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Section-508 Compliant Legend:

- [= start of deleted text
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- { = start of inserted text
- } = end of inserted text

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 1.	Chapter, Letter From the CEO	iv	Letter From the CEO	Clarify status of state match	Upcoming important milestones include: 1. 100 percent of the required state match for \$2.5 billion in federal American Recovery and Reinvestment Act (ARRA) funds achieved in the first quarter of 2021 (22 months ahead of deadline);	We completed 100 percent of the required state match for \$2.5 billion in federal American Recovery and Reinvestment Act (ARRA) funds in the first quarter of 2021 (22 months ahead of deadline). Other Upcoming important milestones include: 2. 100 percent of the required state match for \$2.5 billion in federal American Recovery and Reinvestment Act (ARRA) funds achieved in the first quarter of 2021 (22 months ahead of deadline);	{We completed 100 percent of the required state match for \$2.5 billion in federal American Recovery and Reinvestment Act (ARRA) funds in the first quarter of 2021 (22 months ahead of deadline)};{.} {Other} [U]{u}pcoming important milestones include:
Item 2.	Chapter 3	43	Beginning Track and Systems Work in 2022	Clarify phased track option	As civil construction nears completion in Construction Package 4, we are preparing to begin the following Track and Systems construction. Developing a detailed understanding of project activities that may affect the Track and Systems contractor work is imperative to avoiding a lesson learned in 119 miles of construction. Key to that understanding is schedule certainty for the transfer of civil guideway sections from each construction package contractor. The schedule above is being provided to the proposers and will be the basis for their detailed delivery approach and schedule. We released the Track and Systems request for proposals in December 2019, and two joint-venture teams are preparing bid proposals: <ul style="list-style-type: none">• Bombardier-Salcef-Weitz Consortium; and• H-A-C Rail Partners (Hitachi, Acciona, Copasa). Due to COVID-19 impacts, both teams requested that the schedule be extended. In addition, in further conversations with bidders, they also expressed concerns related to the timing of civil infrastructure availability. The bid proposals are now due	As civil construction nears completion in Construction Package 4, we are preparing to begin the following Track and Systems construction. Developing a detailed understanding of project activities that may affect the Track and Systems contractor work is imperative to avoiding a lesson learned in 119 miles of construction. Key to that understanding is schedule certainty for the transfer of civil guideway sections from each construction package contractor. The schedule above is being provided to the proposers and will be the basis for their detailed delivery approach and schedule. We released the Track and Systems request for proposals in December 2019, and two joint-venture teams are preparing bid proposals: • Bombardier-Salcef-Weitz Consortium; and • H-A-C Rail Partners (Hitachi, Acciona, Copasa). Due to COVID-19 impacts, both teams requested that the schedule be extended. In addition, in further conversations with bidders, they also expressed concerns related to the timing of civil infrastructure availability. The bid proposals are now due in June 2021. We are working with the two	[As civil construction nears completion in Construction Package 4, we are preparing to begin the following Track and Systems construction. Developing a detailed understanding of project activities that may affect the Track and Systems contractor work is imperative to avoiding a lesson learned in 119 miles of construction. Key to that understanding is schedule certainty for the transfer of civil guideway sections from each construction package contractor. The schedule above is being provided to the proposers and will be the basis for their detailed delivery approach and schedule. We released the Track and Systems request for proposals in December 2019, and two joint-venture teams are preparing bid proposals: <ul style="list-style-type: none">• Bombardier-Salcef-Weitz Consortium; and• H-A-C Rail Partners (Hitachi, Acciona, Copasa). Due to COVID-19 impacts, both teams requested that the schedule be extended. In addition, in further conversations with bidders, they also expressed concerns related to the timing of civil infrastructure availability. The bid proposals are now due

