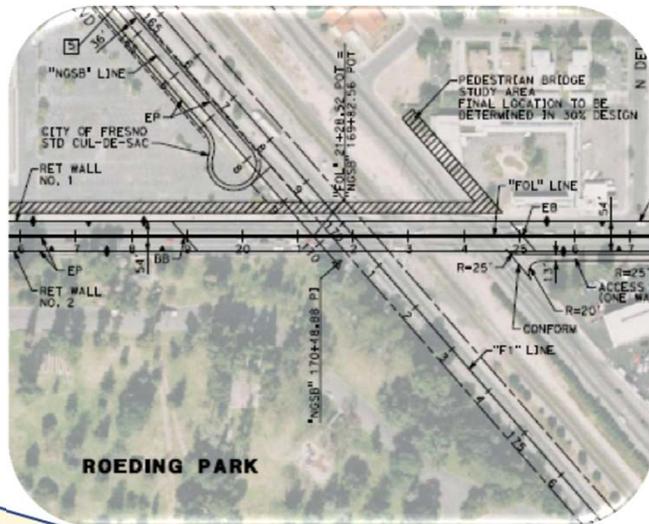
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: MCKINLEY AVE

- Aerial structures
- Intersection remodeled



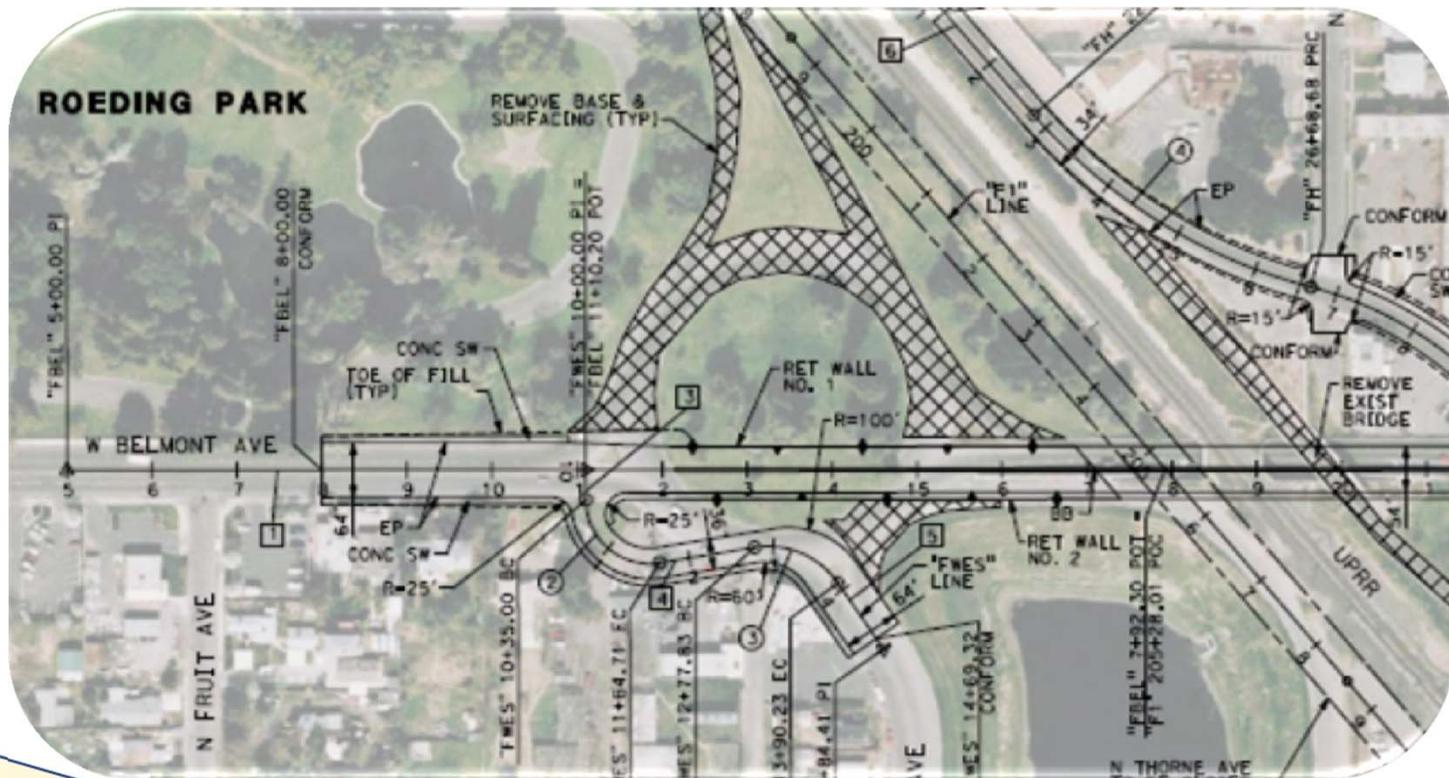
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: OLIVE AVE

