

INTERPRETATION

MILLBRAE COMMUNITY MEETING

- Interpretation is available in Spanish, Tagalog, Mandarin and Vietnamese. Select  to access.
- La interpretación es disponible en español, tagalo, vietnamita y mandarín. Seleccione  para acceder."
- Có thông dịch bằng tiếng Tây Ban Nha, tiếng Tagalog, tiếng Việt và tiếng Quan Thoại. Chọn  để truy cập."
- 提供西班牙語、菲律賓他加祿話、越南話和國語/普通話口譯服務，請點按  使用服務。
- Mayroong pagsasalin sa wikang Espanyol, Tagalog, Vietnames, at Mandarin. Para magamit, piliin  para sa iyong lengguahe.

CALIFORNIA HIGH-SPEED RAIL SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Millbrae Community Meeting

August 11, 2021

Webinar



AGENDA

MILLBRAE COMMUNITY MEETING

- 1. Welcome & Introductions**
- 2. Project Overview**
- 3. Revised/Supplemental Draft EIR/EIS Overview**
- 4. Resources**
- 5. Additional Questions & Answers**

THANK YOU FOR JOINING US TODAY!

MILLBRAE COMMUNITY MEETING

- Be respectful
- Be patient
- Share written questions in the Q&A pod during the presentations or text them to 415-900-3906
- Share verbal questions during the Q&A portion of the presentation by “raising your hand”
- If you are having a technical problem, please contact Vidya Bhamidi via webinar chat or email (vbhamidi@kearnswest.com)

This webinar is not an opportunity to comment on the recirculated document. Instructions to comment will be shared at the end of the presentation.



CALIFORNIA HIGH-SPEED RAIL OVERVIEW



WHAT ARE THE BENEFITS OF HIGH-SPEED RAIL?

