NORTHERN CALIFORNIA PROJECT SECTIONS

Community Working Groups

Fall 2021

Webinar

AGENDA

COMMUNITY WORKING GROUPS

1. Introductions & Agenda Review
2. Statewide Update
3. 2021 Sustainability Report
4. Northern California Update
5. Partner Update – Caltrain
6. Public Comment

WEBINAR GUIDELINES

COMMUNITY WORKING GROUPS

- **Be respectful**
- **Mute your line when you are not speaking**
- **Only one person speaks at a time**
- **If CWG members would like to speak:**
  - » Please “raise your hand” *or*
  - » Send a message via webinar chat
- **Members of the public are welcome to listen**
- **Disruptive participants will be removed from the webinar**
- **If you are having a technical problem, please send a message via webinar chat**

STATEWIDE UPDATE

CONSTRUCTION UPDATE

- **Over 6,000 construction jobs created by September 2021**

- **Construction tours for Working Group members**

  Contact Rachel Bickert:
  Rachel.Bickert@hsr.ca.gov

- **For more information:**
  https://buildhsr.com/construction_update/

STATEWIDE ENVIRONMENTAL ANALYSIS MILESTONES

Project Section	Draft EIR/EIS	Projected ROD
☑ **Bakersfield to Palmdale**	Complete (February 2020)	**Complete**
Burbank to Los Angeles	Complete (May 2020)	Q1 2022
San José to Merced	**Complete (April 2020)**	**Q1 2022**
San Francisco to San José	**Complete (July 2020)**	**Q2 2022**