- Aerial structures (Olive)
- Roeding Park further constrains construction
- Golden State Blvd terminates
- HSR cutting 42' deep
- Non intrusion barriers

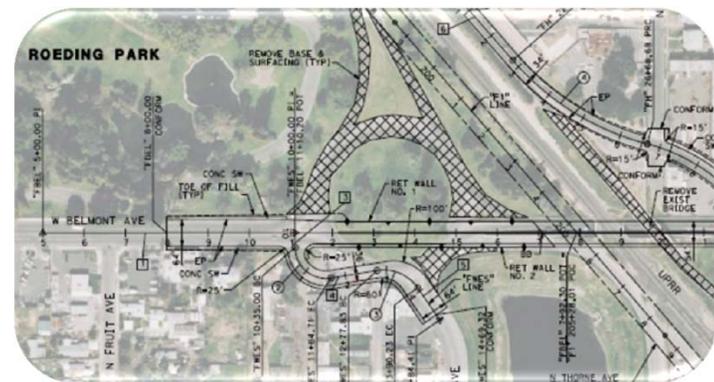


INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: BELMONT CIRCLE

- Park remediation
- Surge pond modifications
- Overpass
- Underpass



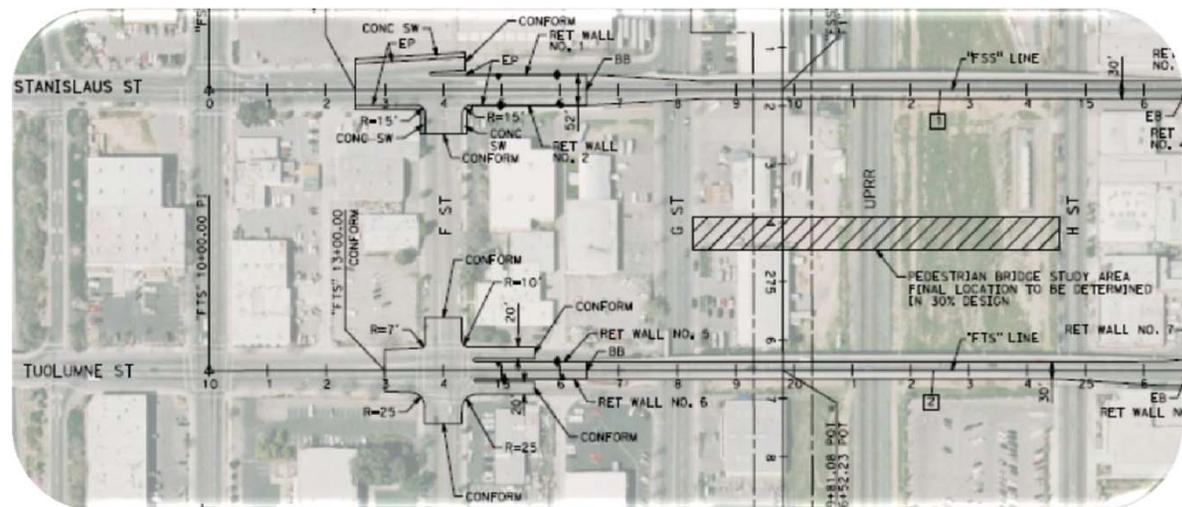
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: BELMONT CIRCLE



