



California High-Speed Rail Statewide Implementation

Revised Business Plan

In April 2012, the California High-Speed Rail Authority Board approved a plan that identified the initial high-speed train operating section, and provides near-term benefits by electrifying the Bay Area's Caltrain Corridor, making improvements to Southern California's Metrolink, and closing the rail gap between Bakersfield and Palmdale. These early investments will upgrade existing services, build ridership and lay the foundation for the expansion of the high-speed rail system.

This new plan reduces project costs by nearly \$30 billion through the adoption of a "Blended" approach, integrating high-speed with existing rail systems. Construction of the Initial Operating Section (IOS) is set to begin in the Central Valley and will connect passengers from the Los Angeles Basin to the San Joaquin rail system by 2018. Full Blended Phase 1 connecting the Bay Area with the LA Basin is anticipated to cost \$68.4 billion with completion by 2029.

1 Step 1 - Early Investments for Immediate Statewide Benefit

Construction of dedicated HSR infrastructure begins in the Central Valley with the first segment of the Initial Operating Section (IOS). Service will launch in 2018. Upgrades existing services, such as the shared use of electrified/upgraded Caltrain corridor between San Jose and San Francisco and upgrade of Metrolink Corridor between the San Fernando Valley and Los Angeles.

2 Step 2 - Initial High-Speed Rail Operations

The next step completes the 300-mile section from Merced to the San Fernando Valley. This service will operate without a subsidy, and will have potential to attract additional private investment for HSR system expansion. Service will launch in 2022.

3 Step 3 - Electrified Bay to Basin System (Construction of San Jose to Merced Section)

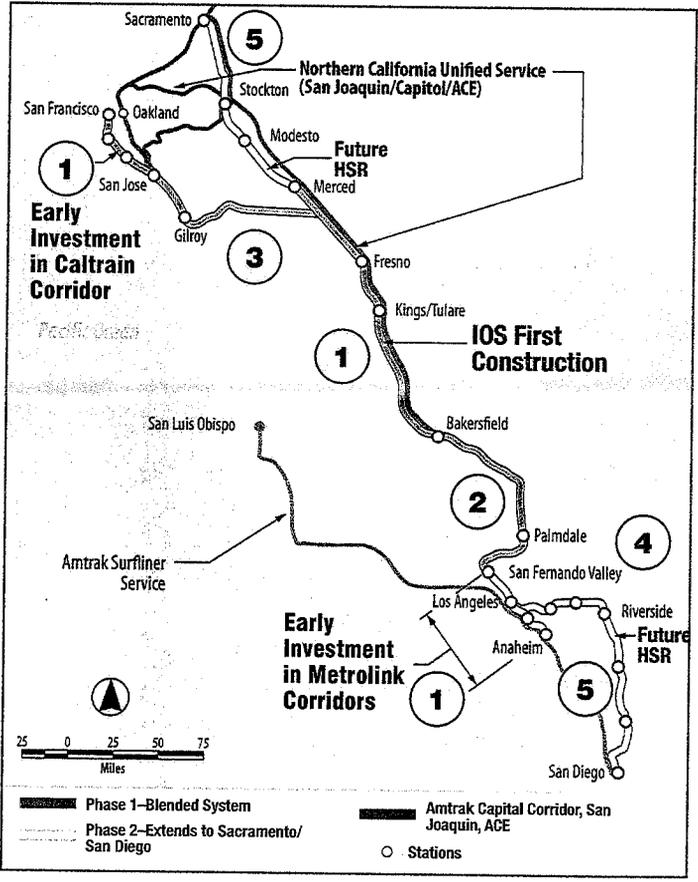
The third step connects the Central Valley to San Jose, establishing a high-speed connection from the Bay Area to the Los Angeles basin. The upgraded Metrolink system will connect the San Fernando Valley and Los Angeles Union Station. Bay to Basin service launches in 2027.

4 Step 4 - Phase 1 Blended System

In 2029, dedicated high-speed infrastructure will extend from the San Fernando Valley to Los Angeles Union Station, linking the upgraded Metrolink corridor to Anaheim and connecting to commuter and urban rail systems throughout the Los Angeles region. This completes the 520-mile Phase 1 from San Francisco to LA/Anaheim.

