



## Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Gov. Code section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94954726853?pwd=TKR1WFg2SEorZVh5U2xLWnhHSUNNdz09> for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 Passcode: 061243 for audio only.

**Public Comments:** The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**Members of the public are encouraged to provide public comments in the following ways:**

- **Email:** Comments may be submitted by emailing [video@caltrain.com](mailto:video@caltrain.com) before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial \*9 to request to speak. Each commenter will be notified when they are unmuted to speak.

**Thursday, November 17, 2022**

**5:30 p.m. – 7:30 p.m.**

### Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memos)
4. Caltrain Corridor Crossing Strategy (Presentation)
5. High-Speed Rail 2022 Sustainability Report and Staff Report (Presentation and Memo)
6. Public Comments on items not on the agenda
7. LPMG Member Comments/Requests
8. Next Meeting
  - a. Thursday, December 15, 2022 at 5:30pm
9. Adjourn

*All items on this agenda are subject to action*

**CalMod Local Policy Maker Group (LPMG)  
Summary Meeting Notes October 27, 2022**

**Summary Notes**

The purpose of these notes is to capture key discussion items and actions identified for subsequent meetings.

**1. Call to Order**

Chair Jeff Gee called the meeting to order at 5:32 p.m.

**2. Roll Call**

<b>City / County</b>	<b>Representative or Alternate</b>	<b>Present</b>
Atherton	R. Polito	
Belmont	T. McCune	x
Brisbane	T. O'Connell	x
Burlingame	E. Beach	x
Gilroy	R. Armendariz	x
Menlo Park	J. Wolosin	x
Millbrae	G. Papan	
Mountain View	M. Abe-Koga	
Morgan Hill	R. Constantine	x
Palo Alto	P. Burt	x
Redwood City	E. Martinez	x
San Bruno	M. Salazar	x
San Carlos	L. Palmer-Lohan	x
San Francisco	A. Sweet	
San Jose	S. Jimenez	
San Mateo	A. Lee	
Santa Clara	R. Chahal	
South San Francisco	E. Flores	
Sunnyvale	R. Melton	
San Francisco BOS	TBD	
San Mateo BOS	TBD	
Santa Clara BOS	TBD	
Chair	Jeff Gee	x
Vice Chair	Michael Salazar	x

VACANT SEATS: Santa Clara BOS, San Francisco BOS, San Mateo BOS

CALTRAIN STAFF: Casey Fromson, Devon Ryan, Sam Sargent, Dahlia Chazan, Katie Scribner

### **3. Caltrain Staff Report**

Devon Ryan, Government Community Affairs Officer, thanked those who attended the electrification celebration on September 24<sup>th</sup>. Devon gave an update on the Caltrain Broadband Wireless Communications Project which will provide continuous Wi-Fi coverage from San Francisco to San Jose which will match the proposed electrified service. Work is expected to begin on it in early 2023 through 2024.

Chair Gee talked about how ridership is increasing at off-peak hours and during the weekends and nighttime. He mentioned his excitement for future events and showing off the new cars as they make it to the Bay Area.

*LPMG members' and alternate members' key comments and clarifications with staff included the following:*

- A member commented on South County being in need of service but believes they're working towards a solution and thanked the staff that went to the South County meeting. *Staff responded that they will be meeting with colleagues in Gilroy and Mountain View to talk about improvements that can be done in the short term and long term.*

*Public Comments:*

Adrian Brandt thanked staff for the first train event in San Francisco and commented on the minutes from the last meeting. He also talked about how the existing grade crossing system is incompatible with electrification and that it needs to be replaced with the new two-layer system. He talked about how the maximum speed of these rails is 79 miles per hour and that if Caltrain chooses to run faster than that someday, that they will need to be redone. He also said that he was excited for the Caltrain Broadband Wireless Communications Project to be getting started.

### **4. Caltrain Corridor Crossing Strategy**

Devon Ryan introduced Jill Gibson, Transportation Planner, Kimley Horn, who would be covering this item.

Jill explained that the title this month is a different title from last month to make it more holistic. She gave a presentation which included the following:

- What is the Corridor Crossing Strategy (CCS)?
- Strategy Inception and History
- Why develop a crossings strategy?
- Agenda

Jill turned the presentation over to Sam Zimbabwe who presented the following:

- Corridor Crossings
- Initial Feedback and Discovery
- Initial Questions
- Initial Common Themes

*LPMG members' and alternate members' key comments and clarifications with staff included the following:*

- A member commented that gate downtime itself wasn't the constraint on traffic, it triggers a longer signal recovery time, and that policymakers, staff, and community members need to understand that. They also talked about needing an update on the technical standards that will have ramifications on grade separations going forward. *Staff responded that they would discuss clarity on standards in the next section.*

Jill took the presentation back over:

- Concurrent Paths
- Project Delivery Approach
- Program Strategy Approach
- Draft Technical Exploration Topics
- Draft Engagement and Communication Approach
- Draft External Stakeholder Approach
- Look Ahead

*LPMG members' and alternate members' key comments and clarifications with staff included the following:*

- A member talked about needing to take a leadership role to make sure everyone on the rail knows what is going on and what the need is.
- A member commented on one of the main challenges being keeping everyone safe and wishing it would be articulated that it is a priority.
- A member commented on the construction impacts and that most people are unaware of how disruptive the construction will be. They also said that it should be looked at by itself and how it relates to design alternatives and how to minimize them and coordinate them. They also said that they need to make sure that they're not only adding construction impacts but making sure that staff is communicating corridor wide and with the cities. *Staff responded that they are not starting out with the design of grade crossings, and they will be looking at eliminating some of the issues and how to develop a corridor wide strategy. They also will talk about how they may cross over jurisdictional boundaries, opportunities there might be to coordinate, and whether there are different decisions that can be made at corridor level.*
- A member commented on how technical standards affect alternative designs and construction impacts. They also mentioned how up to date, the cities along the corridor have been doing one off grade separations and that if there is a change in technical standards, it must be an exception through Caltrain. They commented that if they are looking at it as a systematic strategy they need to quickly provide certain ramifications of different designs and scenarios on this type of construction, the different costs, and different bridge construction methods.
- A member commented on potentially having a prototype or case study to show the different options that different cities have been considering in order to see the visual differences. *Staff responded that they have been discussing where it would make sense to put something like that.*

*Public Comments:*

Adrian Brandt commented on investigating if there are signal cycle controllers to go back to the last cycle that was interrupted to address the issue of the signals, that cities need to communicate more so they don't all repeat studies that others have done, and that an engineering standard is very important.

**5. High-Speed Rail – in the packet**

**6. Public Comments on Items Not on the Agenda**

There were no public comments.

**7. LPMG Member Comments/Requests**

There were no member comments.

**8. Next Meeting**

Thursday, November 17, 2022 at 5:30pm

**9. Adjournment**

The meeting was adjourned at 6:40 p.m.



## Memorandum

**Date:** November 15, 2022  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** Devon Ryan, Government and Community Affairs Officer  
**Re:** Caltrain Electrification Project E-Update

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### Michelle Bouchard Named Caltrain Executive Director

On November 3, the Caltrain Board of Directors unanimously appointed Michelle Bouchard to serve as the first permanent Executive Director of the railroad! Bouchard has worked for Caltrain for more than 20 years and has been the Acting Executive Director since April 2021.

[Learn more.](#)

### Caltrain Electrification Funding

The State Budget included a minimum set-aside of \$900 million up to \$1.2 billion through the Transit and

Intercity Rail Capital Program (TIRCP) for existing capital projects like Caltrain's Electrification Project that have already received TIRCP funds and are seeking additional funding to maintain or leverage federal and local funds. The guidelines for the program have been released and Caltrain submitted comments on November 7 on the proposed guidelines. It is anticipated that applications will open by the end of this week and materials will be due December 6. Awards for existing projects will likely be determined in late January 2023. Details for existing projects can be found in Addendum 1 of the guidelines.

View the [guidelines here](#).

### **Grade Crossing Funding Opportunity**

The TIRCP guidelines also include a separate amount of funding set aside for grade separations in the amount of \$350 million. For projects outside of Southern California, \$70 million to \$210 million is available for high priority grade crossing improvement and separation projects. Applications will be due February 10, 2023, and award announcement is anticipated April 24, 2023. Local governments and other entities are eligible to apply. Details for grade separation projects can be found in Addendum 3 of the guidelines.

View the [guidelines here](#).

### **PUBLIC MEETINGS:**

**JPB WPLP Committee Meeting – December 14 at 3:00 p.m. – Please note, this will be remote only**  
**JPB Board Meeting – December 1 at 9:00 a.m.**

For more details, and a full list of upcoming meetings, please visit [Caltrain.com/Meetings](https://www.caltrain.com/Meetings).

### **PROGRESS REPORT:**

The presentation on Caltrain Electrification progress presented at Caltrain's November 3, 2022 Board Meeting is [available here](#).

# Memorandum

**Date:** November 14, 2022

**To:** Local Policy Makers Group (LPMG)

**From:** Dahlia Chazan, Deputy Chief, Caltrain Planning

**Re:** Caltrain Corridor Crossings Strategy (CCS) Project E-Update



## Corridor Crossings Strategy (CCS) Description

The Corridor Crossings Strategy (CCS) has been discussed as an agency priority since 2019, when it was first identified within the Caltrain Business Plan Process. This strategy was first funded in 2019 but was delayed due to the COVID-19 pandemic. As Caltrain and other operators plan to increase rail services, Caltrain understands that a coordinated approach to grade separations or closures is needed to unlock regional mobility and safety benefits.

