

BOARD MEETING DATE: May 3, 2024

AGENDA NO. 10

REPORT: Execute Agreement with California High-Speed Rail Authority Setting Forth Framework for Development of Future Contract to Reduce Construction Emissions and Satisfy General Conformity for Palmdale to Burbank Project Section of California High-Speed Rail Project

SYNOPSIS: The California High-Speed Rail Authority must demonstrate General Conformity to receive federal funding through the Federal Railroad Administration's High-Speed Intercity Passenger Rail program. In order to demonstrate General Conformity, construction emissions must be below de minimis emissions thresholds. The California High Speed Rail Authority seeks to sign and execute a letter with the South Coast AQMD to agree to negotiate a future contract to reduce construction emissions and to provide funding to the South Coast AQMD for mitigation of the remaining emissions. The agreement would apply to the electrically-powered Palmdale to Burbank Project Section of California High-Speed Rail Project. In November 2021, the Board approved a similar agreement between California High Speed Rail Authority and South Coast AQMD for the Burbank to Los Angeles Project Section. This action is to approve execution of an agreement with the California High-Speed Rail Authority setting forth a framework for development of a future contract to reduce construction emissions for General Conformity for the Palmdale to Burbank Project Section of the California High-Speed Rail Project.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Authorize the Chair to execute an agreement with the California High-Speed Rail Authority setting forth a framework for development of a future contract to reduce construction emissions for General Conformity for the Palmdale to Burbank Project Section of the California High-Speed Rail Project.

Wayne Nastri
Executive Officer

Background

The California High-Speed Rail Authority (Authority) is using federal grant funds through the Federal Railroad Administration for the construction of one Project Section of its passenger rail project, the Palmdale to Burbank Project Section. Under the federal General Conformity Rule (Title 40 Code of Federal Regulations Part 93, Subpart B), federal agencies must determine conformance of proposed projects that are federally funded or require federal approval with applicable air quality standards to ensure the federal action will not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment. The construction emissions for the Palmdale to Burbank Project Section exceed General Conformity de minimis emissions thresholds and are subject to the General Conformity Rule. The Palmdale to Burbank is the second Project Section within South Coast AQMD's jurisdiction that needs to satisfy general conformity in order to meet federal funding requirements, which is currently scheduled to be considered by the Authority's Board of Directors meeting in June 2024. The agreement will be reviewed by the Federal Railroad Administration (FRA) and will be subject to FRA's final approval. The Board previously approved a similar agreement with the Authority in November 2021 for the Burbank to Los Angeles Project Section.

Request to Execute an Agreement

The California High-Speed Rail Authority is working with air districts within the state for letters of agreements to satisfy general conformity requirements. Staff is seeking Board approval to execute a letter of agreement setting forth a framework for development of a future contract with the Authority to commit to reducing construction emissions and to provide funding to South Coast AQMD to mitigate all remaining construction emissions through incentive programs. This agreement is limited to the Palmdale to Burbank Project Section only and will not include the Los Angeles to Anaheim Project Section, nor does it modify the previous agreement for the Burbank to Los Angeles Project Section.

Key elements of the agreement include:

- Commitment for both agencies to work together to ensure the lowest levels of construction emissions are generated through implementation of the Authority's green construction policy and onsite mitigation measures with priority given first to the use of zero-emission technologies such as electric construction equipment and then to near-zero technologies;
- Commitment to completely mitigate all remaining emissions to zero through South Coast AQMD emission reduction programs, which may include state or federal incentive programs; and
- Commitment that the Authority will contribute funds for the selected emission reduction program(s) projects to achieve the necessary emission reductions and provide South Coast AQMD actual administrative costs, including staffing to administer these emission reduction programs.

Based on the Draft Environmental Impact Report/Environmental Impact Statement for the Palmdale to Burbank Project Section, the estimated NO_x emissions range from approximately 1 to 55 tons per year during the first five years of construction, depending on the build alternative that is chosen. CO emissions are also potentially above the de minimis threshold, with emissions up to 113 tons per year, however any NO_x mitigation would be expected to address this potential exceedance. For informational purposes, based on the current Carl Moyer Guidelines cost-effective rate of \$522,000 per ton of pollutant reduced for zero-emission technologies by CARB¹, staff estimates that between approximately \$54 million to \$101 million could be needed for staff to implement emission reduction projects to address construction emissions for this project section for the first five years of the project.