5 Step 5 - Phase 2

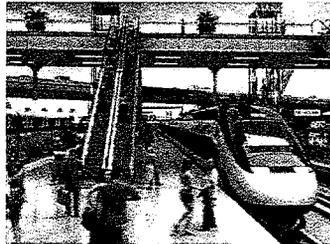
Phase 2 extends HSR to Sacramento and San Diego, completing the 800-mile statewide system.





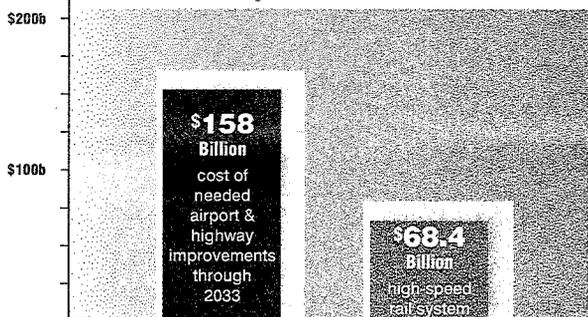
Efficient Transportation Key to California's Future

Over the next 30 to 40 years, California is projected to add the equivalent of the current population of the state of New York. To keep the state moving and to remain economically viable, California will need to add significant new capacity to its transportation network, and these investments, no matter what they are, will cost tens of billions of dollars to build and millions of dollars a year to maintain.



California is on track to lead the country into the 21st Century by investing in high-speed rail. Without high-speed rail, the state estimates that over \$158 billion of investment is needed in new highways, airport gates and runways through 2033, compared to less than half that cost (\$68.4 billion) for high-speed rail. Caltrans estimates \$133 billion in operations and maintenance costs for infrastructure over 50 years while high-speed rail passengers would cover the cost of the system's operations and maintenance.

Estimated Cost of Needed Transportation Infrastructure



Job Creation

- Construction of the first segment of the IOS is expected to generate 100,000 job-years of employment over five years.
- Building the Phase 1 blended system—the Bay Area to Southern California—is estimated to create 990,000 job-years over 15 years, an average of 66,000 annually.

"I applaud the work undertaken by the Brown Administration and the High-Speed Rail Authority to lower the cost of the project and accelerate the completion of the Initial Operating Segment...Fresnans will benefit tremendously from the immediate economic boost that comes with 20,000 high-paying construction jobs, as well as the long-term benefit of being able to quickly and inexpensively travel to and from the LA basin."

Ashley Swearengin
Mayor of Fresno

Project Funding

- State, federal, private and local resources required
- \$6 billion identified for first segment of IOS
 - \$3.3 billion federal
 - \$2.7 billion Prop. 1A
- New funding identified before additional construction
- Ridership and revenue will facilitate private investment
- Cap-and-Trade backstop

"In ten years, Californians will be able to travel through the Central Valley and into the Los Angeles Basin in half the time it takes to drive...This revised plan is bold, practical and puts California out in front once again."

Edmund G. Brown
Governor of California

Environmental Benefits & Improved Quality of Life

- 320 billion fewer vehicle miles traveled over 40 years
- 146 million hours in traffic saved annually
- Significant CO₂ emissions reductions annually
- 237 million gallons of auto fuel will be saved annually
- 35 million gallons of aviation fuel will be saved annually





Small Business Program Fact Sheet

The California High-Speed Rail Authority (Authority) is committed to Small Businesses (SB) playing a major role in building the statewide high-speed rail project. The Small Business Program (SBP) has an aggressive 30% goal for SB Participation including Disadvantaged Business Enterprises (DBE), Disabled Veteran Business Enterprises (DVBE) and Micro-Businesses (MB).

Job Creation

- Construction of the first segment of the Initial Operating Section is expected to generate 100,000 job-years of employment over five years.
- Building the Phase 1 blended system - the Bay Area to Southern California - is estimated to create 990,000 job-years over 15 years, an average of 66,000 annually.

Small Business Program Goals

The SB Program's 30% SB participation goal for contracts let by the Authority includes:

- 10% Disadvantaged Business Enterprises Participation Goal
- 3% Disabled Veteran Business Enterprises Participation Goal

The Small Business Program requires Design-Build teams to develop and implement a Small Business Performance Plan to achieve the 30% SB goal.

Small Business Advocate

Robert Padilla is the Authority Small Business Advocate who will conduct a robust and effective outreach plan to increase SB participation, a key to our success in achieving SB goals.

