

## CALIFORNIA HIGH-SPEED RAIL AUTHORITY

## BOARD OF DIRECTORS MEETING

THURSDAY, MARCH 17, 2022  
11:00 AM

## TRANSCRIPT OF PROCEEDINGS

## REMOTE WEBINAR

\*On January 5, 2022, Governor Gavin Newsom issued Executive Order, N-1-22 regarding the COVID-19 outbreak. This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting through March 31, 2022.

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Reported by:  
M. Nelson

APPEARANCES

BOARD MEMBERS

Tom Richards, Chair  
Nancy Miller, Vice Chair  
Lynn Schenk  
Ernest Camacho  
Henry R. Perea, Sr.  
James C. Ghielmetti  
Martha M. Escutia  
Margaret Pena  
Anthony Williams

EX OFFICIO BOARD MEMBERS

Assembly Member, Dr. Joaquin Arambula  
Senator Lena A. Gonzalez (Absent.)

STAFF

Brian P. Kelly, Chief Executive Officer  
Boris Lipkin, Northern California Regional Director  
Serge Stanich, Director of Environmental Services  
Alicia Fowler, Chief Counsel  
Moe Ramadan, Acting Board Secretary

APPEARANCES (Cont.)

PRESENTERS:

Brian P. Kelly, Chief Executive Officer

Boris Lipkin, Northern California Regional Director

Serge Stanich, Director of Environmental Services

Tom Richards, Finance & Audit Committee Chair

Alicia Fowler, Chief Counsel

PUBLIC COMMENT:

David Schwegel, Phelps Engineering Services

James Eichenbaum, Self

Laura Uden, NSI Engineering, Inc. High-Speed Rail Business Advisory Council

Blair Beekman, Self

PUBLIC COMMENT: AGENDA ITEM 2:

Frank Quintero, City of Merced

Consuelo Hernandez, City of Sacramento

Michael Rosson, Sacramento Area Council of Governments

Will Oliver, Fresno Economic Development Organization

Daniel Leavitt, San Joaquin Joint Powers Authority, San Joaquin Regional Rail Commission

Wil Ridder, Tri-Valley-San Joaquin Regional Valley Authority

Dylan Stone, Madera County Transportation Commission

APPEARANCES (Cont.)

PUBLIC COMMENT: AGENDA ITEM 2: (Cont.)

Edith Robles, Stanislaus Council of Governments

Laura Uden, High-Speed Rail Business Advisory Council

Marlee Smith, Silicon Valley Leadership Group

Steve Roberts, President of Rail Passenger Association

Arnaldo Rodriguez, City of Madera

David Schwegel, Phelps Engineering Services

Blair Beekman, Self

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1                   P R O C E E D I N G S

2                   11:00 a.m.

3                   PROCEEDINGS BEGIN AT 11:00 A.M.

4                   CALIFORNIA, THURSDAY, MARCH 17, 2022

5                   CHAIR RICHARDS: It is March 17th, 2022, and this  
6                   is the California High-Speed Rail Authority's Board of  
7                   Directors meeting. Welcome everyone from the Members of  
8                   the Board. Thank you for joining us. Today's meeting will  
9                   start momentarily, but first we'll call the meeting to  
10                  order.

11                  Mr. Secretary, will you please call the roll?

12                  MR. RAMADAN: Thank you, Mr. Chairman.

13                  Director Schenk?

14                  BOARD MEMBER SCHENK: Here.

15                  MR. RAMADAN: Chair Richards?

16                  CHAIR RICHARDS: Here.

17                  MR. RAMADAN: Director Camacho?

18                  BOARD MEMBER CAMACHO: Here.

19                  MR. RAMADAN: Vice Chair Miller?

20                  VICE CHAIR MILLER: (No audible response.)

21                  MR. RAMADAN: Assemblymember Arambula?

22                  EX OFFICIO BOARD MEMBER ARAMBULA: (No audible  
23                  response.)

24                  MR. RAMADAN: Director Perea?

25                  BOARD MEMBER PEREA: Here.

1                   MR. RAMADAN: Director Ghielmetti?

2                   BOARD MEMBER GHIELMETTI: Present.

3                   MR. RAMADAN: Director Escutia?

4                   BOARD MEMBER ESCUTIA: Here.

5                   MR. RAMADAN: Director Williams?

6                   BOARD MEMBER WILLIAMS: Here.

7                   MR. RAMADAN: Director Pena?

8                   BOARD MEMBER PENA: Here.

9                   MR. RAMADAN: Senator Gonzalez?

10                  EX OFFICIO BOARD MEMBER GONZALEZ: (No audible  
11 response.)

12                  MR. RAMADAN: Mr. Chairman we have a quorum.

13                  CHAIR RICHARDS: Thank you, Moe.

14                  And if we bring the flag up, we will have the  
15 Pledge of Allegiance, please.

16                  (Whereupon the Pledge of Allegiance was recited.)

17                  CHAIR RICHARDS: Thank you very much.

18                  That's a pretty fancy outfit you got on there,  
19 Director Williams.

20                  BOARD MEMBER ESCUTIA: Oh, let's see the outfit.

21                  BOARD MEMBER WILLIAMS: You know I'm trying to  
22 stay warm in this crazy weirdness of it's sort of, I don't  
23 know, spring showers. (Overlapping colloquy.)

24                  BOARD MEMBER SCHENK: Are you wearing the green  
25 there?

1                   BOARD MEMBER WILLIAMS: Yeah.

2                   BOARD MEMBER SCHENK: You're looking good,  
3 Anthony.

4                   BOARD MEMBER WILLIAMS: Yeah.

5                   CHAIR RICHARDS: So what I'd like to do before we  
6 start the agenda is so everyone in the public knows that  
7 for those of you who wish to address us today there's going  
8 to be two public comment sessions. The one that will  
9 immediately follow these comments that I'm making will be  
10 on all items, except for Item Number 2.

11                  Item Number 2 is the 2022 Business Plan Update.  
12 After the public comment session we'll go to the -- for the  
13 first one we'll go into our agenda. When we get to Item  
14 Number 2, CEO Kelly will give us an update on the 2022  
15 Business Plan, after which all of you who wish to comment  
16 on the Business Plan, we will then have another public  
17 comment period for you to do so.

18                  So again, on the first public comment period  
19 anything you'd like to address the Board about except for  
20 Item Number 2, the Business Plan.

21                  With that we'll move into our agenda. Item  
22 Number 1 is the Approval for the Minutes for the February  
23 17<sup>th</sup>, 2022, meeting. Are there any questions or comments or  
24 any changes, requested changes for the February meeting?  
25 If we have none, do we have a motion for approval?

1                   BOARD MEMBER CAMACHO: So moved.

2                   BOARD MEMBER SCHENK: Second.

3                   CHAIR RICHARDS: Director Camacho and Director  
4 Schenk, all in favor?

5                   (Ayes.)

6                   CHAIR RICHARDS: Any objections? Passed  
7 unanimously, thank you.

8                   We'll now move into -- I'm going to back up on  
9 you, Moe. We'll now do the first public comment session.  
10 So please, if you'd advise the people who would like to  
11 speak to us how they do that.

12                  MR. RAMADAN: Thank you, Mr. Chairman.

13                  Good morning, all. Welcome to the California  
14 High-Speed Rail Board of Directors public meeting. Today  
15 we are hosting this meeting remotely via the Zoom  
16 application. In a moment we will begin to take public  
17 comment.

18                  Please note if you wish to provide public comment  
19 on Agenda Item 2, an opportunity for public comment on that  
20 specific agenda item will be offered after it has been  
21 presented to the Board and the public.

22                  If you wish to provide public comment on all  
23 other items, please listen to these instructions to go over  
24 some important technical aspects of this meeting for  
25 offering your public comment.

1           If you are logged into this meeting via the Zoom  
2 application, please use the "raise your hand" feature  
3 typically located at the bottom of your screen, so that I  
4 may call on you to provide your comment.

5           If you're dialing in by phone pressing #2 will  
6 raise your hand and put you into our queue. Speakers will  
7 be called in the order that their hand is raised. Once  
8 you've been in the queue and your name is called, in the  
9 web meeting please click the prompt on your screen to allow  
10 your microphone to be unmuted. On the phone we will call  
11 on you by the last four digits of your phone number. At  
12 that point you'll hear a message that you are being  
13 unmuted.

14           Once unmuted, it will be your turn to speak.  
15 Please slowly and clearly say and spell your first and last  
16 name, and if applicable state the organization you  
17 represent.

18           After your introduction, each speaker is allotted  
19 two minutes to provide their comment. I will interject at  
20 one minute and forty-five seconds to provide a fifteen-  
21 second warning.

22           Our court reporter is on the line to record these  
23 comments. If they need you to spell or repeat something  
24 they may interject.

25           I will notify you when your time is nearly up.

1 At the end of your comment we will disable your microphone.  
2 However, you are welcome to stay on the line to continue  
3 watching or listening to the meeting.

4 If you do not wish to provide comment and simply  
5 want to watch the meeting you can do so by logging on to  
6 "hsr.ca.gov," and looking for the link to our live stream.

7 Mr. Chairman, first up for public comment we have  
8 David Schwegel. David Schwegel.

9 CHAIR RICHARDS: Good morning, Mr. Schwegel, and  
10 welcome. Mr. Schwegel?

11 MR. SCHWEGEL: Okay. Am I unmuted now?

12 CHAIR RICHARDS: You are, and welcome. Please go  
13 ahead.

14 MR. SCHWEGEL: Thank you so much. David, D-a-v-  
15 i-d Schwegel, S-c-h-w-e-g-e-l, spelled like "sweet gel,  
16 rhymes with bagel." I'm with Phelps, P-h-e-l-p-s,  
17 Engineering Services, spelled just like Michael Phelps in  
18 Talkspace: Therapy for All.

19 I'm in Reno, Nevada. And honestly, I'm kind of  
20 feeling like I need some therapy myself, because I am  
21 stressing out about renewing my Washington state civil  
22 engineering license. Washington state is a state with very  
23 high standards of professional conduct. And I'm stressed  
24 out for two reasons.

25 Number one, your PCM Consultant on Construction

1 Package 2-3, Arcadis, made me sign an agreement "not to sue  
2 statement" after they violated California Labor Code  
3 section 970B on fraudulent induction in order to get my  
4 severance package which, according to Washington State  
5 Engineering Law is a bribe. And they have a no-tolerance  
6 policy for bribery in the State of Washington for their  
7 engineers.

8                 Second, I paid membership dues to both the  
9 Registered Traffic Engineers of America who is focused on  
10 elevating traffic engineering registration in California  
11 from title protection to regulate the practice. And then I  
12 paid membership dues to the American Society of Civil  
13 Engineers in Region 9, the California region. And  
14 unbeknownst to me, I found out the ASCE Region 9 opposed  
15 elevating traffic engineering registration in California  
16 from title protection to regulate the practice. So that,  
17 according to --

18                 MR. RAMADAN: Fifteen seconds remaining.

19                 MR. SCHWEGEL: -- law is a conflict of interest.

20                 My call to action for you is this, please let's  
21 step it up and make sure that we hold our consultants and  
22 professional associations' feet to the fire to abide by the  
23 law. Thank you.

24                 CHAIR RICHARDS: Thank you, Mr. Schwegel.

25                 MR. RAMADAN: Mr. Chairman, next up for public

1 comment we have first name James, first name James.

2 CHAIR RICHARDS: James, please go ahead.

3 MR. EICHENBAUM: Hello. Can you hear me?

4 CHAIR RICHARDS: Yes, we hear you.

5 MR. EICHENBAUM: Hello and good morning, my name  
6 is James Eichenbaum, J-a-m-e-s E-i-c-h-e-n-b-a-u-m. I know  
7 it's a mouthful and I'm unaffiliated with any organization.  
8 I'd like to thank the Board of Directors, the CEO and all  
9 the other administrators, staff and workers involved in the  
10 mega project. I'm from Gilroy, California. And like many  
11 other young members of the community and across the state  
12 the high-speed rail gives me hope for the future and a  
13 sustainable, equitable and free California.

14 The EIR/EIS for San Jose to Merced was released a  
15 little less than a month ago. Since it will greatly affect  
16 my community, which I love so much, I'm moved to strongly  
17 encourage the Board to carefully consider the options for  
18 moving forward with this project. I believe that when you  
19 do so, you'll agree with me and many of my community  
20 members that Route Alternative 3 has too many environmental  
21 costs and outweighs any benefits. And I strongly support  
22 you moving forward with Alternatives Routes 1 or 4, with 4  
23 being identified as the preferred alternative by the  
24 Authority.

