

November 14, 2022 | High Performance

AECOM-Fluor JV Lands California High-Speed Rail Contract

Written by Marybeth Luczak, Executive Editor



The California High-Speed Rail Authority (CHSRA) has selected the AECOM-Fluor joint venture (JV) to provide Program Delivery Support (PDS) services.

California high-speed rail is currently under construction along 119 miles in the Central Valley at 35 active job sites. The 500-mile Phase 1 system is slated to extend from San Francisco to Los Angeles/Anaheim; 422 miles have already been environmentally cleared (see map below).

Exhibit 5.0: Environmental Schedules and Cost Summary by Segment¹

NORTHERN CALIFORNIA²

San Francisco to San José

43 miles

Capital Cost: \$1.6 billion

EIR/EIS: Q2 2022

San José to Carlucci Road

88 miles

Capital Cost: \$13.6 billion

EIR/EIS: Q1 2022

CENTRAL VALLEY

Merced to Madera³

33 miles

Capital Cost: \$2.3 billion*

EIR/EIS: Complete

*Includes partial funding for Central Valley Wye

Madera to Poplar Avenue³

119 miles

Capital Cost: \$13.9 billion

EIR/EIS: Complete

Funded/Under Construction

Poplar Avenue to Bakersfield³

19 miles

Construction Cost: \$1.3 billion

EIR/EIS: Complete

Central Valley Wye Balance

28 miles

Capital Cost: \$2.2 billion

EIR/EIS: Complete



SOUTHERN CALIFORNIA²

Bakersfield to Palmdale

79 miles

Capital Cost: \$18.4 billion

EIR/EIS: Complete

Palmdale to Burbank

41 miles

Capital Cost: \$16.8 billion

EIR/EIS: Q1 2023

Burbank to Los Angeles

13 miles

Capital Cost: \$2.9 billion

EIR/EIS: Complete

Los Angeles to Anaheim

31 miles

Capital Cost: \$2.9 billion

EIR/EIS: Q4 2023

Notes:

- Final segment miles dependent on completion of environmental documents. Estimates do not include HMF or trainsets except for Merced to Bakersfield line.
- Additional statewide funding:
 - Caltrain Electrification- \$714 million
 - San Mateo Grade Separation- \$84 million
 - Rosecrans/Marquardt Grade Separation- \$77 million
 - Los Angeles Union Station- \$423 million
- This exhibit has been updated to correct the capital cost estimate for the Madera to Poplar Avenue project segment to \$13.9 billion, which was incorrectly reported as \$15.2 billion when the original draft report was released. Cost estimates are for single-track; an additional \$1.1 billion is required to add second track on the Merced to Bakersfield line.

The **CHSRA** staff in August recommended to the Board the PDS services contract with AECOM-Fluor JV—which includes Atlas Technical Consultants, Egis Rail S.A., Turner & Townsend, McMillen Jacobs Associates, and Jaquith Consulting Group, and 26 Small Business (SB)/Disabled Veteran Business Enterprise (DVBE)/Disadvantaged Business Entity (DBE) firms—in an amount not-to-exceed \$400 million for a four-year term. According to CHSRA, the PDS contract includes support for program development, management assistance, and program delivery and other specialized technical expertise. It also includes Project and Construction Management (PCM) services for civil works.

Connect CA Partners, comprising Bechtel Infrastructure Corporation, Mott MacDonald, Michael Baker International, CBRE, Gail Zeidler, Psomas, Vanir, and 28 SB/DBE/DVBE firms, was also considered for the contract.

AECOM on Nov. 10 reported its JV “is expected to implement an operating model that facilitates the successful delivery of a full array of program delivery services in support of the Authority, such as program planning and strategy; environmental and engineering management; infrastructure delivery; supply chain management; and federal and state funding support.”

Additionally, the JV “will implement consistent governance and processes supported by advanced digital tools that consolidate program data in real-time, providing the Authority with the structure and insights needed to see the program to its successful completion,” said Drew Jeter, Chief Executive of AECOM’s global Program Management business.

Tags: AECOM, Breaking News, California High-Speed Rail Authority, CHSRA

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