

APPENDIX 2-E: PROJECT IMPACT AVOIDANCE AND MINIMIZATION FEATURES

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Impact Avoidance and Minimization Features

The California High-Speed Rail Authority (Authority) has pledged to integrate programmatic impact avoidance and minimization features (IAMF) consistent with the: (1) *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System* (Authority and Federal Railroad Administration [FRA] 2005), (2) *Final Bay Area to Central Valley High-Speed Train (HST) Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS)* (Authority and FRA 2008), and (3) *Bay Area to Central Valley High-Speed Train Partially Revised Final Program Environmental Impact Report* (Authority 2012). The Authority would implement these features during project design and construction, as relevant to the San Francisco to San Jose Project Section (Project Section, or project), to avoid or minimize impacts.

IAMFs are incorporated into the Project Section design and construction to avoid or minimize environmental or community impacts. The description of each measure details the means and effectiveness of the measure in avoiding or minimizing impacts, as well as the environmental benefits of implementing the measure. For example, an IAMF can require development and application of measures to reduce impacts on air quality and hydrology based on applicable design standards that would also reduce impacts on biological resources.

The Draft Environmental Impact Report/Environmental Impact Statement describes how the IAMFs are applicable to project construction and operations and, where appropriate, how they are effective at avoiding or minimizing potential impacts. The IAMFs are included in the Mitigation Monitoring and Enforcement Plan to enhance implementation tracking, identify the responsible party, and clarify implementation timing.

Descriptions of Impact Avoidance and Minimization Features

Air Quality

AQ-IAMF#1: Fugitive Dust Emissions

During construction, the contractor would employ the following measures to minimize and control fugitive dust emissions. The contractor would prepare a fugitive dust control plan for each distinct construction segment. At a minimum, the plan would describe how each measure would be employed and identify an individual responsible for ensuring implementation. At a minimum, the plan would address the following components unless alternative measures are approved by the applicable air quality management district.

- Cover all vehicle loads transported on public roads to limit visible dust emissions, and maintain at least 6 inches of freeboard space from the top of the container or truck bed.
- Clean all trucks and equipment before exiting the construction site using an appropriate cleaning station that does not allow runoff to leave the site or mud to be carried on tires off the site.
- Water exposed surfaces and unpaved roads at a minimum three times daily with adequate volume to result in wetting of the top 1 inch of soil but avoiding overland flow. Rain events may result in adequate wetting of top 1 inch of soil to alleviate the need to manually apply water.
- Limit vehicle travel speed on unpaved roads to 15 miles per hour (mph).
- Suspend any dust-generating activities when average wind speed exceeds 25 mph.
- Stabilize all disturbed areas, including storage piles that are not being used on a daily basis for construction purposes, by using water, a chemical stabilizer/suppressant, hydro mulch or

by covering with a tarp or other suitable cover or vegetative ground cover. In areas adjacent to organic farms, the Authority would use nonchemical means of dust suppression.

- Stabilize all on-site unpaved roads and off-site unpaved access roads, using water or a chemical stabilizer/suppressant, to effectively control fugitive dust emissions. In areas adjacent to organic farms, the Authority would use nonchemical means of dust suppression.
- Apply water to or presoak all areas where land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities are carried out.
- For buildings up to six stories tall, wet all exterior surfaces of buildings during demolition.
- Limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at a minimum of once daily, using a vacuum type sweeper.
- After the addition of materials to or the removal of materials from surface or outdoor storage piles, apply sufficient water or a chemical stabilizer/suppressant.

AQ-IAMF#2: Selection of Coatings

During construction, the contractor would use:

- Low-volatile organic compound (VOC) paint that contains less than 10 percent of VOC contents.
- Super-compliant or Clean Air paint that has a lower VOC content than that required by Bay Area Air Quality Management District Regulation 8, Rule 3 when available. If not available, the contractor would document the lack of availability, recommend alternative measure(s) to comply with Regulation 8, Rule 3, or disclose absence of measure(s) for full compliance, and obtain concurrence from the Authority.

AQ-IAMF#3: Renewable Diesel

During construction, the contractor would use renewable diesel fuel to minimize and control exhaust emissions from all heavy-duty off-road diesel-fueled construction equipment and on-road diesel trucks. Renewable diesel must meet the most recent American Society for Testing and Materials (ASTM) specification number D975 for Ultra Low Sulfur Diesel and have a carbon intensity no greater than 50 percent of diesel with the lowest carbon intensity among petroleum fuels sold in California. The contractor would provide the Authority with monthly and annual reports, through the Environmental Mitigation Management and Application (EMMA) system, of renewable diesel purchase records and equipment and vehicle fuel consumption. Exemptions to use traditional diesel can be made where renewable diesel is not available from suppliers within 200 miles of the project site. The construction contract must identify the quantity of traditional diesel purchased and fully document the availability and price of renewable diesel to meet project demand.

AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment

Prior to issuance of construction contracts, the Authority would incorporate the following construction equipment exhaust emissions requirements into the contract specifications:

- All heavy-duty off-road construction diesel equipment used during the construction phase would meet Tier 4 engine requirements.
- A copy of each unit's certified tier specification and any required California Air Resources Board (CARB) or air pollution control district operating permit would be made available to the Authority at the time of mobilization of each piece of equipment.
- The contractor would keep a written record (supported by equipment-hour meters where available) of equipment usage during project construction for each piece of equipment.
- The contractor would provide the Authority with monthly reports of equipment operating hours (through the EMMA system) and annual reports documenting compliance.

AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment

Prior to issuance of construction contracts, the Authority would incorporate the following material-hauling truck fleet mix requirements into the contract specifications:

- All on-road trucks used to haul construction materials, including fill, ballast, rail ties, and steel, would consist of an average fleet mix of equipment model year 2010 or newer, but no less than the average fleet mix for the current calendar year as set forth in the CARB’s EMFAC 2014 database.
- The contractor would provide documentation to the Authority of efforts to secure such a fleet mix.
- The contractor would keep a written record of equipment usage during project construction for each piece of equipment and provide the Authority with monthly reports of vehicle miles traveled (through EMMA) and annual reports documenting compliance.

Aesthetics and Visual Quality

AVQ-IAMF#1: Aesthetic Options

Prior to construction the contractor would document, through issue of a technical memorandum, how the Authority’s aesthetic guidelines have been employed to minimize visual impacts. The Authority seeks to balance providing a consistent, project-wide aesthetic with the local context for the numerous high-speed rail (HSR) non-station structures across the state. Examples of aesthetic options would be provided to local jurisdictions that can be applied to non-standard structures in the HSR system. Refer to *Aesthetic Options for Non-Station Structures* (Authority 2017).

AVQ-IAMF#2: Aesthetic Review Process

Prior to construction, the contractor would document that the Authority’s aesthetic review process has been followed to guide the development of non-station area structures. Documentation would be through issuance of a technical memorandum to the Authority. The Authority would identify key non-station structures recommended for aesthetic treatment, consult with local jurisdictions on how best to involve the community in the process, solicit input from local jurisdictions on their aesthetic preferences, and evaluate aesthetic preferences for potential cost, schedule, and operational impacts. The Authority would also evaluate compatibility with project-wide aesthetic goals, include recommended aesthetic approaches in the construction procurement documents, and work with the contractor and local jurisdictions to review designs and local aesthetic preferences and incorporate them into final design and construction. Refer to *Aesthetic Options for Non-Station Structures* (Authority 2017).

Biological Resources

BIO-IAMF#1: Designate Project Biologist, Designated Biologists, Species-Specific Biological Monitors and General Biological Monitors

At least 15 business days prior to commencement of any ground-disturbing activity, including but not limited to geotechnical investigations, utility realignments, creation of staging areas, or initial clearing and grubbing, the Authority would submit the name(s) and qualifications of Project Biologists, Designated Biologists, Species-Specific Biological Monitors, and General Biological Monitors retained to conduct biological resource monitoring activities and implement avoidance and minimization measures. No ground-disturbing activity would begin until the Authority has received written approval from the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), where applicable, and the California Department of Fish and Wildlife (CDFW) that the biologists and monitors have been approved to conduct the specified work. The Project Biologist is responsible for ensuring the timely implementation of the biological avoidance and minimization measures as outlined in the biological resources management plan (BRMP),

and for guiding and directing the work of the Designated Biologists and Biological Monitors. Designated Biologists would be responsible for directly overseeing and reporting the implementation of general and species-specific conservation measures. In some instances, Designated Biologists would only be approved for specific species, in which case they would only be authorized to conduct surveys and implement measures for the species for which they have been approved. Species-Specific Biological Monitors would be responsible for implementation of species-specific measures for the species for which they have been approved, and would report directly to a Designated Biologist. General Biological Monitors would report directly to a Designated Biologist or to the Project Biologist. General Biological Monitors would be responsible for conducting Worker Environmental Awareness Program (WEAP) training, implementing general conservation measures, conducting general compliance monitoring, and reporting on compliance monitoring activities. The term *Project Biologist* is used in these IAMFs to mean the Project Biologist, Designated Biologists, Species-Specific Biological Monitors, and General Biological Monitors, as appropriate. When the Authority is specified as implementing an IAMF, it is assumed that the Authority, or its contractor or agent, is implementing the IAMF under the supervision of biologists and biological monitors, as appropriate.

BIO-IAMF#2: Facilitate Agency Access

Throughout the construction period, the Authority would allow access by the USFWS, NMFS, U.S. Army Corps of Engineers (USACE), CDFW, and State Water Resources Control Board (SWRCB) to the project site. Because of safety concerns, all visitors would check in with the Authority's resident engineer prior to entering the project footprint. In the event that agency personnel visit the project footprint, the Project Biologist would prepare a memorandum within 3 business days after the visit documenting the issues raised during the field meeting. The Project Biologist will report any issues regarding regulatory compliance raised by agency personnel to the Authority.

BIO-IAMF#3: Prepare WEAP Training Materials and Conduct Construction Period WEAP Training

Prior to any ground-disturbing activity, the Project Biologist would prepare a WEAP for the purpose of training construction crews to recognize and identify sensitive biological resources that may be encountered in the vicinity of the project footprint. The WEAP training materials would be submitted to the Authority for review and approval. A video of the WEAP training prepared and presented by the Project Biologist and approved by the Authority may be used if the Project Biologist is not available to present the training in person.

