

# ***CALIFORNIA'S HIGH-SPEED RAIL SYSTEM***

RFEI  
Industry Forum

Los Angeles,  
California



April 12, 2011

## ***FOR STARTERS***

### Questions During Today's Presentations:

E-mail: [RFEI@hsr.ca.gov](mailto:RFEI@hsr.ca.gov)

### Disclaimer re: Ongoing Environmental Review:

As the environmental Records of Decision/Notices of Determination (ROD/NOD) and final selection of the alignments have not yet been completed for the two sections that comprise the "Initial Construction Section" [ICS] and for any potential extensions thereof, some details in these documents are provisional and are provided as illustrations only. The final details of all alignments are subject to the selection of the final preferred alternative route within the selected section and the conclusion of the ROD/NOD for the relevant sections, consistent with all necessary federal, state and other approvals.

# THE BASICS

## California's Planned HST System

- Speeds: designed for 250 mph; operates up to 220 mph on dedicated high-speed track; 90-125 mph in shared track areas
- 520-mile system (Phase 1 from San Francisco to LA/Anaheim)
- Up to 800 miles (when Phase 2 extensions to San Diego and Sacramento are realized)
- 100% clean electric power
- Safely grade-separated
- Route assigned in 2005

California High-Speed Train Map, Statewide Overview



April 2010

## PHASE 1 SECTIONS

- San Francisco-San Jose
- San Jose-Merced
- Merced-Fresno
- Fresno-Bakersfield
- Bakersfield-Palmdale
- Palmdale-Los Angeles
- Los Angeles-Anaheim

*Divided into these sections for the purpose of managing the environmental review*



## PHASE 2 SECTIONS + ALTAMONT

- Los Angeles-San Diego (via Inland Empire)
- Merced-Sacramento
- Altamont Corridor Rail Project

*Divided into these sections for the purpose of managing the environmental review*



## ***WHERE WE ARE NOW***

### *Transitioning from Planning to Implementation*

#### **Undergoing NEPA/CEQA review in all project sections**

- Central Valley sections (Merced-Fresno, Fresno-Bakersfield) are completing scoping and the analysis of alternative alignments and will publish Draft EIR documents by mid-2011.
- On track to secure environmental clearance by early 2012.
- All seven Phase 1 sections continue to do environmental analyses.
- Receiving public input on all alignments.

#### **Building toward construction**

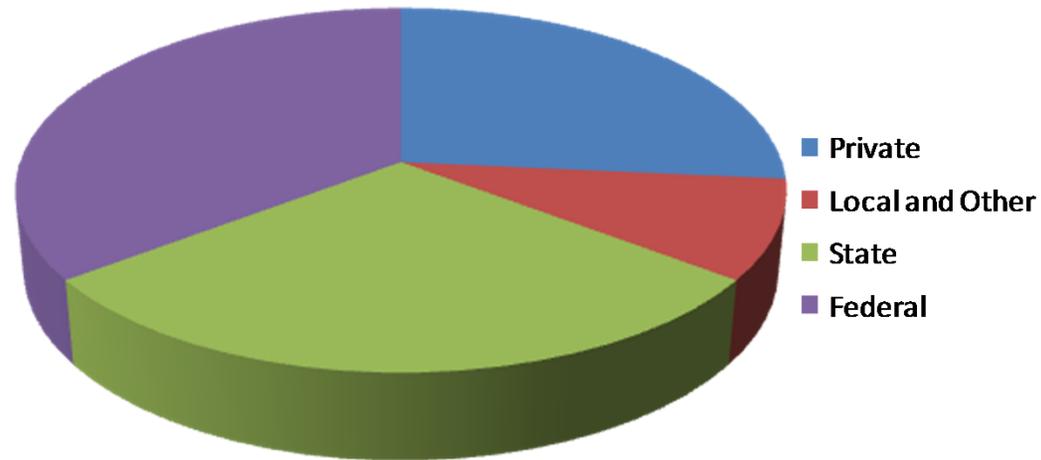
- RFEI followed by RFQ by mid-2011 with RFPs in early 2012.
- Begin awarding construction contracts in the second half of 2012
- Authority staffing up for current/future needs.



## FUNDING NEEDS

### Anticipated contributions to construction cost

- California funding: \$9 billion
- Federal funding: 40-45%
- Local funding: <10%
- Private capital: ~25%



## CURRENT FUNDING SUMMARY

FUNDING SOURCE	FEDERAL AWARD	STATE MATCH	TOTAL
ARRA Jan. 2010	\$1.85 billion	\$1.85 billion	\$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	\$715 million	\$306 million	\$1.02 billion
ARRA Dec. 2010	\$616 million	\$616 million	\$1.234 billion



Current funding totals **nearly \$6 billion** plus potential for **up to \$3 billion** additional from **Florida reallocation** and matching funds