The Caltrain Business Plan acknowledges that grade separation projects are costly, complex, and challenging. The CCS strives to identify areas for enhancement in the current process and develop a potential strategic approach to deliver corridor-wide consensus on delivery of grade separation projects.

The CCS is divided into three phases: Initiation Phase, Phase I, and Phase II. The Initiation Phase started in July 2022 and will finish in December 2022. This phase includes the initial issue identification collected from Caltrain coordination, initial stakeholder engagement, and preliminary existing conditions gathering.



Phase I will commence in January 2023 and end approximately in Fall 2023. Phase I takes the outputs from the Initiation Phase to provide an initial framework to organize the overall study, workplan, and stakeholder engagement process. The purpose of Phase I is to identify a shared vision for grade separations or closures along the corridor, including objectives and needs through extensive stakeholder engagement.

Phase II will begin after the completion of Phase I, once a shared vision is identified. Phase II will include a corridor-wide strategy and programmatic approach for organization, project development, funding, and implementation of the vision.

## Initiation Phase Progress

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Initial Caltrain and external stakeholder interviews were conducted in August through November. In addition, LPMG presentations were conducted in September to introduce the project and October to provide an overview of the preliminary project approach to obtain feedback. During the Initiation Phase, the project team has also identified case study programs that can provide insight for Caltrain and corridor communities in developing the CCS.

Based on this initial stakeholder engagement as part of the Initiation Phase, the project approach will include the development of a user-friendly, website-based Crossings Delivery Guide to communicate roles and responsibilities, key design standards, and processes for grade crossing separation and closure projects. In addition to the Crossings Delivery Guide and in close partnership with the cities and stakeholders, the strategy will gather the ambitions of stakeholders to clarify and define a vision that balances the complex web of organizational, technical, and funding challenges that must be addressed for the vision to be realized.

## Public Meetings

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**JPB WPLP Committee Meeting – November 16 at 3:00 p.m.**

**JPB Board Meeting – December 1 at 9:00 a.m.**

For more details, and a full list of upcoming meetings, please visit [Caltrain.com/Meetings](https://www.caltrain.com/Meetings).

## Progress Report

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The presentation on the Caltrain Corridor Crossings Strategy approach presented at Caltrain's October 27, 2022, LPMG Meeting is [available here](#).



# *Corridor Crossings*

STRATEGY



**CSCG / LPMG Presentation**

11.16.2022 / 11.17.2022





# AGENDA

- **Project** Background
- **What** we heard in October?
- **Refined Strategy** Approach
- **Refined Engagement** Approach

## PURPOSE:

Obtain comments on refined strategy and engagement approach.

# Strategy Inception and History

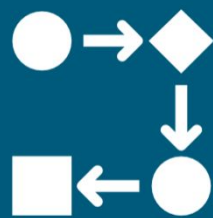
- **Strategy identified as part of Caltrain Business Plan**
  - ✓ Multi-year effort
  - ✓ Caltrain as the “convener” rather than sole owner
- **Planning for, funding, and constructing grade separations has been a 150 year-long challenge**
- **Current At Grade Crossings**
  - ✓ 43 crossings (2 pedestrian) on Caltrain corridor
  - ✓ 28 crossings on UPRR corridor
- **Currently implemented on project-by-project basis and funding is largely first come, first serve**





# What is the Corridor Crossing Strategy (CCS)?

- Corridor-wide strategy and programmatic approach for:
  - ✓ Organization
  - ✓ Project development
  - ✓ Funding
  - ✓ Implementation of grade separations and closures
- A stakeholder engaged process that seeks consensus on a shared vision and approach for grade separations informed by the complexity of challenges.
- Includes Project Delivery Opportunities and Program Strategy
- **Existing grade separation projects will continue in parallel**

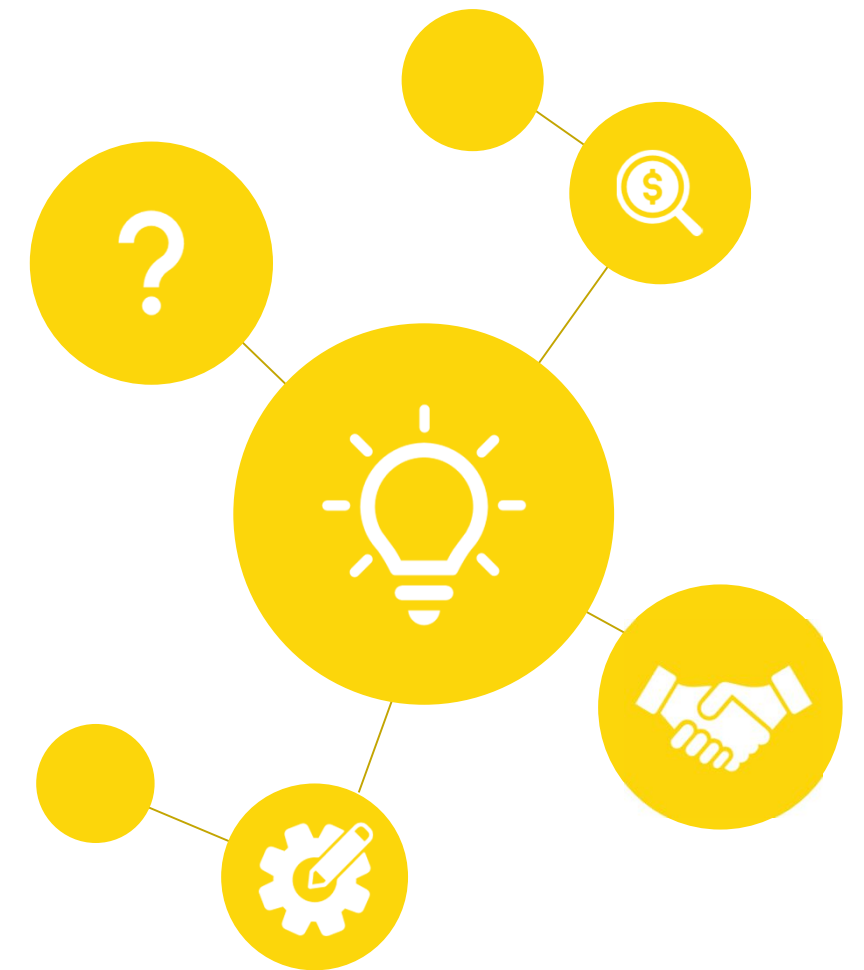


# Why develop a crossings strategy?

## DEVELOP A VISION:

- To complete grade separations in line with stakeholder ambitions
- Identify how grade separations fit into the future of the Caltrain corridor

*The strategy will gather the ambitions of stakeholders to clarify and define a vision into balance with the complex web of organizational, technical, and funding challenges that must be addressed if the vision is to be realized.*



# October Comments

Comments		Responses
<i>Concurrence on the need and utility of a Crossings Delivery Guide</i>		The CCS will continue to move forward with the development of an accessible, transparent Crossings Delivery Guide.
<i>Further explore broader mobility impacts associated with train crossings</i>		Baseline conditions and technical topics will include mobility impacts.
<i>Need for technical and design standards</i>		The Crossings Delivery Guide will provide an accessible, public portal of Caltrain grade crossings technical and design standards.
<i>Safety of all rail line users should be emphasized</i>		Safety will be included as a component of the Construction Approach and Delivery Methods technical topic.
<i>A corridor project information dashboard would be helpful</i>		The CCS Website will include an interactive map that houses this project information along the corridor.
<i>Provide educational information for the public on grade crossing and separation components.</i>		The CCS Website and FAQ list will include basic grade crossing and separation information for the public including visual representations.

# Concurrent Paths



## Project Delivery Opportunities

Communicate roles, responsibilities, processes, and standards for individual projects.



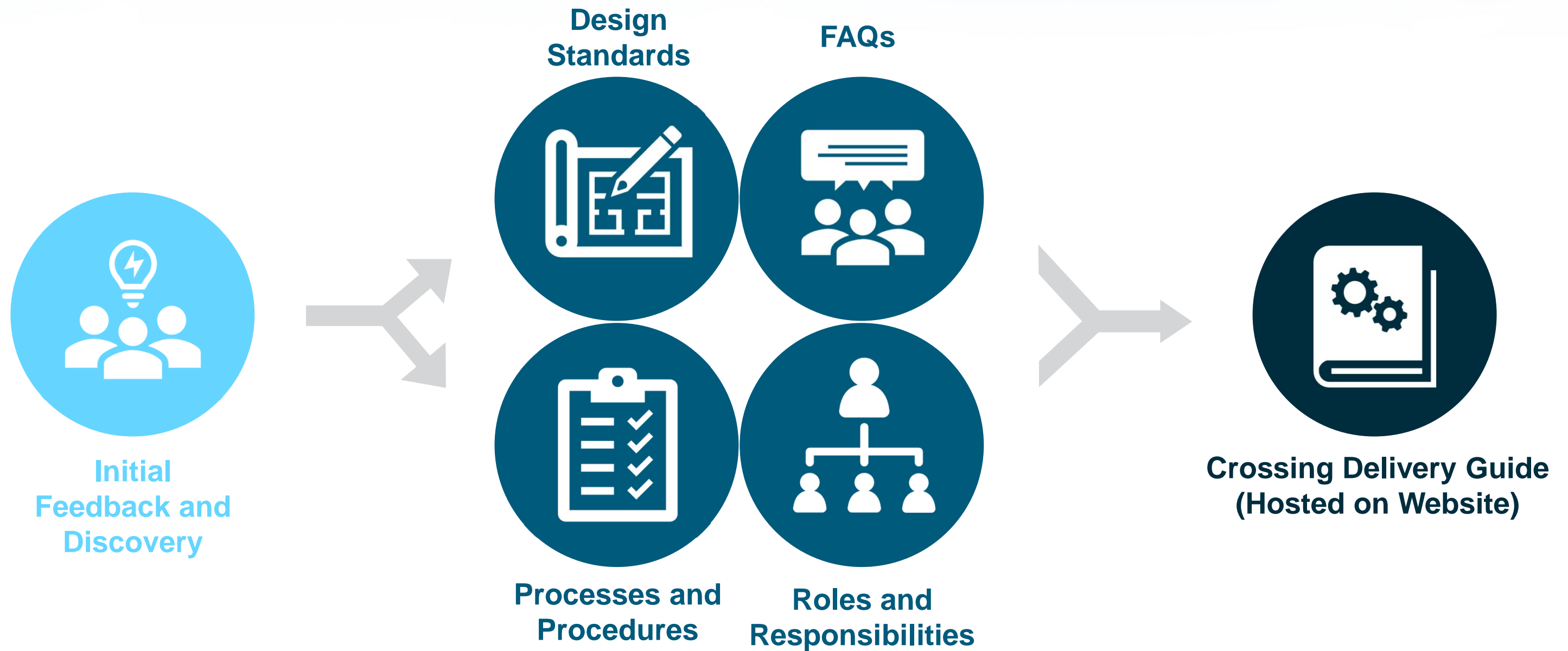
## Program Strategy Development

Develop a shared, corridor vision with an incremental and implementable approach for regional benefits resulting in broader funding opportunities.