At a minimum, WEAP training materials would include the following information: key provisions of the federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), the Bald and Golden Eagle Protection Act (BGEPA), the Migratory Bird Treaty Act (MBTA), California Fish and Game Code Section 1600, Porter-Cologne Water Quality Control Act (Porter-Cologne Act), and the Clean Water Act (CWA); the consequences and penalties for violation or noncompliance with these laws and regulations and project authorizations; identification and characteristics of special-status plants, special-status wildlife, jurisdictional waters, and special-status plant communities and explanations about their ecological value; hazardous substance spill prevention and containment measures; the contact person in the event of the discovery of a dead or injured wildlife species; and review of avoidance, minimization, and mitigation measures.

The Project Biologist would present WEAP training to all construction personnel before they work in the project footprint. As part of the WEAP training, construction timing in relation to species' habitat and life-stage requirements would be detailed and discussed on project maps, which would show areas of planned minimization and avoidance measures. Crews will be informed during the WEAP training that, except when necessary as determined in consultation with the Project Biologist, travel within the project footprint is restricted to established roadbeds, which include all pre-existing and project-constructed unimproved and improved roads. A fact sheet conveying this information would be prepared by the Project Biologist for distribution to the construction crews and to others who enter the project footprint. Fact sheet information would be

duplicated in a wallet-sized format and would be provided in other languages as necessary to accommodate non-English-speaking workers. All construction staff would attend the WEAP training prior to beginning work on-site, and will attend the WEAP training on an annual basis thereafter.

Upon completion of the WEAP training, each member of the construction crew would sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. The Project Biologist would submit the signed WEAP training forms to the Authority on a monthly basis. On an annual basis, the Authority would certify that WEAP training had been provided to all construction personnel. On a monthly basis, the Project Biologist would provide updates relevant to the training to construction personnel during the daily safety (“tailgate”) meeting.

BIO-IAMF#4: Conduct Operations and Maintenance Period WEAP Training

Prior to initiating operations and maintenance (O&M) activities, O&M personnel would attend a WEAP training session arranged by the Authority.

At a minimum, O&M WEAP training materials would include the following information: key provisions of the FESA, CESA, BGEPA, MBTA, Porter-Cologne Act, and CWA; the consequences and penalties for violation or noncompliance with these laws and regulations and project authorizations; identification and characteristics of special-status plants, special-status wildlife, jurisdictional waters, and special-status plant communities and explanations about their ecological value; hazardous substance spill prevention and containment measures; and the contact person in the event of the discovery of a dead or injured wildlife species. The training would include an overview of provisions of the BRMP, annual vegetation, and management plan, weed control plan (WCP), and security fencing and wildlife exclusion fencing maintenance plans pertinent to O&M activities. A fact sheet prepared by the Authority environmental compliance staff would be prepared for distribution to the O&M employees. The training would be provided by the Authority environmental compliance staff. The training sessions would be provided to employees prior to their involvement in any O&M activity and would be repeated for all O&M employees on an annual basis. Upon completion of the WEAP training, O&M employees would, in writing, verify their attendance at the training sessions and confirm their willingness to comply with the requirements set out in those sessions.

BIO-IAMF#5: Prepare and Implement a Biological Resources Management Plan

Prior to any ground-disturbing activity, the Project Biologist will prepare the BRMP, which would include a compilation of the biological resources avoidance and minimization measures applicable to the HSR section. All project environmental plans, such as the restoration and revegetation plan (RRP) and WCP, would be included as appendices to the BRMP. The BRMP is intended to serve as a comprehensive document that sets out the range of avoidance and minimization measures to support the appropriate and timely implementation of those measures. The implementation of these measures would be tracked through final design, construction, and operation phases. The BRMP would contain, but not be limited to, the following information:

- A master schedule that shows construction of the project, pre-construction surveys, and establishment of buffers and exclusions zones to protect sensitive biological resources.
- Specific measures for the protection of special-status species.
- Identification (on construction plans) of the locations and quantity of habitats to be avoided or removed, along with the locations where habitats are to be restored.
- Identification of agency-approved Project Biologist(s) and Biological Monitor(s), including those responsible for notification and report of injury or death of federally or state-listed species.
- Measures to preserve topsoil and control erosion.

- Design of protective fencing around environmentally sensitive areas and the construction staging areas.
- Locations of trees to be protected as wildlife habitat (roosting sites) and locations for planting replacement trees.
- Specification of the purpose, type, frequency, and extent of chemical use for insect and disease control operations as part of vegetative maintenance within sensitive habitat areas.
- Specific measures for the protection of vernal pool habitat and riparian areas. These measures may include erosion and siltation control measures, protective fencing guidelines, dust control measures, grading techniques, construction area limits, and biological monitoring requirements.
- Provisions for biological monitoring during ground-disturbing activities to confirm compliance and success of protective measures. The monitoring would: (1) identify specific locations of wildlife habitat and sensitive species to be monitored; (2) identify the frequency of monitoring and the monitoring methods (for each habitat and sensitive species to be monitored); (3) list required qualifications of biological monitor(s); (4) identify the reporting requirements; and (5) provide an accounting of impacts to special-status species habitat compared to pre-construction impact estimates.

The BRMP would be submitted to the Authority for review and approval prior to any ground-disturbing activity.

BIO-IAMF#6: Establish Monofilament Restrictions

Prior to any ground-disturbing activity, the Project Biologist would verify that plastic monofilament netting (erosion control matting) or similar material is not being used as part of erosion control activities. The Project Biologist would identify acceptable material for such use, including: geomembranes, coconut coir matting, tackified hydroseeding compounds, and rice straw wattles (e.g., Earthsaver wattles: biodegradable, photodegradable, burlap). Within developed or urban areas, the Project Biologist may allow exceptions to the restrictions on the type of erosion control material if the Project Biologist determines that the construction area is of sufficient distance from natural areas to avoid potential impacts on wildlife.

BIO-IAMF#7: Prevent Entrapment in Construction Materials and Excavations

At the end of each work day during construction, the Authority would cover all excavated, steep-sided holes or trenches more than 8 inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The Project Biologist would thoroughly inspect holes and trenches for trapped animals at the start and end of each work day.

The Authority would screen, cover, or elevate at least 1 foot above ground, all construction pipe, culverts, or similar structures with a diameter of 3 inches or greater that are stored overnight within the project footprint. These pipes, culverts, and similar structures would be inspected by the Project Biologist for wildlife before such material is moved, buried, or capped.

BIO-IAMF#8: Delineate Equipment Staging Areas and Traffic Routes

Prior to any ground-disturbing activity, the Authority would establish staging areas for construction equipment in areas that minimize impacts on sensitive biological resources, including habitat for special-status species, seasonal wetlands, and wildlife movement corridors. Staging areas (including any temporary material storage areas) would be located in areas that would be occupied by permanent facilities, where practicable. Equipment staging areas would be identified on final project construction plans. The Authority would flag and mark access routes to restrict vehicle traffic within the project footprint to established roads, construction areas and other designated areas.

BIO-IAMF#9: Dispose of Construction Spoils and Waste

During ground-disturbing activities, the Authority may temporarily store excavated materials produced by construction activities in areas at or near construction sites within the project footprint. Where practicable, the Authority would return excavated soil to its original location to be used as backfill. Any excavated waste materials unsuitable for treatment and reuse would be disposed at an off-site location, in conformance with applicable state and federal laws.

BIO-IAMF#10: Clean Construction Equipment

Prior to any ground-disturbing activity, the Authority would check that all equipment entering the work area is free of mud and plant materials. The Authority would establish vehicle cleaning locations designed to isolate and contain organic materials and minimize opportunities for weeds and invasive species to move in and out of the project footprint. Cleaning may be done by washing with water, blowing with compressed air, brushing, or other hand cleaning. The cleaning areas would be located to avoid impacts on surface waters and appropriate stormwater pollution prevention plan (SWPPP) best management practices (BMP) would be implemented so as to further control any potential for the spread of weeds or other invasive species. Cleaning stations would be inspected regularly (at least monthly).

BIO-IAMF#11: Maintain Construction Sites

Prior to any ground-disturbing activity, the Authority would prepare a construction site BMP field manual. The manual would contain standard construction site housekeeping practices required to be implemented by construction personnel. The manual would identify BMPs for the following topics; temporary soil stabilization, temporary sediment control, wind erosion control, nonstormwater management, waste management and materials control, rodenticide use, and other general construction site cleanliness measures.

All construction personnel would receive training on BMP field manual implementation prior to working within the project footprint. All personnel would acknowledge, in writing, their understanding of the BMP field manual implementation requirements. The BMP field manual would be updated by January 31st of each year. The Authority would provide, on an annual basis, training updates to all construction personnel.

BIO-IAMF#12: Design the Project to be Bird Safe

Prior to final construction design, the Authority would ensure that the catenary system, masts, and other structures such as fencing, electric lines, communication towers and facilities are designed to be bird and raptor-safe in accordance with the applicable recommendations presented in *Suggested Practices for Raptor Protection on Power Lines: The State of the Art in 2006* (Avian Power Line Interaction Committee [APLIC] 2006) and *Reducing Avian Collisions with Power Lines: State of the Art in 2012* (APLIC 2012). Applicable APLIC recommendations include, but are not limited to:

- Ensuring sufficient spacing of phase conductors to prevent bird electrocution
- Configuring lines to reduce vertical spread of lines and/or decreasing the span length if such options are feasible
- Marking lines and fences (e.g., Bird Flight Diverter for fencing and lines) to increase the visibility of lines and reduce the potential for collision. Where fencing is necessary, using bird-compatible design standards to increase visibility of fences to prevent collision and entanglement.
- Installing perch guards to discourage avian presence on and near project facilities
- Minimizing the use of guywires. Where the use of guywires is unavoidable, demarcating guywires using the best available methods to minimize avian strikes (e.g., line markers).
- Reusing or co-locating new transmission facilities and other ancillary facilities with existing facilities and disturbed areas to minimize habitat impacts and avoid collision risks

- Structures would be monopole or dual-pole design versus lattice tower design to minimize perching and nesting opportunities. Communication towers would conform to *Recommended Best Practices for Communication Tower Design, Siting, Construction, Operation, Maintenance, and Decommissioning* (USFWS 2018).
- Use of facility lighting that does not attract birds or their prey to project sites. These include using non-steady burning lights (red, dual red and white strobe, strobe-like flashing lights) to meet Federal Aviation Administration requirements, using motion or heat sensors and switches to reduce the time when lights are illuminated, using appropriate shielding to reduce horizontal or skyward illumination, and avoiding the use of high-intensity lights (e.g., sodium vapor, quartz, and halogen). Lighting would not be installed under viaduct and bridge structures in riparian habitat areas.

