



PHASE 1 CORRIDOR TUNNELING DESIGN – NORTH & SOUTH



The **California High-Speed Rail Authority** (Authority) is applying for a project development grant from the Federal Railroad Administration (FRA) through its **Federal-State Partnership for Intercity Passenger Rail – National Program (FSP-National)** for federal fiscal year 2024 funding to commence preliminary tunneling design for two sections of the Phase 1 Corridor between San Francisco and Los Angeles / Anaheim (a corridor already accepted in the FRA’s Corridor Identification and Development Program).

The Authority’s application for preliminary tunneling design (Project) would fund work for the first two in a sequence of design sections that have been environmentally cleared:

1. **Bakersfield to Palmdale**
2. **Gilroy to Central Valley Wye**

These two design sections involve complex tunnels that require detailed geotechnical investigations. The grant request for this project is **\$536 million** that would be matched by state Cap-and-Trade funds of almost **\$134 million** for a total Project Cost of roughly **\$670 million**.

The objective of the Project is to commence time consuming and complex tunneling design work that would result in 30% design, including:

- **Civil design**
- **Preliminary geotechnical studies**
- **Right-of-way design identification**
- **Utility design**

The benefits of this work include advancing exploration of solutions to geotechnical challenges; maintaining engagement with communities for early co-benefit investments on shared alignments; and reducing risk of cost and schedule.

This work is critical to completing the future final design of long lead-time tunnel sections of the Pacheco Pass in the Diablo Mountain Range (North) and the Tehachapi Mountains (South) that are required to connect major regions of the State. The two design sections will advance toward the largest population centers of the State that will connect with other intercity passenger rail systems in the Southwest Region Corridor.

- **In the South, California High-Speed Rail (CAHSR) will connect with two additional high-speed rail projects underway, the High Desert Corridor and Brightline West, as well as existing rail services, including Metrolink.**
- **In the North, CAHSR will connect with Caltrain and Altamont Commuter Express (ACE) rail services.**

The Authority was awarded FSP-National funding in 2023 for Final Design and Construction for early elements of the Inaugural High-Speed Service from Merced to Bakersfield. The requested grant funds would prepare for expansion toward Southern California and the San Francisco Bay Area.

This FSP-National Program grant application is part of an on-going federal-state partnership that, to date, has provided approximately \$28.8 billion in funding for high-speed rail in California (\$22 billion in state funds [76% of total project funding], and \$6.8 billion in federal funds [24% of total project funding]). California is the only state to have committed this level of funding to modernizing rail, and the Authority is asking the federal government to match this level of commitment with strong grant support to the project with Infrastructure Investment and Jobs Act funding.

The Authority is supporting a complementary grant application for the High Desert Corridor Joint Powers Agency’s Southwest Region High-Speed Rail Integration Project, which interacts with the Authority’s Phase 1 Corridor to connect with Brightline West through Palmdale.