25 Gilroy needs high-speed rail downtown and I

1 believe that full-grade separation offered by Alternative 1  
2 would, in my view, offer the best speed reliability and  
3 integration with traffic and most importantly safety.  
4 Recently we saw a passenger locomotive from a different  
5 Transit Authority in the Bay Area crash into construction  
6 material on an at-grade track. And no one was hurt, but  
7 accidents do happen, and I would be devastated if such an  
8 event occurred in my community in Gilroy. Please take this  
9 into consideration for your final decision next month, full  
10 speed ahead. Thank you, that is all.

11 CHAIR RICHARDS: Thank you, Mr. Eichenbaum.

12 MR. RAMADAN: Mr. Chairman, next up for public  
13 comment we have Laura Uden. Laura Uden.

14 CHAIR RICHARDS: Good morning, Ms. Uden.

15 MS. UDEN: Good morning, thank you. L-a-u-r-a U-  
16 d-e-n. I represent NSI Engineering, but also a lot of  
17 small businesses on the Business Advisory Council. I want  
18 to talk briefly about the conflict-of-interest policy  
19 again. I've been working on my own (indiscernible) --

20 CHAIR RICHARDS: We've lost your audio.

21 MS. UDEN: Sorry, I got unmuted there. Can we  
22 figure out how to stop my time and start me again?

23 CHAIR RICHARDS: Yeah. Well, we're going to go  
24 back to two minutes, Laura, so you can start over.

25 MS. UDEN: Thank you. So I've been working on

1 this project on the conflict of interest for five weeks and  
2 they replied, HSR Legal replied right away. But it's  
3 sorting out the mitigations and our work scope is taking  
4 the time. I've had multiple meetings, emails and letters  
5 back and forth. I just wanted you to know it's not a quick  
6 process.

7           While it might be possible for some primes and  
8 environmental subs to -- to not be possible for primes and  
9 certain environmental subs to be on both PDS and other  
10 types of high-speed rail contracts, there are many  
11 situations where small subs should be allowed to be on both  
12 without a conflict of interest.

13           For example, on original consultant contracts  
14 there are firms that have little or no input to the  
15 environmental documents and also no decision-making  
16 authority, document control, project controls like  
17 scheduling, invoicing, public outreach, small business  
18 utilization, and scope that's focused on meeting Authority  
19 requirements like configuration risk and quality  
20 management, which is what we do.

21           So the main issues of potential conflict are  
22 preparing EIR/EIS, which as I said we don't do. Overseeing  
23 your own work, and we put forward a mitigation that says  
24 we've organized a team, so we don't oversee our own  
25 projects. And access to sensitive information in which

1 case we could set up a firewall to avoid sharing the  
2 sensitive information between those of us working on PDS  
3 and those of us working on other things.

4           The mitigations offered by the Authority were if  
5 you're on an existing contract you have to leave it before  
6 you can confirm participation on a team for the PDS  
7 pursuit. Or if you're not on an existing contract only  
8 pursue PDS and nothing else.

9           The problem with these for small businesses is in  
10 the first case if you have to leave an existing contract to  
11 get on a potential contract, not only is that a bird in the  
12 hand worth two the bush, but it's also potentially December  
13 before we would get paid on PDS. And we can't go that long  
14 without income.

15           We also can't pursue only one contract --

16           MR. RAMADAN: Fifteen seconds remaining.

17           MS. UDEN: -- at the expense of pursuing nothing  
18 else.

19           My request is to please work with the small firms  
20 to identify what their actual scope is and mitigations that  
21 won't put them out of business. Thank you very much.

22           CHAIR RICHARDS: Thank you, Ms. Uden.

23           MR. RAMADAN: Mr. Chairman, next up for public  
24 comment we have Blair Beekman. Blair Beekman.

25           CHAIR RICHARDS: Mr. Beekman, good morning.

1                   MR. BEEKMAN: Hi, good morning. Blair Beekman  
2 here, B-e-e-k-m-a-n is my last name. Thanks for the  
3 meeting today. This is one of my first times talking at  
4 the regular CHSR meeting. Usually I've been speaking at  
5 the morning Finance meeting and now I'm trying to speak at  
6 the regular public comment time, thank you.

7                   As to what I have tried to say at the financial  
8 meetings, I'm a beginner to this process and in my  
9 "beginner-ness" I'm interested in what was the beginning  
10 ideas of CHSR and that was a route from L.A. to Sacramento.  
11 And it's my feeling that if you practice those ideals, I  
12 think that can necessitate and create a sense of how to  
13 work the entire program better, in my beginners  
14 understanding of things.

15                  On for instance the Merced, I think the Merced  
16 through Tracy, the Sacramento line, is an interesting idea  
17 that can reflect on the Bay Area in how the future of high-  
18 speed rail can be processed with as minimal of  
19 disturbances of people's homes as possible. And I think  
20 the Merced to Tracy-Sacramento line is the way to go about  
21 that. And that has an important effect of how CHSR can go  
22 into the San Francisco Bay Area. And it's not just San  
23 Jose that we need to be concerned about, it's also the East  
24 Bay, Dublin and to Pleasanton area and Livermore.

25                  And I think the Tri-Valley railroad system can be

1 questionable. I think --

2 MR. RAMADAN: Fifteen seconds remaining.

3 MR. BEEKMAN: -- I think you could possibly use  
4 BART, a new extension of BART, into the Central Valley and  
5 from Antioch into Sacramento possibly. It's those ideas  
6 that make everything available for the future of the Bay  
7 Area. Good luck in that process.

8 MR. RAMADAN: You're over the two-minute time  
9 limit.

10 CHAIR RICHARDS: Thank you. And I would only say  
11 to Mr. Beekman and for all of you out there, I strongly  
12 encourage you in terms of your research on this project to  
13 please join, please go to our website. And you'll find a  
14 tremendous amount of information, both relevant  
15 historically as well as currently. So thank you again,  
16 Mr. Beekman.

17 Go ahead, Mr. Secretary.

18 MR. RAMADAN: Mr. Chairman, I'm going to briefly  
19 go over the instructions again.

20 For members of the public who wish to provide  
21 comment on all agenda items, excluding Agenda Item 2,  
22 please listen to these instructions. If you are logged  
23 into this meeting via the Zoom application, please utilize  
24 the "raise your hand" feature typically located at the  
25 bottom of your screen, so that I may call on you to provide

1 your comment.

2           If you're dialing in by phone, pressing #2 will  
3 raise your hand and put you into our queue. Speakers will  
4 be called in the order that their hand is raised. Once  
5 you've been in the queue and your name is called, in the  
6 web meeting please click the prompt on your screen to allow  
7 your microphone to be unmuted. On the phone we will call  
8 on you by the last four digits of your phone number. At  
9 that point you'll hear a message that you are being  
10 unmuted.

11           Mr. Chairman, none of the attendees have  
12 motioned to raise their hands to offer public comment.

13           CHAIR RICHARDS: Okay, thank you Mr. Secretary.

14           With that, we will close the first section of  
15 public comment today. And we will now move on to Agenda  
16 Item Number 2, which is a status of the Draft 2022 Business  
17 Plan. And for that CEO, Brian Kelly. Good morning, Brian.

18           MR. KELLY: Good morning, Mr. Chairman and  
19 Members, happy St. Patrick's Day to everybody.

20           BOARD MEMBER SCHENK: And to you.

21           CHAIR RICHARDS: And to you too.

22           MR. KELLY: Thank you very much, big day here.

23           I am pleased to offer today the summary of the  
24 2022 Draft Business Plan including an update as to where we  
25 are in the plan and an outline of what's in this plan. And

1 then I look forward to the public comment period, which  
2 will immediately follow my presentation.

3                   So as I get into this let me just start by saying  
4 or reminding members that our last business plan, our 2020  
5 Business Plan, because of the COVID pandemic was adopted  
6 and presented to the Legislature just ten months ago. We  
7 were pushed back an entire year during the COVID process.  
8 And this draft plan is therefore a bit of a bridge document  
9 for us.

10                  It addresses three key issues. It provides  
11 updates on the meaningful project progress that we've had.  
12 It outlines new opportunities for this Authority and this  
13 project with the addition of federal and state funding that  
14 is either approved or pending. And it updates the  
15 Authority's cost estimates reflecting advance work we've  
16 done. And namely that's the completion of the  
17 environmental work on two Southern California segments.  
18 And the completion of all scope and scheduled  
19 determinations on our Construction Package 4 in the Central  
20 Valley. And finally, it reflects the receipt of a new  
21 federal grant that we received in November of 2021.

22                  So I want to pause here for just a moment Mr.  
23 Chairman and just ask that the -- I can't see on my screen  
24 the PowerPoint presentation, so I want to make sure that  
25 it's up if it's not up. There we go.

1               Okay, so again just a reminder for members on a  
2 little bit of housekeeping here. This Business Plan in  
3 this is required by the Public Utilities Code. We submit  
4 one every two years, even-numbered years under normal  
5 circumstances. Again, because of COVID last year the 2020  
6 Plan was done in 2021. I note that here on this document.  
7 Obviously COVID-19 affected both our timing and our cadence  
8 around the document.

9               And as we work through this particular '22  
10 Business Plan we will have again in less than a year, due  
11 to the Legislature, our 2023 Project Update report. So  
12 there is a lot of things that we are condensing into a  
13 smaller, shorter period of time than we normally do. And  
14 because of these things again we've looked at the '22 Plan  
15 as being a bit of a bridge document. It provides updates  
16 on progress, opportunities since April of 2021, it includes  
17 limited updates forecast, and a preview will be covered in  
18 the 2023 Project Update Report.

19               Again, a couple of reasons of why we see this as  
20 a bridge document, not just the COVID issue, but also there  
21 remains some legislative uncertainty in terms of what the  
22 entirety of our scope and resources will be. That's a  
23 conversation we're having in the Legislature in real time.  
24 Those things need to conclude for us to be more clear about  
25 certain things.

1           We know our track and systems bids are due to  
2 come in in July of this year and that will certainly affect  
3 or give us a better understanding of what cost issues  
4 remain for the Merced to Bakersfield extensions.

5           We have commercial settlements that we're  
6 settling with CPs 1 and 2-3 right now that we're looking to  
7 complete in May of this year.

8           We've worked closely with the State  
9 Transportation Agency to update the ridership and revenue  
10 model that is used, will be applied to this project. But  
11 is also used for estimating ridership on connecting  
12 services that we will be a part of in affecting both their  
13 ridership and ours. And so all of these things we show  
14 that it's a good time to update as much as we can right  
15 now. There's some things that need to come in over the  
16 course of next year and we will move forward on a more  
17 robust project update report in 2023.

18           With that said, I would move to the next slide  
19 and just say two additional things. There are really two  
20 elements of our work program that we highlight in this  
21 Business Plan. And the first is -- and I'm going to take  
22 them up in reverse order here, but the first is the work  
23 plan that we intend to do with the estimated budget that we  
24 have. And I will get into that a little bit later, but we  
25 have an estimated budget between now and 2030 that is

1 roughly between \$22 and \$25 billion. And so we have a  
2 program that we are moving forward with that falls into  
3 that range and we will talk about that.

4           And then the second part of our work program is  
5 what we now can do with new availability of federal funds.  
6 And a pending state budget appropriation that's part of  
7 this budget conversation that the Governor included in this  
8 budget proposal, which is a \$14.9 billion Transportation  
9 Infrastructure Plan. So the biggest change really from the  
10 2020 Business Plan to now is a change in opportunity. And  
11 what I mean by that of course, is there's new federal money  
12 in the game, money that should be and could be available  
13 for this project. And new money at the state level that as  
14 the budget settles it can also determine how quickly we can  
15 do certain things.

16           So on the second element, which is both the  
17 Governor's -- with the availability of new federal money.  
18 And again, in the Governor's program he has pitched in the  
19 budget this year again the remaining appropriation of our  
20 bond funds, the Prop 1A bond funds, \$4.2 billion. Our  
21 proposal is to use those funds simply to complete  
22 construction in the Central Valley. Those bond funds have  
23 been reviewed for that purpose and approved for that  
24 purpose, and so we think that's the right use of those  
25 funds.

1           The Governor has proposed \$3.75 billion  
2 additional for rail and transit projects including grade  
3 separations up and down the state of California in all  
4 regions of the state.

5           \$750 million for active transportation, which is  
6 typically bicycle and pedestrian safety-type projects.

7           \$1.2 billion for what's called port-related or  
8 supply-chain projects. In California we have trade  
9 corridors. We have port trade corridors of national  
10 significance with all of our major ports here. And there's  
11 a program that the Governor has put out to invest more in  
12 those to try to clear up some supply-chain issues.

