



CALIFORNIA
High-Speed Rail Authority

Program Summary Update

Budget Subcommittee #5

March 27, 2025

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

Up to 24 Stations



New Leadership, New Focus

Under new leadership – tighter focus on delivery:

- » Analyze every aspect of this project to deliver the system efficiently and effectively
- » Engage with industry to accelerate delivery and refine our approach
- » Shift how we deliver the system by:
 - Building smarter, faster, more economically
 - Preventing costly delays
 - Structuring into a project delivery team
- » Work with legislature to provide more jurisdictional authority to CAHSRA
- » Find innovative methods to stabilize funding/financing
- » Advance development of the Southwest Region High-Speed Rail Network

Exhibit 1.0: Southwest High-Speed Rail Network Map





 CALIFORNIA High-Speed Rail Authority
2025 PROJECT UPDATE REPORT



SOUTHWEST REGIONAL HSR NETWORK

Gilroy-to-Palmdale Operating Segment in less than 20 Years,
 Connecting Caltrain in the North and Brightline West in the
 South through HDC

MAJOR PROJECT ACHIEVEMENTS

CP-4 Substantially Completed, ~15,000 Jobs Created,
 \$22 Billion Economic Activity, 463 Miles Environmentally
 Cleared

SUMMER UPDATE

New assessment of Scope, Cost, Schedule, Procurement
 Strategy, Ridership/OM, Design, and Sequencing

Program Summary Update

Central Valley

- 93 **Structures** – 53 completed (57%), 33 underway
- 119 Miles of **Guideway** – 60 completed (50%), 36 underway
- 99% **ROW** acquired, remaining parcels expected end of 2025
- 1,836 **Utility Relocations** – 1,523 completed (83%), 150 in progress
- Merced and Bakersfield **Extensions** – Design Advancing + ROW acquisition begins in 2025
- **Stations** – Design Advancing
- **Track and Systems** – Design Advancing on Track and OCS
- **Trainsets** – Active Procurement + Re-assessment

Northern Region

- Environmental Clearance – **Achieved to San Francisco** – Pending funding to advance work
- Caltrain Modernization Project – **Completed + Operational**
- 25th Ave (San Mateo) Grade Separation – **Project Completed**

Southern Region

- Environmental Clearance – **Achieved to Los Angeles** – Pending funding to advance work
- Environmental Clearance – **Expected in FY25-26** for LA to Anaheim
- Rosecrans/Marquardt Grade Separation Project – **Completion in 2025**
- LinkUS Project – EIS/EIR public review + comment period closed Aug 24, conducting preliminary field work, undergoing Value Engineering effort

Overview of the California High-Speed Rail Authority (Authority) Budget Change Proposals (BCPs) for Fiscal Year 2025-26

- National Environmental Policy Act (NEPA) Assignment Support
- Operational Technology and Data Integration
- California High-Speed Rail Authority Office of the Inspector General Reimbursement Authority

National Environmental Policy Act (NEPA) Assignment Support

- The Authority requests \$2.54 million and 13.0 positions in High-Speed Passenger Train Bond Funds (Proposition 1A), and associated reimbursement authority in Fiscal Year 2025-26 and ongoing, for costs associated with the renewed NEPA Assignment Memorandum of Understanding (MOU) executed with the FRA on July 22, 2024 and SB146 (*Responsibilities for NEPA on behalf of the federal government to support environmental review of rail and public transit projects*)
- The Authority is aware of currently eight projects of various sizes and complexity that local sponsors will seek to apply to the Authority for inclusion in the NEPA Assignment Program.
- Without additional resources, new NEPA workload will be a burden on the Authority's current projects. This would impact the Authority's ability to fulfill public commitments made in the 2024 Business Plan and the FRA's American Recovery and Reinvestment Act of 2009 (ARRA) Grant.

Potential Local Projects for NEPA Review

- **High Desert Corridor (HDC) Intercity High-Speed Rail Project**
 - 54-mile HSR project from Palmdale to Victor Valley
- **Del Mar (LOSSAN Corridor) Bluffs Rail Realignment Project**
 - Address on-going bluff erosion
- **Merced Intermodal Track Connection Project (MTC)**
 - Integrated HSR Merced Station with San Joaquins' cross-platform
- **Madera High-Speed Rail Station Full-Build Project**
 - HSR Station full build out
- **San Jose Intermodal Station (Diridon)**
 - New/expanded station integrating transit and HSR routes
- **Metrolink Interlocker**
 - Reconfigure pass-through to maintain freight and accommodate HSR at Fullerton
- **Coachella Valley Rail Corridor**
 - 144-mile passenger service from Coachella Valley to LA Union Station
- **Staging Tracks**
 - Mitigation for passenger rail operations in SoCal – Caltrans lead agency for proposed relocation in Hesperia

Operational Technology and Data Integration

- **The Authority requests \$1.16 million and 5.0 positions in Fiscal Year (FY) 2025-26 and \$1.81 million and 8.0 positions in FY 2026-27 and ongoing in High-Speed Passenger Train Bond Funds (Proposition 1A).**
- **These resources will:**
 - **Establish the standards and develop the architecture frameworks for the operational systems (technology) and data necessary for a well-integrated and efficient rail system that is ready for operations in the Central Valley between 2030 and 2033; and**
 - **Define the security requirements associated with the operational systems and integrations and develop vulnerability management, incident response, and other plans and playbooks designed to safeguard the rail system's integrity, confidentiality, and availability against intrusion and other cyber security threats.**

California High-Speed Rail Authority Office of the Inspector General Reimbursement Authority

- The Authority requests \$113,000 in High-Speed Passenger Train Bond Fund Reimbursement authority (Proposition 1A) starting in Fiscal Year (FY) 2025-26 and ongoing for costs associated with administrative services rendered on behalf of the High-Speed Rail Authority Office of Inspector General (HSR-OIG).
- Currently, the HSR-OIG utilizes HSR business services, mail services, human resources technical support, budgeting technical support, accounting services, and information technology services.
- This reimbursement authority will allow the Authority to provide ongoing support services in administrative areas and the Authority to recover hourly staff costs associated with ongoing administrative support for the HSR-OIG starting in FY 2025-26.



Questions?

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