A TRANSFORMATIVE INVESTMENT IN CALIFORNIA’S FUTURE
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CONNECTING CALIFORNIA

• Inter-Regional: Tying Economies Together
  » SF-LA
  » Central Valley-Silicon Valley

• Intra-Regional: Fostering Stronger Local Economies
  » Reliability
  » GHG Reductions
  » Sustainable Development
KEY PROGRAM COMPONENTS

- Connect the State’s Major Cities
- Provide a One-Seat Ride from SF to LA in 2 Hours and 40 Minutes
- Capable of Operating at Speeds up to 200 MPH
- Operate Without a Subsidy
- Eventual Extensions to San Diego and Sacramento

KEY PROGRAM MILESTONES

- Funding:
  » $3.3 Billion Federal and $4.7 Billion Prop 1A
  » 25% of Future Cap and Trade Proceeds
- Environmental Clearances:
  » Merced to Fresno: May 2012
  » Fresno to Bakersfield: June 2014
- Construction Packages:
  » CP 1: Executed in August 2013, Under $1 Billion
  » CP 2-3: Contract Execution Expected in Spring 2015
  » CP4: Statements of Qualifications Received
    From 5 Teams Qualified to Bid
- Official Groundbreaking in January
- Work is Underway
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
• Revitalize Central Valley Downtown Centers
• Creates Jobs in a Region with High Unemployment
• Best, Most Cost-Efficient Location for Testing

CONSTRUCTION PACKAGE 1

• Approximately 29-Miles between Avenue 17 in Madera to East American Avenue in Fresno
• Design-Build Contractor: Tutor Perini/Zachry/Parsons
• PCM: Wong+Harris
CP 1 STATUS: DESIGN & CONSTRUCTION

• Final Design
  » 60% Design Submittals Received for
    • Submittals Include at Least 16 Structures and Information about Trackbed

• Construction
  » Hazmat Abatement and Demolition of Recently Acquired Parcels
  » Demolition of 27 Structures to Date
  » Utility Relocation Work Began in Downtown Fresno
  » Testing at Bridge Locations for Design

CONSTRUCTION PACKAGE 2-3

• Approximately 60 Miles
• East American Avenue in Fresno to One Mile North of the Kern/Tulare County Line
  » December 12, 2014:
    Dragados/Flatiron/Shimmick “Apparent Best Value” Bidder
    • Proposed Price – Approximately $1.2 Billion
  » January 13, 2015:
    Board Awards Contract to Dragados/Flatiron/Shimmick
  » Contract Execution Expected in Spring 2015
  » PCM: Arcadis
CONSTRUCTION PACKAGE 4

• Approximately 22 Miles
• One Mile North of Kern/Tulare County Line to Poplar Avenue
• Estimated Contract Value $400-500 Million

• Timeline
  » Nov. 20: RFQ Released
  » Dec. 5: Industry Forum
  » March 13: SOQs Due
  » May: 5 Teams Qualified to Bid
  » May 27: RFP Released
  » June 10: Industry Forum, Wasco Veterans Hall, 1pm-3pm
  » Fall: Proposals Due
  » Early 2016: Board Awards Contract

NEXT STEPS WITH CAP & TRADE

• Advance Multiple Segments of High-Speed Rail Concurrently
• All Phase 1 Project Sections are in Construction or Environmental Review
• Complete Planned Regional Transportation Improvements
• Establish an Interstate High-Speed Rail System with a Connection to Las Vegas from Palmdale
SMALL BUSINESS PROGRAM

• 30% Goal for Small Business Participation
  » 10% Disadvantaged Business Enterprises (DBE)
  » 3% Disabled Veteran Business Enterprises (DVBE)

• Construction Package 1:
  » 27 Small Businesses and Vendors from Madera and Fresno Counties
  » $97 Million in Commitments

COMMITMENT TO DIVERSE SMALL BUSINESSES

• Businesses That Count Toward the Overall Goal are Certified:
  » Small/Micro Businesses Enterprises
  » Disabled Veteran Business Enterprises
  » Disadvantaged Business Enterprises
  » 8(a) – Certified Firms

• The Authority Recognizes the SB Certifications from:
  » California Department of General Services (SBE, DVBE, MBE)
  » California Unified Certification Program (DBE)
  » Small Business Administration - 8(a) Program

• All State Contracts are Advertised Through
  http://www.bidsync.com
CONNECTING CALIFORNIA: SMALL BUSINESSES

• Free Statewide Certification Workshops
• Meet the Primes & Industry Forums to Connect Prime Contractors with Small Businesses
• Business Advisory Council (BAC)
• Partnerships with Federal, State and Local Organizations to Assist and Aid Small Businesses
  » U.S. Small Business Administration (SBA)
  » Minority Business Development Agency
  » Workforce Investment Boards
  » Small Business Development Centers
  » Economic Development Corporations (EDC)
  » Women Construction Owners & Executives (WCOE)
  » GoBiz
  » CalVet

SAFETY IMPROVEMENTS

• Quad Gates
  » Block All Lanes of Traffic of Both Sides of Track
  » Channelization
  » Gate Delay on Exit Side
  » Possible 98% Reduction in Collisions (UC Berkeley Safe Transportation Education and Research Center)

• Intrusion Detection

• Positive Train Control (PTC)
GRADE SEPARATION AND SAFETY PLAN

• Long-Term:
  » California’s High-Speed Rail System will have No At-Grade Crossings Between San Francisco and Los Angeles
  » Over Time it Will Be 100% Grade Separated

• Short-Term:
  » Dedicated High-Speed Right-of-Way will have No At-Grade Crossings
  
  » 420 Miles with Grade Separations in Phase 1
  • San Jose to Los Angeles Fully Grade Separated
  
  » Bookends will have “Protected” At-Grade Crossings
  • Urbanized Environment
  • Complicated Design
  • Impacts to Communities & Railroad Operations

WHAT IS GRADE SEPARATION?

• Roadway is Re-Aligned Over or Under the Railway
• Hazards are Eliminated
**BENEFITS OF GRADE SEPARATION**

- Benefits Include:
  - Safety
  - Decrease in Traffic
  - Reduction in GHG Emissions
  - Improved Train Operations

- Regulated by the California Public Utilities Commission (CPUC)
  - Rail Safety Branch
  - CPUC Sets Priority List for Grade Separations

**GRADE SEPARATION: OUR LONG-TERM PLAN**
SAFETY IMPROVEMENTS & PARTNERSHIPS

• CPUC
• Caltrain
• Caltrans
• Operation Lifesaver
  » http://www.caol.us/
  » California High-Speed Rail is a Participant

• Regional Partners
• Cities, Counties and Local Governments

THANK YOU

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