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					<p>in June 2021. We are working with the two remaining proposers on RFP amendments to help them navigate uncertainties created by the pandemic. The proposers are assessing how the COVID-19 marketplace is affecting them.</p> <p>During public review of the Draft 2020 Business Plan, the Authority received comments from the California High-Speed Rail Peer Review Group (PRG), the Legislative Analyst's Office and members of the Legislature on the contract elements and timing. Specifically, some expressed concern about the contract size and risk associated with entering into a 30-year contract, or longer.</p> <p>The contract is structured around a series of Notices to Proceed (NTP). This approach ensures that each step in the contract can only proceed when the Authority has the funding necessary to deliver it and the necessary prior work has been completed. Further, the Board of Directors and the State Public Works Board must approve each NTP. Essentially, the NTP structure and process provides a "risk check" to ensure that the contract is carefully managed and that there is consistency between the multiple NTPs.</p> <p>In an update since the February 2020 Draft Business Plan, we are incorporating an alternative phased track option within the NTP structure. This procurement strategy allows the Authority flexibility to deliver track in an incremental manner, starting with a single track. Allowing for this phased approach will provide options to manage and defer costs without losing functionality. An initial NTP for a single track has been added to the procurement documents to allow for phased track installation on the 119 miles, as well as on the Merced and Bakersfield extensions.</p> <p>This approach includes construction of a single, mainline track, and all track and systems necessary to prove the operational feasibility of the first U.S. high speed train. The establishment of this electrified, 119-</p>	<p>remaining proposers on RFP amendments to help them navigate uncertainties created by the pandemic. The proposers are assessing how the COVID-19 marketplace is affecting them.</p> <p>During public review of the Draft 2020 Business Plan, the Authority received comments from the California High-Speed Rail Peer Review Group (PRG), the Legislative Analyst's Office and members of the Legislature on the contract elements and timing. Specifically, some expressed concern about the contract size and risk associated with entering into a 30-year contract, or longer.</p> <p>The contract is structured around a series of Notices to Proceed (NTP). This approach ensures that each step in the contract can only proceed when the Authority has the funding necessary to deliver it and the necessary prior work has been completed. Further, the Board of Directors and the State Public Works Board must approve each NTP. 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The primary risk is tied to making sure contract costs, including maintenance costs, are paid for through necessary operating agreements with a service provider. To mitigate this risk, the PRG and others recommended that the Authority execute a Memorandum of Understanding (MOU) between the Authority and the proposed interim service operator prior to executing any Track and Systems contract. The Authority completed the MOU in 2020 and has performed additional research on the legality of future interim operations. This is discussed further in Chapter 4.</p> <p>The Track and Systems contract is necessary for the Authority to meet its federal funding agreements and to advance the development of high-speed rail in California consistent with the tenets of Proposition 1A (the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century).</p>	<p>validation, and with its expansion to Merced to Bakersfield, allow for passenger service initiation.</p> <p>Key to this proof-of-concept and initial operations are passing tracks for trains operating interim service. In addition, track elements necessary for ultimate expanded dual track operation would be constructed, thus minimizing future service interruptions and costs. 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In addition, track elements necessary for ultimate expanded dual track operation would be constructed, thus minimizing future service interruptions and costs. This will allow the Authority to phase track implementation throughout the Central Valley in a way that meets cash flow and funding availability.</p> <p>This contract provides that a single contractor design, integrate, construct and maintain for 30 years the construction and interfaces between the train, the signal system and power system. The risks associated with the long-term nature of the contract are not fundamentally due to the maintenance provisions included in the contract. The primary risk is tied to making sure contract costs, including maintenance costs, are paid for through necessary operating agreements with a service provider. 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						<p>(the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century).</p> <p>As civil construction nears completion in the Central Valley Segment, we are preparing for Track and Systems installation. This required initiating a procurement and developing a detailed understanding of project activities that affect the Track and Systems contractor work to apply previous lessons learned on the 119 miles of construction. Key to that understanding is having greater schedule certainty for the transfer of civil guideway sections from each construction package contractor to the Track and Systems contractor.</p> <p>We released the Track and Systems request for proposals in December 2019, and two international joint-venture teams are preparing bid proposals which are due in June 2021:</p> <ul style="list-style-type: none"> • Bombardier-Salcef-Weitz Consortium; and • H-A-C Rail Partners (Hitachi, Acciona, Copasa). <p>The construction schedule in Table 3.2 was provided to the proposers and will be the basis for their detailed delivery approach and schedule.</p> <p>Addressing Risks Due to COVID-19 impacts, both teams requested that the procurement schedule be extended. We are working with the two proposers on RFP amendments to help them navigate uncertainties created by the pandemic. This also includes the proposers assessing how the COVID-19 marketplace is affecting them. In addition, conversations with the bidders highlighted their concerns related to the timing of civil infrastructure availability.</p> <p>During public review of the Draft 2020 Business Plan, the Authority received comments from the California High-Speed Rail Peer Review Group (PRG), the Legislative Analyst's Office and members of the Legislature on the contract elements and</p>	<p>consistent with the tenets of Proposition 1A (the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century).</p> <p>As civil construction nears completion in the Central Valley Segment, we are preparing for Track and Systems installation. This required initiating a procurement and developing a detailed understanding of project activities that affect the Track and Systems contractor work to apply previous lessons learned on the 119 miles of construction. Key to that understanding is having greater schedule certainty for the transfer of civil guideway sections from each construction package contractor to the Track and Systems contractor.</p> <p>We released the Track and Systems request for proposals in December 2019, and two international joint-venture teams are preparing bid proposals which are due in June 2021:</p> <ul style="list-style-type: none"> • Bombardier-Salcef-Weitz Consortium; and • H-A-C Rail Partners (Hitachi, Acciona, Copasa). <p>The construction schedule in Table 3.2 was provided to the proposers and will be the basis for their detailed delivery approach and schedule.</p> <p>Addressing Risks Due to COVID-19 impacts, both teams requested that the procurement schedule be extended. We are working with the two proposers on RFP amendments to help them navigate uncertainties created by the pandemic. This also includes the proposers assessing how the COVID-19 marketplace is affecting them. In addition, conversations with the bidders highlighted their concerns related to the timing of civil infrastructure availability.</p> <p>During public review of the Draft 2020 Business Plan, the Authority received comments from the California High-Speed Rail Peer Review Group (PRG), the Legislative Analyst's Office and members of</p>

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						<p>timing. Specifically, some expressed concern about the contract size and risk associated with entering into a 30-year or longer contract which includes not just track and systems installation but also ongoing maintenance.</p> <p>The contract is structured around a series of Notices to Proceed (NTP). This approach ensures that each step in the contract can only proceed when the Authority has the funding necessary to deliver it and the necessary prior work has been completed. Further, the Board of Directors and the State Public Works Board must approve each NTP. Essentially, the NTP structure and process provides a “risk check” to ensure that the contract is carefully managed and that there is consistency between the multiple NTPs.</p> <p>This contract provides that a single contractor design, integrate, construct and maintain for 30 years the construction and interfaces between the train, the signal system and power system. The risks associated with the long-term nature of the contract are not fundamentally due to the maintenance provisions included in the contract. The primary risk is tied to making sure contract costs, including maintenance costs, are paid for through necessary operating agreements with a service provider. To mitigate this risk, the PRG and others recommended that the Authority execute a Memorandum of Understanding (MOU) between the Authority and the proposed interim service operator prior to executing any Track and Systems contract. The Authority completed the MOU in 2020 and has performed additional research on the legality of future interim operations. This is discussed further in Chapter 4.</p> <p>Evaluating a Phased Track Option In an update since the February 2020 Draft Business Plan, we are incorporating an alternative phased track option within the NTP structure. We propose to evaluate this procurement strategy because it would allow flexibility to deliver track and systems in an</p>	<p>the Legislature on the contract elements and timing. Specifically, some expressed concern about the contract size and risk associated with entering into a 30-year or longer contract which includes not just track and systems installation but also ongoing maintenance.</p> <p>The contract is structured around a series of Notices to Proceed (NTP). This approach ensures that each step in the contract can only proceed when the Authority has the funding necessary to deliver it and the necessary prior work has been completed. Further, the Board of Directors and the State Public Works Board must approve each NTP. Essentially, the NTP structure and process provides a “risk check” to ensure that the contract is carefully managed and that there is consistency between the multiple NTPs.</p> <p>This contract provides that a single contractor design, integrate, construct and maintain for 30 years the construction and interfaces between the train, the signal system and power system. The risks associated with the long-term nature of the contract are not fundamentally due to the maintenance provisions included in the contract. The primary risk is tied to making sure contract costs, including maintenance costs, are paid for through necessary operating agreements with a service provider. To mitigate this risk, the PRG and others recommended that the Authority execute a Memorandum of Understanding (MOU) between the Authority and the proposed interim service operator prior to executing any Track and Systems contract. The Authority completed the MOU in 2020 and has performed additional research on the legality of future interim operations. This is discussed further in Chapter 4.</p> <p>Evaluating a Phased Track Option In an update since the February 2020 Draft Business Plan, we are incorporating an alternative phased track option within the NTP structure. We propose to evaluate this procurement strategy because it would allow</p>

