AGENDA
SAN FRANCISCO TO SAN JOSE COMMUNITY WORKING GROUPS

- Introductions & Agenda Review
- Draft 2020 Business Plan
- Prepare for the Draft EIR/EIS
- Outreach Update
- Public Comment
MEETING OBJECTIVES

• Share highlights of the Draft 2020 Business Plan
• Prepare members for the release of the Draft EIR/EIS, including how to provide comment
• Provide an update on outreach activities
DRAFT 2020 BUSINESS PLAN
DRAFT 2020 BUSINESS PLAN

• Required by PUC Section 185033
  » Foundational document for implementing the program
  » Required every two years (even years)

• Represents the status of the program at the current point in time

• Summarizes the Authority’s approach to implementation

• Includes:
  » Updated capital cost and other estimates
  » Updated ridership and revenue forecasts
  » Summary of progress over last two years
  » Review of current challenges and how to address them
LEADERSHIP IN SUSTAINABILITY

• California is the national leader on clean transportation in the era of climate change
• Meeting our mobility, economic, and environmental goals
• More than $6.4 Billion has been invested in planning and building high-speed rail
A GOOD INVESTMENT

- Cost of High-Speed Rail Phase 1 compared to cost of equivalent highway/air capacity

![Graph showing cost comparison between High-Speed Rail and Highway/Air Equivalent Capacity. The High-Speed Rail costs range from $63B to $98B, while the Highway/Air Equivalent Capacity costs range from $122B to $199B. The base cost for High-Speed Rail is $80B, and for Highway/Air Equivalent Capacity is $153B.]}
PROJECT PROGRESS

• Doubled rate of construction in the Central Valley
• 700 onsite construction workers per week
• NEPA assignment approved by FRA
• Preferred Alternatives identified for entire Phase 1 system
• Issued first Record of Decision in five years (Shafter to Bakersfield)
• Initiated procurement of track and systems with issuance of Request for Proposals

30 Active Construction Sites

3,500+ construction jobs generated

520+ small businesses engaged
CONSTRUCTION PROGRESS

YEAR IN REVIEW
2019

CALIFORNIA

HTTPS://WWW.YOUTUBE.COM/WATCH?V=QFVQ7F_EC80&FEATURE=YOUTUBE
MOMENTUM PICKING UP IN THE FIELD
AVERAGE MONTHLY EXPENDITURES BY QUARTER

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Expenditure (in Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quarter 2 2019</td>
<td>22</td>
</tr>
<tr>
<td>Quarter 3 2019</td>
<td>32</td>
</tr>
<tr>
<td>Quarter 4 2019</td>
<td>46</td>
</tr>
</tbody>
</table>

DRAFT 2020 BUSINESS PLAN
MOMENTUM PICKING UP IN THE FIELD

WEEKLY AVERAGE WORKERS DISPATCHED

DRAFT 2020 BUSINESS PLAN
• 700 onsite construction workers per week
• Doubled rate of construction in the Central Valley
• NEPA assignment approved by FRA
• Preferred Alternatives identified for entire Phase 1 system
• Issued first Record of Decision in five years (Shafter to Bakersfield)
• Initiated procurement of track and systems with issuance of Request for Proposals
WHERE WE ARE IN 2020

• 350 miles of electrified high-speed rail on the way to or under construction
  » 171 miles between Merced and Bakersfield
  » 51 miles of the Caltrain Corridor being electrified
  » 130 miles connecting Las Vegas to Southern California

• Remainder of Phase 1 (San Francisco to Los Angeles/Anaheim) environmental clearance underway
  » 5 Draft EIR/EIS documents planned in 2020
LOOKING AHEAD TO 2022

• 350 miles of high-speed rail under construction
  » First high-speed trains under development

• Full Phase 1 environmental clearance complete
  » Advancing strategic investments
  » Pursuing additional funding
WHY EXTEND TO BAKERSFIELD AND MERCED
171-MILE INTERIM SERVICE