Frequently Asked Questions

Q. How do I get certified as a SB, DBE or DVBE? How do I know if my firm is certified?

A. For more information visit the Authority Small Business Resources page at:
<http://www.cahighspeedrail.ca.gov/sb-resources.aspx>

Q. Where can I find upcoming contracting opportunities?

A. The Authority posts contracting opportunities on the Authority Business Opportunities page at: http://www.cahighspeedrail.ca.gov/business_job_opportunities.aspx

Q. Does my firm need to pre-register with the Authority?

A. No. The Authority doesn't have a pre-registration process.

Q. Which Small Business firms are eligible to be credited toward the 30% overall goal?

A. The Authority may achieve the 30% overall SB participation goal by using firms that qualify under the Small Business definition in any combination and at any tier level.

Contact Information

California High-Speed Rail Authority

770 L Street, Suite 800

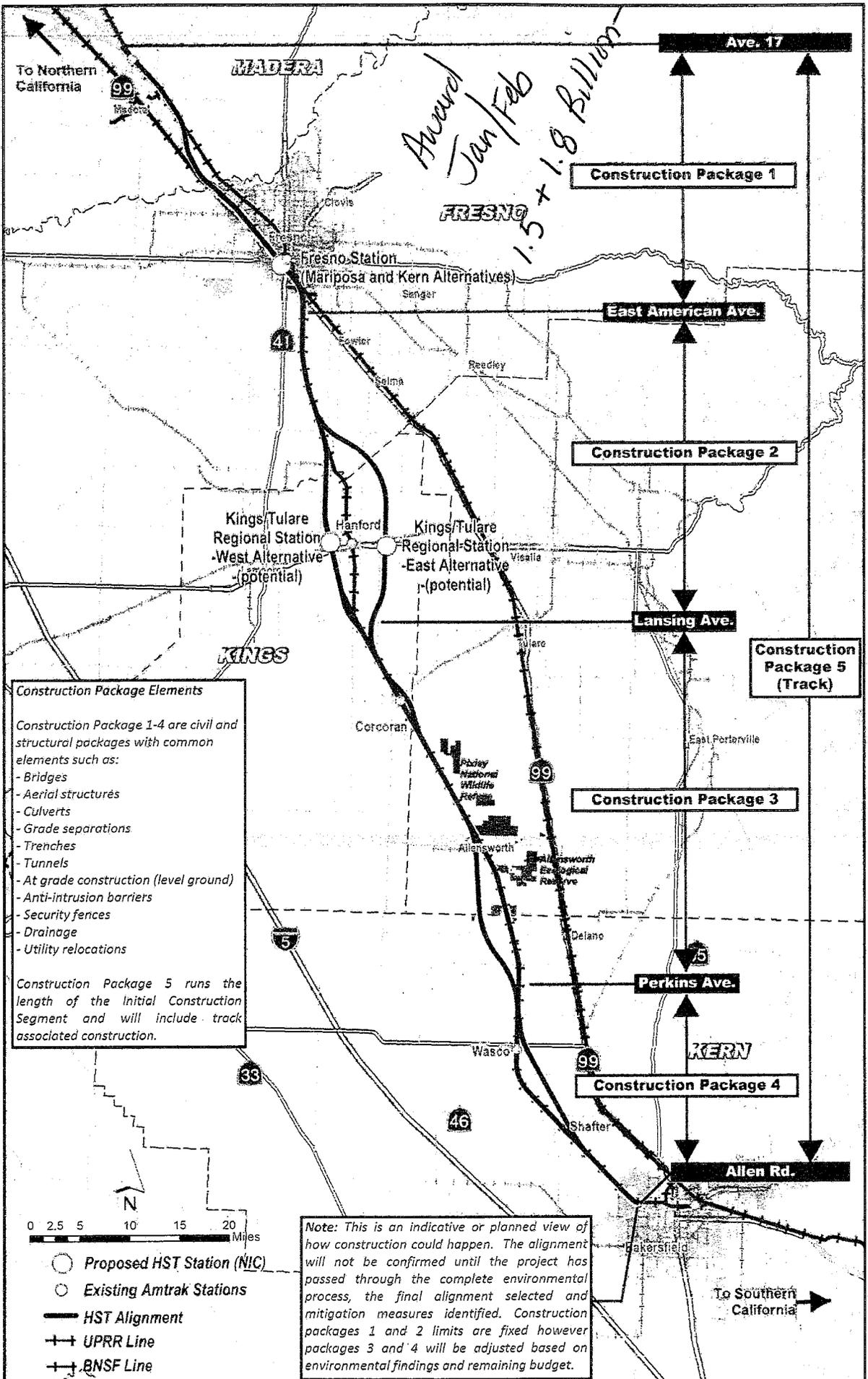
Sacramento, CA 95814

Main: (916) 324-1541

Direct: (916) 431-2930

Fax: (916) 322-0827

Email: sbprogram@hsr.ca.gov



*Award
Jan/Feb
1.5 + 1.8 Billion*



Introduction

Glossary

Project Sections

Library Topics

Ag Working Group

Archived Materials

Board Meeting Materials

Business & Job Opportunities

Business Plans

Construction Update

Heavy Maintenance Facilities

Meet the Primes Event, May 17

Investor Relations

Legislation

Maps

Partnerships

Request for Expressions of Interest

Right of Way Information

Small Business Resources

Sustainability

Transparency

Station Area Planning

Funding

Studies and Reports

Quick Search

Type in a keyword to search for documents. Then you can filter the results by Category.

Search

DGS Award

HSR gets "Most Improved" awards
California High-Speed Rail netted "most improved" awards for medium-sized departments in small business and disabled veteran contracting from the state.

Small Business Resources

The California High-Speed Rail Authority is committed to ensuring that Small Businesses (SBs), inclusive of Disadvantaged Business Enterprises (DBEs), Disabled Veteran Business Enterprises (DVBES) and Micro-Businesses are afforded every opportunity to participate in the contracting opportunities of the high-speed rail project. Below are some resources for Small Businesses, including the CHSRA's SB Policy and Program Plan.

If you have any questions or need additional information, please contact a SB team member.

Contact the Small Business Team