Resource Impacts

South Coast AQMD will administer the emission reduction projects and verify the successful implementation, which includes administrative and staffing costs. The Authority agrees to provide funding for the South Coast AQMD actual administrative costs. Respective responsibilities between the Authority and South Coast AQMD in that effort and related emissions quantification/verification needs will be defined in a contractual agreement closer to the start of actual construction, which will be brought to the Board for approval.

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General Conformity Determination Letter, April 2024

¹ California Air Resources Board. Carl Moyer Guidelines App. C. Available at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2017_gl_appendix_c_2022%20Board%20Approved%20Changes_Final.pdf

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GENERAL CONFORMITY DETERMINATION LETTER, APRIL 2024



April 25, 2024

Ms. Vanessa Delgado, Chair
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: General Conformity for the Palmdale to Burbank Project Section of the California High-Speed Rail System

Dear Ms. Delgado:

Thank you for your active participation with the California High-Speed Rail Authority (Authority) to address the General Conformity requirements of the Palmdale to Burbank Project Section of the California High-Speed Rail (HSR) System, which is located partially within the jurisdiction of the South Coast Air Quality Management District (SCAQMD or District). The HSR System will provide intercity, high-speed train service on more than 800 miles of guideway throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego. The approximately 31- to 38-mile-long Palmdale to Burbank Project Section would connect the Palmdale Transit Center and the Burbank Airport HSR Station (both stations were previously approved by the Authority as part of the Bakersfield to Palmdale Project Section and Burbank to Los Angeles Project Section, respectively).

Air Quality and Public Health Benefits of the High-Speed Rail System

The HSR System will use 100 percent renewable electrically-powered, zero-emission high-speed trains and is identified in the California Air Resources Board's 2017 Scoping Plan as part of a sustainable statewide transportation system necessary to achieve the state's climate goals. With the HSR System, total statewide greenhouse gas (GHG) emissions in 2040 would be less than 2015 GHG levels, with HSR predicted to help achieve that goal by reducing 2040 GHG emissions by approximately 1.1 to 1.7 million metric tons. The HSR System would result in a net reduction of criteria pollutant emissions. Phase 1 of the HSR System, which consists of distinct sections from San Francisco in the north to Los Angeles and Anaheim in the south, is expected to result in reductions to nitrogen oxides (NO_x) emissions of approximately 1,140–1,150 tons per year,

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particulate matter (PM) emissions of approximately 500–700 tons per year, and reactive organic gases (ROG) emissions of 130–150 tons per year compared to the No HSR System Project Alternative in 2040.

The Palmdale to Burbank Project Section (also referred to as the Project) is a critical link in Phase 1 of the HSR System, bringing the HSR System to Southern California. Operation of the Project and the HSR System within the South Coast region would result in a net decrease in regional emissions of criteria pollutants and associated public health impacts, and emission levels during Project operations would be less than the general conformity *de minimis* levels. This overall net decrease in emissions during Project operations would help the South Coast Air Basin (Basin) meet its attainment goals of federal ambient air quality standards for ozone (O₃) by reducing precursor emissions of NO_x, ROG, and PM and will result in long-term air quality and public health benefits. However, the Authority currently estimates that the construction of the Project is expected to result in a temporary net increase in criteria pollutant emissions of NO_x and CO in the South Coast Air Basin in excess of general conformity *de minimis* thresholds during some of the construction years. As such, the Authority and the SCAQMD have agreed to the commitments in this letter to track and mitigate construction emissions from the Project to meet General Conformity requirements.