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						<p>incremental manner. Allowing for this phased approach would provide options to manage and defer initial capital and maintenance costs, without diminishing operational performance or safety. To further develop and evaluate this proposal, we have asked the Track and Systems bidders to submit bids that reflect two options: (1) building two lines simultaneously, or (2) building them in two phases.</p> <p>The single-track option involves constructing a single, mainline track, and all track and systems necessary to test and certify the first U.S. high-speed train on the electrified 119-mile Central Valley Segment and then expanding it to Merced and Bakersfield, allowing for interim passenger service.</p> <p>Key to this option is installing passing tracks at each station and/or at other key passing locations in order to achieve optimal safe passenger service, including travel time, connectivity and reliability. More specifically, unlike current diesel service in the Central Valley that operates on shared freight tracks, high-speed trains will not be delayed by waiting for other priority freight services to pass. In addition, track elements necessary for ultimate expanded dual track operation would be constructed in order to minimize future service interruptions and costs.</p> <p>Based on our initial analysis, we have concluded that starting with a single track is a viable option for testing and certifying the 119-mile Central Valley Segment, as well as for beginning interim service between Merced and Bakersfield. This would allow the Authority to the delivery of an operational high-speed rail service to Central Valley destinations in a way that meets cash flow and funding availability. Our intent is to further evaluate the track and systems phasing options with the bidders and conduct a thorough evaluation of trade-offs, both near and longer-term. This will include evaluating operational performance issues, capital costs, operations and maintenance costs, ridership and revenue. Our analysis will inform our recommendation to the</p>	<p>flexibility to deliver track and systems in an incremental manner. Allowing for this phased approach would provide options to manage and defer initial capital and maintenance costs, without diminishing operational performance or safety. To further develop and evaluate this proposal, we have asked the Track and Systems bidders to submit bids that reflect two options: (1) building two lines simultaneously, or (2) building them in two phases.</p> <p>The single-track option involves constructing a single, mainline track, and all track and systems necessary to test and certify the first U.S. high-speed train on the electrified 119-mile Central Valley Segment and then expanding it to Merced and Bakersfield, allowing for interim passenger service.</p> <p>Key to this option is installing passing tracks at each station and/or at other key passing locations in order to achieve optimal safe passenger service, including travel time, connectivity and reliability. More specifically, unlike current diesel service in the Central Valley that operates on shared freight tracks, high-speed trains will not be delayed by waiting for other priority freight services to pass. In addition, track elements necessary for ultimate expanded dual track operation would be constructed in order to minimize future service interruptions and costs.</p> <p>Based on our initial analysis, we have concluded that starting with a single track is a viable option for testing and certifying the 119-mile Central Valley Segment, as well as for beginning interim service between Merced and Bakersfield. This would allow the Authority to the delivery of an operational high-speed rail service to Central Valley destinations in a way that meets cash flow and funding availability. Our intent is to further evaluate the track and systems phasing options with the bidders and conduct a thorough evaluation of trade-offs, both near and longer-term. This will include evaluating operational performance issues, capital costs, operations and maintenance costs, ridership and revenue. Our analysis</p>

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						<p>Authority's Board of Directors prior to executing a Track and Systems contract.</p>	<p>will inform our recommendation to the Authority's Board of Directors prior to executing a Track and Systems contract.}</p>
Item 3.	Chapter 4, Expanding the System: Getting Beyond the First 119 Miles	71	Moving Forward With Merced to Bakersfield		<p>As described in Chapter 3, the Authority is procuring a Track and Systems contractor. To mitigate risks affecting our Track and Systems procurement, we propose to change the timing, approach to construction and phasing of the track installation. These actions will mitigate cost risks and improve construction efficiency. The contractor will initially install systems and singletrack the 119-mile Central Valley Segment which will function as a test track. As we carry the Merced and Bakersfield sections through advanced design, we will continue with the single-track for interim service on the 171-mile Merced to Bakersfield line.</p>	<p>As described in Chapter 3, the Authority is procuring a Track and Systems contractor. To mitigate risks affecting our Track and Systems procurement, we propose to change the timing, approach to construction and phasing of the track installation. These actions will mitigate cost risks and improve construction efficiency. The contractor will initially install systems and singletrack the 119-mile Central Valley Segment which will function as a test track. As we carry the Merced and Bakersfield sections through advanced design, we will continue with the single-track for interim service on the 171-mile Merced to Bakersfield line.</p> <p>As described in Chapter 3, the Authority is procuring a Track and Systems contractor. To mitigate risks affecting our Track and Systems procurement, we have evaluated a phased approach to installing the track and systems in the Central Valley. These actions would mitigate cost risks and could improve construction efficiency. This phasing option would still allow the same level of speed and frequency of service assumed by the Early Train Operator in its ridership and revenue forecasts. Under a phased approach, the contractor would initially install systems and single-track on the 119-mile Central Valley Segment, which will function as a test track, and then on the Merced and Bakersfield extensions. The Authority intends to further evaluate this option as informed by the Track and Systems bids which are due in June 2021.</p>	<p>[As described in Chapter 3, the Authority is procuring a Track and Systems contractor. To mitigate risks affecting our Track and Systems procurement, we propose to change the timing, approach to construction and phasing of the track installation. These actions will mitigate cost risks and improve construction efficiency. The contractor will initially install systems and singletrack the 119-mile Central Valley Segment which will function as a test track. As we carry the Merced and Bakersfield sections through advanced design, we will continue with the single-track for interim service on the 171-mile Merced to Bakersfield line.]</p> <p>{As described in Chapter 3, the Authority is procuring a Track and Systems contractor. To mitigate risks affecting our Track and Systems procurement, we have evaluated a phased approach to installing the track and systems in the Central Valley. These actions would mitigate cost risks and could improve construction efficiency. This phasing option would still allow the same level of speed and frequency of service assumed by the Early Train Operator in its ridership and revenue forecasts. Under a phased approach, the contractor would initially install systems and single-track on the 119-mile Central Valley Segment, which will function as a test track, and then on the Merced and Bakersfield extensions. The Authority intends to further evaluate this option as informed by the Track and Systems bids which are due in June 2021.}</p>