Additional bird operational actions would be required for dry lakes and playas, Audubon Important Bird Areas and documented avian movement corridors. These measures include:

- Avoid, to the extent feasible, siting transmission lines across canyons or on ridgelines to prevent bird and raptor collisions.
- Install bird flight diverters on all facilities spanning or within 1,000 feet of stream and wash channels, canals, ponds, and any other natural or artificial body of water.
- Fencing or other type of flight diverter will be installed on all viaduct structures to encourage birds and raptors to fly over the HSR and avoid flying directly in the path of oncoming trains.
- Ensure poles do not have openings that could entrap birds. Measures may include sealing or capping all openings in poles or providing for escape routes (e.g., openings accommodating escape for various species).
- Design aerial structures (e.g., viaducts and bridges) and tunnel portals to discourage birds and bats from roosting in expansion joints or other crevices

Cultural Resources

CUL-IAMF#1: Geospatial Data Layer and Archaeological Sensitivity Map

Prior to construction (any ground-disturbing activities) and staging of materials and equipment, the contractor's archaeologist or geoarchaeologist would prepare a geospatial data layer identifying the locations of all known archaeological resources and built historic resources that require avoidance or protection, and areas of archaeological sensitivity that require monitoring within the area of potential effect (APE). The contractor's archaeologist, who meets the Secretary of the Interior's (SOI's) Professional Qualifications Standards provided in 36 Code of Federal Regulations (C.F.R.) Part 61, is to use, as appropriate, a combination of the following: known locations of archaeological sites and built historic properties, tribal consultation, landforms, depositional processes, distance to water, mapping provided in the archaeological treatment plan, or historic mapping. This mapping is to be updated as the design progresses if it results in an expansion of the area of ground disturbance/APE, including temporary construction easements and new laydown and access areas. This mapping would be used to develop an archaeological monitoring plan to be prepared by the contractor's archaeologist, and upon approval by the Authority, implemented by the contractor's archaeologist. When design is sufficiently advanced, a geospatial data layer would be produced by the contractor overlaying the locations of all known archaeological resources and built historic resources within the APE, for which avoidance measures are necessary, and all archaeologically sensitive areas, for which monitoring is required.

CUL-IAMF#2: WEAP Training Session

Prior to construction (any ground-disturbing activity) construction contractor personnel who work on site would attend a WEAP training session provided by the contractor. The WEAP would include cultural resources awareness training performed by the contractor's archaeologist who meets the SOI's Professional Qualification Standards provided in 36 C.F.R. Part 61. The

contractor would develop instructional materials and a fact sheet for distribution to the construction crews, and submit the materials, as well as qualifications of the personnel providing the training, to the Authority for approval at least 15 days prior to being permitted on-site access. The training would address measures required to avoid or protect built historic resources, educate crews on artifacts and archaeological features they may encounter and the mandatory procedures to follow should potential cultural resources be exposed during construction. Translation services would be provided by the contractor for non-English speaking participants. The training sessions would be given prior to the initiation of any ground-disturbing activities and repeated on an annual basis. Additionally, new construction crewmembers would attend an initial WEAP training session prior to working on-site.

On completion of the WEAP training, construction crews would sign a form stating that they attended the training, understood the information presented, and would comply with the WEAP requirements. The contractor's archaeologist would submit the signed WEAP training forms to the mitigation manager on a monthly basis. On an annual basis, the contractor would provide the Authority with a letter indicating that regular WEAP training has been implemented and would provide at least one PowerPoint annually of the WEAP training. On a monthly basis, the contractor's archaeologist would provide updates and synopsis of the training to workers during the daily safety ("tailgate") meeting. Construction crews would be informed during the WEAP training that, to the extent possible, travel within the marked project site would be restricted to established roadbeds.

CUL-IAMF#3: Pre-Construction Cultural Resource Surveys

Prior to construction (any ground-disturbing activities in areas not yet surveyed) and the staging of materials and equipment, the contractor would conduct pre-construction cultural resource surveys. Resulting from lack of legal access, much of the construction footprint may not have been surveyed. Once parcels are accessible, the contractor would have archaeologists or architectural historians, as appropriate, who meet the SOI professional qualification standards survey and complete appropriate reports for archaeological or built resources, in accordance with the documentation requirements stipulated in the programmatic agreement. Identified resources would be evaluated for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The qualified archaeologist or architectural historian, as appropriate, would assess the potential to affect historic properties (NRHP) by applying the effects criteria in 36 C.F.R. Section 800.5(a)(1), and the potential of significant impacts on historical resources (CRHR) by applying the criteria in California Environmental Quality Act (CEQA) Guidelines 15064.5(b). Should the Authority determine, in consultation with the State Historic Preservation Officer (SHPO), that any newly identified historic properties or historical resources would be adversely affected, the built environment treatment plan (BETP) or archeological treatment plan, as appropriate, would be amended to document mitigation measures agreed upon by the Memorandum of Agreement (MOA) signatories. The schedule of these surveys would be dependent on the timing of obtaining legal access to the properties and may be driven by the need to complete construction-related activities (e.g., geotechnical borings, laydown yards). Prior to beginning surveys, updated records searches may be required by the Authority, depending on the length of time, to validate that accurate information was obtained regarding previous inventory and evaluation efforts. The contractor's archaeologist, in consultation with the Authority, would determine if an updated records search is required. If an updated records search is necessary, the search would be performed by the contractor's archaeologist.

CUL-IAMF#4: Relocation of Project Features when Possible

Changing the rail alignment to avoid newly discovered sites is likely infeasible; however, access areas and laydown sites may be relocated should their proposed location be found to be on archaeological sites or have the potential to affect historic built resources in the vicinity. The contractor would delineate all avoidance and protection measures for identified archaeological and built resources on construction drawings.

CUL-IAMF#5: Archaeological Monitoring Plan and Implementation

Prior to construction the contractor's professionally qualified archaeologist, as defined in the programmatic agreement, would prepare a monitoring plan based on the results of geospatial data layer and archaeological sensitivity map. The plan is to be reviewed and approved by the Authority prior to any ground-disturbing activities. During construction (any ground-disturbing activities) or staging of materials or equipment, the contractor would be responsible for implementing the monitoring plan and providing archaeological and tribal monitoring of ground-disturbing construction activities with a potential to affect archaeological remains in areas identified as archaeologically sensitive in the archaeological treatment plan. The contractor would obtain Authority approval of all persons providing archaeological or tribal monitoring.

CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage

Prior to construction (any ground-disturbing activities that are within 1,000 feet of a historic built property) the contractor may be required to assess the condition of historic properties adjacent to construction, and prepare a Plan for the Protection of Historic Built Resources and Repair of Inadvertent Damage. The MOA and BETP would stipulate for which properties the plan is to be prepared. MOA signatories and consulting parties may comment on the adequacy of the assessments. Protection measures would be developed in consultation with the landowner or land-owning agencies as well as the SHPO and the MOA signatories and consulting parties, as required by the programmatic agreement. As the design progresses, additional properties may be identified by the Authority as requiring this plan. The plan would record existing conditions to (1) establish a baseline against which to compare the property's post-project condition, (2) identify structural deficiencies that make the property vulnerable to project construction related damage, such as vibration, and (3) identify stabilization or other measures required to avoid or minimize inadvertent adverse effects. The plan would be further described in the BETP and be prepared by an interdisciplinary team, including (but not limited to) as appropriate, an architectural historian, architect, photographer, structural engineer, and acoustical engineer. Ambient conditions would be used to identify buildings that are sensitive receptors to construction-related vibration and require vibration monitoring during construction activities. Additional protective measures may be required if the property is vacant during construction.

The plan content would be outlined in the BETP and is to be completed and approved by the Authority, with protective measures implemented before construction begins within 1,000 feet of the subject building. The plan would describe the protocols for documenting inadvertent damage (should it occur), as well as notification, coordination, and reporting to the SHPO, MOA signatories, and the owner of the historic property. The plan would direct that inadvertent damage to historic properties would be repaired in accordance with the SOI's Standards for the Treatment of Historic Properties (U.S. Department of the Interior 1995). The plan would be developed in coordination with the Authority, and would be submitted to the SHPO for review and approval. Protective plans would be required for buildings that would be moved as part of the project mitigation, including stabilization before, during, and after relocation; protection during temporary storage; and relocation to a new site, followed by rehabilitation.

CUL-IAMF#7: Built Environment Monitoring Plan

Prior to construction (any ground-disturbing activities within 1,000 feet of a historic property or resource) the contractor would prepare a built environment monitoring plan (BEMP). Draft and final BEMPs would be prepared describing the properties that would require monitoring, the type of activities or resources that would require full-time monitoring or spot checks, the required number of monitors for each construction activity, and the parameters that would influence the level of effort for monitoring. Maximum vibration level thresholds may be established in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage. Monitoring maximum vibration thresholds would be included in the BEMP. The BETP would outline the process for corrective action should the protection measures prove ineffective. Consultation procedures would also be defined in the BETP. The contractor would develop both the draft and final plans in

coordination with the Authority, and would submit the BETP to the SHPO for review and approval. The plan would be implemented prior to any ground-disturbing activities within 1,000 feet of properties identified as requiring monitoring, as specified in the BETP.

CUL-IAMF#8: Implement Protection and/or Stabilization Measures

The contractor would implement the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the BETP. Such protection measures would include, but would not be limited to, vibration monitoring of construction in the vicinity of historic properties; cordoning off of resources from construction activities (e.g., traffic, equipment storage, personnel); shielding of resources from dust or debris; and stabilization of buildings adjacent to construction. Temporary stabilization and protection measures would be removed after construction is complete, and the historic properties would be restored to their pre-construction condition. For buildings that would be moved, treatment would include stabilization before, during, and after relocation; protection during temporary storage; and relocation to a new site, followed by rehabilitation.

Electromagnetic Fields and Electromagnetic Interference

EMF/EMI-IAMF#1: Preventing Interference with Adjacent Railroads

Technical Memorandum: CHSTP Implementation Stage EMC Program Plan (ISEP) (TM 3.00.10) (Authority 2014a) requires coordination with adjacent railroads. During project design, the contractor would work with the engineering departments of railroads that operate parallel the HSR to apply standard design practices to prevent interference with the electronic equipment operated by these railroads. Prior to O&M of each operating segment, the contractor would certify through issuance of a technical memorandum to the Authority that design provisions to prevent interference have been established and have been determined to be effective prior to the activation of potentially interfering systems of the HSR.

The contractor would work with the railroad engineering departments where these railways parallel the HSR to apply the standard design practices to prevent interference with the electronic equipment operated by these railroads. Design provisions to prevent interference would be put in place and determined to be adequately effective by a qualified electrical engineering professional prior to the HSR activation of potentially interfering systems. The *California High-Speed Train Project Design Criteria (HSR Design Criteria Manual) (Authority 2014b) Chapter 26* summarizes the applicable electromagnetic field (EMF)/electromagnetic interference (EMI) design standards that the Authority would use for the project.