General Conformity Rule

The General Conformity Rule, as codified in Title 40 Code of Federal Regulations Part 93, Subpart B, establishes the process by which federal agencies determine conformance of proposed projects that are federally funded or require federal approval with applicable air quality standards. This determination must demonstrate that a proposed project would not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emissions reductions towards attainment. The Authority, as the Project proponent, is receiving federal grant funds through the Federal Railroad Administration's (FRA) High-Speed Intercity Passenger Rail program. The Project may also receive FRA safety approvals. Because of the federal funding and potential safety approvals, the Project is subject to the General Conformity Rule; and because construction-phase emissions (without mitigation) would exceed General Conformity *de minimis* thresholds, the Project is not exempt and must demonstrate conformity.

Emissions for the Palmdale to Burbank Project Section

The Authority has not yet secured construction funding for the Palmdale to Burbank Project Section of the HSR System and has not yet set a final construction schedule for this section. The Authority explains that the emission numbers provided in the EIR/EISs are reasonable estimates based on the available information to date. The methodology used in creating these estimates is similar to what was used for estimating the emissions for the EIR/EISs for the Merced to Fresno, Fresno to Bakersfield, and Burbank to Los Angeles project sections of the HSR System. After eight years of construction of the HSR System in the Central Valley, it has become clear that the estimates in the EIR/EISs for the HSR System are conservative and actual emissions from construction are currently lower than estimates in the EIR/EISs for the Merced to Fresno and Fresno to Bakersfield project sections by 50–70%.

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The Authority has not yet secured funding for final design or construction of the Project, and the Authority cannot reasonably anticipate when Project construction may actually occur. It is therefore difficult for the Authority to completely engage with SCAQMD on implementing available or future mechanisms for the reduction of construction emissions. While the construction schedule has not been firmly established for this section, the Authority agrees with SCAQMD's encouragement to reduce emissions locally by avoiding and minimizing emissions from Project construction prior to funding incentive programs or offsets to fully mitigate remaining construction emissions.

The Authority has a long history of being proactive towards reducing construction emissions. As shown in Figure 1, the Authority has continually updated its policies and procedures to ensure that the HSR System embraces and pushes the boundaries towards reducing emissions.

2008	<ul style="list-style-type: none">• Board adopts 100-percent renewable energy for operations
2011	<ul style="list-style-type: none">• Incorporated in California Air Resources Board (ARB) Scoping Plan for AB32
2012	<ul style="list-style-type: none">• Net-Zero direct greenhouse gas emissions (GHG) for construction• Net-Zero air quality emission for construction• Proactive construction requirement, including Tier 4 vehicles and 100-percent recycling requirements
2013	<ul style="list-style-type: none">• CEO signs Sustainability Policy• Incorporated in California ARB Scoping Plan Update
2014	<ul style="list-style-type: none">• First infrastructure project to require disclosure on major materials, informed AB262 Buy Clean California Act• EMMA developed to track and monitor program and contractor progress
2016	<ul style="list-style-type: none">• Board adopts Sustainability Policy
2017	<ul style="list-style-type: none">• Incorporated in California ARB Scoping Plan Update
2019	<ul style="list-style-type: none">• Required performance targets for embodied energy (concrete and steel)• Zero emissions fleet vehicles (25-percent of on-road fleet) for contractors• Required use of renewable diesel• Direct GHG emissions target set for construction tied to bonus/penalty

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2020	<ul style="list-style-type: none">• Board adopts Sustainability Policy Updates• Achieving net-zero tailpipe GHG emissions in construction through carbon sequestration projects
2021	<ul style="list-style-type: none">• Required future construction contracts to use only zero-emission vehicles for on-road project fleets (100% by 2035)

Figure 1 – History of Environmental Commitments Designed to Reduce Emissions

Impact Avoidance and Minimization Features

Avoiding and minimizing emissions is a strategy that is consistent with the net-zero GHG objectives of the Authority's Sustainability Policy. As such, the Authority has incorporated the following Impact Avoidance and Minimization Features (IAMFs) into the Palmdale to Burbank Project Section (full text of these IAMFs is in Appendix 2-E of the Palmdale to Burbank Project Section EIR/EIS):