CONNECTING CALIFORNIA



Increase Mobility



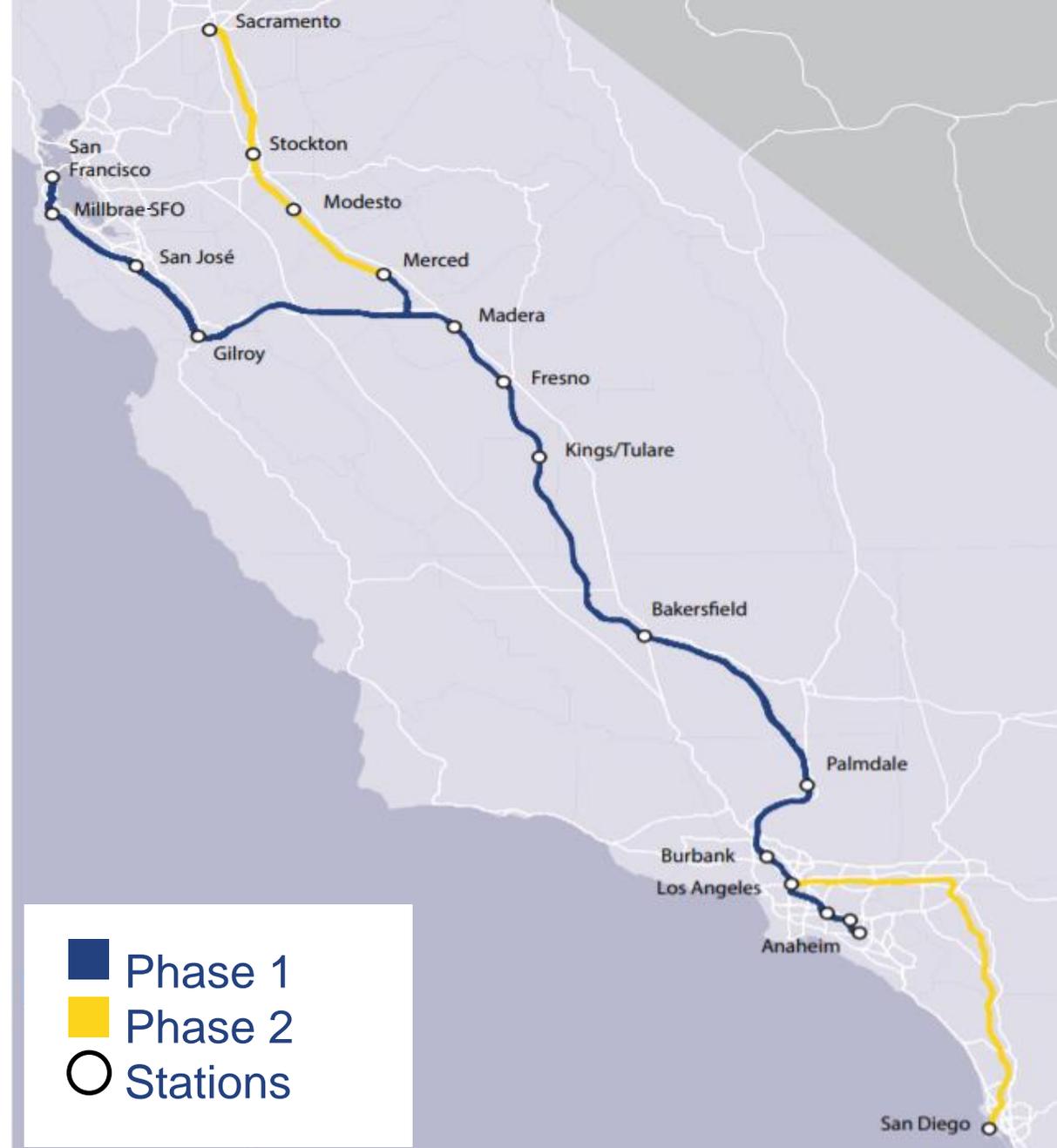
Needed Alternative



Better Air Quality



Job Growth



SAN FRANCISCO TO SAN JOSE PROJECT SECTION



4th and King
San Francisco

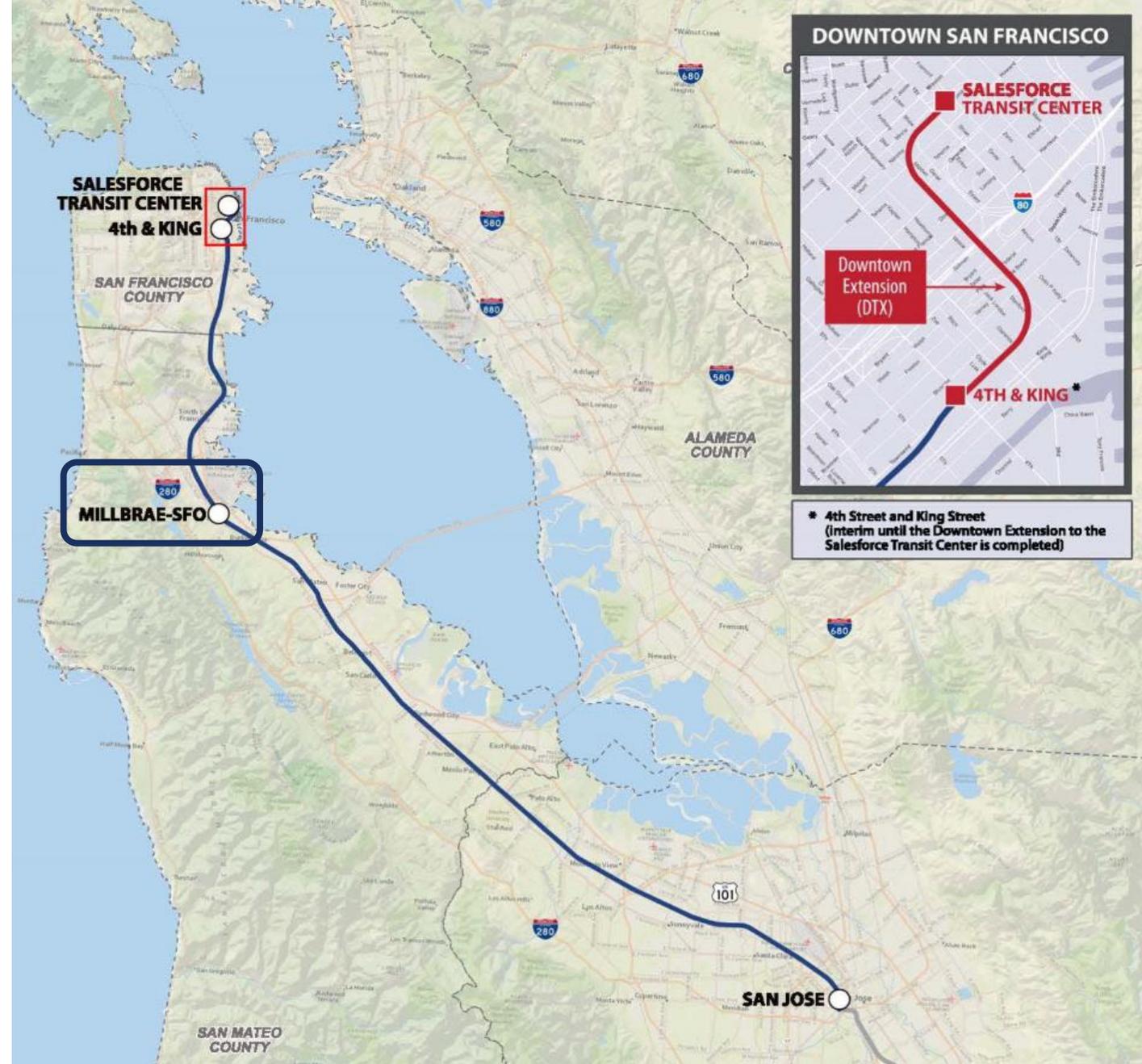


Millbrae-SFO
Millbrae



Diridon Station
San Jose

51 miles



Salesforce Transit Center has been environmentally cleared by Transbay Joint Powers Authority and will not be part of the California High-Speed Rail Authority's environmental analysis. San Jose Diridon Station is being evaluated as part of the San Jose to Merced Project Section but will be included in both project sections' environmental analysis.



SAN FRANCISCO TO SAN JOSE PROJECT SECTION DEVELOPMENT

PROCESS OVERVIEW



Pre-2012

**Dedicated High-Speed
Rail System**



2012 – 2016

**Blended System Planning
& Caltrain Electrification**



2016 – 2019

**Environmental Analysis
of Blended System**

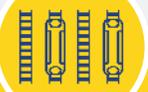


2020 – 2022

Draft and Final EIR/EIS

SAN FRANCISCO TO SAN JOSE PROJECT SECTION DEVELOPMENT

DEDICATED HIGH-SPEED RAIL SYSTEM



Pre-2012

Dedicated High-Speed Rail System



2012 – 2016

Blended System Planning & Caltrain Electrification



2016 – 2019

Environmental Analysis of Blended System



2020 – 2022

Draft and Final EIR/EIS



Preliminary development of alternatives



Design based on four-track, grade-separated high-speed rail system

SAN FRANCISCO TO SAN JOSE PROJECT SECTION DEVELOPMENT

BLENDED SYSTEM PLANNING & CALTRAIN ELECTRIFICATION



Pre-2012

Dedicated High-Speed Rail System



2012 – 2016

Blended System Planning & Caltrain Electrification



2016 – 2019

Environmental Analysis of Blended System



2020 – 2022

Draft and Final EIR/EIS



Preliminary development of alternatives



Design based on four-track, grade-separated high-speed rail system



Agreement with Caltrain, MTC, and regional partners to electrify and share tracks (Blended System)



Senate Bill 1029 enshrined the Blended System into law and provided funding for Caltrain electrification

HOW DOES THE BLENDED SYSTEM WORK?

SAN FRANCISCO TO SAN JOSE PROJECT SECTION DEVELOPMENT



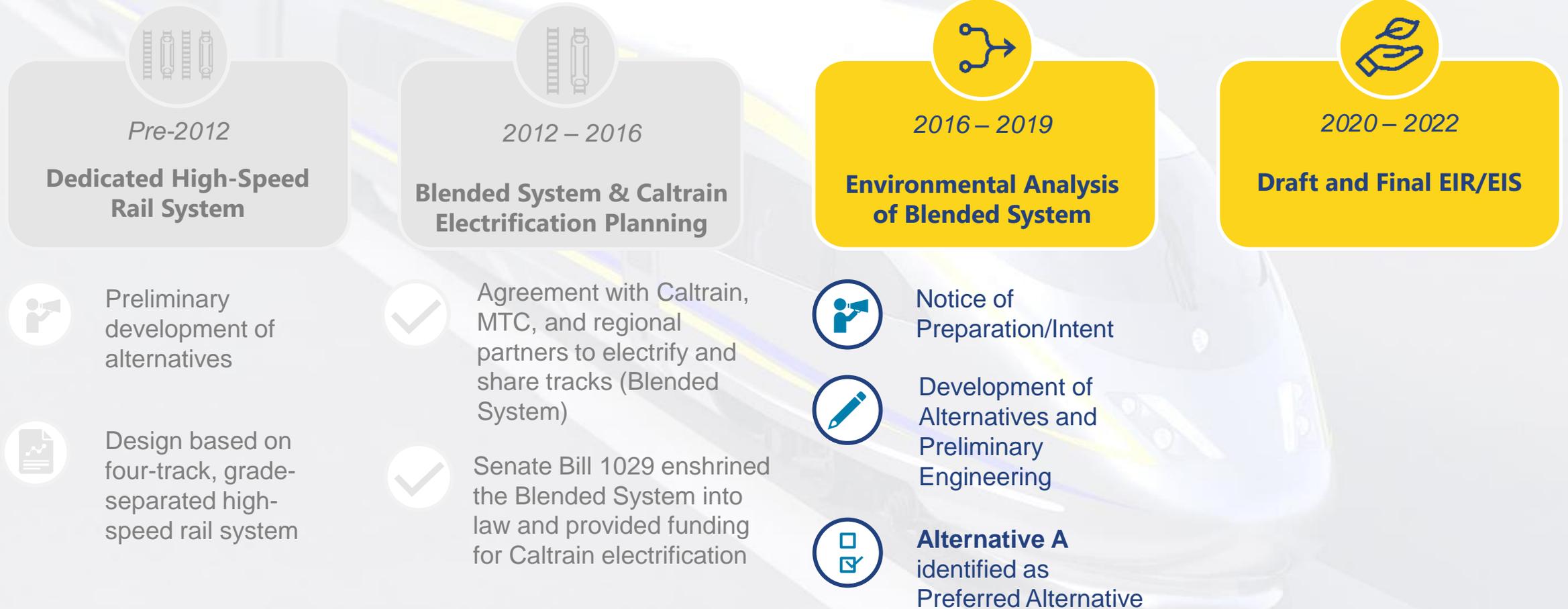
Project Description

- Alignment defined by state legislation and regional, multi-agency agreements
- Blended service = Caltrain and high-speed rail service sharing tracks mostly within the Caltrain right-of-way
 - » Minimizes impacts on surrounding communities
 - » Reduces project cost
 - » Improves safety
 - » Expedites implementation