EMF/EMI-IAMF#2: Controlling Electromagnetic Fields/Electromagnetic Interference

Prior to construction, the contractor would prepare an electromagnetic field/electromagnetic interference technical memorandum for review and approval by the Authority. The HSR project would adhere to international guidelines and comply with applicable federal and state laws and regulations. The HSR project design would follow ISEP (TM 300.10) (Authority 2014a), and the HSR Design Criteria Manual (Authority 2014b) Chapter 26, which provides detailed electromagnetic compatibility (EMC) design criteria for the HSR systems and equipment, and Chapter 22, which addresses grounding requirements for third-party metallic structures, including fences and pipelines, which are parallel and adjacent to the HSR right-of-way. These documents describe the design practices to avoid EMI and to provide for HSR operational safety. Some measures of the ISEP include:

- During the planning stage through system design, the Authority would perform EMC/EMI safety analyses, which would include identification of existing nearby radio systems, design of systems to prevent EMI with identified neighboring uses, and incorporation of these design requirements into bid specifications used to procure radio systems.

- Pipelines and other linear metallic objects that are not sufficiently grounded through the direct contact with earth would be separately grounded in coordination with the affected owner or utility to avoid possible shock hazards. For cases where metallic fences are purposely electrified to inhibit livestock or wildlife from traversing the barrier, specific insulation design measures would be implemented.
- HSR standard corrosion protection measures would be implemented to eliminate risk of substantial corrosion of nearby metal objects.

Geologic Resources

GEO-IAMF#1: Geologic Hazards

Prior to construction, the contractor would prepare a construction management plan (CMP) addressing how the contractor would address geologic constraints and minimize or avoid impacts to geologic hazards during construction. The plan would be submitted to the Authority for review and approval. At a minimum, the plan would address the following geological and geotechnical constraints/resources:

- a. Groundwater withdrawal. Controlling the amount of groundwater withdrawal from the project, by re-injecting groundwater at specific locations if necessary, or using alternate foundation designs to offset the potential for settlement. This control is important for locations with retained cuts in areas where high groundwater exists, and where existing buildings are located near the depressed track section.
- b. Unstable soils. Employing various methods to mitigate for the risk of ground failure from unstable soils. If soft or loose soils are encountered at shallow depths, they can be excavated and replaced with competent soils. To limit the excavation depth, replacement materials can also be strengthened using geosynthetics. Where unsuitable soils are deeper, ground improvement methods, such as stone columns, cement deep-soil-mixing, or jet-grouting, can be used. Alternatively, if sufficient construction time is available, preloading—in combination with prefabricated vertical drains (wicks) and staged construction—can be used to gradually improve the strength of the soil without causing bearing-capacity failures.
- c. Subsidence. The Authority addresses subsidence in its design and construction processes. For the initial design, survey monuments were installed to establish a datum and set an initial track profile. In the construction phase, the design-build contractors for railbed preparation would conduct topographic surveys for preparation of final design. Because subsidence could have occurred since the original benchmarks (survey monuments) were established, the design-build contractor's topographic surveys would be used to help determine whether subsidence has occurred. The updated topographic surveys would also be used to establish the top of rail elevations for final design where the HSR system is outside established floodplain areas and above water surface elevations. Where the HSR system is in floodplain areas susceptible to flooding, consideration is being given to overbuild the height of the railbed in anticipation of future subsidence.
- d. Water and wind erosion. The contractor would implement erosion control methods as appropriate from the various erosion control methods documented in the construction SWPPP (see HYD-IAMF#3: Prepare and Implement a Construction Stormwater Pollution Prevention Plan), the California Department of Transportation (Caltrans) Construction Manuals, and the construction technical memorandum (see GEO-IAMF#6: Ground Rupture Early Warning Systems), and in coordination with other erosion, sediment, stormwater management and fugitive dust control efforts. Water and wind erosion control methods may include, but are not limited to, use of revegetation, stabilizers, mulches, and biodegradable geotextiles.
- e. Soils with shrink-swell potential. In locations where shrink-swell potential is marginally unacceptable, soil additives would be mixed with existing soil to reduce the shrink-swell potential. Construction specifications would be based upon the decision whether to remove or treat the soil. This decision is based on the soils, specific shrink-swell characteristics, the

additional costs for treatment versus excavation and replacement, as well as the long-term performance characteristics of the treated soil.

- f. Soils with corrosive potential. In locations where soils have a potential to be corrosive to steel and concrete, the soils would be removed and buried structures would be designed for corrosive conditions, and corrosion-protected materials would be used in infrastructure.

GEO-IAMF#2: Slope Monitoring

During O&M, the Authority would incorporate slope monitoring by a registered engineering geologist into the O&M procedures. The procedures would be implemented at sites identified in the CMP where a potential for long-term instability exists from gravity or seismic loading including but not limited to at-grade sections where slope failure could result in loss of track support, or where slope failure could result in additional earth loading to foundations supporting elevated structures.

GEO-IAMF#3: Gas Monitoring

Prior to construction, the contractor would prepare a CMP addressing how gas monitoring would be incorporated into construction BMPs. The CMP would be submitted to the Authority for review and approval. Hazards related to potential migration of hazardous gases due to the presence of known oil and gas fields, areas of active or historic landfills, or other subsurface sources can be reduced or eliminated by following strict federal and state Occupational Safety and Health Administration (OSHA/Cal-OSHA) regulatory requirements for excavations, and by consulting with other agencies as appropriate, such as the Department of Conservation (Division of Oil, Gas, and Geothermal Resources) and the California Environmental Protection Agency, Department of Toxic Substances Control, regarding known areas of concern.

Practices would include using safe and explosion-proof equipment during construction, and testing for gases regularly. Installation of passive or active gas venting systems, gas collection systems, as well as active monitoring systems and alarms would be required in underground construction areas and facilities where subsurface gases are present. Installing gas-detection systems can monitor the effectiveness of these systems.

GEO-IAMF#5: Hazardous Minerals

Prior to construction, the contractor would prepare a CMP addressing how the contractor would minimize or avoid impacts related to hazardous minerals (i.e., radon, mercury, and naturally occurring asbestos) during construction. The CMP would be submitted to the Authority for review and approval. The CMP would include appropriate provisions for handling hazardous minerals including but limited to dust control, control of soil erosion and water runoff, and testing and proper disposal of excavated material.

GEO-IAMF#6: Ground Rupture Early Warning Systems

Prior to construction, the contractor would document how the project design incorporates installation of early warning systems, triggered by strong ground motion association with ground rupture. Known nearly active fault would be monitored. Linear monitoring systems such as time domain reflectometers or similar technology would be installed along rail lines in the zone of potential ground rupture. These devices emit electronic information that is processed in a centralized location and would be used to temporarily control trains, thus reducing accidents due to fault creep. Damage to infrastructure from fault creep can be mitigated with routine maintenance including minor realignment.

GEO-IAMF#7: Evaluate and Design for Large Seismic Ground Shaking

Prior to construction, the contractor would document through preparation of a technical memorandum how all HSR components were evaluated and designed for large seismic ground shaking. Prior to final design, the contractor would conduct additional seismic studies to establish up-to-date estimation of levels of ground motion. The most current Caltrans seismic design criteria at the time of design would be used in the design of any structures supported in or on the

ground. These design procedures and features reduce to the greatest practical extent for potential movements, shear forces, and displacements that result from inertial response of the structure. In critical locations, pendulum base isolators may be used to reduce the levels of inertial forces. New composite materials may also be used to enhance seismic performance.

GEO-IAMF#8: Suspension of Operations during an Earthquake

Prior to O&M activities, the contractor would document in a technical memorandum how suspension of operations during or after an earthquake was addressed in project design. Motion-sensing instruments to provide ground motion data and a control system to shut down HSR operations temporarily during or after a potentially damaging earthquake would be incorporated into final design. Monitoring equipment would be installed at select locations where high ground motions could occur. The system would then be inspected for damage due to ground motion and/or ground deformation, and then returned to service when appropriate.

GEO-IAMF#9: Subsidence Monitoring

Prior to O&M, the Authority would develop a stringent track monitoring program. Once tracks are operational, a remote monitoring program would be implemented to monitor the effects of ongoing subsidence. Track inspection systems would provide early warning of reduced track integrity. HSR trainsets would be equipped with autonomous equipment for daily track surveys. This specification would be added to HSR train bid packages. If monitoring indicates that track tolerances are not met, trains would operate at reduced speeds until track tolerances are restored. In addition, the contractor responsible for wayside maintenance would be required to implement a stringent program for track maintenance.

GEO-IAMF#10: Geology and Soils

Prior to construction, the contractor would document through issuance of a technical memorandum how the following guidelines and standards have been incorporated into facility design and construction:

- 2015 American Association of State Highway and Transportation Officials (AASHTO) *Load and Resistance Factor Bridge Design Specifications* and the 2015 AASHTO *Guide Specifications for Load and Resistance Factor Seismic Bridge Design* (AASHTO 2015a, 2015b), or their most recent versions. These documents provide guidance for characterization of soils, as well as methods to be used in the design of bridge foundations and structures, retaining walls, and buried structures. These design specifications would provide minimum specifications for evaluating the seismic response of the soil and structures.
- Federal Highway Administration Circulars and Reference Manuals: These documents provide detailed guidance on the characterization of geotechnical conditions at sites, methods for performing foundation design, and recommendations on foundation construction. These guidance documents include methods for designing retaining walls used for retained cuts and retained fills, foundations for elevated structures, and at-grade segments. Some of the documents include guidance on methods of mitigating geologic hazards that are encountered during design.
- American Railway Engineering and Maintenance-of-Way Association Manual: These guidelines deal with rail systems. Although they cover many of the same general topics as AASHTO, they are more focused on best practices for rail systems. The manual includes principles, data, specifications, plans, and economics pertaining to the engineering, design, and construction of railways.
- California Building Code: The code is based on 2015 International Building Code (IBC). This code contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance.
- IBC and American Society of Civil Engineers (ASCE)-7: These codes and standards provide minimum design loads for buildings and other structures. They would be used for the design of the maintenance facilities and stations. Sections in IBC and ASCE-7 provide minimum

requirements for geotechnical investigations, levels of earthquake ground shaking, minimum standards for structural design, and inspection and testing requirements.