• **Best value**
  » Expands train service
  » Reduces travel time
  » Increases ridership with lowered state operating costs

• **It’s affordable**
  » Cost of $20.4 billion is within the $20.6 billion and $23.4 billion range budget

• **It connects three of the fastest growing counties of the state**
  » Merced, Fresno and Bakersfield

• **It provides for interim connection**
  » North into Bay Area and Sacramento via the San Joaquin and ACE service
  » South into LA Basin via bus connection
COSTS AND FUNDING

• Proposing to use funds available through 2030 to deliver initial line between Merced and Bakersfield

• Cost estimates still within ranges from the 2018 Business Plan

• Projected $20.6 to $23.4 billion in total funding available through 2030, based on Cap-and-Trade estimates
HIGH-SPEED RAIL CORRIDOR DEVELOPMENT ACT OF 2020

• Proposed legislation by Rep. Jim Costa:
  » Authorize $32 billion through 2024 of federal funding to projects in designated high-speed rail corridors
    » Reauthorize the High-Speed Rail Corridor Development Program
    » Build upon the Passenger Rail Investment and Improvement Act of 2008 and the American Recovery and Reinvestment Act
    » Award grants to fund projects from the state rail plan
  » Provide funding to complete construction of the full Phase I high-speed rail system from San Francisco to Los Angeles
HIGH-SPEED RAIL IN NORTHERN CALIFORNIA IN 2020

PROJECT DEVELOPMENT STAGES

Planning

Environmental

Pre-Construction

Construction

Operations

- Diridon Integrated Station Concept
- San Francisco to Merced Corridor
- Downtown Extension (DTX)
- Caltrain Electrification
- Salesforce Transit Center
LOOKING AHEAD IN NORTHERN CALIFORNIA
NEXT STEPS AFTER ENVIRONMENTAL CLEARANCE

Completion of Environmental Clearance

Strategic Right-of-Way Acquisitions

Third-Party Agreements

Preliminary Engineering for Procurement

Closure of Funding Gap
HOW TO COMMENT ON THE DRAFT 2020 BUSINESS PLAN

• 60-day public comment period: February 12 through April 12
• Online at: www.hsr.ca.gov/about/business_plans/business_plan_2020_comment_form.aspx
• By phone: 916-384-9516
• By email: DraftBP2020@hsr.ca.gov
• By mail:
  » California High-Speed Rail Authority
  » Attn: Draft 2020 Business Plan
  » 770 L Street, Suite 620, MS-1
  » Sacramento, CA 95814
• In Person:
  » Authority Board Meetings:
    • February 18, Sacramento, California Department of Food and Agriculture Headquarters
    • March 17, Los Angeles, LA Metro Headquarters
• Board Adoption of Draft Business Plan
  • April 21, Fresno, Location TBD
PREPARE FOR THE DRAFT EIR/EIS
WHAT IS THE PURPOSE OF THE EIR/EIS?

• Program EIR/EIS selected Bay Area to Central Valley corridor in 2008-2012

• Project Section EIR/EIS:
  » Includes the analysis of alternatives (based on preliminary design), associated impacts, and proposed mitigations (measures to reduce significant effects)
  » Intended to inform the public and agencies of potential consequences and the approach to mitigating consequences

• Final EIR/EIS enables the Authority to approve the project and proceed to final design and construction

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019 and executed by the Federal Railroad Administration and the State of California.
## CEQA VS. NEPA