## ***INITIAL CONSTRUCTION***

### *Starting in the Central Valley*

#### **The foundation for true high-speed rail**

- Only section where California's HST system will travel 220-mph maximum operating speed for long periods of time (enabling the two-hour, 40-minute requirement for trip time between LA and San Francisco)
- Initial track in the Central Valley will serve as testing and proving ground for new high-speed train technology in the United States
- Less expensive land and less complex engineering in the Valley
- Near-term job creation benefits (conservative estimate of 100,000 jobs – direct and indirect – over life of the first \$5.5 billion in construction)



# INITIAL CONSTRUCTION

## Scope of Initial Contracts

### Early opportunities

- Right-of-way engineering/appraisals
- Utility relocations (e.g. major, critical)
- Hazmat removal/remediation
- Clearing and grubbing
- Site demolition
- Final design and engineering
- Surveying
- Construction management
- Construction inspection



# INITIAL CONSTRUCTION

## Scope of Initial Contracts

### Based on typical\* alignment

- Approximately 120 miles, from about six miles north of Fresno to Bakersfield city limits
- 75 to 100\* miles of "at-grade" double track
- 15 to 40\* miles of aerial structure
- Two to five\* miles of retained earth structure
- 30 to 70\* grade separations, including local street improvements
- Two possible basic HST stations
- Does not include core systems (rolling stock, electrification, signaling)
- Does not include heavy maintenance facility



\*Note: The final details are subject to the selection of the final preferred alternative route within the selected section and the conclusion of the ROD/NOD for the relevant sections, consistent with all necessary federal, state and other approvals.

# ***INITIAL CONSTRUCTION***

## *Stations*

### **Basic stations**

- Four-track stations
- Locations
  - Fresno
  - Kings/Tulare regional (potential)
- Roughly \$200 million each
- Station elements
  - Platforms
  - Canopies
  - Public concourse
  - Ticketing/waiting Areas
  - Station management/security
  - Station support areas (e.g. MEP, Comms)



# INITIAL CONSTRUCTION

## Timeline

- Draft environmental documents for public review/input: spring/summer 2011
- Final environmental documents: end of 2011
- Right-of-way acquisition: beginning of 2012
- Begin construction: late 2012
- Complete construction funded with ARRA dollars: September 2017