***Balance vision with implementable action plan***



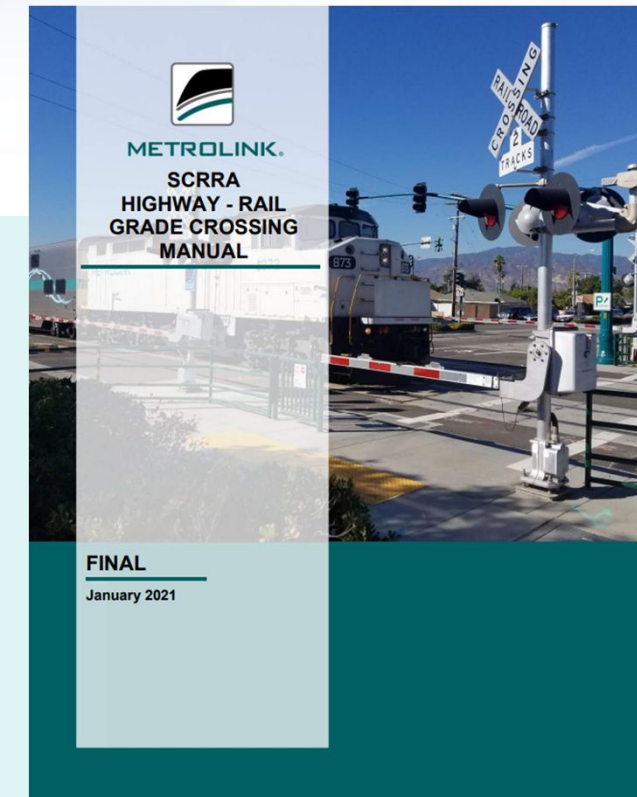
# Project Delivery Approach



# Project Delivery Approach

## Crossings Delivery Guide:

- Living document updated as revisions are needed
- Online, user-friendly portal that communicates the project delivery approach
- Includes FAQs for reference
- Examples of grade separations and/or closures



## Processes and Procedures:

Design exceptions, project development process, service agreements, operational requirements during construction

## Roles and Responsibilities:

Defined Caltrain, local jurisdiction, and JPB member agencies roles

## Design Standards:

Horizontal and vertical clearances, design speeds, allowable profile grade, types of railway crossings, & allowable construction methods

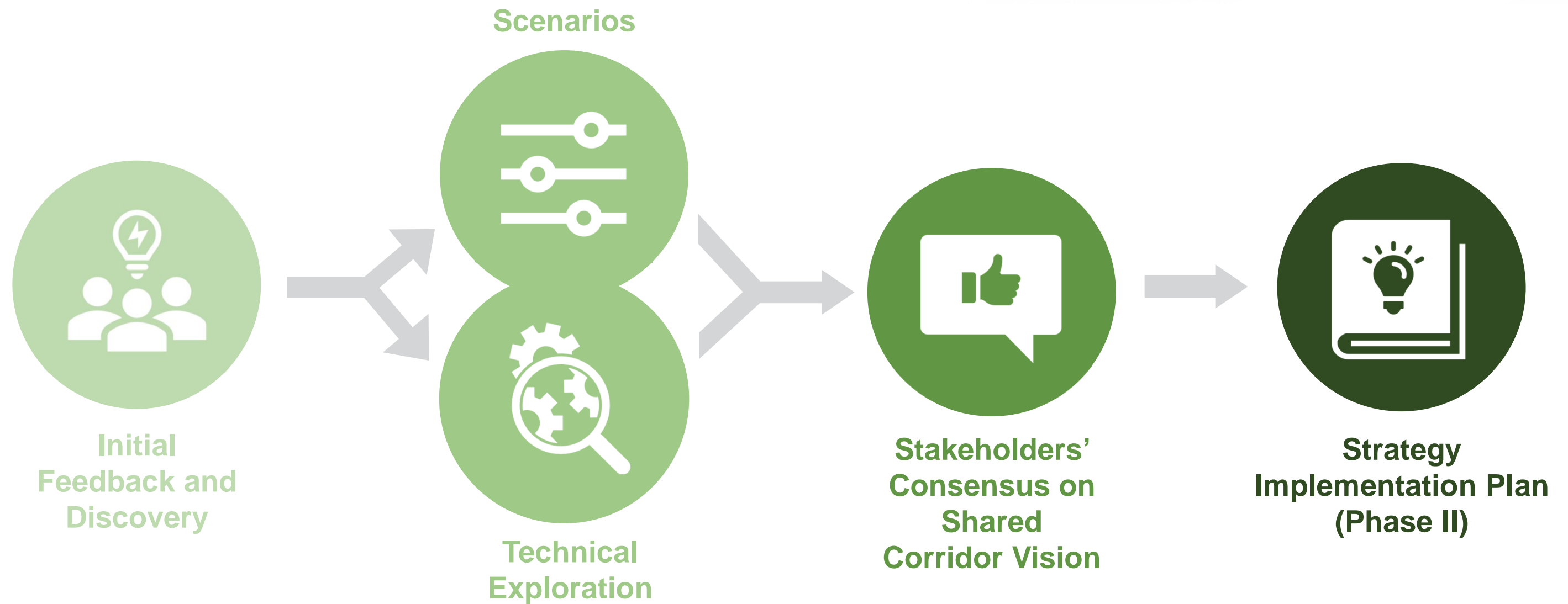
# Project Delivery Approach

## Missing Guide Components

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# Program Strategy Approach



# Scenario Planning

Scenarios



Technical  
Exploration

- **What:** Scenario Planning is an exercise in exploring possible outcomes given a variety of factors or inputs.
- **Why:** Scenario Planning allows organizations to filter various factors through different scenarios or paths, weighing tradeoffs between each and identifying which outcome best accomplishes their goals and objectives.
- **Corridor Crossings Strategy context:** This exercise will filter technical topics through different scenarios and applicable case studies, exploring which one would best realize the corridor vision.

# Scenario Planning Spectrum – Example

## Independent Projects Approach

- Project-by-project approach/management
- Local funding plan
- Aspirational goal, but no timeline
- Current approach for Caltrain

## Corridor Approach

- Regionally coordinated approach to corridor funding
- Interjurisdictional communication about resources and schedule
- Coordinated corridor project delivery
- Aspirational goal with timeline

## Centralized Program Delivery Approach

- Robust and centralized project delivery
- Corridor-wide and regional funding
- Consistent project champion
- Clear accountability for delivery timelines
- Aggressive goal with timeline

Scenarios become a lens for understanding implications of technical explorations on crossings strategy.