13           And then there's a \$400 million program for  
14 climate adaptation projects. Again, this is one of the  
15 cleanest projects in the nation and so we think that's  
16 relevant for us as well. So that's on the state side.

17           And then on the federal side -- if we move to  
18 next slide -- this slide should look familiar to the  
19 members. We've talked about this before -- but this is a  
20 snapshot of the Infrastructure Investment and Jobs Act Bill  
21 that was passed by the Congress at the end of 2021. And it  
22 provides over the course of the next five years a total of  
23 about \$70 to \$75 billion in funds in six competitive pots  
24 that we have played in in the past. We've been awarded  
25 grants out of them in the past, and we intend to play in

1 going forward. And some of them are new like the third one  
2 down, the National Infrastructure Project Assistance  
3 Program. This is dedicated specifically to mega projects.

4 And then at the top the Federal State Partnership  
5 Intercity Passenger Rail Program, which is a \$12 billion  
6 program that is outside now of the Northeast Corridor  
7 funding that's available for rail, intercity, high-speed  
8 and other passenger rail services systems around the  
9 country.

10 And so these are two of the mega projects. And  
11 they are megaproject pots I would say that we want to  
12 compete in.

13 And the others are things like INFRA Grants and  
14 RAISE Grants and CRISI Grants, things that are more  
15 familiar to members because we've applied for those grants  
16 in the past. And we've received a RAISE grant as recently  
17 as November of 2021.

18 But in total there's again a large amount of  
19 money available in these federal pots that provide new  
20 opportunity for us. If we go to the next slide.

21 The Business Plan lays out what the kinds of  
22 things we'd like to accomplish with some of this  
23 opportunity. One, I know it's a key concern to Board  
24 Member Perea, but we see an opportunity here to go for  
25 federal funds where we can take the idea of a single track

1 off the table. And pursue funding to make sure that we're  
2 delivering the two-track operating alternative immediately  
3 in the Central Valley between Merced, Fresno and  
4 Bakersfield.

5 We think there's an opportunity to invest  
6 statewide to advance engineering and design work as every  
7 project section across the state is environmentally  
8 cleared.

9 We have been there -- a letter was submitted to  
10 the Administration during the fall where some of the  
11 legislative leaders had called for advanced design work to  
12 occur in some segments around the state. And again, we  
13 think there's opportunity for federal and state funding to  
14 allow us to do that.

15 We want to leverage new federal and state funds  
16 for targeted statewide investments, particularly those in  
17 shared corridors in the Bay Area and Los Angeles. So these  
18 are things like in the Southern California area there's a  
19 series of grade separations that if you do them early, they  
20 benefit systems like Metrolink, but they will also be  
21 needed for our system when we're operating down there in  
22 the Central Valley. It's something like the Merced Station  
23 final location of that where all three systems will go to  
24 one station, so that's a good investment of federal funds.

25 And in the Bay Area, this is something like

1 completing the electrification of the Caltrain Project,  
2 which is a corridor that again in the short term you would  
3 be electrifying what is now in a diesel service in the Bay  
4 Area. But you finish that and then that corridors is  
5 electrified for what will ultimately be our corridor in the  
6 Bay Area. So again a good opportunity to do investments  
7 around the state of statewide significance on shared  
8 corridors.

9           And then finally there's a bill pending at the  
10 federal level still called the Build Back Better Bill. It  
11 may move forward under a different moniker, but the idea is  
12 that that bill's got a \$10 billion program and it's  
13 specifically for high-speed rail. And so we're going to  
14 watch that closely, because if that passes then I think we  
15 can start talking about how we get a funding package to  
16 extend in the Bay Area as soon as possible, coupling those  
17 dollars with other funds. Next slide.

18           In terms of how we would use our current budget  
19 that we have, not counting new federal and state funds,  
20 we've estimated our budget between now and 2030 of  
21 somewhere between \$23 and \$25 billion. And the reason  
22 there's a range there is because as members know, our key  
23 source of state funding is Cap-and-Trade. While it's been  
24 stable lately -- we'll talk more about that later -- but  
25 while it's been very stable there has been moments of

1       volatility in that program, particularly as COVID was  
2       taking off. So there is a little range on what the  
3       expectations of those would be.

4                 But in terms of using our \$23 to \$25 billion  
5       budget we are recommending the same course of action that  
6       we've said before, which is we want to complete all the  
7       environmental work for Phase I from Los Angeles to Los  
8       Angeles and Anaheim, all the way to San Francisco.

9                 We want to advance our goal to initiate the  
10      operating service of electrified service of the 172-mile  
11      route in the Central Valley.

12                 And we want to complete our funding commitment to  
13      the bookend projects in Northern and Southern California.  
14      I know the members know what those are, those are the key  
15      things that we want to get done.

16                 And again the reason with what this slide shows,  
17      is the reason we want to get that operating run going in  
18      the Valley is it's got some important attributes for us.  
19      It allows the trains to operate at high speeds to 120 miles  
20      per hour. We estimate it increases ridership in the region  
21      by 4.8 million riders versus a no-build scenario. The  
22      revenue increases for the state. This is a subsidized run  
23      today, but we see revenue increases of \$117.2 million  
24      versus what that system brings in now. And we see travel-  
25      time reductions of between 90 and 100 minutes on that run

1 in the Valley.

2           And so those things plus the air quality benefits  
3 like the reduction in greenhouse gas emissions. and the  
4 reduction in VMT, this is why we want to get an operating  
5 run going here. Of course our goal is to accomplish that  
6 within this decade. And so again that's why we are pushing  
7 for this, and we continue to do so in this Business Plan.

8 Next slide.

9           We also had some updates on important progress  
10 elements in the Business Plan and we'll just touch on a  
11 couple of those here. The Business Plan goes into much  
12 more detail on these, but since 2018 we've advanced design  
13 work in the Valley from what was roughly about 30 percent  
14 done to now, really closing in on 100 percent. Working to  
15 get the design changes that address third-party concerns in  
16 the contracts; 71 percent of the structures are now in  
17 construction or completed; 72 percent of the miles of  
18 guideways is either completed or now in progress.

19           And our Central Valley Right-of-Way, which has  
20 been a historic difficult issue for the Authority. We  
21 revised the leadership and the goals and objectives of that  
22 division, and we've had pretty good results. We have now  
23 90 percent of the right-of-way in the Central Valley in  
24 hand and we're ahead of our schedule to complete 95 percent  
25 by the end of the year and be fully done by then in early

1 part of '23.

2           And of course the environmental clearances, which  
3 is a big part of how we're advancing the project for all of  
4 Phase 1. We've cleared 300 miles to date. We'll be coming  
5 back to the Board with another roughly 90 miles in April.  
6 And then again in July we'll be back for the San Francisco  
7 to San Jose run to add, I think it's another 43 miles, on  
8 the order of 43 miles of that segment. So that 430 miles  
9 be cleared by the middle of this month. And we'll move to  
10 complete the final two in the next year or so. Next slide.

11           Again, just looking at that environmental work  
12 you know, when I first started working here the only part  
13 of this map here that was yellow was Madera to just Poplar  
14 Avenue. And now with the work that the Board has done, and  
15 the team has done by advancing our environmental work,  
16 we've cleared all the way to Palmdale in Southern  
17 California. We've cleared the stretch between Burbank and  
18 L.A. And again by July of this summer of '22 we look to  
19 clear into the Bay Area. That said, what it looks like is  
20 to see almost the entirety of the Phase 1 system cleared.  
21 And there that's what we're working toward. Next slide.

22           Other key updates, Northern California updates  
23 are in this program, in terms of the progress we're making  
24 on bookend projects and other things. We brought into this  
25 Business Plan new connectivity maps that show how high-

1 speed rail connects to other public transportation services  
2 in those regions. And we provided more data about  
3 partnerships and progress, key benefits on a regional or  
4 local basis with the introduction of high-speed rail  
5 service.

6 Our program baseline budget, we indicated in the  
7 program that we, the Board, adopted an additional \$2.3  
8 billion in expenditure Authority in just December of 2021.  
9 And so we've indicated that in the Business Plan. And  
10 we've deferred our larger program baseline budget until  
11 after we conclude the budget conversations with the  
12 Legislature, so we have a formal understanding of scope and  
13 resources available to the program.

14 We also updated our capital cost estimates, which  
15 I know was reported a lot in the media. But as we have  
16 cleared environmental segments, environmental documents, as  
17 this Board knows we identify impacts from the projects in  
18 each of these communities that are affected, and we put in  
19 place mitigations for those. And those mitigations do come  
20 with costs. Things like avoiding the Caesar Chavez  
21 National Monument in the Bakersfield to Palmdale stretch;  
22 enhanced noise barriers around Tehachapi; design changes to  
23 make sure we were limiting our displacements in the Burbank  
24 to L.A. run; tunneling to get next to the new terminal.  
25 Those kinds of things certainly bring additional costs.

1 And as we always promised we would do, as those RODs  
2 complete, we update the cost estimates. And that's what  
3 we've done in this Business Plan as well. Next slide.

4 Again that's just a reflection of our budget  
5 needs as we look at completing the work that's before us.  
6 If you include getting an operational run in the Central  
7 Valley, finishing our bookend projects in North and South,  
8 completing all the environmental work and really getting an  
9 operational run on a two-track basis. Our estimate of cost  
10 for that is between \$22 and a half and roughly \$24 billion  
11 under this program. If we want advanced design work in  
12 Northern and Southern California, adds about \$600 million  
13 additional dollars for this. And so we have a range there  
14 of expenditures in our budget and that goes against the  
15 estimated range of budget that again is along that line  
16 between \$23 and \$25 billion; and that's what we propose to  
17 use those dollars for.

18 I will just say on the advanced design work in  
19 Northern and Southern California, it is most opportune for  
20 us to try to do that with new state funding so we can  
21 preserve all of our existing budget dollars for the work  
22 we're looking to do in the Valley and completing the  
23 environmental work, getting the bookend projects done  
24 first. Next slide.

25 This is just a picture of a chart that's in all

1 of our business plans. And it is in this one we lay out  
2 our cost estimates for the entirety of the Phase 1 system  
3 in ranges. The low range is that \$72.3 billion figure, the  
4 high range is \$105.129. For all of the Phase 1 system we  
5 have a base cost estimated between \$87 and \$88 billion.  
6 And that really will be more determined when we see how  
7 things settle out with the track and systems and other  
8 elements of cost on the Merced to Bakersfield piece. But  
9 when those settle that range will narrow there in the  
10 middle.

11 I would say as I've said here when we complete  
12 RODs, when we complete the environmental work, we do update  
13 the cost estimates. And I would expect that as we complete  
14 more RODs, we will continue to be at the higher end of the  
15 range here, because those RODs with all the mitigations we  
16 have to account for that. And so the base number will  
17 climb as we finish more and more RODs. And so that's just  
18 part of getting the work done. And again I do believe we  
19 will end up within the range that's depicted here. Next  
20 slide.

21 While this is an expensive project it's worth  
22 noting that this is a study that was first done by the  
23 Authority, I want to say 2016, it could have been even  
24 earlier than that. We updated it in 2018 and I think again  
25 in 2020. But when you consider the mobility and the

1 capacity benefits of the high-speed rail system from San  
2 Francisco all the way to L.A., even with a high-end cost of  
3 \$105 billion, for example, versus the cost of expanding  
4 highways and airports to provide the same kind of mobility  
5 capacity it's still a relative bargain. It's about half  
6 the cost of the expenditures of extending highways,  
7 extending airports. And those issues come without any of  
8 the environmental benefits that our program comes with. So  
9 it remains a relative bargain compared to traditional  
10 transportation investments. Next slide.

11 I mentioned the 2023 Project Update Report. And  
12 again just reminding members we just did the Business Plan  
13 in 2021, we are updating it here, and we have a project  
14 update report due to the Legislature in early '23. Again,  
15 with that we'll update our funding strategy as we are  
16 informed by the legislative budget discussions that go on  
17 and how or whether the federal government passes the Build  
18 Back Better Bill.

19 We will update our program budget and schedule as  
20 we see the track and systems work come in and finalize all  
21 remaining commercial agreements.

22 We have advanced design procurements already for  
23 Merced and Bakersfield extensions.

24 We are looking to come back to the Board to  
25 advance the Central Valley station designs.

1           And as I had mentioned there's a new ridership  
2 revenue forecast that just got put in place at the end of  
3 `21 and we're going to apply that to our program and update  
4 those things for the 2023 Project Update Report. And that  
5 of course will lead us to updating all capital cost  
6 estimates mostly informed by finishing the Records of  
7 Decisions for all the environmental documents.