EXISTING HIGH-SPEED RAIL FUNDING

California High-Speed Rail Funding

1 **$9.95 billion**
Bond measure

2008 Proposition 1A

2 **$2.5 billion**
Federal Grant

2009 American Recovery and Reinvestment Act (ARRA)

3 **$929 million**
Federal Funding

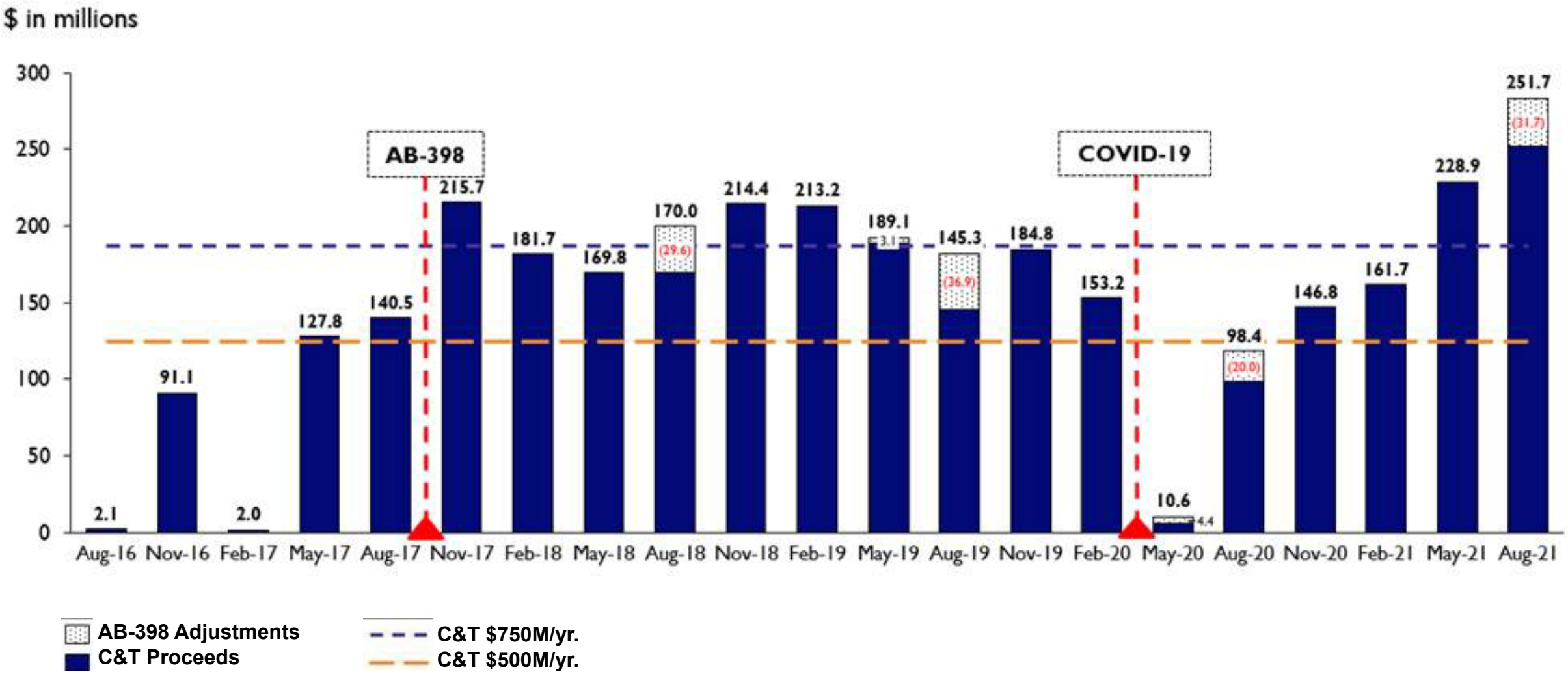
FY 2010 Appropriations Bill

4 **$500-$750 million**
per year

Annual Cap and Trade Auction Market

CAP AND TRADE AUCTION PROCEEDS

FY 16/17 Q1 TO FY 21/22 Q1



FEDERAL INVESTMENT

INFRASTRUCTURE INVESTMENT AND JOBS ACT: POTENTIAL FEDERAL FUNDING SOURCES

COMPETITIVE GRANT PROGRAMS	
Program	**Available $**
National Intercity Passenger Rail	$16.1 Billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	$10 Billion
National/Regional Significance (Mega Project)	$10 Billion
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	$7.5 Billion
Infrastructure for Rebuilding America (INFRA)	$8 Billion
Rail/Highway Crossing Elimination	$5.5 Billion
Total	**$ 57.1 Billion**

STATE BUDGET UPDATE

- **In May, the Governor proposed an $11 billion transportation infrastructure package that included $4.2 billion from Proposition 1A for high-speed rail**
- **In September, the Legislative session ended without agreement being reached**
- **Negotiations will continue when the Legislature reconvenes in early 2022**

"We remain committed to continuing negotiations with the Legislature throughout the fall so we can come back early in the new year with a resolution that ensures California is well positioned to put new federal funding to use to build a better transportation future in this state."

– Governor Gavin Newsom (September 13, 2021)

2021 SUSTAINABILITY REPORT

2021 SUSTAINABILITY REPORT

SUMMARY OF ENVIRONMENTAL, SOCIAL, AND ECONOMIC/GOVERNANCE INFORMATION

Everyone at the Authority helps deliver sustainability.

This year's focus is on how the system contributes to building an equitable future.

SUSTAINABILITY POLICY

"The Authority will deliver a sustainable high-speed rail system for California that serves as a model for sustainable rail infrastructure. The Authority has developed and will continue to implement sustainability practices that inform and affect the planning, siting, designing, construction, mitigation, operation, and maintenance of the high-speed rail system."

From #HSRA 19-02 Revised Sustainability Policy

PLATINUM ENVISION AWARD

ILLUSTRATES AUTHORITY PROGRESS AND EXCEPTIONAL ACHIEVEMENT

Envision is a 3rd Party Verified certification program for sustainable infrastructure.

Certification is based on an iterative points-based framework.

ENVISION™

Institute for Sustainable Infrastructure

CALIFORNIA SETS SUSTAINABILITY STANDARDS

THE AUTHORITY RELIES ON BOARD LEADERSHIP TO SET PRIORITIES WHILE DELIVERING CALIFORNIA PUBLIC POLICY

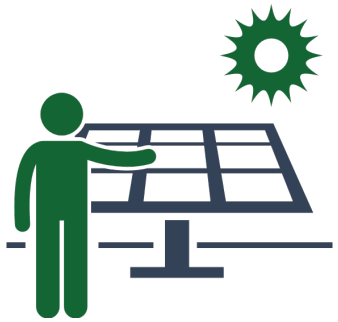
300,000 MT Carbon Sequestered and Avoided