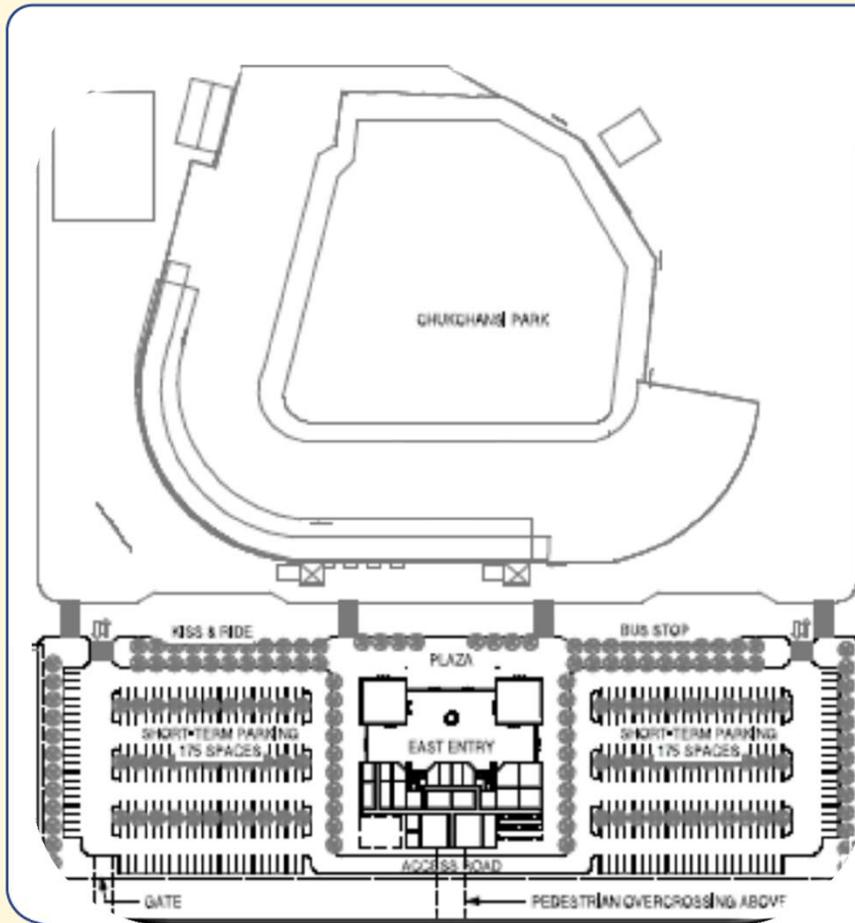
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: STANISLAUS AND TUOLUMNE



- Existing structures rebuilt
- New foot bridge



INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: STATION (KERN ST)

