



## **Resolution #HSRA 16-05**

### **Approval of the Updated Sustainability Policy**

**Whereas**, the California High-Speed Rail Authority (Authority) is responsible for the development and implementation of intercity high-speed rail service pursuant to the Public Utilities Code §185030, et seq.;

**Whereas**, California has ensured its standing as a world leader on climate change and renewable energy with the passage of AB 32 (Chapter 488, Statutes of 2006) and SB 350 (Chapter 547, Statutes of 2015);

**Whereas**, the FY 2014-15 Budget appropriated \$250 million in Greenhouse Gas Reduction Fund (GGRF) monies for high-speed rail and Senate Bill (SB) 862 appropriated, beginning in FY 2015-16, a one-time repayment of \$400 million General Fund loan plus a continuous 25% of annual auction proceeds;

**Whereas**, Executive Order B-30-15 issued by Governor Edmund G. Brown Jr. creates an interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 and requires state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions to meet the 2030 and 2050 GHG emissions reductions targets;

**Whereas**, Executive Order B-30-15 requires state agencies to take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives;

**Whereas**, Executive Order B-18-12 issued by Governor Edmund G. Brown Jr. requires state agencies to green the state's buildings by requiring all agencies, departments, and other entities to take actions to reduce entity-wide greenhouse gas emissions by at least 10 percent by 2015 and 20 percent by 2020;

**Whereas**, Executive Order B-18-12 requires state agencies and departments to purchase and use environmentally preferable products and requires all new state buildings and major renovations beginning design after 2025 to be constructed as Zero Net Energy facilities with an interim target for 50 percent of new facilities beginning design after 2020 to be Zero Net Energy;

**Whereas**, the Authority has a procedural sustainability policy and set of principles that define sustainable infrastructure in the high-speed rail program context, a policy that meets the goals outlined in Executive Orders B-30-15 and B-18-12, and has taken action to implement that policy;

**Whereas**, large infrastructure projects use substantial quantities of heavy materials, such as concrete, aggregate, rebar, structural steel, and fill, although manufactures account for the GHG emissions associated with materials from cradle to gate, there are also emissions associated with the transportation of the building materials to the job site;

**Whereas**, the Authority has stated commitments to zero-net GHG and criteria pollutant emissions in construction;

**Whereas**, the Authority has a range of tools including contract provisions, contract selection criteria, performance specifications, policies and other mechanisms to implement policy;

**Whereas**, the Authority has taken a range of steps to implement its sustainable infrastructure policy, including a performance requirement for net-zero energy stations and facilities and requiring, in Design-Build Services Contract for Construction Package 4, that contractors supply an environmental product declaration (EPD) for all steel and concrete products;

**Whereas**, an EPD is a document that contains third-party verified emissions associated with the creation of a product,

**Whereas**, the Authority has committed to 100% renewable energy, or net-zero energy and carbon, for train operations;

**Whereas**, the operation of the high-speed rail system will contribute to reducing California's greenhouse gas emissions;

**Whereas**, large infrastructure projects should be part of the state's GHG reduction efforts throughout their delivery; and,

**Whereas**, high-speed rail stakeholders, including the board of directors, have identified specific aspects of agency practice to advance sustainability.

**Therefore, it is resolved:**

The Board adopts the revised sustainable infrastructure policy, updated to specifically optimize materials sustainability and other actions in support of recent stakeholder and board member feedback, executive orders, and regulation; and,

Authorizes the Chief Executive Officer (CEO), or qualified designee, to:

1. Revise specifications and contract provisions to improve materials life-cycle scores and other stated board objectives;
2. Develop a means of scoring construction bids that demonstrate compliance with the Authority's sustainability policy;
3. Develop a baseline of the materials currently being installed for the project to determine their environmental characteristics;
4. Carry out information sessions with industry providers and contractors;

5. Complete climate change vulnerability research and develop appropriate mitigation and adaption strategies; and,
6. Report to the Board and public on the overall impacts of implementing sustainable infrastructure principles in the high-speed rail program, and how such a program furthers the state's low carbon, natural resources and community benefit goals.

Vote: 7 – 0

Yes: Correa; Curtin; Lowenthal; Richard; Richards; Rossi; Schenk

No: N/A

Absent: Paskett

Date: 3/8/16

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