- AQ-IAMF#1: Fugitive Dust Emissions: The contractor will employ several control measures to minimize and control fugitive dust emissions and prepare a fugitive dust control plan for each distinct construction project section. At a minimum, the plan shall describe how each measure would be employed and identify an individual responsible for ensuring implementation.
- AQ-IAMF#2: Selection of Coatings: The contractor will use lower VOC content paint than that required by SCAQMD Rule 1113.
- AQ-IAMF#3: Renewable Diesel: The contractor will use renewable diesel fuel to minimize and control exhaust emissions from all heavy-duty diesel-fueled construction diesel equipment and on-road diesel trucks.
- AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment: All heavy-duty off-road construction diesel equipment used during the construction phase will meet Tier 4 Final engine requirements and small diesel generators (less than 30 horsepower) will be avoided whenever feasible.
- AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment: All on-road trucks will consist of model year 2020 or newer, but no less than the average fleet mix for the current calendar year as set forth in the CARB's EMFAC 2017 database.
- AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants: The contractor will prepare a technical memorandum documenting the concrete batch plant siting criteria, including locating the plant at least 1,000 feet from sensitive receptors, and utilization of typical control measures.

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These IAMFs have helped to reduce the construction emissions generated by the HSR project sections currently under construction, which are located outside the SCAQMD's jurisdiction. For example, Figure 2 highlights the significant criteria pollutant emission reductions demonstrated by the Central Valley portions of the HSR System currently under construction due to IAMF#4.

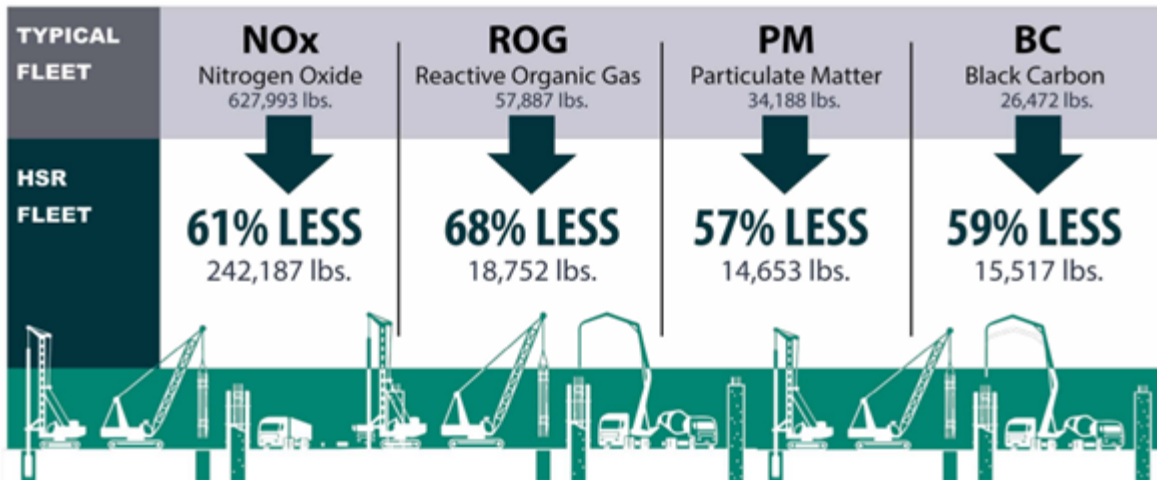


Figure 2 - 2022 Criteria Air Pollutants Emitted and Avoided (Typical California Fleet Comparison)

Mitigation Measures

The Authority is continually incorporating mitigation measures that would reduce the generation of construction emissions in construction contracts and practices. For example, the Authority incorporated the following mitigation measure into the environmental documentation and is already incorporating portions of this measure into existing contracts.

AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission (ZE) and/or Near Zero Emission (NZE) Vehicles and Off-Road Equipment

This mitigation measure as included in the EIR/EISs would reduce the impact of construction emissions from the use of on-road vehicles and off-road equipment for the Palmdale to Burbank Section of the HSR System. All remaining emissions after implementation of this measure would be mitigated with emission reduction programs required under Mitigation Measure AQ- MM#1 (Offset Project Construction Emissions through SCAQMD Emission Offset Programs) of the EIR/EISs.