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Item 4.	Chapter 4, Expanding the System: Getting Beyond the First 119 Miles	71	Moving Forward With Merced to Bakersfield	Add new paragraph to discuss Golden Empire Transit Facility relocation	<p>Once advanced design is completed, the Authority will be in a position to advance the Merced and Bakersfield extensions into the pre-construction phase. This would involve obtaining environmental permits, acquiring right-of-way, advanced works including utility relocations and completing all third-party agreements—all of which are critical path activities prior to construction. Once preconstruction work is complete, these two sections would be positioned to advance into construction.</p>	<p>Once advanced design is completed, the Authority will be in a position to advance the Merced and Bakersfield extensions into the pre-construction phase. This would involve obtaining environmental permits, acquiring right-of-way, advanced works including utility relocations and completing all third-party agreements—all of which are critical path activities prior to construction.</p> <p>An example of this is the relocation of the Golden Empire Transit (GET) Facility in Bakersfield to accommodate construction of the Bakersfield F Street station. This long-lead right-of-way purchase and relocation will require a large parcel to accommodate the construction of a new transit maintenance and storage yard. Relocation of this facility early will allow the transit agency to implement planned upgrades and address future regional bus service needs and ensure that the area is available for high-speed rail construction.</p> <p>Once preconstruction work is complete, these two sections would be positioned to advance into construction.</p>	<p>Once advanced design is completed, the Authority will be in a position to advance the Merced and Bakersfield extensions into the pre-construction phase. This would involve obtaining environmental permits, acquiring right-of-way, advanced works including utility relocations and completing all third-party agreements—all of which are critical path activities prior to construction.</p> <p>{</p> <p>An example of this is the relocation of the Golden Empire Transit (GET) Facility in Bakersfield to accommodate construction of the Bakersfield F Street station. This long-lead right-of-way purchase and relocation will require a large parcel to accommodate the construction of a new transit maintenance and storage yard. Relocation of this facility early will allow the transit agency to implement planned upgrades and address future regional bus service needs and ensure that the area is available for high-speed rail construction.</p> <p>}</p> <p>Once preconstruction work is complete, these two sections would be positioned to advance into construction.</p>

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Item 5.	Chapter 4, Expanding the System: Getting Beyond the First 119 Miles	73	Progress in Northern and Southern California, after bullet points	To discuss relationship with freight railroads		<p>The Authority also works closely with freight railroads in the state. A well-defined and collaborative relationship between the Authority and the freight railroads in California is critical to the successful implementation of the high-speed rail program. There are two major freight railroads with operations within California: Union Pacific Railroad (UPRR) and the BNSF Railway Company (BNSF). The UPRR and the BNSF separately own, operate, maintain and dispatch a significant network of freight rail routes that also host both intercity and commuter passenger rail service. Both the UPRR and BNSF operate on their own right-of-way and under agreement on rights of way owned by public entities.</p> <p>It is important to emphasize that both UPRR and BNSF play vital roles in the national and statewide economy by maintaining and expanding their ability to move freight by rail, to serve the state's ports and other shippers, and to help relieve the state's crowded highway network. Over the last several years, the Authority has reached fundamental agreements with UPRR and BNSF that are necessary for construction.</p>	<p>{The Authority also works closely with freight railroads in the state. A well-defined and collaborative relationship between the Authority and the freight railroads in California is critical to the successful implementation of the high-speed rail program. There are two major freight railroads with operations within California: Union Pacific Railroad (UPRR) and the BNSF Railway Company (BNSF). The UPRR and the BNSF separately own, operate, maintain and dispatch a significant network of freight rail routes that also host both intercity and commuter passenger rail service. Both the UPRR and BNSF operate on their own right-of-way and under agreement on rights of way owned by public entities.</p> <p>It is important to emphasize that both UPRR and BNSF play vital roles in the national and statewide economy by maintaining and expanding their ability to move freight by rail, to serve the state's ports and other shippers, and to help relieve the state's crowded highway network. Over the last several years, the Authority has reached fundamental agreements with UPRR and BNSF that are necessary for construction.}</p>

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Item 6.	Chapter 4, Expanding the System: Getting Beyond the First 119 Miles	78	Southern California Project Progress; new header and text between Los Angeles Union Station – Link Union Station (Link US) Project and Future Palmdale Station Planning sections	To discuss BNSF partnership		<p>BNSF Partnership</p> <p>The Los Angeles to Anaheim project section is an extremely constrained existing three-track rail corridor, with roads, overpasses, businesses and homes abutting nearly every mile of the rail right of way. The corridor also is heavily used by existing diesel passenger and freight rail, which interoperate on the three tracks. Preliminary plans to add electrified high-speed rail tracks in this corridor involved adding two new dedicated electric tracks roughly parallel to the existing tracks, which would require a meaningful widening of the existing right-of-way into existing roads, buildings and homes.</p> <p>Through a partnership with BNSF Railway (BNSF), CalSTA and regional rail providers, a concept was developed to accomplish largely the same capacity results with a four-track configuration (two freight and two electrified passenger) that will fit mostly inside the existing right of way, thereby reducing impacts in the main corridor. Offsetting the capacity lost by reducing freight to two tracks will require new facilities to be constructed in the Inland Empire. These facilities include the Lenwood Staging Tracks near Barstow and the Colton Intermodal Facility.</p>	<p>{BNSF Partnership</p> <p>The Los Angeles to Anaheim project section is an extremely constrained existing three-track rail corridor, with roads, overpasses, businesses and homes abutting nearly every mile of the rail right of way. The corridor also is heavily used by existing diesel passenger and freight rail, which interoperate on the three tracks. Preliminary plans to add electrified high-speed rail tracks in this corridor involved adding two new dedicated electric tracks roughly parallel to the existing tracks, which would require a meaningful widening of the existing right-of-way into existing roads, buildings and homes.</p> <p>Through a partnership with BNSF Railway (BNSF), CalSTA and regional rail providers, a concept was developed to accomplish largely the same capacity results with a four-track configuration (two freight and two electrified passenger) that will fit mostly inside the existing right of way, thereby reducing impacts in the main corridor. Offsetting the capacity lost by reducing freight to two tracks will require new facilities to be constructed in the Inland Empire. These facilities include the Lenwood Staging Tracks near Barstow and the Colton Intermodal Facility.}</p>
Item 7.	Chapter 5, Costs and Funding Update	82	Below Exhibit 5.0	Clarify rationale for updates to values in the exhibit		<p>Note: Assumptions have been adjusted from prior versions based on information released by the Air Resources Board during the February 2021 auction process which assumes a higher percentage of available allowances for 2021 compared to 2020 in relation to the annual Green House Gas emission caps.</p> <p>Note: This exhibit includes updated values based on recent information from different periods. Cap-and-Trade receipts have been updated for February auction results. Program expenditures are through December 31, 2020.</p>	<p>{Note: Assumptions have been adjusted from prior versions based on information released by the Air Resources Board during the February 2021 auction process which assumes a higher percentage of available allowances for 2021 compared to 2020 in relation to the annual Green House Gas emission caps.}</p> <p>{Note: This exhibit includes updated values based on recent information from different periods. Cap-and-Trade receipts have been updated for February auction results. Program expenditures are through December 31, 2020.}</p>

