



CALIFORNIA
High-Speed Rail Authority

Statewide and Southern California Update

Construction Network

September 30, 2025

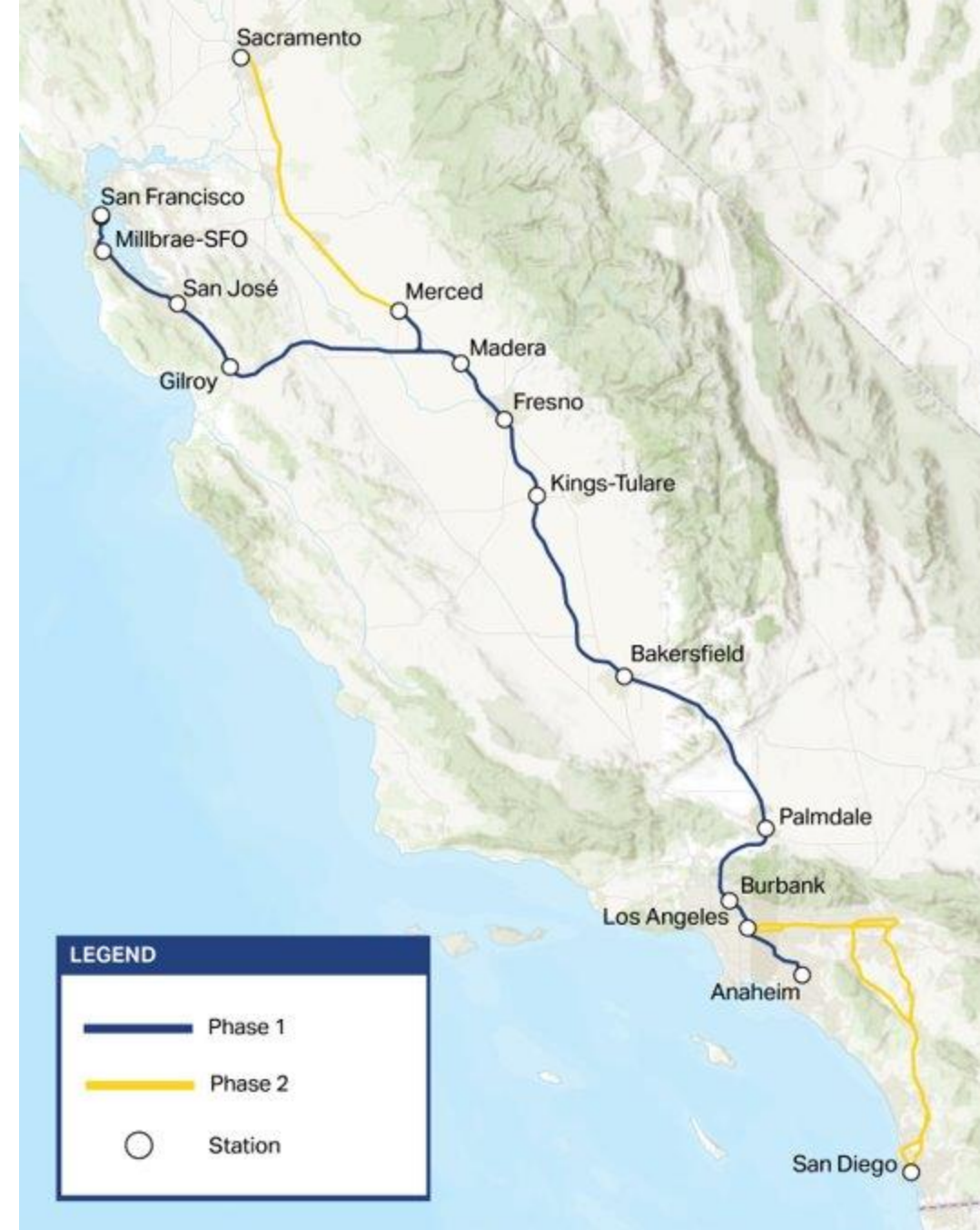
LaDonna DiCamillo, Southern California Regional Director

Connecting California

Program Highlights

- **Phase 1**
 - 494 Miles
 - San Francisco to Los Angeles/Anaheim
- **Phase 2**
 - After Phase 1 - Extends 300 Miles
 - Connections to Sacramento and San Diego