The Authority and all project construction contractors shall require that by the start of construction a minimum of 25 percent, with a goal of 100 percent, of all light-duty on-road vehicles (e.g., passenger cars, light-duty trucks) associated with the construction activities for the Palmdale to Burbank Section of the HSR System (e.g., on-site vehicles, contractor vehicles) use zero emission (ZE) or near-zero emission (NZE) technology.

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The Authority and all project construction contractors shall have the goal that by the start of construction a minimum of 25 percent of all heavy-duty on-road vehicles (e.g., for hauling, material delivery and soil import/export) associated with the construction activities for the Palmdale to Burbank Section of the HSR System use ZE or NZE technology.

The Authority and all project construction contractors shall have the goal that by the start of construction a minimum of 10 percent of off-road construction equipment be ZE or NZE technology.

If local or state regulations mandate a faster transition to ZE and/or NZE vehicles and off-road equipment at the time of construction for the Palmdale to Burbank Section of the HSR System, the more stringent regulations will be required and applied. For example, Executive Order (EO) N-79-20 currently states the following:

- New light duty and passenger car sales will be 100 percent zero emission vehicles (ZEV) by 2035
- Full transition to ZEV short haul/drayage trucks by 2035
- Full transition to ZEV heavy-duty long-haul trucks, where feasible, by 2045
- Full transition to ZE off-road equipment by 2035, where feasible.

The Authority has a goal of surpassing the requirements of these or other future regulations as a mitigation measure.

In addition to the above AQ-MM#3, the Authority already mandates that all such equipment meet the highest emission standard codified by the U.S. Environmental Protection Agency (EPA)-Tier 4 Final. This has had a significant positive impact on emission reductions, as 455,431 pounds of criteria air pollutants in 2022 would have otherwise been released based on Table 2 shown above. This implementation strategy will go further, mandating that by 2030, 10 percent of off-road equipment be ZEV, not just Tier 4 Final, at start of construction, and sets the goal of 100 percent ZEV for such equipment by 2035.

This is the most recent step the Authority is taking to ensure the California HSR System is the greenest infrastructure project in both operation and construction. The Authority has captured or avoided more than 180,000 tons of GHG emissions through planting more than 6,000 trees and other forest projects. The HSR System has also prevented more than 180,000 tons of construction materials from being sent to landfills with its 97 percent construction waste recycling rate.

The Authority will continue to work with contractors to encourage and mandate the use of ZE vehicles and off-road equipment. In addition, the Authority will encourage contractors to utilize available tools that will aid decision makers in their purchases of new equipment and include the use of ZE technologies in applicable bid documents, purchase orders, and contracts with contractors. For example, a current tool that the Authority has presented to contractors is Argonne National Laboratory's Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool (<https://greet.es.anl.gov/afleet>). This tool examines both the environmental and economic costs and benefits of alternative fuel and advanced vehicles and provides output to the

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user quantifying specific case scenarios based on user input (Figure 3).

Payback Output Sheet – Annual Energy Use and Emissions Summary Table

	Gasoline	Diesel	Gasoline HEV	Gasoline PHEV	Gasoline EREV	EV	G.H2 FCV	Diesel HEV	Diesel HHV	B20	B100	E85	LPG	CNG	LNG / Diesel LNG Pilot Ignition
Annual Life-Cycle Petroleum Use (barrels)															
LD Petroleum Use	449.4		321.0		93.6	6.1	2.9				17.1		150.5	2.4	
HD Petroleum Use		16,928.0						266.7			13,119.2		742.1		97.5
Annual Life-Cycle Greenhouse Gas Emissions (short tons)															
LD GHG Emissions	253.3		181.0		144.5	145.0	170.2						56.2	222.9	225.4
HD GHG Emissions		9,278.7						6,303.0					2,442.0		9,128.4
Vehicle Operation Air Pollutant Emissions (lb)															
LD Passenger Car Fleet															
CO	2,424.6		1,816.3		518.0	0.0	0.0				3,248.1		2,532.4	1,754.8	
NOx	101.0		65.0		18.5	0.0	0.0				200.3		104.6	84.4	
PM10	33.3		33.3		28.3	26.2	26.2				30.5		33.3	33.3	
PM2.5	12.1		12.1		8.4	6.9	6.9				11.3		12.1	12.1	
VOC	129.8		99.4		28.3	0.0	0.0				62.3		145.0	73.0	
HD Refuse Truck Fleet															
CO		1,640.9				0.0			1,640.9		1,640.9				21,331.7
NOx		4,232.0				0.0			4,232.0		4,232.0				2,962.4
PM10		394.4					309.5		394.4		394.4				394.4
PM2.5		161.1					80.0		161.1		161.1				161.1
VOC		259.2					0.0		259.2		259.2				880.9