8           So that's what's in front of us in terms of the  
9 next report that we have due publicly into the Legislature.  
10 Next slide.

11           Just where we are on this process remember that  
12 the draft plan comes out and that kicks off at 60-day  
13 public review period. We've had two legislative hearings  
14 on this draft plan: one in the Assembly and one in the  
15 Senate. We had our February 17th meeting where I  
16 summarized this plan once, and now today I'm summarizing it  
17 again. And we will take public comment after I complete  
18 the summary.

19           The end of the 60-day public comment period is  
20 April 11<sup>th</sup>. Our currently scheduled Board meeting is April  
21 21st where the Board will then consider action and  
22 direction to adopt the Business Plan. And submit it to the  
23 Legislature by May 1<sup>st</sup>. So that's the schedule for this  
24 Business Plan. Next slide.

25           Just another way for the public to comment, I

1 know there's folks who are going to comment directly with  
2 us here today. There's also a website that's available  
3 right there for commenting directly on the program. You  
4 can also email the Authority at [DraftBP2022@hsr.ca.gov](mailto:DraftBP2022@hsr.ca.gov). We  
5 have our mailing address that is also an available way to  
6 do it. And of course part of today's hearing as well we'll  
7 hear public comment.

8 And so I think that probably concludes it. Next  
9 slide.

10 CHAIR RICHARDS: Thank you, Brian.

11 MR. KELLY: Thank you.

12 BOARD MEMBER ESCUTIA: so I have a question, Mr.  
13 Chairman, of Brian.

14 CHAIR RICHARDS: Yes, go ahead please.

15 BOARD MEMBER ESCUTIA: Thank you.

16 Hi Brian.

17 MR. KELLY: Hi.

18 BOARD MEMBER ESCUTIA: I know that we have to  
19 present this Draft Business Plan before the Legislature,  
20 but I'm also concerned about the fact that we're in the  
21 middle of budget season right now in the Legislature. And  
22 I was wondering if you have already testified before the  
23 Budget Committees of the State Legislature?

24 MR. KELLY: I have. I have.

25 BOARD MEMBER ESCUTIA: You have?

1                   MR. KELLY: Yes.

2                   BOARD MEMBER ESCUTIA: Okay.

3                   MR. KELLY: In the Assembly they did the Draft  
4 Plan Oversight Committee through their Budget Subcommittee.  
5 And so that was with Subcommittee Chairman Bloom's  
6 committee. Laura Friedman also participated as did Budget  
7 Chairman Phil Ting. And then on the Senate side they did a  
8 joint committee, which was a committee of their Budget  
9 Committee and the Transportation Committee; did a joint  
10 committee on the Senate side and I testified in that  
11 committee last week.

12                  BOARD MEMBER ESCUTIA: Will there be another  
13 opportunity for you to testify? The reason why I'm asking  
14 is because in addition to you I think that Tom, our  
15 chairman, should also be testifying at these hearings to  
16 really give a robust perspective on the part of high-speed  
17 rail that's not only the CEO. But it's also the Chairman  
18 of the Board. And I think most agencies, as you well know,  
19 it's usually the Chairman of the Board that is also  
20 testifying. So I would just suggest that it's a darn good  
21 idea to bring our chairman. He knows a lot of people in  
22 Sacramento and it's that type of relationship-building goes  
23 a long way in the State Legislature in terms of trying to  
24 reach our goals.

25                  I mean Mr. Chairman, Tom, would you be opposed to

1 that in terms of testifying before these committees?

2 CHAIR RICHARDS: No, of course I will.

3 MR. KELLY: I would just say that I could respond  
4 to that, but I certainly don't make the witness list. The  
5 Legislature does and they've invited me to testify.

6 The only other comment I would say is the Draft  
7 Business Plan is Management's recommendations to the Board.  
8 And I think before you guys hear all public comment, and  
9 before you hear from the Legislature directly on this, that  
10 you've got to be careful having Board members get out and  
11 endorsing the draft prior to the public comment being made  
12 available to the Board.

13 I'm all for whoever wants to testify and I'm all  
14 for the Legislature inviting others to do it. But I would  
15 just say I'm responding to legislative requests to testify  
16 on a draft that is Management's recommendations to the  
17 Board. And then once you guys take all the testimony, we  
18 adopt the Final Business Plan, and we go forward in the  
19 budget conversations. I think that's a great time for the  
20 Chairman and other members of the Board, okay.

21 BOARD MEMBER ESCUTIA: Right. Let's separate the  
22 issues here. You know, to me there's a difference between  
23 the Draft Business Plan and I understand your perspective.  
24 It's a recommendation from Management to the Board. Okay,  
25 I get that. You're right, Brian.

1           I'm talking now, let's talk now about the \$4.2  
2 billion that we would like to get from the Assembly and  
3 that's a budget decision. And I think that it would make a  
4 strong statement if both you and Tom were present at those  
5 type of hearings.

6           MR. KELLY: I'm all for it.

7           BOARD MEMBER ESCUTIA: Asking for that money.

8           MR. KELLY: They just need to invite us. I'm all  
9 for it.

10           BOARD MEMBER ESCUTIA: And if they send you an  
11 invitation list you can respectfully pick up the phone and  
12 say, "You know what, in addition to me I would also like to  
13 include Tom Richards, my Chair."

14           MR. KELLY: I spent 18 years in the Legislature,  
15 I kind of know how it works. And I'm happy to extend the  
16 invitation.

17           BOARD MEMBER ESCUTIA: (Overlapping colloquy)  
18 (Indiscernible) 14 years as a member.

19           MR. KELLY: I'm happy to extend the invitation.  
20 I just feel like I'm being extremely responsive to what  
21 questions the Legislature is asking us for, and I do think  
22 it's beneficial for Board members to advocate to  
23 Legislature as well once we adopt the Business Plan. So  
24 I'm absolutely (overlapping colloquy) --

25           BOARD MEMBER ESCUTIA: I'm not talking about the

1 Business Plan. I told you, you were right on that one. I  
2 told you that the Board members should not get ahead of it,  
3 I'm talking about the \$4.2 billion.

4 MR. KELLY: And I'm agreeing with you. I'm  
5 agreeing with you that we ought to go forward with Board  
6 members to advocate for the \$4.2 billion. No question.

7 BOARD MEMBER ESCUTIA: I know, and all I am  
8 saying is that if you get an invitation list from the  
9 Legislature that only limits it to you, you can  
10 respectfully pick up the phone and say, "You know what? We  
11 would also like to include our Chair."

12 MR. KELLY: I could. Happy to do it.

13 BOARD MEMBER ESCUTIA: Do you have any objections  
14 to this Mr. Chairman?

15 CHAIR RICHARDS: No, I appreciate it, Director  
16 Escutia. Thank you.

17 BOARD MEMBER ESCUTIA: Thank you.

18 CHAIR RICHARDS: Thank you. We'll work on a plan  
19 there, thank you very much.

20 Brian, anything else on your report?

21 MR. KELLY: No, I'm just happy to answer any  
22 questions you may have.

23 CHAIR RICHARDS: Okay, any other questions from  
24 Board members? (No audible response.) Okay, I'm flipping  
25 through here to make sure I'm not missing anybody. It

1 looks like we do not.

2                   So at this point the next item of business on our  
3 agenda is now to go back to public comment for this Agenda  
4 Item Number 2 only, the Update to the Business Plan. And  
5 that would be anybody from the public who would like to  
6 address the 2022 Business Plan and comments to the Board.  
7 So with that I'm going to ask Mr. Ramadan, our Board  
8 Secretary, to advise the members of the public again how  
9 they can address us.

10                  MR. RAMADAN: Thank you, Mr. Chairman.

11                  Good morning, all. Welcome to the California  
12 High-Speed Rail Board of Directors Public Meeting. If you  
13 wish to provide public comment on Agenda Item 2, please  
14 listen to these instructions for offering your public  
15 comment.

16                  First, we will run through some important  
17 technical aspects of this meeting for offering your public  
18 comment. If you are logged into this meeting via the Zoom  
19 application, please use the "raise your hand" feature  
20 typically located at the bottom of your screen, so that I  
21 may call on you to provide your comment.

22                  If you're dialing in by phone, pressing #2 will  
23 raise your hand and put you into our queue. Speakers will  
24 be called in the order that their hand is raised. Once  
25 you've been in the queue and your name is called, in the

1 web meeting please click the prompt on your screen to allow  
2 your microphone to be unmuted. On the phone we will call  
3 on you by the last four digits of your phone number. At  
4 that point you'll hear a message that you are being  
5 unmuted. Once unmuted it will be your turn to speak.  
6 Please slowly and clearly say and spell your first and last  
7 name and if applicable state the organization you  
8 represent.

9 After your introduction each speaker is allotted  
10 two minutes to provide their comment. I will interject at  
11 a minute and forty-five seconds to provide a fifteen-second  
12 warning.

13 Our court reporter is on the line to record these  
14 comments. If they need you to spell or repeat something  
15 they may interject.

16 I will notify you when your time is nearly up.  
17 At the end of your comment we will disable your microphone.  
18 However, you are welcome to stay on the line to continue  
19 watching or listening to the meeting. If you do not wish  
20 to provide comment and simply want to watch the meeting you  
21 can do so by logging on to hsr.ca.gov, and looking for the  
22 link to our live stream.

23 Mr. Chairman, first up for public comment we have  
24 Frank Quintero. Frank Quintero.

25 CHAIR RICHARDS: Mr. Quintero, welcome. Mr.

1 Quintero?

2 MR. QUINTERO: Good morning, Chairman Richards.

3 CHAIR RICHARDS: Yes, good morning and welcome.

4 MR. QUINTERO: Thank you. And thank you  
5 Authority members. My name is Frank Quintero, F-r-a-n-k Q-  
6 u-i-n-t-e-r-o. I'm with the City of Merced and I serve at  
7 as its Deputy City Manager.

8 First of all, I've had the pleasure of working  
9 and being the Project Manager for High-Speed Rail in Merced  
10 since 2000. And concerning the 2022 Draft Business Plan,  
11 CEO Kelly said it best, we have in Merced a proposal to  
12 merge three rail providers at one multi-modal station,  
13 which will blend in local providers as well as urban  
14 providers to one location. Within the Plan, page 17  
15 clearly states out the benefits for the San Joaquin Valley  
16 as a whole. And for the Central Valley, it is a clear win  
17 on why high-speed rail needs to proceed and the Business  
18 Plan continues to support that.

19 With that, Honorable Chairman and Authority  
20 Members, thank you very much for this opportunity to  
21 comment.

22 CHAIR RICHARDS: Thank you, Mr. Quintero. We  
23 appreciate all that the City of Merced has done for the  
24 project.

25 MR. QUINTERO: You're welcome, sir.

1           MR. RAMADAN: Mr. Chairman, next up for public  
2 comment is Consuelo Hernandez. Consuelo Hernandez.

3           CHAIR RICHARDS: Consuelo Hernandez, welcome.

4           MS. HERNANDEZ: Thank you. My name, again,  
5 Consuelo Hernandez, C-o-n-s-u-e-l-o H-e-r-n-a-n-d-e-z  
6 representing the City of Sacramento. I'm here today to  
7 express our support of the 2022 Draft Business Plan, which  
8 advances the Governor's proposal and staff recommendations  
9 to pursue a Merced-Fresno-Bakersfield HSR interim-operating  
10 segment with additional stops at Kings-Tulare and Madera.  
11 The Merced-Fresno-Bakersfield interim-operating segment  
12 will improve access and connectivity to the City of  
13 Sacramento through connections with the ACE and San Joaquin  
14 services at multi-modal hub station in downtown Merced.

15           The City of Sacramento also supports the  
16 Governor's budget proposal for the remaining \$4.2 billion  
17 in Prop 1A HSR bond funds needed to complete high-speed  
18 rail construction in the Central Valley. Thank you.

19           CHAIR RICHARDS: Thank you, Ms. Hernandez.

20           MR. RAMADAN: Mr. Chairman, next up for public  
21 comment we have Michael Rosson. Michael Rosson.

22           CHAIR RICHARDS: Good morning, sir.

23           MR. ROSSON: Good morning, Chair and Board. My  
24 name is Michael Rosson, M-i-c-h-a-e-l R-o-s-s-o-n. And I'm  
25 with the Sacramento Area Council of Governments. And on

1 behalf of SACOG, I am pleased to express our support for  
2 the Draft 2022 Business Plan that moves forward the  
3 Governor's proposal and the staff recommendation to pursue  
4 the Merced-Fresno-Bakersfield high-speed rail interim-  
5 operating segment.