Travels at Approximately 220 mph
Up to 24 Stations



Where We Are Today

2025 Progress

- **Today:**

- 171 miles under construction or under advance design in the Central Valley
- 463 Miles from downtown San Francisco to downtown Los Angeles is environmentally cleared
- One remaining segment to be environmentally cleared
- Station Design for four Central Valley Stations is underway



California High-Speed Rail

Where We Are Today – 2025 Construction Progress



171 MILES IN DEVELOPMENT

119 miles under construction

52 miles in advance design

463 miles environmentally cleared

*Merced to Bakersfield
Initial Operating Segment*



Nearly 60 STRUCTURES COMPLETE

29 more under construction

15,800 jobs created

250+ graduates from pre-apprentice program



70+ MILES OF GUIDEWAY

Complete with grade separations, **wildlife crossings**, culvert boxes, & utility relocations



4 CENTRAL VALLEY STATIONS

Merced, Fresno, Kings/Tulare, & Bakersfield

All being designed with community input



2025 TRACK PREPARATION

Kern County Railhead

Getting ready for high-speed rail track installation

*July 2025 Numbers

Railhead Project

Construction of the railhead is a major step in the track and systems process and signifies the next phase of the high-speed rail program bringing us closer to operations.

- A freight yard in Kern County and point of termination to receive materials and stage upcoming corridor work.
- Track will feed into a 150-acre site to stage materials for future track and systems work
- Initial track & systems work is estimated to begin by Q4 2026



Governor Newsom, CEO Ian Choudri, partners, and community leaders speak at the opening of the Railhead Project on January 6, 2025.



California High-Speed Rail

Implementing the New Vision Today - Cap-and-Invest Extension



CONFIRMED:

Extension of California's cap-and-invest program until 2045



Guaranteed \$1 billion
annually for 20 years



Closes funding gap for the
Central Valley Early
Operating Segment



Opens the door for
meaningful Public-Private
Partnerships (P3)

California High-Speed Rail

Proposed Buildout Scenarios – Funding, Cost, & Schedule

In 2025, the Authority has systematically re-evaluated design criteria requirements to right-size the program from the bottom up. The Authority has focused on the essential elements to deliver a high-quality, cost-effective rail system, in a responsible timeframe.



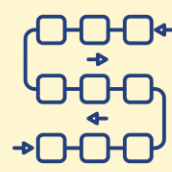
Considerable recent work has been done to increase efficiencies, decrease costs, and shorten timelines. The Authority has:



Completed
design reviews to
minimize costs



Implemented
greater design &
engineering
efficiencies



Sequenced
construction to
make funding go
further



Reviewed
estimating
methods for
greater reliability

California High-Speed Rail – Supplemental Project Update Report

Proposed Buildout Scenarios



Merced - Bakersfield

Complete the current statutorily required segment under design and active construction. The 171-mile high-speed rail line would enhance service in the Central Valley.



SF - Gilroy – Bakersfield

Build high-speed rail infrastructure extending from the Central Valley to Gilroy and collaborate with Caltrain and other partners to enhance the Gilroy to San Jose rail corridor to allow for continuous service from San Francisco to Bakersfield.



SF - Gilroy – Palmdale

Build an expanded high-speed rail infrastructure from Gilroy to Palmdale that supports continuing service to San Francisco and connects with Metrolink in Palmdale, serves a downtown Bakersfield station, and could utilize the High-Desert Corridor to connect to Brightline West in Victor Valley.

California High-Speed Rail – Supplemental Project Update Report

Proposed Buildout Scenarios – Financial Information

Merced – Bakersfield

This scenario is required by statute & constitutes the entirety of the 171-mile Merced – Bakersfield Early Operating Segment.

This scenario assumes a service start date of January 1, 2032



\$36.75B
Revised Cost

The Authority avoided \$14.28B in cost increases a 30% savings.



1.6 M - 2.2M
Annual Estimated Ridership



\$39M - \$56M
Estimated Revenue

Against \$121M in O&M, requiring approximately \$83M - \$65M per year in continuous funding.

SF – Gilroy - Bakersfield

This scenario sequences construction to maximize existing assets to deliver the scenario on an accelerated timeline.

This scenario assumes a service start date of early 2038.



