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## California High-Speed Rail Continues Leading American Infrastructure with Green Construction and Clean Energy Operations

**SACRAMENTO, Calif.** – Today, the California High-Speed Rail Authority (Authority) issued its annual Sustainability Report which updates the progress made in 2016 on the innovative approach it is taking to the design, construction and operation of California’s high-speed rail system. The report highlights a range of topics including energy, natural resources, infrastructure, station communities, and business & management.

“The Authority is committed to ensuring that high-speed rail is delivered in a responsible manner that not only sets a new bar for sustainable construction in California, but also provides a much-needed boost to local economies and California’s small businesses,” said Board Chair Dan Richard. “From requiring clean construction equipment at our job sites to recycling construction materials, this report proves that in the last year, we have continued to meet and exceed our goals and look for areas of improvement.”

High-speed rail’s commitment to sustainability influences a variety of activities, from procurement to system design and operations. The system will rely on 100 percent renewable energy to run its trains and facilities. The Authority has established station performance requirements to achieve net-zero energy, meaning that each year stations will produce as much energy on-site as they consume. Additionally, every year, on average, greenhouse gas emissions avoided by riders on the system running from San Francisco through the Central Valley and to Los Angeles/Anaheim is projected to be equivalent to removing 285,000 passenger vehicles off the roadways.

Key highlights from the Sustainability Report include the following accomplishments:

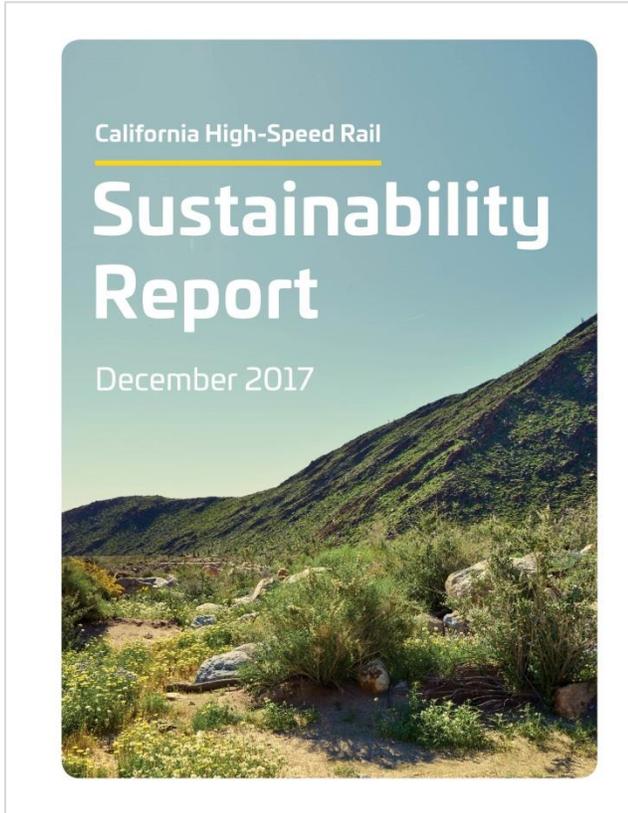
- Recycled 99 percent of all construction materials, including 100 percent of all concrete and steel, keeping 87,100 tons of waste material out of landfills.
- Avoided 13,251 metric tons of carbon dioxide equivalent emissions through recycling construction materials.
- Continued safe and clean construction practices resulting in no work-related fatalities and air quality on site that was 50 to 60 percent cleaner than an average California construction site.
- Signed a Memorandum of Understanding with the California Energy Commission to explore the latest in green technology and renewable energy, which will help inform the operations and maintenance of the high-speed rail system.
- Preserved more than 2,000 acres of natural habitat.

The Authority relies on the Global Reporting Initiative (GRI) Reporting Guidelines, the world’s leading and most widely adopted sustainability reporting framework, to inform how data is selected and reported.



This process reveals environmental, social, and economic impacts that matter most to our stakeholders.

For more information, read the full Sustainability Report or get a quick glimpse with the Sustainability Report Highlights handout:



**California High-Speed Rail** DECEMBER 2017

## 2017 Sustainability Report Highlights

"High-speed rail is being delivered in a responsible manner that not only sets a new bar for sustainable construction in California, but also provides a much-needed boost to local economies and California's small businesses."

Chair, Cal High-Speed Rail Board of Directors

### Minimizing Construction GHG Emissions

**Renewable and Bio-Diesels**  
**Tier 4: Avoided Black Carbon**  
**Recycling**

**On-and-off-Road Vehicles: Emissions Produced**

**Ongoing Authority Practices that Reduce or Avoid GHG Emissions**

**Additional Actions to Sequester, Prevent, or Avoid GHG Emissions**

Construction GHG Boundary

▶▶ 96 of the 437 small businesses under contract are located in disadvantaged communities.

▶▶ As of October 2017, high-speed rail has successfully preserved over 2,000 acres of natural habitat.

▶▶ As we procure our high-speed rail trains we will require best in class energy efficiency. Our providers will be required to disclose life cycle environmental impacts of the rolling stock through submission of EPCs.

### Mode Comparison

Mode	Burden (per passenger mile)	Savings (per passenger mile)
High-Speed Rail	127	149
Other Modes	224	-

\*Values per passenger mile were developed based on GHG emissions models developed for the 2017 and 2018 Business Plan. Local factors of 10 passengers per mile, 2.5 employees per mile, and 100 passengers per train were used.

### 2016 Materials Management (in tons)

Material	Quantity (tons)
Concrete Recycling	70,414
Asphalt Recycling	10,544
Mixed Recycling	4,090
Metals Recycling	1,213
Wood Recycling	513
Mixed Waste	325
Organics	2

▶▶ Recycled 99 percent of all construction materials, including 100 percent of all concrete and steel, keeping 87,100 tons of waste material out of landfills.

To view the entire report visit: <http://www.bsr.ca.gov/>

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