



# CALIFORNIA HIGH-SPEED RAIL

APTA Rail Conference

June 4, 2013

PROJECT OVERVIEW / ROLLING STOCK

**PARSONS  
BRINCKERHOFF**

# HIGH-SPEED RAIL CORRIDOR

- 800 miles
- 220 mph in-service speed
  - 250 to 300 miles
- Initial Operating Segment (IOS)
  - 2013 begin construction
  - Merced to San Fernando Valley
  - Operational 2022



# HIGH-SPEED RAIL CORRIDOR

- Dedicated High Speed Corridor
  - 220 mph maximum speed
  - No at-grade crossings
- Shared-Use corridors (LOSSAN/Caltrain)
  - Tier I – Commuter Rail, Intercity Rail
  - LOSSAN: Los Angeles to Anaheim = 29 miles
  - Caltrain: San Francisco to San Jose = 50 miles

# HIGH-SPEED RAIL CORRIDOR BUILD-OUT

- IOS (Merced to San Fernando Valley)
  - Revenue Service in 2022
- Bay to Basin (SF – San Fernando Valley)
  - Revenue Service in 2027
- Phase 1 Blended Service (SF - LAUS)
  - Revenue Service in 2029

# CURRENT EVENTS

- Construction Package 1 (CP1)
  - 29 miles infrastructure
    - Madera → Fresno
  - Tutor Perini JV recommended for DB contract award
    - June Board Action

# CURRENT EVENTS

- Focus on...
  - ROW acquisition
  - 2014 Business Plan → IOS
  - Location of the Heavy Maintenance Facility
  - RFQ for CP 2/3

# CANDIDATE TRAINSETS

- Service proven designs
  - 220 mph capable
- Specifications guided by CFR and TSI
  - Asian and European best practices
  - FRA/RSAC Engineering Task Force (ETF)
- Integrated with core systems



# TRAINSET CHARACTERISTICS

- Single level, distributed power electric multiple units
- Trainset length: 656 ft (200 m)
- Capacity: 450 to 500 passengers per trainset
  - First and business classes
  - Compliant with ADA





# KEY ISSUES

- Implementation of FRA Tier III
- Buy America/Buy California
- Exterior Noise > 200 mph
- Joint Procurement



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