SAN FRANCISCO TO SAN JOSE PROJECT SECTION DEVELOPMENT

ENVIRONMENTAL ANALYSIS OF BLENDED SYSTEM



ALTERNATIVES A AND B

SAN FRANCISCO TO SAN JOSE PROJECT SECTION



Alternative A Features

- M** East Option Light Maintenance Facility
- No Additional Passing Tracks
- No Viaduct Approach to Diridon Station

Alternative B Features

- M** West Option Light Maintenance Facility
- Additional Passing Tracks
- Long Viaduct Option
- Short Viaduct Option

Legend

- San Francisco to San Jose Project Section
- HSR Stations
- San Jose to Merced Project Section
- Downtown Extension



Light Maintenance Facility
East Option (Alt A)
West Option (Alt B)

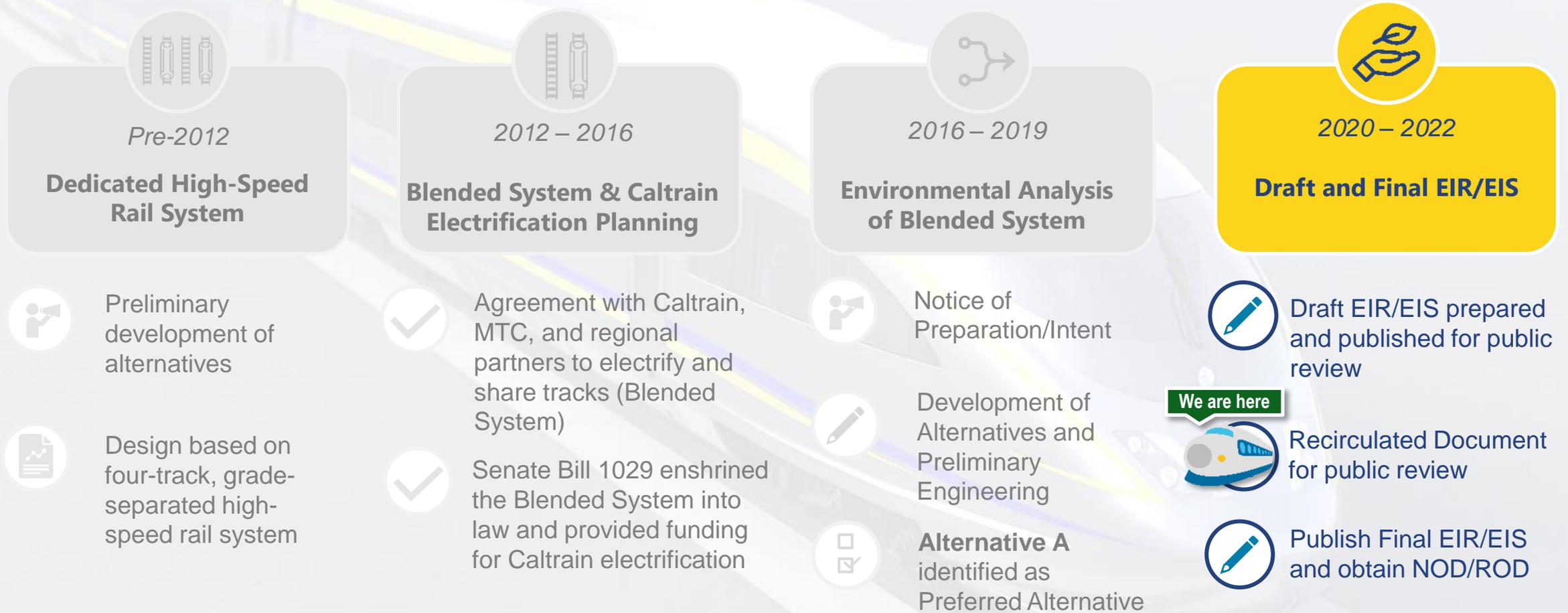
No Additional Passing Tracks (Alt A)
Additional Passing Tracks (Alt B)
Relocation of San Carlos Station

No Viaduct (Alt A)
Short Viaduct (Alt B)
Long Viaduct (Alt B)



SAN FRANCISCO TO SAN JOSE PROJECT SECTION DEVELOPMENT

DRAFT AND FINAL EIR/EIS



REVISED/SUPPLEMENTAL DRAFT EIR/EIS





- Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement
- Public circulation July 23 – September 8, 2021

The Recirculated Document includes:



Millbrae-SFO Station

Reduced Site Plan Design Variant



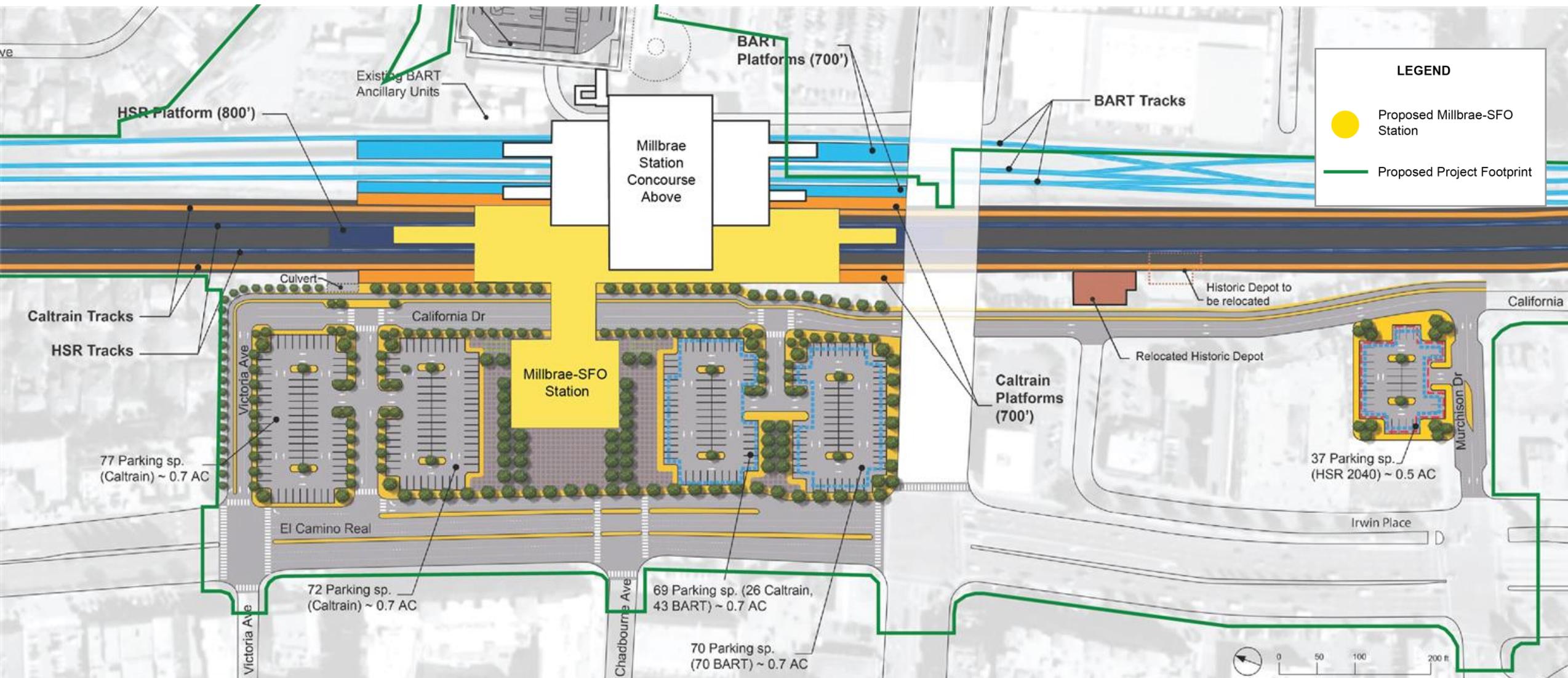
Biological Resources

Monarch Butterfly

The Revised Draft EIR/Supplemental Draft EIS has been prepared and approved by the Authority as the California Environmental Quality Act (CEQA) lead agency and as the lead agency under the National Environmental Policy Act (NEPA) for the high-speed rail project pursuant to 23 U.S.C. 327. The Authority is making the Revised Draft EIR/Supplemental Draft EIS available to the public for a 45-day review and comment period in accordance with CEQA and NEPA requirements as the CEQA and NEPA lead agency.

