

California High-Speed Train Program

Program Overview and Plan for First Construction Segment

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California High-Speed Rail Authority

Basic Features

- 800-mile system
- Max. operating speed of 220 mph
- 100% electric power
- Proven, reliable technology operational throughout Europe & Asia
- Safely grade-separated from all cross traffic and pedestrians



Phase 1

San Francisco –
San Jose

San Jose – Central Valley

Merced – Bakersfield

Bakersfield – Palmdale

Palmdale –
Los Angeles

Los Angeles –
Anaheim



California High-Speed Rail Agency, February 2009, California High-Speed Rail Authority

Full System

Altamont Pass

San Francisco –
San Jose

San Jose - Central Valley

Sacramento – Merced

Merced – Bakersfield

Bakersfield – Palmdale

Palmdale –
Los Angeles

Los Angeles –
San Diego

Los Angeles –
Anaheim



California High-Speed Rail Agency, February 2009, California High-Speed Rail Authority

Concept of Operations

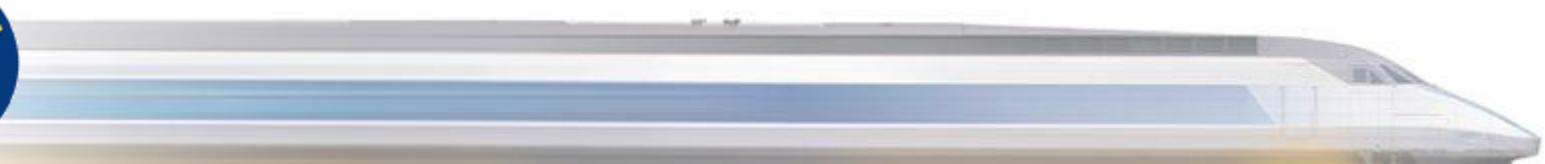
- State will own infrastructure and trains
- Operation and maintenance of trains and stations could be one or more franchises of 30-40 years
- Ultimate structure of O&M will be based on:
 - ✓ the safest and most reliable system
 - ✓ operates at best value for customers
 - ✓ competitive contracting



Sample Travel Times

Service up to 220 MPH linking Southern California, the Central Valley and the San Francisco Bay Area.

	San Francisco (Transbay)	San Jose	Sacramento	Fresno	Los Angeles Union Station	Anaheim	Riverside	San Diego
San Francisco (Transbay)		:30	1:53	1:20	2:38	2:57	3:10	3:56
San Jose	:30		1:24	:51	2:09	2:28	2:41	3:27
Sacramento	1:53	1:24		:59	2:17	2:36	2:49	3:35
Fresno	1:20	:51	:59		1:24	1:43	1:56	2:42
Los Angeles Union Station	2:38	2:09	2:17	1:24		:20	:33	1:18
Anaheim	2:57	2:28	2:36	1:43	:20			
Riverside	3:10	2:41	2:49	1:56	:33			:48
San Diego	3:56	3:27	3:35	2:42	1:18		:48	



Key Program Milestones

- California High-Speed Rail Authority established in 1996 to develop vision and broad strategy
- Program level environmental products OK'd by State & Federal governments in 2008
- Funding
 - ✓ Prop 1A passed in Nov 2008 for \$9B in bond funds
 - ✓ Jan 2010 – CA selected for \$2.25B stimulus funds
 - ✓ Fall 2010 – additional Federal funds, plus matching State funds = \$5.5B available for First Construction Segment



First Construction Segment

- Federal Rail Admin (FRA) conditions for stimulus funds
 - ✓ Located in Central Valley
 - ✓ Independent operability – connect to operating rail
- North end – north of Fresno – connect to BNSF or UP
- South end - north side of Bakersfield - as far south as \$5.5B will stretch and connect to BNSF; ~ 100 miles
- Final alignment dependent on final environmental
- This is first segment – build north & south from here



Target Procurement Milestones

- First Construction Segment
 - ✓ RFEI: Feb/Mar 2011
 - ✓ RFQ Issue: summer 2011
 - ✓ RFP issue: end 2011-- *subject to issuing of environmental NOD/ROD*
 - ✓ Target first Design-Build award: end 2012

Note: Heavy Maintenance Facility site separately determined by environmental process



Small Business/DVBE Opportunities

- HSRA follows Dept of General Services guidelines
<http://www.pd.dgs.ca.gov/smbus/default.htm>
- Participation goals for all contracts:
 - ✓ Small Business 25%
 - ✓ Disabled Veteran Business Enterprise 3%
- FRA guidelines pending
- High-Speed Rail contact Rachel Weninger
rweninger@hsr.ca.gov



Principal Consultants

CA High-Speed Rail Authority

Program Management

Parsons Brinckerhoff

PM Oversight (PMO)

T.Y. Lin, International

Environmental & Preliminary Engineering

- San Francisco – San Jose: HNTB Corporation
- San Jose – Merced: Parsons Transportation Group
- Merced – Fresno: AECOM Transportation
- Fresno – Bakersfield: URS/Hatch Mott MacDonald/Arup
- Bakersfield – Palmdale: URS/Hatch Mott MacDonald/Arup
- Palmdale – LA: Hatch Mott MacDonald/URS/Arup
- LA – Anaheim: STV Inc.
- LA – San Diego: HNTB Corporation
- Sacramento – Merced: AECOM Transportation
- Altamont Corridor Rail Project: AECOM Transportation



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