6                 The improved passenger rail is an essential  
7 component of achieving SACOG's and the state's goals to  
8 reduce reliance on single-occupancy vehicles, improve  
9 mobility choices, and reduce harmful air pollutants and  
10 greenhouse gas emissions. This critical investment will  
11 benefit communities throughout the Northern California mega  
12 region and Central Valley.

13                 The ACE and San Joaquin projects will enhance  
14 connections for residents and the visitors traveling  
15 between Sacramento, the Bay Area and the fast-growing San  
16 Joaquin valley. SACOG is also supporting our San Joaquin  
17 Valley partners to secure additional funding for its  
18 expanding ACE and the San Joaquin services between the  
19 Sacramento region and Merced.

20                 SACOG also supports the Governor's budget  
21 proposal for the remaining \$4.2 billion in Prop 1A bond  
22 funds that is needed to complete these high-speed rail  
23 construction projects in the Central Valley. Thank you.

24                 CHAIR RICHARDS: Thank you, sir.

25                 MR. RAMADAN: Mr. Chairman, next up for public

1 comment we have Will Oliver. Will Oliver.

2 CHAIR RICHARDS: Good morning, Mr. Will Oliver.

3 MR. OLIVER: Good morning. I'm with the Fresno  
4 Economic Development Corporation. And on behalf of our  
5 Board of Directors and Members, we are in support of the  
6 2022 Draft Business Plan as it reaffirms the reasons why  
7 this work is so important for many Central Valley  
8 communities.

9 As you know, the Central Valley has struggled  
10 with above-average unemployment, persistent poor air  
11 quality, and unabated poverty that surpasses the  
12 Appalachians. High-speed rail development in the Central  
13 Valley has already put thousands of people to work,  
14 allowing hundreds of small businesses opportunities with  
15 contracting, and prior to the pandemic allowed Fresno and  
16 the Valley to reach record unemployment levels.

17 The 2022 Business Plan calls for 171 miles of  
18 electrified double-track operation connecting Merced,  
19 Fresno, and Bakersfield, which will provide much faster,  
20 more frequent, and more reliable passenger rail service  
21 than is currently available. The success of this early  
22 interim service is essential towards implementing the  
23 ultimate high-speed rail system between the Bay Area, San  
24 Joaquin Valley, and Southern California.

25 In addition, our civic leaders and institutions

1 have made great investment to position the Central Valley  
2 as a home of (indiscernible) this city has committed  
3 hundreds of millions of dollars in planned investment and  
4 projects around the Fresno station, much of which hinges on  
5 a fully functional station and trains operating throughout  
6 the state.

7           It's time to build off the backbone here in the  
8 Valley and finish what we started, advance designs  
9 statewide, and environmentally clear at the full 500-mile  
10 system from San Francisco to L.A. With that, we're in full  
11 support of the Draft 2022 Business Plan. Thank you.

12           CHAIR RICHARDS: Thank you, Mr. Oliver.

13           MR. RAMADAN: Mr. Chairman, next up for public  
14 comment we have Dan Leavitt. Dan Leavitt.

15           CHAIR RICHARDS: Good morning, Dan.

16           MR. LEAVITT: Hi, Chair Richards, Members of  
17 Board. Dan Levitt representing the San Joaquin Joint  
18 Powers Authority, which is the management agency for the  
19 San Joaquin intercity rail service and the San Joaquin  
20 Regional Rail Commission, which is the owner-operator of  
21 the ACE commuter rail service.

22           I'm speaking in support of the Draft 2022 High-  
23 Speed Rail Business Plan that moves forward the Governor's  
24 proposal and High-Speed Authority staff recommendations to  
25 pursue Merced-Fresno- Bakersfield high-speed rail interim-

1 operating segment, providing electrified high-speed rail  
2 service to Californians at the earliest time possible.

3                 The Merced-Bakersfield high-speed rail interim  
4 operating segment with stops at Merced, Madera, Fresno,  
5 Kings-Tulare, and Bakersfield will improve access and  
6 connectivity to other destinations throughout California  
7 through better connections with both ACE and San Joaquin  
8 services in the North and San Joaquin Thruway bus services  
9 at Bakersfield for travel to Southern California.

10                 Our San Joaquin Joint Powers Authority 2022  
11 Draft Business Plan, and the San Joaquin Regional Rail  
12 Commission's 2021 Work Program, highlight the coordination  
13 that we've been doing with the High-Speed Rail Authority  
14 and your Early Train Operator to ensure the success of the  
15 high-speed rail interim service. Our integrative services  
16 plan includes extending ACE to Merced and truncating the  
17 San Joaquin's' at Merced, so that both of our services meet  
18 with high-speed rail at a multi-modal hub station in  
19 downtown Merced.

20                 We strongly support the Governor's budget  
21 proposal to provide the remaining \$4.2 billion in Prop 1A  
22 funding to the Authority needed to implement interim  
23 service. It's time to deliver true, electrified high-speed  
24 rail operations to California as promised to the voters.  
25 And thank you for your time today.

1                   CHAIR RICHARDS: Thank you, Dan. For our  
2 colleagues, Director Schenk and I recall that not some  
3 number of years ago Dan Leavitt used to head up the  
4 Environmental Department for the Authority.

5                   Go ahead, Mr. Secretary.

6                   MR. RAMADAN: Mr. Chairman, next up for public  
7 comment a Wil Ridder. Wil Ridder.

8                   CHAIR RICHARDS: Mr. Ridder, welcome.

9                   MR. RIDDER: Good morning. My name is Will  
10 Ridder, and on behalf of the Tri-Valley - San Joaquin  
11 Valley Regional Rail Authority I thank you for the  
12 opportunity to provide comment today on the California  
13 High-Speed Rail Authority's Draft 2022 Business Plan.

14                  The Tri-Valley - San Joaquin Valley Regional Rail  
15 Authority is responsible for the implementation of the  
16 Valley Link Rail Project. It will provide a new 42-mile,  
17 7-station rail connection between the Dublin/Pleasanton  
18 BART Station in Alameda County and the North Lathrop-  
19 Altamont Corridor Express Station in San Joaquin County  
20 with all-day service on BART frequencies during peak  
21 periods.

22                  Valley Link will provide critical statewide rail  
23 connectivity closing a key gap between BART and the state  
24 rail system in the Central Valley, linking nearly 500 miles  
25 of commuter and intercity rail with more than 130 stations

1 throughout the Northern California mega region. Consistent  
2 with the State Rail Plan and the California High-Speed Rail  
3 Authority Draft Business Plan, Link will expand equitable  
4 access by providing the Bay Area and communities in San  
5 Joaquin County with integrated connectivity to the Merced-  
6 Bakersfield high-speed rail interim operating segment and  
7 Sacramento through the existing Altamont commuter express  
8 and future Valley Rail passenger rail services.

9           We support the Merced-Bakersfield high-speed rail  
10 interim operating segment. We also support the Governor's  
11 Fiscal Year '22-23 budget proposal to utilize the remaining  
12 \$4.2 billion in Prop 1A high-speed rail bond funds for  
13 high-speed rail.

14           We look forward to working with your staff to  
15 include the identification of the Valley Link Rail Project  
16 in the Draft 2022 Business Plan and will be following up  
17 with a letter on these details as part of the formal  
18 comment process. Thank you.

19           CHAIR RICHARDS: Thank you, Mr. Ridder.

20           MR. RAMADAN: Mr. Chairman, next up for public  
21 comment we have Dylan Stone. Dylan Stone.

22           CHAIR RICHARDS: Good morning, Mr. Stone.

23           MR. STONE: Thank you. I'm Dylan Stone with the  
24 Madera County Transportation Commission. We are in strong  
25 support of the Authority's Draft '22 Business Plan to

1 implement the Fresno-Madera-Merced-Bakersfield interim  
2 service. That includes stops in Kings-Tulare and here in  
3 Madera.

4 As the Madera County Transportation Commission we  
5 are the metropolitan planning organization responsible for  
6 preparing our region's long-range transportation plans and  
7 we think this project is a very important aspect of our  
8 long-range plan and long-range vision for the Madera region  
9 and the San Joaquin Valley.

10 A key goal we have here is to reduce greenhouse  
11 gas emissions and we believe we do that by shifting more  
12 travelers onto other modes and commuter rail is one of the  
13 key modes that we do want to see travelers from our region  
14 shipped onto.

15 What the Business Plan outlines is a much faster  
16 and more frequent and more reliable passenger rail service  
17 than what's currently available to travelers in our region.  
18 It more than doubles the available service frequency and it  
19 does so as soon as possible, and that's a really important  
20 aspect that's in this plan, and all of this on clean  
21 electrically powered trains.

22 We support the Authority's Draft 2022 Business  
23 Plan as well as the Governor's budget proposal for \$4.2  
24 billion in remaining Proposition 1A high-speed rail bond  
25 funds, and that they are directed to complete the delivery

1 of this important work here in the Central Valley. Thank  
2 you, Chairman Richards, and Members of the Board.

3 CHAIR RICHARDS: Thank you, Mr. Stone.

4 MR. RAMADAN: Mr. Chairman, next up for public  
5 comment we have Edith Robles. Edith Robles.

6 CHAIR RICHARDS: Good morning, Ms. Robles.

7 MS. ROBLES: Good morning, Chair Richards and  
8 members of the Board. My name is Edith Robles, E-d-i-t-h  
9 R-o-b-l-e-S and I'm with the Stanislaus Council of  
10 Governments.

11 So on behalf of Stanislaus, I'd like to express  
12 our support for the draft of California High-Speed Rail  
13 Authority's 2022 Business Plan. This plan does advance the  
14 Governor's proposal and the High-Speed Rail's plan to  
15 pursue the Merced-Fresno-Bakersfield high-speed rail  
16 interim operating segment, with the additional stops at  
17 Kings-Tulare and Madera. The San Joaquin Valley and more  
18 specifically Stanislaus County, does have a unique  
19 geographical layout as many areas in our region are  
20 isolated from the more urbanized areas and this does limit  
21 our access to both local and regional sources, resources  
22 and services.

23 The Merced-Fresno-Bakersfield interim operating  
24 segment will help improve access and connectivity to the  
25 Stanislaus County through the connections with the Altamont

1 Corridor Express for ACE services and the San Joaquin  
2 Amtrak services at the multi-modal stations in downtown  
3 Merced.

4 Stanislaus also supports the Governor's budget  
5 proposal for the remaining \$4.2 billion in Proposition 1A  
6 high-speed rail bond funds needed to complete and electrify  
7 high-speed rail's interim service between Merced and  
8 Bakersfield. Thank you for your time.

9 CHAIR RICHARDS: Thank you, Ms. Robles.

10 MR. RAMADAN: Mr. Chairman, next up for public  
11 comment we have Laura Uden. Laura Uden.

12 CHAIR RICHARDS: Good morning again, Ms. Uden.

13 MS. UDEN: Good morning, Board members, and thank  
14 you for letting me speak again. I'm speaking to you now as  
15 the High-Speed Rail Business Advisory Council Professional  
16 Services Committee Chair.

17 I have yet to finish reading the Plan in detail,  
18 but I wanted to draw your attention to what I consider a  
19 significant gap. The 2022 Business Plan is supposed to be  
20 an update according to the purpose of the plan, an update  
21 on what occurred over the last ten months affecting our  
22 program, progress and opportunities, and management's  
23 recommendations to the Board on how to address those.

24 My comment is that it doesn't really discuss  
25 small business impacts at all. The 2020 Business Plan at

1 least mentioned achievements and goals sprinkled throughout  
2 the Plan. Small businesses are required to complete this  
3 critical program. With this in future High-Speed Rail  
4 business plans, they should at least summarize the  
5 important small business, disadvantaged and disabled  
6 veteran business goals, the achievements to date, gaps and  
7 the key issues impacting small businesses such as  
8 utilization, timely payments and small business support,  
9 and plans to improve those areas.

10           It should also take credit for the achievements  
11 to date and discuss the significant impact of this critical  
12 program on small businesses throughout the state. We're  
13 doing a lot of good out there and we're not really calling  
14 it out here. And I think this is an important place to do  
15 it, because this is all some people are going to read about  
16 the program.

17           I'm going to provide these comments as well  
18 through the official comment process, but I just wanted to  
19 say please include a discussion on small businesses,  
20 achievements and gaps, and your approach to addressing  
21 those gaps as part of your plan, going forward. Thank you.

22           CHAIR RICHARDS: Thank you, Ms. Uden.

23           MR. RAMADAN: Mr. Chairman, next up for public  
24 comment we have Marlee Smith. Marlee Smith.

25           MS. SMITH: Thank you, Chairman Richards and

1 Members of the Board. This is Marlee Smith, M-a-r-l-e-e S-  
2 m-i-t-h. I'm the Director of Transportation Policy for the  
3 Silicon Valley Leadership Group, which represents over 350  
4 tech and innovation economy employers in the Bay Area and  
5 is in support of the Draft 2022 Business Plan.

