

CALIFORNIA HIGH-SPEED RAIL

HIGH-SPEED RAIL PROJECT OVERVIEW

PRESENTED BY

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**FRESNO COUNTY EMPLOYEES'
RETIREMENT ASSOCIATION**

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FRESNO, CA





*"I would like to be part of
the group that gets America
to think big again."*

- Governor Jerry Brown

WHY HIGH-SPEED RAIL IN CA?

- **Airport Congestion**
 - Los Angeles to San Francisco
 - **Busiest short-haul market in US**
 - 5 Million Passengers Every Year
 - One in Four Flights Delayed by an Hour or More
- **Roadway Congestion**
 - Six of Top 30 Congested Urban Areas in US Located in California



JOB CREATION

- Work on High-Speed Rail in the Central Valley **Has Begun!**
- Central Valley: **20,000 Jobs Annually for Five Years**
- Phase I Blended: **66,000 Jobs Annually for 15 Years**

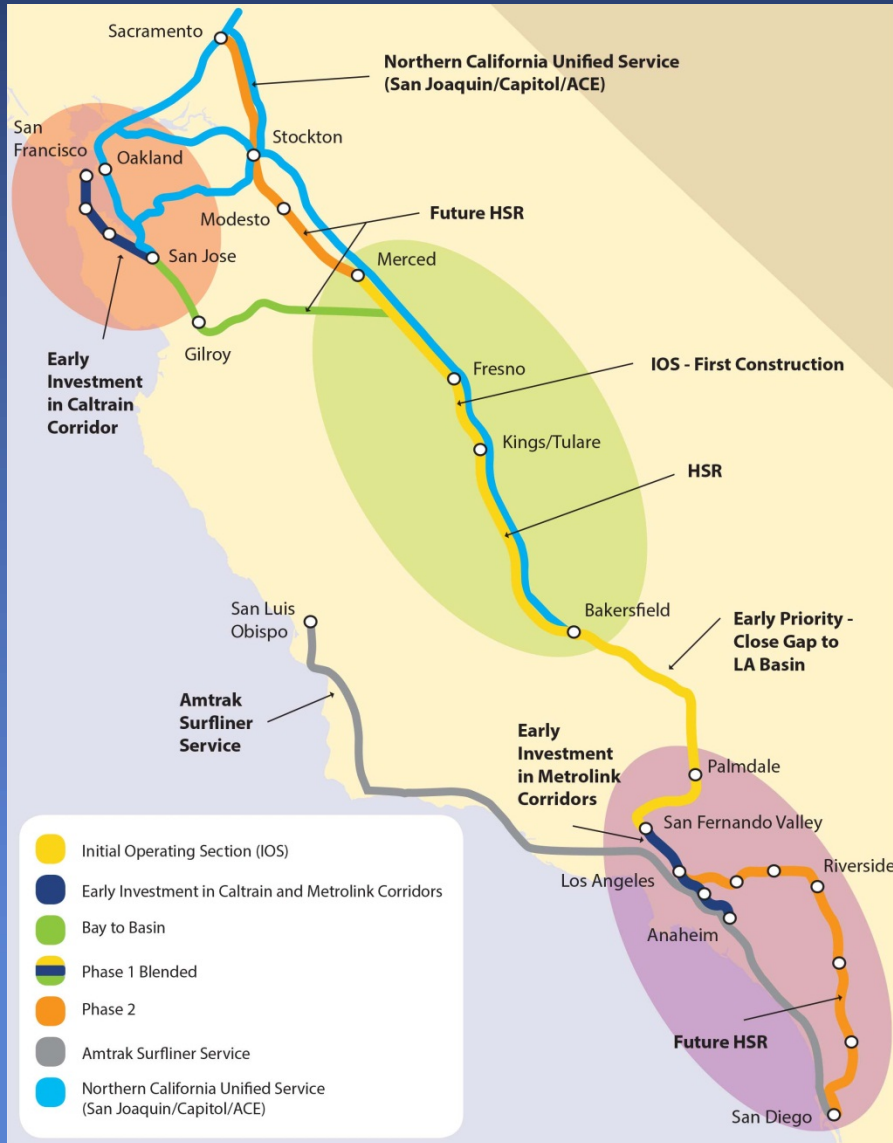


DEVELOPING A SYSTEM THAT WILL...

