



CALIFORNIA
High-Speed Rail Authority

Construction Network

Transportation Projects

Upcoming Projects & Contracting Opportunities

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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

Commitment to our Mission & New Vision

The Authority remains laser focused on constructing a commercially viable high-speed (+200mph) rail system.

Using available financial resources and on a sustainable timeline

Completing full service between downtown San Francisco and downtown Los Angeles/ Anaheim.



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
through 2045*



*Closes funding gap for the
Central Valley Early
Operating Segment*



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

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

What is an IDIQ and What are its Advantages?

Much like a MATOC, an Indefinite Delivery, Indefinite Quantity (IDIQ) contract is a pool type contracting vehicle that allows for an unspecified quantity of services (or supplies) to be delivered over a fixed period of time through the issuance of task orders.



Increased Flexibility



Timely project delivery



Increased Cost Savings



Improved Quality

Architectural & Engineering (A&E) IDIQ Structure



Three Pools of Business:

- *Small Business*
- *Intermediate Business*
- *Large Business*

Period of Performance

(5) years

Contract Capacity

No not-to-exceed ceiling for the Base Contract.

Task Order ceilings will be negotiated at the Task Order level with the most highly qualified Offeror(s), once scope of services is known.

A&E IDIQ Statement of Work

Work will be defined in the individual task orders in accordance with the SOW and may include, but not be limited to the following disciplines:

Architectural design
Construction design support services
Project and construction management services
Building systems design
Interior and exterior renovation designs
New building and industrial facility design
Equipment installation planning and design
Landscape architectural design
Space programming
Mechanical engineering
Electrical engineering
Civil and transportation engineering
Geotechnical engineering and investigation

Surveying and right-of-way
Hazardous materials assessment and management
Environmental planning
Regulatory permitting
Rail systems engineering
Structural engineering
Tunnel engineering
Transit engineering
Other professional services and A&E related work

A&E IDIQ Statement of Work: Scope of Services

Minor Works. *The scope of services for minor works includes, but is not limited to, designs for utility relocations, surveying, right-of-way acquisition support, geotechnical investigation, construction contract administration/PCM services, construction inspections, roadway engineering, specialty professional engineering services, and A&E related advisory services.*

Intermediate Works. *Scope will encompass moderately complex projects characterized by multi-disciplinary coordination, moderate technical complexity, and increased project management demands.*

Major Works. *The scope for major works includes all A&E professional services expected for the environmental, design, procurement, construction design support and commissioning for a high-speed railway system. Major Works may also include project and construction management (PCM) services contracts for larger Authority construction contracts.*

Small Business Goals

- *The A&E IDIQ is subject to Small Business (SB) and Disabled Veteran Business Enterprise (DVBE) participation goals in compliance with state and federal law.*
 - » *The IDIQ will incorporate, by reference, the Authority's HSR SB Program Plan, dated November 2, 2023, which establishes a 25 percent Small Business (SB) goal, inclusive of a 3 percent goal for Microbusinesses (MB); and a separate 3 percent Disabled Veteran Business Enterprises (DVBE) goal for contracts that receive state and federal blended funds.*
- *On October 3, 2025, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) making changes to its DBE program (49 CFR Part 26), effective immediately.*
 - » *Pursuant to 49 CFR 26.55(i) and 49 CFR 26.52(h), the Authority will not count DBE participation towards the Authority's 10 percent DBE goal until the applicable Uniform Certification Program(s) have completed the 49 CFR 26.111 reevaluation process for a business.*

Further details about the Authority's goals and its HSR SB Program Plan may be found on the Authority's Small Business Program webpage: <https://hsr.ca.gov/work-with-us/small-business-program/>

