



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: July 28, 2022
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

NORTHERN CALIFORNIA UPDATE

Board of Directors Meeting – August 17 and 18

The California High-Speed Rail Authority (Authority) Board of Directors will meet on August 17 and 18, 2022. At this meeting, the Board will consider whether to certify the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the San Francisco to San Jose Project Section of the California High-Speed Rail Project and approve the Preferred Alternative. The Final EIR/EIS was published on Friday, June 10, 2022, and is available online at the Authority's website (www.hsr.ca.gov).

At the August meeting, the Authority Board will also consider whether to direct the Authority to issue a Record of Decision (ROD), as required by the National Environmental Policy Act (NEPA) and file the Notice of Determination, as required by the California Environmental Quality Act (CEQA). These decisions will complete the environmental review process, allowing the project to advance beyond preliminary design once funding is secured. If this project section is approved, the project would be fully environmentally cleared from San Francisco to Palmdale in Los Angeles County.

Authority Board meeting details, including location and public comment instructions, will be provided on the agenda when it is posted to the [Authority's website](#) prior to the meeting.

Statewide Budget Update

The Governor has signed the budget for FY22-23 that includes the appropriation of the \$4.2 billion in remaining Proposition 1A bond funds to support the completion of an electrified 171-mile high-speed rail segment between Merced and Bakersfield. The Authority will now be able to advance an electrified, two-track, high-speed rail segment between Merced and Bakersfield with a new combined station in downtown Merced connecting to the Amtrak San Joaquins and the Altamont Corridor Express trains. The legislation also includes new independent oversight through the establishment of a High-Speed Rail Authority Office of the Inspector General, and project reporting requirements to keep both the Legislature and the public well informed on the project's progress.

Construction Update: High-Speed Rail Reaches Construction Milestone in Kern County

On July 8, the Authority, in collaboration with design-build contractor California Rail Builders, reached a historic milestone as the final pre-cast girders were placed on Construction Package 4 (CP4). With this placement, all structures along the 22-mile stretch of high-speed rail between just north of the Tulare/Kern County line, and Poplar Avenue south of the city of Wasco, are now in superstructure construction.



Crews placed the final 12 CP4 pre-cast concrete girders over the State Route 46 underpass in Wasco to create a bridge that will carry high-speed trains. The work is being done to create a bridge that will carry high-speed trains parallel to the BNSF railroad.

Last month, crews installed 15 pre-cast girders at the Merced Avenue Grade Separation south of Wasco. Those girders spanned more than 177 feet and are some of the longest manufactured by subcontractor Con-Fab California. Earlier this spring, the last four of 120 pre-cast concrete girders were placed on the pergola section of the Wasco Viaduct.

Since the start of construction, the California high-speed rail project has created more than 8,000 construction jobs, a majority of which go directly to those living in the Central Valley. There are currently 119 miles under construction in the Central Valley with more than 30 active construction sites. [The construction update video can be found here.](#)

RECENT AND UPCOMING OUTREACH ACTIVITIES

- June 22, 2022: [San Mateo & South Peninsula](#) Community Working Group (CWG) meeting.
- June 29, 2022: [San Francisco](#) CWG meeting
- August 17-18, 2022: [Authority Board of Directors](#) meeting