# Technical Exploration Topics



# Technical Exploration

## Which topic is most important to you?

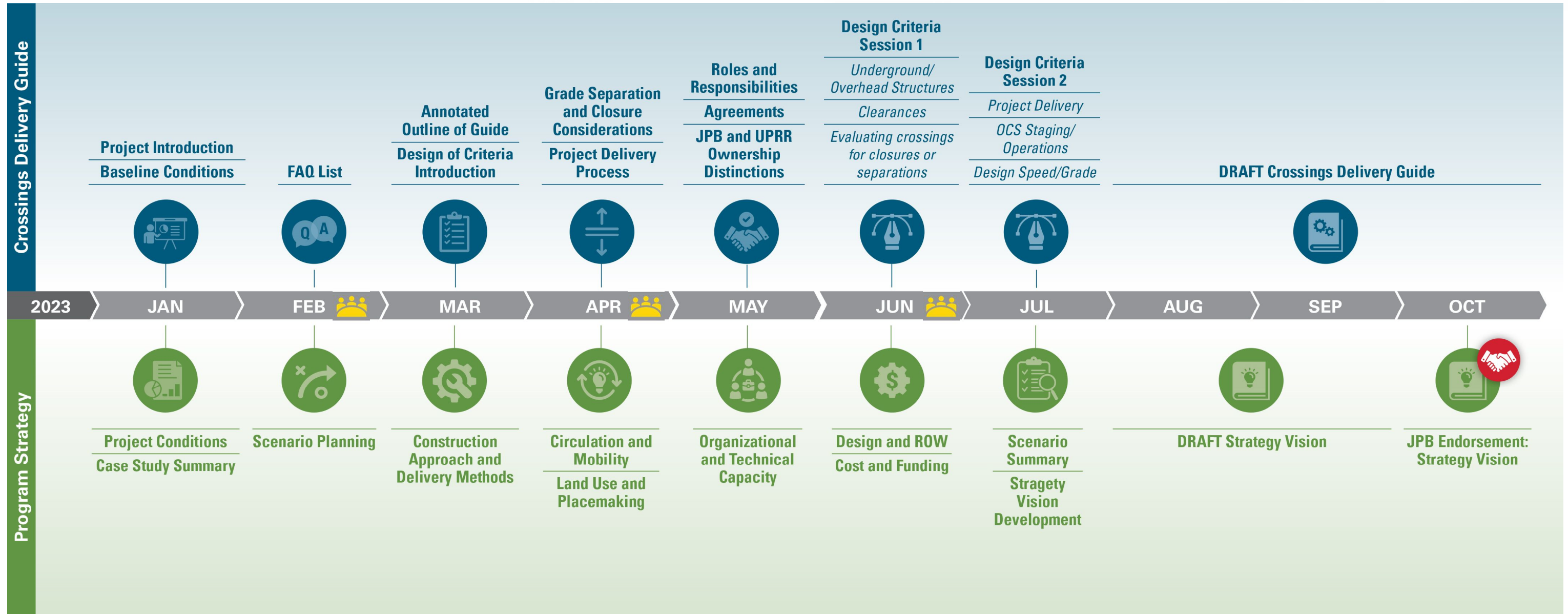
Construction Means, Delivery Methods, and Safety	<b>108699</b>
Peninsula Circulation and Mobility	<b>108703</b>
Land Use and Placemaking	<b>108712</b>
Design and ROW	<b>108713</b>
Cost and Funding	<b>108794</b>
Organizational and Technical Capacity	<b>108820</b>

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# Monthly Topics and Milestones



# Engagement and Communications Approach

- **Purpose:** Encourage active participation and project liaisons for consensus on an informed corridor strategy and vision
- Caltrain Engagement
  - Monthly staff and technical meetings
  - Quarterly updates to JPB Board
- External Stakeholder Engagement
  - Designated stakeholder groups with monthly or quarterly meetings
- Communication
  - Website and social media announcements coming



# External Stakeholder Groups

Group	Frequency	Purpose
<b>Local Policy Maker Group</b>	Monthly	<ul style="list-style-type: none"> <li>• Active participation of City/County Elected Officials along the Caltrain and UPRR corridor</li> <li>• Presenting project activities and obtaining feedback on the project direction from elected officials</li> </ul>
<b>City/County Staff Coordinating Group</b>	Monthly	<ul style="list-style-type: none"> <li>• Active participation of City/County staff along the Caltrain and UPRR corridor</li> <li>• Presenting project activities and obtaining feedback on the project direction from staff</li> </ul>
<b>General Manager Group</b>	Quarterly	<ul style="list-style-type: none"> <li>• Active participation from General Managers/Directors of county and regional funding entities</li> <li>• Provide general awareness and solicit feedback on strategy activities</li> </ul>

# External Stakeholder Groups

Group	Frequency	Purpose
<b>Project Partner Group</b>	Monthly	<ul style="list-style-type: none"><li>• New forum for active participation from county and regional funding entity staff</li><li>• Opportunity to provide feedback and guide the development of the corridor vision and strategy</li></ul>
<b>Stakeholder Advisory Team</b>	Quarterly	<ul style="list-style-type: none"><li>• New opportunity for members of organizations affiliated with the Caltrain and UPRR corridor to receive general project awareness and updates</li><li>• Members to act as liaisons to disseminate project information to the community at large and provide feedback</li></ul>
<b>General Public</b>	Ongoing	<ul style="list-style-type: none"><li>• Communicate project information and announcements through a frequently updated website and social media announcements</li></ul>

# Outreach Schedule

	2022				2023									
	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct
Local Policy Maker Group	●	●	●	●	●	●	●	●	●	●	●	●	●	●
City/County Staff Coordinating Group	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Joint Powers Board				●			●			●				●
General Manager Group					●			●			●			●
Project Partner Group					●	●	●	●	●	●	●	●	●	●
Stakeholder Advisory Team					●			●			●			●

# Stakeholder Advisory Team (SAT)

- **Purpose:** Project liaisons acting as conduits to disseminate project information to the community at large and provide feedback
- Cities/agencies to provide potential member names
- **New Member Selection Process:**
  - Part of an organization affiliated with Caltrain and UPRR corridor
  - Not a City Council or County Board of Supervisor official or working for one
  - No conflicts of interest (property or vendor)
  - Represents diversity of interests, background, and socioeconomics

# December CSCG/LPMG

- Call for Cities to provide updates on current grade crossing projects
- **Purpose:** To establish a baseline of conditions along the corridor to tee up the January project kick off
- Due: Friday, December 2
- Template will be provided
- Send to Whitney DiGiantommaso:  
[Whitney.DiGiantommaso@kimley-horn.com](mailto:Whitney.DiGiantommaso@kimley-horn.com)
- Please be ready to present one slide per project at the December CSCG



# Project Update Template

- Project Name:
- Project Phase/Status:
- Project Timeline:

Please include relevant project concepts, pictures, or plans.



# Looking Ahead

## Begin Development of Crossings Delivery Guide

- **January:** Project Introduction & Baseline Conditions
- **February:** FAQ List
- **March:** Annotated Outline of Guide & Design Criteria Introduction

## Begin Technical Exploration of Program Strategy

- **January:** Baseline Conditions & Case Study Summary
- **February:** Scenario Planning
- **March:** Construction Approach, Delivery Methods, and Safety

## Project website under development

- Will include project information, interactive mapping, educational grade separation information, presentations, announcements, and more
- Will include a form to subscribe to updates





# CALIFORNIA High-Speed Rail Authority

## Memorandum

**Date:** November 17, 2022  
**To:** Local Policy Maker Group (LPMG)  
**From:** Boris Lipkin, Northern California Regional Director  
**Re:** California High-Speed Rail Program Update

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### **STATEWIDE UPDATES**

#### **9,000 Jobs and Construction Update**

This month, a major milestone was reached with 9,000 labor jobs created and over 700 small businesses employed on the project to date. The video marking the occasion can be seen [here](#).

The [Fall 2022 Construction Update Video](#) uses new drone footage to highlight the completion of three high-speed rail grade separations and updates across the Central Valley.

You can find the news release online [here](#).

#### **Small Business Newsletter Fall 2022**

In honor of Veteran's Day, the [Fall 2022 Small Business Newsletter](#) focuses on some of the veteran-owned small business working on high-speed rail, such as:

- San José-based NSI Engineering facilitates all the processes that support others design and build products successfully.
- Sam's Equipment & Supplies plays an integral role ensuring the safety of workers and drivers near Construction Package 2-3.
- Los Angeles-based Environmental Review Partners, Inc. specializes in environmental planning compliance.

The issue also contains information about the new Service-Disabled Veteran-Owned Small Business (SDVOSB) certification and upcoming small business engagement events.

#### **State Officials Share Support for High-Speed Rail Sustainability Goals**

Secretary Wade Crowfoot of the California Natural Resources Agency recently [shared support](#) for the Authority's sustainability goals and plans, as outlined in the 2022 Sustainability Report. Partnering agencies have also shared their thoughts on how high-speed rail plays an important role in addressing climate change and California's clean energy future:

- [Amanda Hansen, Deputy Secretary for Climate Change](#) (California Natural Resources Agency)
- [Secretary Toks Omishakin](#) (California State Transportation Agency)
- [Executive Director Lynn von Koch-Liebert](#) (California Strategic Growth Council)
- [Deputy Secretary Virginia Jameson](#) (California Department of Food and Agriculture)
- [Chair Liane Randolph](#) (California Air Resources Board)
- [Chair David Hochschild](#) (California Energy Commission)

The 2022 Sustainability Report can be found [here](#).

#### **Upcoming Outreach Activities**

- Presentation to Fremont Rotary Club - November 30



**CALIFORNIA**  
High-Speed Rail Authority

# 2022 Sustainability Report

Margaret Cederoth

Director of Planning and Sustainability

November 2022

# 2022 Sustainability Report

This year's report focused on how the system is a part of California's policies that are accelerating toward a carbon neutral and resilient future.

Delivering sustainability at the Authority depends on the actions and decisions of everyone involved in the program.