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Item 8.	Chapter 5, Costs and Funding Update	83	Proposition 1A Funding Summary	Clarify status of Proposition 1A Funding Plan	As of November 30, 2020, the Authority has expended 99 percent of the authorized \$2.6 billion of Proposition 1A Central Valley construction funds and has put those dollars directly to work building high-speed rail infrastructure. This Revised Draft 2020 Business Plan recommends the \$4.1 billion in remaining bond funds be directed to complete delivery of the 119-mile Central Valley Segment, and the remaining \$100 million in bond funds be used for early design and completing environmental on in environmental review on San Francisco to Los Angeles Phase 1 segments.	As of November 30 December 31 , 2020, the Authority has expended 99 percent of the authorized \$2.6 billion of Proposition 1A Central Valley construction funds and has put those dollars directly to work building high-speed rail infrastructure. This Revised Draft 2020 Business Plan recommends the \$4.1 billion in remaining bond funds be directed to complete delivery of the 119-mile Central Valley Segment, and the remaining \$100 million in remaining bond funds be used for early design and completing environmental on in environmental review on San Francisco to Los Angeles Phase 1 segments. This 2021 Proposition 1A Funding Plan was submitted to and approved by the Board on February 9, 2021. It was subsequently submitted to Legislature on February 12, 2021.	As of [November 30][December 31], 2020, the Authority has expended 99 percent of the authorized \$2.6 billion of Proposition 1A Central Valley construction funds and has put those dollars directly to work building high-speed rail infrastructure. This Revised Draft 2020 Business Plan recommends [the] \$4.1 billion in remaining bond funds be directed to complete delivery of the 119-mile Central Valley Segment, and [the remaining] \$100 million in {remaining} bond funds be used for early design and completing environmental on in environmental review on San Francisco to Los Angeles Phase 1 segments. {This 2021 Proposition 1A Funding Plan was submitted to and approved by the Board on February 9, 2021. It was subsequently submitted to Legislature on February 12, 2021.}
Item 9.	Chapter 5, Costs and Funding Update	84	Medium Case Scenario	Clarify why adjustments were made to assumptions		<ul style="list-style-type: none"> Assumptions have been adjusted from prior versions based on information released by the Air Resources Board during the February 2021 auction process which assumes a higher percentage of available allowances for 2021 compared to 2020 in relation to the annual greenhouse gas emission caps. 	<ul style="list-style-type: none"> {Assumptions have been adjusted from prior versions based on information released by the Air Resources Board during the February 2021 auction process which assumes a higher percentage of available allowances for 2021 compared to 2020 in relation to the annual greenhouse gas emission caps.}
Item 10.	Chapter 5, Costs and Funding Update	86	American Recovery and Reinvestment Act (ARRA) Grant	Clarify Federal Railroad Administration action on state match	To date, the Authority has submitted to the FRA approximately 81.5 percent, \$2.0 billion for approval. The FRA has approved only \$690 million, approximately 27.5 percent, as of October 31, 2020. Another \$451 million is currently under internal review, for a total of nearly \$2.5 billion.	To date, the Authority has submitted to the FRA approximately 81.5 percent, \$2.0 billion for approval. The FRA has approved only \$690 million, approximately 27.5 percent, as of October 31, 2020. Another \$451 million is currently under internal review, for a total of nearly \$2.5 billion. Through February 2021, the Authority has submitted to the FRA 100 percent of the \$2.5 billion match requirement for approval. The FRA has approved \$1.6 billion, approximately 64 percent, and another \$909 million is currently under internal FRA review.	[To date, the Authority has submitted to the FRA approximately 81.5 percent, \$2.0 billion for approval. The FRA has approved only \$690 million, approximately 27.5 percent, as of October 31, 2020. Another \$451 million is currently under internal review, for a total of nearly \$2.5 billion.]{Through February 2021, the Authority has submitted to the FRA 100 percent of the \$2.5 billion match requirement for approval. The FRA has approved \$1.6 billion, approximately 64 percent, and another \$909 million is currently under internal FRA review.}
Item 11.	Chapter 5, Costs and Funding Update	88	Cost to Complete – Central Valley Segment	Add context to discussion of costs in the Central Valley Segment	As detailed in Chapter 2, the Authority has been able to advance the project through immense challenges caused by the COVID-19 pandemic. However, as is the case with all public transit agencies in California, we also need to adjust our schedule and costs to move the project forward in the most	As detailed in Chapter 2, the Authority has been able to advance the project through immense challenges caused by the COVID-19 pandemic. However, as is the case with all public transit agencies in California, we also need to adjust our schedule and costs to move the project forward in the most	[As detailed in Chapter 2, the Authority has been able to advance the project through immense challenges caused by the COVID-19 pandemic. However, as is the case with all public transit agencies in California, we also need to adjust our schedule and costs to move the project forward in the most

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					<p>efficient manner possible. The cost to complete construction of the Central Valley Segment has increased. Some of the increase represents scope changes that have been made to address requests by local jurisdictions and other stakeholders; some represents revised estimates. Because risks remain that could further affect both schedule and costs, we also propose to increase our contingency budget.</p> <p>Overall, the net change would increase Central Valley Segment construction base costs by \$330 million and add an additional \$1.0 billion to contingency. The changes are summarized in Table 5.1 and a comparison to the Central Valley Segment costs as included in the adopted 2019 Program Baseline is shown Exhibit 5.4.</p> <p>This would require us to adjust our budget for the Central Valley Segment from \$12.4 billion to \$13.8 billion to accommodate identified costs and risks. This revised total incorporates proposed cost mitigations as well. As described in Chapter 3, to mitigate risk the Authority is proposing to change the timing, approach to construction and phasing of the track installation by initially laying a single track. These actions will mitigate cost risks and improve construction efficiency. This will allow us to test and certify trains and systems on the 119-mile Central Valley Segment.</p> <p>Our risk confidence level in meeting this estimate remains relatively the same as it was in 2019. However, our knowledge is more detailed based on the recently conducted enhanced risk assessments, work we have completed with stakeholders and third parties, and the work that is now underway with contractors.</p> <p>Based on this, the 2019 Program Baseline would increase from \$15.6 billion to \$16.9 billion, well under the projected funding forecasts.</p>	<p>efficient manner possible. The cost to complete construction of the Central Valley Segment has increased. Some of the increase represents scope changes that have been made to address requests by local jurisdictions and other stakeholders; some represents revised estimates. Because risks remain that could further affect both schedule and costs, we also propose to increase our contingency budget.</p> <p>Overall, the net change would increase Central Valley Segment construction base costs by \$330 million and add an additional \$1.0 billion to contingency. The changes are summarized in Table 5.1 and a comparison to the Central Valley Segment costs as included in the adopted 2019 Program Baseline is shown Exhibit 5.4.</p> <p>This would require us to adjust our budget for the Central Valley Segment from \$12.4 billion to \$13.8 billion to accommodate identified costs and risks. This revised total incorporates proposed cost mitigations as well. 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As described in Chapter 3, to mitigate risk the Authority is proposing to change the timing, approach to construction and phasing of the track installation by initially laying a single track. These actions will mitigate cost risks and improve construction efficiency. This will allow us to test and certify trains and systems on the 119-mile Central Valley Segment.</p> <p>Our risk confidence level in meeting this estimate remains relatively the same as it was in 2019. However, our knowledge is more detailed based on the recently conducted enhanced risk assessments, work we have completed with stakeholders and third parties, and the work that is now underway with contractors.</p> <p>Based on this, the 2019 Program Baseline would increase from \$15.6 billion to \$16.9 billion, well under the projected funding forecasts.]</p> <p>{As detailed in Chapter 2, the Authority has been able to advance the project through immense challenges caused by the COVID-</p>