MILLBRAE-SFO STATION DESIGN

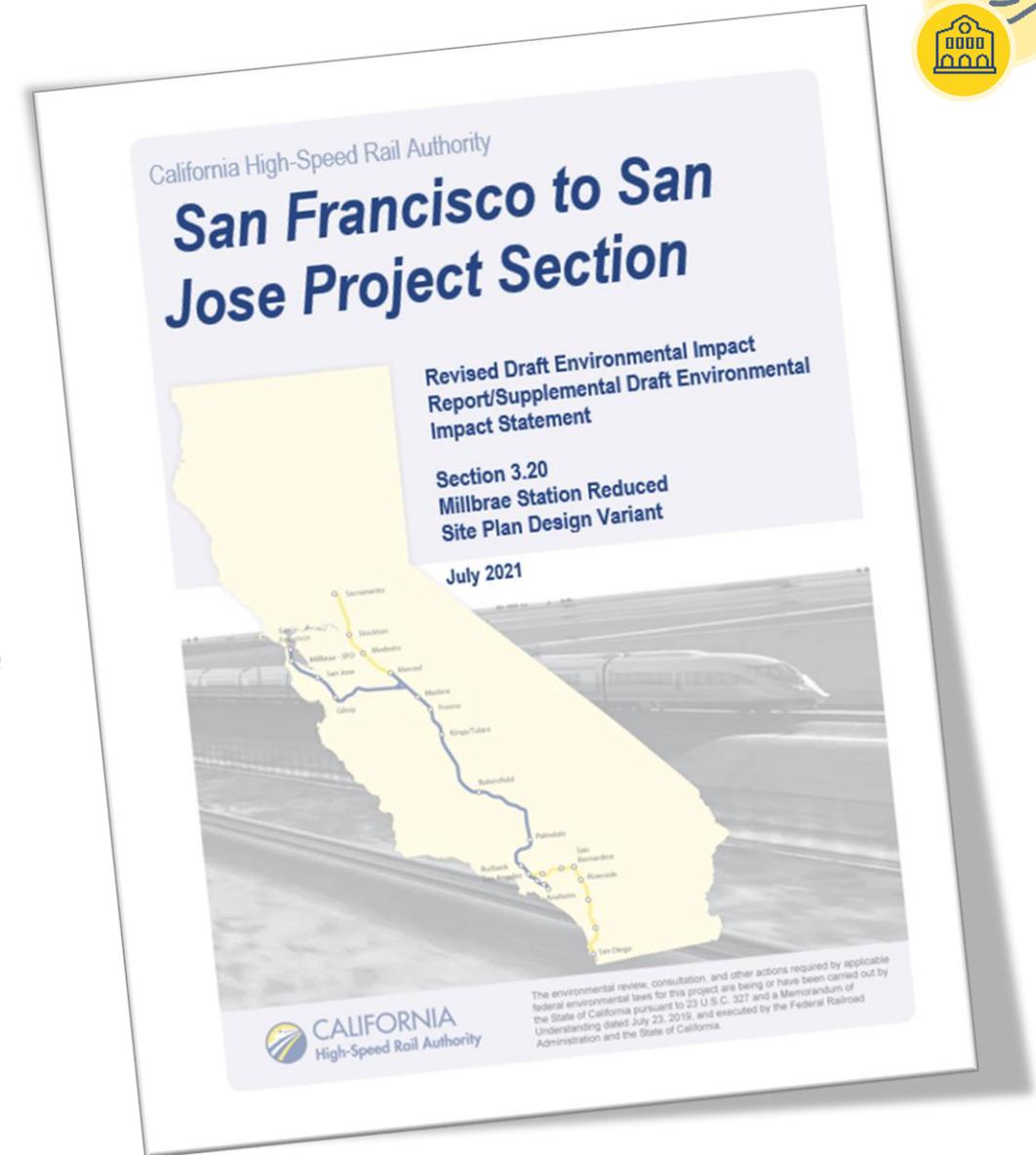
IN THE DRAFT EIR/EIS



MILLBRAE-SFO REDUCED SITE PLAN DESIGN VARIANT

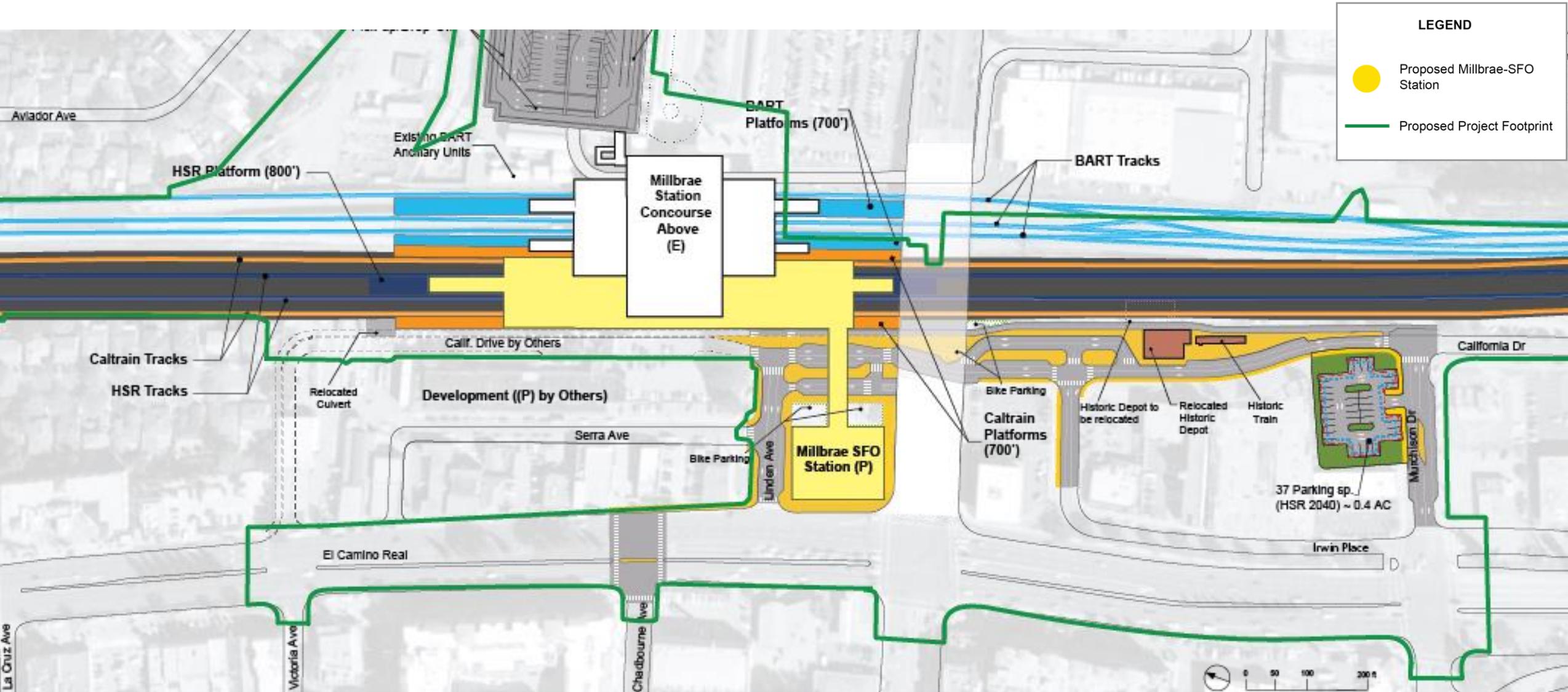
OVERVIEW

- The **Reduced Site Plan (RSP) Design Variant** responds to concerns about the proposed Millbrae-SFO Station Design in the Draft EIR/EIS.
- The Revised/Supplemental Draft EIR/EIS provides a smaller station footprint by not replacing displaced BART and Caltrain parking spaces and relocating the entrance hall.
- Does not change the Preferred Alternative. Provides an option for Board consideration at time of approval.



MILLBRAE-SFO REDUCED SITE PLAN DESIGN VARIANT

IN THE REVISED/SUPPLEMENTAL DRAFT EIR/EIS



HOW DO THE TWO STATION DESIGNS DIFFER?

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT



ELEMENTS	Millbrae-SFO Station Design	Millbrae-SFO RSP Design Variant
 <p>Project footprint (acres)</p>	<p>Permanent: 20.1</p> <p>Temporary: 18.5</p>	<p>Permanent: 17.2</p> <p>Temporary: 16.9</p>
 <p>High-speed rail track and platform configuration</p>	<p>Center HSR platform with two tracks between two Caltrain platforms and tracks</p>	
 <p>Replacement parking (for displaced BART and Caltrain parking) on west side of alignment</p>	<p>Yes</p>	<p>No</p>
 <p>Potential Transit-Oriented Development (TOD)</p>	<p>Conflicts with approved TOD/does not preclude TOD over parking</p>	<p>Minimizes (but does not eliminate) conflict with approved TOD</p>
 <p>California Drive extension north of Linden Avenue to Victoria Avenue</p>	<p>Included in HSR project design</p>	<p>Assumed to be part of TOD done by others</p>
 <p>Location of station entrance hall</p>	<p>West of California Drive (in the middle of the site)</p>	<p>At the NW corner of Millbrae Avenue/El Camino Real</p>