Figure 3 - AFLEET Sample Output

Future Steps

The Authority will continue to pursue construction methods, materials, and equipment that will reduce the generation of air pollutants. Even with these measures, however, some pollution will be emitted during the construction phase. To ensure that the Palmdale to Burbank Project Section of the HSR System meets all the General Conformity requirements, the following steps will be taken once construction funding is established.

- A construction schedule will be developed. The analysis in the EIR/EIS for the Project assumed that Project construction would take place from 2020 to 2028; however, the tunneling phase of construction was anticipated to start in April 2020 and last approximately 10 years. Based on the new schedule, a construction plan will be developed and analyzed to determine the emission burdens generated by construction.
- At the time of the analysis, the IAMFs and mitigation measures will be revisited and updated as discussed above, and in consultation with the SCAQMD, to include technologies and methodologies that were not considered in the earlier analysis. This review and implementation of updated measures will aid the Palmdale to Burbank Project Section of the HSR System in reducing the generation of emissions due to construction.
- Once emission estimates are calculated using the revised IAMFs and mitigation measures, it will be determined if the estimates are above the applicable General Conformity *de minimis* thresholds.
- SCAQMD will be notified via email or letter of the emission levels and consulted to determine if emission reduction programs could be applied as needed prior to the start of construction activities for the Palmdale to Burbank Project Section of the HSR System.

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If emission reduction programs are required, the Authority will present a detailed plan, developed with the SCAQMD, to ensure that the program has in place a procedure to adequately account for and reduce emissions generated by the Palmdale to Burbank Project Section of the HSR System. The emission accounting program that the Authority currently uses to track emissions for the Project Sections of the HSR System currently being constructed will be presented as a possible mechanism to quantify the construction emissions generated by the Palmdale to Burbank Projects Section of the HSR System.

Emissions Tracking and Mitigation

In addition to AQ-MM#3, the Palmdale to Burbank Project Section EIR/EIS identifies the following mitigation measure to mitigate construction emissions in the South Coast Air Basin:

AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emission Offset Programs – The Palmdale to Burbank Project Section’s construction emissions that cannot be reduced by IAMFs and any other mitigation measures will be offset through a SCAQMD rule or contractual agreement by funding equivalent emissions reductions that achieve reductions in the same years as construction emissions occur, thus offsetting project-related air quality impacts in real time. The Project will implement measures and best practices to minimize emissions from Project construction. After implementation of these measures, emission levels that still exceed General Conformity *de minimis* levels will be offset to the extent necessary to satisfy General Conformity to the extent feasible. The Authority’s Sustainability Policy has a goal to achieve net zero emissions from construction. As the Palmdale to Burbank Project Section advances towards construction, the Authority will work with SCAQMD to assess the estimated emissions, availability of offsets, and cost for achieving the Authority’s Sustainability Policy goal to the extent possible.

The Authority currently mitigates emissions in the San Joaquin Valley through a Voluntary Emission Reduction Agreement (VERA) with the San Joaquin Valley Air Pollution Control District (SJVAPCD). Through the use of the Environmental Mitigation Management Application (EMMA) tool, developed by the Authority, construction activity is input by the contractor and applicable emission rates are applied to calculate the emission burdens generated by off-road and on-road construction equipment and activity. Figure 4 highlights some of the data input and calculations in EMMA. As previously noted, actual emission burdens have been significantly lower than the burdens estimated in the corresponding EIR/EIS.