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						<p>19 pandemic and the continued challenge of advancing the Central Valley construction. However, as is the case with all public transit agencies in California, we also need to adjust our schedule and costs to move the project forward in the most efficient manner possible. This represents the Authority's ongoing process of reviewing and managing risk. The cost and time to complete construction of the Central Valley Segment has increased due to the realization of risk and the refinement of scope. Some of the increase represents scope changes that have been made to address requests by local jurisdictions and other stakeholders; some represents revised estimates. Because risks remain that could further affect both schedule and costs, we also propose to increase our contingency budget.</p> <p>We initiated a cost and schedule risk review of the 119-mile Central Valley Segment in 2020 to complete it in time for the February 2021 release of the Revised Draft Business Plan. The results of the review provide a snapshot of our estimate to complete the Central Valley Segment at that point in time. Overall, the net change would increase construction base costs by \$330 million which represents the known cost increases at that juncture. Because there are still considerable risks associated with completing construction, it is prudent to budget an additional \$1.0 billion for contingency. This would require us to adjust our budget for the Central Valley Segment from \$12.4 billion to \$13.8 billion to accommodate identified costs and risks. This revised total incorporates proposed cost mitigations as well. The changes are summarized in Table 5.1 and a comparison to the Central Valley Segment costs as included in the adopted 2019 Program Baseline is shown Exhibit 5.4. Based on this, the 2019 Program Baseline would increase from \$15.6 billion to \$16.9 billion as shown in Table 5.3, well under the projected funding forecasts.</p>	<p>19 pandemic and the continued challenge of advancing the Central Valley construction. However, as is the case with all public transit agencies in California, we also need to adjust our schedule and costs to move the project forward in the most efficient manner possible. This represents the Authority's ongoing process of reviewing and managing risk. The cost and time to complete construction of the Central Valley Segment has increased due to the realization of risk and the refinement of scope. Some of the increase represents scope changes that have been made to address requests by local jurisdictions and other stakeholders; some represents revised estimates. Because risks remain that could further affect both schedule and costs, we also propose to increase our contingency budget.</p> <p>We initiated a cost and schedule risk review of the 119-mile Central Valley Segment in 2020 to complete it in time for the February 2021 release of the Revised Draft Business Plan. The results of the review provide a snapshot of our estimate to complete the Central Valley Segment at that point in time. Overall, the net change would increase construction base costs by \$330 million which represents the known cost increases at that juncture. Because there are still considerable risks associated with completing construction, it is prudent to budget an additional \$1.0 billion for contingency. This would require us to adjust our budget for the Central Valley Segment from \$12.4 billion to \$13.8 billion to accommodate identified costs and risks. This revised total incorporates proposed cost mitigations as well. The changes are summarized in Table 5.1 and a comparison to the Central Valley Segment costs as included in the adopted 2019 Program Baseline is shown Exhibit 5.4. Based on this, the 2019 Program Baseline would increase from \$15.6 billion to \$16.9 billion as shown in Table 5.3, well under the projected funding forecasts.</p>

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						<p>Adding \$1.0 billion to the budget for contingency augments the \$420 million set aside for program wide contingency in the previously approved \$12.4 billion Central Valley budget, along with \$154 million in reserves that remain as part of our FY 10 grant agreement with the Federal Railroad Administration, and provides additional mitigation for risk. There are risks ahead in completing the design build construction packages, particularly in Construction Package 2-3 where the intrusion protection barrier, Cross Creek and Deer Creek structures, and the final phases of the Hanford Viaduct still need to reach final settlement. The budget established in Table 5.1 considers these issues and the Authority will manage and mitigate these risks to stay within the proposed program budget. Of course, the Authority will remain transparent in reporting risks that have materialized, how much they cost and how much contingency needs to be used to pay for them within the Program Baseline budget.</p> <p>Our risk confidence level in meeting our estimate remains relatively the same as it was in 2019. However, our knowledge is more detailed based on the recently conducted enhanced risk assessments, work we have completed with stakeholders and third parties, and the work that is now underway with contractors.</p> <p>As discussed in Chapter 6, Refocusing the Enterprise on Risk Management, the Authority has enhanced its risk management and oversight program. Among other things, our intent is to bring increased focus on monitoring and evaluating emerging trends which provides earlier opportunities to implement mitigation measures in order to lessen their potential impact.</p> <p>As described in Chapter 3 and Chapter 4, to mitigate risk the Authority is evaluating the option of phasing the track installation by initially laying a single track on the 119-mile Central Valley Segment. This action, if taken, would mitigate cost risks and improve construction efficiency and allow us to test</p>	<p>Adding \$1.0 billion to the budget for contingency augments the \$420 million set aside for program wide contingency in the previously approved \$12.4 billion Central Valley budget, along with \$154 million in reserves that remain as part of our FY 10 grant agreement with the Federal Railroad Administration, and provides additional mitigation for risk. There are risks ahead in completing the design build construction packages, particularly in Construction Package 2-3 where the intrusion protection barrier, Cross Creek and Deer Creek structures, and the final phases of the Hanford Viaduct still need to reach final settlement. The budget established in Table 5.1 considers these issues and the Authority will manage and mitigate these risks to stay within the proposed program budget. Of course, the Authority will remain transparent in reporting risks that have materialized, how much they cost and how much contingency needs to be used to pay for them within the Program Baseline budget.</p> <p>Our risk confidence level in meeting our estimate remains relatively the same as it was in 2019. However, our knowledge is more detailed based on the recently conducted enhanced risk assessments, work we have completed with stakeholders and third parties, and the work that is now underway with contractors.</p> <p>As discussed in Chapter 6, Refocusing the Enterprise on Risk Management, the Authority has enhanced its risk management and oversight program. Among other things, our intent is to bring increased focus on monitoring and evaluating emerging trends which provides earlier opportunities to implement mitigation measures in order to lessen their potential impact.</p> <p>As described in Chapter 3 and Chapter 4, to mitigate risk the Authority is evaluating the option of phasing the track installation by initially laying a single track on the 119-mile Central Valley Segment. This action, if taken, would mitigate cost risks and improve construction efficiency and allow us to test</p>