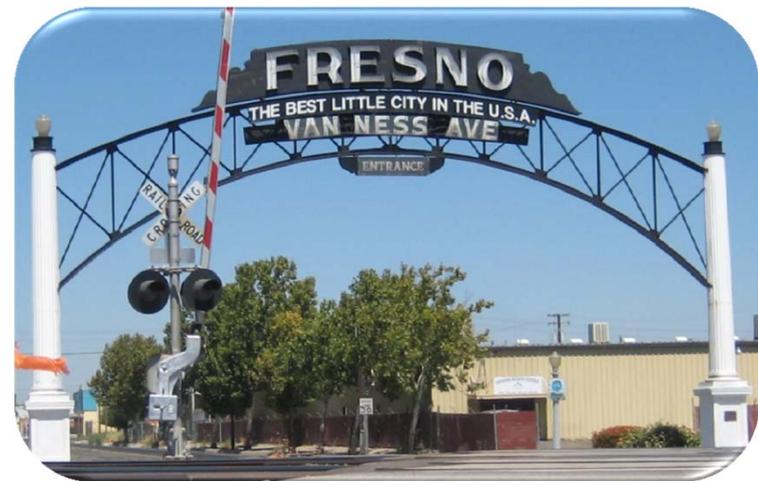


- Enhanced civil work in preparation for station packages



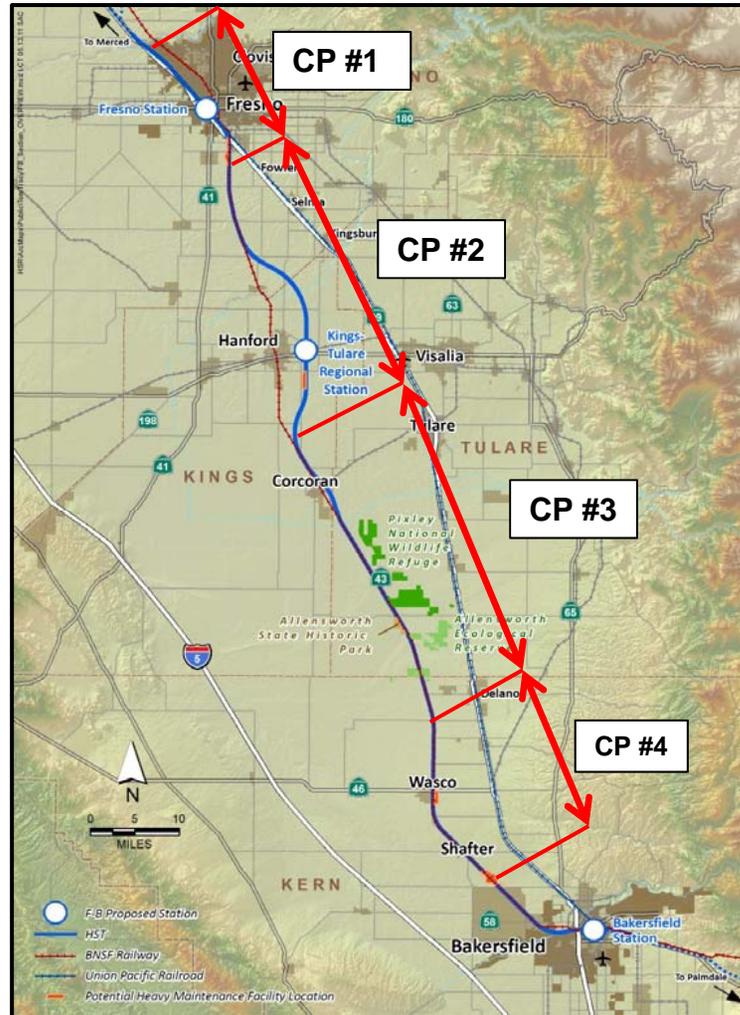
INITIAL CONSTRUCTION SEGMENT PACKAGE 1 DETAIL: SOUTH OF THE STATION

- Tulare St has two options:
over or under
- Kern St is closed
- Ventura St goes over HSR
- Fresno sign could be
relocated
- Jensen Ave goes under,
possible water control
challenges



CONSTRUCTION PACKAGES 2-4

- Construction package 1 – N of San Joaquin River to East America Way
- Construction package 2 – East America Way to Lansing Ave



- Construction package 3 – Lansing Ave to Perkins Ave
- Construction package 4 – Perkins Ave to +/- Bakersfield

CONSTRUCTION PACKAGES 2-4

Design Option	BNSF Alternative	Alternatives to BNSF Alignment				
		Corcoran Elevated	Corcoran Bypass	Allensworth Bypass	Wasco-Shafter Bypass	Bakersfield South
Total length (linear miles)	114	4(4)	21(21)	19(19)	23(24)	9(9)
At-grade profile (linear miles)	91	0(4)	20(20)	17(16)	19(17)	2(2)
Elevated profile (linear miles) (including Retained Fill)	23	4(0)	1(1)	2(3)	4(7)	7(7)
Number of Straddle Bents	29	7(0)	4(0)	0(0)	4(0)	38(27)
Number of Railroad Crossings	9	8(1)	1(1)	1(1)	1(1)	3(2)
Number of Major Water Crossings	7	0(0)	2(2)	0(0)	1(1)	1(1)
Number of Road Crossings	124	6(5)	19(16)	8(8)	27(14)	6(2)
Number of Roadway Closures	37	1(2)	8(7)	2(2)	18(5)	4(1)
Number of Roadway Overcrossings and Undercrossings	55	0(4)	9(13)	4(6)	7(9)	1(1)

*Note: Equivalent numbers for the corresponding segment of the BNSF Alternative are presented in parenthesis.