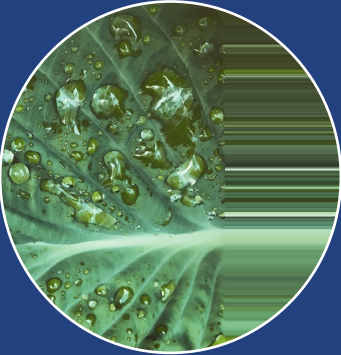
# Sustainability Policy

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

*POLI-1007 – Sustainability Policy, 2020-04-02*



# The Sustainability Report reflects and consolidates environmental, social and governance (ESG) topics.



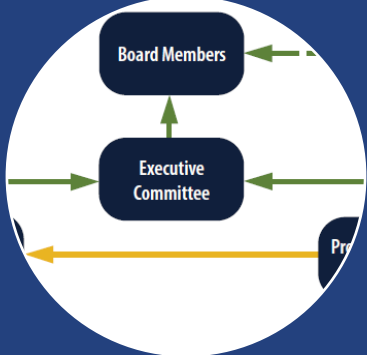
## Environment

- Biodiversity and Ecosystem Preservation
- Requirements for environmental quality disclosure for concrete and steel
- Greenhouse Gas Emissions Reductions
- Resilience and Adaptation
- Renewable Energy
- Water conservation requirements
- Lifecycle Approach



## Social

- Health and Safety
- Community Consultation, Engagement and Participation: required notice to local jurisdictions
- Diversity, Inclusion, & Equal Opportunity
- Development of skills and employment opportunities through apprenticeship training
- Creation of Transportation Hubs
- Enhancing Public Spaces
- Stakeholder Satisfaction

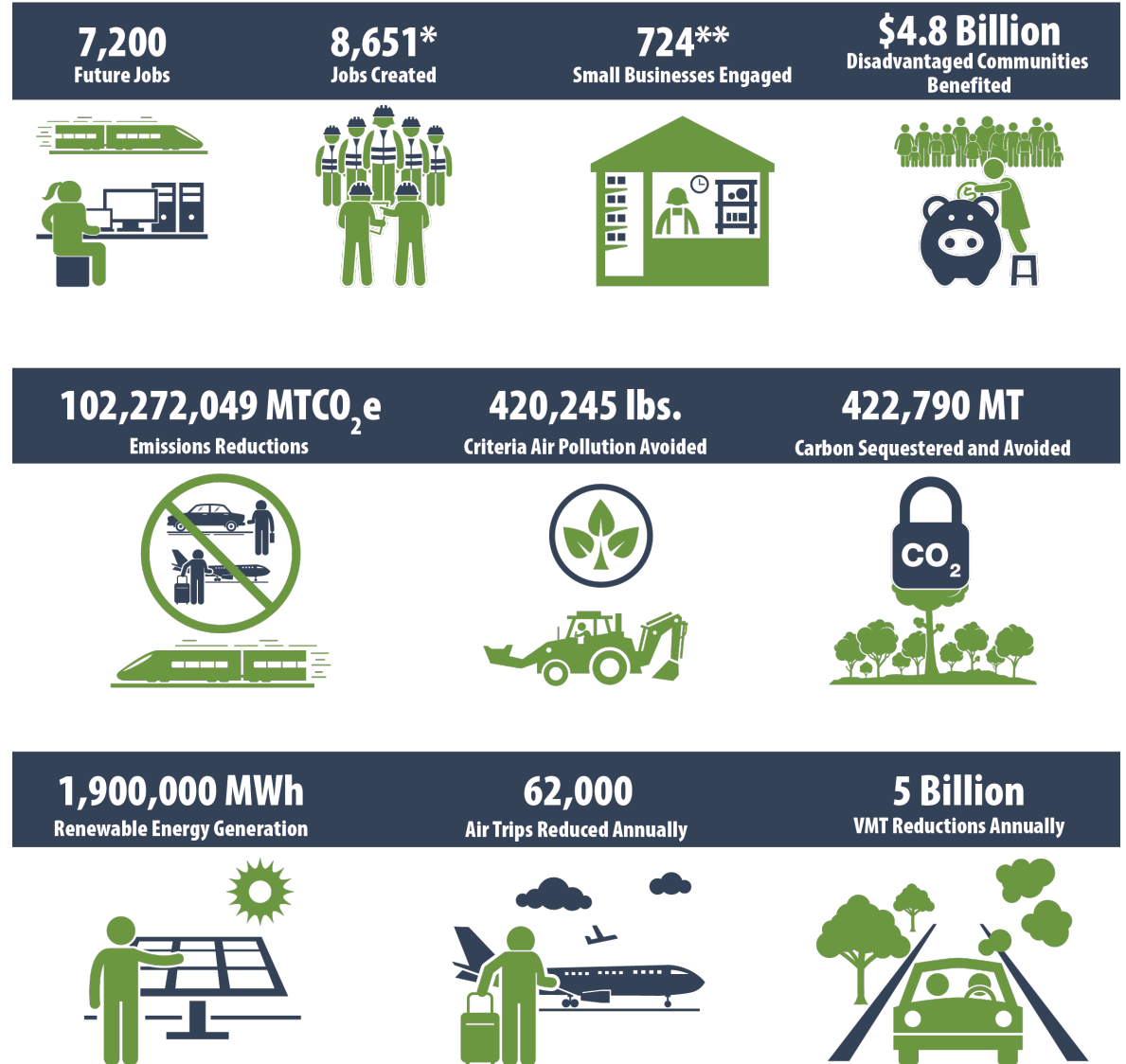


## Governance

- ESG reports (corporate social governance, corporate sustainability policies, and other) and disclosure
- Economic Performance
- Monitoring and Maintenance
- Risk Management
- Transparency and Accountability
- Digitalization and Cybersecurity
- Third Party Assessments
- Sustainable Supply Chain
- Risk Management

# California has ambitious goals that the system helps achieve.

- High-Speed Rail is the backbone of electrified interregional travel
- The system contributes to California's ambitious goal to have a carbon-neutral transportation system by 2035 and a carbon-neutral economy by 2045
- The system delivers extensive co-benefits, not just carbon reductions



# We track the progress of the system toward state goals and our own progressive commitments.

	Indirect – Upstream		Direct-System	Indirect – Downstream and Avoided Emissions	
Construction	<b>SCOPE 3</b> SUPPLY CHAIN Sustainable procurement requirements and baseline setting	<b>SCOPE 3</b> CONTRACTOR FLEET Actual mobile equipment emissions during rail construction: <b>61,000 MTCO<sub>2</sub>e</b>	<b>SCOPE 1</b> AUTHORITY RAIL DEVELOPMENT Net-zero direct emissions from rail construction	<b>SCOPE 3</b> DISPOSAL/ RECYCLING <b>116,448 MTCO<sub>2</sub>e</b> avoided emissions through recycling and reuse to date	<b>OFFSET/AVOIDED EMISSIONS</b> TREE PLANTING <b>143,000 MTCO<sub>2</sub>e</b> balancing fuel-based emissions from construction
Operation	<b>SCOPE 3</b> SUPPLY CHAIN Sustainable procurement of rolling stock and operations supply	<b>SCOPE 2</b> RENEWABLE POWER 100% renewable power for train operations	<b>SCOPE 1</b> AUTHORITY RAIL OPERATIONS Zero emissions generated from electric-powered operations	<b>OFFSET/AVOIDED EMISSIONS</b> VMT + AIRTRIPS SAVED <b>84,000,000-102,000,000 MTCO<sub>2</sub>e</b> avoided from vehicle and short-haul air trips	<b>OFFSET/AVOIDED EMISSIONS</b> ADDITIONAL SAVINGS Savings from compact land use

*Modeled and actual avoided emissions by scope across the project over the six initial decades*





# Environment

## HIGHLIGHTS

### **Transitioning to Zero-Carbon Economy**

- Progressing Uptake of Tier 4 Equipment
- Investigating All-Electric Construction
- Advancing State's GHG targets & Continuing Offsets

### **Preserving and Creating Habitat**

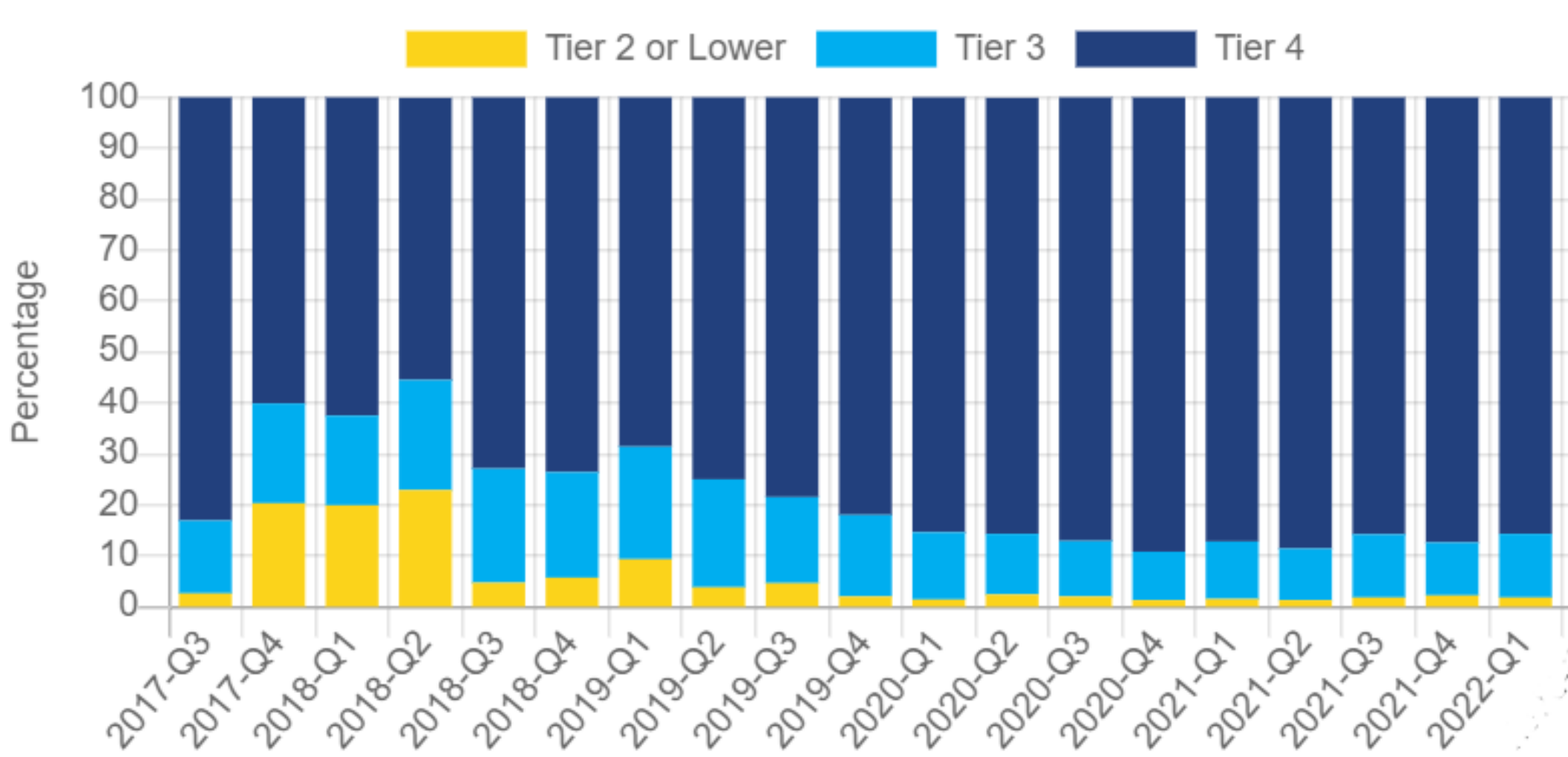
- Preserving Agricultural Land and Creating Habitat