6,000 Dispatched Workers

$4 Billion in Disadvantaged Communities Investment

180,000 lbs. Criteria Air Pollution Avoided

626 Small Businesses Engaged



100% Renewable Energy

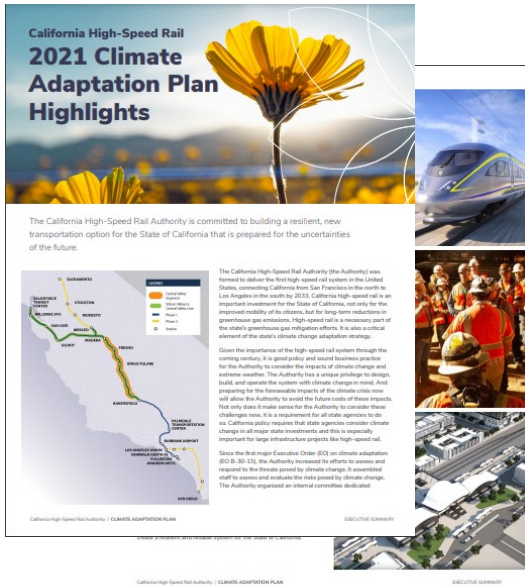
PROTECTING COMMUNITIES IN CONSTRUCTION

BEST PRACTICE HAS AVOIDED MORE THAN 180,000 POUNDS OF POLLUTION

	NOx	ROG	PM	BC
	Nitrogen Oxide	Reactive Organic Gas	Particulate Matter	Black Carbon
TYPICAL FLEET	150,000 lbs.	13,800 lbs.	8,400 lbs.	6,300 lbs.
HSR FLEET	66% LESS	71% LESS	55% LESS	58% LESS
	50,000 lbs.	3,900 lbs.	3,700 lbs.	2,600 lbs.

CLIMATE ADAPTATION PLAN

CALIFORNIA High-Speed Rail Authority



California High-Speed Rail

2021 Climate Adaptation Plan Highlights

The California High-Speed Rail Authority is committed to building a resilient, new transportation option for the State of California that is prepared for the uncertainties of the future.

The California High-Speed Rail Authority (the Authority) was formed to deliver the first high-speed rail system in the United States, connecting California from San Francisco in the north to Los Angeles in the south by 2033. California high-speed rail is an important investment for the State of California, not only for the improved mobility of its citizens, but for long-term reductions in greenhouse gas emissions. High-speed rail is a necessary part of the state's greenhouse gas mitigation efforts. It is also a critical element of the state's climate change adaptation strategy.

Given the importance of the high-speed rail system through the coming century, it is good policy and sound business practice for the Authority to consider the impacts of climate change and extreme weather. The Authority has a unique privilege to design, build, and operate the system with climate change in mind. And preparing for the foreseeable impacts of the climate crisis now will allow the Authority to avoid the future costs of these impacts. Not only does it make sense for the Authority to consider these challenges now, it is a requirement for all state agencies to do so. California policy requires that state agencies consider climate change in all major state investments and this is especially important for large infrastructure projects like high-speed rail.

Since the first major Executive Order (EO) on climate adaptation (EO B-30-15), the Authority increased its efforts to assess and respond to the threats posed by climate change. It assembled staff to assess and evaluate the risks posed by climate change. The Authority organized an internal committee dedicated

California High-Speed Rail Authority / CLIMATE ADAPTATION PLAN

EXECUTIVE SUMMARY

Summary available here:
https://hsr.ca.gov/programs/green-practices-sustainability/sustainability/

