



CALIFORNIA
High-Speed Rail Authority

CEO Report

Ian Choudri, Chief Executive Officer

July 10, 2025

New Executives

Mark Tollefson – Chief of Staff

- Undersecretary for California State Transportation Agency
- Senior Counselor on Infrastructure and Fiscal Affairs,
Office of Governor Newsom
- Deputy Cabinet Secretary, Office of Governor Newsom
- Department of Finance, 2007 - 2019



New Executives

Jamey Matalka – Chief Financial Officer

- Director of Risk Management and Project Controls, CHSRA
- Assistant Chief Financial Officer, CHSRA
- Served in multiple positions at the California Department of Finance including Principal Program Budget Analyst III
- Corporation Examiner, Department of Managed Health Care



New Executives

Jane Brown – Chief of Legislation

- Deputy Director of Legislation for the California High-Speed Rail Authority
- Staffed the Senate Rules Committee
- Served as Committee Assistant for multiple committees of the Senate and Assembly



New Executives

Peter Whippy – Chief of External Affairs

- Communications Director, Committee on House Administration, U.S. Congress
- Democratic Communications Director, U.S. House Committee on House Administration
- Communications Director, Representative Zoe Lofgren, U.S. Congress
- Press Secretary, Representative George Miller, U.S. Congress



New Executives

Emily Morrison – Chief of Contract Administration

- Branch Chief- Infrastructure Support for California, Nevada, and Pacific Islands, U.S. Department of Veterans Affairs
- Lead Contracting Officer- Nuclear Weapons and Base Support, Kirtland Air Force Base
- Contracting Officer- Infrastructure Support, Mountain Home Air Force Base
- Contract Manager, DuPage Medical Group



New Executives

Edward Fenn – Chief of Construction

- Vice President for the Brightline West - Las Vegas to Rancho Cucamonga Project
- Managed the Initial Operating Segment on Brightline – Miami to West Palm Beach
- Project Director for MBTA Cabot Yard Program, Boston MA
- Senior Project Manager for SunRail Commuter Rail Startup
Project Director for UP Express and Air Rail Link, Toronto, ON



New Executives

Soon-Sik Lee – Chief of Planning & Engineering

- 29 years experience in planning and engineering, and the strategic delivery of complex transportation mega projects
- A proven track record of delivering complex and large-scale rail projects in CA and overseas, including LA EXPO, Caltrain, Etihad Rail HSR, etc.



New Executives

Ramank Bharti – Director of Risk Management & Project Controls

- 32+ years of Rail Industry management experience as under:
 - 12+ years managing train operations, new rail lines and rolling stock maintenance.
 - 12 years leading project control on rolling stock & signaling contracts of majors like NYCTA & WMATA.
 - Last 8 years leading rolling stock maintenance, overhaul & upgrade programs on US West Coast.



New Executives

Basem Muallem, PE – Statewide Regional Director

- 32 years at Caltrans, retiring as District 8 Director
- Worked 10 years for leading private transportation and infrastructure firms on SBCTA Redlands Passenger Rail Project and I-10 Express Lane Project for SBCTA



New Executives

Tom Fellenz – Acting Chief Counsel

- 45 years in service with the State of California
- 31 years at Caltrans including Deputy Chief Counsel
- Served as Chief Legal Counsel for the Authority since 2011, in that time also served as Acting Chief Executive Officer and as a Retired Annuitant



New Executives

Mahsa McManus – Chief Administrative Officer

- Chief of Administrative Services, CHSRA
- Human Resources Manager, CHSRA
- Public Policy Manager, California Department of Social Services
- Manager of Operations, Community Psychiatry



New Executives

Patty Nisonger – Chief Information Officer

- CIO at High-Speed Rail Authority since 2017
- Caltrans Customer Service Division Chief
- Caltrans PMO Chief
- Caltrans IT Supervisor



New Executives

Carol Dahmen – Chief of Strategic Communications

- 30+ years as a communications professional in both the private and public sector
- Served as a political strategist and consultant
- Served Governor Gray Davis and Secretary of State Kevin Shelley



State Budget

Governor Newsom's budget proposal includes strong support for the High-Speed Rail Program

The High-Speed Rail proposal will:

- Extend program funding to 2045
- Create a stable and predictable funding stream for the HSR program with **at least** \$1 billion annually for High-Speed Rail to enable greater certainty and deliver the project more efficiently.
- This guaranteed minimum funding level will also improve the project's ability to attract private capital and leverage additional funds upfront, which will accelerate project delivery, lower long-term costs, and increase flexibility through alternative delivery methods.
- Final language of the proposal remains to be negotiated with the Legislature. The Authority continues to work with the Administration and Legislature to maximize the dollars available to the program and the length of time those funds are available.

