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<tr>
<th>Introduction from the Regional Director</th>
<th>Rationale for Preferred Alternative</th>
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<td>Introductions</td>
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RATIONALE FOR PREFERRED ALTERNATIVE

Rebecca Kohlstrand, Northern California Director of Projects
SAN FRANCISCO TO SAN JOSE ENVIRONMENTAL PROCESS & IDENTIFYING A PREFERRED ALTERNATIVE

### Environmental Milestones

- **2009-2017**
- **2018**
  - Summer/Fall 2018
    - Project Definition
- **2019**
  - September 2019
    - Preferred Alternative
  - March 2020
    - Draft EIR/S (45-day comment period)
- **2020-2021**
  - March 2021
    - Final EIR/S & ROD

### Regulatory Checkpoints

- **May 2016**
  - A
    - Purpose & Need
- **March 2019**
  - B
    - Alternatives A & B
    - Range of EIS Reasonable Alternatives
- **October 2019**
  - C
    - Identification of Preliminary LEDPA
    - Draft Compensatory Mitigation Plan
    - 408 Determination

### Community Outreach

- Introductions
- Preferred Alternative
- Early Train Operator
- Outreach Update
SAN JOSE TO MERCED ENVIRONMENTAL PROCESS & IDENTIFYING A PREFERRED ALTERNATIVE

Environmental Milestones

- **2009-2017**: Summer/Fall 2018
  - Project Definition

- **2018**: September 2019
  - Preferred Alternative

- **2019**: December 2019
  - Draft EIR/S (45-day comment period)

- **2020**: November 2020
  - Final EIR/S & ROD

Regulatory Checkpoints

- **A**: Purpose & Need
- **B**: Alternatives 1-3
  - Range of EIR/S Reasonable Alternatives
- **B**: Alternatives 1-4
  - Range of EIR/S Reasonable Alternatives
- **C**: Identification of Preliminary LEDPA
  - Draft Compensatory Mitigation Plan
  - 408 Determination

Community Outreach

Introductions

- Preferred Alternative
- Early Train Operator
- Outreach Update
EVALUATION CRITERIA

STEP ONE
- Prop 1A & HSR Business Plan
- HSR Purpose & Need
- HSR Design Criteria
- Feasibility

STEP TWO
- Federal & State Regulations
- Practicability
- Environmental Differentiators

STEP THREE
- Stakeholder Input on Staff Recommended PA

Range of Alternatives
Evaluation of Alternatives
Board Identification of the Preferred Alternative
PROPOSITION 1A
& HSR BUSINESS PLAN

Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century Key Design Features:

- Identifies HSR station cities
- Identifies travel time between key city pairs (e.g. San Francisco to Los Angeles)
- >200 MPH with <5 minute headways
- Following existing transportation or utility corridors and preserving wildlife movement, where feasible
- Access to other modes of transit and minimize sprawl
- Financially viable
### PURPOSE & NEED

- Service to more than 90% of the population of California
- Capable of operating at speeds of up to 220 mph
- Consistent with Proposition 1A
HSR DESIGN CRITERIA

Must meet HSR design standards:

- Speed
- Performance
- Comfort
- Safety
- Operations
- Maintenance
FEASIBILITY

Constructible
- Construction access and work windows
- Proven construction methods
- Minimize construction impacts

Affordable
- Cost effective
- Meet Business Plan funding constraints
- Good steward of public funds

Maintainable
- Cost effective
- Durable (100 year service life)
PREFERRED ALTERNATIVE CRITERIA

System Performance, Operations, & Costs
- Alignment length
- Proximity to transit corridors
- Locational effects
- Speed and travel time
- Capital Costs
- O&M Costs

Preferred Alternative Criteria

Environmental Factors
- Analysis will determine which factors are differentiators
- Parks and Recreation Areas
- Historical Sites
- Wetlands
- Environmental Justice

Community Factors
- Acres affected
- Commercial properties
- Residential units
- Schools
- Additional factors identified by communities
KEY FEDERAL AND STATE ENVIRONMENTAL REGULATIONS

**Federal Regulations**
- Federal Clean Water Act (Sections 401, 402, 404, and 408) – Water quality, Wetlands and Waters of the U.S.; federal flood control projects
- Rivers and Harbors Act (Section 10) –Navigable waters
- U.S. Department of Transportation Act (Section 4(f)) – Publicly-funded Recreational Facilities, Wildlife Refuges, Listed Historic Resources
- National Historic Preservation Act (Section 106) – Cultural Resources
- Civil Rights Act (Title VI) – Environmental Justice
- Federal Endangered Species Act (Section 7) – Biological Resources
- National Environmental Policy Act – Environmental review of federal actions