RECYCLING CONSTRUCTION WASTE

MOVING MATERIALS INTO THE REUSE STREAM

95% of ALL Construction and Demolition Waste Diverted From Landfills

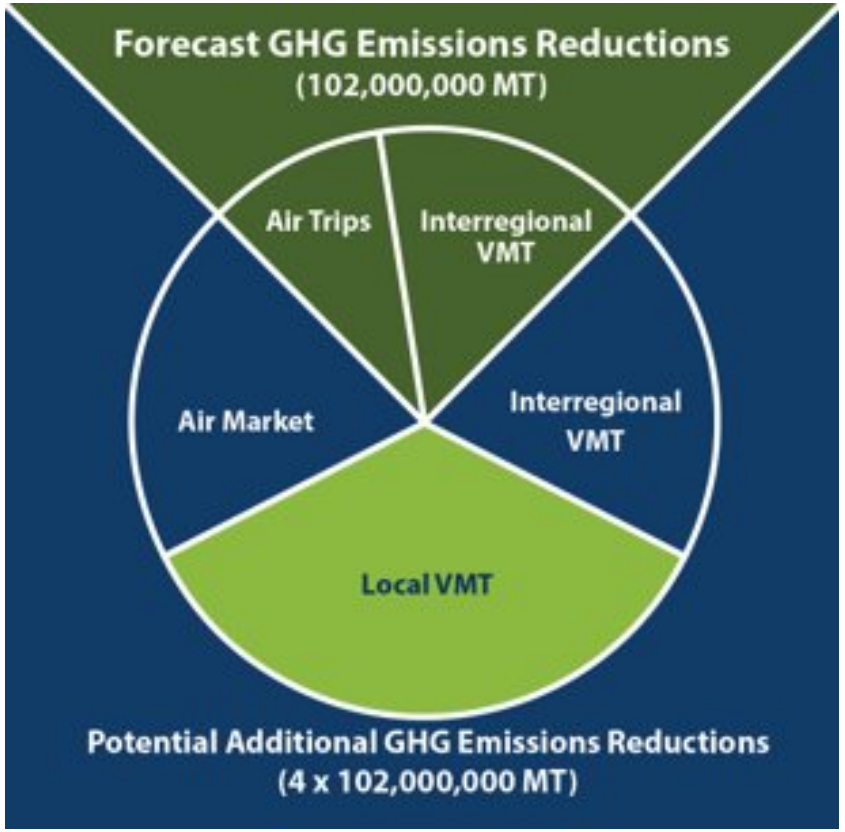
100% of concrete and steel

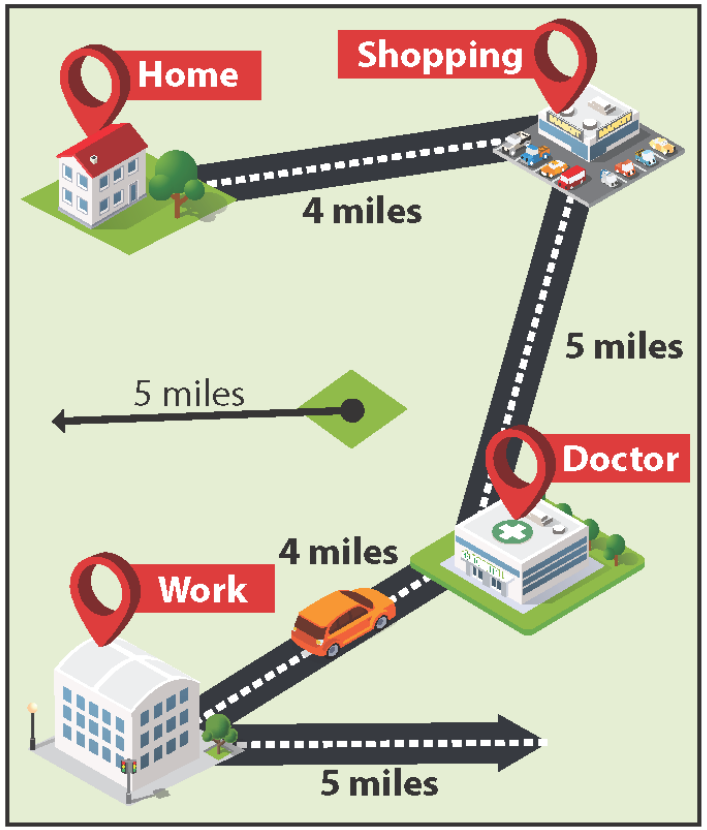
SEAMLESS CONNECTIONS IN STATIONS

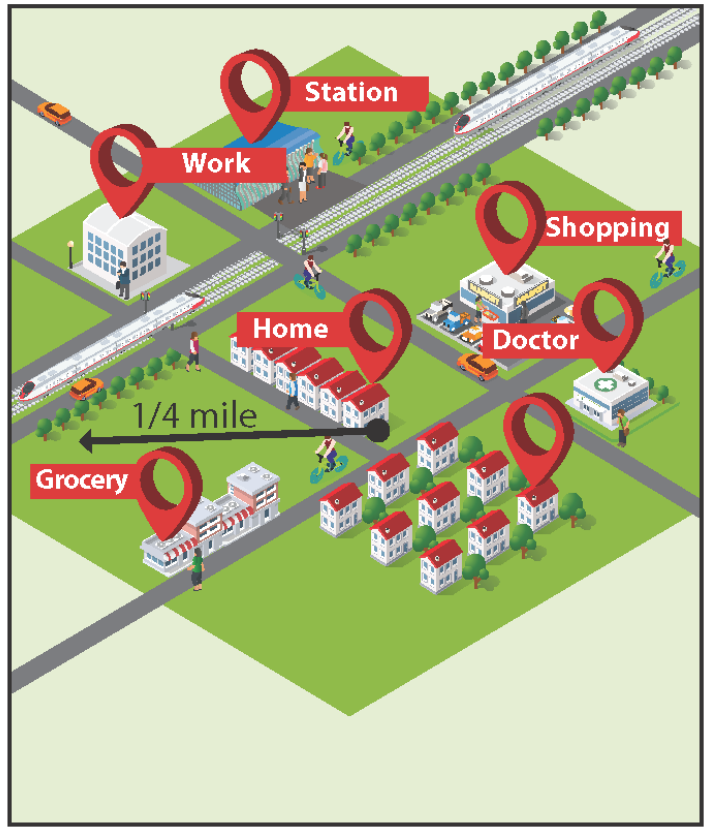
SAFE, COMFORTABLE, EASY TO NAVIGATE FACILITIES FOR PASSENGERS

REDUCING VMT IS A CRITICAL CONTRIBUTION OF THE SYSTEM

CONCENTRATING LAND USE AROUND HSR STATIONS IS VITAL FOR CALIFORNIA'S CLIMATE GOALS







The system could result in substantial GHG reductions necessary for the state to achieve its ambitious goals.