- Reduce Construction and Operating Costs
- Minimize Community Impacts
- Provide Environmental Benefits
- Spur Economic Development
- Fully Integrate Into Existing Transportation Network



A STATEWIDE RAIL MODERNIZATION PLAN



Connects to Existing Systems

Phase I Blended:

San Francisco to Los Angeles/
Anaheim – 520 miles

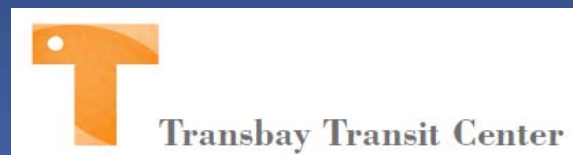
- San Francisco to L.A. in Under 3 hours
- Speeds Over 200 MPH
- 14 Stations
- Completed by 2029

Phase II:

Extensions to Sacramento
and San Diego – 800 miles

PARTNERSHIPS FOR PROGRESS

- \$13 Billion Leveraged for High-Speed Rail and Improvements to Existing Local & Regional Rail Systems

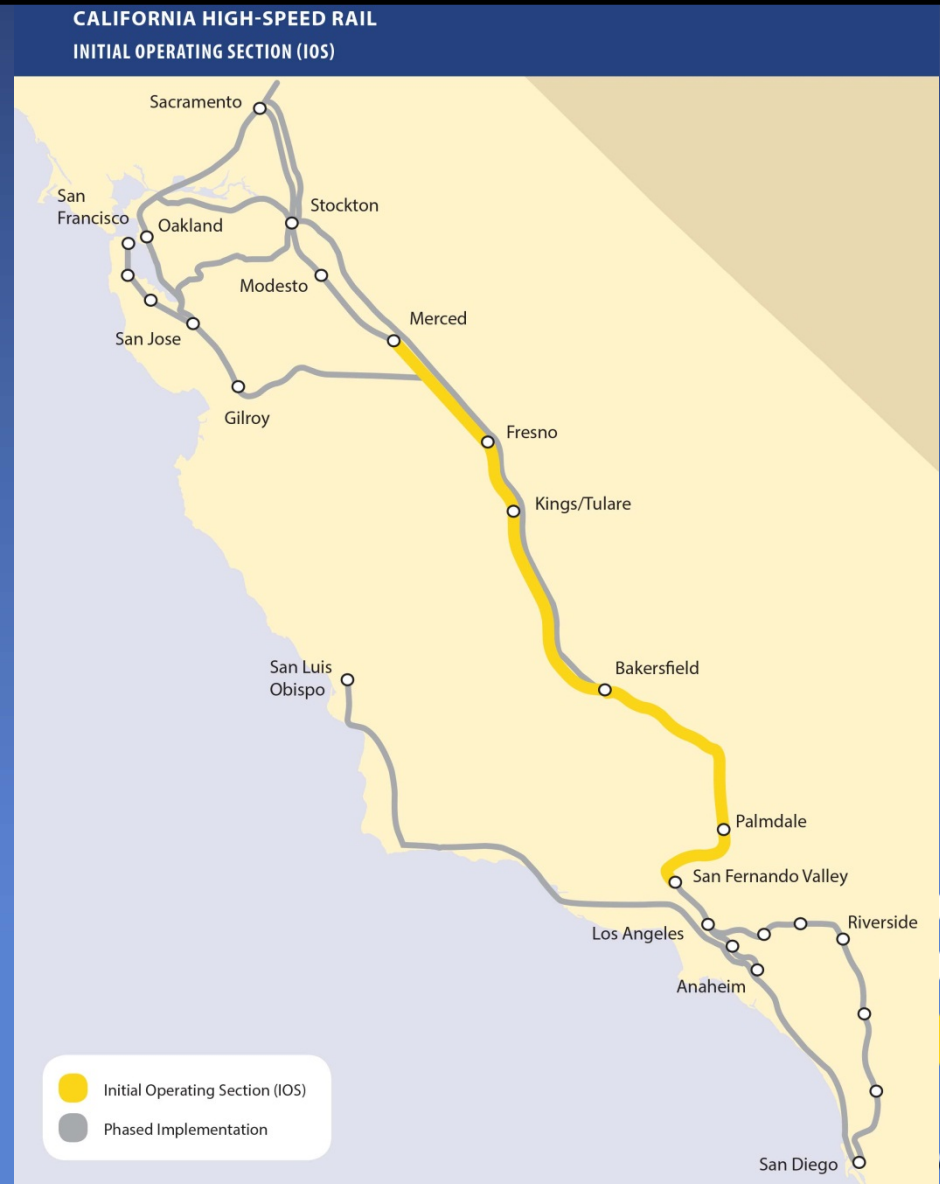


FUNDING (SENATE BILL 1029)

- Signed into Law by Governor Brown in July 2012
 - \$3.3 Billion Federal ARRA Grant Funds
 - \$4.7 Billion Prop 1A Funds
- \$2.6 Billion (Prop 1A) and \$3.2 Billion (ARRA) for First Segment of IOS from Merced to Bakersfield
- \$819 Million (Prop 1A) Connectivity Projects Statewide
- \$600 Million (Prop 1A) Modernize Caltrain Corridor
- \$500 Million (Prop 1A) Upgrade Rail in SoCal
- \$252 Million (Prop 1A/ARRA) Design and Planning of Phase I and Phase II of System

INITIAL OPERATING SECTION (IOS)

- Central Valley to San Fernando Valley
- 300 Miles
- First Step Towards a Statewide High-Speed Rail System



WHY START IN THE CENTRAL VALLEY?

- Central Valley will Serve as the **“Backbone”** of a System that will Tie Major Regions of California Together
- Fastest Growing Region in the State
- Availability of Federal Funding
- Ability to Advance the Project Faster and at a Lower Cost