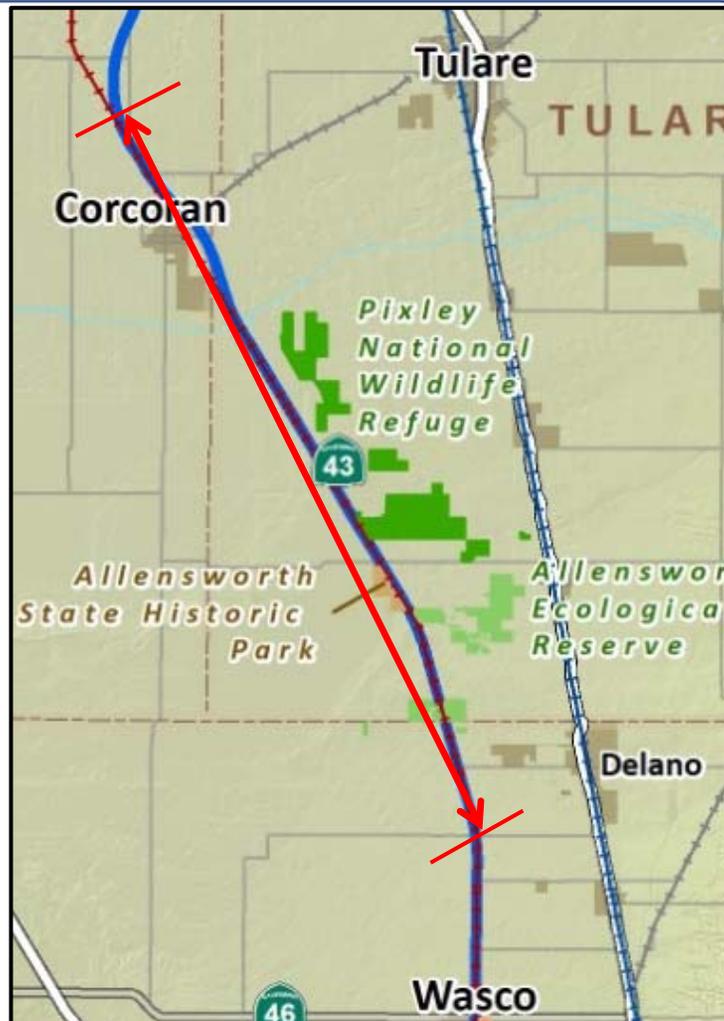
CONSTRUCTION PACKAGE 2 - EAST AMERICA WAY TO LANSING AVE

- Approximately 28 miles long
- Grade separations
- Aerial structures
- Crossing Kings River
- Realignment of BNSF tracks
- Crossing Highway 198
- Some enabling infrastructure works for the future Kings Tulare Station



CONSTRUCTION PACKAGE 3 - LANSING AVE TO PERKINS AVE

- Approximately 55 miles long
- Grade separations
- River crossings
- Aerial structure
- Improvements to Highway 43
- Skewed aerial crossing over BNSF and highway