6 High-speed rail is essential for development of  
7 the local economy and economy and the state economy and  
8 connects Central Valley residents to well-paying jobs in  
9 the Silicon Valley, which greatly expands economic  
10 opportunity across the state while radically reducing  
11 commutes and transportation costs for workers. Thank you.

12 CHAIR RICHARDS: Thank you for your comments, Ms.  
13 Smith.

14 MR. RAMADAN: Mr. Chairman, next up for public  
15 comment we have Steve Roberts. Steve Roberts.

16 CHAIR RICHARDS: Good morning, Mr. Roberts.

17 MR. ROBERTS: Good morning, Chair Richards, and  
18 Members of the Board. My name is Steve Roberts. I'm  
19 President of the Rail Passenger Association of California,  
20 an all-volunteer statewide organization of advocates for  
21 public improved rail, intercity rail, and commuter rail.  
22 Our membership endorses the 2022 California High-Speed Rail  
23 Business Plan and urges the Board to adopt the Plan. And  
24 we also are strong supporters of the Legislature  
25 appropriating the Prop 1A funding to complete this project.

1           Our members ride this rail service, and we will  
2 be riding it in the future. And we looked anxiously to  
3 keep this program underway and moving forward for the  
4 benefit of Californians, and specifically the citizens who  
5 live in the San Joaquin Valley. Thank you.

6           CHAIR RICHARDS: Thank you, sir.

7           MR. RAMADAN: Mr. Chairman, next up for public  
8 comment we have Arnaldo Rodriguez. Arnaldo Rodriguez.

9           CHAIR RICHARDS: Good afternoon, Mr. Rodriguez.  
10 (No audible response.) Mr. Rodriguez?

11           MR. RAMADAN: Arnaldo, if you wish to provide  
12 public comment, right now would be your time.

13           MR. RODRIGUEZ: Yes, thank you very much, Chair  
14 Richards. I apologize for that. I haven't figured out how  
15 to operate Zoom.

16           CHAIR RICHARDS: No problem.

17           MR. RODRIGUEZ: And thank you very much. To  
18 Members of the Board, my name is Arnaldo Rodriguez, A-r-n-  
19 o-l-d-o, Rodriguez R-o-d-r-i-g-u-e-z. I serve as the City  
20 Manager for the City of Madera.

21           First and foremost thank you very much for your  
22 service to our state and our community. The City of Madera  
23 is in support of the Draft 2022 Business Plan to implement  
24 the Merced-Fresno-Bakersfield interim service that includes  
25 stations at the various locations, specifically in the city

1 of Madera. We believe that this is of the utmost  
2 importance, especially in the San Joaquin Valley knowing  
3 that in the Central Valley is served or is a key trade  
4 corridor for a lot of the produce, and that's tributed  
5 worldwide. We collectively understand, and I think it is  
6 rightly acknowledged, that we cannot build additional  
7 highways to serve the needs of the community. And  
8 collectively we are going to have to begin to identify  
9 alternative modes of transportation, specifically rail.

10                 And kind of with that being said, the City of  
11 Madera along with the county are really excited to be  
12 constructing a new Amtrak station, hopefully a high-speed  
13 rail station right outside of the city boundaries that we  
14 believe can serve as a model in not only for high-speed  
15 rail, but also the nation for new TOD development. It's  
16 adjacent to the state's kind of newest community college  
17 and we feel that we have the proper players in place, we  
18 have willing partners to build a --

19                 MR. RAMADAN: Fifteen seconds remaining.

20                 MR. RODRIGUEZ: -- environment. And with that  
21 thank very much, Chair Richards, we really appreciate it.

22                 CHAIR RICHARDS: And to you too, Mr. Rodriguez.  
23 Thanks for joining us.

24                 MR. RAMADAN: Mr. Chairman, next up for public  
25 comment we have David Schwegel. David Schwegel.

1 CHAIR RICHARDS: Mr. Schwegel, good afternoon.

2 MR. SCHWEGEL: Good afternoon.

3 This is David D-a-v-i-d, Schwegel S-c-h-w-e-g-e-l  
4 -- you know the drill -- spelled like sweet gel, rhymes  
5 with bagel, with Phelps P-h-e-l-p-s Engineering Services,  
6 just like Michael Phelps Talkspace: Therapy for All.

7 If I am successful at renewing my Washington  
8 civil license -- and I do plan to call the Board later on  
9 today to see if I can renew it, given the constraints that  
10 I am facing -- I would definitely want to work on Cascadia  
11 high-speed rail.

12 Now I'm noticing in the Business Plan that you  
13 have a slide that talks about the cost of high-speed rail  
14 versus the cost of expanding aviation and roadway to have  
15 the same carrying capacity. I would highly recommend  
16 getting in touch with Roger, R-o-g-e-r Millar M-i-l-l-a-r.  
17 He is the Washington State Secretary for Transportation.  
18 And what he did is he asked his staff at WASHDOT to  
19 calculate the cost of adding one northbound and one  
20 southbound freeway lane through the State of Washington.  
21 They came up with a cost of \$108 billion.

22 Now compare that, and keep in mind this only  
23 going to fill up with traffic once it opens, for Cascadia  
24 high-speed rail. We're talking a \$24 to \$42 billion system  
25 that will have a comparable carrying capacity of 12 lanes.

1                   MR. RAMADAN: Fifteen seconds remaining.

2                   MR. SCHWEGEL: Plus airports at either end plus  
3 \$355 billion in economic returns. We need to use those  
4 sorts of arguments in the Business Plan to really sell it  
5 to the feds and state alike. Thank you.

6                   CHAIR RICHARDS: Thank you, Mr. Schwegel.

7                   MR. RAMADAN: Mr. Chairman next up for public  
8 comment we have Blair Beekman. Blair Beekman.

9                   CHAIR RICHARDS: Mr. Beekman, welcome back.

10                  MR. BEEKMAN: Hi, thank you. Blair Beekman here  
11 to speak on my second item of today, and to further speak  
12 about. It was nice to hear someone at our earlier public  
13 comment time from Sacramento speak on high-speed rail  
14 items. And I'm interested as I've said in that process.

15                  I think it provides -- to always be considering  
16 and thinking about and talking about the L.A. to Sacramento  
17 line as originally planned for the high-speed rail. It  
18 creates the idea of openness and accountability that I  
19 think you're talking about at this time. And it's true  
20 openness and accountability that creates just better  
21 funding practices, and easier ways to get funding, and an  
22 overall way that we can all better talk about and feel  
23 comfortable with the project.

24                  I work with -- there's a whole new field  
25 developing in the future of openness and accountability

1 with the future of surveillance technology and data  
2 collection for local communities. It's open public  
3 policies and guidelines that really help organize how a  
4 city and a community talks about its technology and how it  
5 plans and how technology will be placed in the -- how you  
6 can hold it accountable.

7           And you can ask, the public can simply ask now  
8 more, "What technologies are being placed?" And they don't  
9 have to feel they are in fear. That we're in a constant  
10 state of war in asking. It's a question of our community  
11 democracy. It's these sorts of good organizational  
12 practices that could really help --

13           MR. RAMADAN: Fifteen seconds remaining.

14           MR. BEEKMAN: -- with the questions of future  
15 openness and accountability with the CHSR project. And I  
16 wish you luck in understanding those concepts. It's those  
17 concepts that build our brighter, happier future. Good  
18 luck in those efforts.

19           CHAIR RICHARDS: Thank you, Mr. Beekman.

20           MR. RAMADAN: Mr. Chairman, I'm going to briefly  
21 go over the instructions for any of the attendees who might  
22 have joined after they were provided.

23           For the attendees who wish to provide public  
24 comment on Agenda Item 2, if you are logged into this  
25 meeting via the Zoom application, please use the "Raise

1 your hand" feature typically located at the bottom of your  
2 screen, so that I may call on you to provide your comment.

3           If you're dialing in by phone pressing #2 will  
4 raise your hand and put you into our queue. Speakers will  
5 be called on the order that their hand is raised. Once  
6 you've been in the queue when your name is called in the  
7 web meeting, please click the prompt on your screen to  
8 allow your microphone to be unmuted. On the phone we will  
9 call you by the last four digits of your phone number. At  
10 that point you'll hear a message that you are being  
11 unmuted.

12           Mr. Chairman, none of the attendees have motioned  
13 to raise their hand and we have not had any new attendees  
14 join after the instructions were provided.

15           CHAIR RICHARDS: Okay. Thank you, Moe, I  
16 appreciate that.

17           Ladies and gentlemen with that we will now close  
18 the second public session, or public comment session. And  
19 we'll move on to Agenda Item Number 3, which is the  
20 Northern California Regional Update. And to present that  
21 this afternoon will be the Northern California Regional  
22 Director, Boris Lipkin and Serge Stanich.

23           Good afternoon, gentlemen.

24           MR. LIPKIN: Thank you, Mr. Chairman and Members  
25 of the Board. Good afternoon to you as well.

1           This is really a bit of a presentation that's a  
2 preview of things to come in Northern California. I did a  
3 pretty comprehensive overview of the many activities we're  
4 doing in the region back in October and so this is our next  
5 Northern California Regional Update. We're going to be  
6 focusing specifically on the two Northern California  
7 environmental documents, one of which is out for public  
8 circulation in the public now, and coming to you next  
9 month, and one that's coming up.

10           And because we're focusing on environmental  
11 documents, I have Serge joining me so that if we do get  
12 into questions about the environmental process we can tag-  
13 team and help answer those. So next slide, please.

14           And so starting with the San Jose to Merced  
15 project section, again this is the one that we're going to  
16 focus on most today. This project section is our key  
17 connection between the Central Valley and what has already  
18 been approved through the Central Valley Wye in previous  
19 segments that the Board has acted on. And to the Bay Area  
20 getting up to San Jose and actually ending just north of  
21 the station in Santa Clara.

22           In this project section, and you can see the red  
23 box on the map, the original set of decisions was really  
24 focused more than 10 years ago -- and some of these as much  
25 as 15 years ago -- on the route to get from the Central

1 Valley to the Bay Area, so the Altamont Pass versus the  
2 Pacheco Pass. With the Board's decision to go with the  
3 particular pass for that route, we started the  
4 environmental process on this section back in 2009. We've  
5 worked extensively with the communities that we go through  
6 and looking at various alternative options before settling  
7 on a preferred alternative.

8 Back in 2019 we published a draft environmental  
9 document in 2020, made some revisions to it in '21, and  
10 we're here today having published the final environmental  
11 document last month. Next slide, please.

12 So in this project section it's roughly 90 miles,  
13 as I mentioned, stretching from Scott Boulevard in Santa  
14 Clara through San Jose and Santa Clara County before  
15 turning east across the Pacheco Pass in joining the Central  
16 Valley Wye.

17 We have four alternatives that we studied in the  
18 draft and final environmental documents. The preferred  
19 alternative is the purple line, Alternative 4, which  
20 extends the blended system and follows the existing rail  
21 corridor from San Jose to Gilroy before turning east on the  
22 dedicated line with convergence around Casa de Fruta. If  
23 you're familiar with driving on 152, that's a big landmark  
24 there. And going through to Carlucci Road in Merced  
25 County. Next slide, please.

1           A few refinements that we made between in the  
2 preferred alternative just to highlight things that have  
3 evolved, continued to evolve, since the Board identified  
4 the preferred alternative back in 2019. We made some  
5 changes on the design of the Guadalupe River Bridge which  
6 is just South of Diridon Station to make sure that we're  
7 not affecting the 100-year floodplain there is as we build  
8 through that area.

9           And then we've also incorporated two design  
10 variants, one around Diridon Station to increase the speed  
11 of the curves going in and out of the station from 15 to 40  
12 miles an hour. And one, some very minor modifications to  
13 the design of the tunnels in Pacheco Pass to increase the  
14 speed there from 200 to 220 miles an hour. And both of  
15 those, all of those have been incorporated in the final  
16 EIR/EIS. Next slide, please.

17           Just to cover some of the key kind of statistics  
18 for this section, it's as I mentioned almost 90 miles.  
19 About 15 miles down is on viaduct and then another 15 miles  
20 is in two tunnel sections. One is a mile-and-a-half  
21 tunnel, which we call Tunnel One. And then Tunnel Two is a  
22 13-and-a-half-mile tunnel, which is the longest proposed  
23 tunnel in the entire system. We have about 30 miles of the  
24 systems at grade and various other portions are on an  
25 embankment and then a few miles of a little bit of trench.