### **Advancing Sustainable Infrastructure**

- Continuing to Divert Waste from Landfill
- Advancing Climate Adaptation

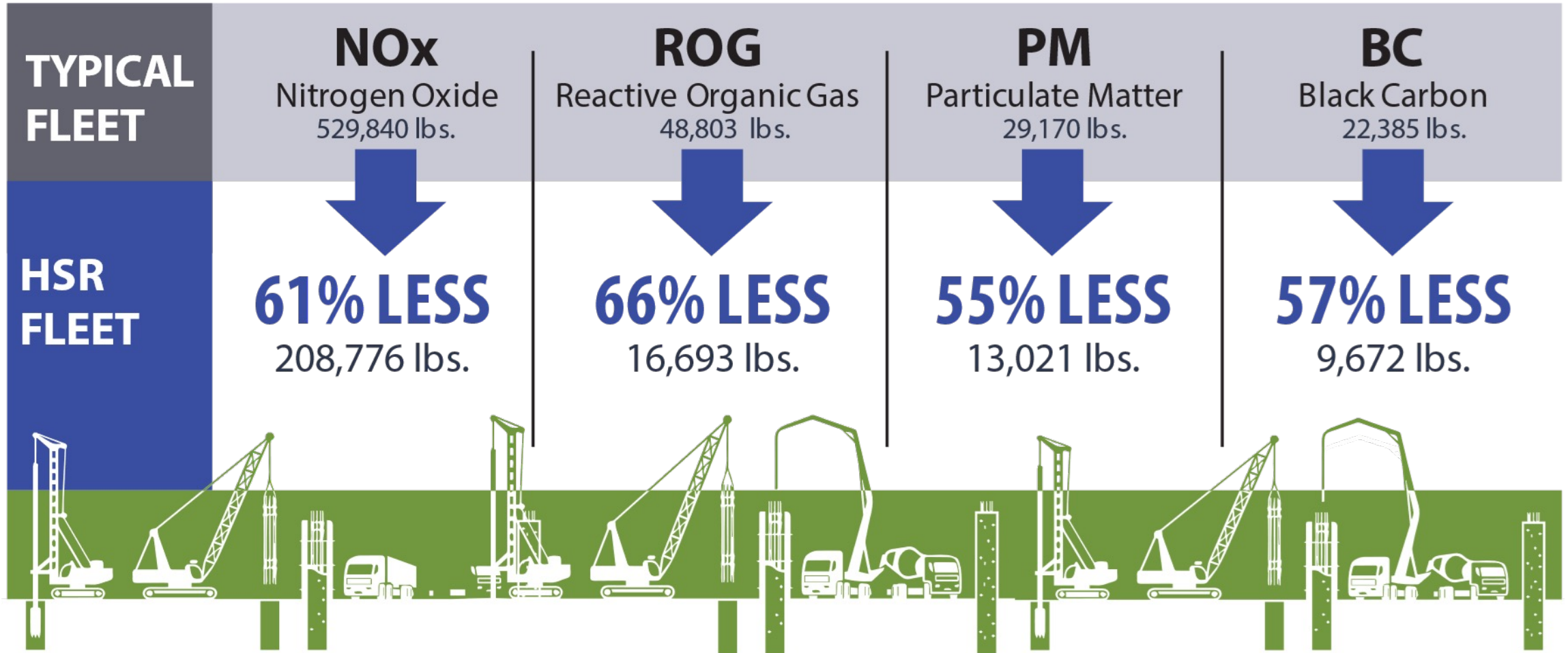
# Progressing Uptake of Tier 4 Equipment

Since 2015, the use of Tier 4 equipment avoided nearly 200 tons of criteria pollutants.



# Protecting Communities from Air Pollution

We avoided more than 85,000 pounds of criteria air pollutants just in 2021, and over 280,000 pounds of pollutants since the start of construction.



# Moving toward all-electric construction, where feasible.

Require Contractors to use Zero-Emission Vehicles (ZEVs) and Equipment:

- 100% ZEVs for on-road fleets in future contracts;
- Off Road Equipment:
  - » 100% Tier 4 Equipment all future contracts
  - » 10% electric by 2030
  - » 100% electric by 2035



# Continuing Offset Activities

Achieve Net-Zero Tailpipe emissions in Construction through Carbon Sequestration

Explore additional partnerships and innovation

Total Lifetime VERA Offsets  
**1,358 tons**

VERA Investment  
**\$13 million**



VERA School Bus  
**1**



VERA Engines  
**85**



VERA Trucks  
**161**



# Preserving Land and Creating Habitat

**2,900 acres of land protected** of equal or greater **habitat** value:

- Adjacent to other conserved areas
- Supporting diverse species including threatened and endangered species

Approved more than **3,190 acres of agriculture land** with **2,400 acres** protected by conservation easements



# Keeping materials out of landfills.

Since 2015:




# Implementing actions to adapt the system.

- In 2021 the Authority published the Climate Adaptation Plan (CAP) which identified key Authority-led climate adaptation activities.

## Progress includes:

- Continuing cross-functional consultation to build a sophistication with climate data within the Authority
- Contributing climate risk specifics to Authority plans
- Coordinating with asset management team to track weather and climate related impacts to the system
- Developing an Authority Climate Change Policy

## CLIMATE ADAPTATION PLAN







**Social**

## HIGHLIGHTS

### **Economic Development**

Job Creation

Disadvantaged Communities Benefits

### **Community-Focused Station Area Planning**

Applying equity lens to station area planning & design

Creating 15-minute communities

Advancing Community Outreach

### **Advancing Safety**

Grade Separations

# Economic Development: Contributing to California's economy and specifically to disadvantaged communities

**6,825 Construction Jobs Created**

**2,662**



**CP 1**

**2,423**



**CP 2-3**

**1,740**



**CP 4**

**57%**  
Expenditures in  
Disadvantaged Communities

**8,651**  
Construction  
Jobs  
Dispatched<sup>2</sup>

**724**  
Small Business  
Enterprise Participants<sup>3</sup>

**82**  
Disabled Veterans  
Business  
Enterprises<sup>3</sup>

**482**  
Disadvantaged  
Workers  
Dispatched<sup>1</sup>

**99%**  
Investment In California Firms

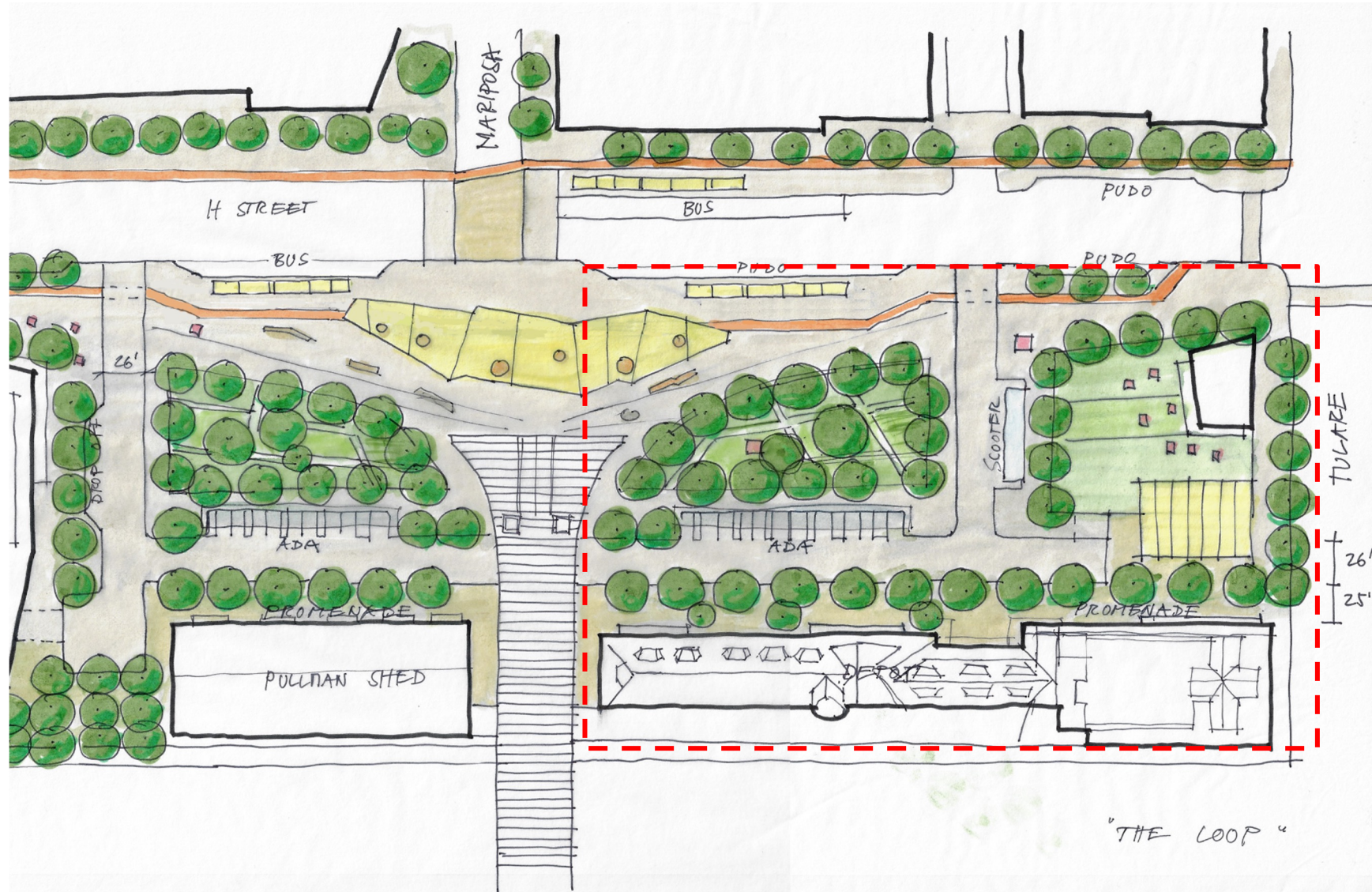
**~100%**  
Local (US Based) Procurement

