

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

BOARD OF DIRECTORS MEETING

TRANSCRIPT OF PROCEEDINGS

HYBRID VIA IN-PERSON AND REMOTE

THURSDAY, SEPTEMBER 15, 2022

10:00 A.M.

Reported by:

Martha Nelson

APPEARANCESBOARD MEMBERS

Tom Richards, Chair

Nancy Miller, Vice Chair

Lynn Schenk

Martha Escutia

Anthony Williams

Ernesto Camacho

Henry Perea

Margaret Pena

Joaquin Arambula

STAFF

Brian P. Kelly, Chief Executive Officer

Brian Annis, Chief Financial Officer

Alicia Fowler, Chief Counsel

Moe Ramadan, Board Secretary

LaDonna DiCamillo, Southern California Regional Director

Natalie Murphey

PRESENTER

Jeanet Owens, L.A. Metro

INDEXPAGE

1.	Election of Board Chair and Vice Chair	7
2.	Consider Approving the August 17-18, 2022, Board Meeting Minutes	13
3.	Consider Approving the Proposition 1A Funding Plan	15
4.	Southern CA Update	21
5.	CEO Report	68
6.	Finance and Audit Committee Report	73
	Adjourned	75

P R O C E E D I N G S

10:00 a.m.

THURSDAY, SEPTEMBER 15, 2022

CHAIR RICHARDS: Good morning, ladies and gentlemen. This is the California High-Speed Rail Authority's Board of Directors meeting for September 15th of 2022.

We are located in Sacramento today. However, we do have some members joining us by telephone, as per the executive order for roughly the next fiscal year. And so it'll be a little more convoluted than it would be if we were all here, but if you'll bear with us? They'll be on landlines, so we'll not have an opportunity to know when they wish to speak. And I'm going to encourage any of our Board members who are joining by telephone to just weigh in if you want to make a statement, when you do want to do so, and you'll be recognized as soon as we're able.

With that, I'd like to ask our Secretary to take the role.

BOARD SECRETARY RAMADAN: Thank you, Mr. Chairman.

Director Schenk?

BOARD MEMBER SCHENK: Here.

BOARD SECRETARY RAMADAN: Chair Richards?

CHAIR RICHARDS: Here.

1 BOARD SECRETARY RAMADAN: Director Camacho?
2 BOARD MEMBER CAMACHO: Here.
3 BOARD SECRETARY RAMADAN: Vice Chair Miller?
4 VICE CHAIR MILLER: Here.
5 BOARD SECRETARY RAMADAN: Assemblymember
6 Arambula?
7 BOARD MEMBER ARAMBULA: Aye.
8 BOARD SECRETARY RAMADAN: Was that aye?
9 CHAIR RICHARDS: Yes.
10 BOARD MEMBER ARAMBULA: Here.
11 BOARD SECRETARY RAMADAN: Director Perea?
12 BOARD MEMBER PEREA: Here.
13 BOARD SECRETARY RAMADAN: Director Ghielmetti?
14 Director Escutia?
15 BOARD MEMBER ESCUTIA: Here.
16 BOARD SECRETARY RAMADAN: Director Williams?
17 BOARD MEMBER WILLIAMS: Here.
18 BOARD SECRETARY RAMADAN: Director Pena?
19 BOARD MEMBER PENA: Here.
20 BOARD SECRETARY RAMADAN: Senator Gonzalez?
21 Mr. Chairman, we have a quorum.
22 CHAIR RICHARDS: Thank you, Mr. Secretary.
23 And do we have a flag this morning? We do. It's
24 right behind us.
25 So, Director Pena, if you'd like to lead us in

1 the Pledge of Allegiance?

2 (The Pledge of Allegiance is recited in unison)

3 CHAIR RICHARDS: Thank you.

4 Before we start the agenda today, I'm going to
5 ask the Board Secretary to explain to the public how you
6 may address us, whether you are in the chamber here or you
7 are calling in.

8 So, Moe, if you'd please provide that information
9 to those with us here or listening.

10 BOARD SECRETARY RAMADAN: Thank you, Mr.
11 Chairman.

12 Good morning, all. Before we begin public
13 comment, I would like to go over some important
14 information. For members of the public who have joined us
15 in person and wish to provide public comment, you will be
16 called in the order we have received your green public
17 comment card. If you have not provided me your public
18 comment card and wish to provide your public comment, now
19 would be your time to provide that card to me. Please
20 slowly and clearly say and spell your first and last name,
21 and if applicable, state the organization you represent.

22 We're also allowing members of the public to
23 provide comment remotely by telephone. That will occur
24 after in-person public comment.

25 Does anybody wish to provide public comment in

1 person at the moment?

2 Alan, can we queue up our public commenters over
3 the phone?

4 OPERATOR: If you wish to ask a -- pardon me. If
5 you wish to ask -- or register for public comment, please
6 press one, then zero at this time. You'll hear an
7 indication you have been placed into queue and may remove
8 yourself by repeating the one-then-zero command.

9 For speakers, we have no one queuing up for
10 public comment at this time.

11 BOARD SECRETARY RAMADAN: Thank you, Alan.

12 Mr. Chairman, we can move forward.

13 CHAIR RICHARDS: Thank you, Mr. Secretary.

14 Ladies and gentlemen, we have a reasonably short
15 agenda today, but an important one.

16 So we will start with our agenda item number one,
17 which is the Board Officer Elections.

18 I'm going to ask Chief Counsel Fowler to take us
19 through that.

20 MS. FOWLER: Thank you, Chair Richards, and good
21 morning Board.

22 We will take two separate votes this morning for
23 the Chair and for the Vice Chair positions.

24 I will start by taking nominations for the
25 position of Chairperson for the Authority Board. Do I have

1 any nominations?

2 BOARD MEMBER SCHENK: Yes, Miss Fowler. This is
3 Member Schenk, if you can't see me. I would like to
4 nominate as Chair, Tom Richards, our current Chair.

5 BOARD MEMBER CAMACHO: I will second the motion.

6 MS. FOWLER: Do I have any other nominations for
7 the Board Chairperson position?

8 Okay. Do any of the members want to comment on
9 this nomination before we vote?

10 BOARD MEMBER SCHENK: Well, as the maker of the
11 motion, I would like to take the opportunity to thank Chair
12 Richards for his devotion to and countless hours that he
13 has given to making this project a reality. And I know I
14 speak for all Board members when I say thank you, and your
15 punishment is a renomination.

16 BOARD MEMBER WILLIAMS: This is Director
17 Williams. This is Anthony Williams.

18 I just wanted to echo those remarks and just say
19 that I am strongly, strongly in support of his nomination,
20 and encourage my fellow Board members to support it, as I
21 believe we will. We are thankful and appreciative for your
22 willingness to step up, so thank you.

23 BOARD MEMBER ESCUTIA: This is Martha Escutia.

24 I just wanted to, you know, concur with all the
25 statements that have been made already. But I also want to

1 personally thank Tom Richards for his patience. It takes
2 an incredible amount of patience to deal with this type of
3 a position.

4 But also, Tom, just thank you so much for your
5 patience in dealing with me and my incessant questions and
6 my pushing and pushing and pushing, and you have always
7 just been a gentleman, so I definitely look forward to
8 seeing you again as our Chairperson.

9 Thank you.

10 CHAIR RICHARDS: Thank you, Director Escutia.
11 And it's been a pleasure working with you and will continue
12 to be so.

13 MS. FOWLER: Okay, Board Secretary, can you
14 please call the roll to elect Tom Richards as the Board
15 Chairperson of the High-Speed Rail Authority?

16 BOARD SECRETARY RAMADAN: Director Schenk?

17 BOARD MEMBER SCHENK: Yes.

18 BOARD SECRETARY RAMADAN: Chair Richards.

19 CHAIR RICHARDS: I'll abstain.

20 BOARD SECRETARY RAMADAN: Director Camacho?

21 BOARD MEMBER CAMACHO: Yes.

22 BOARD SECRETARY RAMADAN: Vice Chair Miller?

23 VICE CHAIR MILLER: Yes.

24 BOARD SECRETARY RAMADAN: Director Perea?

25 BOARD MEMBER PEREA: Yes.

1 BOARD SECRETARY RAMADAN: Director Ghielmetti --
2 or apologies.

3 Director Escutia?

4 BOARD MEMBER ESCUTIA: Yes.

5 BOARD SECRETARY RAMADAN: Director Williams?

6 BOARD MEMBER WILLIAMS: Yes.

7 BOARD SECRETARY RAMADAN: Director Pena?

8 BOARD MEMBER PENA: Yes.

9 BOARD SECRETARY RAMADAN: Mr. Chairman, the
10 motion carries. Congratulations.

11 CHAIR RICHARDS: Go ahead, Chief Counsel.

12 MS. FOWLER: And now we'll move to nominations
13 for the Vice Chair position.

14 Are there any nominations for this position?

15 BOARD MEMBER CAMACHO: Mr. Chairman, I'd like to
16 place a nomination. Nancy Miller, our current Vice Chair.

17 BOARD MEMBER SCHENK: And I will second that.

18 MS. FOWLER: Thank you.

19 Are there any other nominations for the Vice
20 Chair position?

21 Okay. Do any members of the Board wish to
22 comment on the nomination?

23 BOARD MEMBER CAMACHO: Yes, I'd like to make just
24 a couple of comments.

25 Nancy has been able to bring to the Board a

1 balance from her legal background to help us balance out
2 some of our business perspectives and a legal perspective.
3 But, certainly, her hard work, I've certainly learned a
4 great deal from her and appreciate all that she brings to
5 the board.

6 Thank you.

7 BOARD MEMBER SCHENK: Ditto on that.

8 And thank you, Nancy, for your willingness to do
9 this and to step in and be there as a support that, not
10 just to our chair, but to all of us. Thank you.

11 CHAIR RICHARDS: And I would echo both of those
12 comments and appreciate very much the great partnerships
13 that we have as Chair and Vice Chair.

14 Thank you, Nancy.

15 VICE CHAIR MILLER: Thank you all. That's very
16 kind. Appreciate it.

17 MS. FOWLER: Board Secretary, can you please call
18 the roll to elect Nancy Miller as Vice Chairperson for the
19 Authority?