HSRA Project Delivery Director/Contracts Manager

Shahin Pourvahidi

SB Technical/Policy Consultants

Padilla & Associates

- Pat Padilla
- Olivia Fonseca

SB Outreach Consultants

VMA Communications, Inc.

- Valerie Martinez
- Chelsea Dickerson

For more information about the HSRA's Small and Disadvantaged Business Program, information is available at <http://www.cahighspeedrail.ca.gov/sb-resources.aspx>. SB owners/advocates can also contact the SB Team Members at (916) 324-1541 or via email at SBProgram@hsr.ca.gov

To request a Small Business speaker, please submit a SB Program Speakers Request: [CLICK HERE](#)

RFQ HSR11-16 Solicitation

Design-Build Short List 04/16/2012

Small Business Policy and S/DBE Program

S/DBE Public Facilitation Commentary 04/16/2012

Title VI Policy 03/05/2012

Small and Disadvantaged Business Enterprise Policy 03/05/2012

Meeting Announcement: Small Business Program Listening Session in San Francisco 11/21/2011

Public Comments Needed on CHSRA Small Business Program 11/17/2011

Small and Disadvantaged Business Enterprise Program 11/02/2011

Small Business Certifications

Federal Small Business Administration Central Contractors Registry 10/31/2011

Small Business Certification 09/30/2011

State of California Disadvantaged Business Certification 10/31/2011

State Small Business Resources

California Small Business Development Center (SBDC) 11/01/2011

eProcurement BidSync 11/01/2011

Governor's Office of Economic Development 11/01/2011

Federal Small Business Resources

Federal Technology Center 11/01/2011

Office of Small Disadvantaged Business Utilization 11/01/2011

HIGH-SPEED RAIL IDENTIFIES PROSPECTIVE DESIGN-BUILD CONTRACTORS

REQUEST FOR QUALIFICATIONS (RFQ) HSR11-16 NOTICE OF OFFEROR SHORTLIST

“The California High-Speed Rail Authority is pleased that companies responded to the call for qualified design-build teams to participate in our Request for Qualifications (RFQ) process,” said Roelof van Ark, CEO of the California High-Speed Rail Authority. “This shows that there should be strong competition when the project goes out to bid.”

The California High-Speed Rail Authority has determined that the following firms have submitted qualified Statements of Qualifications as a result of Request for Qualifications HSR11-16, Initial Construction Section, Construction Package #1. These firms will now be allowed to submit bids on the first segment of the high speed rail project in the Central Valley when the Request for Proposals (RFP) is released.