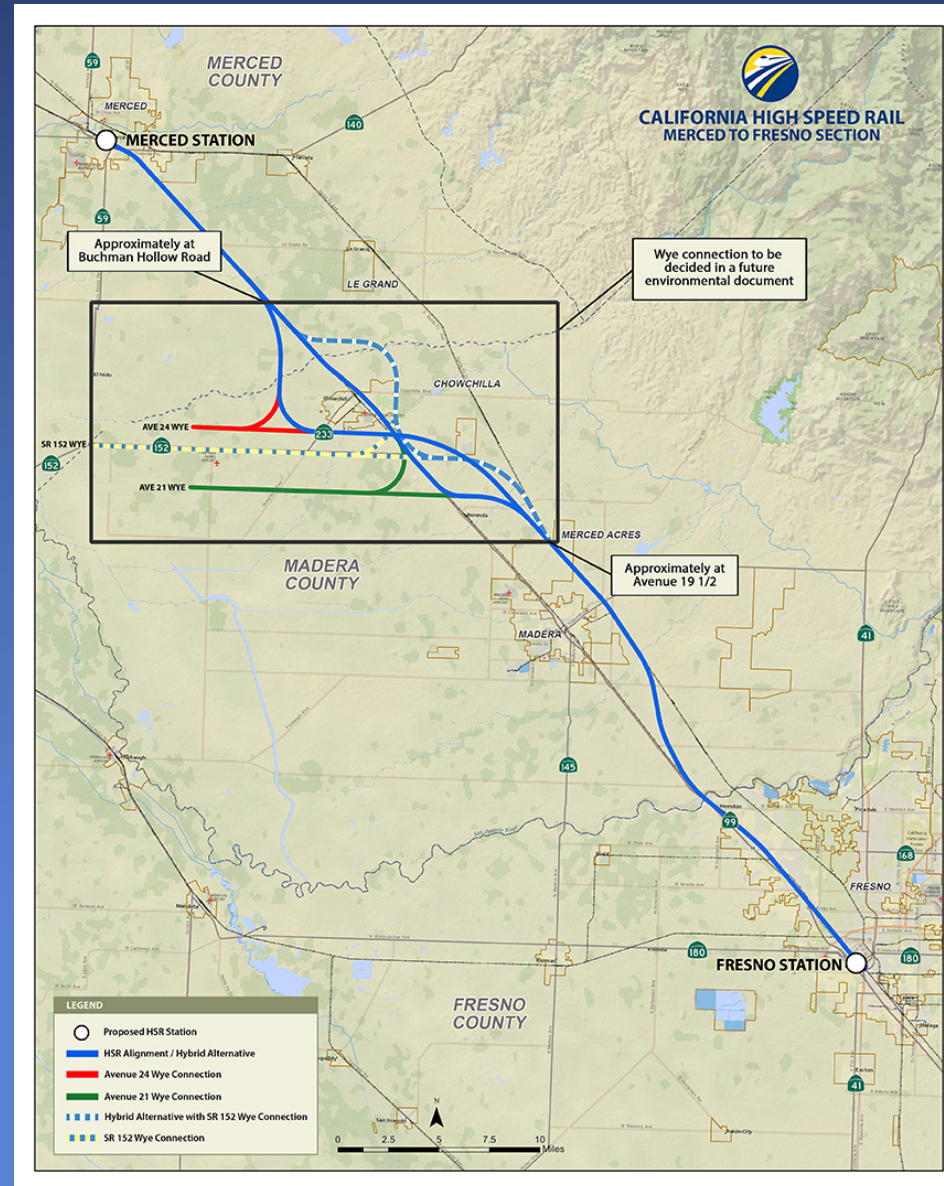
FIRST CONSTRUCTION SEGMENT

- Merced to North of Bakersfield – 130 Miles
- Five Construction Packages
 - CP 1 through 4 – Civil
 - CP 5 – Railroad Infrastructure - Overhead Catenary System (OCS), Positive Train Control (PTC) and Track
- Estimated Completion – 2018
- Costs \$6 Billion – Completely Funded
 - Joint Federal and State Funding
- Construction Package 1 Contract Signed – August 16, 2013



