



California High-Speed Rail Program Updates

Design & Construction

 59 structures completed, 33 remaining, 30 underway	 Track and systems request for proposal released—largest in U.S.	 Railhead facility track installation completed
 81 guideway miles completed, 38 remaining, 27 underway	 Construction Package (CP) 4 substantially complete, CP 1 and CP 2-3 expected 2026	



Southern Railhead event, February 2026



Corcoran Highway Grade Separation, Kings County, January 2026

Operational Milestones

Merced to Bakersfield Schedule

The updated completion date for the Merced—Bakersfield early operating segment is 2032, with fare service beginning in 2033.

LA to Anaheim Environmental Clearance Process Underway

The Draft Environmental Impact Report/ Environmental Impact Statement for the 30-mile segment between LA and Anaheim was released in December 2025. Board consideration of final clearance is anticipated by the end of 2026, marking a major milestone toward full environmental clearance for Phase 1.

Jobs and Training

16,000+ good-paying jobs created since construction began	1,400 workers on average dispatched to construction sites each day in 2025
300+ students completed the Central Valley Training Center pre-apprenticeship program	Partnerships with California colleges have created pathways to union jobs and transportation careers

Funding and Financial

\$1 billion annual Cap-and-Invest commitment through 2045 provides long-term funding stability	\$1.7 billion (Phase 1) cost savings due to streamlining efforts
\$2.9 billion in economic output in fiscal year 2024-2025	Established ancillary revenue framework to identify revenue beyond ticket sales

Strategic Procurement

Private Sector Partnerships

The Authority issued a Request for Qualifications for a Co-Development Agreement in December 2025 to select a private partner by summer 2026 to support project delivery and early commercialization of project assets. Market interest has been robust, with about 400 industry experts attending the January 2025 Industry Forum and 30 responses to the subsequent RFEI released in June 2025.

Multiple Award Task Order Contracts (MATOC)

In June 2025, the Authority launched an innovative contracting effort to establish MATOC, enabling faster and more reliable delivery of small construction projects in the Central Valley through multiple awards under a single solicitation.

Direct Materials Procurement Strategy

Approved by the Board in August 2025, the direct procurement of long-lead materials ensures timely material availability, reduces contractor risk exposure, lowers overall project costs, and shortens the schedule.

Architectural & Engineering Indefinite Delivery/Indefinite Quantity (AE IDIQ) Contracts

Launched in 2026, the AE IDIQ process accelerates task order delivery by establishing pools of architectural and engineering firms to deliver environmental, planning, engineering and/or architectural services, geotechnical engineering site-investigations, professional design support, and construction management services.

California High-Speed Rail Infrastructure Highlights



The Tied Arch Bridge in Fresno County will span 249 feet long and will take high-speed trains over State Route 43.



The Hanford Viaduct is the largest project in the 119 miles of construction. It spans more than 6,330 feet and will be home to the future Kings/Tulare Station.



The San Joaquin River Viaduct is a signature structure and serves as the northern gateway into Fresno. This structure was completed in 2021.



The Tulare Street Undercrossing was completed in July 2025 and takes traffic under the existing Union Pacific Railroad and future high-speed rail lines. This grade separation eliminated the previous grade crossing at Tulare Street.



The Wasco Viaduct will take high-speed trains over the existing BNSF freight tracks and is nearly 2,000 feet long. It was completed in March 2023.



The Southern Railhead