20 BOARD SECRETARY RAMADAN: Director Schenk?

21 BOARD MEMBER SCHENK: Yes.

22 BOARD SECRETARY RAMADAN: Chair Richards?

23 CHAIR RICHARDS: Yes.

24 BOARD SECRETARY RAMADAN: Director Camacho?

25 BOARD MEMBER CAMACHO: Yes.

1 BOARD SECRETARY RAMADAN: Vice Chair Miller?

2 VICE CHAIR MILLER: I'll abstain.

3 BOARD SECRETARY RAMADAN: Director Perea?

4 BOARD MEMBER PEREA: Yes.

5 BOARD SECRETARY RAMADAN: Director Escutia?

6 BOARD MEMBER ESCUTIA: Aye.

7 BOARD SECRETARY RAMADAN: Director Williams?

8 BOARD MEMBER WILLIAMS: Aye.

9 BOARD SECRETARY RAMADAN: Director Pena?

10 BOARD MEMBER PENA: Yes.

11 BOARD SECRETARY RAMADAN: Mr. Chairman, the
12 motion carries.

13 CHAIR RICHARDS: Thank you, Mr. Secretary, and
14 thank you, Alicia, for taking care of that.

15 Ladies and gentlemen --

16 BOARD MEMBER SCHENK: Mr. Chairman, I'm sorry.

17 CHAIR RICHARDS: Yes. Yes, please.

18 BOARD MEMBER SCHENK: Would now be an appropriate
19 moment for me to make a request, I guess it is --

20 CHAIR RICHARDS: Yes.

21 BOARD MEMBER SCHENK: -- having to do with
22 elections?

23 Since the years seem to come by more quickly now
24 than in the past, or maybe it's just my getting older, but
25 in any event, could we have a review of our bylaws to see a

1 potential amendment to make the terms two years instead of
2 one year? I know it doesn't take up a lot of time, but
3 just the continuity for two years would seem to be more
4 efficient than having to do this every year.

5 And I know we can't discuss or debate that now.
6 But if we could maybe ask you to appoint a subcommittee to
7 take a look at the bylaws and to agendize this for a future
8 meeting?

9 Thank you.

10 CHAIR RICHARDS: Thank you.

11 Alright, we'll move on to agenda item number two,
12 which is the approval or modification of the minutes for
13 the August 17-18 Board meeting. If there are no changes or
14 additions, deletions, et cetera, do we have a motion for
15 approval?

16 BOARD MEMBER CAMACHO: Move approval.

17 CHAIR RICHARDS: Director Camacho.

18 ESCUTIA MILLER: Second.

19 CHAIR RICHARDS: Director Miller -- excuse me.

20 Vice Chair Miller, was that you?

21 VICE CHAIR MILLER: No, it was not.

22 CHAIR RICHARDS: Okay. Who was it? Oh, there's
23 Martha.

24 BOARD MEMBER ESCUTIA: Okay. Second.

25 CHAIR RICHARDS: I'm sorry I didn't see you over

1 there. Oh, okay.

2 BOARD MEMBER SCHENK: It's Escutia.

3 CHAIR RICHARDS: I think that was Director
4 Escutia then on the second.

5 Okay, we have a motion and a second.

6 All in favor?

7 BOARD MEMBER ESCUTIA: (Indiscernible.)

8 CHAIR RICHARDS: I'm sorry. We're not going to
9 do that.

10 BOARD SECRETARY RAMADAN: Thank you Mr. Chairman.
11 Director Schenk?

12 CHAIR RICHARDS: Thank you.

13 BOARD MEMBER SCHENK: Yes.

14 BOARD SECRETARY RAMADAN: Chair Richards?

15 CHAIR RICHARDS: Yes.

16 BOARD SECRETARY RAMADAN: Director Camacho?

17 BOARD MEMBER CAMACHO: Yes.

18 BOARD SECRETARY RAMADAN: Vice Chair Miller?

19 VICE CHAIR MILLER: Yes.

20 BOARD SECRETARY RAMADAN: Director Perea?

21 BOARD MEMBER PEREA: Aye.

22 BOARD SECRETARY RAMADAN: Director Escutia?

23 BOARD MEMBER ESCUTIA: Yes.

24 BOARD SECRETARY RAMADAN: Director Williams?

25 BOARD MEMBER WILLIAMS: Aye.

1 BOARD SECRETARY RAMADAN: Director Pena?

2 BOARD MEMBER PENA: Yes.

3 BOARD SECRETARY RAMADAN: Mr. Chairman, the
4 motion carries.

5 CHAIR RICHARDS: Thank you, Mr. Secretary.

6 Ladies and gentlemen, agenda item three is
7 consider approving the Proposition 1A Funding Plan.

8 I'm going to ask our CEO to provide the
9 introduction, and then turn it over to our CFO Brian Annis.

10 MR. KELLY: Thank you, Mr. Chairman. Brian
11 Annis, our CFO, will do the presentation on the adoption of
12 what we call the Subdivision (d) (phonetic) Funding Plan
13 for the Proposition 1A Bond appropriation.

14 And just to give the Board a little bit of
15 background about why we're back here on another funding
16 plan, in February of 2021, I think it was about 18 months
17 ago, we brought to you what we called the Subdivision (d)
18 Funding Plan. And that is a requirement under the Bond Act
19 itself that, before we go to the legislature to seek an
20 appropriation of bond funds for this project, we have to
21 submit a funding plan that is reviewed by an independent
22 entity, and then we submit that to the Department of
23 Finance and the legislature, and we did that in February of
24 2021.

25 Now that the budget deal was concluded this year

1 and those bond dollars are appropriated, the requirement on
2 the Subdivision (d) Plan is, before we spend those dollars,
3 we adopt what we call the Sub (d) Plan. Ad it's not going
4 to vary much or be much different from what you saw in the
5 Sub (c) Plan in terms of our path and what we're doing
6 going forward. But once you appropriate, before you spend,
7 we come back and do another funding plan, and that's what
8 Brian is going to present to you today.

9 And so the Sub (d) Plan, upon your approval,
10 we'll then submit to the Joint Legislative Budget Committee
11 and the Department of Finance for their review as well. So
12 that's why we're here today on this item.

13 Okay. Thanks, Brian.

14 MR. ANNIS: Good morning, Board members.

15 As Brian mentioned, I come to you today with an
16 action item for adoption of the final Funding Plan. And
17 also bring to you an independent consultant report, which
18 is a requirement of the Bond Act, as well. So in this
19 presentation, I'm going to provide an overview, talk about
20 the statutory requirements of the funding plan and how
21 we've met them in our report, talk about the findings of
22 the independent consultant, and finally get to the
23 requested Board action item.

24 UNIDENTIFIED SPEAKER: (Indiscernible.)

25 MR. ANNIS: Sure.

1 VICE CHAIR MILLER: Mr. Chair, this seems like a
2 non-contentious item. Is it possible to -- do we need to
3 approve this Or is this just for us to --

4 UNIDENTIFIED SPEAKER: (Indiscernible.)

5 VICE CHAIR MILLER: Yeah.

6 CHAIR RICHARDS: Yeah.

7 VICE CHAIR MILLER: I don't know how the rest of
8 the Board feels about this item but --

9 BOARD MEMBER CAMACHO: I agree with you.

10 BOARD MEMBER SCHENK: Unanimous consent.

11 VICE CHAIR MILLER: Yeah. I feel like this is --
12 we're just so happy about this and I --

13 CHAIR RICHARDS: I think that if that's the
14 preference of the Board, certainly we can do that, and with
15 the knowledge, also, that it's very similar to what we've
16 already seen.

17 VICE CHAIR MILLER: Right.

18 CHAIR RICHARDS: So it's not like we're seeing
19 this for the first time. In my reading of it, other than
20 perhaps numbers occasionally, I saw no changes from what we
21 had looked at before and acted upon.

22 VICE CHAIR MILLER: Right.

23 So, I don't know, my colleagues on the phone,
24 it's just information we've heard and don't know if you
25 want the presentation or not.

1 CHAIR RICHARDS: Is there anything specifically
2 that you'd like to -- given what I think the Board's
3 preference might be, is there something that you'd -- or
4 any items you'd like to specifically point out, Mr. Annis?

5 MR. ANNIS: Sure. Well, just a couple of things
6 to note is that we would intend, with Board approval, to
7 move this fairly rapidly to the legislature. There's a 60-
8 day review period in statute. And we're trying to keep on
9 a timeline to allow the treasurer to sell bonds in November
10 so we can access the cash as early as November.

11 CHAIR RICHARDS: And the Board is trying to give
12 you a few more minutes to do that.

13 MR. ANNIS: There you go. There you go.

14 There's one more point to make. The Department
15 of Finance does submit a letter saying the plan meets the
16 requirements. They did ask us to make one amendment to the
17 plan to further clarify the ability to use cap and trade
18 funds to cover any inflationary impacts.

19 So the action that's requested by the Board is
20 for the CEO to finalize and submit the Funding Plan. So we
21 would intend to add one sentence just, again, clarifying
22 the ability to use cap and trade to cover any costs.

23 VICE CHAIR MILLER: I second.

24 BOARD MEMBER PEREA: Mr. Chairman? I do have --

25 CHAIR RICHARDS: I guess I cut you off, Brian.

1 BOARD MEMBER PEREA: Mr. Chairman?

2 CHAIR RICHARDS: Yes, go ahead, I'm sorry. I
3 think we've got a member on the phone. Go ahead.

4 We have a motion and a second. Discussion?

5 BOARD MEMBER PEREA: Yeah. This is Henry. I
6 just have one quick question, Mr. Chairman.

7 I was reading the executive summary of the --
8 connecting the executive summary to the to the funding
9 report.

10 And really my question for you as our Chair is,
11 you know, what is your confidence level of us meeting the
12 2025 deadline to complete CP 1, the first 119-mile segment?

13 CHAIR RICHARDS: Well, I think that I don't want
14 to theorize what I think it's going to be.

15 I think that I can say, and I think that we are
16 aware, that management and staff are working on both
17 schedule and budget. And I know that it will be coming to
18 us in the near term. I don't know if -- I don't want to
19 commit October but it's, I believe, is it fair to say, it's
20 certainly going to be before the end of this year?

21 MR. KELLY: Yeah, Mr. Chairman, in October, and
22 I'll cover this in the CEO report. We will talk about
23 the -- what's got to be in the project update report due to
24 the legislature in 2023. That includes schedule updates as
25 well. So we'll be talking about that with the Board at the

1 October hearing.

2 CHAIR RICHARDS: Yeah.

3 So Director Perea, I think that rather than me
4 trying to answer that on documents that I've not yet had an
5 opportunity to look at, or none of us have, I think that we
6 will be able to start seeing all of that in the October
7 meeting.

