

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

REVISED/SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT FAQ

The California High-Speed Rail Authority (Authority) is issuing a Revised/Supplemental Draft Environmental Impact Report/Environmental Impact Statement ("recirculated document") for the San Francisco to San Jose Project Section.

The recirculated document released on **July 23, 2021**, and is available for public comment from **July 23 to September 8, 2021**. Instructions on how to provide comments are available at the end of this document.

Additional information is available at [MeetHSRNorCal.org](https://www.meethsrnorcal.org)

To contact the Authority with questions please email san.francisco_san.jose@hsr.ca.gov or call **1-800-435-8670**.



Southbound Caltrain platform at Millbrae Station

Millbrae-SFO Station will be one of four high-speed rail stations in Northern California that will link the San Francisco Bay Area to the Central Valley and Southern California. Millbrae-SFO Station is the major regional transit hub serving San Mateo County with a direct BART connection to San Francisco International Airport (SFO).

Integrating high-speed rail service at Millbrae-SFO Station with Caltrain and BART service will greatly expand opportunities for intercity and interregional travel for residents and businesses in Millbrae, San Mateo County, the Bay Area, and the rest of the state. This station will provide important contributions toward statewide sustainability and greenhouse gas emission reduction goals.

This document provides answers to Frequently Asked Questions (FAQ) about the San Francisco to San Jose Project Section and Millbrae-SFO station.

The San Francisco to San Jose Project Section

What is the blended system?

In 2012, the Authority reached a landmark agreement with Caltrain and regional partners to develop a blended system between San Francisco and San Jose where both Caltrain and high-speed rail trains would share the existing corridor and tracks. This agreement and the blended system were codified in state law through Senate Bill (SB) 1029 (2012) and SB 557 (2013). As part of the agreement, Caltrain is electrifying the corridor with funding from the Authority. The electrification project has been in construction since 2017. This will allow high-speed trains to use the same tracks and infrastructure as Caltrain and operate an

integrated timetable for both services. The blended service will operate largely within the existing Caltrain right-of-way between San Jose Diridon Station and 4th & King Street Station in San Francisco, which is a temporary terminus until the Downtown Extension (DTX) project is complete and brings high-speed trains into Salesforce Transit Center.

Through the environmental review process for the San Francisco to San Jose Project Section, the Authority is identifying the additional infrastructure needed to add high-speed rail operations to the existing Caltrain corridor and is studying two alternatives for that infrastructure.

Are there still two alternatives for the high-speed rail line?

Yes. Two alternatives – Alternative A and Alternative B – along with a no-build option, are evaluated in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) that was released last summer (2020). Key features of these alternatives were developed, defined, and refined over the last decade through extensive local community and agency involvement, stakeholder meetings, and public input.

Alternative A was identified as the Preferred Alternative by the Authority's Board of Directors in 2019. It includes a Light Maintenance Facility (LMF) east of the Caltrain corridor in Brisbane, no additional passing tracks, and an at-grade approach to Diridon Station. Alternative B includes an LMF west of the Caltrain corridor, adds six miles of additional passing tracks between San Mateo and Redwood City, and provides options for a viaduct approach to Diridon Station.

The proposed Millbrae-SFO Station Design in the Draft EIR/EIS is the same for both alternatives. The Reduced Site Plan (RSP) Design Variant, that is included in the recirculated document, creates a new design for the station and can be applied to either alternative.

Has a high-speed rail station always been planned in Millbrae?

Yes, a station in Millbrae has been envisioned since the earliest stages of planning for the statewide high-speed rail system. The existing station is an important link for San Mateo County residents, visitors, and employees to access regional transit services and SFO. The station provides intermodal connections to Caltrain, BART, San Mateo County Transit District (SamTrans) buses, and private buses/shuttles.

With the addition of high-speed rail service, the Millbrae-SFO Station will be one of the critical connections in both the regional and statewide rail network.



Millbrae-SFO Station will be one of four high-speed rail stations in the San Francisco Bay Area

Millbrae-SFO Station Planning

What modifications will be needed for the blended system in the proposed Millbrae-SFO Station Design?