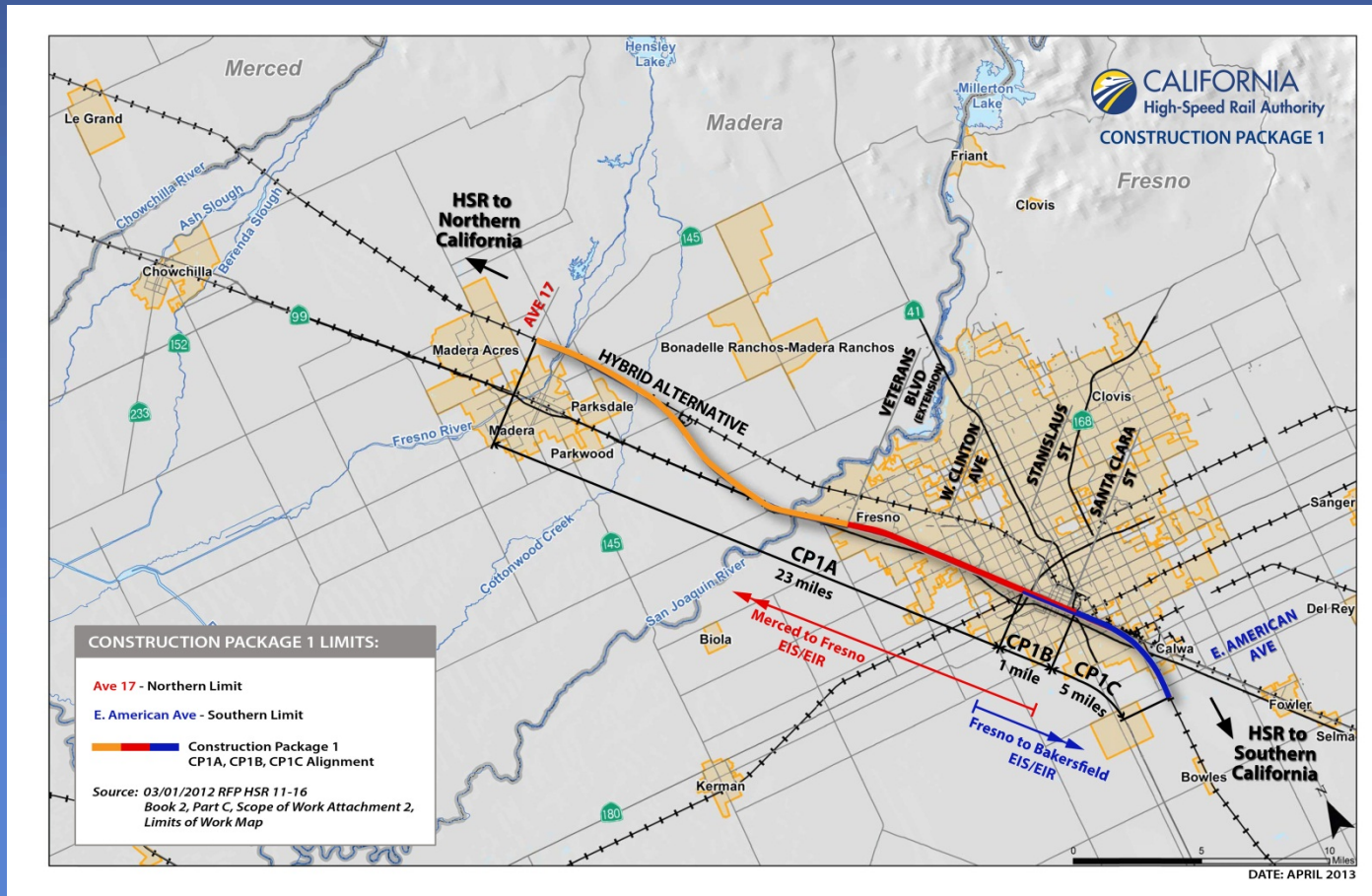
MERCED TO FRESNO PROJECT SECTION

- 65 Mile Route
- Board Approved Hybrid Alternative May 2012
- Federal Railroad Administration Issued Record of Decision (ROD) September 2012
- Environmental Clearances Pave Way for Work to Begin



CONSTRUCTION PACKAGE #1

- Madera to Fresno - 29 Miles
 - Avenue 17 in Madera
 - East American Avenue in Fresno