8 BOARD MEMBER PEREA: Okay. Thank you.

9 CHAIR RICHARDS: You're welcome.

10 Are there any other questions or comments from
11 any of our members who are not here but are on the
12 telephone?

13 Hearing none, then we do have a motion and a
14 second.

15 Mr. Secretary, please call the roll.

16 BOARD SECRETARY RAMADAN: Thank you, Mr.
17 Chairman.

18 Director Schenk?

19 BOARD MEMBER SCHENK: Yes.

20 BOARD SECRETARY RAMADAN: Chair Richards?

21 CHAIR RICHARDS: Yes.

22 BOARD SECRETARY RAMADAN: Director Camacho?

23 BOARD MEMBER CAMACHO: Yes.

24 BOARD SECRETARY RAMADAN: Vice Chair Miller?

25 VICE CHAIR MILLER: Yes.

1 BOARD SECRETARY RAMADAN: Director Perea?

2 BOARD MEMBER PEREA: Yes.

3 BOARD SECRETARY RAMADAN: Director Escutia?

4 BOARD MEMBER ESCUTIA: Yes.

5 BOARD SECRETARY RAMADAN: Director Williams?

6 BOARD MEMBER WILLIAMS: Aye.

7 BOARD SECRETARY RAMADAN: Director Pena?

8 BOARD MEMBER PENA: Yes.

9 BOARD SECRETARY RAMADAN: Mr. Chairman, the
10 motion carries.

11 CHAIR RICHARDS: Thank you, Mr. Secretary. Thank
12 you, colleagues.

13 Moving on to item number four today is the
14 Southern California Update. And I don't know if you want
15 to -- did you want to introduce this at all?

16 MR. KELLY: I'm sorry?

17 CHAIR RICHARDS: Did you want to introduce
18 anything on this?

19 MR. KELLY: Yeah, just to remind the members that
20 there was a request some time ago that we provide roughly
21 quarterly updates on the different regional advancements
22 that we have in the project.

23 This is an informational item only, and from our
24 Southern California areas, our Regional
25 Director, LaDonna DiCamillo, is here to update you on the

1 status of some of our work in Southern California.

2 So with that, LaDonna, the floor is yours.

3 MS. DICAMILLO: Thank you. Good morning, Board.
4 I'm happy to be here to provide an update on what's
5 happening in Southern California.

6 Today we're going to talk generally about our two
7 project sections that are still in the environmental
8 process, Los Angeles to Anaheim, and Palmdale to Burbank
9 which hit a major milestone this month. And then we also
10 have Jeanet Owens from L.A. Metro who's available, and
11 she's going to provide a status update on our bookend
12 investments.

13 So diving right in on our first slide, just a
14 reminder of the four project sections in Southern
15 California: Bakersfield to Palmdale, Palmdale to Burbank,
16 Burbank to Los Angeles, Los Angeles to Anaheim. Two of
17 those projects have completed our Record of Decision,
18 Notice of Determination. Bakersfield to Palmdale and
19 Burbank to Los Angeles are done.

20 So we'll talk today about Los Angeles to Anaheim
21 and --

22 VICE CHAIR MILLER: Excuse me.

23 MS. DICAMILLO: -- Palmdale to Burbank.

24 VICE CHAIR MILLER: Can you move closer to the
25 mic so that --

1 MS. DICAMILLO: Alright.

2 VICE CHAIR MILLER: Sorry.

3 MS. DICAMILLO: Can I move the mic closer to me?

4 BOARD MEMBER SCHENK: (Off mic.) You have to
5 just speak right into the microphone.

6 VICE CHAIR MILLER: I think you have to --

7 MS. DICAMILLO: Okay.

8 VICE CHAIR MILLER: Yeah.

9 MS. DICAMILLO: Sure.

10 VICE CHAIR MILLER: Thank you.

11 MS. DICAMILLO: I'll move over a little bit.

12 That should help.

13 Okay, so we're going to start with Los Angeles to
14 Anaheim.

15 First slide.

16 Just a reminder of what we've proposed for Los
17 Angeles to Anaheim, on our first slide, it's a nice summary
18 with -- that will connect Los Angeles Union Station to
19 Anaheim ARTIC Station in a 30-mile project section. We've
20 proposed four stops, including the two I mentioned, as well
21 as one at Norwalk, Santa Fe Springs, and Fullerton Station.
22 It would be a four main-line track corridor.

23 It's an existing freight corridor, so our
24 proposal is to electrify two of the tracks and use them for
25 passenger rail, and we'd have two tracks dedicated to

1 freight rail. And our proposal, as envisioned, would
2 accommodate passenger volumes that are outlined and
3 envisioned in the 2018 State Rail Plan. With that, we'd be
4 doing a number of grade separations, or proposing some
5 grade separations in this corridor.

6 To the next slide.

7 CHAIR RICHARDS: Ms. DiCamillo, could you maybe
8 do us a favor? Because we're not looking at the screen,
9 when you say, "Go to the next slide," would you just let us
10 know which page that is?

11 MS. DICAMILLO: Sure.

12 CHAIR RICHARDS: Okay. Thank you.

13 MS. DICAMILLO: I'm on slide six.

14 CHAIR RICHARDS: Thank you.

15 MS. DICAMILLO: So this particular corridor from
16 Los Angeles to Anaheim is owned by BNSF Railway. It is a
17 primary corridor for their freight operations, and a very
18 busy corridor.

19 What we have proposed to do to create capacity
20 within that corridor is remove ten trains per day from the
21 corridor, ten freight trains, and we would -- BNSF would
22 then process those trains in the Inland Empire rather than
23 at their Hobart Yard in the Commerce area. So this map
24 that's on the right shows that the Colton component, which
25 we have proposed, would be an intermodal facility in the

1 Inland Empire that would process those ten trains, so it'd
2 be five coming in and five going out.

3 We've also proposed a Lynwood component, which is
4 up in the Barstow area. It's the green on the top-right of
5 the map. And that would be just staging tracks. Those
6 would be tracks for BNSF Railway to hold trains while
7 there's construction or congestion within the corridor.

8 We are still working on this Environmental
9 Document, and there's a lot of data that we're collecting
10 as a result of the freight components. Our schedule would
11 be to -- currently is to release a draft this next fall or
12 winter, so about a year from now, at the earliest, I think
13 we could get that draft done.

14 So I'm going to move to Palmdale to Burbank. And
15 the substantive slide, slide eight --

16 BOARD MEMBER SCHENK: No. Could we pause,
17 please, here?

18 MS. DICAMILLO: Of course.

19 BOARD MEMBER SCHENK: So if all of this came to
20 pass, I'm looking at L.A. to Anaheim with three stops in
21 between, or two stops, two or three stops. How fast is the
22 train going? It's not high speed; right?

23 MS. DICAMILLO: It's not high-speed. We are at
24 the same speeds that the other passenger carriers are
25 operating.

1 BOARD MEMBER SCHENK: So is this basically
2 replacing the Pacific Surfliner?

3 MS. DICAMILLO: No. Different ridership. It
4 would be a different ridership.

5 BOARD MEMBER SCHENK: How so?

6 MS. DICAMILLO: Well, we would be offering the
7 one-seat ride for passengers that are coming from somewhere
8 north to Anaheim. Pacific Surfliner is serving more of the
9 San Diego community, and we're stopping at Anaheim and not
10 serving further south.

11 BOARD MEMBER SCHENK: Yeah. Unfortunately, I
12 know that.

13 So we're just talking about traditional rail
14 speed in this quarter?

15 MS. DICAMILLO: Correct. Our infrastructure,
16 though, will accommodate the other passenger carriers and
17 make it more fluid for all, with ours electrified.

18 MR. KELLY: The idea is to expand capacity for
19 all the passenger rail on that route. With the two tracks
20 being electrified, the speed increases in that section will
21 allow for 110-mile-per-hour speeds. And that, complemented
22 by what we're doing outside of that region going north,
23 will allow for a more efficient passenger train.

24 BOARD MEMBER SCHENK: I'm sorry, Brian, you said
25 110-mile --

1 MR. KELLY: Yeah.

2 BOARD MEMBER SCHENK: -- between -- in what
3 segments here?

4 MR. KELLY: I think the L.A. to Anaheim segment
5 right now on the traditional route is capped at something
6 like 79 miles per hour --

7 BOARD MEMBER SCHENK: Yeah.

8 MR. KELLY: -- passenger speed. But when it's
9 electrified and the freight are off of it, you can, as a
10 technical matter, you can go faster. I think our speed cap
11 there is 110 when we electrify and we add some grade
12 separations.

13 And so I think you can achieve higher speeds,
14 although there will be a lot of passenger services in that
15 corridor. So I'm just saying that electrifying it and
16 moving the freights off of the two -- right now, the
17 freight and the LOSSAN service and Metrolink all share
18 tracks.

19 BOARD MEMBER SCHENK: Right.

20 MR. KELLY: What this is proposing to do is leave
21 two tracks essentially for freight, and then electrify two
22 tracks only for passenger. And so you're getting a greater
23 efficiency and an ability to go a bit faster by doing that.
24 But again, the Anaheim --

25 BOARD MEMBER SCHENK: If you say so.

1 MR. KELLY: -- to L.A. route, it's fairly
2 minimal.

3 BOARD MEMBER SCHENK: Yeah.

4 MR. KELLY: But it is a more -- it's definitely a
5 more efficient use of the corridor for passenger, and it
6 will increase the number of passenger trains, not just for
7 us but for Metrolink and LOSSAN in that corridor.

8 CHAIR RICHARDS: And I think it's also the
9 projected speeds in that corridor, in combination with the
10 speed requirements that we have from San Francisco through
11 the first phase, will still meet the requirements of our
12 two hours and 40 minutes under Proposition 1A.

13 MR. KELLY: Yeah, and I think -- correct me if
14 I'm wrong, but just to be very clear, I think the speed
15 requirements in Prop 1A are limited to San Francisco to
16 L.A.

17 MS. DICAMILLO: Union Station --

18 MR. KELLY: Yeah, Union Station.

19 MS. DICAMILLO: -- specifically.

20 CHAIR RICHARDS: Yeah, that's right.

21 MR. KELLY: Yeah.

22 MS. DICAMILLO: Yeah.

23 VICE CHAIR MILLER: And just one other point.

24 Isn't it at Union Station, we're changing the
25 configuration there, so it can be a throughway instead of a

1 back-out situation?

2 MS. DICAMILLO: Yes. And you'll he'll hear more
3 about that from Jeanet Owens.

4 VICE CHAIR MILLER: Okay.

5 MS. DICAMILLO: Yes.

6 VICE CHAIR MILLER: I'm sorry.

7 MS. DICAMILLO: She's going in detail with those
8 improvements.

9 Yeah, so the corridor is occupied by a number of
10 different carriers. And even though we're only proposing
11 the four stops for our stations, the other passenger
12 carriers will have more stations that they serve, which
13 will kind of limit how fast we can go, as well, so --

14 BOARD MEMBER PEREA: Mr. Chairman, would those
15 trains be our trains or the Metrolink trains?

16 MS. DICAMILLO: They would be our trains. One-
17 seat ride is our proposal.

18 BOARD MEMBER PEREA: Okay.

19 And I know this isn't your segment, but along the
20 similar lines, Brian, in 2025, when the 119 miles are
21 operational, my understanding is those will not be our
22 trains, those will be Amtrak trains running on the system.
23 And if so, who will be purchasing those trains for
24 operation?

25 MS. DICAMILLO: In the Central Valley, I don't

1 know.