\$58.1B
Estimated Cost



8.77M - 11.91M
Annual Estimated Ridership



\$626M - \$886M
Estimated Revenue

Against \$441M - \$447M in O&M, with a farebox recovery of 157-246%

SF – Gilroy – Palmdale

This scenario extends service south from Gilroy to Palmdale, connecting to Brightline West & Metrolink for onward travel to Los Angeles, San Diego, & Las Vegas.

This scenario assumes a service start date of early 2038.



\$90.85B
Estimated Cost



12.52M – 18.02M
Annual Estimated Ridership



\$1.1B - \$1.6B
Estimated Revenue

Against \$625M - \$658M in O&M, with a farebox recovery of 186-304%.

California High-Speed Rail

Needed California Legislature Support



STABLE & SECURED FUNDING

- The Authority remains committed to maximizing grant opportunities by actively pursuing federal, state, and local grants for infrastructure development, environmental sustainability, and transportation innovation.
- There are considerable opportunities for the Authority and the State of California to engage with the private sector through a Public-Private-Partnerships (P3) delivery model. The level of state funding commitment will play a crucial role in attracting the private sector (P3) to participate and invest.

CEQA EXEMPTIONS FOR RENEWABLE POWER GENERATION FACILITIES

- To help accelerate the project's clean energy procurement and reduce delays associated with environmental review, the Legislature could enact legislation for a CEQA exemption for clean power interconnection, which could also encourage investments in sustainable infrastructure.



STREAMLINED PERMITTING

- The Legislature could direct California regulatory agencies and the Authority to develop reasonable and prudent alternatives to current permit requirements that maintain the high-speed rail program's core purpose while meeting environmental objectives.

California High-Speed Rail

Needed California Legislature Support – Cont'd

PROVISION OF DEDICATED COURT RESOURCES

- The State could provide targeted judicial resources for program-related property acquisition cases, ensuring timely resolutions for the Authority, property owners, and local agencies coordinating parallel work.



UPDATE SENATE BILL 198

- To provide flexibility for project sequencing and unlock private sector engagement, allowing the state and the Authority to invest these new funds back into the system to continue building, the Legislature could remove the limitations related to spending outside the Central Valley.

THIRD-PARTY STREAMLINING

- What's needed is a more structured and accountable framework that creates defined and binding timelines and ensures all parties operate under clear, enforceable expectations. These policy improvements would create the predictability and accountability necessary for successful delivery, protecting public investment and ensuring consistent progress across all segments of the program.



California High-Speed Rail

Implementing the New Vision Today - Specifics

MATOC (*Multiple Award Task Order Contract*)

Essential tool for large programs, streamlined approach for an agency to procure a wide range of construction with flexibility efficiency, & competition, ensuring that the agency gets the best value.

The MATOC will be utilized to execute a broad range of repair & minor construction projects on real property.



Flexibility & Efficiency

- Saves time & cost for the Authority & industry
- Nimble contracts allowing timely support
- Cost savings measure
- Incentivizes performance



Increased Opportunities

- Allows access to an array of experts, innovation, & industry best practices
- Capacity building

COMMODITIES PURCHASING

Staff analysis demonstrates purchasing long lead items will likely result in significant cost & schedule savings to the Authority.

This allows for fast, smarter, more economical track & systems installation.



Commodities Include

- Rail
- Concrete Ties
- Overhead Contact Systems (OCS) Poles
- OCS Components
- Fiber Optic Cable
- Ballast

Small Business Participation Goal Breakdown

Blended State and Federal	100% State Funded	100% Federal Funded (including grants)
3% Disabled Veteran Business Enterprise (DVBE) goal, which will be applied across the total contract value.	3% DVBE goal	17% Disadvantaged Business Enterprise (DBE) goal
10% DBE goal, which will also be applied across the total contract value.	25% Small Business goal using all categories that qualify under the state standard, which includes certified Small Business and SB-PW. Of that 25% we will designate 3% microbusiness	
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Link to Small Business Program webpage



Procurements – Current procurements

For more information about Procurements use the QR code, or go to the link below:

<https://hsr.ca.gov/business-opportunities/procurements>



Highlights

- **More than 16,153 Construction Jobs Created***
 - In 2024, Record Number of Workers Dispatched Daily
 - Active Construction in the Central Valley
 - Average 70% Workers from Disadvantaged Communities
- **945 Small Businesses Employed****
 - 329 are Disadvantaged Business Enterprises
 - 118 Disabled Veteran Business Enterprises
 - Jobs Creation for Residents of Disadvantaged Communities
- **Leading In Sustainability**
 - Currently Using Tier IV Equipment on Construction
 - Will Run on 100% Renewable Energy
 - Recognized as a Platinum Sustainable Infrastructure Project