**159**  
Small Businesses  
Located in  
Disadvantaged  
Communities

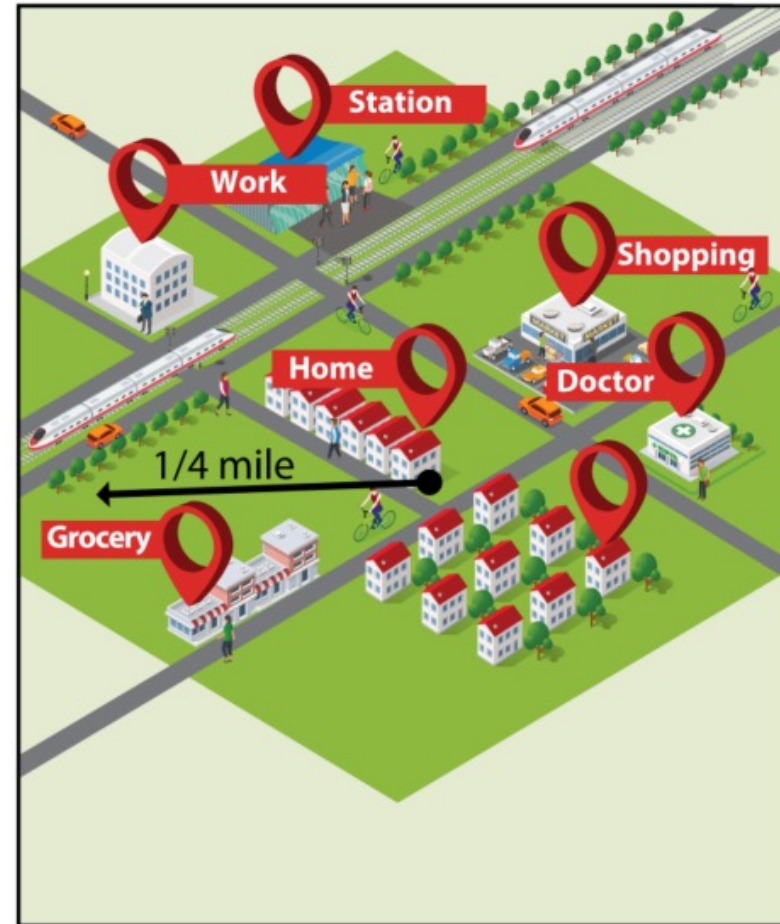
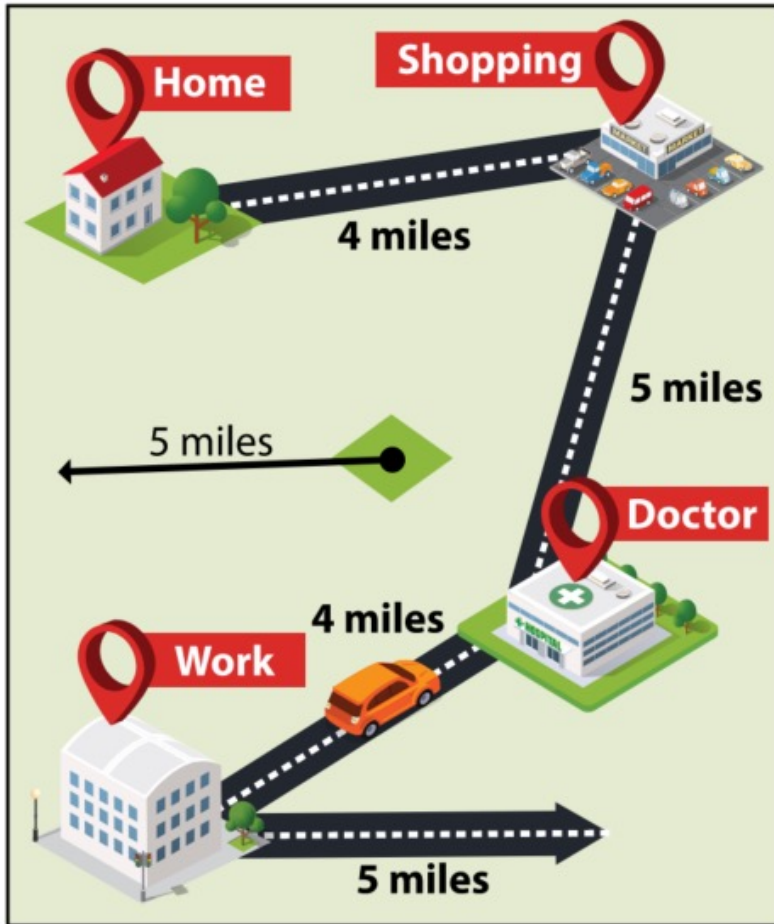
**229**  
Disadvantaged Business Enterprises<sup>2</sup>

<sup>1</sup>As of June 30, 2022; <sup>2</sup>As of August 30, 2022; <sup>3</sup>As of May 31, 2022; All others as of December 31, 2021

# Engaging the community to identify site priorities.



# Helping create 15-Minute communities around stations.



Our station area development plans focus offices, housing, education, health care facilities and shopping around high-speed rail stations, creating “15-minute” communities where daily needs are within walking or cycling distance.

# Keeping the community engaged across the state.

## 2021 Progress



# Focusing on how the system benefits California-defined disadvantaged communities.



# 57%

**of project expenditures occurred in designated disadvantaged communities throughout California, spurring economic activity in these areas.**



More than 2500 workers live in disadvantaged communities



# Governance

## HIGHLIGHTS

### **Continuously Improving Organization Capacity**

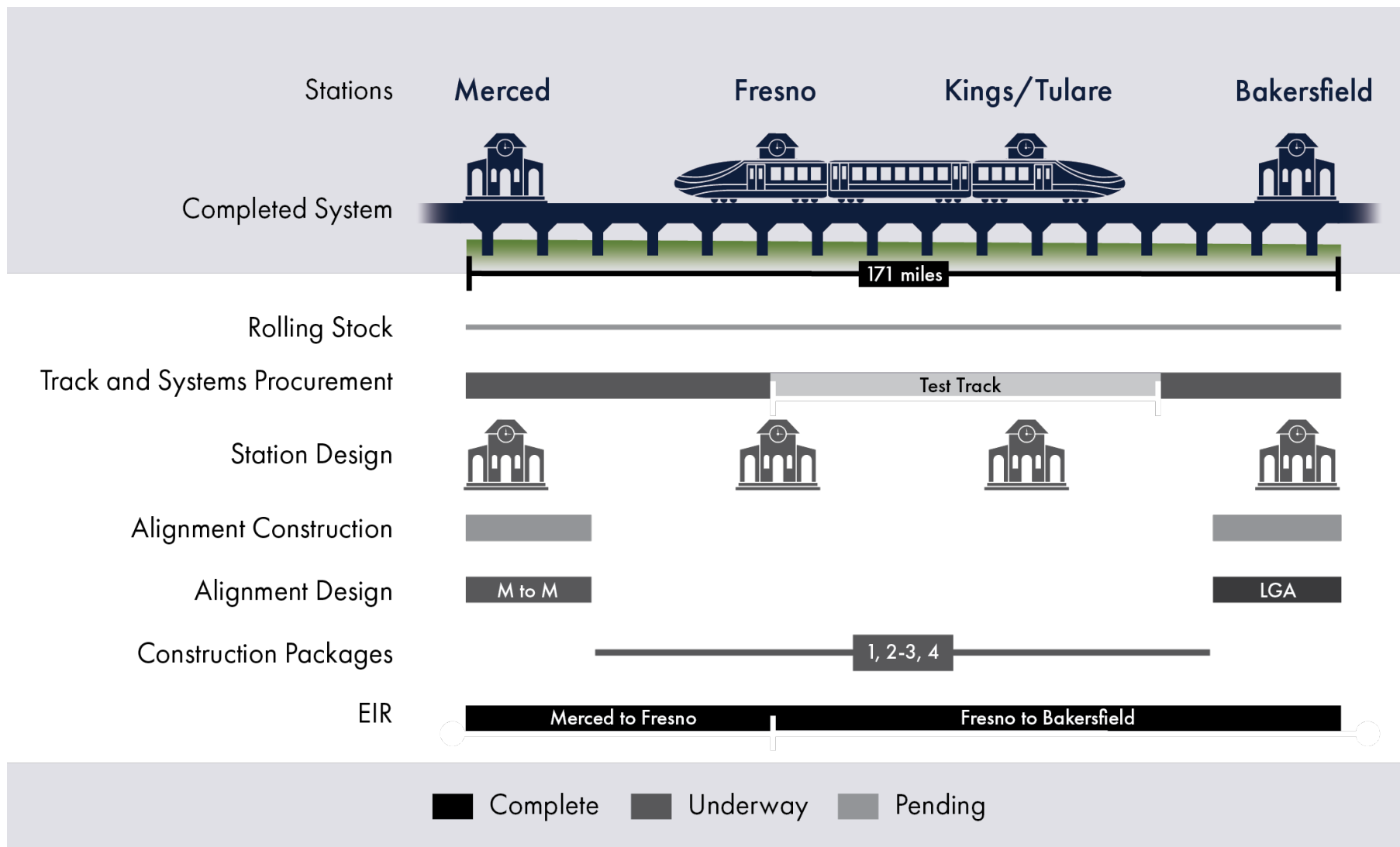
- Continuing Transparency
- Refining Policies