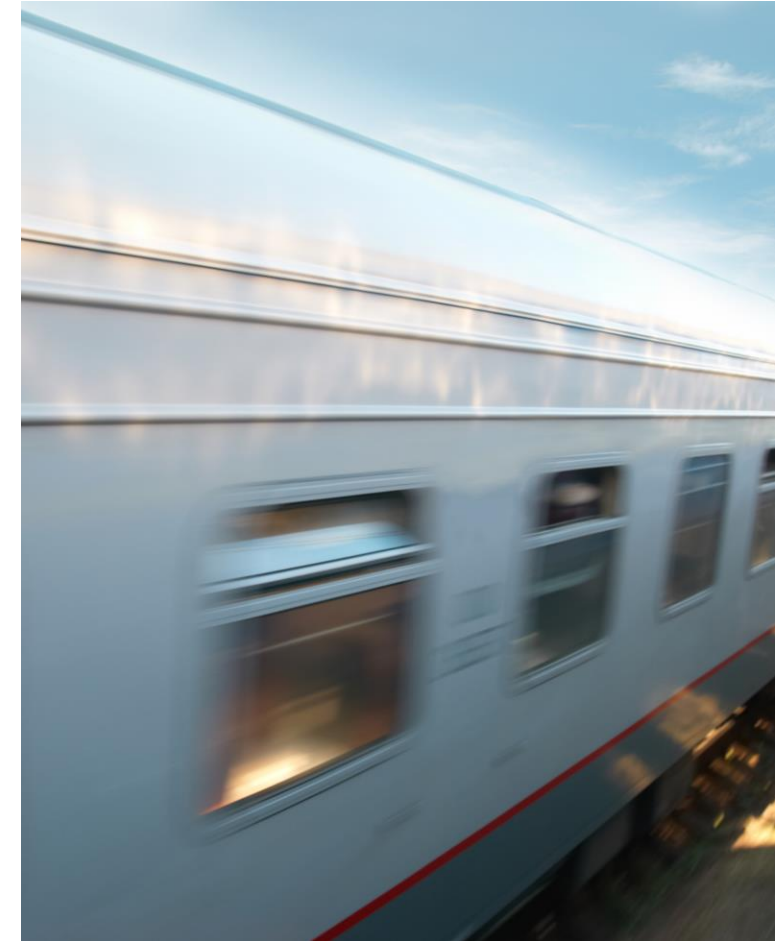
IDIQ Task Order Process

Task Order Process

- *Task Order Request Notification (TORN) issued to applicable pool, allowing firms in that pool to express interest.*
- *Technical evaluation board evaluates SOQs received during the procurement for the Base Contract.*
- *Fee Proposal requested from most highly qualified Offeror from the applicable pool.*
- *Negotiations*
- *Award*

On/Off Ramp Procedures

The Authority intends to periodically review the total number of consultants participating in the Ordering Process and determine whether it would be in its best interest to initiate on-ramping to add new contractors to the Base Contract, or off-ramping to remove awardees due to industry consolidation, significant changes in the marketplace, lack of participation, or general economic conditions.



A&E Request for Qualifications (RFQ) Anticipated Schedule

Activity	Date
Release of the RFQ	Q1, 2026
Virtual Pre-bid Date	Q1, 2026
SOQ Due Date	March 2026
Notice of Award	Q2, 2026

Award and Execution of Pool Contracts Anticipated: Q2, 2026

Please direct questions to AEIDIQ@hsr.ca.gov

Procurement Process Details

Authority's Webpage

*The Authority's webpage for this procurement is as follows:
<https://hsr.ca.gov/work-with-us/procurements/>*



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.



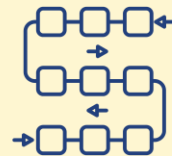
Considerable recent work has been done to increase efficiencies, decrease costs, and shorten timelines. The Authority has:



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

Where We Are Today – 2026 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*



58 STRUCTURES COMPLETE

29 more under construction

16,388 jobs created

250+ graduates from pre-apprentice program



80 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

*Jan 2026 Numbers

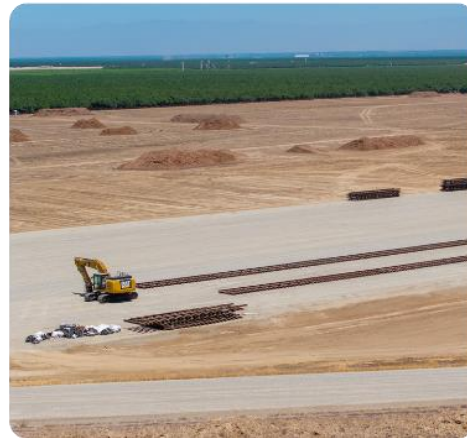
California High-Speed Rail

Central Valley Railhead

Construction of the 150-acre railhead is a major step in the track and systems process and signifies the next phase of the high-speed rail program bringing it closer to operations.