**State Regulations**
- California Environmental Quality Act – Environmental review of state actions
- California Endangered Species Act (Section 2081) – Rare, Threatened, and Endangered Species
- California Fish and Game Code (various sections) – Biological Resources
- Streambed Alteration (Section 1600 et seq.) – Lake and Streambed Alteration
- Porter-Cologne Water Quality Control Act – Waters of the state; water quality
- San Francisco Bay Conservation and Development Commission (McAteer-Petris Act) – San Francisco Bay resources, Shoreline Uses, and Public Access
POTENTIAL ENVIRONMENTAL FACTORS

- Aesthetics and Visual Quality
- Agricultural Farmland
- Air Quality and Global Climate Change
- Archaeological Resources
- Biological Resources
- Cultural and Historic Resources
- Electromagnetic Fields and Electromagnetic Interference
- Environmental Justice
- Geology, Soils, Seismicity, and Paleontological Resources
- Hazardous Materials and Waste
- Hydrology and Water Resources
- Noise and Vibration
- Parks, Recreation, and Open Space
- Public Utilities and Energy
- Regional Growth
- Safety and Security
- Socioeconomics and Communities
- Station Planning, Land Use, and Development
- Transportation
- Wetlands and Aquatic Resources
Introductions
Preferred Alternative
Early Train Operator
Outreach Update
PUBLIC INPUT ON PREFERRED ALTERNATIVE

STEP ONE
Range of Alternatives

STEP TWO
Evaluation of Alternatives

STEP THREE
Authority collects stakeholder input on Preferred Alternative

Board Identification of the Preferred Alternative

Introductions Preferred Alternative Early Train Operator Outreach Update Public Comment
EARLY TRAIN OPERATOR

Jorge Rios and Hayden West, Early Train Operator
Our Vision

We want that people can’t imagine life without rail

Source: Deutsche Bahn AG / Kai Michael Heckel
EARLY TRAIN OPERATOR (ETO)
Deutsche Bahn

DB Engineering & Consulting USA Inc. | Early Train Operator California High-Speed Rail | 02.19.2019
Agenda

01 DB Group
02 ETO Goals
03 Team
04 Business Transfer Approach
05 Phases and Processes
06 California High-Speed Rail
07 Transit Oriented Development
DB Group is one of the largest rail operators in the world

- **20,800** Miles rail network
- **8,500** "Call a Bike" make us Germany's largest bicycle rental company
- **5,700** train stations
- **25,000** DB passenger trains per day in Germany
- **2.7 billion** passengers per year in trains and buses
DB’s Value Chain
We are covering the entire value chain in the railway business

Our railway customer
Feasibility & Finance → Design
Build → Construction
Testing & Commissioning
Operate → Maintain
ETO Goals
Goals

ETO Goals

Source: Deutsche Bahn AG / Bartosz Miarczak

SYSTEM READINESS
OPERATIONAL READINESS
SUSTAINABLE OPERATIONS
Business Partners

- ACI: Operating high-speed rail networks
- HDR: California engineering bench strength and expertise

Small Business Partners

- Pendergrast Consulting Group
- FMG
- BG Transportation Group, LLC
- SOAR
- sagent
- ACUMEN
- RVBA
- KL BARTLETT
Business Transfer Approach
**Business Transfer Approach**

CHSR/ETO Business Transition from Project Delivery to Operations

1. **System Delivery:** Advise, support and influence all phases of the Rail System
2. **Operational Readiness:** Develop all Deliverables required for Revenue Service
3. **Revenue Operation:** Franchise Agreement negotiations
Phases and Processes
Phases and Processes

Phase 1 and 2

**Phase 1**
- Consulting

**Phase 2**
- Franchise Agreement
- Operation Phase

### General Consulting Services & Key Deliverables

#### Phase 1 Consulting
- System & Operational Readiness
  - Performance specificat.
  - Service integration
  - Planning & Forecasting
- Maint. Plan
- Operations Plan
- Alignment with Authority

#### Phase 2 Franchise Agreement
- Mobilization & Training
- Small Business participation
- Performance specifications
- Safety, Marketing & Passenger info
- T&C for Systems, Track & Vehicles
- 2nd Phase Financial plan
- FRA Certification

---

**Pre-Operation**

**Initial Operation**
Phases and Processes

Implementation and Validation Process of Phase 1 and 2

- Ridership and Revenue Forecasting Review
- Railway Operations Concept
- Requirements Specification
- Draft of O&M Plan
- Cost and Revenue Estimate
- Business Plan Analysis