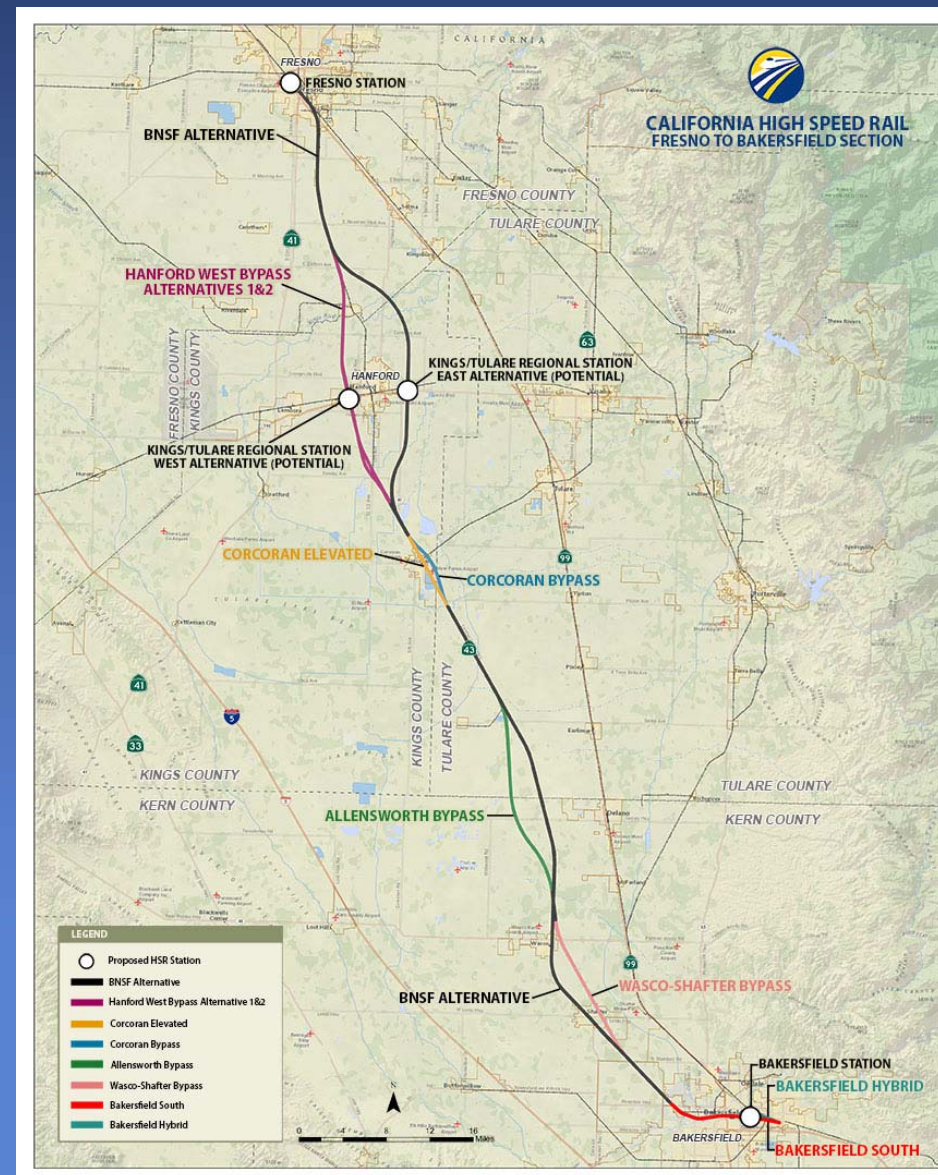
CONTRACT BIDS

- **January 18, 2013: Five Qualified Design-Build Teams Submitted Bids to Authority**
- **April 12, 2013: Tutor Perini/Zachry/Parsons, a Joint Venture Ranked Apparent Best Value**
- **June 6, 2013: Authority Board of Directors Authorized CEO to Negotiate Design-Build Contract with Tutor Perini/Zachry/Parsons**
- **August 16, 2013: Authority CEO Signed and Executed Contract**