2 CHAIR RICHARDS: Brian, I think that Director
3 Perea was addressing a question to you.

4 Ernie -- or excuse me.

5 Henry, would you go ahead and restate your
6 question for Brian?

7 BOARD MEMBER PEREA: Yeah.

8 Along the similar lines for our Central Valley
9 segment, I understand that Amtrak will be operating the
10 system once it becomes operational until we connect to the
11 Bay Area.

12 Who will be purchasing those trains, the High-
13 Speed Rail or the San Joaquin Valley Authority?

14 MR. KELLY: If I heard the question right, by the
15 time we're in operations in Southern California, it would
16 be High-Speed Rail direct operations.

17 BOARD MEMBER PEREA: I'm sorry, Brian.

18 MR. KELLY: That would allow --

19 BOARD MEMBER PEREA: I meant --

20 MR. KELLY: -- the shared corridor here will
21 allow three different operators to operate on it: LOSSAN,
22 which is the current Amtrak service; Metrolink, which runs
23 a commuter service; and then our service, which at that
24 time would be an interregional, intercity service, all
25 electrified, from Anaheim north to, you know, Palmdale,

1 Bakersfield, Fresno, Merced, into the Bay Area. And so we
2 would be the operators of that service.

3 CHAIR RICHARDS: Okay. Thank you.

4 CHAIR RICHARDS: Any other questions?

5 Alright. Go ahead, please.

6 MS. DICAMILLO: Okay. We're going to move to
7 Palmdale to Burbank. We've hit a major milestone this
8 month, so excited to share with you what's happening from
9 Palmdale to Burbank.

10 It is approximately a 31-to-38-mile connection,
11 depending on which route is measured. There are six
12 alternatives. Our design speed is to a 13-minute nonstop
13 design speed. We are connecting two stations, and these --
14 both of these stations have been approved in previous
15 environmental documents that have been before you. So the
16 Palmdale Station was approved in Bakersfield to Palmdale,
17 and the Burbank Station approved in Burbank to Los Angeles.

18 So we have these six alternatives in our Draft
19 Environmental Document that was released on September 2nd.
20 Our preferred alternative is -- did I tell you what slide
21 number? I'm on slide eight. It is the second from the
22 top, and there is a little flag that says, "Preferred
23 Alternative."

24 I've been here about two years and I did ask,
25 "How did we end up with six alternatives?" So I'm going to

1 go to the next slide and give a little history of how we
2 got here.

3 Starting in, specifically, in 2010 to 2014, at
4 that time the Palmdale to Los Angeles was one section. And
5 the team realized that there are really unique issues with
6 different components of the geography. And so in 2014, we
7 divided the one section into two, Palmdale to Burbank and
8 Burbank to Los Angeles. And then those were scoped as two
9 independent sections.

10 And then the Palmdale to Burbank team continued
11 to look at three primary routes. There are three routes,
12 one that parallels and kind of hugs the SR 14, State Route
13 14, and then there are two more easterly routes that go
14 through the Angeles National Forest. In 2018, we refined
15 SR 14 and shortened it a bit, and that was adopted as the
16 state-preferred alternative. We continued to vet those
17 routes with the public. And the Corps of Engineers
18 specifically expressed concerns about our proximity to Una
19 Lake, which is up in the Palmdale area, and asked us to
20 look at some routes that would avoid being so close to Una
21 Lake.

22 So at the northern part, you'll see that we swing
23 out and around Una Lake and then reattach into the three
24 primary routes. And so in 2020, we actually adopted SR
25 14A, which is the SR 14 route which swings out at the

1 northern part, and that is our preferred alternative.

2 (Clears throat.) Excuse me.

3 And then in 2022, on September 2nd, we released
4 our Draft Environmental Document. So I will dive a little
5 bit more into those specifics, but that is how we've
6 carried forward all six alternatives into our Draft
7 Environmental Document, with SR 14A as our preferred
8 alternative.

9 Next slide.

10 A lot of the input, and why we have these
11 alternatives, is a result of a lot of outreach and
12 stakeholder engagement, and we've heard concerns from
13 various groups which have led us to these alternatives and
14 to the selection of our preferred alternative.

15 Next slide.

16 SR 14A, by comparison to the other alternatives,
17 is most constructible from a standpoint of, even though we
18 have the most tunneling miles, they are not as deep as some
19 of the other, the east, the E alternatives.

20 Yes, Brian?

21 MR. KELLY: LaDonna, just for our members on the
22 phone, you're now on slide 11.

23 MS. DICAMILLO: I'm on slide 11. Thank you for
24 reminding me.

25 So slide 11 summarizes the benefits to SR 14A.

1 It's the shortest amount of tunneling within the Angeles
2 Forest. In the Angeles Forest, there have been concerns
3 expressed about hydrology and pressurization when we start
4 tunneling, the pressurized water that we might run into in
5 the E sections. So SR 14A has the shortest amount of
6 tunneling in the Angeles Forest, lowest impact on surface
7 and groundwater and wildlife, because we're avoiding
8 Angeles Forest, and then, of course, we avoid Una Lake.
9 And we also are able to be in tunnel under the Pacific
10 Crest Trail, so there would not be impacts to the Pacific
11 Crest Trail.

12 Okay, so moving to slide 12.

13 This is a dive into the Una Lake avoidance
14 alternatives on the northern end. And as you know, in most
15 sections, we try to utilize existing transportation
16 corridors. We are in an existing transportation corridor
17 in the Palmdale area, so Avenue S would be a new grade
18 separation, and that's about where we start to split away
19 from the existing corridor that's occupied by Union Pacific
20 and Metrolink.

21 And so our proposal then is these routes that are
22 shown, SR14A, again, is our preferred alternative, swinging
23 out around Una Lake, and then being in tunnel through the
24 community of Acton.

25 The next slide is slide 13.

1 We're going to dive into the south end. And we
2 are utilizing an existing corridor on the south end of our
3 proposed preferred alternative, SR 14, and we'd be
4 rejoining the existing Metrolink corridor for a time.
5 There is one grade separation that we've proposed that
6 would be new, that is shared with Union Pacific, and that
7 is at Sheldon.

8 And then after that it's a little bit of
9 threading a needle, which is why we developed the graphic
10 on the right, because we're then having to go to lower,
11 depress our alignment to get into the tunnel at the Burbank
12 Station. So we'll be within the corridor but we won't
13 necessarily be at the same elevation as Metrolink. So it
14 does create a little bit more of a complex plan there as
15 we're going under I-5 and into our tunnel for the Burbank
16 Station.

17 Okay, with that, as I said, we'll go the next
18 slide, which is slide 14.

19 We've released our Environmental Document to the
20 public September 2nd. It's available at public libraries
21 that are listed here on this slide. It's also available on
22 our website, or upon request at records@hsr.ca.gov. So
23 we're encouraging the public to review our document and
24 provide comment.

25 On our next slide, slide 15, we show an

1 interactive map which has been very popular with
2 constituents who want to see where the alignments are in
3 relation to their property. So this is just a snapshot, a
4 screenshot, of our online page where people can go and type
5 in their address or their APN number and see the alignment
6 and how it is in proximity to their property.

7 Slide 16 are important dates for the public to
8 remember.

9 We have an open house where we'll give a
10 presentation and have our experts available to answer
11 questions on October 6th. It will be virtual. And
12 information about that is on our website. There will be an
13 English and a Spanish presentation available that evening.

14 And then public comment will be taken at an
15 online public hearing, which is October 18th, and we will
16 have a court reporter available. People can call in and
17 give their comment at any time during that open online
18 public hearing. We are, of course, also taking public
19 comment in other ways, and I'll cover that next.

20 So far, our official meetings are all virtual,
21 because we had to plan these in advance and notice them,
22 and we didn't know what was happening with COVID. We are
23 scheduling working on two in-person meetings, one for the
24 community of Acton, and that is early October, where we'll
25 have a small group meeting up in in Acton. They have some

1 internet connectivity issues and prefer in-person. And
2 then we're also looking at one in Southern California in
3 the Pacoima-Sun Valley area. Both of those maps that I
4 showed you as the dive-in would be where we'd host
5 something in person.

6 CHAIR RICHARDS: Will the virtual meetings be
7 audio only or will there be audio and visual?

8 MS. DICAMILLO: The virtual meetings will be
9 audio and visual.

10 CHAIR RICHARDS: They will be both? Okay.

11 MS. DICAMILLO: Yeah. And --

12 CHAIR RICHARDS: Natalie --

13 MS. DICAMILLO: Go ahead.

14 CHAIR RICHARDS: -- would you make sure that the
15 Board members -- is Natalie around? Would you make sure
16 that the Board members get all the information so that they
17 can not participate but at least be on board with regards
18 to the virtual meeting that's going to occur on October
19 6th?

20 Thank you.

21 VICE CHAIR MILLER: If I could?

22 CHAIR RICHARDS: Yes.

23 VICE CHAIR MILLER: Are you taking public comment
24 on October 6th?

25 MS. DICAMILLO: We are not taking public comment

1 on October 6th. That is when people can ask their
2 questions, and we'll provide answers. But public comment
3 will be taken on our website, they can send an email. We
4 have a 24/7 phone number which is at the bottom of this, so
5 people can call in comments. But at that particular
6 hearing, we won't have a court reporter to transcribe
7 comments.

8 VICE CHAIR MILLER: Is there a way that you can
9 take comments online?

10 MS. DICAMILLO: Yes, all of that. Yes.

11 VICE CHAIR MILLER: So will you allow for that on
12 October 6th?

13 MS. DICAMILLO: Yes.

14 VICE CHAIR MILLER: I just think sometimes
15 people, they can't make every meeting.

16 MS. DICAMILLO: Of course.

17 VICE CHAIR MILLER: So if they're at the October
18 6th meeting and they want to make a comment, there should
19 be a way for them to do that.

20 MS. DICAMILLO: Yes. And in our presentations,
21 there's links to where people can go type in their
22 comments, yeah.

23 VICE CHAIR MILLER: I'm sorry. I'm sorry.

24 MS. DICAMILLO: Well there are, in our
25 presentations for the public, which are much longer than

1 what I've done today, there are a number of links. And our
2 team puts in chat links to where people can automatically
3 go to type in their comment.

4 VICE CHAIR MILLER: Okay. I just think at the
5 6th, you need to have a way for people to comment.

6 MS. DICAMILLO: Yes.

7 VICE CHAIR MILLER: Okay.

8 MS. DICAMILLO: At that point, we just --

9 VICE CHAIR MILLER: Thank you.

10 MS. DICAMILLO: -- it won't be verbal, they'd
11 have to type it in.

12 VICE CHAIR MILLER: They'll have to type it in or
13 you'll give them a link about where to send it?

14 MS. DICAMILLO: And we'll give them --

15 VICE CHAIR MILLER: Okay.

16 MS. DICAMILLO: -- all the instructions to do
17 that.

18 VICE CHAIR MILLER: Thank you.

19 MS. DICAMILLO: Yes. And it is very important.
20 We want their comments. We definitely want their comments.

21 Moving to slide 17, it's a summary of our
22 schedule. This graphic you've seen before as our staged
23 process delivery and we are in stage two, about midpoint.
24 We've analyzed alternatives, we've put out our draft. And
25 following this, we'll take public comment through November

1 2nd. Let me -- I got that wrong. November 1st, we'll take
2 public comment. That's an important date to get right.