1           We also have a variety of water crossings and  
2 roadway crossings throughout this section. And we do have  
3 various interactions with roads in which we realign and  
4 some which we close, again depending on the exact location  
5 and design of the system. Next slide, please.

6           So to give a sense, again -- and the Board had  
7 identified the preferred alternative back in 2019 -- and  
8 this was one of the summaries that we used at that time in  
9 terms of the comparison between the alternatives. And so  
10 with the preferred alternative and really the difference  
11 being that we're using the existing rail corridor between  
12 San Jose and Gilroy, and so we're not having to build a  
13 whole new dedicated alignment which would impact a lot more  
14 of the communities. So we have in the preferred  
15 alternative, using the existing corridor we have the fewest  
16 displacements.

17           We have the fewest impacts on wetlands and  
18 habitats. Again, you know when you're building on an  
19 existing rail line you're not building on other things.

20           We have the best access to transit and connecting  
21 services, both in Gilroy, and in San Jose.

22           The fewest visual impacts and fewest impacts to  
23 parks along the way, which is very important on the federal  
24 regulatory side things.

25           The lowest capital costs.

1           And from really one of the key differentiators  
2 for this alternative is it allows for the extension of  
3 electrified Caltrain service to Gilroy, which has been a  
4 long-time goal for those communities as well as for  
5 Caltrain as part of their long-range vision. It is really  
6 right now we're helping them electrify the line from San  
7 Jose to San Francisco. But with this preferred alternative  
8 they would be able to completely replace their diesel fleet  
9 and move to fully electrified service, increasing the  
10 service in the corridor from what they are able to operate  
11 today, and obviously reduce emissions and provide other  
12 benefits to the communities, including ones in between our  
13 stations in San Jose and Gilroy. Next slide, please

14           So just to give again a quick snapshot of the  
15 environmental process -- and we'll be coming back with a  
16 lot more on this next month -- so this is again just  
17 skimming the surface on some of these things, but we will  
18 have a lot more to say in April when we actually ask for  
19 your approval.

20           We had two comment periods on this project  
21 section, one was back in 2020. When we published the draft  
22 environmental document we received almost 750 submissions,  
23 submissions being letters or public comment that people  
24 gave at our hearings for example. When we delivered those  
25 into individual comments that we then respond to, we got

1 almost 5,000 comments in total. About 500 of the  
2 submissions were a form letter that we received.

3           When we published the revised and supplemental  
4 draft EIR/EIS in 2021 that was really focused on some  
5 regulatory changes around the treatment of endangered  
6 species, including mountain lion and monarch butterfly, as  
7 well as noise and light mitigation for wildlife. We  
8 received 16 submissions and 226 comments on that one.

9           And of course then our work since that time has  
10 been responding to every comment and then addressing the  
11 issues that they've raised. Next slide, please.

12           And this is just meant to try to give us at least  
13 a sense of where the 5,000 comments were focused on. And  
14 so we had a variety of topics that really bubbled up, and  
15 we'll be talking about this more, but everything from  
16 specific alternatives, there was a big focus on  
17 displacements, on wildlife habitat and movement, certainly  
18 on traffic and cultural resources, and of course  
19 environmental justice.

20           And so in response to the comments that we  
21 received, we either modified or added additional analysis  
22 in the final environmental document. We also modified or  
23 added additional mitigations to address the issues that  
24 were raised. And of course you know, we will have a lot  
25 more to say about this next month and as we brief the Board

1 on the way to asking for your approval. Next slide,  
2 please.

3 And just again the little bit of preview of what  
4 we'll be talking about in April, we'll cover in a lot more  
5 depth the history of the alternatives' development. I gave  
6 just sort of the couple of bookends of where we started in  
7 terms of alternatives versus in particular where we landed  
8 with the final EIR, but there's a whole story in between  
9 there.

10 And we'll provide an overview of the stakeholder  
11 engagement that we've had over the many years, over 13  
12 years of developing this project section.

13 We'll talk about the key project effects and  
14 mitigation measures.

15 We'll focus on station planning in both San Jose  
16 and Gilroy and the work that we're doing with those  
17 communities.

18 And important, we have a variety of important  
19 wildlife areas in this project section, so we'll cover  
20 wildlife movement and impacts and the mitigations that  
21 we're proposing there, as well as environmental justice and  
22 other key topics from the final environmental document.

23 So I think that's -- and then one more slide, I  
24 think, on this part.

25 So and again this is sort of our standard

1 procedure. We'll have a two-day Board meeting in April  
2 where we'll ask -- well we will first give our  
3 presentation. During Day One we will take public comment  
4 on the final.

5 And for the Board's consideration the Board will  
6 have an opportunity to ask us to come back and clarify  
7 anything on Day Two. And then you'll be asked to consider  
8 whether to certify the final environmental document as the  
9 CEQA lead agency and then the approve the preferred  
10 alternative and related CEQA decision documents and direct  
11 the Authority, or the CEO to issue the Record of Decision  
12 under the Authority's NEPA assignment. So those will be  
13 the actions in front of you next month.

14 And then I think I have just two quick slides to  
15 cover the San Francisco to San Jose project section and  
16 updates. And this one is a little bit of a further look  
17 ahead, this one whereas we're wrapping up San Jose to  
18 Merced we're turning our attention towards finalizing San  
19 Francisco to San Jose, and so we expect this one in the  
20 coming months.

21 But this project section is a little bit unique,  
22 at least in Northern California, where we are both already  
23 investing in this quarter through the electrification  
24 project. And really what we're studying is when we're  
25 using the Caltrain corridor what are the needed

1 improvements on top of the electrification project in order  
2 to have high-speed rail service here.

3                 And so we have three stations that we're looking  
4 at in San Francisco and Millbrae and San Jose in this  
5 project section. We have two alternatives that  
6 differentiate between the location of the light maintenance  
7 facility, either on the east or west side of the tracks in  
8 Brisbane. The preferred alternative has that on the east,  
9 Alternative A.

10                We also looked at an option that that had a  
11 passing track and one that didn't in the middle of the  
12 corridor between San Mateo and Redwood City. Again, the  
13 preferred alternative was the one without an additional  
14 passing track based on our operational analysis for the  
15 blended system with Caltrain.

16                And then we had various options for the approach  
17 into Diridon Station, that's primarily driven by the  
18 decisions ultimately made in San Jose to Merced there  
19 because those need to obviously tie in together as the  
20 intersection points.

21                We also had an additional design bearing that we  
22 looked at around the Millbrae Station and we'll be covering  
23 that in more detail as we get to this one as it comes up in  
24 its order.

25                BOARD MEMBER ESCUTIA: Excuse me, Boris? On

1 Millbrae, I would be very interested in being kept abreast  
2 of that. I have been approached by several Council Members  
3 of Millbrae and they're very concerned that their opinions,  
4 their thought processes as to what's the best location for  
5 the station, is not being taken into consideration.

6 MR. LIPKIN: Yeah, we don't have a lot of  
7 engagement with the city. And I'd be happy to set up a  
8 briefing with you to give you the background on how that's  
9 going and where we're at with them if that would be of  
10 interest.

11 BOARD MEMBER ESCUTIA: Thank you.

12 CHAIR RICHARDS: Anything else, Mr. Lipkin.

13 MR. LIPKIN: Yeah, last slide I promise. I'm  
14 almost done here.

15 Just a similar overview kind of the process here.  
16 We published our draft environmental document back in 2020.  
17 We came back with a revised and supplemental draft EIR last  
18 year. That one was focused on the monarch butterfly. We  
19 don't have mountain lions on the peninsula or at least  
20 mountain lion habitats. And as well as the Millbrae design  
21 variant that I mentioned.

22 And then we're looking to publish the final  
23 EIR/EIS here in late spring, so late May or to June. And  
24 then looking to bring that one to the Board in the summer,  
25 so probably July or August as we are finishing that one

1 off.

2 So that's the quick swing around the two project  
3 sections in Northern California. And again we'll have a  
4 lot more next month on San Jose to Merced and a lot more on  
5 San Francisco to San Jose in the coming months. So thank  
6 you, happy to answer questions.

7 CHAIR RICHARDS: Thank you very much. Any  
8 questions for Mr. Lipkin? (No audible response.) Seeing  
9 none then Boris, thank you. We'll look forward to seeing  
10 you in a month or so.

11 With that members and colleagues, we have now  
12 moved onto Agenda Item Number 4, which is the CEO Report.  
13 Brian Kelly, you're up.

14 MR. KELLY: Thank you Mr. Chairman. I will be  
15 brief there's only a couple of items to cover in this CEO  
16 report this month. If we could pull up the PowerPoint,  
17 please.

18 I'm going to cover three items in this -- there  
19 you go -- three items in this report. One is an update on  
20 our most recent Cap-and-Trade auction from earlier this  
21 month. An update on our future Board meetings, which will  
22 be different than what we've done in recent months. And  
23 then there's a great video at the end, just a couple of  
24 minutes long, which is our spring construction update,  
25 which I am happy to share with the Board and the public.

1 So let's go on to the first slide, please.

2 This slide just depicts where Cap-and-Trade has  
3 been, and particularly the last four auctions on the right  
4 side of this slide, is what I call your attention to.  
5 These have been the best. If you annualized the four  
6 auctions, quarterly auctions, it's been the best year in  
7 the history of the program for Cap-and-Trade funds for  
8 High-Speed Rail. That's an annualized figure of \$1.047  
9 billion from Cap-and-Trade.

10 And just four auctions, the last one in February,  
11 was just under \$244 million. And you see we had a record  
12 high the month before that, and two very strong auctions  
13 just prior to that as well. So you could see really if you  
14 start in the middle where that gold line is you can see the  
15 stabilization as we come out of COVID. And how the market  
16 is stabilizing, and the auctions are very robust.

17 The primary driver of the higher auction proceeds  
18 is auction settlement price is significantly about what  
19 they call the reserve price. In February that auction  
20 settlement price was \$29.15 per allowance versus a reserve  
21 price of \$19.70.

22 So it just shows that the allowances are in high  
23 demand. And I think as long as we've got strong policies  
24 nationally and in the state on moving forward on strong  
25 greenhouse gas reduction strategies, this will continue to

1 be a vibrant program.

2           The final '22 Business Plan will be updated to  
3 include the February auction in the final draft. Next  
4 slide.

5           Moving from Cap-and-Trade I just want to remind  
6 the Board members or indicate that beginning next month in  
7 April we go back to the sort of pre-COVID protocols and  
8 practices for our monthly meetings. So the upcoming April  
9 meeting is proposed to be a two-day Board meeting. It's  
10 currently scheduled April 20th and April 21<sup>st</sup>. Again, it's  
11 in-person at what's called the East End Complex, 1500  
12 Capitol Avenue. It's the Department of Healthcare Services  
13 here in Sacramento. We have met there before in their nice  
14 auditorium, it's really good facility for us.

15           And again, we expect that action items coming up  
16 are the question of adopting the 2022 Business Plan. And  
17 as Boris just outlined, the EIR/EIS for the San Jose to  
18 Merced sections. But again, we're getting back to in-  
19 person meetings. Next slide.

20           BOARD MEMBER SCHENK: Brian, before you move on?

21           MR. KELLY: Yes?

22           BOARD MEMBER SCHENK: Since it's a two-day  
23 meeting and it's in-person, can we at least start the  
24 second day earlier than 11:00? You know, like 9:00 or --

25           MR. KELLY: Yeah, let's look at that. I know

1 that the thing that we just have to plan for is to make  
2 sure that the environmental team has sufficient time to  
3 respond to the comments the day before. And so I just want  
4 to make sure that they've got sufficient time. I'll go  
5 back and look at that and we will try to do it as early as  
6 we can on the second day.

7                   BOARD MEMBER SCHENK: Yeah, because without high-  
8 speed rail there are very limited flights back.

9                   MR. KELLY: Yeah, and just to note getting back  
10 to the future in-person meetings, I know that some Board  
11 members, some Directors, may wish to call in. Of course we  
12 want to encourage as much in-person is possible at this  
13 point. However, I understand that some may still want to  
14 call in or do it remotely. And I just want to remind folks  
15 of sort of the pre-COVID rules for that.

16                  The Authority must include a teleconference  
17 location for Board members not participating in-person on  
18 the agenda. Those locations must be accessible to the  
19 public, so it's not the same as being able to do it from,  
20 say your home. It's got to be in a place where the public  
21 can be accessible.

