NORTHERN CALIFORNIA REGION

Local Policy Maker Group
October 24, 2019
San Carlos, CA
NORTHERN CALIFORNIA UPDATE: PREFERRED ALTERNATIVES
The Authority Board concurred with staff’s recommendations to identify Alternative A and Alternative 4 as the Preferred Alternatives for the Northern California project sections.

- Identifying the PA does not constitute the adoption or approval of a preferred alternative for final design or construction.

- All alternatives will be analyzed at an equal level of detail and described in the published Draft EIR/EIS.
Environmental documents will include the entire project section from San Francisco to Alma St., San Jose.
CREATING OPPORTUNITIES FOR NORTHERN CALIFORNIA

Mayor San Liccardo | San Jose

BOARD ADOPTS PREFERRED ALTERNATIVES
SAN JOSE HIGH-SPEED RAIL BOARD MEETING - SEPTEMBER 17, 2019

https://www.youtube.com/watch?v=5_jbM8u2a_k
KEY OUTREACH THEMES
SAN FRANCISCO TO SAN JOSE PROJECT SECTION

- Passing tracks
  » Support for fewer displacements with Alternative A
  » Accommodate future Caltrain services planning
  » Construction costs lower now than in future
- Brisbane Light Maintenance Facility (LMF)
  » Concerns from City of Brisbane and Brisbane Baylands developer about LMF impacts on proposed development
  » Interest in workforce development opportunities with the LMF and system construction
- Coordination with Caltrain Business Plan service vision planning and other concurrent projects (e.g., Downtown Extension in SF)
- Interest in grade separations to reduce noise, traffic, and safety concerns
KEY OUTREACH THEMES
SAN JOSE TO MERCED PROJECT SECTION

• Support for Valley-to-Valley & Phase 1 service
• Desire for downtown Gilroy High-Speed Rail station to support intermodal transit connections
• Desire for a station in the Los Banos area
• Support minimized residential and commercial displacements
• Desire for grade separations based on concerns regarding safety, traffic, noise, and emergency vehicle response time
• Community cohesion across rail corridor
• Noise effects and mitigations in Draft EIR/EIS
• Interface with historic and cultural resources
2020/2021 LOOKAHEAD

<table>
<thead>
<tr>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<tbody>
<tr>
<td><strong>2020 Business Plan</strong></td>
<td>February</td>
<td>April</td>
</tr>
<tr>
<td></td>
<td>Draft</td>
<td>Final</td>
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**Environmental Milestones**
- **September**
  - Preferred Alternative
- **Spring**
  - Draft EIR/S
- **Spring & Summer**
  - Final EIR/S & ROD

**Open Houses and Public Hearing**
- **Summer**
  - Open Houses
- **Spring**
  - Open Houses & Hearing
- **Spring & Summer**
  - Public Comment

**Community Working Group Meetings**
- **Spring Summer Fall**
- **Spring**

**Ongoing Outreach**

EIR/S = Environmental Impact Report/Statement
ROD = Record of Decision

SF-SJ
SJ-M
2019 SUSTAINABILITY REPORT
A TOP-RANKED PROGRAM
CALIFORNIA HIGH-SPEED RAIL

GRESB 2019

5-Star Project
GRESB Infrastructure Assessment
CREATING OPPORTUNITIES FOR CALIFORNIA
CALIFORNIA HIGH-SPEED RAIL

512 Small Business Participants
3,074 Construction Workers Dispatched
53 Disabled Veteran Business Enterprises (DVBE)
402 Disadvantaged Workers Dispatched
167 Disadvantaged Business Enterprises (DBE)
54% Expenditures in Disadvantaged Communities
97% Investment in California Firms/Workers
129 Small Businesses Located in Disadvantaged Communities
99.89% Local Procurement (U.S.-based businesses)
2018 criteria air pollutants emitted and avoided
Typical California fleet vs. high-speed rail construction fleet

<table>
<thead>
<tr>
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<th>TYPICAL FLEET</th>
<th>HSR FLEET</th>
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<tbody>
<tr>
<td><strong>NOx</strong>&lt;br&gt;Nitrogen Oxide</td>
<td>59,522 lbs.</td>
<td>27,190 lbs.</td>
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<tr>
<td><strong>ROG</strong>&lt;br&gt;Reactive Organic Gas</td>
<td>5,539 lbs.</td>
<td>2,318 lbs.</td>
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<tr>
<td><strong>PM</strong>&lt;br&gt;Particulate Matter</td>
<td>3,442 lbs.</td>
<td>1,964 lbs.</td>
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<tr>
<td><strong>BC</strong>&lt;br&gt;Black Carbon</td>
<td>2,650 lbs.</td>
<td>1,513 lbs.</td>
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Offsetting construction air quality emissions through Voluntary Emissions Reductions Agreement (VERA)
CONSTRUCTION RECYCLING – 2018
CALIFORNIA HIGH-SPEED RAIL

Material Quantity (in tons)

- 10,301 Recycled/Reused Concrete
- 691 Recycled/Reused Asphalt
- 716 Recycled Mixed Metals
- 714 Recycled Wood
- 6,044 Recycled Organics
- 2,936 Mixed Recycling
- 2,948 Mixed Landfill

21,400 Tons Recycled
Nearly 1,000 trees planted in Northern California & Over 6,000 trees to be planted statewide
Habitat and agricultural land preservation

- 2,680 acres Habitat Preserved and Restored
- 1,200 acres Agricultural Land Protected
- 273 acres Agricultural Land Secured
ALL ELECTRIC TRAINS
CALIFORNIA HIGH-SPEED RAIL

Clean, electric trains, running on renewable energy
An end-to-end journey solution