3 And then we'll analyze those comments, review
4 them, make sure that we respond to all comments, and hope
5 to have a Final Environmental Document released next year,
6 late next year. So we would have our Final Environmental
7 Document to the Board in the fourth quarter of 2023.

8 Okay, with that my closing slide is a summary of
9 where people can go to make comment. That 800 number there
10 is where people can call in anytime, 24/7. Our
11 Palmdale_Burbank@hsr.ca.gov is a good place to go to submit
12 written comments. Our team has linked it to our main
13 website, hsr.ca.gov. We have a MeetHSR SoCal website, as
14 well, that provides additional information for people that
15 can kind of walk through some detailed information. So
16 we're doing everything we can to put it out in the public
17 and have comments received.

18 BOARD MEMBER SCHENK: Excuse me, LaDonna. So all
19 of this is on our website, did you say?

20 MS. DICAMILLO: This is on our website? Yeah.
21 They're nodding back here.

22 BOARD MEMBER SCHENK: How else are we getting
23 this out? Because being sensitive to being a member of the
24 transitional generation, there are people, and I suspect a
25 fair number, who don't go to the website. It's not -- you

1 know, they're not native, digital natives who automatically
2 go to a website. They still, I don't know, hear the local
3 news on radio, TV. They look at local little neighborhood
4 newspapers.

5 Are we reaching out other than electronically --

6 MS. DICAMILLO: Absolutely.

7 BOARD MEMBER SCHENK: -- to people?

8 MS. DICAMILLO: We --

9 BOARD MEMBER SCHENK: And especially with the
10 phone number, by the way, because as a follow-up to Nancy's
11 question about whether people can give comment, and you
12 said, yes, there'll be live chat, but that would be the
13 time to also make sure people have the 800 number so that
14 they can call in a comment and not have to type one or be
15 online.

16 MS. DICAMILLO: Absolutely, and we'll put that.
17 I mean, we put it in our slides for the public, we put it
18 in the chat so that they can do a quick link.

19 This information was put in advertisements in
20 local newspapers --

21 BOARD MEMBER SCHENK: Okay.

22 MS. DICAMILLO: -- La Opinión, and I don't
23 remember the name of the other one, but I know it was at
24 least one or two other publications. And then we've sent
25 out over 40,000 mailers, and some households got more than

1 one. So we at least know that they were received, but we
2 sent over 40,000 notices within a certain proximity of zip
3 codes around our alignment.

4 BOARD MEMBER SCHENK: Good. Thank you.

5 MS. DICAMILLO: Yeah.

6 Okay, transitioning a bit to our bookend
7 projects. As you know, we've invested in the bookends,
8 including Link Union Station. We've put \$441 million as a
9 state into Union Station improvements. And Jeanet Owens is
10 going to talk about Union Station, as well as
11 Rosecrans/Marquardt, which is the second picture on slide
12 19, showing a grade-separated intersection at
13 Rosecrans/Marquardt and Santa Fe Springs.

14 And so we're going to highlight those bookend
15 investments in the next presentation, which hopefully
16 Jeanet is online. She's not in-person, but you should have
17 her presentation. And I think Justin's been coordinating
18 with her to start her overview.

19 MS. OWENS: Good morning, Chair Richards, Board
20 members, Senator Gonzales, and CEO Kelly. My apologies for
21 not being able to be there in person. And I want to thank
22 you for the opportunity to call in and give you an update
23 on our California High-Speed Rail bookend investments in
24 Southern California, the Link Union Station project, which
25 is to the right of your screen, the right picture, and then

1 on the Rosecrans/Marquardt grade separation to the left.

2 I do want to thank Justin, who will be assisting
3 me with the slide presentations. I apologize in advance
4 for any hiccups as this is my first time presenting without
5 seeing you or the presentation, so I will do my best.

6 And the next slide.

7 This is the Rosecrans/Marquardt grade separation
8 project. This is in existing conditions of the diagonal
9 crossing at the intersection of Rosecrans Avenue and
10 Marquardt Avenue in the city of Santa Fe Springs.

11 In 2016, it was ranked as number one of the most
12 hazardous grade crossing by the California Public Utilities
13 Commission with 26 incidents, 5 fatalities, and 6 injuries.
14 One of the rail tracks, as you can see here, are sliced
15 diagonally through the intersection. The train and
16 automobile crossing is longer and particularly dangerous,
17 because drivers and pedestrians can always -- can't always
18 see the oncoming train, especially on a heavily congested
19 intersection with over 120 passenger and freight trains
20 that go by, in addition to 40,000 vehicles daily.

21 Next slide.

22 The Rosecrans/Marquardt key stakeholders are
23 California High-Speed Rail, the City of Santa Fe Springs,
24 the City of La Mirada, the Federal Railroad Administration,
25 the FRA, the BNSF Railway, our California Public Utilities,

1 our Caltrans Division of Rail, and our Metrolink Southern
2 California Regional Rail Authority.

3 Next slide. I'm on page four.

4 This is the Rosecrans/Marquardt funding plan at
5 approximately \$156,439,000. It comprises roughly of 17
6 percent local Measure R, six to eight percent of state
7 between California High-Speed Rail Prop 1A, STIP, our
8 Transit Corridor Enhancement Program, and as well as our
9 CPUC Section 190. It also consists of ten percent federal,
10 with our TIGER now known as RAISE, and five percent BNSF.

11 Next slide.

12 The Rosecrans/Marquardt benefits comprises of
13 improved safety with the elimination of the train-to-
14 vehicle pedestrian accidents, enhances the rail efficiency
15 and goods movement with time savings of up to 21 hours per
16 week with the elimination of the grade crossing, and
17 supports a third mainline track that enables BNSF to
18 provide additional 32-passenger train slots in the BNSF
19 corridor, and as well as accommodate the future high-speed
20 rail.

21 Next slide.

22 BOARD MEMBER SCHENK: Wait, excuse me, this is
23 Member Schenk.

24 MS. OWENS: Sure. Sure.

25 BOARD MEMBER SCHENK: Yeah. So looking at

1 This -- how did we come to agreement that Prop 1A would pay
2 the lion's share of this? What was the negotiation whereby
3 we came up with having to put in \$76 million-and-change?

4 MR. KELLY: Let me just try to provide some
5 context for that.

6 BOARD MEMBER SCHENK: Okay.

7 MR. KELLY: Back in 2012, there was an agreement
8 worked out with the legislature on funding for bookend
9 projects in both Northern California and Southern
10 California. The Southern California total was \$500
11 million, the Northern California total was \$600 million at
12 that time, for \$1.1 billion, roughly, in bookend projects.

13 We then worked with the regions on the highest-
14 priority projects and where those dollars would go. And in
15 Southern California, roughly \$78 million is dedicated to
16 the Rosecrans/Marquardt grade separation which, as Jeanet
17 noted, was at that time the most dangerous grade separation
18 in California. And so \$76 million of the Prop 1A dollars
19 went there, and the other \$423 million is for the LA Union
20 Station project.

21 So it went through a process of an MOU, I think
22 entered into around 2012, between the Authority and
23 Southern California parties. And the top two projects that
24 came out as the highest priority were the L.A. Union
25 Station, that upgrade, and this grade separation.

1 BOARD MEMBER SCHENK: Well, it's all done, I
2 know. I fully understand and support Union Station.

3 This one -- and I don't in any way take away how
4 dangerous this intersection is, I've driven there, I know
5 how dangerous it is -- but it's been dangerous for a long
6 time, pre high-speed rail. It's been there pre any of us.
7 And I know there's not much we can do about it now but
8 going forward, on these areas where there has been great
9 danger long before there was high-speed rail, for us to pay
10 half of this is -- to me, it just doesn't sit well. You
11 know, I think the communities, the other sources of
12 funding, should have come up with more. I don't say that
13 we shouldn't have participated, of course we should,
14 because it will ultimately have some benefit to us.

15 But again, just my common sense, sense of right
16 and wrong, it seems like we've been used a little bit here
17 in having to pay half of this. And I hope in the future on
18 these negotiations that we are a little tougher on
19 protecting our Prop 1A monies that are so limited.

20 Anyway --

21 CHAIR RICHARDS: Thank you, Director Schenk.

22 I think that certainly, as things come up in the
23 future, these things of course come to the Board for
24 discussion and ultimate decision. So I think that we can
25 certainly address concerns of all of the members as they

1 come before the Board.

2 BOARD MEMBER SCHENK: I know. It's zero.

3 MS. OWENS: Should I proceed to slide six, or do
4 we want to go back to slides five or four?

5 CHAIR RICHARDS: I think --

6 MS. OWENS: Four, meaning the Funding Plan, five
7 is the benefits.

8 CHAIR RICHARDS: Go ahead. I'm sorry, I
9 interrupted you. You're still on page four -- or excuse
10 me, page, yeah, page five, I think.

11 MS. OWENS: Yes.

12 CHAIR RICHARDS: You're now on six?

13 MS. OWENS: Yes. I'm now on six, Chair, yes.

14 CHAIR RICHARDS: Okay. Page six?

15 MS. OWENS: If that's okay? Okay.

16 So the city, this is a -- the Rosecrans/Marquardt
17 advanced utility relocation, commonly referred to as AUR,
18 provided a cost savings of up to \$18 million with the help
19 of the City of Santa Fe Springs. The City of Santa Fe
20 Springs authorized Metro to execute its franchise agreement
21 to relocate or remove conflicting utilities at the
22 utility's own cost.

23 So, for example, with over 21 existing Southern
24 California Edison poles within the project limits, 17 out
25 of the 21 were either relocated or modified because it

1 conflicted with the grade separation. And the planning,
2 design, and construction, including the communication
3 lines, by working with these communication agencies and
4 Edison, took five years. It was completed in May of 2022,
5 in time for the general contractor to begin, significantly
6 reducing overall project risks and saving the project more
7 than \$18 million.

8 So this is a classic example of the cooperation
9 that we have, the partnership and leadership of the City of
10 Santa Fe springs.

11 Next slide.

12 So this is the overall project update on what we
13 have accomplished to date, anticipated completion. We had
14 completed the NEPA in November of 2018. For a grade
15 separation, we've received a CEQA exemption for most, if
16 not all, grade separations in California. The construction
17 of advanced utility relocation took 28 months, which began
18 in January of 2020 and was completed in May of 2022. Our
19 right-of-way certification was completed in December of
20 2022, and we awarded construction in April of 2022. Our
21 anticipated construction completion is Fall of 2025.