The companies on the high-speed rail design-build shortlist are listed in alphabetical order as follows:

FIRM	Small Business (SB) Contact	NON-SB CONTACT
CALIFORNIA BACKBONE BUILDERS	Christopher Smith csmith@ferrovial.us.com (512) 637-8592	Christopher Smith csmith@ferrovial.us.com (512) 637-8592
CALIFORNIA HIGH-SPEED RAIL PARTNERS	Lynn Romano Lynn.romano@fluor.com (949) 349-2896	Chuck Lines Chuck.lines@fluor.com (949) 349-4512
CALIFORNIA HIGH-SPEED VENTURES	Verenise Di Salvi Verenise.DiSalvi@Kiewit.com (707) 439-7300 Ext. 7357	Jeff Riley Jeff.riley@kiewit.com (707) 439-7300
DRAGADOS/SAMSUNG/PULICE A JOINT VENTURE	Jeff Gergal jgergal@dragados-usa.com 858-200-4052	Chad Mathes cmathes@Dragados-USA.com (657) 229-7805
TUTOR PERINI/ZACHRY/PARSONS	Sarah Morris Sarah.Morris@tutorperini.com Phone: (818) 362-8391 Ext. 5637 or Mike Barge Mike.Barge@tutorperini.com Phone: (818) 362-8391 Ext. 5572	Gerald Brown Jerry.brown@tutorperini.com (818) 362-8391

Review of Construction Packages 2, 3 and 4

The California High-Speed Rail Authority is developing an 800-mile high-speed rail system that will connect California's urban centers, while providing a safe, clean, efficient transportation alternative that will effectively serve California's growing population.

Recently, Governor Jerry Brown signed SB 1029, which allocated \$2.61 billion Proposition 1A funds to match \$3.24 billion in federal funds for a total of \$5.9 billion to begin construction on the first 130 miles of high-speed rail infrastructure in the Central Valley, which will create an estimated 100,000 job-years over the next five years. These dollars also leverage local and federal funds for a total of \$12 billion in investments to local and regional rail systems across the state.

Earlier this year, the Authority released a Request for Proposals (RFP) for the development of Construction Package 1 – an approximately 29-mile segment, from Avenue 17 near the city of Madera to south of the city of Fresno. As part of that process, the RFP was preceded by a Request for Qualifications (RFQ) process that created a short-list of five qualified firms that could compete in the RFP process. The responses to that RFP are due in November.

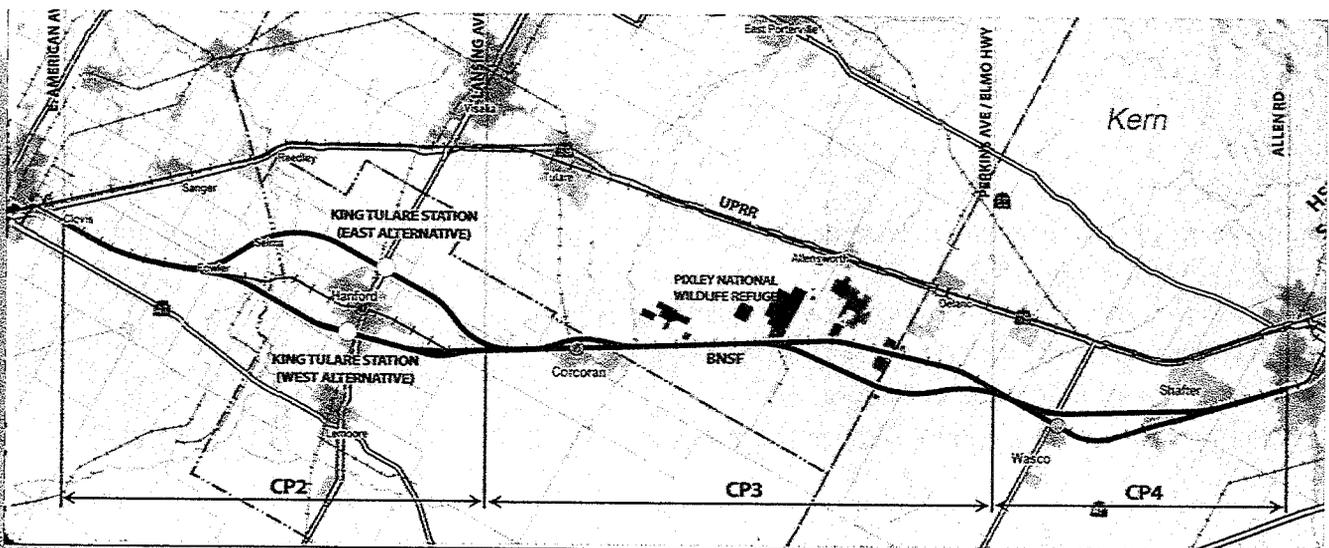
In September, the Authority is expected to begin a similar process for Construction Packages 2, 3 and 4 with the release of an RFQ. These packages are civil and structural packages that will be located between Fresno and Bakersfield. The limits of each package are to be determined following the Fresno-Bakersfield environmental process, however the working limits are the following:

- CP2 – East American Avenue to Lansing Avenue
- CP3 – Lansing Avenue to Perkins Avenue / Elmo Highway
- CP4 – Perkins Avenue / Elmo Highway to North Bakersfield

Design-build work on each of these segments share common construction elements, such as:

- | | |
|--|---------------------------|
| • Bridges | • Aerial Structures |
| • Culverts | • Grade Separations |
| • Trenches | • Tunnels |
| • At-Grade (level ground) Construction | • Anti-Intrusion Barriers |
| • Security Fences | • Drainage |
| • Utility Relocations | |

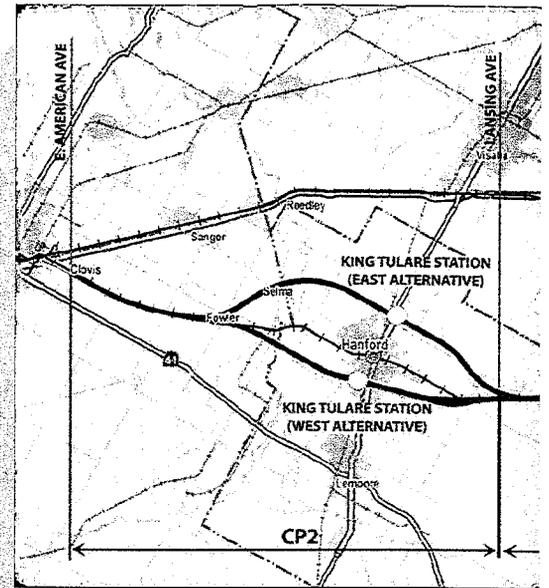
CONSTRUCTION PACKAGES 2-4



For illustrative purposes only. Final alignment to be determined through the environmental process.

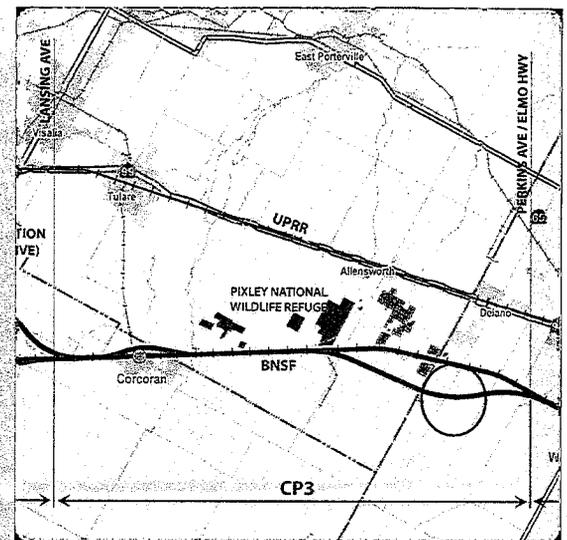
CONSTRUCTION PACKAGE 2 – EAST AMERICAN AVE TO LANSING AVE

- Approximately 33 miles long
- Grade separations
- Aerial structures
- Crossing Kings River
- Realignment of BNSF tracks
- Some enabling infrastructure works for the future Kings Tulare Station



CONSTRUCTION PACKAGE 3 – LANSING AVE TO PERKINS AVE / ELMO HIGHWAY

- Grade separations
- River crossings
- Aerial structures
- Improvements to Highway 43
- Skewed aerial crossing over BNSF and highway



CONSTRUCTION PACKAGE 4 – PERKINS AVE / ELMO HIGHWAY TO NORTH OF BAKERSFIELD

- Grade separations
- Aerial structures
- Two options for Wasco and Shafter either through town or a bypass at grade
- Road relocation (Santa Fe Way/Central Valley Highway)
- Relocation of BNSF including a new BNSF bridge
- Relocation of existing railroad spur
- Skewed aerial crossing over BNSF and highway