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						and certify trains and systems on the 119-mile Central Valley Segment. Further evaluation of this option is underway and will be informed by the Track and System bids that are due in July 2021.	and certify trains and systems on the 119-mile Central Valley Segment. Further evaluation of this option is underway and will be informed by the Track and System bids that are due in July 2021.}
Item 12.	Chapter 5, Costs and Funding Update	97	Recent Activity on New Federal Funding	Clarification on status of federal activity	<p>The COVID-19 pandemic had an immediate adverse impact on transportation revenues across the country and the long-term impacts are still not fully known. However, the impact of COVID-19 on transit operations has been acknowledged by the federal government through the passage of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), which provided \$25 billion for transit agencies across the country. To date, federal funding has been focused on stabilizing transit operations in response to significant reductions in ridership and farebox revenues. In addition to farebox revenues, transportation funding is being affected through declines in fuel consumption and related declines in fuel-related taxes and fees.</p> <p>In July, the House of Representatives passed H.R. 2, the "Moving Forward Act." That bill would provide a total of \$494 billion over five years (FY 2021 to FY 2025) for federal surface transportation programs. The purpose of this bill is to make transformative infrastructure investments in surface and rail transportation, including high-speed rail systems. The bill proposed both direct assistance in FY 2021 for COVID-19 response and recovery, as well as a five-year Surface Transportation Authorization.</p> <p>The spirit of the bill is to bring America's infrastructure into the 21st century by improving the state of transportation assets across the country by enhancing technology, resilience, sustainability and U.S.-based production and manufacturing. Overall, the bill would increase highway spending by 42 percent, transit spending by 72 percent and passenger rail spending by 431 percent. A component of H.R. 2, Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants, would direct \$19 billion for high-speed rail and other transformative rail</p>	<p>The COVID-19 pandemic had an immediate adverse impact on transportation revenues across the country and the long-term impacts are still not fully known. However, the impact of COVID-19 on transit operations has been acknowledged by the federal government through the passage of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), which provided \$25 billion for transit agencies across the country. To date, federal funding has been focused on stabilizing transit operations in response to significant reductions in ridership and farebox revenues. In addition to farebox revenues, transportation funding is being affected through declines in fuel consumption and related declines in fuel-related taxes and fees.</p> <p>In July, the House of Representatives passed H.R. 2, the "Moving Forward Act." 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A component of H.R. 2, Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants, would direct \$19 billion for high-speed rail and other transformative rail</p>	<p>[The COVID-19 pandemic had an immediate adverse impact on transportation revenues across the country and the long-term impacts are still not fully known. However, the impact of COVID-19 on transit operations has been acknowledged by the federal government through the passage of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), which provided \$25 billion for transit agencies across the country. To date, federal funding has been focused on stabilizing transit operations in response to significant reductions in ridership and farebox revenues. In addition to farebox revenues, transportation funding is being affected through declines in fuel consumption and related declines in fuel-related taxes and fees.</p> <p>In July, the House of Representatives passed H.R. 2, the "Moving Forward Act." 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					<p>investments. This aggressive proposal to increase passenger rail funding represents a significant policy shift.</p> <p>In 2021, the Biden Administration will propose, and Congress will consider, a new expanded version of this reauthorization legislation. President Biden is expected to release his “Build Back Better” infrastructure proposal in February 2021.</p>	<p>investments. This aggressive proposal to increase passenger rail funding represents a significant policy shift.</p> <p>In 2021, the Biden Administration will propose, and Congress will consider, a new expanded version of this reauthorization legislation. President Biden is expected to release his “Build Back Better” infrastructure proposal in February 2021.</p> <p>The COVID-19 pandemic and its associated economic fallout created significant financial pressures for transportation providers such as public transit agencies, commuter railroads and intercity services. While those impact were severe, Congress demonstrated in 2020 and early this year its commitment to a federal partnership to preserve crucial services and keep construction projects on track. In three separate measures, Congress has supplied significant funding to preserve public transit and Amtrak services and to provide additional capital support to public transit expansion projects. This strong show of congressional support creates a helpful prologue for legislative action expected in 2021.</p> <p>Even in the midst of the COVID-19 crisis in 2020, the House of Representatives passed a major infrastructure package called the “Moving Forward Act” (H.R. 2). That bill included at its core a five-year reauthorization of federal surface transportation programs. Its purpose was to make transformative infrastructure investments in surface and rail transportation, including high-speed rail systems. The bill proposed a total of \$494 billion over five years (FY 2021 to FY 2025) for federal surface transportation programs. Its largest proposed increases were for passenger rail programs, with a 431% increase as compared to the previous five years. By comparison, transit spending would be increased by 72% and highway spending by 42%.</p> <p>A major component of H.R. 2 is a revamped passenger rail grant program called</p>	<p>investments. This aggressive proposal to increase passenger rail funding represents a significant policy shift.</p> <p>In 2021, the Biden Administration will propose, and Congress will consider, a new expanded version of this reauthorization legislation. President Biden is expected to release his “Build Back Better” infrastructure proposal in February 2021.]</p> <p>{The COVID-19 pandemic and its associated economic fallout created significant financial pressures for transportation providers such as public transit agencies, commuter railroads and intercity services. While those impact were severe, Congress demonstrated in 2020 and early this year its commitment to a federal partnership to preserve crucial services and keep construction projects on track. In three separate measures, Congress has supplied significant funding to preserve public transit and Amtrak services and to provide additional capital support to public transit expansion projects. This strong show of congressional support creates a helpful prologue for legislative action expected in 2021.</p> <p>Even in the midst of the COVID-19 crisis in 2020, the House of Representatives passed a major infrastructure package called the “Moving Forward Act” (H.R. 2). That bill included at its core a five-year reauthorization of federal surface transportation programs. Its purpose was to make transformative infrastructure investments in surface and rail transportation, including high-speed rail systems. The bill proposed a total of \$494 billion over five years (FY 2021 to FY 2025) for federal surface transportation programs. Its largest proposed increases were for passenger rail programs, with a 431% increase as compared to the previous five years. By comparison, transit spending would be increased by 72% and highway spending by 42%.</p> <p>A major component of H.R. 2 is a revamped passenger rail grant program called</p>