22 Next slide.

23 Our second high-speed rail bookend investment is
24 the Link Union Station project, Phase A. This is a high-
25 speed rail rendering of the Phase A improvements that

1 transforms our Los Angeles Union Station to a run-through
2 station. So this is an interim run-through operation that
3 shows only two run-through tracks. But as you can see
4 here, the actual bridge will be built to accommodate nine
5 run-through tracks in total.

6 Next slide.

7 This is our existing Union Station today, our
8 beautiful, historic, iconic Los Angeles Union Station.
9 Refer to the bottom-left corner of the Union Station.

10 This is what we call our biggest star in the 2021
11 Oscars. It was built in 1939 as a stub-ended track
12 station. And if you refer back onto the upper left-hand
13 corner, you can see the seven new tracks, and you can see
14 right adjacent to the south of that seven new tracks is the
15 US 101 Freeway.

16 It's important to note the US 101 Freeway, is
17 because they're on ramps and off ramps -- I'm not sure you
18 can see it there -- as well as in what we call our El Monte
19 Busway facility there. It's really our core point that we
20 need to make sure that when we do build the run-through
21 track bridge structure, we have to raise the railyard
22 because of the freeway on-ramps and off-ramps right south
23 of Union Station. So I wanted to point that out a little
24 more in detail in the proceeding slides.

25 The picture to the right refers to the throat of

1 the railyard located north of Union Station. This is where
2 all trains enter and exit the railyard, heavily congested
3 during peak time, idling and waiting for each train to take
4 turns as they either enter or exit the railyard.

5 There are a total of seven existing platforms at
6 Union Station. The first platform to the left, where you
7 see a little green kind of bungalow roof on top, a canopy,
8 is our Metro Light Rail Station, our L Line Station, and
9 then we have six regional rail platforms today. And then
10 to the left, you'll see our Patsaouras Bus Plaza, and of
11 course our Metro Headquarters.

12 Next slide.

13 This overall shows the Link to Southern
14 California. As the largest multimodal rail terminal and
15 transit station in Southern California, it really links all
16 the counties from San Luis Obispo, Santa Barbara -- which
17 is not shown -- Ventura County, San Diego, Riverside
18 County, Orange County, in addition to all our long-distance
19 trains that are coming in. So it's really the heart of our
20 overall network here on the regional rail system in
21 Southern California.

22 Next slide.

23 The Link Union Station is implemented in two
24 phases, Phase A and Phase B. Phase A's funding mainly
25 consists of a signal upgrade, run-through track bridge

1 structure with two interim run-through tracks, and
2 converting Platform 4 to a run-through track operation.
3 Phase B, which is not funded, includes raising the railyard
4 up to 15 feet high, which enables the construction of a new
5 shared track for high-speed rail, new platforms, new
6 passenger concourse, and all the passengers' amenities of
7 retail, escalators, elevators, that initiate the
8 transformation for a world-class transit and terminal
9 station.

10 Next slide.

11 So this is a good kind of depiction of our
12 existing commuter and intercity rail services at Union
13 Station pre-COVID. With a current stub-ended operations
14 using six regional rail platforms, there are approximately
15 a total of 178 daily weekday trains.

16 Next slide.

17 The proposed commuter and intercity rail services
18 at Union Station with full run-through operation at the
19 completion of Phase B show the power of what run-through
20 operations can do. With the same number of platforms, you
21 can accommodate a whole new high-speed rail service and
22 increase capacity approximately 60 percent, from 178 to 500
23 daily weekday trains.

24 Next slide.

25 So as I summed up, our overall passenger benefits

1 of the Link Union Station project increases the passenger
2 rail services with the same number of platforms from 178
3 trains to 503 trains. It also reduces dwell time, and
4 overall reduces greenhouse emissions because of the
5 reduction in dwell time.

6 It has basically improved our signal
7 infrastructure system. When Union Station was built in
8 1939, the signal system there was pretty much -- aside from
9 positive train control system, PTC -- the signal system was
10 as old as the train -- as old as Union Station. And so
11 modernizing the signal infrastructure system was very
12 important.

13 Phase B also enables us to widen our platforms to
14 accommodate future growth for the next 30 years, widening
15 it from 21 feet to 28 feet, with all-new passenger
16 amenities at Los Angeles Union Station.

17 Next slide.

18 This kind of gives you an overview of the phase
19 data I mentioned earlier, with the signal work, the
20 converting our existing Platform 4 to a run-through
21 platform, and as well as the construction of the overall
22 run-through bridge structure.

23 Next slide.

24 This is a rendering of our full build-out of the
25 Link Union Station project that comprises the both Phase A

1 and Phase B, that shows all run-through track structures.

2 Now, again, this projection is the Rolls Royce
3 version. It's just a concept of a dream of what Union
4 Station could be.

5 Next slide.

6 And these are the various components of Phase B
7 elements, which includes, as I mentioned before, raising
8 the railyard, a new passenger concourse, raised lead
9 tracks, as well as the new full run-through on the run-
10 through track-bridge structure.

11 Next slide.

12 I think this is important to show. This is a
13 cross-section of the railyard, as you can see here, and the
14 passenger on the Phase B passenger concourse. This shows
15 you that when we have to -- we have to raise the railyard
16 in order to build the run-through. So in Phase A, the
17 Phase A bridge structure will be raised to match this
18 overall elevation because the Phase A run-through structure
19 needs to be raised.

20 So with this, you can see that our passenger
21 concourse is underneath the railyard. And if you're
22 familiar with Los Angeles Union Station, we also have a
23 subway system, what we call our Red Line/Purple Line, now
24 referred to as our Lines B and D, underneath the passenger
25 concourse. It's almost like three levels: railyard,

1 passenger concourse, and our existing subway system.

2 If you look to the left, that would be our
3 historic Union Station. Platform 1 is our Gold Line light
4 rail station line. And then Platforms 2 to 7 is our
5 regional rail platforms that comprises of two platforms for
6 high-speed rail on Platforms 2 and 3, and then 4, 5 and 6
7 and 7 are regional rail platforms for both Amtrak and
8 Metrolink. Platform 3 is also shared with both Amtrak and
9 Metrolink, as well. And then to the far right is our
10 Patsaouras Bus Plaza connection.

11 Next slide.

12 So this is a depiction of a cross-section that we
13 have where it was very important for high-speed rail to
14 ensure that, with the future phasing of high-speed rail
15 that may come in a little later, and if Link Union Station
16 is fortunate to have Phase B funded, it was important to
17 High-Speed Rail to making sure we minimize any construction
18 costs to accommodate a fixed platform height with a fixed
19 elevator and escalator.

20 So if you noticed, a high-speed rail train has a
21 different floor height than a typical Metrolink commuter
22 train and Amtrak intercity train. The difference is
23 approximately 15 inches versus a high-speed rail train of
24 51 inches from the floor of the train to the top of the
25 rail.

1 And so how we solved this, and we used it -- we
2 also saw this at Denver Union Station, is we install
3 retaining walls. So when, if high-speed rail -- when high-
4 speed rail comes at a later date, everything remains the
5 same and all we do is just change the track bed, elevate
6 that a little, or lower it for the high-speed rail, so that
7 it accommodates the future phasing of high-speed rail.

8 Next slide.

9 This is the Funding Plan for Link Union Station
10 Phase A, totaling approximately \$950.398 million.

11 Next slide.

12 This is where we are on Link Union Station on the
13 preconstruction phase. This is the CMGC lifecycle, project
14 lifecycle, that shows the two phases: preconstruction and
15 construction. It comprises of seven stages from project
16 initiation to environmental clearance to right-of-way
17 acquisition, final design, construction, testing, and
18 project closeout.

19 As you can see here, the preconstruction phase
20 work is ongoing. We completed the CEQA. We're working
21 with NEPA. We're working with the High-Speed Rail as the
22 NEPA lead agency to complete the NEPA and PE design. We're
23 in CMGC procurements, and our real estate acquisition and
24 final design of the third-party work.

25 Next slide.

1 So our overall next step is to complete the NEPA
2 environmental work as early as Summer of 2023, continue on
3 our work with our real estate acquisition, advanced
4 engineering design, and our final design for our third-
5 party work, the utility work that takes a little longer,
6 and then procuring our CMGC and working with our engineers
7 and stakeholders on our final design.

8 Next slide.

9 We thought this would be a good summary of
10 project updates on both the high-speed rail bookend
11 projects in Southern California: the Rosecrans/Marquardt
12 grade separation with a Funding Plan of \$156.439 million,
13 which is to your left; and the Link Union Station Phase A
14 project Funding Plan of \$950.398 million, which is to your
15 right.

16 Let me start with the Rosecrans/Marquardt Funding
17 Plan. The planning and design initiated in April of 2015.
18 I mentioned earlier our CEQA Notice of Exemption, all the
19 way down to when our first California High-Speed Rail
20 Project Management Funding Agreement was executed. I
21 believe Rosecrans/Marquardt was the first, on May of 2018.
22 And then our NEPA FONSI, Findings of No of -- of No
23 Significant Findings, was completed by the FRA in November
24 of 2018.

25 And then it just proceeded down to where we are

1 today. I mentioned earlier our construction groundbreaking
2 occurred in June of 2022, and our anticipated construction
3 completion is in Fall of 2025.

4 On the Link Union Station project, we -- giving
5 you some background, the Link Union Station project was
6 also known as Los Angeles Union Station Run-Through
7 Station. And so it was first planned, bought, and led by
8 Caltrans and Amtrak back in 2006. At that time, I think
9 they were only looking at two to no more than four tracks
10 running through across as run-through operation.

11 Since then, with so many projects coming in Union
12 Station, in addition to the high-speed rail coming in, we
13 initiated planning with accommodating and incorporating
14 high-speed rail into Union Station. In Winter of 2016,
15 where their engineering design is still ongoing, we
16 completed 35 percent design. However, we are working on
17 the NEPA. And so we want to make sure we continue to
18 modify any preliminary engineering design to be consistent
19 with our NEPA.

20 We completed our CEQA in July of 2018. We had a
21 CEQA addendum, moving forward with the state vehicle miles
22 traveled in October of 2021. And then we executed -- so
23 thank you very much to our CEO and Chief Program Management
24 Officer for the execution and your approval of the PMFA in
25 June of 2022. And then our right-of-way acquisition is

1 ongoing.

2 We are working with our California High-Speed
3 Rail NEPA team on concurrence with any of our early works.
4 We anticipate to complete NEPA, as I mentioned before, as
5 early as Summer of 2022. We do have some early track and
6 signal work by Southern California Regional Rail Authority
7 that is expected to be completed as early as 2023. And our
8 CMGC procurement is ongoing.