22                  Ensuring the equipment is sufficient. We have to  
23 post an agenda at those teleconference locations. And if  
24 any member or the public attends at the teleconference  
25 location they must be able to address the governing body in

1 the same manner as those attending in-person. All votes  
2 taken at the meetings with teleconference must be with a  
3 roll call vote.

4 So again, we're not excluding any options that  
5 were not provided before, but we do have to go back to  
6 those prior rules for how we do it. And I want to make  
7 sure the members all are aware of that, okay. Next slide.

8 This is just a brief video for the members and  
9 then this will conclude the CEO Report for this month. And  
10 it's just a simple update on what we call our Spring  
11 Construction Update. We try to put these out quarterly and  
12 this is the latest, so I think with that I'll ask the team  
13 to run the video.

14 (Start of Spring Construction Update Video.)

15 "NARRATOR: Let's start in Construction Package  
16 1. At the Avenue 15 1/2 grade separation in Madera County  
17 the construction of the substructure is complete. Concrete  
18 has been placed at the east abutment while the abutment to  
19 the west is taking shape. Between downtown and Fresno's  
20 Chinatown, work continues on the Tulare Street underpass.

21 "Both tracks of the Union Pacific Railroad have  
22 been cut over to the shoofly, a temporary track built for  
23 construction of the underpass.

24 "And to the west you can also see progress at the  
25 G Street bridge where crews have placed concrete for the

1 bridge deck that will take traffic over the underpass.

2           "Concrete has been placed to form three of the  
3 four concrete arches at the Cedar Viaduct over State Route  
4 99.

5           "And just to the south, MSE walls continue to go  
6 up bringing the Cedar Viaduct and Muscat Avenue Viaduct  
7 together.

8           "In February in Construction Package 2-3, the  
9 Authority celebrated the completion of the South Avenue  
10 grade separation.

11          "At Adams Avenue, 16 concrete precast girders for  
12 the superstructure of the grade separation have been  
13 placed.

14          "Next up, the setting of precast concrete panels  
15 to form the deck of the structure.

16          Crews at the Conejo Viaduct are working late  
17 nights and weekends, to set 248 precast concrete girders  
18 for the pergola section of the structure.

19          "As of March 1<sup>st</sup>, 33 girders that stand nearly 124  
20 feet long, and weigh more than 150,000 pounds each, have  
21 been placed.

22          "Twelve precast concrete girders will be  
23 installed at the Dover Avenue overcrossing in Kings County  
24 this spring. When complete, the overcrossing will stretch  
25 nearly 227 feet long.

1            "And in Tulare County, more than 100 Cast-in-  
2 Drill Holes, or CIDH holes have been completed for the  
3 foundation of the Tully River Viaduct; 32 of the 75 columns  
4 needed for the pergola section are also now complete.

5            "2022 kicked off with Construction Package 4 with  
6 15 precast concrete girders being installed at the McCombs  
7 Road grade separation in Kern County; 360 precast concrete  
8 deck panels will be installed to form the top of the  
9 superstructure.

10            "Carpenters and ironworkers continue to work on  
11 the remaining edge girder sections and the Wasco Viaduct.

12            "Post-tensioning activities are now underway to  
13 reinforce the concrete before the last four girders are  
14 installed on the south side of the pergola structure.

15            "And at the Kimberlina Viaduct, nearly 560 cubic  
16 yards of concrete was poured to form the lower deck of the  
17 structure.

18            "Ironworkers will continue working on the stem  
19 walls by continuing to tie rebar. And crews will place  
20 concrete throughout the spring."

21            (End of Spring Construction Update Video.)

22            CHAIR RICHARDS: You with us, Brian?

23            MR. KELLY: Yes. Thank you, Mr. Chairman.

24            With that, that concludes my CEO Report. I'm  
25 happy to answer any questions if there are any.

1 CHAIR RICHARDS: Any questions for Brian?

2 BOARD MEMBER PENA: I actually have a question.

3 CHAIR RICHARDS: Yes, Margaret, please.

4 BOARD MEMBER PENA: Going back to the Business  
5 Plan and the question or the comment by Ms. Uden during the  
6 comment period, is it -- could you respond to that, Brian?  
7 Is it appropriate to put into the Business Plan? And is  
8 that done?

9 MR. KELLY: I appreciate the question, Director  
10 Pena. I actually think her comments were very well  
11 advised. And I think we should absolutely put in some  
12 elements in the Business Plan of our small business goals  
13 and participation, absolutely. And so I think -- and not  
14 only that, but also the things we're working through with  
15 small business groups. So I think her comments were on  
16 point.

17 BOARD MEMBER PENA: Okay, thank you.

18 CHAIR RICHARDS: Any other questions for Brian?

19 BOARD MEMBER PEREA: Yeah, Mr. Chairman, I do  
20 have one question for Brian.

21 CHAIR RICHARDS: Yes, go ahead, Henry.

22 BOARD MEMBER PEREA: You had mentioned in your  
23 first report that in July we should be closing the bids or  
24 receiving the bids on the tracking?

25 MR. KELLY: Track and systems, yes.

1                   BOARD MEMBER PEREA: Would you give a little more  
2 detail on that in terms of what -- how many applicants we  
3 have at this point?

4                   MR. KELLY: (Overlapping colloquy.) Sure.

5                   BOARD MEMBER PEREA: (Indiscernible) and what  
6 that process will be. And then from July forward then what  
7 will be the plan?

8                   MR. KELLY: Yes. As you know, this has been a  
9 long procurement mostly affected by really two things:  
10 affected by the COVID pandemic, and affected by, in part,  
11 the Legislature's want for us to slow down the track and  
12 systems contract. We've tried to be responsive to both.

13                  So initially we had three bidders on this  
14 contract. At the height of the COVID one of the bidders,  
15 we think due to market risks at the time COVID first  
16 struck, dropped out. And we have two remaining bidders  
17 left on this program. And the bids are due in for the  
18 track and systems in July. Once those are in, we will  
19 update the Board on what those look like. And I think  
20 we're not intending to come back to the Board for any award  
21 of those until October.

22                  But I would also say that as those come in, I  
23 expect there will be additional conversation with our  
24 policymakers and folks from the Legislature about what  
25 those bids look like, what they are and before we come back

1 to the Board for any final action. But that's where it  
2 stands right now. We are looking at a July bid date and  
3 roughly an October award date if we move forward.

4                   BOARD MEMBER PEREA: Okay and they're bidding on  
5 the single and the dual track?

6                   MR. KELLY: They are bidding on both. Yes, we  
7 want to see pricing for both.

8                   BOARD MEMBER PEREA: Okay, thank you.

9                   CHAIR RICHARDS: Any other questions for our CEO?  
10 Yes Lynn?

11                  BOARD MEMBER SCHENK: Yeah, Brian, you know it's  
12 been a long time since I've been up in the area, you know,  
13 COVID (indiscernible). I for one would love to get a tour  
14 if it doesn't impact too much on staff.

15                  MR. KELLY: Yeah, you mean on that construction  
16 site?

17                  BOARD MEMBER SCHENK: Yes.

18                  MR. KELLY: Oh, absolutely. Yeah, we will make  
19 that work anytime.

20                  BOARD MEMBER SCHENK: If we could arrange that  
21 maybe there are others who want to join, but I want to say  
22 it's been too long since I've been up there.

23                  MR. KELLY: Why don't we put out at the staff  
24 level, why don't we put out an invite to Board Members?  
25 We've got to be mindful of making sure we don't have a

1 quorum. But yeah, we could do it in sections. But I'd  
2 love to bring all Board Members out at some point to see to  
3 see the construction sites, absolutely.

4                   BOARD MEMBER SCHENK: Great. I think it's  
5 important that we see it. Yeah, thank you.

6                   MR. KELLY: Thank you.

7                   CHAIR RICHARDS: Thank you, Lynn.

8                   Any other questions? (No audible response.) All  
9 right Brian, thank you. We'll move on.

10                  MR. KELLY: Thanks, Mr. Chairman.

11                  CHAIR RICHARDS: Yes, okay.

12                  Let me just touch on Item Number 5 on the F&A,  
13 the Finance and Audit Committee Report this morning. I'm  
14 sensitive to the fact that we've also got a closed session  
15 after this, so I'll go as quickly as possible.

16                  Under Accounts Payable and Aging, two things: I'd  
17 say one, the Authority has not had a late payment now for  
18 five years as was pointed out by our CFO today compared to  
19 where we were when we were many years ago. That's pretty  
20 astounding.

21                  In terms of Disputed Invoices, about the same as  
22 last month, just slightly above \$96 million.

23                  In terms of Invoices Paid, they were up by about  
24 \$24 million to \$111 million. This would be for the month  
25 of January.

1           And the value of Invoices in Process, down about  
2 \$1 million to \$74 million.

3           In looking at our Cash Management, our cash  
4 balances this again, at the end of January \$1.67 billion.  
5 That was down about \$130 million from the month before.

6           Brian has already talked about Cap-and-Trade. I  
7 would only let you know that that \$1.67 does not  
8 incorporate the amount that we expect to have placed in our  
9 account for both the November and February Cap-and-Trade  
10 sales. And with that in mind that would increase our bank  
11 account by about \$567 million for those, the receipts from  
12 those two sales.

13           On our Capital Outlay Budget, I think I mentioned  
14 last month the expectation in terms of the budget is at  
15 about for this -- that would be for the '21-22 fiscal year  
16 -- about \$1.7 billion. Extended through January it's at  
17 \$703 million. That was, excuse me, that was about 41.3  
18 percent of the expected expenditure for the fiscal year  
19 with about 58 percent of the fiscal year having passed.

20           Our Small Business Utilization Rate was up 110th  
21 of a percent to 23.6 percent. And it's been steadily going  
22 up at roughly that rate for the last several months.

23           We had a Contingency drawdown of about \$244  
24 million. And that was not spent, but it was the drawdown  
25 making allocation for that contingency amount. It included

1 primarily a TIA of about \$122 million; the Golden State  
2 Boulevard in Fresno, \$47 million; and a contract extension  
3 of \$27 million.

4           With regards to the Central Valley Status Report,  
5 we averaged in January, 802 workers per day on our  
6 construction sites. In terms of construction project our  
7 process structures under construction are completed,  
8 remained at 66 out of a total of 93 that will be  
9 unnecessary for the completion of 119 miles. The guideway  
10 of 119 miles, the amount under construction or completed it  
11 increased by 1 mile to 87 miles.

12           And Right-of-Way, 8 parcels were delivered in  
13 January. That took us to 249 parcels with a need of -- or  
14 excuse me, 2,049 if I didn't say that -- with a need of  
15 22,186 so we're about 90 percent on our right-of-way  
16 delivery.

17           And with that I'll conclude that. Are there any  
18 questions on that? (No audible response.)

19           If there are none, we will now for the people  
20 from the public, you will note if you have looked at our  
21 agenda, we do have a closed session and we'll move to  
22 closed session now. I don't expect this to be all that  
23 long, I'm going to guess maybe around 30 minutes. After  
24 which time I'll come back and let you know if there's  
25 anything to report from the Board and we'll try to keep

1 that at about 30 minutes.

2           So with that thank you all for joining us. And a  
3 quick shout-out to all of our IT people who make this  
4 possible every month, and to our Board Secretary for the  
5 phenomenal jobs that all if you do, along with of course  
6 all the people, other people behind the scenes who are  
7 making this project happen.

8           Thank you all, both staff and management.

9           With that we will now go to closed session. And  
10 we'll be back, or I will be back hopefully in about 30  
11 minutes. Thank you.

12           (Off the Record at 12:10 p.m.)

13           (On the Record after closed session.)

14           Good afternoon, ladies and gentlemen. This is  
15 the California High-Speed Rail Authority Board Meeting for  
16 March 17th.

17           As you who have been with us know that we moved  
18 to closed session. We are back from closed session and  
19 closed session has been finished by the Board. And I am  
20 back to report to you that there is nothing to report from  
21 today's meeting. So I apologize that it took a bit more  
22 than 30 minutes than I thought it would take, but with all  
23 of that thank you for being with us.

24           And we'll look forward to seeing you in next  
25 month. And that is a two-day meeting having to do with

1 environmental authorization and approvals.

2 So with that, thank you again for joining us. Be  
3 safe, all the best, and this meeting is now adjourned.

4 (The California High-Speed Rail Authority  
5 went into closed session at 12:10 p.m. and  
6 was later adjourned.)

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## CERTIFICATE OF REPORTER

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 30th day of March, 2022.



MARTHA L. NELSON, CERT\*\*367

**TRANSCRIBER'S CERTIFICATE**

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were transcribed by me, a certified transcriber and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 30th day of March, 2022.



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Myra Severtson  
Certified Transcriber  
AAERT No. CET\*\*D-852