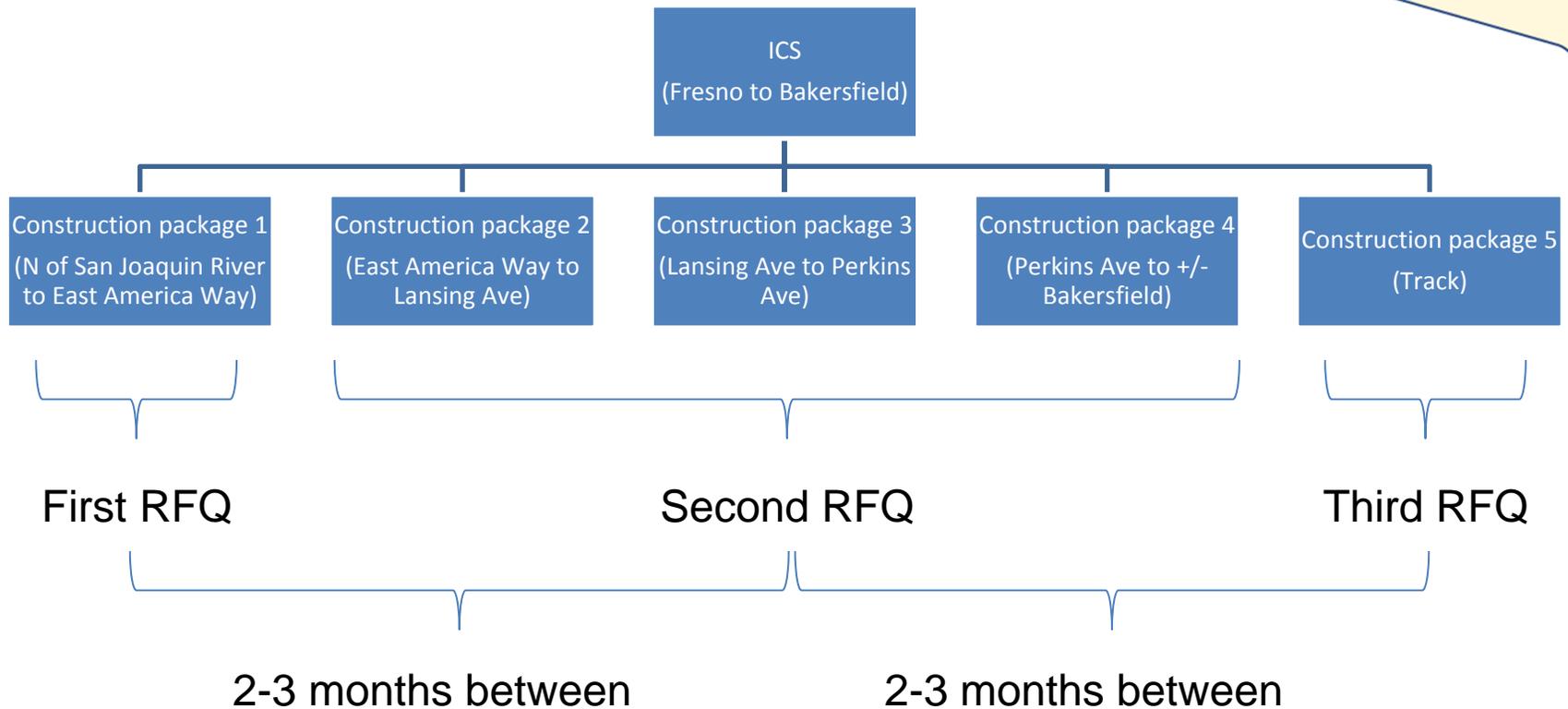
CONSTRUCTION PACKAGE 4 - PERKINS AVE TO NORTH OF BAKERSFIELD

- Approximately 14 miles long
- Grade separations
- Aerial structures
- Two options for Wasco and Shafter either through town or a bypass at grade
- Road relocation (Santa Fe Way/Central Valley Highway)
- Relocation of BNSF including a new BNSF bridge
- Relocation of existing railroad spur
- Skewed aerial crossing over BNSF and highway