- Caltrans Design Standards: Caltrans has specific minimum design and construction standards for all aspects of transportation system design, ranging from geotechnical explorations to construction practices. These amendments provide specific guidance for the design of deep foundations that are used to support elevated structures, for design of mechanically stabilized earth walls used for retained fills, and for design of various types of cantilever (e.g., soldier pile, secant pile, and tangent pile) and tie-back walls used for retained cuts.
- Caltrans Construction Manuals: Caltrans has a number of manuals including *Field Guide to Construction Dewatering* (Caltrans 2014), *Caltrans Construction Site Best Management Practices (BMP) Manual* (Caltrans 2017c), and *Construction Site Best Management Practice (BMP) Field Manual and Troubleshooting Guide* (Caltrans 2003). These provide guidance and BMPs for dewatering options and management, erosion control and soil stabilization, nonstormwater management, and waste management at construction sites.
- ASTM: ASTM has developed standards and guidelines for all types of material testing, from soil compaction testing to concrete-strength testing. The ASTM standards also include minimum performance requirements for materials.

GEO-IAMF#11: Engage a Qualified Paleontological Resources Specialist

Prior to the 90 percent design milestone for each construction package¹ (CP) within the Project Section, the contractor would retain a paleontological resources specialist (PRS) responsible for:

- Reviewing the final design for the CP.
- Developing a detailed Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for the CP.
- Implementing the PRMMP, including development and delivery of WEAP Training, supervision of paleontological resource monitors (PRM), evaluation and treatment of finds, if any, and preparation of a final paleontological mitigation report, per the PRMMP and for each CP.

Retention of PRS staff would occur in a timely manner, in advance of the 90 percent design milestone for each CP, such that the PRS is on board and can review the 90 percent design submittal without delay when it becomes available. If feasible, the same PRS would be responsible for all CPs within a given Project Section.

All PRS staff would meet or exceed the qualifications for a Principal Paleontologist as defined in Caltrans' current *Standard Environmental Reference*, Chapter 8 (Caltrans 2017a). Appointment of PRS staff would be subject to review and approval by the Authority.

GEO-IAMF#12: Perform Final Design Review and Triggers Evaluation

For each CP within the Project Section, the responsible PRS would evaluate the 90 percent design submittal to identify the portions of the CP that would involve work in paleontologically sensitive geologic units (either at the surface or in the subsurface), based on findings of the final paleontological resources technical report prepared for the Project Section. Evaluation would consider the location, areal extent, and anticipated depth of ground disturbance, the construction techniques that are planned/proposed, and the geology (i.e., location of geologic units with high paleontological resources) of the CP and vicinity. The evaluation and resulting recommendations would be consistent with guidance in the Society of Vertebrate Paleontology (SVP) *Standard*

¹ Because of their length and complexity, most HSR project sections are expected to be designed and constructed in segments, with separate construction documents (plans and specifications) developed for each segment. *Construction package* refers to a portion (segment) of a project section for which a discrete, stand-alone construction document set will be developed.

Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP Standard Procedures) (SVP 2010), the *SVP Conditions of Receivership for Paleontologic Salvage Collections* (SVP Conditions of Receivership) (SVP 1996), and relevant guidance from Chapter 8 of the current Caltrans *Standard Environmental Reference* (Caltrans 2017a).

The purpose of the Final Design Review and Triggers Evaluation would be to develop specific language detailing the location and duration of paleontological monitoring and other requirements for paleontological resources applicable to each CP within the Project Section. Paleontological protection requirements identified through the Final Design Review and Triggers Evaluation would be recorded in a concise technical memorandum (Final Design Review Requirements for Paleontological Resources Protection), which would then be incorporated in full detail into the PRMMP for each CP. Those portions of the CP requiring paleontological monitoring would also be clearly delineated in the project construction documents for each CP.

GEO-IAMF#13: Prepare and Implement Paleontological Resources Monitoring and Mitigation Plan (PRMMP)

Following the Final Design Review and Triggers Evaluation for each CP, the PRS would develop a CP-specific PRMMP. For greater efficiency, PRMMPs may be written such that they cover more than one CP, as long as the specific requirements of the IAMF's are satisfied explicitly and in detail for each CP included.

The PRMMP for each CP would incorporate the findings of the Design Review and Triggers Evaluation for that CP and would be consistent with the SVP Standard Procedures (SVP 2010), the SVP Conditions of Receivership (SVP Conformable Impact Mitigation Guidelines Committee 1996), and relevant guidance from Chapter 8 of the current Caltrans *Standard Environmental Reference* (Caltrans 2017a). As such, the PRMMP would provide for at least the following:

- Implementation of the PRMMP by qualified personnel, including the following positions:
 - PRS – The PRS would be required to meet or exceed Principal Paleontologist qualifications per Chapter 8 of the current *Caltrans Standard Environmental Reference* (Caltrans 2017a). The supervising paleontologist may, but not necessarily, be the PRS who prepares the PRMMP.
 - PRMs – The PRS would be required to meet or exceed Paleontological Monitor qualifications per Chapter 8 of the current *Caltrans Standard Environmental Reference* (Caltrans 2017a).
- Development of pre-construction and construction-period coordination procedures and communications protocols.
- Evaluation as to whether a pre-construction survey by qualified personnel is warranted for the CP. In general, pre-construction surveys are beneficial if there is a strong possibility that significant paleontological resources (e.g., concentrations of vertebrate fossils) are exposed at the ground surface and would be destroyed during the initial clearing and grubbing phase of earthwork. Such a determination can usually be made during preparation of the paleontological resources technical report.
- Requirements for paleontological monitoring by qualified PRMs of all ground-disturbance activities known to affect, or potentially affect, highly sensitive geologic units and for ground-disturbance activities affecting other geologic units in any areas where the PRS considers it warranted based on the findings of the paleontological resources technical report or any pre-construction surveys. In all areas of the CP subject to monitoring, monitoring would initially be conducted full-time for all ground-disturbance activities. However, the PRMMP may provide for monitoring frequency in any given location to be reduced once approximately 50 percent of the ground-disturbance activity in completed locations, if the reduction is appropriate based on the implementing PRS's professional judgment in consideration of actual site conditions.
- Provisions, if recommended by the PRS for paleontological monitoring of specific construction drilling operations. In general, small diameter (i.e., <18 inches) drilling operations

- or drilling operations using bucket augers tend to pulverize impacted sediments and any contained fossils and are typically not monitored. The section in the PRMMP addressing monitoring for drilling operations would rely, in part, on the information supplied by the CP design and geotechnical teams, but would also take into consideration of the nature, depth, and location of drilling needed, and the anticipated equipment and staging configurations.
- Provisions for the content development and delivery of paleontological resources WEAP training.
 - Provisions for in-progress documentation of monitoring (and, if applicable, salvage/recovery operations) via “construction dailies” or a similar approved means.
 - Provisions for a “stop work, evaluate, and treat appropriately” response in the event of a known or potential paleontological discovery, including finds in highly sensitive geologic units as well as finds, if any, in geologic units identified as less sensitive, or non-sensitive, for paleontological resources.
 - Provisions for sampling and recovery of unearthed fossils consistent with SVP Standard Procedures (SVP 2010) and the SVP Conditions of Receivership (SVP 1996). Recovery procedures would provide for recovery of both macrofossils and microfossils.
 - Provisions for acquiring a repository agreement from an approved regional repository for the curation, care, and storage of recovered materials, consistent with the SVP *Conditions of Receivership* (SVP 1996). If more than one repository institution is designated, separate repository agreements must be provided.
 - Provisions for preparation of a final monitoring and mitigation report that meets the requirements of the Caltrans *Standard Environmental Reference* Chapter 8 provisions for the Paleontological Monitoring Report and Paleontological Stewardship Summary (Caltrans 2017a).
 - Provisions for the preparation, identification, and analysis and curation of fossil specimens and data recovered, consistent with the SVP *Conditions of Receivership* (SVP 1996) and any specific requirements of the designated repository institution(s).

GEO-IAMF#14: Provide WEAP Training for Paleontological Resources

Prior to groundbreaking for each CP within the Project Section, the contractor would provide paleontological resources WEAP training delivered by the PRS. All management and supervisory personnel and construction workers involved with ground-disturbing activities would be required to take this training before beginning work on the project. Refresher training would also be made available to management and supervisory personnel and workers as needed, based on the judgment of the PRS.

At a minimum, paleontological resources WEAP training would include information on:

- Coordination between construction staff and paleontological staff
- Construction and paleontological staff roles and responsibilities in implementing the PRMMP
- Possibility of encountering fossils during construction
- Types of fossils that may be seen and how to recognize them
- Proper procedures in the event fossils are encountered, including the requirement to halt work in the vicinity of the find and procedures for notifying responsible parties in the event of a find.

Training materials and formats may include, but are not necessarily limited to, in-person training, prerecorded videos, posters, and informational brochures that provide contacts and summarize procedures in the event paleontological resources are encountered. WEAP training contents would be subject to review and approval by the Authority. Paleontological resources WEAP training may be provided concurrently with cultural resources WEAP training.

Upon completion of any WEAP training, the contractor would require workers to sign a form stating that they attended the training and understand and would comply with the information presented. Verification of paleontological resources WEAP training would be provided to the Authority by the contractor.

GEO-IAMF#15: Halt Construction, Evaluate, and Treat if Paleontological Resources Are Found

Consistent with the PRMMP if fossil materials are discovered during construction, regardless of the individual making the discovery, all activity in the immediate vicinity of the discovery would halt and the find would be protected from further disturbance. If the discovery is made by someone other than the PRS or PRM(s), the person who made the discovery would immediately notify construction supervisory personnel, who would in turn notify the PRS. Notification to the PRS would take place promptly (prior to the close of work the same day as the find), and the PRS would evaluate the find and prescribe appropriate treatment as soon as feasible. Work may continue on other portions of the CP while evaluation (and, if needed, treatment) takes place, as long as the find can be adequately protected in the judgment of the PRS.

If the PRS determines that treatment (i.e., recovery and documentation of unearthed fossils) is warranted, such treatment, and any required reporting, would proceed consistent with the PRMMP. The contractor would be responsible for ensuring prompt and accurate implementation, subject to verification by the Authority.

The stop work requirement does not apply to drilling operations since drilling typically cannot be suspended in mid-course. However, if finds are made during drilling, the same notification and other follow-up requirements would apply. The PRS would coordinate with construction supervisory and drilling staff regarding the handling of recovered fossils.

The requirements of this IAMF would be detailed in the PRMMP and presented as part of the paleontological resources WEAP training.

Hazardous Materials and Waste

HMW-IAMF#1: Property Acquisition Phase 1 and Phase 2 Environmental Site Assessments

During the right-of-way acquisition phase, Phase 1 environmental site assessments (ESA) would be conducted in accordance with standard ASTM methodologies to characterize each parcel. The determination of parcels that require a Phase 2 ESA (e.g., soil, groundwater, soil vapor subsurface investigations) would be informed by a Phase 1 ESA and may require coordination with state and local agency officials. If the Phase 2 ESA concludes that the site is affected, remediation or corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) would be conducted with state and local agency officials (as necessary) and in full compliance with applicable state and federal laws and regulations.

