

High-Speed Rail Update

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2011 Rail Conference

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

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

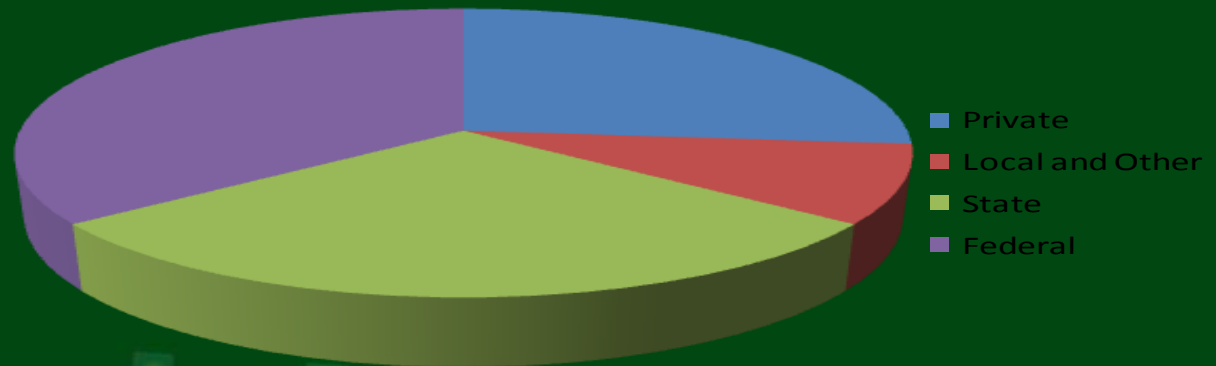
Initial Operating Section plans to be reviewed by Legislature



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	\$2.25 billion	\$1.85 billion	\$3.7 billion
HSIPR FY 10-11 Oct. 2010	\$715 million	\$306 million	\$1.02 billion
ARRA Dec. 2010	\$616 million	\$616 million	\$1.234 billion
FL Re-allocation May 2011	\$300 million	\$75 million	\$375 million



Current total: \$6.33 billion

The strength of California's rail programs has led to awards totaling 40% of all available federal funding.

FUTURE EXPANSION

Getting to Passenger Service

From

Initial Construction Section [ICS]

To

Initial Operable Section [IOS]

To

Completion of Phase 1

To

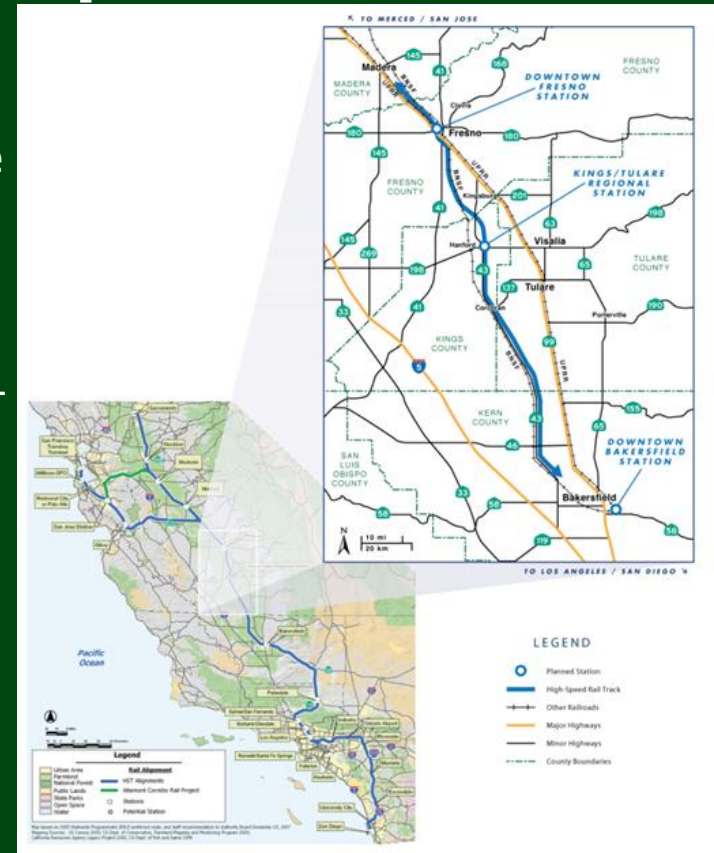
Phase 2



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

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)



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

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