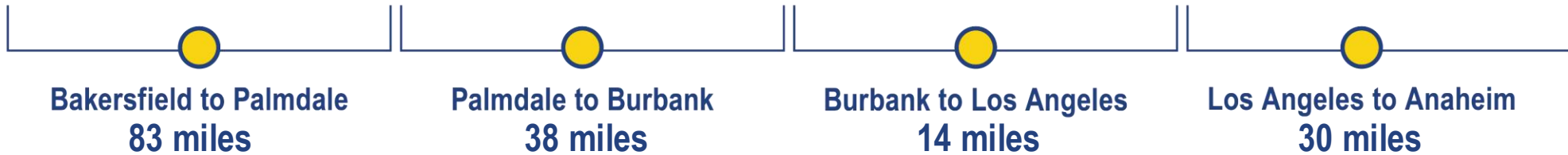
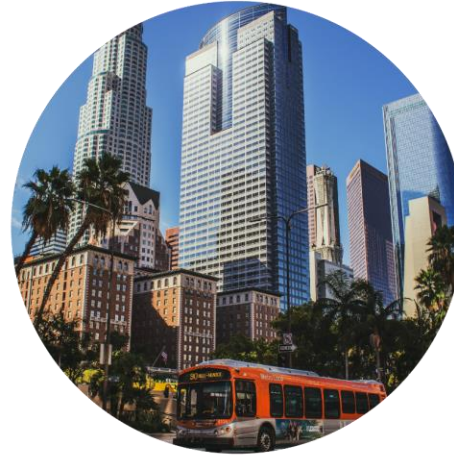
(*as of Aug 31, 2025) (**as of July 31, 2025)



