

# CALIFORNIA HIGH-SPEED RAIL: CEO REPORT

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# CEO REPORT

## INFRASTRUCTURE INVESTMENT AND JOBS ACT

- Biggest investment in passenger rail in 50 years
- Biggest investment in roads and bridges in 70 years
- Biggest investment ever in public transit



# CEO REPORT

## INFRASTRUCTURE INVESTMENT AND JOBS ACT

### Competitive Grant Programs

Program	Eligibility / Purpose	Appropriated	Additional Authorized	Total
National Intercity Passenger Rail	<ul style="list-style-type: none"> <li>High-Speed Rail and all intercity rail expansion projects</li> <li>Multi-year commitments possible</li> </ul>	\$12 Billion	\$4.1 Billion	\$16.1 Billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	<ul style="list-style-type: none"> <li>Capital projects that will improve passenger and freight rail transportation systems in terms of safety, efficiency, or reliability</li> </ul>	\$5 Billion	\$5 Billion	\$10 Billion
National/Regional Significance (Mega Project)	<ul style="list-style-type: none"> <li>Broad eligibility for different types of infrastructure</li> </ul>	\$5 Billion	\$5 Billion	\$10 Billion
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<ul style="list-style-type: none"> <li>Invest in road, rail, transit and port projects that promise to achieve national objectives</li> </ul>	\$7.5 Billion	\$0	\$7.5 Billion
Infrastructure for Rebuilding America (INFRA)	<ul style="list-style-type: none"> <li>Fund highway and freight projects of national and regional significance</li> <li>Available for rail/highway crossing projects.</li> </ul>	\$3.2 Billion	\$4.8 Billion (Contract Authority)	\$8 Billion
Rail/Highway Crossing Elimination	<ul style="list-style-type: none"> <li>Highway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.</li> </ul>	\$3 Billion	\$2.5 Billion (Contract Authority)	\$5.5 Billion

#### Key to Terms:

**Appropriated** – Funds are appropriated in the legislation

**Authorized** – Funds can only be released upon future appropriation by Congress

**Contract Authority** – Funds come from the Highway Trust Fund and do not require appropriations to be released



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## ADVANCING AN INTEGRATED STATE AND FEDERAL FUNDING STRATEGY

### **California is uniquely positioned to leverage federal investments**

- California High-Speed Rail is unique nationally
- Other state and regional projects of significance
- Available state and regional funds to match federal investments

### **A coordinated state-wide strategy will yield best possible outcomes**

- Projects of mutual benefit to multiple agencies / systems
- Optimal “win-win” solutions for California and Federal Partners

### **Next steps**

- Establish strategic priorities for HSR Project funding targets
- Screen elements of HSR Project for priority HSR funding sources
- Collaborate with state and regional transportation agencies on projects of mutual benefit for other funding sources



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## BUILD BACK BETTER ACT

- The House Committee on Transportation released language of the Build Back Better Act, including \$10 billion in designated high-speed rail funding
- The designated funding would provide up to 90% federal match towards high-speed rail planning or capital projects within a high-speed rail corridor
- The Build Back Better Act is expected to be taken up in the House and Senate in the coming weeks



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## CONGRESSIONAL VISITS

- **Visit to Washington, DC in early November with Board Chairman Richards**
  - » 12 individual congressional meetings
  - » Two stakeholder round table meetings
  - » One group congressional meeting organized by Congressman Costa and Congressman Moulton



# CEO REPORT

## RECENTLY EXECUTED CHANGE ORDERS

- **Hanford Viaduct Change Order (No. 148.01)**
  - » Compensates contractor to begin construction of the Hanford Viaduct superstructure
- **Benefits**
  - » Construction of the superstructure can proceed, remainder of construction for the Hanford Viaduct is expected to take 24 – 30 months
  - » Change order allows work to progress while Authority and DFJV reach agreement on cost for remaining work and value for change away from the Alternative Technical Concept (ATC 17)
- **Total Amount**
  - » \$50 million



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## TRACK AND SYSTEMS UPDATE

### **Track and Systems Procurement update:**

- Two active bidders continue to be engaged and we continue to work with them to respond to questions
- We anticipate proposals will be due in April 2022
- Anticipated recommendation of contract award at July 2022 Board Meeting
- Anticipate the first Notice to Proceed to be issued by August 1, 2022





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## PROGRAM DELIVERY SERVICES RFQ

### **Program Delivery Services Contract Update:**

- Engaging with Industry regarding the Request for Qualifications (RFQ)
- Some entities have inquired about potential conflicts to determine eligibility
- Seven requests for legal review related to contract and potential conflicts
- Authority Legal team has requested documents from contractors and started review



# CEO REPORT

## CALIFORNIA HIGH-SPEED RAIL

# Questions



# CEO REPORT

## CALIFORNIA HIGH-SPEED RAIL



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