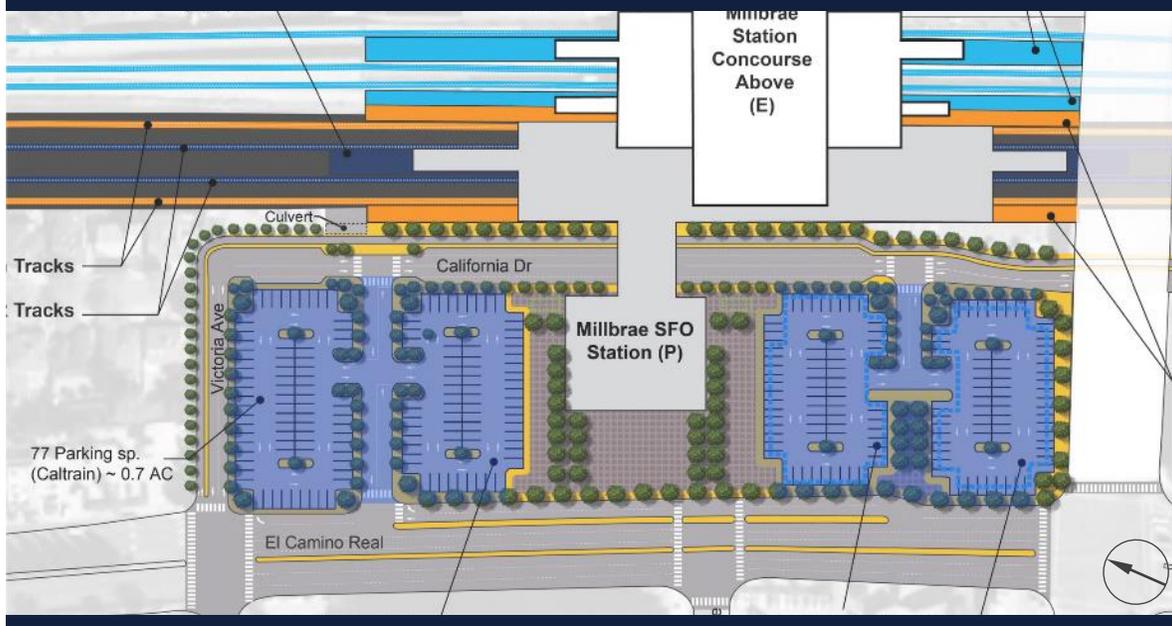
REPLACEMENT PARKING

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT

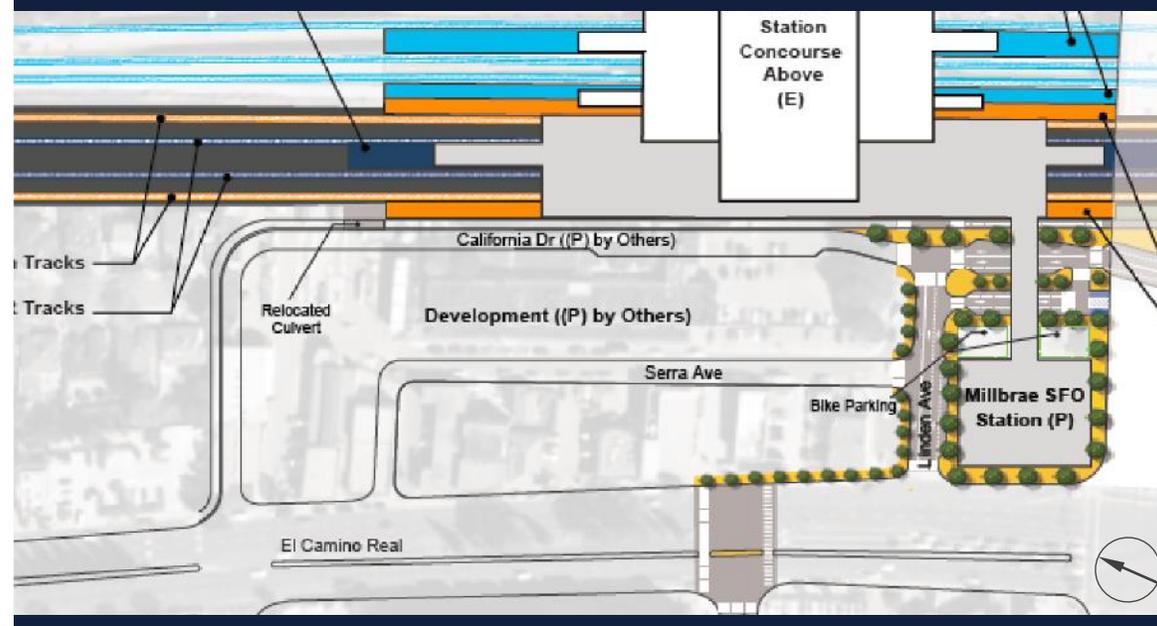


Replacement Parking (for Displaced BART and Caltrain Parking) on West Side of Alignment

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Replacement Parking



REPLACEMENT PARKING

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT



Replacement Parking (for Displaced BART and Caltrain Parking) on West Side of Alignment

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Replacement Parking

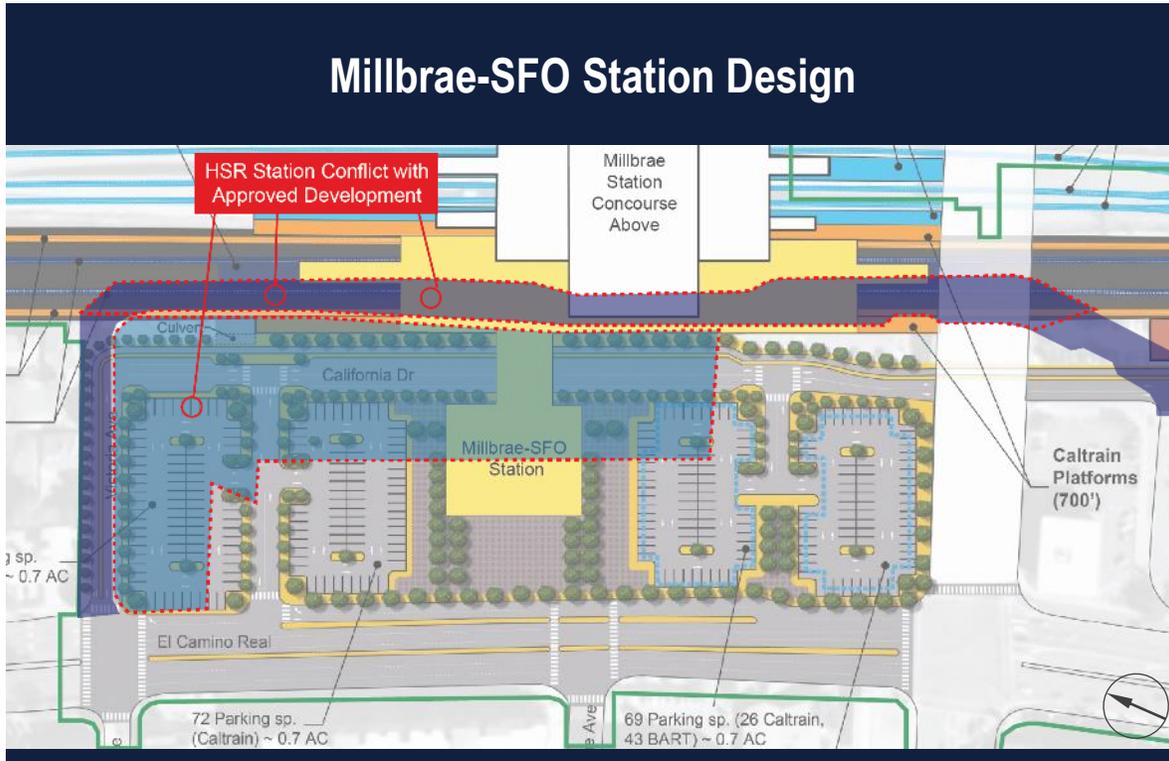


REDUCES CONFLICT WITH DEVELOPMENT

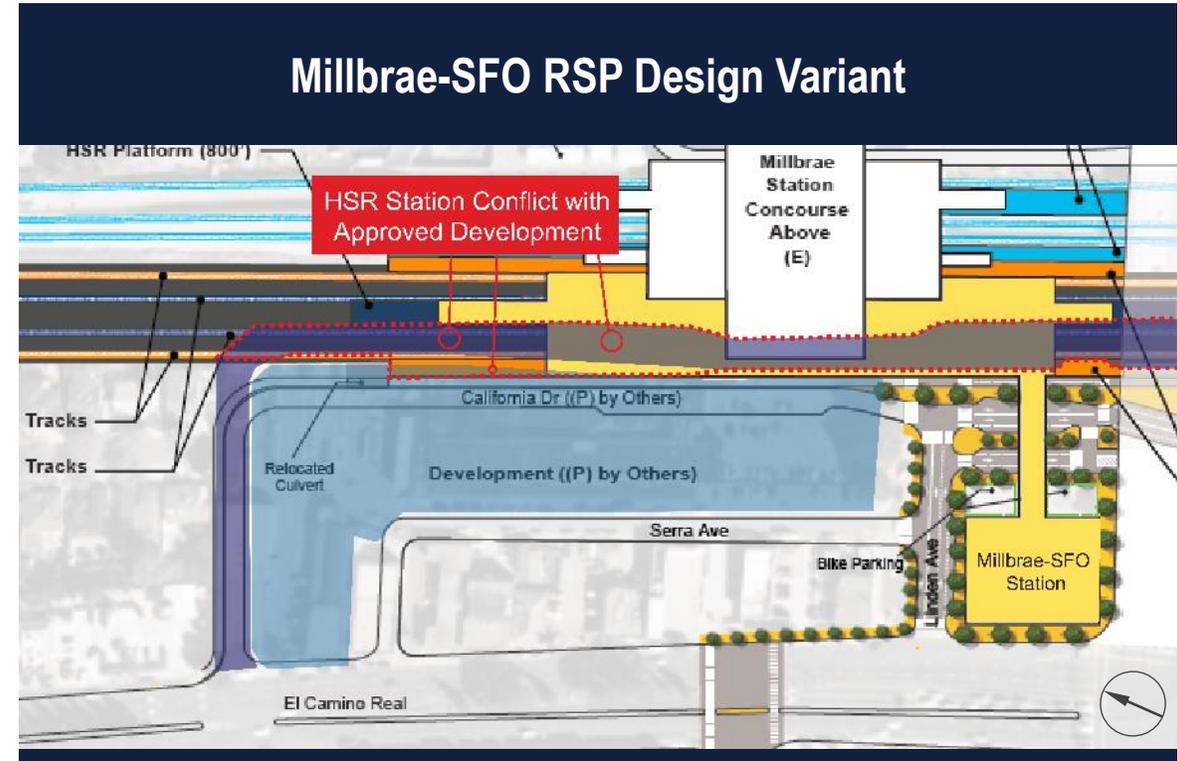
COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT



Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



- Proposed Millbrae-SFO Station
- City Approved California Drive Extension
- HSR Station Conflict with Approved Development
- Proposed Project Footprint
- City Approved Serra Station Development



REDUCES CONFLICT WITH DEVELOPMENT

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT

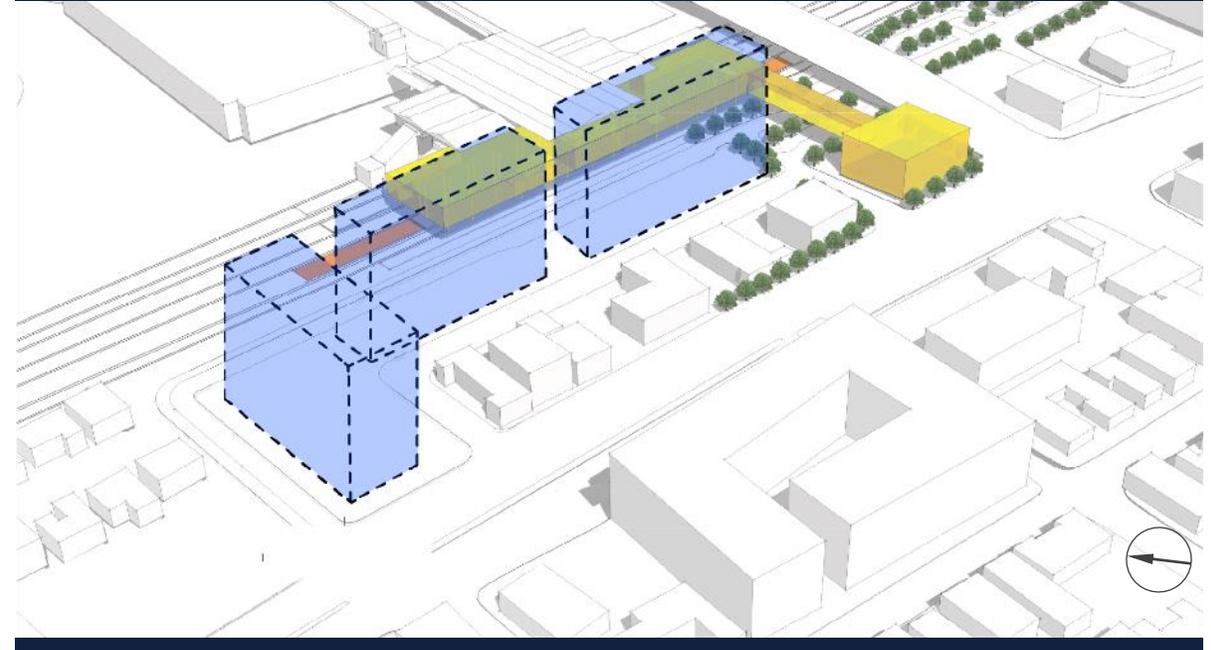


Potential Transit-Oriented Development (TOD)

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Potential/assumed TOD



CALIFORNIA DRIVE EXTENSION

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT

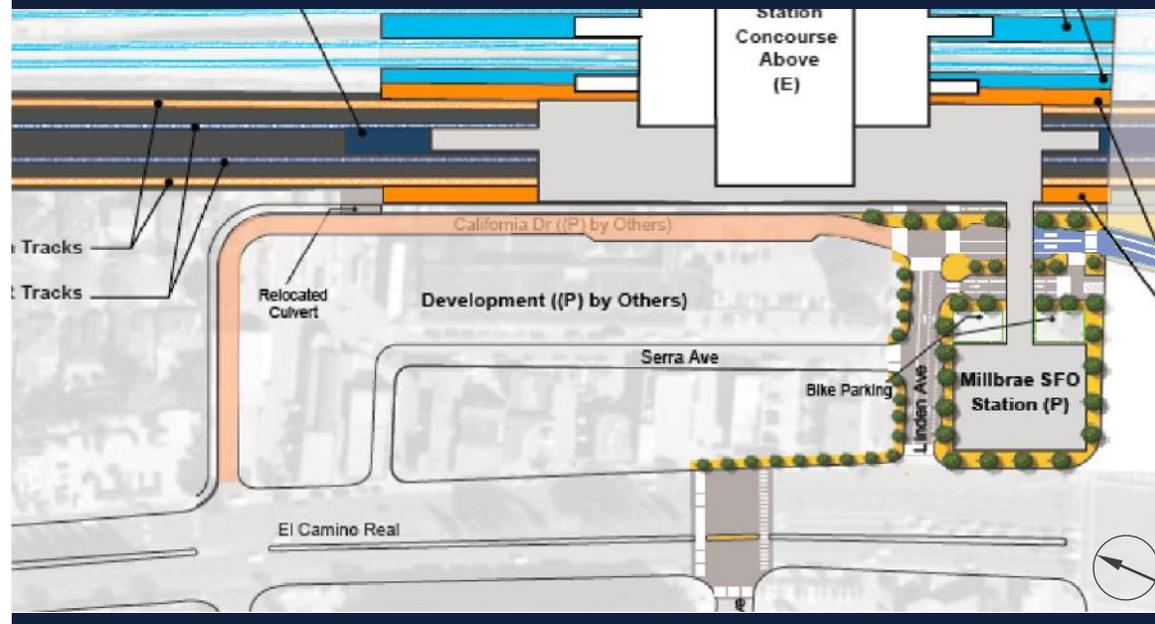


California Drive Extension North of Linden Avenue to Victoria Avenue

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Completed by Authority ● Assumed to be completed by other entities



CALIFORNIA DRIVE EXTENSION

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT



California Drive Extension North of Linden Avenue to Victoria Avenue

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Completed by Authority ● Assumed to be completed by other entities