Although Caltrain and high-speed rail will operate within a shared corridor, there are only certain locations where high-speed trains can pass Caltrain trains without waiting, one of which is planned to be at Millbrae. Caltrain service will stop at more stations and stop more frequently than high-speed rail service.

As part of the blended system, the Authority is planning to expand Millbrae-SFO Station from the existing two outboard Caltrain platforms to four shared tracks with two Caltrain platforms and a center high-speed rail platform. This design minimizes the area needed for the two rail systems at the station.

For the proposed Millbrae-SFO Station Design, new high-speed rail infrastructure would be built at the existing BART/Caltrain Station, including a new station entrance hall with ticketing and support services.

What station area changes were proposed as part of the Millbrae-SFO Station Design in the Draft EIR/EIS?

- A** Two new tracks and one new high-speed rail platform
- B** Modifications to the overhead pedestrian crossing to connect high-speed rail to Caltrain and BART
- C** The extension of California Drive to Victoria Avenue for station access
- D** Replacement parking for displaced Caltrain and BART parking
- E** New traffic signals and roadway pedestrian crossings at Chadbourne Avenue and El Camino Real
- F** A new dedicated bicycle path for westside station access

As the Authority advances toward final design of the station, the future station design team will work with the City of Millbrae, transit partners, and local stakeholders on the final configuration of the station modifications, as well as any plans for development around the station in consideration/development at that time.

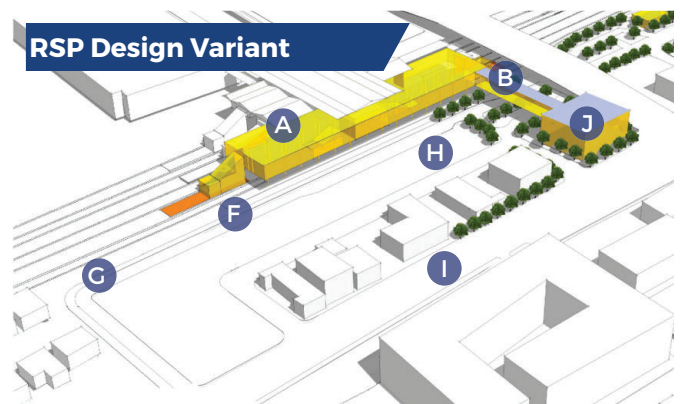
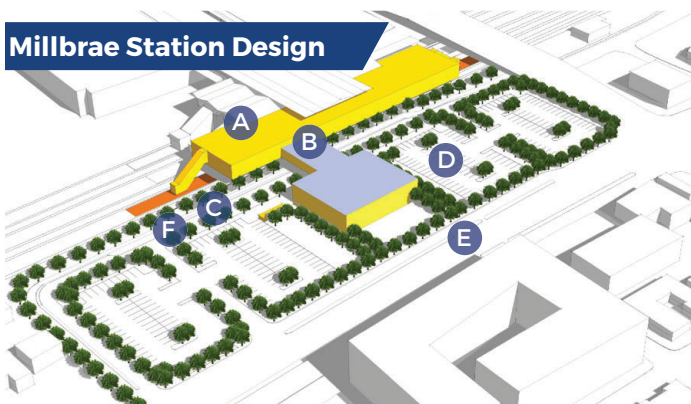
What is the Millbrae-SFO Station Reduced Site Plan Design Variant?

The Millbrae-SFO Station RSP Design Variant is described in the recirculated document and offers a different option from the Millbrae-SFO Station Design evaluated in the Draft EIR/EIS. While the RSP Design Variant uses the same track alignment and platform design as the Millbrae-SFO Station Design, the RSP Design Variant reconfigures facilities, parking, and access, reducing impacts on adjacent development.