<table>
<thead>
<tr>
<th>CEQA = California Environmental Quality Act</th>
<th>NEPA = National Environmental Policy Act</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local or state agency involvement (approval, funding, and/or permits)</td>
<td>Federal action involved (approval, funding, and/or permits)</td>
</tr>
<tr>
<td>Environmental Impact Report (EIR)</td>
<td>Environmental Impact Statement (EIS)</td>
</tr>
<tr>
<td>Physical environmental <strong>impacts</strong>: does not include economic or social effects</td>
<td>Environmental and socioeconomic <strong>effects</strong></td>
</tr>
<tr>
<td>Mitigation measures, if feasible, must be adopted for significant adverse impacts</td>
<td>Mitigation measures must be considered but do not have to be adopted</td>
</tr>
<tr>
<td>Identifies significant impacts on impact-by-impact basis</td>
<td>Significant impact only considered on the basis of the entire project, not on an effect-by-effect basis</td>
</tr>
</tbody>
</table>

**Unique Federal Requirements**
- Environmental Justice
- Section 4(f)/6(f) evaluation re: park/open space and cultural resources
DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT

- Notice of Preparation
- Development & Evaluation of Alternatives
- Identification of Preferred Alternative
- Public Review of Draft EIR/EIS
- Cooperating & Responsible Agency Review
- Respond to Comments and Prepare Final EIR/EIS
- Cooperating & Responsible Agency Review
- Public Review of Final EIR/EIS
- Prepare Draft EIR/EIS
- Authority Certifies Final EIR/EIS and Issues ROD

PREPARE FOR THE DRAFT EIR/EIS
WHAT’S IN THE DRAFT EIR/EIS?

TABLE OF CONTENTS

• **Volume I: Executive Summary & Report/Statement**
  » Executive Summary
  » Chapter 1: Project Purpose, Need, and Objectives
  » Chapter 2: Alternatives
  » Chapter 3: Affected Environment, Environmental Consequences, and Mitigation Measures
  » Chapter 4: Section 4(f)/6(f) Evaluation
  » Chapter 5: Environmental Justice
  » Chapter 6: Project Costs and Operations
  » Chapter 7: Other CEQA/NEPA Considerations
  » Chapter 8: Preferred Alternative
  » Chapter 9: Public and Agency Involvement
  » Supporting other Chapters

• **Volume II: Technical Appendices**
  » Detailed data supporting environmental analysis

• **Volume III: Preliminary Design**
  » Preliminary engineering design plans

PREPARE FOR THE DRAFT EIR/EIS
WHAT SUBJECTS ARE REVIEWED IN THE DRAFT EIR/EIS?
VOLUME I, CHAPTER 3-6 TOPICS

• Aesthetics & Visual Quality
• Air Quality & Greenhouse Gases
• Biological & Aquatic Resources
• Capital & Operating Costs
• Cultural Resources
• Cumulative Impacts
• Design Variants to Optimize Speeds
• Electromagnetic Fields & Electromagnetic Interference
• Environmental Justice
• Geology, Soils, Seismicity & Paleontological Resources
• Hazardous Materials & Waste
• Hydrology & Water Resources
• Noise & Vibration
• Parks, Recreation & Open Space
• Public Utilities & Energy
• Regional Growth
• Safety & Security
• Section 4(f)/6(f) Evaluation
• Socioeconomics & Communities
• Station Planning, Land Use & Development
• Transportation
WHAT’S IN THE DRAFT EIR/EIS?

SECTION OUTLINE

• Section 3.X: Individual Resource Section
  » 3.X.1 Introduction
  » 3.X.2 Laws, Regulations, and Orders
  » 3.X.3 Consistency with Plans and Laws
  » 3.X.4 Methods for Evaluating Impacts
  » 3.X.5 Affected Environment
  » 3.X.6 Environmental Consequences
  » 3.X.7 Mitigation Measures
  » 3.X.8 Impact Summary for NEPA Comparison of Alternatives
  » 3.X.9 CEQA Significance Conclusions
HOW TO ACCESS THE DOCUMENT

• Printed copies will be available for review during regular business hours:
  » CHSRA Northern California Regional Office: 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113
  » CHSRA Headquarters: 770 L Street, Suite 620, Sacramento, CA 95814

• The Draft EIR/EIS will be available on the Authority website (hsr.ca.gov) to view or download. Electronic copies of the Draft EIR/EIS and technical reports are available upon request.

