



CALIFORNIA
High-Speed Rail Authority

CALIFORNIA HIGH-SPEED RAIL CEO Report

Brian Kelly

Chief Executive Officer

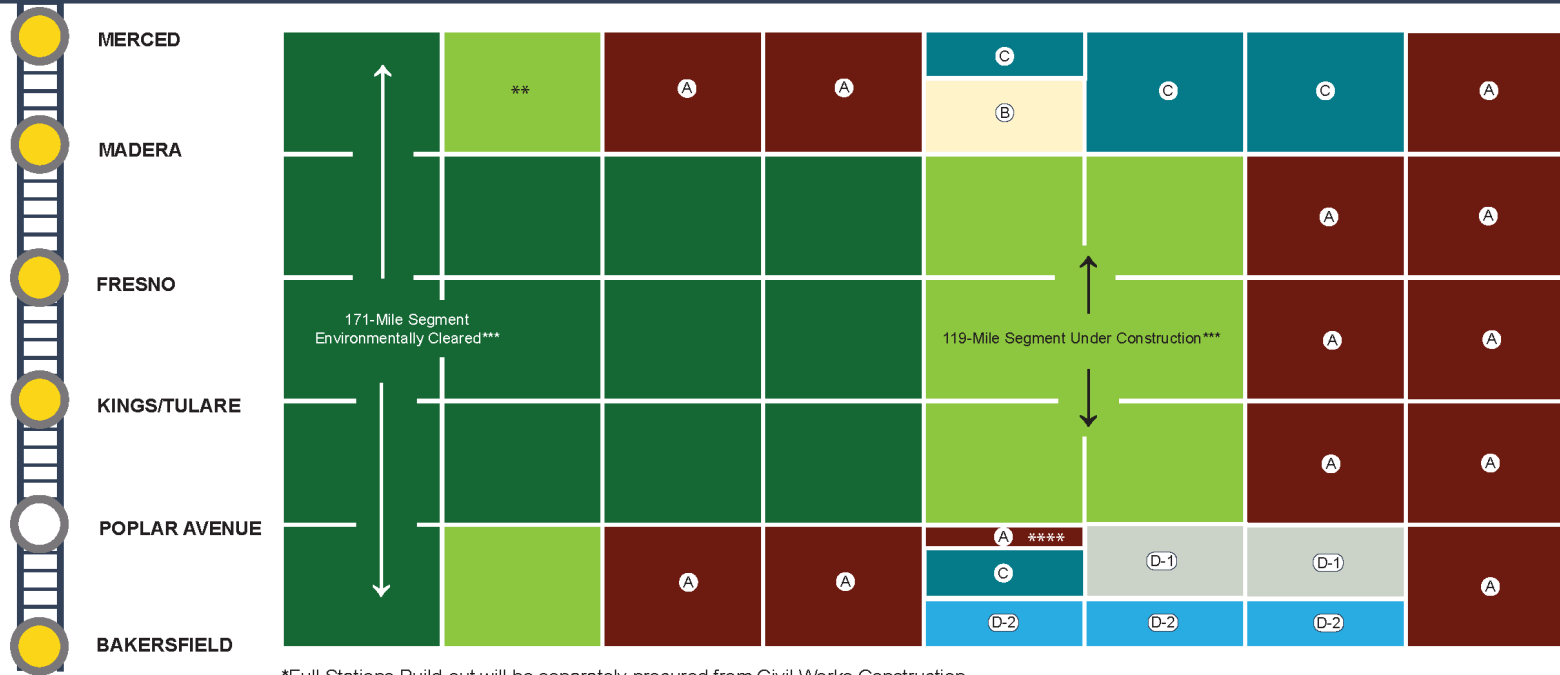
March 16, 2023

Federal Grant Strategy: Submitted Applications

The Authority currently has four submitted grant applications that are under consideration for grant award. A couple grants have overlapping elements, such that the maximum award across these four applications would be \$260 million. Decisions are expected in the coming months through this summer.