Legislative Actions

The Authority is proposing several legislative actions necessary to lay more track sooner and reach population centers faster.

- Streamlining efforts for permitting and environmental review
- Improved coordination authority with utility partners
- Judicial support for efficient and timely adjudication of eminent domain cases
- Increased flexibility for project sequencing to unlock private sector innovation and engagement through modifications to SB 198

These key modifications will support more certainty around efficient and timely delivery of the high-speed rail system, utilize limited public funds more prudently, and can achieve significant project schedule savings.

Private Sector Participation

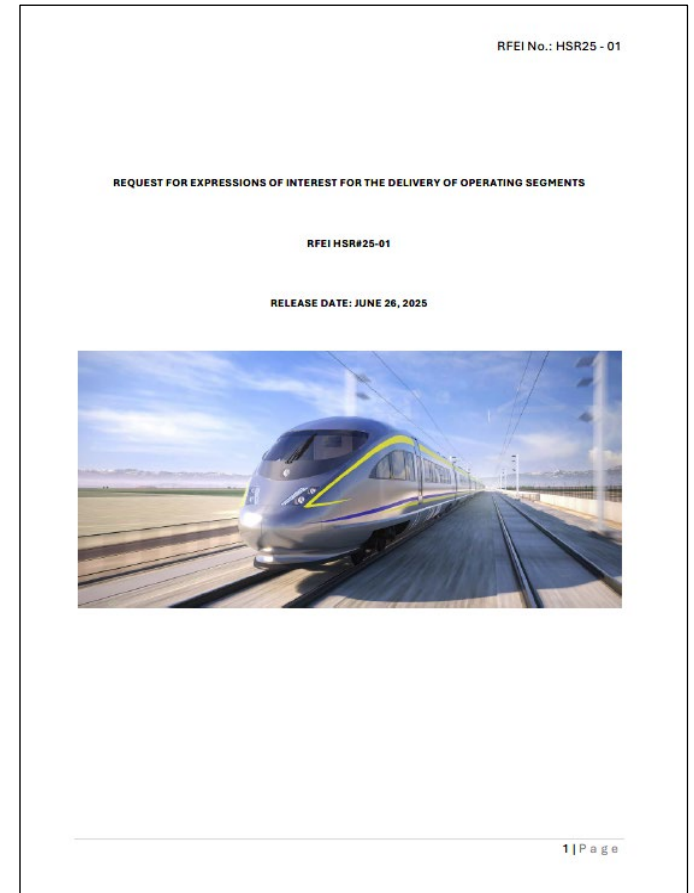
In June, the Authority release a Request For Expression of Interest (RFEI) to seek private sector and financial institutions' feedback on potential Public Private Partnerships and vision for the program:

- Broad industry consultation was initiated in January with the Authority's Industry Forum; multiple one-on-one discussions and follow-ups provided a sound basis for the new vision
- The RFEI provides an opportunity to receive more specific feedback, incorporating the analysis and updates from the capital cost efficiency review, new organization, and new operational (ridership and O&M) modeling
- Funding guarantees in the Governor's May Revise Budget offer the Authority a long term and stable funding source
- We are seeking feedback on the commercial, financial, technical and procurement aspects of the new vision, as well as industry's view on the potential benefits and challenges of combining remaining portions of the program into one or more design-build-finance-operate-maintain (DBFOM) or similar contracts and incorporating private investment
- Focus is on cost savings and schedule acceleration, and the key commercial and financial requirements that would be required to achieve those objectives