- *Located at the southernmost end of Construction Package 4 (CP 4), near Bakersfield, CA*
- *Designed to receive, house, and deploy materials for laying track via existing BNSF freight rail lines*
- *Including major equipment such as track laying machines, track ties, traction power, and Overhead Contact Systems (OCS)*

High-speed rail installation will commence in on CP4, moving north in Q3 2026



California High-Speed Rail

Investing in Southern California

Southern California

\$1.3 billion

Link US

\$423 million for Los Angeles Union Station

Shared Corridor Improvements

\$363 million environmental review work (for HSR, Metrolink, LOSSAN, others)

Safety Improvements

\$77 million for Rosecrans/Marquardt Grade Separation (completed)

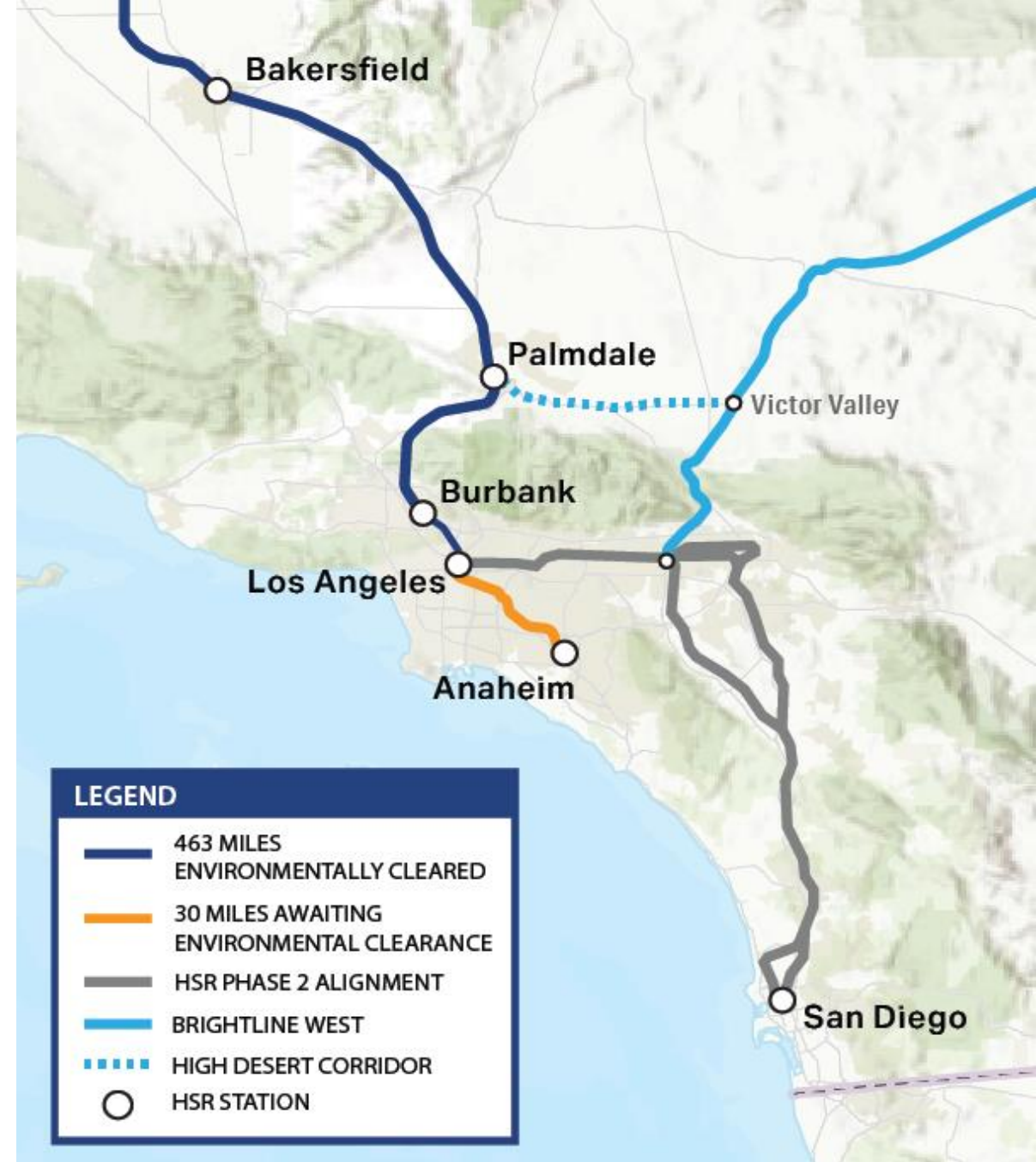
Connectivity Projects

\$389 million from Proposition 1A (Metro Regional Connector, Metrolink Tier 4, PTC)



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*