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EMMA Compliance Sustainability Obligor Admin Sys Management IFL Alerts Re-exam Hazwam

Mary.Kaplan

Construction Equipment

On Road Off Road Usage Review Equipment Review VERA

Select a Package * CP1 Select a Year * 2022 Select a Period December Search On Road Off Road

Show 10 entries

Month	Year	Subcontractor Name	Make	Model	ARB Equipment Type	Type of Equipment	DOORS#	Fuel Type	Horse Power	Engine Tier	Engine Year	Usage (hours)	Attachment(s)
December	2022	Valverde	Case	590SN	Tractors/Loaders/Backhoes	Backhoe	PN4533	Diesel	108	Tier 4 Final	2016	5	
December	2022	Valverde	Case	590N	Excavators	Backhoe	CW7P64	Diesel	108	Tier 4 Final	2016	3	
December	2022	Valverde	Case	CX235C	Excavators	Excavator	JG3P98	Diesel	166	Tier 4 Interim	2012	5	
December	2022	Valverde	Case	CX350C	Excavators	Excavator	UW3H96	Diesel	210	Tier 4 Interim	2012	5	
December	2022	Valverde	Case	CX470C	Excavators	Excavator	XM4S79	Diesel	362	Tier 4 Interim	2013	4	
December	2022	Valverde	Case	CX350C	Excavators	Excavator	KJ8X46	Diesel	210	Tier 4 Interim	2013	5	
December	2022	Valverde	Case	CX245D	Excavators	Excavator	HR8R55	Diesel	124	Tier 4 Final	2017	5	
December	2022	Valverde	Case	821F	Skid Steer loaders	Loader	RC4P37	Diesel	226	Tier 4 Interim	2015	2	
December	2022	TPZP	Caterpillar	14M	Graders	Motor Grader	VY6G47	Diesel	296	Tier 3	2013	69	
December	2022	TPZP	Caterpillar	825H	Rollers	Soil Compactor	AR4J77	Diesel	354	Tier 3	2012	29	