Private Sector Participation

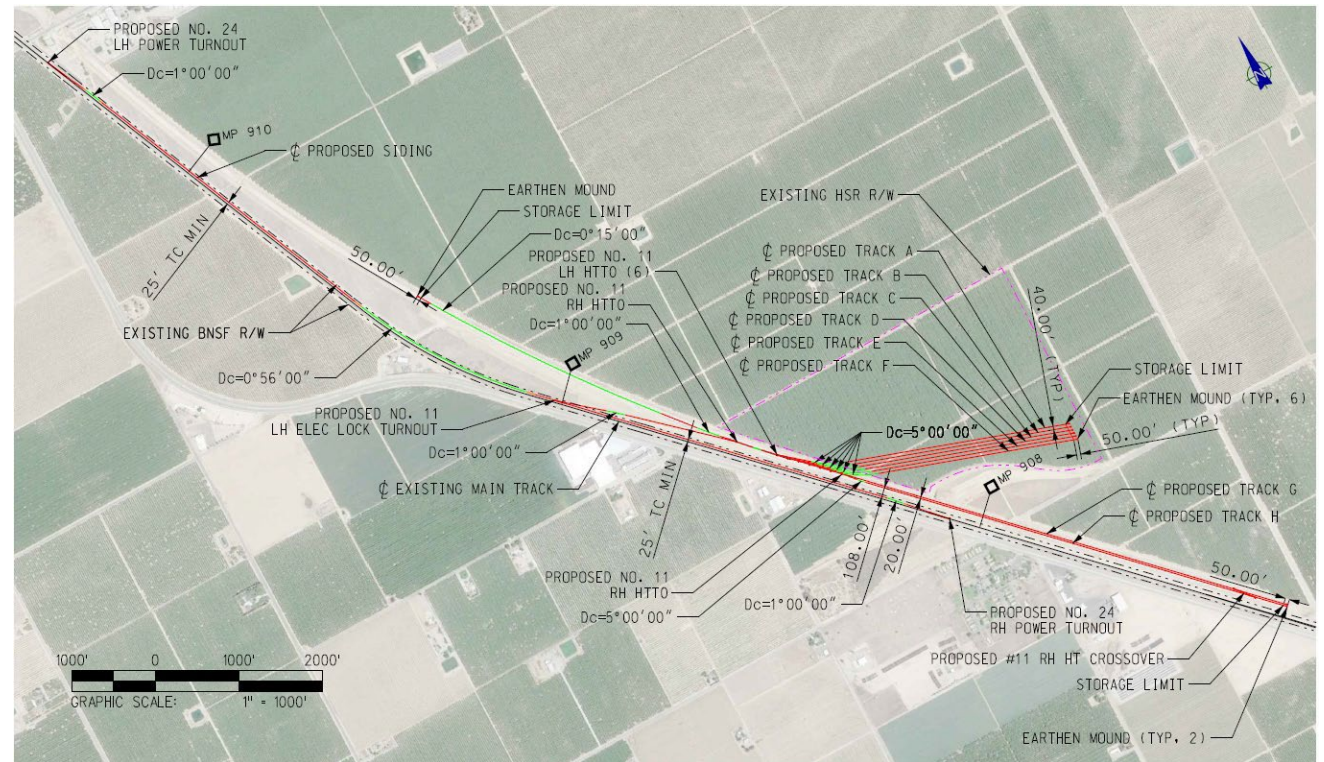
Opportunities for P3 development and delivery approach include track and systems, renewable power generation, transit-oriented development, civil extensions, tunnels, ancillary revenue opportunities, and passenger revenues.

- The Authority is seeking written feedback on the RFEI by July 28, 2025, with one-on-one meetings to be held in August.
- Questions regarding the RFEI can be submitted to RFEI@hsr.ca.gov
- Additional information can be found on the Authority's RFEI webpage: <https://hsr.ca.gov/business-opportunities/procurements/architectural-engineering-and-capital-contracts/request-for-expressions-of-interest-for-the-delivery-of-operating-segments/>



Railhead Update

- The railhead project marks the start of the Authority's track and systems work
- Started construction in January 2025, all track construction complete in September 2025
- The railhead site is located in the City of Wasco at the end of Construction Package 4.
- BNSF is managing the construction of 10 miles of siding and storage track that will feed into the 150-acre site
- The railhead is a freight yard designed to receive materials including rail, ties, ballast and OCS and system components