High-Speed Rail in Southern California

Phase 1

Four Project Sections

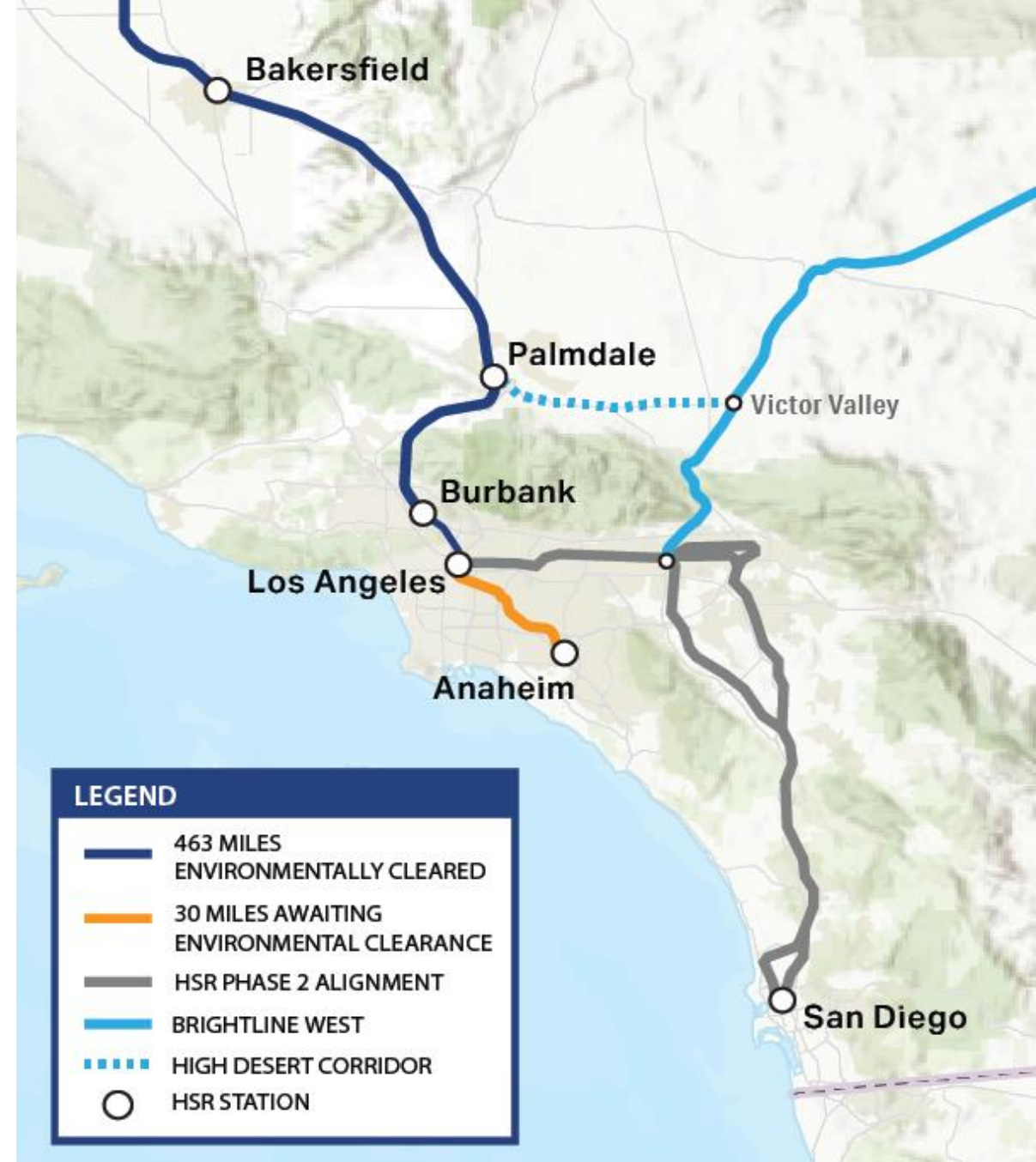


165 miles



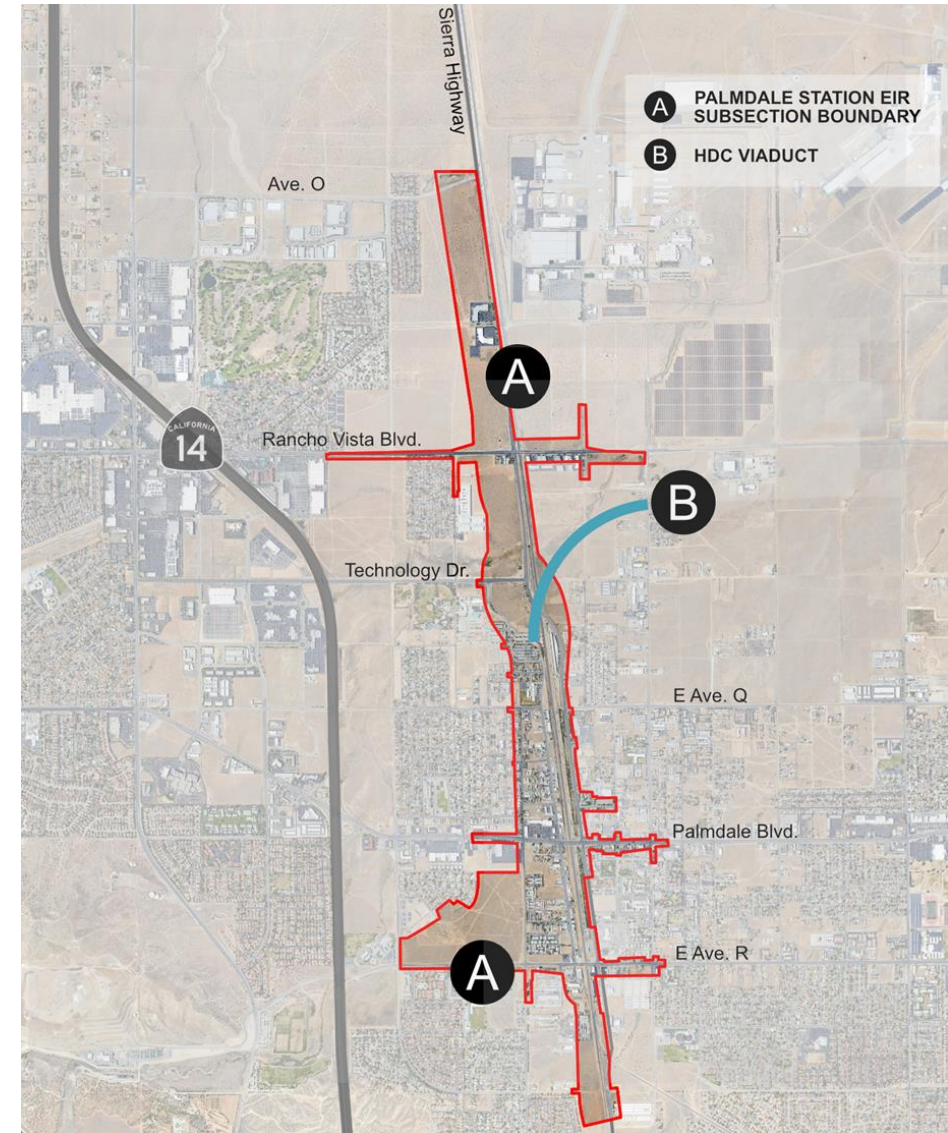
Palmdale Station Overview

- Unique Station connecting several transit modes
 - ✓ California High Speed Rail
 - ✓ High Desert Corridor (Brightline)
 - ✓ Metrolink
 - ✓ Local Bus
 - ✓ Long Distance Bus
- Station area planning ongoing with the City of Palmdale
- Continuing coordination with High-Desert Corridor Joint Powers Association



Palmdale Station Subsection

- Part of the **Bakersfield to Palmdale** project section and environmental document
- The **northern limit** of the Palmdale Subsection is Avenue O in the City of Palmdale, on the west side of Sierra Highway
- South of Ave O the alignment runs parallel to and **approximately 200 feet west** of the existing Metrolink Antelope Valley right-of-way