• Copies will also be available at these locations:
  » Atherton Library
  » Belmont Library
  » Brisbane Library
  » Burlingame Main Library
  » Dr. Martin Luther King, Jr. Library (San Jose)
  » Fair Oaks Library (Redwood City)
  » Menlo Park Library
  » Millbrae Library
  » Mountain View Library
  » Palo Alto Downtown Library
  » Redwood City Downtown Library
  » San Bruno Library
  » San Carlos Library
  » San Francisco Main Library
  » San Mateo Main Library
  » Santa Clara Library, Central Park Branch
  » South San Francisco Main Library
  » Sunnyvale Library
NAVIGATING THE DRAFT EIR/EIS

• How do I find information about impacts to my community?
  » Throughout Volume I, Chapter 3 of the document
  » Impact analysis usually disclosed by the following project subsections:
    • San Francisco to South San Francisco
    • San Bruno to San Mateo
    • San Mateo to Palo Alto
    • Mountain View to Santa Clara
    • San Jose Diridon Approach
• Where do I find maps of the alternatives?
  » Volume I, Chapter 2, Alternatives – General Maps
  » Volume II, Appendix 3.01-A – Maps of Affected Properties
  » Volume III – Preliminary Engineering Design Plans
How to Find a Property in Volume III

The Key Maps

The Key Maps are used to identify specific drawings among the many. Key Maps for both projects are included in the Volume III General Information Book on the second page following the index.

To find a property adjacent to a single-rail road alignment alternative:

1. Check the Key Maps

The Key Maps illustrate the alignment positions for all of the single-rail engineering drawings. The Key Maps are drawn in overlay separations and depict the full project alignment.

2. Look at the City and Cross Streets

On the Key Maps, the cross streets and cross streets in other locations to help identify the project area that you need to review.

3. Find the Drawing Number

Find the drawing number on the Key Map that you need to review, then access the drawing online through the Key Map.

4. Locate the Book Number

The Key Maps indicate the page number where the drawing is located.

5. Go to the Engineering Drawing

Find the specific engineering drawing on its own page.

The Index


How to Use the Maps

The Key Maps illustrate the relationship of the project alignment to the surrounding area. The Key Maps also show the alignment of the project in relation to existing roads and utilities. The Key Maps also indicate the presence of wetlands, riparian areas, and other sensitive areas.

How to Use the Index

The index is a list of all the drawings included in the book. Each entry in the index includes the book number, the page number, and a brief description of the drawing.

The index is included at the beginning of each section in the book.

How to Use the Table of Contents

The table of contents includes a list of all the drawings included in the book. Each entry in the table of contents includes the book number, the page number, and a brief description of the drawing.

How to Use the Glossary

The glossary defines technical terms used in the drawings.

How to Use the Acknowledgments

The acknowledgments list the people and organizations who contributed to the project.

How to Use the References

The references include other documents and publications related to the project.
NAVIGATING THE DRAFT EIR/EIS

• Where do I find visual simulations of the alternatives?

» Volume I, Chapter 3, Section 3.15, Aesthetics and Visual Quality
HOW TO PROVIDE EFFECTIVE COMMENTS

- Comments will be accepted as follows:
  - Written comments will be accepted by email, mail, and submission at open houses, public hearing, and CHSRA offices
  - Verbal comments will be accepted at the public hearing
- Comments will be responded to in the Final EIR/EIS
- Include specific details about your concerns
- Numbering comments is helpful
- Submit individually or with a group
• **June 26, 2020 to August 9, 2020* 

• **By Email**
  » san.francisco_san.jose@hsr.ca.gov 

• **By Mail**
  » Attn: San Francisco to San Jose Project Section: Draft EIR/EIS, 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113 