HMW-IAMF#2: Landfill

Prior to construction (any ground-disturbing activities), the contractor would verify to the Authority through preparation of a technical memorandum that methane protection measures would be implemented for all work within 1,000 feet of a landfill, including gas detection systems and personnel training. This would be undertaken pursuant to State of California Title 27, Environmental Protection – Division 2, Solid Waste, and the hazardous materials best management practices plan.

HMW-IAMF#3: Work Barriers

Prior to construction (any ground-disturbing activities), the contractor would verify to the Authority through preparation of a technical memorandum the use of work barriers. Nominal design variances, such as the addition of a plastic barrier beneath the ballast material to limit the potential release of volatile subsurface contaminants, may be implemented in conjunction with site investigation and remediation.

HMW-IAMF#4: Undocumented Contamination

Prior to construction, the contractor would prepare a CMP addressing provisions for the disturbance of undocumented contamination. The plan would be submitted to the Authority for review and approval. Undocumented contamination could be encountered during construction activities and the contractor would work closely with local agencies to resolve any such encounters and address necessary clean-up or disposal. Copies of all required hazardous material documentation would be provided within 30 days to the Authority.

HMW-IAMF#5: Demolition Plans

Prior to construction that involves demolition, the contractor would prepare demolition plans for the safe dismantling and removal of building components and debris. The demolition plans would include a plan for lead and asbestos abatement. The plans would be submitted to the project construction manager (PCM) on behalf of the Authority for verification that appropriate demolition practices have been followed consistent with federal and state regulations regarding asbestos and lead paint abatement.

HMW-IAMF#6: Spill Prevention

Prior to construction (any ground-disturbing activities), the contractor would prepare a CMP addressing spill prevention. A spill prevention, control, and countermeasure plan (SPCCP) (or soil prevention and response plan if the total aboveground oil storage capacity is less than 1,320 gallons in storage containers greater than or equal to 55 gallons) would prescribe BMPs to follow to prevent hazardous material releases and clean-up of any hazardous material releases that may occur. The plans would be prepared and submitted to the PCM on behalf of the Authority and would be implemented during construction.

HMW-IAMF#7: Transport of Materials

During construction, the contractor would comply with applicable state and federal regulations, such as the Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act. Prior to construction the contractor would provide the Authority with a hazardous materials and waste plan describing responsible parties and procedures for hazardous waste and hazardous materials transport.

HMW-IAMF#8: Permit Conditions

During construction the contractor would comply with the SWRCB Construction CWA Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and other BMPs for storage of hazardous materials during construction. Prior to construction, the contractor would provide the Authority with a hazardous materials and waste plan describing responsible parties and procedures for hazardous waste and hazardous materials transport, containment, and storage BMPs that would be implemented during construction.

HMW-IAMF#9: Environmental Management System

To the extent feasible, the Authority is committed to identifying, avoiding, and minimizing hazardous substances in the material selection process for construction, operation, and maintenance of the HSR system. The Authority would use an Environmental Management System to describe the process that would be used to evaluate the full inventory of hazardous materials as defined by federal and state law employed on an annual basis and would replace hazardous substances with nonhazardous materials. The contractor would implement the material substitution recommendation contained in the annual inventory.

HMW-IAMF#10 Hazardous Materials Plans

Prior to O&M activities, the Authority would prepare hazardous materials monitoring plans. These would use as a basis source, such as a hazardous materials business plan as defined in Title 19 California Code of Regulations and an SPCCP.

Hydrology and Water Resources

HYD-IAMF#1: Stormwater Management

Prior to construction, the contractor would prepare a stormwater management and treatment plan for review and approval by the Authority. During the detailed design phase, each receiving stormwater system's capacity to accommodate project runoff would be evaluated. As necessary, on-site stormwater management measures, such as detention or selected upgrades to the receiving system, would be designed to provide adequate capacity and to comply with the design standards in the latest version of Authority Technical Memorandum 2.6.5 *Hydraulics and Hydrology Guidelines* (Authority 2011a). On-site stormwater management facilities would be designed and built to capture runoff and provide treatment prior to discharge of pollutant-generating surfaces, including station parking areas, access roads, new road over- and underpasses, reconstructed interchanges, and new or relocated roads and highways. Low-impact development techniques would be used to detain runoff on-site and to reduce off-site runoff such as constructed wetland systems, biofiltration and bioretention systems, wet ponds, organic mulch layers, planting soil beds, and vegetated systems (biofilters), such as vegetated swales and grass filter strips, would be used where appropriate.

HYD-IAMF#2: Flood Protection

Prior to construction, the contractor would prepare a flood protection plan for Authority review and approval. The project would be designed both to remain operational during flood events and to minimize increases in 100-year or 200-year flood elevations, as applicable to locale. Design standards would include the following:

- Establish track elevation to prevent saturation and infiltration of stormwater into the subballast.
- Minimize development within the floodplain, to such an extent that water surface elevation in the floodplain would not increase by more than 1 foot, or as required by state or local agencies, during the 100-year or 200-year flood flow [as applicable to locale]. Avoid placement of facilities in the floodplain or raise the ground with fill above the base-flood elevation.
- Design the floodplain crossings to maintain a 100-year floodwater surface elevation of no greater than 1 foot above current levels, or as required by state or local agencies, and project features within the floodway itself would not increase existing 100-year floodwater surface elevations in Federal Emergency Management Agency–designated floodways, or as otherwise agreed upon with the county floodplains manager.

The following design standards would minimize the impacts of pier placement on floodplains and floodways:

- Design site crossings to be as nearly perpendicular to the channel as feasible to minimize bridge length.
- Orient piers to be parallel to the expected high-water flow direction to minimize flow disturbance.
- Elevate bridge crossings at least 3 feet above the high-water surface elevation to provide adequate clearance for floating debris, or as required by local agencies.
- Conduct engineering analyses of channel scour depths at each crossing to evaluate the depth for burying the bridge piers and abutments. Implement scour-control measures to reduce erosion potential.
- Use quarry stone, cobblestone, or their equivalent for erosion control along rivers and streams, complimented with native riparian plantings or other natural stabilization alternatives that would restore and maintain a natural riparian corridor.

- Place bedding materials under the stone protection at locations where the underlying soils require stabilization as a result of stream-flow velocity.

HYD-IAMF#3: Prepare and Implement a Construction Stormwater Pollution Prevention Plan

Prior to construction (any ground-disturbing activities), the contractor would comply with the SWRCB Construction General Permit requiring preparation and implementation of a SWPPP. The construction SWPPP would propose BMPs to minimize potential short-term increases in sediment transport caused by construction, including erosion control requirements, stormwater management, and channel dewatering for affected stream crossings. These BMPs would include measures to incorporate permeable surfaces into facility design plans where feasible, and how treated stormwater would be retained or detained on-site. Other BMPs would include strategies to manage the amount and quality of overall stormwater runoff. The construction SWPPP would include measures to address, but are not limited to, the following:

- Hydromodification management to verify maintenance of pre-project hydrology by emphasizing on-site retention of stormwater runoff using measures such as flow dispersion, infiltration, and evaporation (supplemented by detention where required). Additional flow control measures would be implemented where local regulations or drainage requirements dictate.
- Implementing practices to minimize the contact of construction materials, equipment, and maintenance supplies with stormwater.
- Limiting fueling and other activities using hazardous materials to areas distant from surface water, providing drip pans under equipment, and daily checks for vehicle condition.
- Implementing practices to reduce erosion of exposed soil, including soil stabilization, regular watering for dust control, perimeter siltation fences, and sediment catchment basins.
- Implementing practices to maintain current water quality, including: siltation fencing, wattle barriers, stabilized construction entrances, grass buffer strips, ponding areas, organic mulch layers, inlet protection, storage tanks and sediment traps to arrest and settle sediment.
- Where feasible, avoiding areas that may have substantial erosion risk, including areas with erosive soils and steep slopes.
- Using diversion ditches to intercept surface runoff from off-site.
- Where feasible, limiting construction to dry periods when flows in aquatic resources are low or absent.
- Implementing practices to capture and provide proper off-site disposal of concrete wash water, including isolation of runoff from fresh concrete during curing to prevent it from reaching the local drainage system, and possible treatments (e.g., dry ice).
- Developing and implementing a spill prevention and emergency response plan to handle potential fuel and/or hazardous material spills.

Implementation of a SWPPP would be performed by the construction contractor as directed by the contractor's Qualified SWPPP Practitioner or designee. As part of that responsibility, the effectiveness of construction BMPs must be monitored before, during, and after storm events. Records of these inspections and monitoring results are submitted to the local regional water quality control board (RWQCB) as part of the annual report required by the Statewide Construction General Permit. The reports are available to the public online. The SWRCB and RWQCB would have the opportunity to review these documents.

HYD-IAMF#4: Prepare and Implement an Industrial Stormwater Pollution Prevention Plan

Prior to construction of any facility classified as an industrial facility, the contractor would comply with existing water quality regulations. The stormwater general permit requires preparation of a SWPPP and a monitoring plan for industrial facilities that discharge stormwater from the site, including vehicle maintenance facilities associated with transportation operations. The permit includes performance standards for pollution control.

Station Planning, Land Use, and Development

LU-IAMF#1: HSR Station Area Development: General Principles and Guidelines

Prior to O&M, the Authority would prepare a memorandum for each station describing how the Authority's station area development principles and guidelines are applied to achieve the anticipated benefits of station area development. Refer to *HST Station Area Development: General Principles and Guidelines* (Authority 2011b).

LU-IAMF#2: Station Area Planning and Local Agency Coordination

Prior to O&M, the Authority would prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Refer to *HST Station Area Development: General Principles and Guidelines* (Authority 2011b).

LU-IAMF#3: Restoration of Land Used Temporarily during Construction

Prior to any ground-disturbing activities at the site of land to be used temporarily during construction, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation and successful achievement of restoration for temporary impacts. Before beginning construction use of land, the contractor would submit the restoration plan to the Authority for review and obtain Authority approval. The restoration plan would include time-stamped photodocumentation of the pre-construction conditions of all temporary staging areas. All construction access, mobilization, material laydown, and staging areas would be returned to a condition equal to the pre-construction staging condition. This requirement is included in the design-build construction contract requirements.