NORTHERN CALIFORNIA UPDATE

NORTHERN CALIFORNIA ENVIRONMENTAL PROCESS

SAN JOSE TO MERCED PROJECT SECTION

= ongoing outreach

2009 — Notice of Preparation

Development & Evaluation of Alternatives

2019 — Identification of Preferred Alternative

Prepare Draft EIR/EIS

Cooperating & Responsible Agency Review

2020 — Public Review of Draft EIR/EIS

Recirculated Materials

2021 — Respond to Comments and Prepare Final EIR/EIS

Cooperating & Responsible Agency Review

We are here

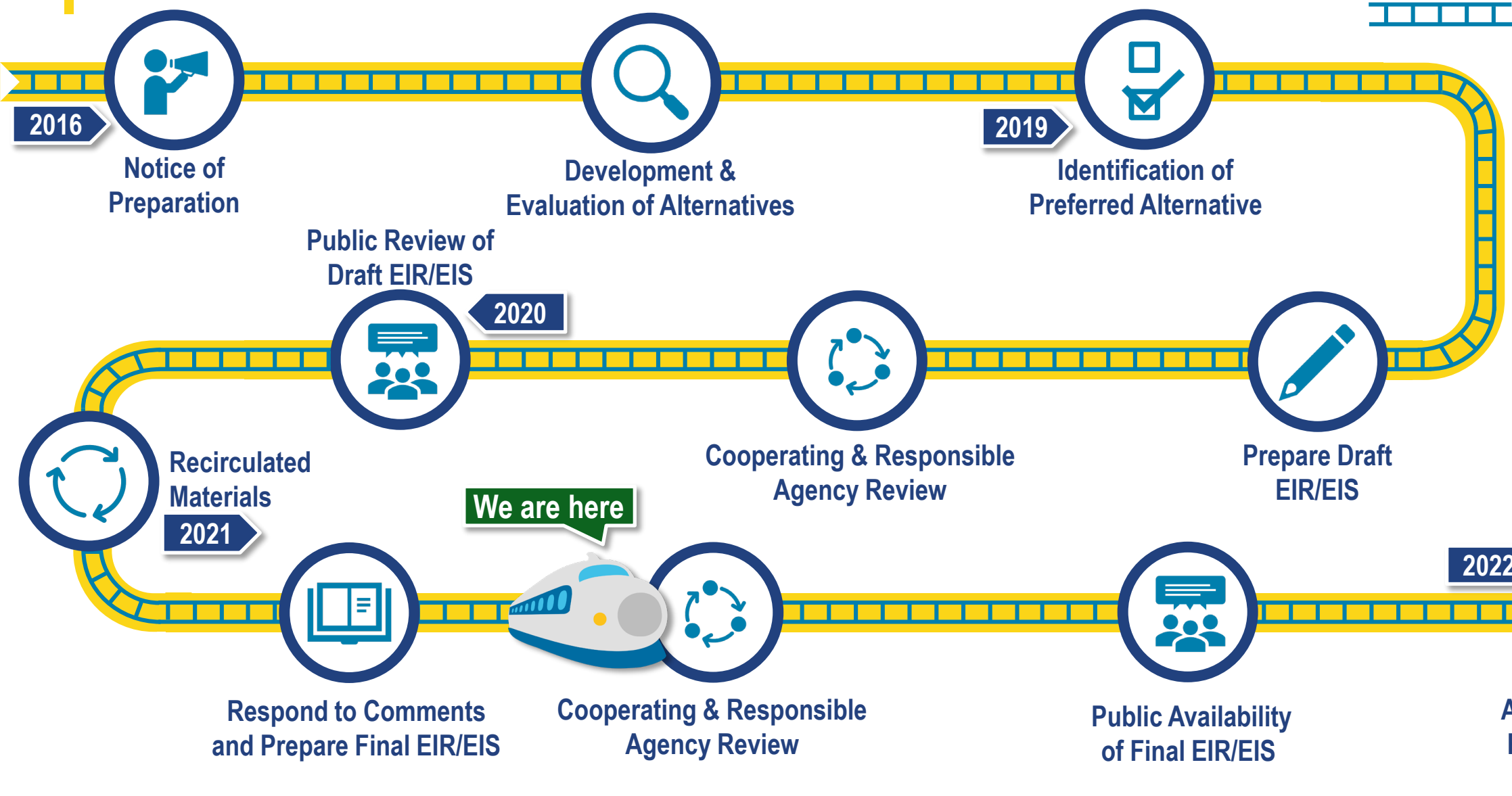
Public Availability of Final EIR/EIS

2022 — Authority Certifies Final EIR/EIS and Issues ROD

NORTHERN CALIFORNIA ENVIRONMENTAL PROCESS

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

= ongoing outreach



REVISED/SUPPLEMENTAL DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY

	San Jose to Merced	San Francisco to San Jose
Comment Period	April 23 – June 9	July 23 – September 8
MeetHSRNorCal.org Visitors	>100	>800
Millbrae Community Meeting Participants	N/A	55
# of Submissions	14	24
Comments Received	200+	150+