• **In Person**
  » Open Houses in San Francisco, Redwood City, and Santa Clara – Written comments or comment cards only 
  » Public Hearing in San Francisco – Verbal comments, written comments, or comment cards 
  » Northern California Regional Office (9 am – 4 pm) – Written comments only 

*Dates are tentative and subject to change.*
OUTREACH UPDATE
CWG SURVEY RESPONSES

- 27 respondents
- 39% response rate
- Average of 6.7 minutes
• **Community Meeting Preferences**
  » Format
  • In-person Q&A panel at a local community meeting
  • Public online Q&A webinar
  • Small, informal gathering in my community
  » Weekday evenings

• **CWG Meetings**
  » Interest in CWG Q&A webinar during 45-day comment period

• **Open Houses**
  » Prefer open houses in San Francisco and Redwood City
TOPICS OF INTEREST

NEPA and CEQA
Phased implementation
Economic benefits of high-speed rail
2019 Sustainability Report
2020 Business Plan
Blended system operations
Noise and vibration analysis
Project elements: Other
Project elements: Tunnels
Project elements: High-speed rail stations
Maintenance facilities
What is it like to ride high-speed rail
How to navigate the Draft EIR/EIS

OUTREACH UPDATE
SUGGESTIONS FOR VISUALIZATIONS

San-Francisco
- LA-Union-Station
- Central-Valley-in-bloom
- passengers-boarding
- Bellarmine-College-Prep

Redwood-City
- train-interior
- noise-reduction

Palo-Alto
- Santa-Clara
- wind-noise
- Baylands

Salesforce-Transit-Center
- passenger-car-accessibility
- Broadway-crossing

Millbrae-Station
- College-Park-Station
- stations

Brisbane-LMF
- blended-operations

Diridon-Station
- Caltrain-stations
- passing-tracks
- smaller-communities
- use-money-on-infrastructure
- Save-money-no-visualizations
- Interaction-with-freight
- Interaction-with-Caltrain

San-Jose
- horn-audio
- wind-effect
- at-grade-crossing
- maintenance-facility

OUTREACH UPDATE

39
SAN FRANCISCO TO SAN JOSE OUTREACH

Environmental Milestones
- 2020: June - Draft EIR/EIS, August - Close of 45-day Public Comment Period
- 2021: Summer - Final EIR/EIS & Project Approval

Open Houses & Public Hearing
- 2020: July/August

CWG Meetings
- 2020: March
- 2021: July/August, Fall

Ongoing Community Outreach

OUTREACH UPDATE
DRAFT EIR/EIS OPEN HOUSES, PUBLIC HEARING & OFFICE HOURS

TENTATIVE DATES

Open Houses
• Redwood City
  » Thursday, July 9, 2020
  » 4 – 7 pm
  » Redwood City Library
• Santa Clara
  » Wednesday, July 15, 2020
  » 4 – 7 pm
  » Wilcox High School
• San Francisco
  » Monday, July 20, 2020
  » 4 – 7 pm
  » Bay Area Metro Center

Public Hearing
• San Francisco
  » Monday, August 3, 2020
  » 3 – 8 pm
  » Bay Area Metro Center

Staff Office Hours
• Northern CA Regional Office
  » Monday, July 13, 2020, 11 am – 2 pm
  » Wednesday, July 22, 2020, 11 am – 2 pm
  » Wednesday, July 29, 2020, 11 am – 2 pm
PUBLIC COMMENT
PUBLIC COMMENT PERIOD GUIDELINES

• Public comment is intended for the CWG members and staff to hear from the public
• Comments will be captured in meeting summaries
• 2-minute time limit
• Please be respectful and follow CWG meeting guidelines
• To be added to the queue:
  » “Raise your hand” in the webinar, or
  » Send a message via webinar chat
• Written comments may be submitted via webinar chat or via email after the webinar
  » san.francisco_san.jose@hsr.ca.gov