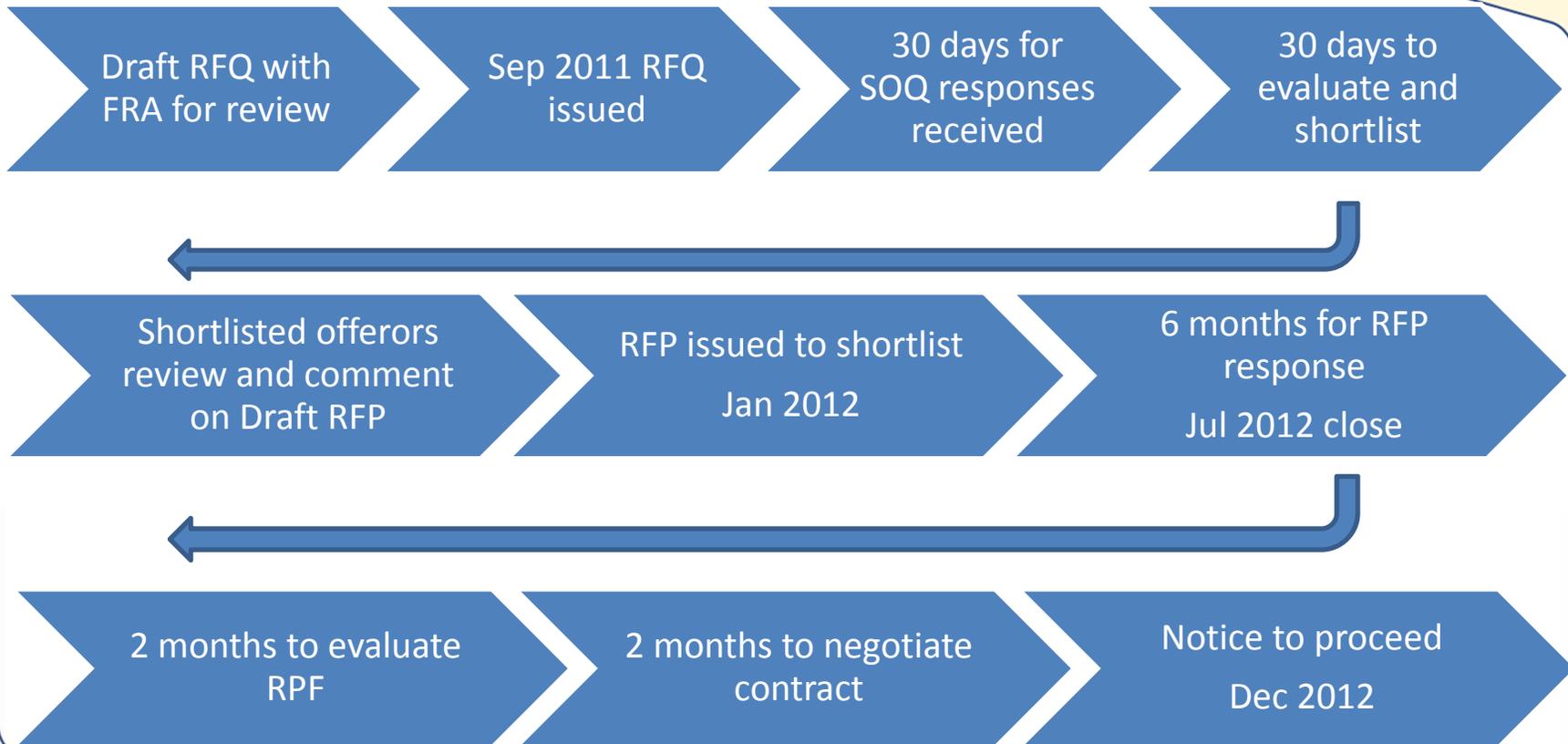


REQUEST FOR QUALIFICATION AND PROCUREMENT PROCESS

INITIAL CONSTRUCTION SECTION AND REQUEST FOR QUALIFICATION



CONTRACT PACKAGE #1 RFQ AND RFP PROCESS (DESIGN-BUILD)



ICS CP #1 DESIGN-BUILD SOQ RESPONSIVENESS & PASS/FAIL REVIEW

- To be responsive, SOQs must:
 - Conform to RFQ organization and format instructions
 - Be responsive to RFQ requirements
- SOQ pass/fail criteria includes:
 - Required signed commitments and forms
 - Financial capability; bonding capacity
 - Legal & other disclosures are not materially adverse to offeror's performance of required work