The RSP Design Variant differs from the original Millbrae-SFO Station Design by:

- G** Assuming the California Drive extension north of Linden Avenue to Victoria Avenue will be completed by others
- H** Not replacing Caltrain and BART parking that would be displaced at/around the station and eliminating new parking facilities on the west side of the rail line
- I** Reducing lane modifications to El Camino Real
- J** Relocating the station entrance hall

The RSP Design Variant could be applied to either rail project alternative (Alternative A or Alternative B).



Why did the Authority develop the Millbrae-SFO Station RSP Design Variant?

The Authority developed the Millbrae-SFO Station RSP Design Variant in response to some of the comments received on the Draft EIR/EIS regarding the effect of the proposed design on planned/approved development. The recirculated document presents the tradeoffs and differences in potential impacts between the design for the station in the Draft EIR/EIS and the RSP Design Variant's smaller footprint.

When will the Authority determine which Millbrae-SFO Station design option to advance?

The Millbrae-SFO Station Design in the Draft EIR/EIS was identified as part of the Preferred Alternative in 2019. By including the RSP Design Variant in the EIR/EIS, the Authority Board of Directors may choose either option when they decide to approve (or not approve) the project. The Board's selection of the station design would take place when the Final EIR/EIS is published, and the Record of Decision (ROD) is up for consideration in 2022.

Has the Authority considered other alternatives for the station?

Yes, the Authority explored earlier alternatives for the design of Millbrae-SFO Station. In 2010, the Authority was planning a four-track system with dedicated (separate) tracks for high-speed rail and Caltrain service throughout the corridor from San Francisco to San Jose. One alignment option had a two-level station design with a single Caltrain track underground, three tracks on the surface (at grade), and station facilities on the west side of the existing station. With the development of the blended system and the passage of SB 1029 in 2012, the Authority's project design criteria were significantly modified (e.g., by

not requiring four tracks and grade separation of each at-grade crossing). Alignment and platform requirements were reduced and the basis for considering an underground track was eliminated.

When the preliminary engineering was restarted in 2016, the Authority's design was based on these new criteria. The two-level station was not considered for further evaluation given alignment, right-of-way, environmental, and constructability issues. The design would have required shutting down the Caltrain corridor and using bus bridges for multiple years during construction in order to build part of the station underground.

The Authority also evaluated using the space of one of BART's tracks for high-speed rail service, but this was found not to be feasible because BART requires all three tracks at the Station for their rail and maintenance facility operations. Two of BART's tracks are for regular passenger service, and the third track provides additional capacity, access, and circulation for the tail tracks used for fleet maintenance and all-day storage south of the station.

Will construction of the high-speed rail platform disrupt Caltrain or BART service?

The exact procedures for how the Millbrae-SFO Station will be constructed will be determined at a later stage of project development. At this stage of design, it can be assumed that various staging techniques may be deployed to allow full functionality of the station during construction.



Caltrain at the northbound station platform

Making Connections to Millbrae-SFO Station

Is the Authority planning for bicycle and/or pedestrian access to the station?

Yes. In alignment with the City of Millbrae's Specific Plan, the Authority has incorporated the following elements into its proposed station plan:

- Public space at the entrance to the station, accessible from El Camino Real
- Direct pedestrian connection to the station on El Camino Real
- Direct bicycle connection to the station via protected bike lanes along California Drive

What is the link between the high-speed rail system and SFO?

Passengers will be able to connect to SFO from the high-speed rail system through the BART airport connection. This will link the high-speed rail network with SFO's 57.5 million annual passengers and 46,000 employees (source: SFO 2018-19 Annual Report, 2019 Economic Impact Report). High-speed rail service will provide an effective connection to long distance air travelers and an alternative to air travel for trips within California.



Millbrae-SFO Station will offer convenient transfers between BART, Caltrain, buses, shuttles, and high-speed rail

How will a passenger transfer between high-speed rail and either BART or Caltrain? How long would it take for a passenger to transfer?

Millbrae-SFO Station will provide a direct transfer point between the BART, Caltrain, and high-speed rail systems. Passengers will be able to transfer between each transit system by way of the station concourse above the tracks.