# ***FUTURE EXPANSION***

*Getting to Passenger Service*

**From**  
**Initial**  
**Construction**  
**Section [ICS]**

**To**  
**Initial Operable**  
**Section [IOS]**

**To**  
**Completion of**  
**Phase 1**

**To**  
**Phase 2**



## FIRST PASSENGER TRAINS

### Building Outward North/South

#### Must expand initial construction into an "Initial Operating Section"

- Will require additional track built north and south of the Central Valley

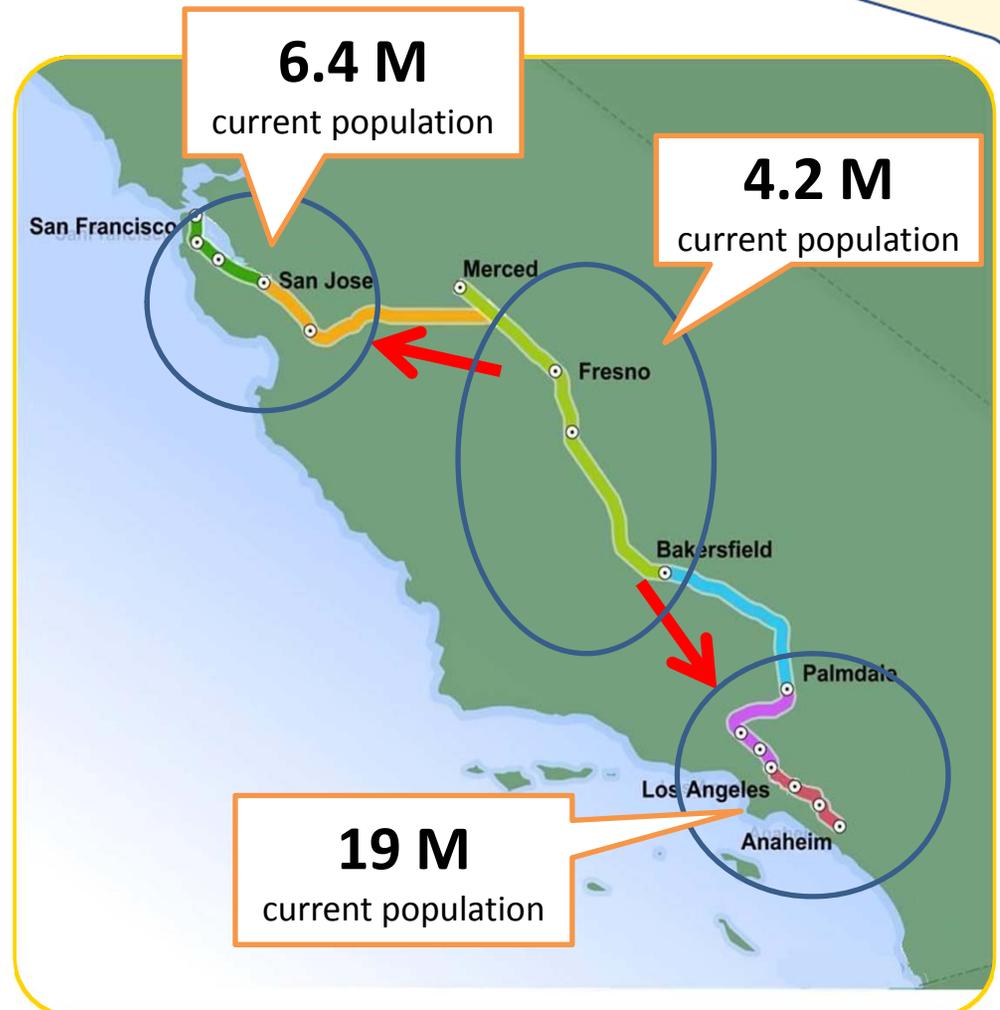
#### Top EIR priority

- Fresno-Bakersfield
- Merced-Fresno

#### Next priority

- San Jose-Merced
- Bakersfield-Palmdale
- Palmdale-Los Angeles

Initial Operating Section plans to be reviewed by Legislature



## ***PARTNERSHIPS NEEDED***

*To Accomplish Goals, Many Relationships Needed*

**Collaborative  
planning and  
working  
relationships with  
regional  
governments and  
stakeholders**



## ***SPECIAL CONSIDERATION: AGRICULTURE***

*Avoidance and/or Mitigation for a Valuable Resource*

### **Concerns from the agricultural community**

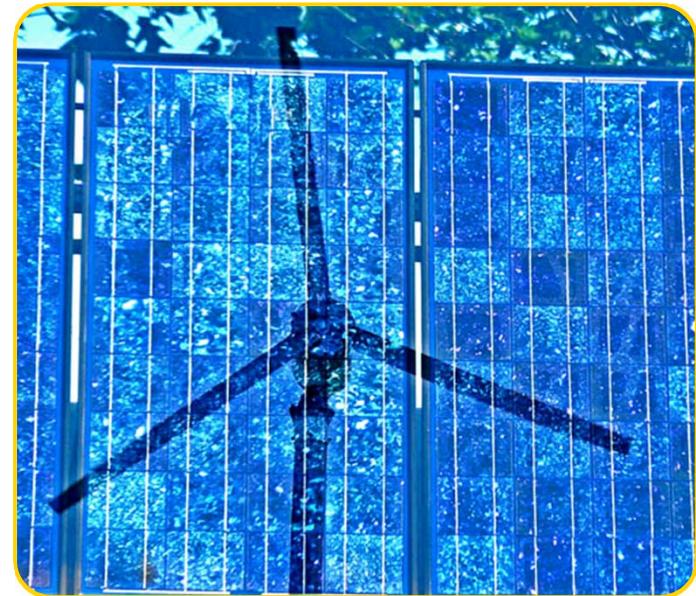
- Reduced farmland impact
- Loss of productivity and earnings during construction
- Access to crops
- Irrigation issues and importance of continuance of water supplies
- Importance of outreach
- Real estate acquisitions by the state



## ***CONSTRUCTION SUSTAINABILITY GOALS***

### *Protecting our Environment*

- CHSRA is a member of EPA's Collaborative for Sustainable Transportation and Infrastructure Construction (CSTIC)
- Maximize use of recycled/low-energy materials
- Implement construction waste management plan
- Maximize waste segregation to minimize landfill impacts
- Build energy-efficient facilities (e.g., LEED-certified stations)
- Maximize energy efficiency/GHG emissions reduction measures



## ***SMALL BUSINESS***

*Small Businesses are the Backbone of California's Economy*



### **Goals**

- 25 percent participation by certified small businesses (SBE)
- 3 percent Disabled Veterans Business Enterprise (DVBE)
- Extensive outreach to all SBEs, including minority- and women-owned businesses

### **Expectations**

- Prime contractors to network with small businesses
- International consortia to localize with California businesses
- Procurement format selected to foster small business participation



## ***NEXT STEPS FOR 2011***

### **This calendar year, the Authority will:**

- Complete Final EIR/EIS documents + 30 percent design for Central Valley ARRA sections
- Prepare state appropriations request and financing plan for use of Proposition 1A funds for initial operating section to be submitted to the Department of Finance and Legislature
- Advocate for additional federal funding (ongoing HSR funding for the nation as well as funding opportunities for other sections of our system)
- Issue RFQs for first contracts of the \$5.5 billion of construction



## ***NEXT STEPS FOR PROCUREMENT***

### **RFQ**

- Request for Qualifications in mid-2011

### **RFP**

- Request for Proposals (formal procurement) in late 2011/early 2012

### **Award first contracts**

- Late 2012

### **Additional funding**

- Federal advocacy
- Securing private investment

## ***STAYING UP TO SPEED***

### **Questions?**

- E-mail [RFEI@hsr.ca.gov](mailto:RFEI@hsr.ca.gov)

*We are watching for your questions right now.*

### **Contact information**

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### **Today's participants**

- Will be on email distribution list for all contracting opportunities