ICS CP #1 DESIGN-BUILD SOQ SUBSTANTIVE EVALUATION CRITERIA

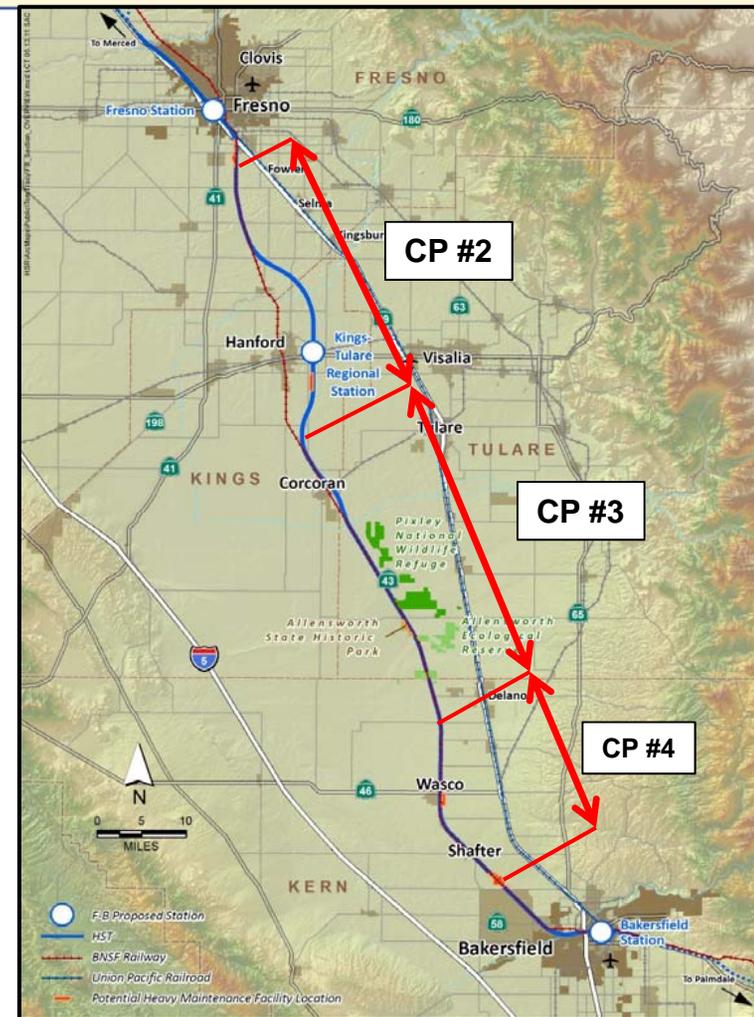
- After responsiveness and pass/fail review, offerors will be evaluated based on the following criteria:
 - Design-build experience
 - Technical competence
 - Capability to perform
 - Past performance
 - SB/DVBE/DBE utilization
 - Key personnel

OTHER CONSIDERATIONS

- Permitting with Authority control
- HAZMAT
- Utility relocations
- Right of way access is anticipated to be at 80 percent at time of notice to proceed with a plan for 100 percent completion

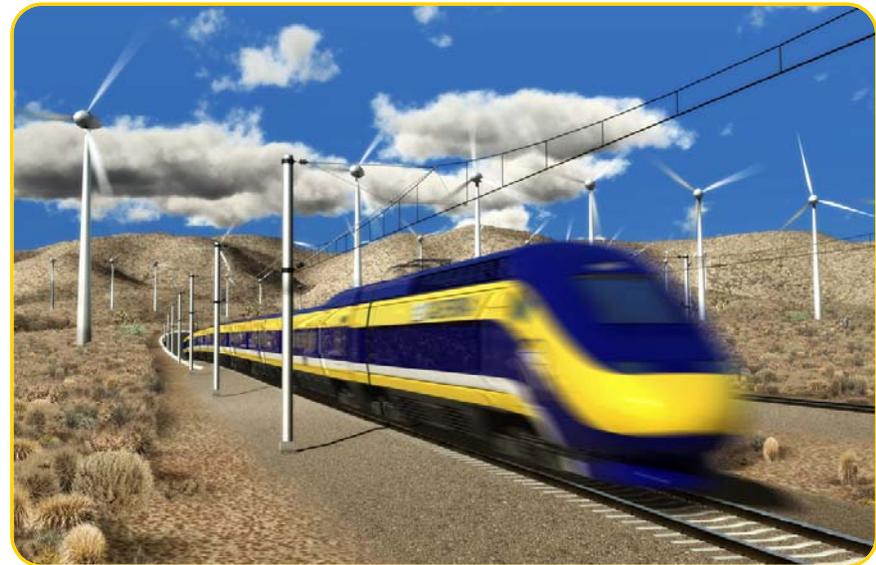
ICS CP #2, 3 & 4 DESIGN-BUILD RFQ #2

- Single RFQ for CPs 2-4
- Released 2-3 months after RFQ #1
- Response time of 30 days
- Separate RFPs for CPs 2-4
- RFP response time of 6 months



CONCLUSION

- First true high-speed rail in the US
- Best and most innovative companies
- Active involvement by the small business community
- Partnerships between contractors and the community



QUESTIONS?

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