- South of Avenue R, the alignment would continue for approximately 700 feet to a point east of Spruce Court. This point represents the **southern limit** of the Palmdale Subsection. .
- A **traction power facility** would be located near Avenue O.
- The alignment would continue south at-grade, **crossing the current alignment of Sierra Highway** near the intersection of East Avenue S.



Shared Passenger Track Alternatives

Draft EIR/EIS Build Alternatives

Draft EIR/EIS will consider two build alternatives:

Preferred Alternative Shared Passenger Track Alternative A

- SoCal LMF at **26th Street** (Vernon)
- No Intermediate Station
 - » Fullerton and Norwalk/Santa Fe Springs HSR Stations will be evaluated as design options
- Mostly at-grade crossings within City of Anaheim

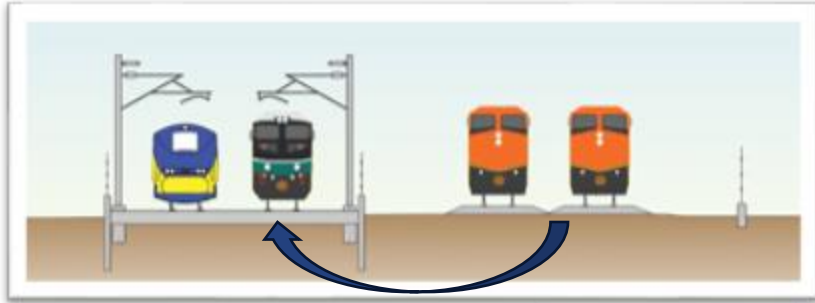
Shared Passenger Track Alternative B

- Similar to Alternative A, except:
 - » SoCal LMF at **15th Street** (Los Angeles)