Shared Passenger Track Alternatives - Los Angeles to Anaheim

Draft EIR/EIS Build Alternatives

Draft EIR/EIS will consider two build alternatives:

Preferred Alternative
Shared Passenger Track
Alternative A

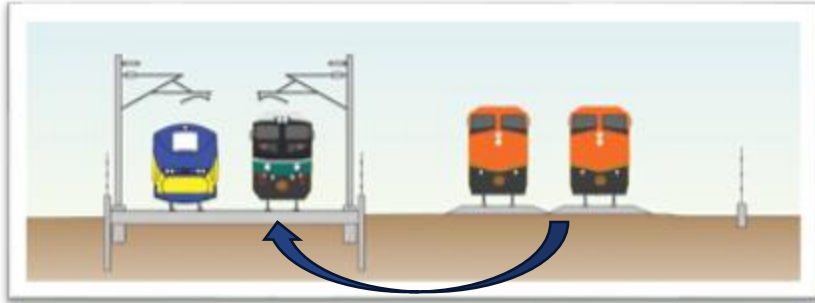
- SoCal LMF at 26th Street (Vernon)
- No Intermediate Station
 - » Fullerton and Norwalk/Santa Fe Springs HSR Stations will be evaluated as design options
- Mostly at-grade crossings within City of Anaheim

Shared Passenger Track
Alternative B

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



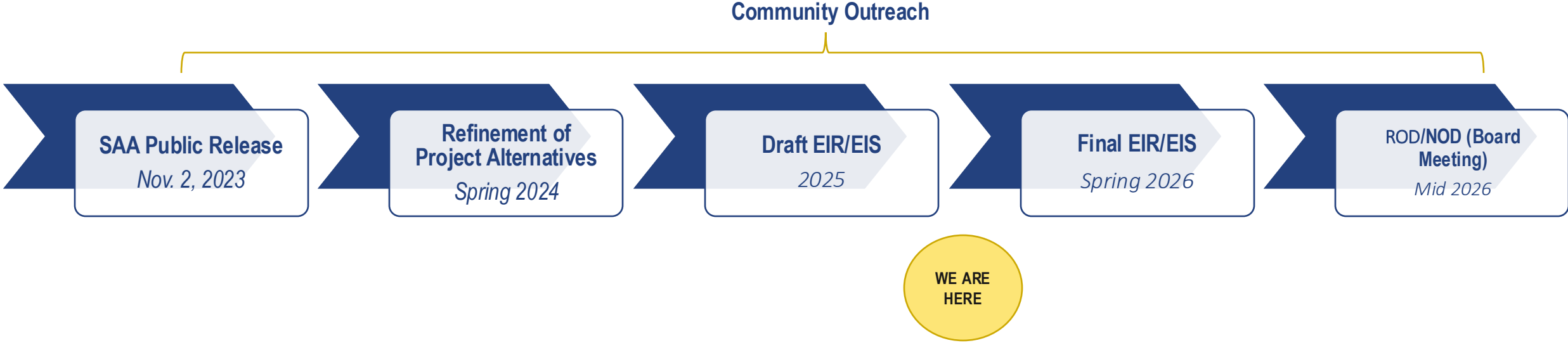
Shared Passenger Track Alternative Overview



- *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*



Los Angeles to Anaheim Milestones



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

[https://hsr.ca.gov/business-
opportunities/procurements](https://hsr.ca.gov/business-opportunities/procurements)



California High-Speed Rail

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