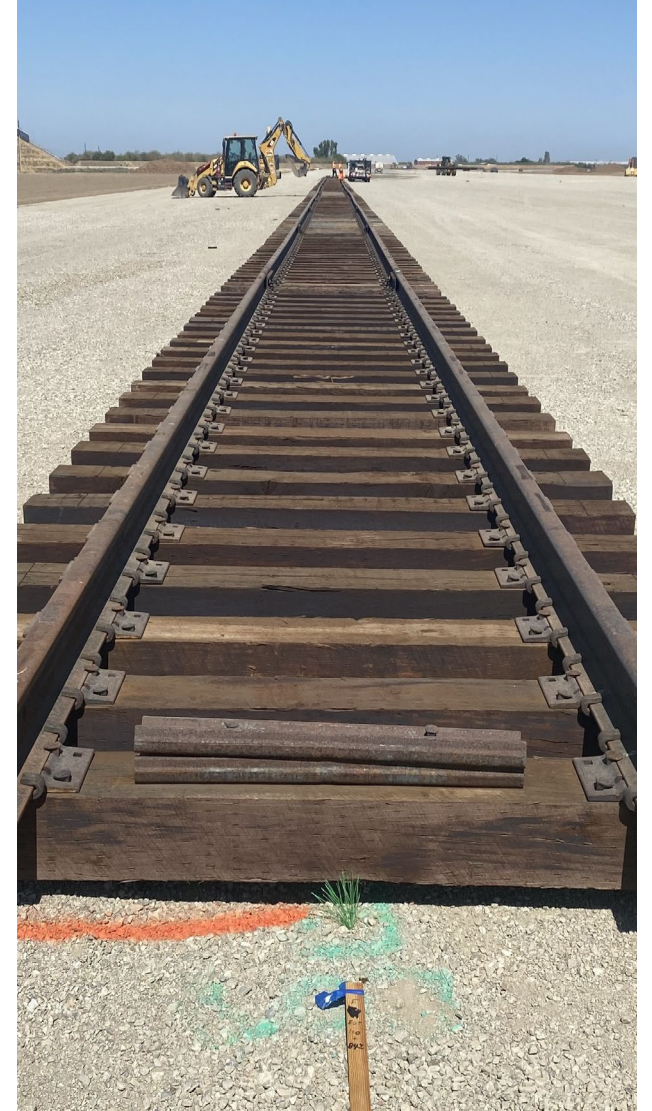
Railhead Update

- Civil work for the Railhead tracks was completed in May 2025
- Track and signal installation activities are underway
- Siding and storage track placement is in progress
- Efforts are ongoing to incorporate facility sitework into BNSF scope
 - Fencing, drainage, sub-base, utilities, roadways, ready to receive commodities in 2026.



Railhead Update

- 1.25 miles of track placed as of July 7, 2025
- On track for September 2025 completion of all track work
- Railhead facility will provide storage and staging for:
 - Track laying equipment
 - Commoditized track materials, including:
 - Rail
 - Ties
 - Ballast
 - OCS and Systems Components
- High-speed rail installation will commence next year on completed Construction Package 4, moving north (Q3 2026).



Multiple Award Task Order Contract Informational Only

Establish HSR Construction MATOC






Five (5) year Multiple Year contracting vehicle

\$15M Task Order Ceiling

Award Four (4) Pools

- Large Business Pool / Small Business – Merced, Madera, and Fresno counties / Small Business – Tulare, Kings, and Kern counties / Utility Relocation

What is a MATOC and Why Implement?

-  MATOC stands for Multiple Award Task Order Contract, which is a type of bench contract that allows the Authority to award multiple contractors an indefinite-delivery, indefinite-quantity (IDIQ) contract.
-  Access to highly qualified and readily available experts to support a collection of projects or tasks.
-  Eliminates the need for the procurement of individual contracts, saving time and cost for the Authority and industry.
-  Work can begin after the task order process is complete versus months to procure individual contracts.
-  Application of lessons learned, working relationships, and knowledge of environmental requirements leading to executable and timely projects.

MATOC Benefits

Flexibility and Efficiency

- MATOC (bench of qualified firms)
- Nimble contracts allowing timely support
- Cost saving measure (indirect costs)
- Incentivizes performance

Increased Opportunities

- Access to an array of experts, innovation and industry best practices
- Capacity building



MATOC Funding

- No budget allocation. Funding will come from board-approved capital and operating budgets on a task order basis.
- Does not impact the affordability of the agency's budget and financial resources.
- The upcoming procurements are already incorporated in the operating plans and capital project budgets.

Essential tool for large programs, streamlined approach for an agency to procure a wide range of construction with flexibility, efficiency, and competition, ensuring that the agency gets the best value.

Capacity, & Scope

- *Maintain high standards*



Multiple-Year Contracts

Not to exceed five (5) years
On/Off Ramp for the life of the contract

- *Build strong relationships*



Support Small Business

Two SB Pools to target & support Authority
Small Business Goals

- *Increase Organization*



Task Orders

Funded at the time of need
Task Order ceiling \$15M

- *Continuous Improvement*

The MATOC will be utilized to execute a broad range of repair and minor construction projects on real property at sites noted in the “Locations” section. The work may consist of multiple disciplines of construction, and shall include but not be limited to the following categories of work:

...“construction, construction with design elements, construction with land surveying, geotechnical investigations, alteration, improvement, repairs, utilities, utility investigations utilizing new technology, communication utilities, site-work, landscaping, fencing, specialty trade services, masonry, roofing, heating and cooling and air conditioning, concrete, asphalt paving, painting, graffiti removal, storm drainage, remediation, remediation with environmental elements, demolition of facilities, construction of new facilities, building reface, interior/exterior building modification, jack and bore casings, irrigation facilities, utility relocation, reinforced concrete structures, electrical distribution relocations, new electrical point of service, services connections, grading and earthwork, material hauling, embankment construction and repairs, grading, clearing and grubbing, potholing, tree removal, weed removal, erosion and sediment control, other construction-related work and other facility-related services required by the Authority.