NORTHERN CALIFORNIA VIRTUAL TOWN HALL

RETURN TO IN-PERSON OUTREACH

Los Banos Street Faire

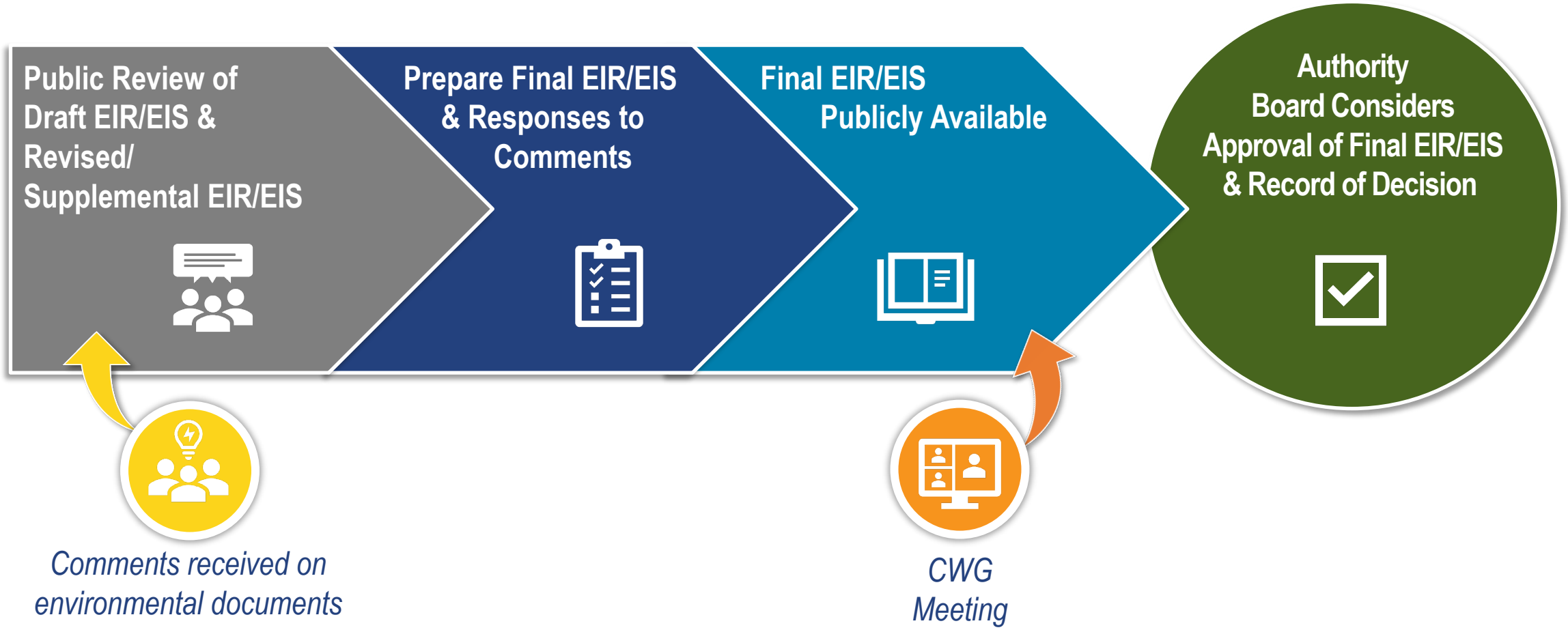
Viva Calle San Jose

RETURN TO IN-PERSON OUTREACH

Millbrae BART Station

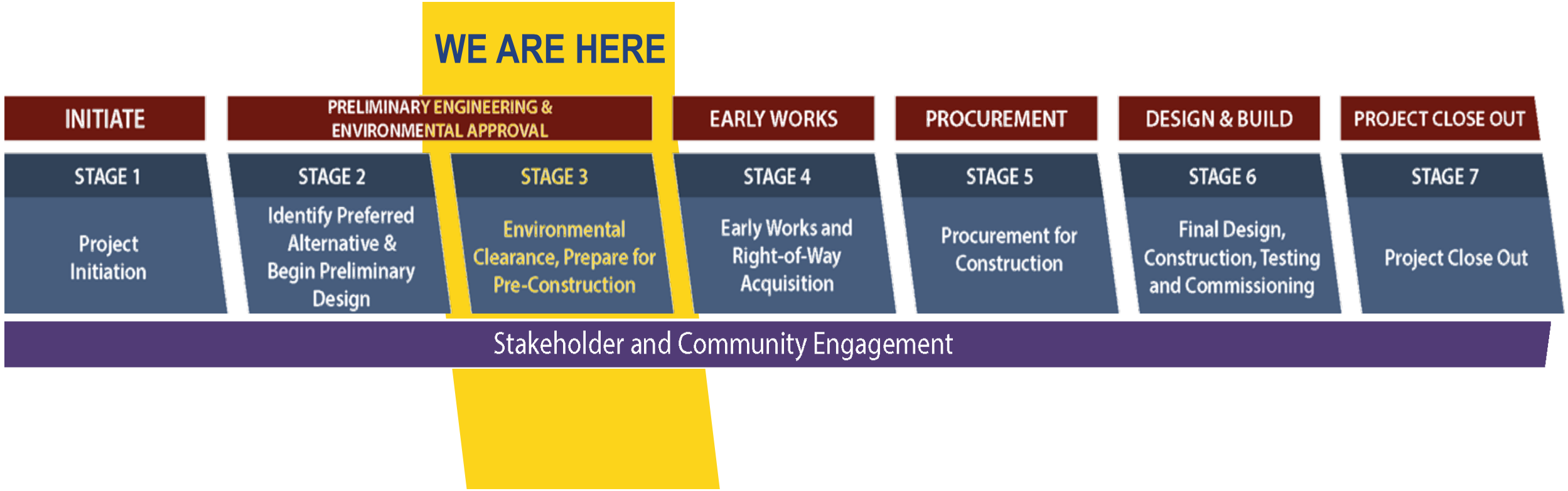
Millbrae Farmers Market

FINAL EIR/EIS PROCESS



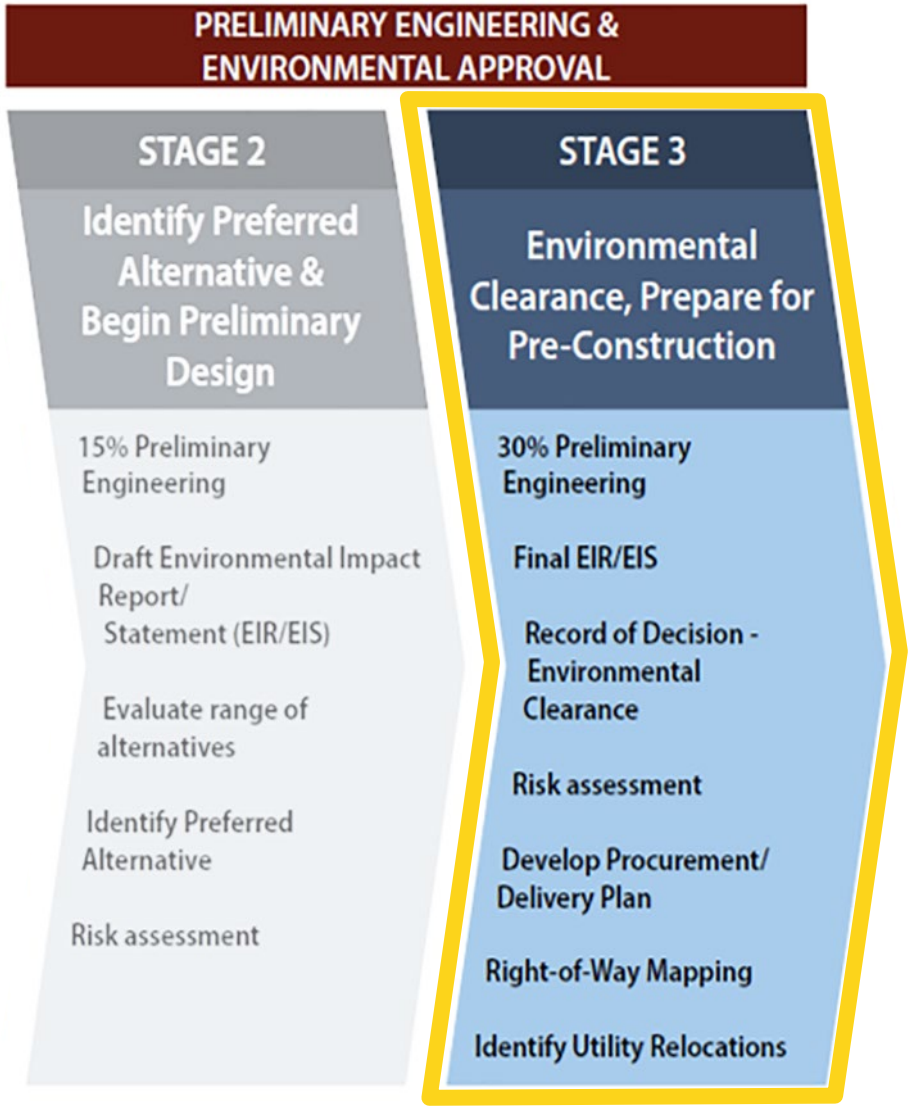
NEXT STEPS AFTER ROD

STAGE GATE FRAMEWORK



***Source*:**
2020 Business Plan

WHERE ARE WE NOW - STAGE 3



- **Environmental Clearance**
  - » Final EIR/EIS
  - » Record of Decision (ROD)
  - » Mitigation Monitoring Enforcement Plan (MMEP)
- **Prepare for Pre-Construction**
  - » Advance Engineering to 30%
  - » Right-of-way mapped
  - » Utility relocation requirements identified
  - » Choose construction delivery method

***Source*:**
2020 Business Plan

WHAT HAPPENS NEXT