Implementation Process of the ETO Phase 2

Pre-Operations
- Franchise Agreement Negotiation
- Mobilization and End state plans
- Infrastructure and Rolling stock T&C System Readiness
- Handover to TOC & Trial Operations Operational Readiness

Ramp-Up
- Start of Revenue service Operations

Stable Operations
California High-Speed Rail
STATE CONNECTIVITY – ACCESS TO OPPORTUNITIES

Source: Deutsche Bahn AG / Bartłomiej Banaszak
State Connectivity, Economic Development and Access to Opportunities (DB – Reference Case)
State Connectivity, Economic Development and Access to Opportunities (DB – Reference Case)
Transit Oriented Development (TOD)
Station Design
Walkability/ Accessibility
Transit Oriented Development
Features of a modern train station
Scales of Influence

Each of the different scales must be analyzed for each specific location working from the scale of the region down to the scale of the street.
Integration of Communities with High-Speed Rail

(DB Reference Case - economic growth of the town Montabaur in Germany)

- **13.8 Mio €**: CAPEX station
- **2,500 pax/d**: car parking spaces
- **205 Mio €**: created jobs
- **2,200 companies on site**: private investment
- **80 companies on site**: Montabaur

Source: Stadt Montabaur
OUTREACH UPDATE

Morgan Galli, Interim Northern California Regional Stakeholder Manager
SAN FRANCISCO TO SAN JOSE
COMMUNITY OUTREACH

Next Steps

- In-language meetings and materials
  - North Fair Oaks (Spanish)
- Service provider meetings and small groups
- Informational tabling and sharing at community events
SAN JOSE TO MERCED
COMMUNITY OUTREACH

Next Steps

- In-language meetings and materials
  - Gardner Neighborhood (Spanish)
  - Santa Clara County Vietnamese Community (Vietnamese)
- Service provider meetings and small groups
- Informational tabling and sharing at community events
NORTHERN CALIFORNIA OUTREACH

**Environmental Milestones**
- **2019**: September 2019 (PA), December 2019 (DEIR/S)
- **2020**: March 2020 (DEIR/S)
- **2021**: November 2020 (FEIR/S & ROD), March 2021 (FEIR/S & ROD)

**Open Houses and Public Hearing**
- **2019**: Summer (Open Houses), Winter (Open Houses & Hearing), Spring (Open Houses & Hearing)
- **2020**: Winter (Public Comment), Spring (Public Comment)
- **2021**: Winter (Public Comment), Spring (Public Comment)

**Community Working Group Meetings**
- **2019**: Winter, Spring, Summer
- **2020**: Winter, Spring
- **2021**: Winter, Spring

**Ongoing Outreach**

PA = Preferred Alternative
DEIR/S = Draft Environmental Impact Report/Statement
FEIR/S & ROD = Final Environmental Impact Report/Statement & Record of Decision

**Projects**
- San Francisco to San Jose Project Section
- San Jose to Central Valley Wye Project Extent

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Statewide  NorCal Update  Community Outreach
## UPCOMING WORKING GROUP MEETINGS

### WINTER 2019

<table>
<thead>
<tr>
<th>Meeting Location</th>
<th>Date/Time</th>
<th>Location</th>
<th>City</th>
</tr>
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<tbody>
<tr>
<td>San Jose CWG</td>
<td>February 21, 6:00 to 8:30 p.m.</td>
<td>Edenvale Branch Library</td>
<td>San Jose, CA</td>
</tr>
<tr>
<td>Morgan Hill-Gilroy CWG</td>
<td>March 5, 6:00 to 8:00 p.m.</td>
<td>Morgan Hill Community &amp; Cultural Center</td>
<td>Morgan Hill, CA</td>
</tr>
<tr>
<td>San Mateo County CWG</td>
<td>March 12, 2019, 6:00 to 8:00 p.m.</td>
<td>Millbrae Community Center</td>
<td>Millbrae, CA</td>
</tr>
<tr>
<td>South Peninsula CWG</td>
<td>March 14, 2019, 6:00 to 8:00 p.m.</td>
<td>Sunnyvale Community Center</td>
<td>Sunnyvale, CA</td>
</tr>
<tr>
<td>San Francisco CWG</td>
<td>March 18, 2019, 6:00 to 8:00 p.m.</td>
<td>Bay Area Metro Center</td>
<td>San Francisco, CA</td>
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SAN FRANCISCO TO SAN JOSE FLYOVER VIDEO
SAN JOSE TO MERCED FLYOVER VIDEO
THANK YOU & HOW TO STAY INVOLVED

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EMAIL san.francisco_san.jose@hsr.ca.gov

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California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113

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youtube.com/user/CAHighSpeedRail