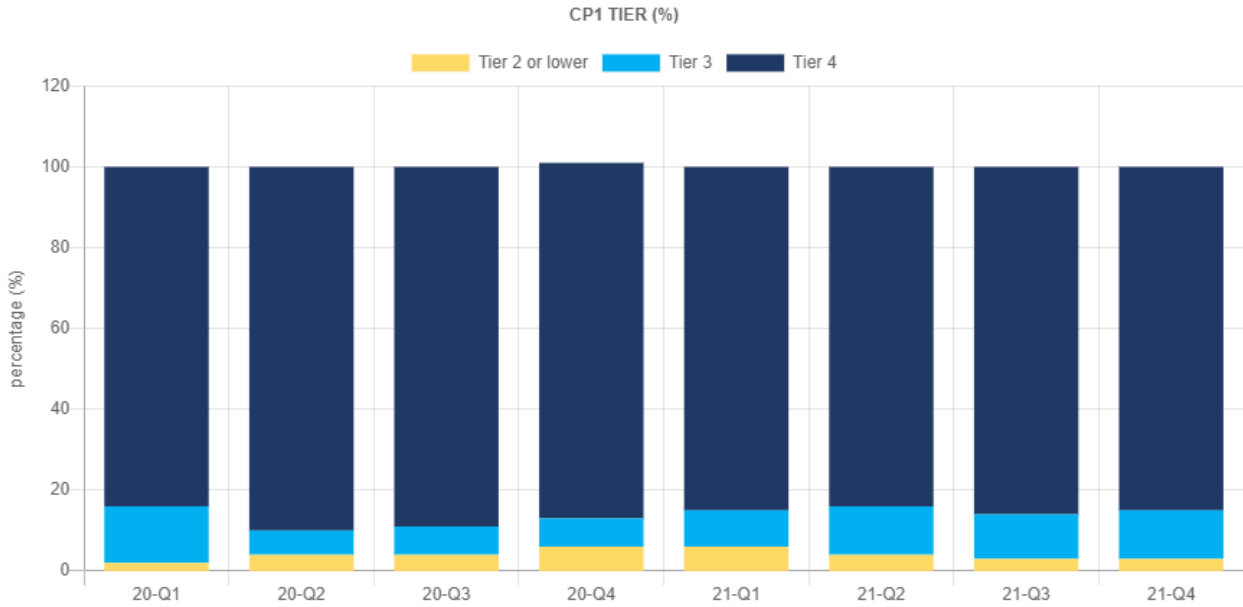


Figure 4 - EMMA tracking tool - Sample data and Infographics

Conclusion

The Authority is committed to serving as a model of sustainable development. The HSR System was recently recognized with a Platinum Envision level award, from the Institute for Sustainable Infrastructure. The Platinum Envision award achieved by the Authority and its program partners demonstrates that sustainability is achievable across large-scale and complex transportation systems.

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Given the documented history of the HSR System's successful implementation of emission reduction strategies that the Authority has demonstrated for sections outside the SCAQMD's jurisdiction, the robust emission tracking and mitigation program, along with the Authority's vision for the California HSR System being the greenest infrastructure project in the country, it is the Authority's firm commitment to partner with the District to ensure that all General Conformity requirements are met.

By signing this letter, the SCAQMD agrees to work with the Authority, using available mechanisms as appropriate, to reduce construction emissions and satisfy General Conformity for the Palmdale to Burbank Project Section of the HSR System.

- The Authority will work with the SCAQMD to ensure that the lowest levels of construction emissions are generated through the use of IAMFs and mitigation measures outlined in its Final EIR/EIS (reproduced in this document for reference) and rolling review of best available technologies to the extent feasible, with priority given first to the use of zero emission (ZE) technology such as electric construction equipment and then to near-zero emission (NZE) technology.
- After receipt of construction funding but prior to construction start, the Authority will review emission estimates, revise if warranted, and present a final estimate for review and use by the District for proposed purposes of emission reduction contributions and monitoring for the Palmdale to Burbank Project Section.
- If emissions exceed General Conformity *de minimis* thresholds, all remaining emissions after implementation of the IAMFs and onsite mitigation measures will be completely mitigated to zero through the District's emission reduction programs. Applicable emission reduction programs may include state or federal incentive programs that achieve emissions reductions by providing incentive funds for the incremental cost of cleaner-than-required engines and equipment. The Authority agrees to provide funding at the cost-effectiveness level or amount established by the program(s) mutually selected by the District and the Authority.
- After receipt of construction funding but prior to construction start, the Authority and the District will enter into a contractual agreement to fully mitigate NOx construction emissions exceedances of General Conformity *de minimis* thresholds to zero for the Palmdale to Burbank Project Section, as required by General Conformity regulations, by providing funds for the mutually-selected emission reduction program(s) to fund grants for projects that achieve the necessary emission reductions.
- The Authority and the District will work together to identify opportunities and mechanisms to prioritize use of Authority funds for emission reductions locally at construction activities sites where the Palmdale to Burbank Project Section takes place; and, to the extent local emission reductions are unavailable, the parties will work together to develop other strategies.
- The Authority will contribute to the District's actual costs of administration for implementation of the necessary emissions reductions for the Palmdale to Burbank Project Section, and the District will seek and implement the necessary emission-

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reduction measures, using Authority funds.

- The District will serve in the role of administrator of the emission reduction projects and verifier of the successful mitigation effort; respective Authority and District responsibilities in that effort, and related emission quantification/verification needs, will be defined in a contractual agreement.
- The commitments in this letter are independent of any requirements related to any future District facility-based mobile source measure regulating freight rail yards or other, similar non-zero emission rail operations.
- The contractual agreement developed pursuant to this letter will be limited to the HSR System's Palmdale to Burbank Project Section General Conformity Determination.

Thank you for your continuing partnership with the Authority to advance the California HSR System.

[Name], [Title]

South Coast Air Quality
Management District

Date:

[Name], [Title]

California High-Speed Rail
Authority

Date: