

CALIFORNIA HIGH-SPEED RAIL: CEO REPORT

Brian Kelly
Chief Executive Officer
February 17, 2022



- **San Jose to Merced Project Section Final EIR/EIS Update**
- **Tunneling Workshop**
- **Change Order Report – CP 1**
- **Contract Extensions**



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SAN JOSE TO MERCED FINAL EIR/EIS UPDATE

Friday, February 25th the Final EIR/EIS will be publicly released for the San Jose to Merced project section.

- NEPA requires a 30-day waiting period prior to considering certification or approval of the document.

At the April 20th/21st Board meeting the following will be considered:

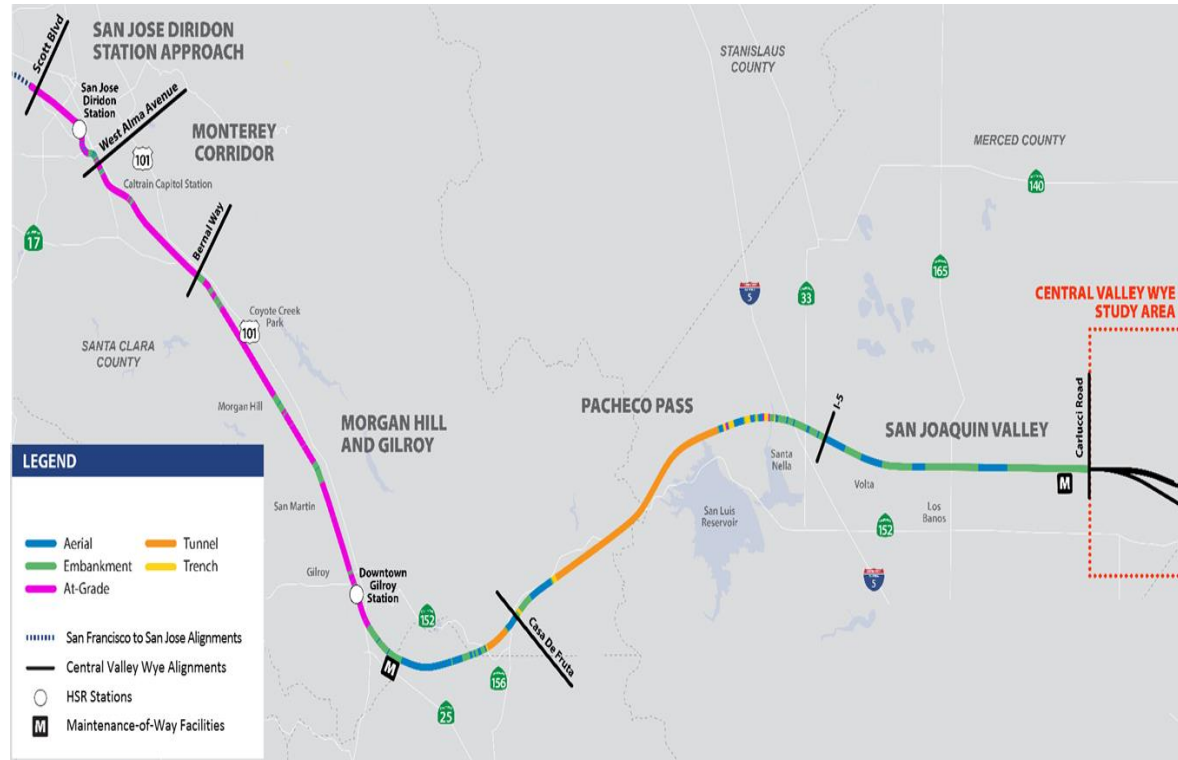
- Certifying the Final EIR/EIS as CEQA Lead Agency
- Approving the Preferred Alternative and related CEQA Decision Documents
- Directing the Authority Chief Executive Officer to issue the Record of Decision (ROD) under the Authority's NEPA Assignment



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SAN JOSE TO MERCED FINAL EIR/EIS UPDATE

- **Approximately 90 miles**
 - » Upgrades to existing rail corridor between San Jose and Gilroy, including the Diridon Design Variant
 - » Dedicated HSR infrastructure through Pacheco Pass and San Joaquin Valley connecting to Central Valley Wye
 - Two tunnels (13.5 miles and 1.6 miles) in the Pacheco Pass, including the Tunnel Design Variant
- **Two Stations**
 - » San Jose Diridon Station
 - » Downtown Gilroy Station
- **Two Maintenance Facilities**
 - » South Gilroy Maintenance-of-Way Facility
 - » Maintenance-of-Way Siding near Turner Island Road



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SAN JOSE TO MERCED FINAL EIR/EIS UPDATE

Design Features	San Jose to Merced Project Section – Preferred Alternative
Total Length (linear miles)	88.8
Viaduct (linear miles)	15.2
Embankment (linear miles)	25.9
At-grade (linear miles)	30.3
Trench (linear miles)	2.3
Tunnel (linear miles)	15.1
Number of New Water Body Crossings	141
Total Number of Roadway Crossings (San Jose to Gilroy)	29
Number of Permanent Public and Private Roadway Closures	8 (San Jose to Gilroy) 7 (Gilroy to Carlucci Road)



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SAN JOSE TO MERCED FINAL EIR/EIS UPDATE

Important Milestones

- 2005** Program EIR/EIS
- 2008** Second Program EIR/EIS for Bay Area to Central Valley
- 2009** Project Scoping for San Jose to Merced
- 2009-2019** Alternatives Development for San Jose to Merced
- 2012** Partial Revision to Second Program EIR/EIS
- 2019** Identification of the Preferred Alternative
- 2020** Draft EIR/EIS
- 2021** Revised Draft EIR/Supplemental Draft EIS
- 2022** Final EIR/EIS



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TUNNELING WORKSHOP

- **Upcoming Tunneling Workshop**

- » Day two of the March Board meeting (March 16 & 17)

- » Inviting tunneling experts with experience with transportation tunneling projects from five fields:

- Design
- Heavy Civil Contractor
- Tunnel Boring Machine Manufacturer
- Public Sector
- Academia

- » Primary purpose is to hear from experts on:

- Best practices and lessons learned in tunnel construction, scheduling and cost modeling
- Opportunities to mitigate risk and cost
- Focus areas for near term planning



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PROGRESS ON SCOPE – CP 1

• CONSTRUCTION PACKAGE 1 CHANGE ORDERS

- Golden State North and South Road Alignment
- Belmont Avenue Overcrossing and Grade Separation
- McKinley Avenue / North Weber Avenue Junction (negotiated, pending approval)
- Guideway Construction for Caltrans SR-99 between Clinton and Ashland (in negotiation)
- Church Avenue Grade Separation Changes (expected in Q2 2022)
- Tulare, Ventura and Fresno Streets (Downtown Fresno) (expected in Q2 2022)

APPROVED



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CHANGE ORDER REPORT

- **Golden State Boulevard North**

- » **Cost:** \$19,212,645.00

- » **Justification:** The construction of Golden State Blvd. North roadway is a major component of the high-speed rail footprint in the area. Without completing this work specified under this Change Order, the project cannot be completed.

- **Golden State Boulevard South**

- » **Cost:** \$28,229,153.00

- » **Justification:** The construction of Golden State Blvd. South and the associated utility relocations are a major component of the high-speed rail footprint in the area of Golden State Blvd. Without completing this work specified under this Change Order, the project cannot be completed.



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CHANGE ORDER REPORT

- **Time impact for past delays**

- » **Cost:** \$121,976,000 negotiated with contractor (TPZP)

- » **Justification:** This change order is needed to fully compensate Tutor Perini/Zachry/Parsons, Joint Venture (CP 1 Contractor) for time impact costs from May 2, 2019 through February 1, 2021



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CHANGE ORDER REPORT

• **Contract Extensions**

» **Wong+Harris (PCM)**

- **Cost:** \$27,142,821.18
- **Justification:** The PCM services are critical to the successful completion of CP-1. The PCM provides Project Management and Administrative services, and oversight.

» **WSP (Rail Delivery Partner)**

- **Cost:** \$90,000,000.00 is the estimated cost of the 12-month extension
- **Justification:** The Program Delivery Support (PDS) Contract procurement is estimated to complete by mid-August 2022. The amendment for funding and time of the RDP Contract ensures an effective transition to the PDS consultant



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Questions



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CALIFORNIA HIGH-SPEED RAIL



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