While the Authority has not yet completed specific travel distance studies, conservative estimates project that it would take approximately five minutes (depending on one's walking speed and how busy the station is) to travel halfway down one platform and cross to a different platform (typically about 1,000 feet). This, in addition to the approximately four-minute travel time between Millbrae-SFO Station and the airport via the existing BART connection, will allow passengers to connect to air travel at SFO.

Additionally, the State Rail Plan (dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan) and the California Integrated Travel Project (dot.ca.gov/cal-itp) are working to optimize arrival times and departures across various train and bus systems statewide. This would reduce transfer times and promote accessibility to other transit operators.



Transit-oriented development under construction, east of Millbrae-SFO Station

Development Opportunities

How do the Authority's plans for Millbrae-SFO Station interact with the City's plans for development on both sides of the station?

The Authority's preliminary plans show modifications to Millbrae-SFO Station are needed for blended service at the station: expanded track, platform, station, and multi-modal access facilities.

On the east side of the station, these modifications do not conflict with the development that is under construction there.

However, on the west side of the station, the high-speed rail facilities for both the Millbrae-SFO Station Design and the RSP Design Variant conflict with the design of the approved Serra Station Development.

How to Comment

Deadline to Submit Comments:
September 8, 2021

The Authority is asking that reviewers limit the scope of their comments only to the **new information** within the Revised/Supplemental Draft EIR/EIS.

- **Email:** san.francisco_san.jose@hsr.ca.gov; subject line "Revised/Supplemental Draft EIR/EIS Comment"
- **Mail addressed to:** Attn: San Francisco to San Jose Project Section: Revised/Supplemental Draft EIR/EIS Comment, Northern California Regional Office, California High-Speed Rail Authority, 100 Paseo de San Antonio, Suite 300, San Jose CA 95113
- **Web form:** www.hsr.ca.gov
- **Verbal comments:** Leave a recorded message at **(800) 435-8670**

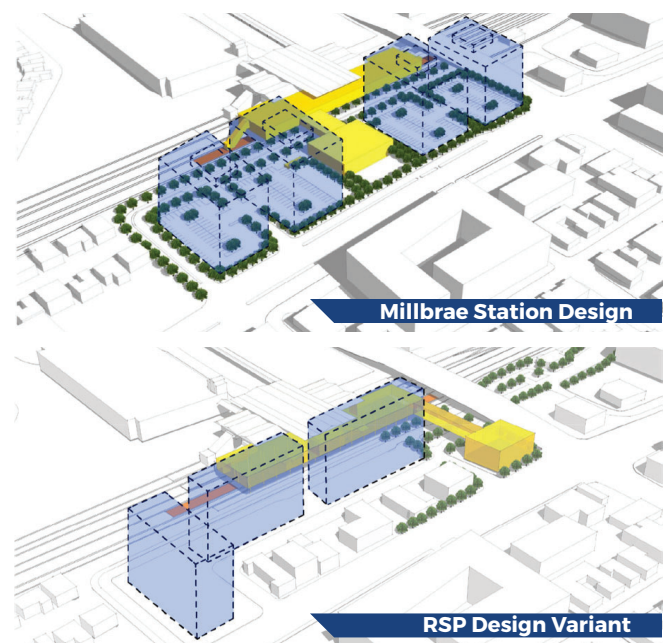
Responses to comments on the new information will be included in the Final EIR/EIS.

Do the Authority's station plans preclude transit-oriented development (TOD) around Millbrae-SFO Station?

No, the Authority's design, for both the Millbrae-SFO Station Design and Millbrae RSP Design Variant, anticipates and does not preclude future development of the area west of the station.

In the Millbrae-SFO Station Design shown in the Draft EIR/EIS, station facilities, access, and commuter parking are configured as four walkable city blocks of sufficient size and shape to accommodate future development in line with the adopted Millbrae Station Area Specific Plan, if such a plan were later proposed and approved with the City.

The Millbrae RSP Design Variant would reduce the project's footprint. It would minimize but not eliminate the conflict with currently approved development. This would allow for development on the rest of the site to move forward without any further conflicts with the Authority's right-of-way needs.



Potential transit-oriented development