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						<p>Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants. The PRIME program would direct \$19 billion for high-speed rail and other transformative rail investments. This aggressive proposal to increase passenger rail funding represents a significant policy shift for Congress.</p> <p>While a companion bill to the Moving Forward Act did not reach the Senate floor, it is likely Congress will complete action on a surface transportation and infrastructure package this year. The election of President Biden has significantly increased that likelihood. A daily Amtrak commuter during his 36 years in the U.S. Senate, he has consistently advocated for passenger rail as a part of a broad infrastructure program during his time in the Senate and as Vice President. Likewise, his Secretary of Transportation, Pete Buttigieg, was a strong proponent of infrastructure investment during his own presidential campaign. With this kind of leadership, the Biden Administration's expected "Build Back Better" plan will demonstrate a commitment to increased infrastructure investment in general, and passenger rail in particular.</p>	<p>Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants. The PRIME program would direct \$19 billion for high-speed rail and other transformative rail investments. This aggressive proposal to increase passenger rail funding represents a significant policy shift for Congress.</p> <p>While a companion bill to the Moving Forward Act did not reach the Senate floor, it is likely Congress will complete action on a surface transportation and infrastructure package this year. The election of President Biden has significantly increased that likelihood. A daily Amtrak commuter during his 36 years in the U.S. Senate, he has consistently advocated for passenger rail as a part of a broad infrastructure program during his time in the Senate and as Vice President. Likewise, his Secretary of Transportation, Pete Buttigieg, was a strong proponent of infrastructure investment during his own presidential campaign. With this kind of leadership, the Biden Administration's expected "Build Back Better" plan will demonstrate a commitment to increased infrastructure investment in general, and passenger rail in particular.}</p>
Item 13.	Chapter 5, Costs and Funding Update	97	A New Federal Policy Framework	Clarification on status of federal policy	<p>A New Federal Policy Framework</p> <p>In June of 2020, Democratic congressional leaders released an infrastructure plan to invest \$1.5 trillion over five years in a broad array of infrastructure projects to include transportation, broadband, the energy grid, water resources and other classes of infrastructure. A centerpiece of the plan was the \$494 billion bill to reauthorize federal surface transportation programs, including passenger rail. The House passed the bill in early July. While the plan did not advance beyond that, it put an important marker down in the debate in Washington over infrastructure policy.</p> <p>The election of Joe Biden as President in November foreshadows further federal action to increase investment in infrastructure. As a Senator and Vice</p>	<p>A New Federal Policy Framework</p> <p>In June of 2020, Democratic congressional leaders released an infrastructure plan to invest \$1.5 trillion over five years in a broad array of infrastructure projects to include transportation, broadband, the energy grid, water resources and other classes of infrastructure. A centerpiece of the plan was the \$494 billion bill to reauthorize federal surface transportation programs, including passenger rail. The House passed the bill in early July. While the plan did not advance beyond that, it put an important marker down in the debate in Washington over infrastructure policy.</p> <p>The election of Joe Biden as President in November foreshadows further federal action to increase investment in infrastructure. As a Senator and Vice</p>	<p>A New Federal Policy Framework</p> <p>[In June of 2020, Democratic congressional leaders released an infrastructure plan to invest \$1.5 trillion over five years in a broad array of infrastructure projects to include transportation, broadband, the energy grid, water resources and other classes of infrastructure. A centerpiece of the plan was the \$494 billion bill to reauthorize federal surface transportation programs, including passenger rail. The House passed the bill in early July. While the plan did not advance beyond that, it put an important marker down in the debate in Washington over infrastructure policy.</p> <p>The election of Joe Biden as President in November foreshadows further federal action to increase investment in infrastructure. As a Senator and Vice</p>

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Visit https://www.congress.gov/bill/116th-congress/house-bill/5805/text for more information.</p> <p>In December 2020, Rep Moulton introduced the American High-Speed Rail Act, which would invest \$41 billion annually over 5 years (\$205 billion total) in grants administered by the Federal Railroad Administration. As part of a coordinated national strategy, the bill aims to reduce strain on our highway and aviation networks through better connecting the America's economic megaregions along national high-speed rail corridors.</p> <p>With strong support from the House and the Administration, and a history of bipartisan support for infrastructure spending in the Senate, the likelihood of increased federal investment in infrastructure generally, and high-speed rail in particular, is strong.</p> <p>These types of efforts represent new federal funding opportunities and bring national transportation priorities into closer alignment</p>	<p>President, Mr. Biden was well known as one of the top rail advocates in government. A daily Amtrak commuter during his 36 years in the U.S. Senate, he has consistently advocated for passenger rail as a part of a broad infrastructure program. He has pledged to push for a transformative infrastructure program as President. Likewise, his Secretary of Transportation, Pete Buttigieg, was a strong proponent of infrastructure investment during his own presidential campaign.</p> <p>Even before the release of its plan, the Biden Administration made clear its interest in a strong partnership with California to develop the state's high-speed rail network. On February 9, 2021, Amit Bose, the Acting Administrator of the Federal Railroad Administration, issued the following statement:</p> <p>"America has a chance to lead the world once more through innovation in infrastructure -- connecting our communities, creating good jobs, addressing climate change and ensuring equity. Passenger rail development, including world-class high-speed rail, can and must be a part of our strategy to accomplish these goals. As in many other arenas, California has taken the lead nationally to advance high-speed rail, starting an economically transformative project in the Central Valley and assuming the challenges that come with that leadership. The U.S. Department of Transportation looks forward to partnering with California as it leads the way to build back better."</p> <p>Other key voices seeking investment in passenger rail are Rep. Jim Costa (D-CA) and Rep. Seth Moulton (D-MA). In 2020, Rep. Costa introduced H.R. 5805, known as the High-Speed Rail Corridor Development Act of 2020, which would both reauthorize the federal High-Speed Rail Corridor Development Program as well as allow the Secretary of the Department of Transportation to create grants for high-speed rail corridor projects. Visit</p>	<p>President, Mr. Biden was well known as one of the top rail advocates in government. 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Item 14.	Chapter 7, Forecasts and Estimates	137	Greenhouse Gas (GHG) Analysis	Added clarification on the basis of the calculations underlying the information in the tables		<p>These calculations are based on the results of the ridership modelling for the 2020 Business Plan. The calculations do not reflect any adjustments for the Safer Affordable Fuel-Efficient Vehicles Rule from March 2020.</p>	<p>{These calculations are based on the results of the ridership modelling for the 2020 Business Plan. The calculations do not reflect any adjustments for the Safer Affordable Fuel-Efficient Vehicles Rule from March 2020.}</p>