PRELIMINARY ENGINEERING & ENVIRONMENTAL APPROVAL		EARLY WORKS	PROCUREMENT	DESIGN & BUILD
STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6
Identify Preferred Alternative & Begin Preliminary Design	Environmental Clearance, Prepare for Pre-Construction	Early Works and Right-of-Way Acquisition	Procurement for Construction	Final Design, Construction, Testing and Commissioning
15% Preliminary Engineering	30% Preliminary Engineering	Right-of-Way acquisition	Request for Qualifications/ Proposals	Contractor completes final design
Draft Environmental Impact Report/ Statement (EIR/EIS)	Final EIR/EIS	Third party agreements - railroads, local jurisdictions, utilities	Select contractor/ award contract	Construction initiated
Evaluate range of alternatives	Record of Decision - Environmental Clearance	Environmental permits - federal agencies	Issue Notice to Proceed	Change order management
Identify Preferred Alternative	Risk assessment	Risk assessment	Finalize right-of-way, third party agreements, permits and environmental mitigation	Construction completed
Risk assessment	Develop Procurement/ Delivery Plan			Project tested & commissioned
	Right-of-Way Mapping			Substantial completion milestone
	Identify Utility Relocations			Ready for track and systems

***Source*:**
2020 Business Plan

WHAT TO EXPECT FOR STAKEHOLDER ENGAGEMENT

TRANSITION FROM STRUCTURED WORKING GROUPS: EXAMPLES UNDER CONSIDERATION

Meetings & Events

Community Meetings

Technical Coordination Meetings

Webinar(s) for General Public

Design Coordination (Neighborhood) Meetings

“Meet the Construction Contractor” Meetings

Tabling at In-Person Events

News & Notifications

Regional Newsletter

Social Media Outreach

Website Updates

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