Shared Passenger Track Alternative

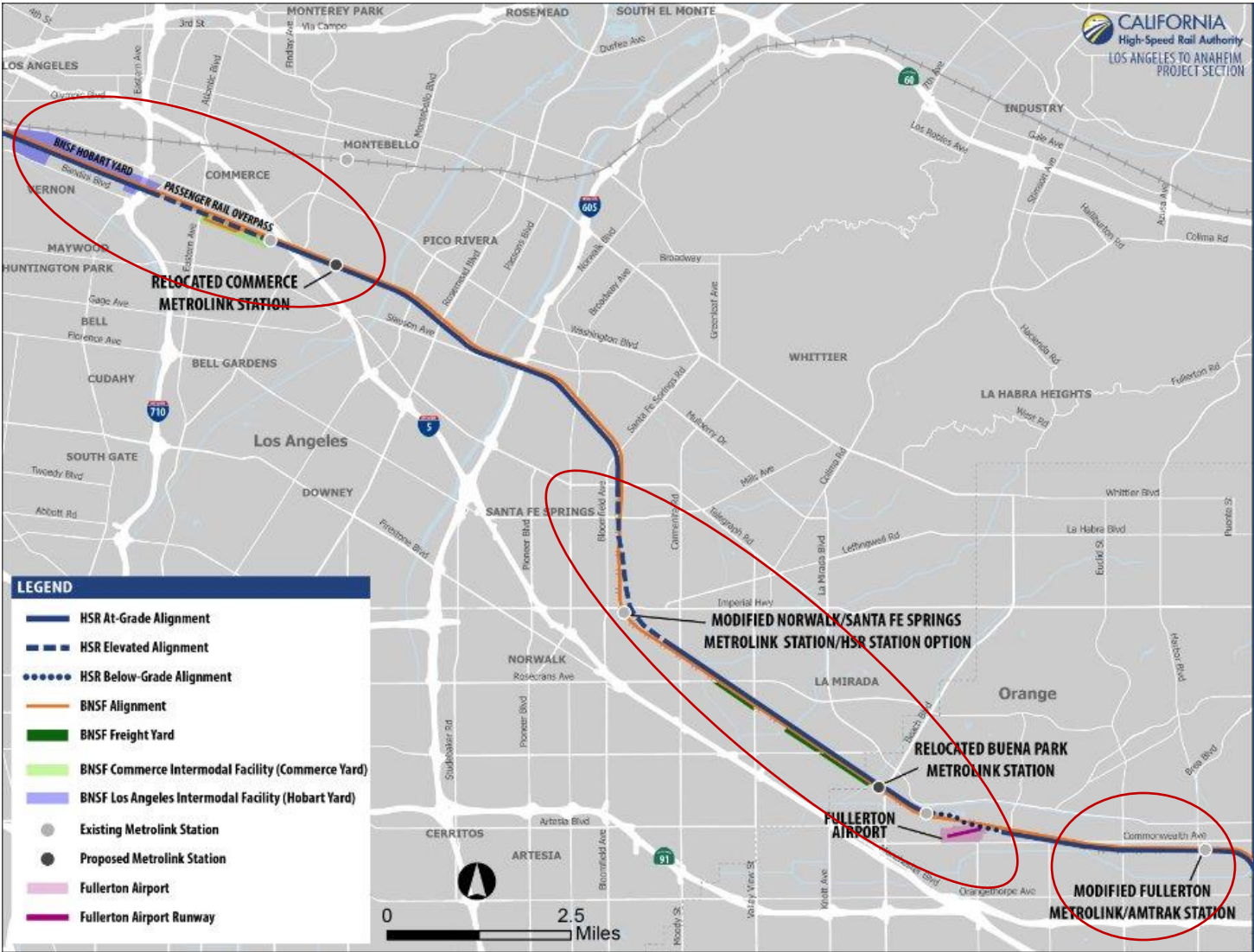
Overview



- Key Features of Shared Passenger Track Alternative:
 - » Construct one additional mainline track within portion of Corridor
 - » Electrify two of four mainline tracks
 - » Other proposed modifications at locations including Commerce viaduct, Norwalk/SFS station, Fullerton station, and Metrolink's Buena Park and Commerce stations
- BNSF could utilize up to four mainline tracks within its right-of-way
 - » Tracks not dedicated for passenger rail service only
- HSR operations would slightly reduce levels (two trains per hour per direction) when compared to previous alternatives and San Francisco to Los Angeles Union Station operations



Improving Corridor Efficiency – Removing Freight and Passenger Rail Conflicts



LA-A Milestones



California High-Speed Rail

What's Next

The Authority is **providing a clear path towards a commercially successful high-speed rail network** providing utility to millions of Californians.

Connecting profitable service to the Bay Area economic hub will demonstrate high-speed rail's potential as a **catalyst for improved economic, environmental, and quality of life** outcomes.

California's **long-term mobility, housing, economic, and climate goals remain within reach**, if supported by the right tools, the right partnerships (P3's included), and a shared understanding of what success requires.

While challenges remain, so too does the **potential to deliver a modern transportation system worthy of the state's ambitions**, one that reflects the scale, complexity, and promise of California itself.

If favorable conditions are met, sustained, diversified funding is available, along with legislative enhancements, **the Authority estimates it can deliver this project by 2038 to 2039**.

Upcoming Milestones



Track & OCS Procurement (In Progress)

Central Valley Railhead (Concluding Soon)

Long Lead Materials Acquisition Begins (2025)

First Track Laying (2026)

California High-Speed Rail

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