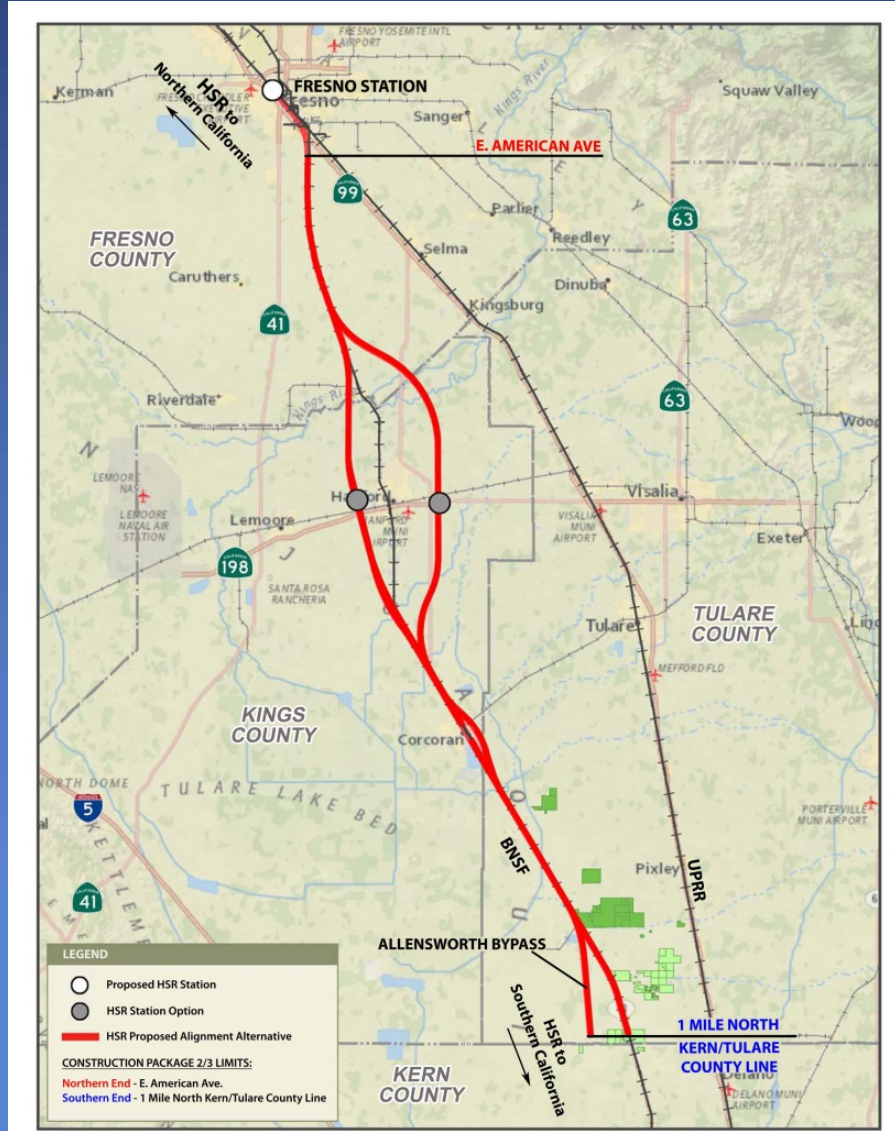
FRESNO TO BAKERSFIELD PROJECT SECTION

- 114 Miles Providing Access to Residents of Fresno, Tulare, Kings, and Kern Counties
- Authority Continues to Work with Stakeholders to Refine Fresno to Bakersfield Alignment
- Final EIR/EIS and Preferred Alignment Expected in 2014



CONSTRUCTION PACKAGE 2/3

- Limits:
East American Avenue
in Fresno
- One Mile North of the
Kern/Tulare County Line
- RFQ Release in 2013



In Accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)



RIGHT OF WAY SERVICES

- **Madera to Bakersfield - An Estimated 1100 Impacted Parcels**
- **Madera to Fresno - 382 Parcels in Construction Package #1 are Being Appraised**
- **ROW Delivery Schedule - Coordinated with Design-Build Contractor, Project and Construction Management Teams, and Authority Staff**

RIGHT OF WAY SERVICES – NEXT STEPS

- **First Written Offers Began in April 2013**
- **Complete EIR/EIS Process for Fresno to near Bakersfield – 2014**
- **Authority Committed to Working with Impacted Property Owners**
- **Continue Coordinating Right of Way Outreach and Resources with the City of Fresno and Fresno Economic Development Corporation**



SMALL BUSINESS PROGRAM

- **30% Overall Small Business (SB) Participation Goal**
 - * **10% Disadvantaged Business Enterprises (DBE) Participation Goal**
 - * **3% Disabled Veteran Business Enterprises (DVBE) Participation Goal**
- **Authority will have Oversight and Accountability**



NEXT STEPS: CLOSING THE GAP

- Continue Work in Central Valley
- Connect Northern and Southern California
 - Close the Tehachapi Gap
- Fund Construction of the System
 - Private Financing/Investors
 - Federal Grants/Loans
 - CA Cap & Trade Revenue
 - TOD Revenues
 - Concessions



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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