9 Doing a comparison between the two, we did want
10 to stress that a CEQA exemption and the NEPA FONSI, or
11 Findings of No Significance, is definitely a much more
12 abbreviated, expedited environmental clearance, compared to
13 a full Environmental Document for both a CEQA and NEPA at
14 Link Union Station.

15 Next slide.

16 And I'm here to answer any questions that you may
17 have. This concludes my presentation. I apologize if it
18 was a little lengthy. If I went too fast, please let me
19 know. I'm happy to go over any slide that you may -- you
20 would like to see.

21 CHAIR RICHARDS: Ms. Owens, this is Tom Richards.

22 At the Authority, as I'm sure you're well aware,
23 this is incredibly important to us, as it is to metro in
24 Southern California.

25 But what I think I'm going to ask our CEO would

1 be to have his staff contact you. What we would appreciate
2 very much would be to have -- make arrangements for you to
3 be at one of our Board meetings in the near future to
4 present this presentation with you here in the room, so
5 that it's easier for us to understand. And if you would
6 modify it, to whatever extent necessary, prior to that time
7 for any changes from what you've said today or any
8 additions, it would be appreciated.

9 But I can tell, I mean, I think we heard you as
10 well as we could under the circumstances but -- and the
11 presentation is very much appreciated and you've done a
12 terrific job. We want to improve on the location so that
13 we can really get a clear understanding of what you've been
14 saying and we can appropriately ask questions that we may
15 have.

16 But I wanted, primarily, to point out that it's
17 incredibly important to you and very much important to us.
18 So we are joined at the hip, so to speak on this, and we
19 want to be a good and responsive partner, as you are and
20 have been to us.

21 So Mr. Kelly, if you would arrange for that, even
22 if it's early next year? But we don't want to, I think,
23 delay beyond that.

24 MR. KELLY: Will do, Mr. Chairman. Thank you.

25 CHAIR RICHARDS: Any other questions or comments

1 from members of this Board to Ms. Owens?

2 VICE CHAIR MILLER: I just, when you -- thank you
3 for your presentation. It was just a little hard for us to
4 hear you at times, but it was very comprehensive.

5 I just would want, when you come back to us on
6 the Phase A, just a little bit more explanation of how that
7 runs. It looks like a single track running out. And I'm
8 not sure if it's a single track or double track, back and
9 forth, I'm thinking, or a through-way, but just maybe a
10 little bit more on that particular part of Phase A.

11 Thank you.

12 MS. OWENS: Absolutely.

13 CHAIR RICHARDS: Thank you, Vice Chair Miller.

14 LaDonna, you're up again.

15 MS. DICAMILLO: I'm just here if you had more
16 questions --

17 CHAIR RICHARDS: Okay.

18 MS. DICAMILLO: -- but I think I'm done.

19 CHAIR RICHARDS: Alright.

20 MS. DICAMILLO: Alright. Thank you.

21 CHAIR RICHARDS: Any questions for our Southern
22 California Regional Director?

23 Yes, Director Pena?

24 BOARD MEMBER PENA: Thank you, Mr. Chair.

25 Just wondering if you could talk a little bit

1 about feedback that you've been getting so far from the
2 environmental justice community on the project. And maybe
3 this is it for this project.

4 MS. OWENS: Yes, absolutely.

5 MS. DICAMILLO: Are you talking about
6 environmental justice community around our alignment or
7 around Link Union Station?

8 BOARD MEMBER PENA: Actually, both.

9 MS. DICAMILLO: Okay, let's let Jeanet start.

10 CHAIR RICHARDS: Ms. Owens, go ahead.

11 MS. OWENS: Sure. Thank you. Let me know if
12 you're not able to hear me. I'll try to speak a little
13 louder.

14 We have been receiving -- as you know, when we
15 completed the CEQA environmental, we have received all
16 support, pretty much full support, on the Link Union
17 Station Phase A during our CEQA process. And our
18 environmental justice overall, we have met all the
19 requirements in our environmental justice, and the
20 community's support on our environmental justice, so we
21 don't have any particular issues on our environmental
22 justice that we have right now.

23 Are there any particular concerns that you may
24 have that I can address?

25 BOARD MEMBER PENA: No. Just generally, I wanted

1 to know what feedback you were receiving.

2 MS. OWENS: Well, because this is a regional rail
3 project, and because, as you can see here, we made it -- it
4 was very important for us not to impact the community.

5 Here, if you take a picture -- let me see if you
6 can go back to -- see if you can go back -- let me -- that
7 refer to a rendering so you can see it a little bit more.

8 If you go back to slide eight. Can you show
9 slide eight up on the screen?

10 As you see here at slide eight, the surrounding
11 communities of Los Angeles Union Station, we have our
12 Chinatown. And here's our historic Union Station that you
13 see in red, with a red roof. Our Chinatown is a little bit
14 to the west of that. And then we have our Little Tokyo,
15 which is further south, right by the run-through track
16 structure and south. And then we have our historic Arts
17 District right to the south of that, that's to the
18 southeast. And then our Boyle Heights around the area on
19 the eastern end of this community.

20 Overall, because of the -- the surrounding
21 communities understand the importance of the needs of the
22 transformation of the Los Angeles Union Station to a run-
23 through track operation. We have received a significant
24 amount of support in the surrounding area. We have
25 apprised them on every phase and every change through the

1 Phase A. So we have not -- overall, there's very limited
2 impacts that we are acquiring.

3 If you recall, when I did a cross-section of the
4 railyard and I mentioned that the Red Line/Purple Line
5 tunnel is underneath the passenger concourse, that Red
6 Line/Purple Line tunnel actually comes right across -- when
7 I say right across, it comes in from Union Station and is
8 diagonal -- all the way across the freeway. A diagonal
9 goes all the way across the freeway underneath.

10 So we were very careful. HER (phonetic) was very
11 careful in its design to straddle that subway system and
12 really minimize our overall impact to the community at
13 large. So as you can see, some, most of -- we have three
14 full real estate acquisition takes. One of them is an
15 empty area right adjacent to the US 101 Freeway.

16 So we have nothing but garnered support for the
17 Link Union Station Phase A.

18 BOARD MEMBER PENA: Thank you.

19 MS. DICAMILLO: And moving to the project
20 sections, I'll start with Los Angeles to Anaheim.

21 Our team has been meeting with communities along
22 the existing rail corridor over the years, and especially
23 with a focus on the Colton component, because we know that
24 there is an EJ component to that. And I'd say we're in the
25 dozens of meetings now. As we get more information and

1 more definition to our project, it will definitely be a
2 focus.

3 More recently, Serge Stanich and I and others on
4 the team have been meeting with some environmental justice
5 groups that are from the Inland Empire that have experience
6 with freight and have some concerns, generally, with
7 freight. So we've been meeting more with them to
8 understand what their concerns are and where we might be
9 able to find ways to work together.

10 On the Palmdale to Burbank section, it was one of
11 my concerns with needing to be virtual and having this, are
12 we going to be able to be in-person or not? So we went
13 with officially everything is virtual, but we are going to
14 make sure to have an in-person meeting, a workshop, where
15 people can go from station to station -- and that would be
16 in the Sun Valley/Pacoima area -- people can go from
17 station to station and talk to our experts, and that's an
18 option for them. And we'll make sure that everybody has an
19 opportunity to comment. So we're trying to do a specific
20 outreach in that particular area to make sure that they
21 have opportunity to learn more about our project and to
22 comment.

23 BOARD MEMBER ESCUTIA: This is Martha Escutia.
24 I'm assuming that, with regard to all these
25 sections, that you are giving the proper notice of these

1 meeting to the legislators that represent those areas?

2 MS. DICAMILLO: Absolutely. Last week, we had a
3 briefing. We called it a legislative briefing. It was for
4 staff of the legislative representatives, as well as senior
5 city, county, local staff, so that they had the same
6 information that we'll be presenting to the public. And I
7 don't think we've sent them out the PowerPoint yet, but we
8 will. We'll make sure that they have the PowerPoint so
9 they know when those meetings are upcoming.

10 BOARD MEMBER ESCUTIA: And then, just as a
11 follow-up, I would just like to respectfully suggest that
12 once you're finished with the meetings that you need to
13 have, you know, as a result of all these sections, that you
14 compile a list of the meetings and separate it section by
15 section, and separate it by legislators, and send them
16 copies of all the meetings that you met, with whom did you
17 meet with, on what date, you know, so that the legislators
18 are keenly aware that you are doing the necessary outreach,
19 and you have it in writing, and just give it to them. You
20 know, therefore --

21 MS. DICAMILLO: Sure.

22 BOARD MEMBER ESCUTIA: -- you know, it's just a
23 good thing to just inform everybody of what you're doing.

24 MS. DICAMILLO: Sure. Thank you. Thank you for
25 that. We usually do it by request but I think it is a good

1 idea to let them know what we've been doing.

2 BOARD MEMBER ESCUTIA: Just pre-empt the
3 question. Just go ahead and do it.

4 MS. DICAMILLO: Okay.

5 CHAIR RICHARDS: Thank you, Director Escutia.
6 Yes? Go ahead.

7 BOARD MEMBER PENA: Just one follow up.

8 On your 800 number that people can call into, is
9 there an opportunity on that line or another line where
10 they can like leave -- actually leave a message with their
11 comments?

12 MS. DICAMILLO: I believe that's what that 800
13 number is.

14 BOARD MEMBER PEREA: Okay.

15 MS. DICAMILLO: It's just a matter of recording
16 the message, and then it gets transcribed and put into our
17 official record. Yes, that's my --

18 BOARD MEMBER PEREA: Is there --

19 MR. SWARTZLANDER: I don't know if there's a
20 greeting or not. I haven't called it.

21 BOARD MEMBER PENA: Is there an opportunity?

22 MS. DICAMILLO: There is, they say.

23 BOARD MEMBER PENA: Okay. Is there an
24 opportunity on that line to get -- for someone to get a
25 callback if they want?

1 MS. DICAMILLO: Yes. They all get transcribed
2 and then sent to our team. And if they're asking for
3 additional information, we'll make sure to follow up. And
4 we're also offering office hours for some of the interested
5 people who want to spend maybe a little extra time with
6 some of our technical staff on a specific issue. They can
7 do that and request that through the 800 number.

8 BOARD MEMBER PENA: Okay.

9 And you can accommodate multiple languages?

10 MS. DICAMILLO: Yes, especially English and
11 Spanish. We've written the public -- the printed
12 materials, have gone out, I think, in six languages. Does
13 anybody know? It was in multiple languages. Our open
14 house will be in two.