### **Advancing the First Operating Segment**

### **Updating Materiality Assessment**

# Continuing to embed sustainability in delivery as we advance the system.

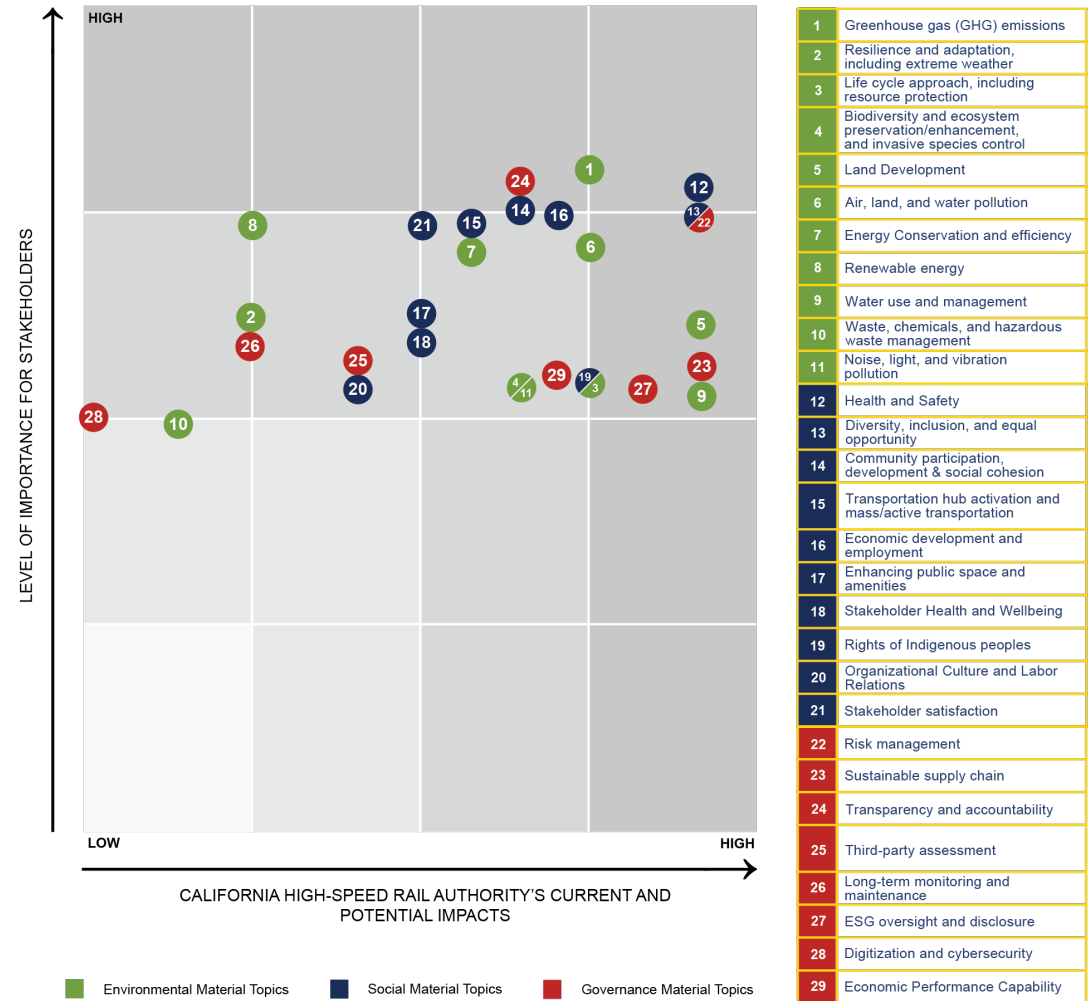
- ✓ Focus on the goal to deliver an operating segment by the end of the decade
- ✓ Consider the opportunities for environmental, social, and governance issues to be advanced
- ✓ Focus on cross-functional engagement and delivery





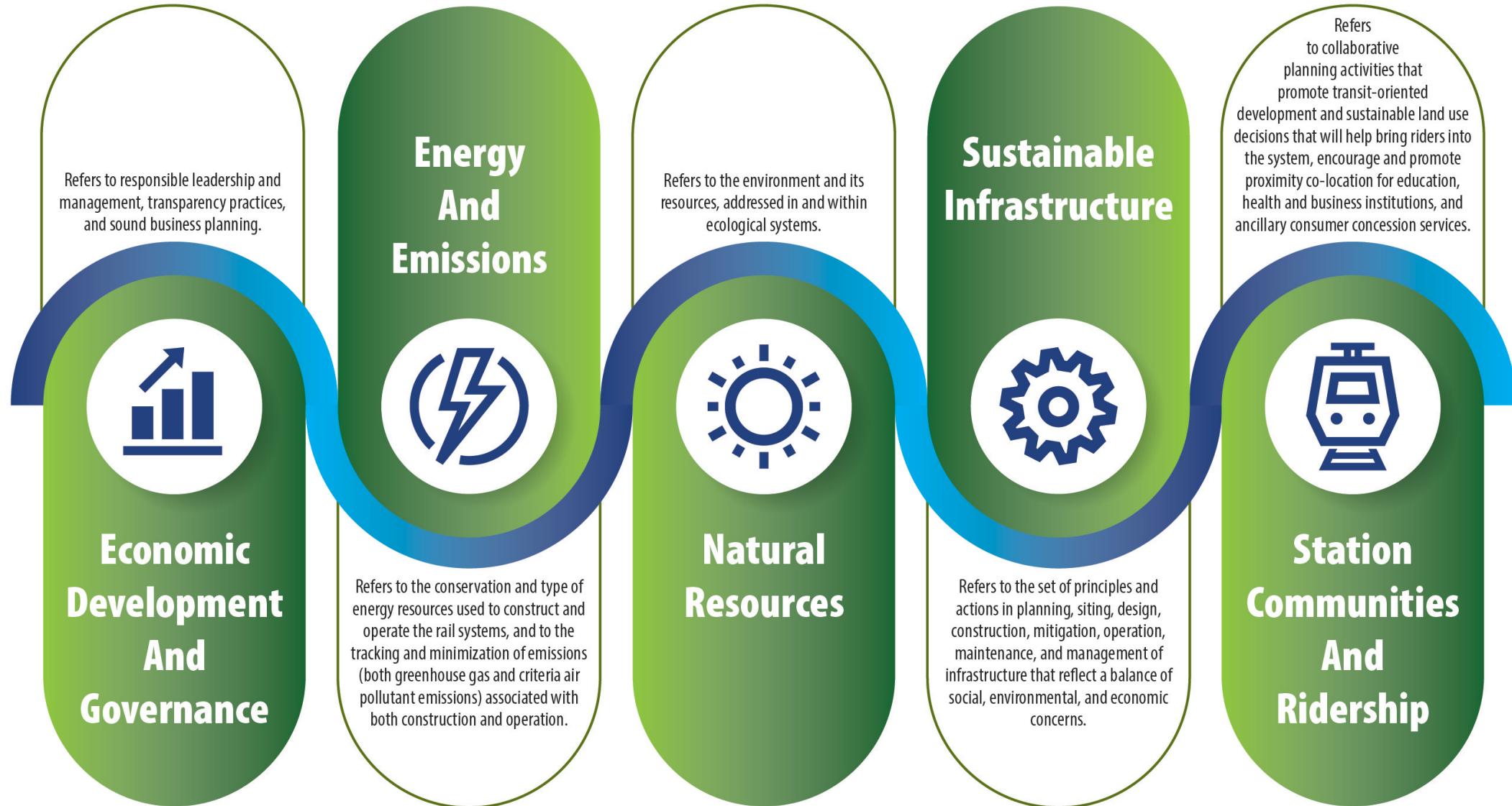
# Informing and evolving our ESG focus by listening to stakeholders.

- **Definition:** ESG Materiality Assessment corresponds to the prioritization of ESG topics as it relates to the significance of its impacts on society and the environment and the perspective of stakeholders.
- **Objective:** The Authority last completed a Materiality Assessment with its key stakeholders in 2018. In 2022, the Authority re-engaged with key stakeholders to update and reaffirm its sustainability priorities for the next reporting cycle



Among environmental, social, and governance issues, which are most relevant to our organization?

# Using a framework to keep our sustainability approach organized.





**CALIFORNIA**  
High-Speed Rail Authority

# 2022 Sustainability Report



## Headquarters

California High-Speed Rail Authority

770 L Street, Suite 800

Sacramento, CA 95814

[www.hsr.ca.gov](http://www.hsr.ca.gov)



# 2022 Sustainability Report

## California High-Speed Rail

Questions?