Grant Program	Date	Amount	Scope
APPLICATIONS SUBMITTED/PENDING AWARD NOTIFICATION			
2022 RCE (Railroad Crossing Elimination)	Application Submitted October 11, 2022	\$67M (Grant Request) \$84m (Total Project Cost)	<u>Six Grade Separations</u> <ul style="list-style-type: none"> • Construct 2 grade separations • Complete design and ROW for 4 grade separations • Continue “Central Valley Training Center” funding
2022 CRISI (Consolidated Rail Infrastructure and Safety Improvements)	Applications (2) Submitted December 1, 2022	\$233M (Grant Request) \$292M (Total Project Cost)	<u>Six Grade Separations in Shafter</u> <ul style="list-style-type: none"> • Construct 6 grade separations
		\$2M (Grant Request) \$3M (Total Project Cost)	<u>Central Valley Training Center</u> <ul style="list-style-type: none"> • Continue “Central Valley Training Center” funding
2023 RAISE (Rebuilding American Infrastructure with Sustainability and Equity)	Application Submitted February 27, 2023	\$25M (Grant Request) \$33.2M (Total Project Cost)	<u>Fresno Historic Depot Renovation Project + Park and Plaza, and Zero Emissions Vehicle Infrastructure</u>

Federal Grant Strategy: Phasing Approach for Federal Grants



*Full Stations Build-out will be separately procured from Civil Works Construction.

**2022 RAISE Award

***ARRA, FY 10, 2021 RAISE Grants

****2022 RCE & CRISI Application (6 Grade Separations in Shafter)

Completed

Funded & Underway

PHASE A (2023): Future Federal IJA Grants, including applications submitted & awards pending (RCE/CRISI)

PHASE B (2024): Future Federal IJA Grants for Final Design, ROW, Civil Construction to Merced

PHASE C (2025): Future Federal IJA Grants for Civil Construction to Merced Station, to North Bakersfield, Track & Systems to Merced

PHASE D-1 (2026): Future Federal IJA Grant for Track and Systems to North Bakersfield

PHASE D-2 (2026): Future State and Federal Funds not currently identified to Bakersfield F Street Station

Federal Grant Strategy: Considerations

The Authority has developed a grant strategy to best leverage available state matching funds to maximize federal awards. We have also consulted with the FRA on the phasing strategy that recognizes federal funds will likely be awarded over multiple programs and multiple years. Other considerations include:

- We have targeted \$8 billion in new federal awards across 6+ federal programs.
- With current levels of Cap-and-Trade revenue, the Authority estimates approximately \$3.3 billion in state funds available to match new federal grants.
- Given the current 85%/15% state/federal funding split, the Authority seeks a large federal contribution on future grants – up to 20%/80% state/federal.
- Our “Phase A” priority for initial grants would fund the second track on the 119-mile segment, fund trainsets, the Fresno Station, and start right-of-way and other early work on the Merced and Bakersfield extensions. Federal grants are needed for the second track and trainset to preserve state funding for matching future federal grants.
- To build high-speed rail in America, the both the federal government and states will have to consider permanent funding programs.

Federal Grant Strategy: Upcoming Applications

In the coming weeks, the Authority plans to submit three grant applications. The largest will be a \$2.8 billion funding request from the Federal/State Partnership for Intercity Passenger Rail Program for Phase A in the Central Valley. We expect grants will be awarded by the FRA by the end of the calendar year.

Grant Program	Date	Amount	Scope
NOFO RELEASED/APPLICATIONS TO BE SUBMITTED			
2023 Corridor ID Program	Application Deadline March 27, 2023	\$500,000 (Grant Request) No match requirement	<u>Acceptance into the Corridor ID Program.</u> FRA approval comes with an initial \$500,000 funding award.
2023 Federal/State Partnership	Application Deadline April 21, 2023	~\$2.8B (Grant Req) + Multiyear Agreement for additional funds \$3.5B (Total Project Costs)	<u>Trainsets, 2nd Track on 119-Mile Segment, Fresno Station, ROW and Utilities on Merced-Bakersfield Extensions.</u>
		\$194M (Grant Request) \$243M (Total Project Cost)	<u>Configuration Design on SJ to Merced and Bakersfield to Palmdale Segments</u>
Future Rounds of Bipartisan Infrastructure Law Programs	Various	Remainder of \$8 billion target	<u>Phases B – D of High-Speed Rail construction.</u>

Construction Package 4: Critical Third Party Progress

North Kern Water Storage District

- The Authority executed the Utility Agreement for Canal 9-22 on February 17, 2023. This Agreement allows the Authority to construct the temporary bypass, casing, and work on the permanent facility.

Semitropic Water Storage District

- The Authority and Semitropic signed the letter agreement, second, and third amendment to the Utility Agreement 2.0 on March 1, 2023. These agreements will allow the Authority to construct the P1030 Canal, casings, an electrical line, underpass, and access road.

Questions