ON/OFF Ramp Procedures

CAHSR intends to periodically review the total number of contractors participating in the Ordering Process and determine whether it would be in its best interest to initiate on-ramping to add new contractors to the Basic Contract, or off-ramping to remove awardees due to industry consolidation, significant changes in the marketplace, lack of participation, or general economic conditions.

- This is a discretionary unilateral authority of the Government.
- Contractors will be notified of On/Off Ramp procedures on solicitation.
- On/Ramp of contractors may occur at any time during the life of the MATOC.

Procurement Schedule

Activity	Date
Release RFEI	June 2025
Review RFEI Submissions	July 2025
RFP advertised on Cal eProcure	Aug 2025
Virtual Pre-Bid Conference and Small Business Informational Workshop	Sep 2025
Proposals Due	Oct 2025
Proposals Evaluation	Nov 2025
Anticipated Notice of Proposed Award Released	Nov 2025
Contract Execution	Dec 2026

MATERIAL PROCUREMENT



California High-Speed Rail Program

Ballast

Concrete Ties

OCS Contact

OCS Poles

Rail

Fiber Optic Cable

Market Research and Benefits

- Interested and Capable Vendors Identified
- Bulk Pricing Results in Cost Savings
- Relationship and Coordinated Delivery Efforts Reduce Delays

Long Lead Times:

Ballast 2-3 Weeks

Concrete Ties 1-2 Months

OCS Contact Wire 6-12 Months

OCS Poles 6-12 Weeks

Rail 6-12 Months

Fiber Optic Cables 3-6 Months

Solicitation: August 2025

Award: October 2025

First Order Placed October 2025

Federal Grants Update

- On June 4th the Authority received a notice from the Federal Railroad Administration regarding a proposed determination on the Federal State Partnership (\$3.1B) and FY10 Grants (\$929M).
- The Authority was given 7 days to provide an initial response and 30 days provide a detailed response.
- On June 11th we sent an initial response disputing the unwarranted and unjustified proposed determination.
- On July 7th, the Authority sent a full response correcting the record, providing a complete evidentiary record to demonstrate compliance and dispute the FRA's flawed findings.
- As recently as last year, the FRA conducted a compliance review of the Authority's adherence to the FY10 and FSP grants. The FRA then found no evidence to support a finding of non-compliance.
- Today, California High-Speed Rail is advancing more cost effectively and efficiently than ever before. There has been momentous achievements of complex logistical and legal coordination efforts. We are now 18 months from completion of civil construction on the 119 mile initial segment and will be laying track next year.

Financial Efficiency Analysis

Under new leadership and embarking upon several key program stages, the Authority sought to ensure the support it receives from the consulting community provides the best value for money. To that end, a Financial Efficiency analysis was performed by financial advisors to identify the best collective use of those consultants.

- **Major contracts** covering mission critical activities were reviewed
- Analysis was conducted over 6 weeks (March – April) and **examined 9 consultant contracts**
- Analysis including **200+ governing contractual documents, 225+ relevant deliverables** and **250+ invoices**
- **More than 70 interviews** were conducted across consultants and Authority staff
- Industry best practices were also factored into analysis.

Outputs:

- **\$30,000,000 in savings already achieved.** Additional **\$18,800,000 in potential savings** identified and under review
- Aligned staffing to necessary scopes of work and **eliminated redundancies** across consultant teams
- Obtained recommendations for improvements to processes and systems

Board Policy HSR11-001 Delegation of Authority – Section B Contracts and Contract Management: Reporting Change Orders equal to or greater than \$25 million

CP-1 Design Services and Impacts Resolution

Change Order : 00607

- **Justification** : Through CO 00607, the Parties settled all disputes and claims, related to the additional design services, increased engineering support during construction, and design overhead related costs incurred by TPZP to keep the job progressing due to excessive third-party comments and prolonged design review processes beyond what could have been reasonably anticipated at the time of bid.
- Examples include increased efforts for design services and impacts related to City of Fresno/Fresno Metropolitan Flood Control District (COF/FMFCD) Design Submittals, Railroad Facilities Design Submittals and Work Plan/Crossing Applications.
- This CO fully compensates TPZP and its subcontractors for the above described impacts and resolves disputes in their entirety for direct costs, indirect costs, and time impacts through project completion.
- There is no change to the Substantial Completion date.
- **Cost**: \$33,500,0000 from the Authorized Program Baseline CP1 Contingency