Noise and Vibration

NV-IAMF#1: Noise and Vibration

Prior to construction, the contractor would prepare and submit to the Authority a noise and vibration technical memorandum documenting how the Federal Transit Administration (FTA) and FRA guidelines for minimizing construction noise and vibration impacts would be employed when work is being conducted within 1,000 feet of sensitive receptors. Typical construction practices contained in the FTA and FRA guidelines for minimizing construction noise and vibration impacts include the following:

- Construct noise barriers, such as temporary walls or piles on excavated material, between noisy activities and noise-sensitive resources.
- Route truck traffic away from residential streets, when possible.
- Construct walled enclosures around especially noisy activities or around clusters or noise equipment.
- Combine noisy operations so that they occur in the same period.
- Phase demolition, earthmoving, and ground impacting operations so as not to occur in the same time period.
- Avoid impact pile driving where possible in vibration-sensitive areas.

Parks, Recreation, and Open Space

PK-IAMF#1: Parks, Recreation, and Open Space

Prior to construction, the contractor would prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on parks, recreation and open space. Typical design measures to avoid or minimize impacts on parks and recreation may include:

- Provide safe and attractive access for present travel modes (e.g., motorists, bicyclists, pedestrians—as applicable) to existing park and recreation facilities.
- Design guideway, system, and station features in such a way as to enhance the surrounding local communities. Provide easy crossings of the guideway that allow for community use under the guideway or at station areas.

Public Utilities and Energy

PUE-IAMF#1: Design Measures

The HSR project design incorporates utilities and design elements that minimize electricity consumption (e.g., using regenerative braking, energy-saving equipment on rolling stock and at station facilities, implementing energy saving measures during construction, and automatic train operations to maximize energy efficiency during operations). Thus, the project would not overburden utility services. The design elements are included in the design-build contract. Additionally, the Authority has adopted a sustainability policy that establishes project design and construction requirements that avoid and minimize impacts.

PUE-IAMF#2: Irrigation Facility Relocation

Where relocating an irrigation facility is necessary, the contractor would verify the new facility is operational prior to disconnecting the original facility, where feasible. Irrigation facility relocation preferences are included in the design-build contract and reduce unnecessary impacts on continued operation of irrigation facilities. The contractor would document all relocations in a memorandum for Authority review and approval.

PUE-IAMF#3: Public Notifications

Prior to construction in areas where utility service interruptions are unavoidable, the contractor would notify the public through a combination of communication media (e.g., by phone, email, mail, newspaper notices, or other means) within that jurisdiction and the affected service providers of the planned outage. The notification would specify the estimated duration of the planned outage and would be published no less than 7 days prior to the outage. Construction would be coordinated to avoid interruptions of utility service to hospitals and other critical users. The contractor would submit the public communication plan to the Authority 60 days in advance of the work for verification that appropriate messaging and notification are to be provided.

PUE-IAMF#4: Utilities and Energy

Prior to construction, the contractor would prepare a technical memorandum documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. It would include upgrades of existing power lines to connect the HSR system to existing utility substations. The technical memorandum would be provided to the Authority for review and approval.

Safety and Security

SS-IAMF#1: Construction Safety Transportation Management Plan

Prior to construction (any ground-disturbing activity), the contractor would prepare for submittal to the Authority a construction safety transportation management plan. The plan would describe the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access.

The plan would also specify the contractor's procedures for implementing temporary road closures including: access to residences and businesses during construction, lane closures, signage and flag persons, temporary detour provisions, alternative bus and delivery routes, emergency vehicle access, and alternative access locations. The contractor would prepare and submit monthly reports to the Authority documenting construction transportation plan implementation activities for compliance monitoring.

SS-IAMF#2: Safety and Security Management Plan

Sixty days after receiving from the Authority a construction notice-to-proceed, the contractor would provide the Authority with a technical memorandum documenting how the following requirements, plan, programs and guidelines were considered in design, construction, and eventual operation to protect the safety and security of construction workers and users of the HSR. The contractor would be responsible for implementing all construction-related safety and security plans and the Authority would be responsible for implementing all safety and security plans related to HSR operation.

- Workplace worker safety is generally governed by the Occupational Health and Safety Act of 1970, which established the OSHA. OSHA establishes standards and oversees compliance with workplace safety and reporting of injuries and illnesses of employed workers. In California, OSHA enforcement of workplace requirements is performed by Cal-OSHA. Under Cal-OSHA regulations, as of July 1, 1991, every employer must establish, implement, and maintain an injury and illness prevention program.
- The Authority has adopted the *California High-Speed Rail Program Safety and Security Management Plan* (Authority 2018) to guide the safety and security activities, processes, and responsibilities during design, construction and implementation phases of the project to protect the safety and security of construction workers and the public. A systems safety program (SSP) and a security and emergency preparedness plan would be implemented prior to the start of revenue service to guide the safety and security of the operation of the HSR system.
- Prior to construction, the contractor would provide the Authority with a safety and security management plan documenting how they would implement the Authority's safety and security requirements within their project scope.
- Implement site-specific health and safety plans and site-specific security plans to establish minimum safety and security guidelines for contractors of, and visitors to, construction projects. Contractors would be required to develop and implement site-specific measures that address regulatory requirements to protect human health and property at construction sites.
- Preparation of a Valley fever action plan that includes: (A) information on causes, preventative measures, symptoms, and treatments for Valley fever to individuals who could potentially be exposed through construction activities (i.e., construction workers, monitors, managers, and support personnel); (B) continued outreach and coordination with California Department of Public Health; (C) coordination with county departments of public health to ensure that the above referenced information concerning Valley fever is readily available to nearby residents, schools, and businesses and to obtain area information about Valley fever outbreaks and hotspots; and (D) provide a qualified person dedicated to overseeing implementation of the Valley fever prevention measures to encourage a culture of safety of the contractors and subcontractors. The Valley Fever Health and Safety (VFHS) designee would coordinate with the county Public Health Officer and oversee and manage the implementation of Valley fever control measures. The VFHS designee is responsible for coordinating the implementation of measures with the county Public Health Officer. Medical information would be maintained following applicable and appropriate confidentiality protections. The VFHS in coordination with the county Public Health Officer would determine what measures would be added to the requirements for the safety and security management plan regarding preventive measures to avoid Valley fever exposure. Measures would include, but are not limited to the following: (A) train workers and supervisors on how to recognize

- symptoms of illness and ways to minimize exposure, such as washing hands at the end of shifts; (B) provide washing facilities nearby for washing at the end of shifts; (C) provide vehicles with enclosed, air conditioned cabs and make sure workers keep the windows closed; (D) equip heavy equipment cabs with high efficiency particulate air (HEPA) filters; and (E) make National Institute for Occupational Safety and Health–approved respiratory protection with particulate filters as recommended by the California Department of Public Health available to workers who request them.
- System safety program plans incorporate FRA requirements and are implemented upon FRA approval. FRA’s SSP requirements would be determined in FRA’s new System Safety Regulation (49 C.F.R. Part 270).
 - Rail systems must comply with FRA requirements for tracks, equipment, railroad operating rules and practices, passenger safety, emergency response, and passenger equipment safety standards found in 49 C.F.R. Parts 200–299.
 - The HSR *Urban Design Guidelines* (Authority 2011c) require implementing the principles of crime prevention through environmental design. The contractor would consider four basic principles of crime prevention through environmental design during station design and site planning: territoriality (design physical elements that express ownership of the station or site); natural surveillance (arrange physical features to maximize visibility); improved sightlines (provide clear views of surrounding areas); and access control (provide physical guidance for people coming and going from a space). The HSR design includes emergency access to the rail right-of-way and elevated HSR structure design includes emergency egress points.
 - Implement fire/life safety and security programs that promote fire and life safety and security in system design, construction, and implementation. The fire and life safety program would be coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes. The Authority would establish fire/life safety and security committees throughout the Project Section.
 - Implement system security plans that address design features intended to maintain security at the stations within the track right-of-way, at stations, and onboard trains. A dedicated police force would ensure that the security needs of the HSR system are met.
 - The design standards and guidelines require emergency walkways on both sides of the tracks for both elevated and at-grade sections and the provision of appropriate space as defined by fire and safety codes along at-grade sections of the alignment to allow for emergency response access.
 - Implement standard operating procedures and emergency operating procedures, such as the FRA-mandated Roadway Worker Protection Program to address the day-to-day operation and emergency situations that would maintain the safety of employees, passengers, and the public.

SS-IAMF#3: Hazard Analyses

The Authority’s hazard management program includes the identification of hazards, assessment of associated risk, and application of control measures (mitigation) to reduce the risk to an acceptable level. Hazard assessment includes a preliminary hazard analysis (PHA) and threat and vulnerability assessment (TVA).

- The Authority’s programmatic PHAs are developed in conformance with the FRA’s *Collision Hazard Analysis Guide: Commuter and Intercity Passenger Rail Service* (FRA 2007) and the U.S. Department of Defense’s System Safety Program Plan (MIL-STD-882) to identify and determine the facility hazards and vulnerabilities so that they can be addressed by—and either eliminated or minimized—the design.

- TVAs establish provisions for the deterrence and detection of, as well as the response to, criminal and terrorist acts for rail facilities and system operations. Provisions include right-of-way fencing, intrusion detection, security lighting, security procedures and training, and closed-circuit televisions. Intrusion-detection technology could also alert to the presence of inert objects, such as toppled tall structures or derailed freight trains, and stop HSR operations to avoid collisions.
- During design and construction, the contractor would conduct site-specific PHA and TVA assessments to apply the programmatic work to specific project designs.

The Authority's safety and security committees would be responsible for implementing the recommendations contained in the hazard analysis during HSR operation.

Socioeconomics and Communities

SOCIO-IAMF#1: Construction Management Plan

Prior to construction, the contractor would prepare a CMP providing measures that minimize impacts on low-income households and minority populations. The plan would be submitted to the Authority for review and approval. The plan would include actions pertaining to communications, visual protection, air quality, safety controls, noise controls, and traffic controls to minimize impacts on low-income households and minority populations. The plan would verify that property access is maintained for local businesses, residences, and emergency services. This plan would include maintaining customer and vendor access to local businesses throughout construction by using signs to instruct customers about access to businesses during construction. In addition, the plan would include efforts to consult with local transit providers to minimize impacts on local and regional bus routes in affected communities.

SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act

The Authority must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended (Uniform Act). The provisions of the Uniform Act, a federally mandated program, would apply to all acquisitions of real property or displacements of persons resulting from this federally assisted project. It was created to provide for fair and equitable treatment of all affected persons. Additionally, the Fifth Amendment of the U.S. Constitution provides that private property may not be taken for a public use without payment of "just compensation."

The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency's intent to acquire an interest in their property. This notification includes a written offer letter of just compensation. A right-of-way specialist is assigned to each property owner to assist him or her through the acquisition process. The Uniform Act also provides benefits to displaced individuals to assist them financially and with advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.