15 BOARD MEMBER PENA: Okay.

16 CHAIR RICHARDS: Thank you, Director Pena.

17 MS. DICAMILLO: Sure.

18 CHAIR RICHARDS: Any other comments or questions
19 from members of the Board?

20 None from the people on the phone? Alright.

21 Well then, Ms. DiCamillo and Ms. Owens, thank you
22 both very much.

23 MS. DICAMILLO: Thank you. Okay.

24 MS. OWENS: Thank you, Chair. I appreciate your
25 time today.

1 CHAIR RICHARDS: We will now move on to item
2 number five on our agenda, our CEO Report.

3 Mr. Kelly?

4 MR. KELLY: Thank you, Mr. Chairman.

5 I know that last bit took a while, so I'm going
6 to move quickly on this. There are really three items that
7 I want to update the Board on in the CEO report, and then
8 just a quick announcement of some good news for us.

9 But the quick items are, first, we are doing some
10 work. Once we advance the Environmental Document in
11 corridors, we're able to get in and dig a little bit deeper
12 and do more work with our partners on how the corridors
13 will actually operate. And I just flagged this because
14 recently I and the managing director for Caltrain sent a
15 note to their board about work we'll be doing on updating
16 the project management finance agreement, shared-use
17 agreements we'll have with Caltrain in that corridor. And
18 it's important that we continue our partnership for how
19 we'll actually implement the two services through that
20 corridor.

21 So there's a series of plans and programs and
22 agreements we have with them now, and more that we'll be
23 working on as we go forward. So I flagged this for you now
24 because it's an important part of our partnership in that
25 corridor, and the operational benefits of both services in

1 that corridor and how we'll accommodate both services, and
2 so I just flagged that for you now.

3 I'll be coming back to this Board with more
4 detailed updates on various elements of those agreements as
5 we go forward. But again, we are engaging with the
6 Caltrain group on updates we have to make to some of the
7 agreements we've had in place, and so I just want to flag
8 that for you and say that's something I'll be coming back
9 to the Board on routinely.

10 Second item is in the F&A Committee this morning
11 there was a report about the change order that we executed.
12 And this is what we call "the missing two-and-a-half
13 miles," is what it's referred to as. When we relocated the
14 Highway 99 element just north of Fresno to accommodate the
15 high-speed rail service, we then have to build the railroad
16 component of that. Initially, that was going to be a part
17 of that original Caltrans contract. It was taken out of
18 that contract in favor of using the existing contract. It
19 was already mobilized on the site and already had done
20 similar work around the two-and-a-half miles.

21 So we just executed that contract, and we
22 reported that to the F&A this morning and I'm reporting it
23 here. That's \$101.5 million to complete all of the work
24 associated with what we call "the missing two-and-a-half
25 miles" of the initial contract. That involves some

1 guideway subgrade, some intrusion protection barrier work,
2 railroad access roads, fencing, drainage, and all the civil
3 works necessary for the track and systems to come through
4 that section, so we just completed that work.

5 And then I wanted to just give -- the third issue
6 is to give you a sense of what's coming up at the October
7 Board meeting, at least hopefully, we'll bring back to the
8 Board in October, so you guys can start thinking about
9 these issues.

10 You know that we entered an RFQ process for the
11 design of these four Central Valley stations. We'll be
12 coming back to the Board for the proposed award of that
13 contract in October. We are continuing to do some work on
14 the program delivery support contract, and we intend to
15 come back to the Board with that, assuming all the
16 outstanding questions had been answered.

17 Margaret Cederoth, Meg Cederoth, who addresses
18 this Board every year or so on the sustainability report,
19 that report is updated. We'll be bringing that back to the
20 Board in October, as well.

21 And then I'm looking forward to having a very
22 important discussion with this Board in October on the 2023
23 Project Update Report. As you know, every even-numbered
24 year we do a business plan that we submit publicly and give
25 to the legislature. In every odd-numbered year we do a

1 Project Update Report where we update our activities, what
2 we know, anything that's changed, and how we're managing
3 risk going forward.

4 This year's Project Update Report will take on a
5 little bit more emphasis and meaning because of the budget
6 deal that we passed with the legislature. In that budget
7 deal, they're asking for additional information to be in
8 that Project Update Report, including probability and risk
9 for all manner of things, including schedules and costs and
10 budget and where we are.

11 And so I want to just say to you that, with the
12 new requirements in statute, and the report's broader focus
13 this year, it's not due to the legislature until March of
14 '23, but my intention is to be talking to the Board about
15 it all through fall and into the winter as we get to that
16 March date, because there's so much that's going to be in
17 that report.

18 So in October, I'm going to come back and do a
19 presentation about what that budget deal requires in the
20 Project Update Report and share with you information as we
21 develop it and as we go. Again, the idea is no surprises
22 by the time we get to March. We'll have a lot of
23 conversations about it leading up to that time, so I'm
24 going to start in the October hearing with a broad
25 conversation about that.

1 And then we also want to open a conversation, or
2 at least come back to the Board members, with a recommended
3 schedule for the 2023 calendar year for all of our
4 meetings. We'll talk about that initially in October, too.
5 And I do want to get some feedback from Board members about
6 how we space the meetings apart. As you know, we meet once
7 a month right now. There have been some recommendations to
8 extend the in-between period from four weeks to six weeks,
9 and so we want to have a conversation about that, and we
10 may propose what that will look like for the Board's
11 consideration in Calendar Year 2023, as well.

12 So these are the issues I want to come back to
13 you all with in October. So that will be the basis of a
14 very substantive hearing I think we're going to have in
15 October.

16 And then just a couple of good news notes for
17 you. You may recall that several months ago, High-Speed
18 Rail was named the Employer of the Year by the Sacramento
19 Chapter of the Women in Transportation Seminar. I think
20 just yesterday, we were notified by the Los Angeles Women
21 in Transportation Seminar that we were named their Employer
22 of the Year, as well, so we're very pleased about that, and
23 just got that recognition yesterday.

24 And the other thing, I'm going to butcher this,
25 I'm sure, but I do want to acknowledge Melissa Figueroa,

1 Annie Parker, and their communications team. There's an
2 association in California of public information officers.
3 And once a year they review various messaging campaigns
4 that were done and provide awards to state agencies that
5 have done superior work in that area. And I think we
6 brought home three different awards from that, and so I
7 want to acknowledge our team on that.

8 I would just say, too, I got to, I do think that
9 the work we're doing, particularly with drone footage and
10 other things on social media, and sharing what's going on
11 and how we're advancing this project through technology and
12 social media, is really the best I've seen in the state.
13 And so I'm really proud of the work that Melissa and her
14 team are doing and I want to just acknowledge them.

15 And with that, Mr. Chairman, I'm done, unless
16 there's any questions.

17 CHAIR RICHARDS: Thank you, Mr. Kelly.

18 Any questions for our CEO?

19 Seeing none, good job. Thank you.

20 Let me just take a couple of quick minutes on
21 item number six, which is the Finance & Audit Report.

22 We met this morning at 8:30. Currently, these
23 numbers are as of July of this year, 2022, and primarily
24 for Fiscal Year '22-23, we have cash. The Authority has
25 cash right now, or at that time, of about \$2.1 billion, of

1 which \$2 billion is cap and trade proceeds. We mentioned
2 last month that the August 17th sale, cap and trade sale,
3 appeared to generate what is now estimated at being about
4 \$161 million to the Authority. The administrative budget
5 for the fiscal year '22-'23, that's important because it's
6 limited by the statute, but it is at \$93.4 million for
7 administration. Our capital outlay budget, that is the
8 budget for '22-23, is reasonably flat with what we had for
9 '21-22, and that's about \$2.3 billion.

10 Total expenditures for this project from its
11 outset, that is the very beginning of cap and trade -- or,
12 excuse me, High-Speed Rail Authority to the July -- the end
13 of July of '22 is \$9.9 billion, most of which has been
14 spent on construction.

15 With regards to contingency, the Authority
16 currently has, remaining, \$2 billion dollars in contingency
17 funds, of which that amounts to 40 percent of what was
18 originally allocated at \$5.2 billion. Brian just mentioned
19 the contingency drawdown a few moments ago, so I'll not hit
20 that again.

21 Our number of workers on the job for July was
22 slightly less than the month before, down by six, to
23 average daily workers at about 1,113 per day.

24 In terms of the progress on construction in the
25 month of July, there has been no change in the number of

1 structures or guideways work that was reported the month
2 before.

3 With regards to right-of-way procurement, three
4 parcels were delivered to the design-builders in July,
5 which brings the total that's been delivered at 92 percent
6 of the 2,309 parcels that are required.

7 On utility relocations, eight relocations were
8 completed in July of '22. That makes the number that have
9 been completed or are in progress or approved at 70 percent
10 of the total, which leaves another 561 which have not been
11 approved or started.

12 And that gives you a real quick summary of
13 Finance & Audit for today.

14 Any questions on any of those items?

15 BOARD MEMBER CAMACHO: Quick comment.

16 CHAIR RICHARDS: Sure. Go ahead.

17 BOARD MEMBER CAMCHO: The numbers that you're
18 reciting are numbers for July.

19 CHAIR RICHARDS: That's correct.

20 BOARD MEMBER CAMACHO: So we still have August,
21 so we're not really taking advantage of really a true
22 number of where we are --

23 CHAIR RICHARDS: Right.

24 BOARD MEMBER CAMACHO: -- in terms of dollars
25 spent or construction activity. I just wanted to note

1 that.

2 CHAIR RICHARDS: Yes. Thank you.

3 Any other questions or comments from my
4 colleagues?

5 Anybody on the phone, our colleagues on the
6 phone, any questions or comments? Alright.

7 Well, ladies and gentlemen, hearing none, I do
8 want to mention one thing, that we're going to have an
9 additional item on all of our Board meetings from this
10 point forward. And as I was reminded by Director Schenk
11 earlier, years ago we used to have an opportunity at the
12 end of each meeting whereby each Board member could address
13 his or her colleagues and the public with a comment. We
14 held it at one minute, so it's not a long addition to our
15 agenda, but we want to ensure that that's placed back on
16 the agenda from now on. And it will be the last item in
17 each Board meeting, and that will be for Director comments
18 ,and we'll go right down to the dais and ask any -- ask
19 members for anything that they'd like to make a statement
20 on.

21 With that, ladies and gentlemen, that brings our
22 agenda to a close, and we thank you all for being here.
23 And those of you in the public who joined us, thank you.
24 We will see everybody, or hopefully see everybody but
25 certainly talk to people and listen to you, next month in

1 October.

2 With that, ladies and gentlemen, the meeting is
3 adjourned.

4 (The California High-Speed Rail Authority Board
5 adjourned at 11:37 a.m.)

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE OF REPORTER

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 6th day of October, 2022.



MARTHA L. NELSON, CERT**367

CERTIFICATE OF TRANSCRIBER

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

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

I certify that the foregoing is a correct transcript, to the best of my ability, from the electronic sound recording of the proceedings in the above-entitled matter.



MARTHA L. NELSON, CERT**367

October 6, 2022