The Uniform Act requires provision of relocation benefits to all eligible persons regardless of race, color, religion, sex, or national origin. Benefits to which eligible owners or tenants may be entitled are determined on an individual basis and explained in detail by an assigned right-of-way specialist.

The California Relocation Assistance Act essentially mirrors the Uniform Act and also provides for consistent and fair treatment of property owners. However, because the project would receive federal funding, the Uniform Act takes precedence. Owners of private property have federal and state constitutional guarantees that their property would not be acquired or damaged for public use unless owners first receive just compensation. Just compensation is measured by the "fair market value," where the property value is considered to be the highest price that would be negotiated on the date of valuation. The value must be agreed upon by a seller who is willing, not obliged to sell, but under no particular or urgent necessity and by a buyer who is ready, willing, and able to buy but under no particular necessity. Both the owner and the buyer must deal with

the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available (Code of Civil Procedure § 1263.320a).

More detailed information about how the Authority plans to comply with the Uniform Act and the California Relocation Assistance Act is provided in the following three detailed relocation assistance documents modeled after Caltrans versions, all of which are provided in Appendix 3.12-A, Relocation Assistance Documents:

- *Your Rights and Benefits as a Displacee under the Uniform Relocation Assistance Program (Residential)*
- *Your Rights and Benefits as a Displacee under the Uniform Relocation Assistance Program (Mobile Home)*
- *Your Rights and Benefits as a Displacee under the Uniform Relocation Assistance Program (Business, Farm, or Nonprofit Organization)*

SOCIO-IAMF#3: Relocation Mitigation Plan

Before any acquisitions occur, the Authority would develop a relocation mitigation plan, in consultation with affected cities and counties and property owners. In addition to establishing a program to minimize the economic disruption related to relocation, the relocation mitigation plan would be written in a style that also enables it to be used as a public information document.

The relocation mitigation plan would be designed to meet the following objectives:

- Provide affected property and business owners and tenants a high level of individualized assistance in situations when acquisition is necessary and the property owner desires to relocate the existing land use.
- Coordinate relocation activities with other agencies acquiring property resulting in displacements in the study area to provide for all displaced persons and businesses to receive fair and consistent relocation benefits.
- Make a best effort to minimize the permanent closure of businesses and nonprofit agencies as a result of property acquisition.
- Within the limits established by law and regulation, minimize the economic disruption caused to property owners by relocation.
- In individual situations, where warranted, consider the cost of obtaining the entitlement permits necessary to relocate to a suitable location and take those costs into account when establishing the fair market value of the property.
- Provide those business owners who require complex permitting with regulatory compliance assistance.

The relocation mitigation plan would include the following components:

- A description of the appraisal, acquisition, and relocation process as well as a description of the activities of the appraisal and relocation specialists.
- A means of assigning appraisal and relocation staff to affected property owners, tenants, or other residents on an individual basis.
- Individualized assistance to affected property owners, tenants, or other residents in applying for funding, including research to summarize loans, grants, and federal aid available, and research areas for relocation.
- Creation of an ombudsman’s position to act as a single point of contact for property owners, residents, and tenants with questions about the relocation process. The ombudsman would also act to address concerns about the relocation process as it applies to the individual situations of property owners, tenants, and other residents.

Transportation

TR-IAMF#1: Protection of Public Roadways during Construction

Prior to construction, the contractor would provide a photographic survey documenting the condition of the public roadways along truck routes providing access to the proposed project site. The photographic survey would be submitted for approval to the agency responsible for road maintenance and the Authority. The contractor would be responsible for the repair of any structural damage to public roadways caused by HSR construction or construction access, returning any damaged sections to the equivalent of their original pre-HSR construction structural condition or better. The contractor would survey the condition of the public roadways along truck routes providing access to the proposed project site after construction is complete. The contractor would complete a before-and-after-survey report and submit it to the Authority for review, indicating the location and extent of any damage.

TR-IAMF#2: Construction Transportation Plan

The contractor would prepare a detailed construction transportation plan (CTP) for the purpose of minimizing the impact of construction and construction traffic on adjoining and nearby roadways in close consultation with the local jurisdiction having authority over the site. The Authority must review and approve the CTP before the contractor commences any construction activities. This plan would address, in detail, the activities to be carried out in each construction phase, with the requirement of maintaining traffic flow during peak travel periods. Such activities include, but are not limited to, the routing and scheduling of materials deliveries, materials staging and storage areas, construction employee arrival and departure schedules, employee parking locations, and temporary road closures, if any. The CTP would provide traffic controls pursuant to the *California Manual on Uniform Traffic Control Devices* sections on temporary traffic controls (Caltrans 2017b) and would include a traffic control plan that includes, at a minimum, the following elements:

- Temporary signage to alert drivers and pedestrians to the construction zone.
- Flag persons or other methods of traffic control.
- Traffic speed limitations in the construction zone.
- Temporary road closures and provisions for alternative access during the closure.
- Detour provisions for temporary road closures—alternating one-way traffic would be considered as an alternative to temporary closures where practicable and where it would result in better traffic flow than would a detour.
- Identified routes for construction traffic.
- Provisions for safe pedestrian and bicycle passage or convenient detour.
- Provisions to minimize access disruption to residents, businesses, customers, delivery vehicles, and buses to the extent practicable—where road closures are required during construction, limit to the hours that are least disruptive to access for the adjacent land uses.
- Provisions for farm equipment access.
- Provisions for 24-hour access by emergency vehicles.
- Safe vehicular and pedestrian access to local businesses and residences during construction. The plan would provide for scheduled transit access where construction would otherwise impede such access. Where an existing bus stop is within the work zone, the design-builder would provide a temporary bus stop at a safe and convenient location away from where construction is occurring in close coordination with the transit operator. Adequate measures would be taken to separate students and parents walking to and from the temporary bus stop from the construction zone.

- Advance notification to the local school district of construction activities and rigorously maintained traffic control at all school bus loading zones, to provide for the safety of schoolchildren. Review existing or planned Safe Routes to Schools with school districts and emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route and access needs during project construction and HSR operations.
- Identification and assessment of the potential safety risks of project construction to children, especially in areas where the project is located near homes, schools, day care centers, and parks.
- Promotion of child safety within and near the project area. For example, crossing guards could be provided in areas where construction activities are located near schools, day care centers, and parks.

CTPs would consider and account for the potential for overlapping construction projects.

TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles

The contractor would identify adequate off-street parking for all construction-related vehicles throughout the construction period to minimize impacts on public on-street parking areas. If adequate parking cannot be provided on the construction sites, the contractor would designate a remote parking area and arrange for the use a shuttle bus to transfer construction workers to and from the job site. This measure would be addressed in the CTP.

TR-IAMF#4: Maintenance of Pedestrian Access

The contractor would prepare specific CMPs to address maintenance of pedestrian access during the construction period. Actions that limit pedestrian access would include, but not be limited to, sidewalk closures, bridge closures, crosswalk closures or pedestrian rerouting at intersections, placement of construction-related material within pedestrian pathways or sidewalks, and other actions that may affect the mobility or safety of pedestrians during the construction period. If sidewalks are maintained along the construction site frontage, provide covered walkways and fencing. The plan objective would be to maintain pedestrian access where feasible (i.e., meeting design, safety, Americans with Disabilities Act [ADA] requirements). This measure would be addressed in the CTP.

TR-IAMF#5: Maintenance of Bicycle Access

The contractor would prepare specific CMPs to address maintenance of bicycle access during the construction period. Actions that limit bicycle access would include, but not be limited to, bike lane closures or narrowing, closure or narrowing of streets that are designated bike routes, bridge closures, placement of construction-related materials within designated bike lanes or along bike routes, and other actions that may affect the mobility or safety of bicyclists during the construction period. Bicycle access would be maintained where feasible (i.e., meeting design, safety, ADA requirements). This measure would be addressed in the CTP.

TR-IAMF#6: Restriction on Construction Hours

The contractor would limit construction material deliveries between 7 a.m. and 9 a.m. and between 4 p.m. and 6 p.m. on weekdays to minimize impacts to traffic on roadways. The contractor would limit the number of construction employees arriving or departing the site between the hours of 7 a.m. and 8:30 a.m. and 4:30 p.m. and 6 p.m. Areas where these restrictions would be implemented would be determined as part of the CTP. Based on Authority review of the CTP, the restricted hours may be altered due to local travel patterns.

TR-IAMF#7: Construction Truck Routes

The contractor would deliver all construction-related equipment and materials on the appropriate truck routes and would prohibit heavy-construction vehicles from using alternative routes to get to the site. Truck routes would be established away from schools, day care centers, and residences,

or along routes with the least impact if the Authority determines those areas are unavoidable. This measure would be addressed in the CTP.

TR-IAMF#8: Construction during Special Events

The contractor would provide a mechanism to prevent roadway construction activities from reducing roadway capacity during major athletic events or other special events that substantially (10 percent or more) increase traffic on roadways affected by project construction. Mechanisms include the presence of police officers directing traffic, special-event parking, use of within-the-curb parking, or shoulder lanes for through-traffic and traffic cones. This measure would be addressed in the CTP.

TR-IAMF#9: Protection of Freight and Passenger Rail during Construction

The contractor would repair any structural damage to freight or public railways that may occur during the construction period, and return any damaged sections to their original structural condition. If necessary, during construction, a “shoofly” track would be constructed to allow existing train lines to bypass any areas closed for construction activities. Upon completion, tracks would be opened and repaired; or new mainline track would be constructed, and the “shoofly” would be removed. contractor repair responsibility would be included in the design-build contract.

TR-IAMF#11: Maintenance of Transit Access

The contractor would prepare specific CMPs to address maintenance of transit access during the construction period. Actions that limit transit access would include, but not be limited to, roadway lane closures or narrowing, closure or narrowing of streets that are designated transit routes, bus stop closures, bridge closures, placement of construction-related materials within designated transit lanes, bus stop or layover zones or along transit routes, and other actions that may affect the mobility or safety of bus transit during the construction period. Maintain transit access where feasible (i.e., meeting design, safety, ADA requirements). This measure would be addressed in the CTP.

TR-IAMF#12: Pedestrian and Bicycle Safety

Prior to construction, the contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility would be provided and supported across the HSR corridor, to and from stations, and on station property. Priority of safety for pedestrians and bicycles and vulnerable populations over motor vehicle access would be done in a manner to encourage maximum potential access from nonmotorized modes. Local access programs, such as Safe Routes to Schools, would be maintained or enhanced. Access to community facilities for vulnerable populations would be maintained or enhanced.

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