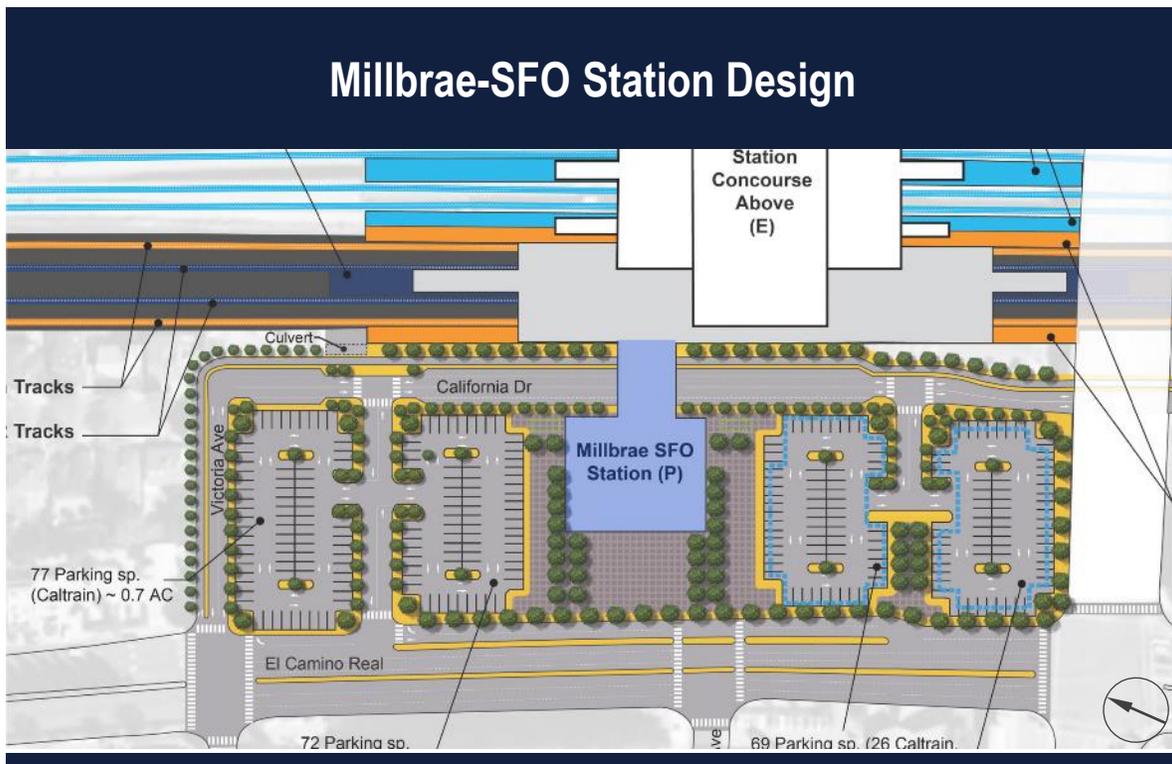
STATION ENTRANCE HALL

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT

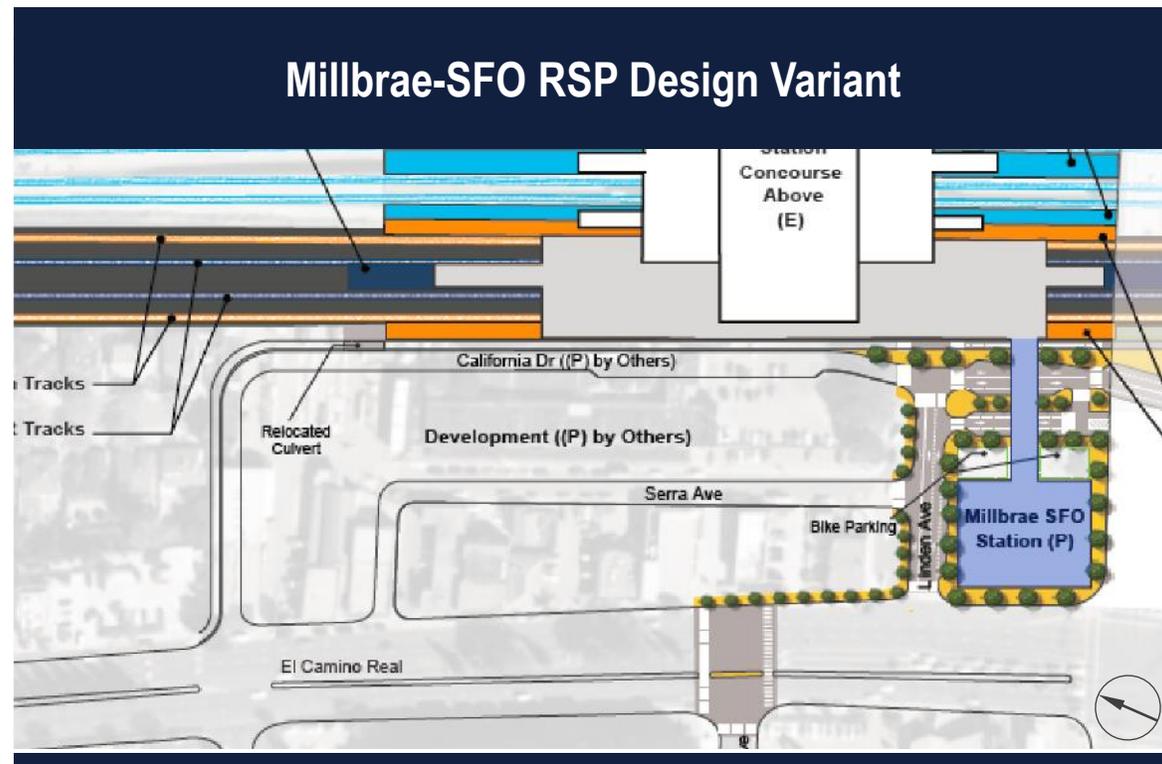


Location of Station Entrance Hall

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Station Entrance Hall



STATION ENTRANCE HALL

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT



Location of Station Entrance Hall

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Station Entrance Hall



COMPARISON OF ENVIRONMENTAL IMPACTS

COMPARISON OF MILLBRAE-SFO STATION DESIGN TO MILLBRAE-SFO RSP DESIGN VARIANT IMPACT ASSESSMENTS



Environmental Impacts	Millbrae Station Design	RSP Design Variant	Notes
 Transportation Traffic, Bike, Pedestrian Bus Transit	<input type="radio"/> <input checked="" type="radio"/>	<input type="radio"/> <input type="radio"/>	No replacement of 288 displaced BART/Caltrain parking spots. Effects to bus transit during construction.
 Air Quality Criteria Pollutants, Health Risk	<input type="radio"/>	<input type="radio"/>	Less construction emissions. Effects for Serra Station residents.
 Noise and Vibration	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Less noise and vibration effects during construction. Noise and vibration operational effects for Serra Station residents.
 Socioeconomics & Communities	<input type="radio"/>	<input type="radio"/>	No residential displacements, less commercial displacements.
 Land Use Pattern Permanent Alterations	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Allows for smaller Serra Station Development with realigned California Drive.
 Aesthetics	<input type="radio"/>	<input type="radio"/>	Less construction activity. Effects for Serra Station residents.

Less than significant impacts
 Significant unavoidable impacts



- **Recent Changes to Regulations Governing Endangered Species**

- » December 2020: Monarch butterfly candidate listing under the federal Endangered Species Act
- » Authority revised and added mitigation measures in response to candidate listing
- » Scope limited to Icehouse Hill (Alternative B), which is a presumed habitat



RESOURCES

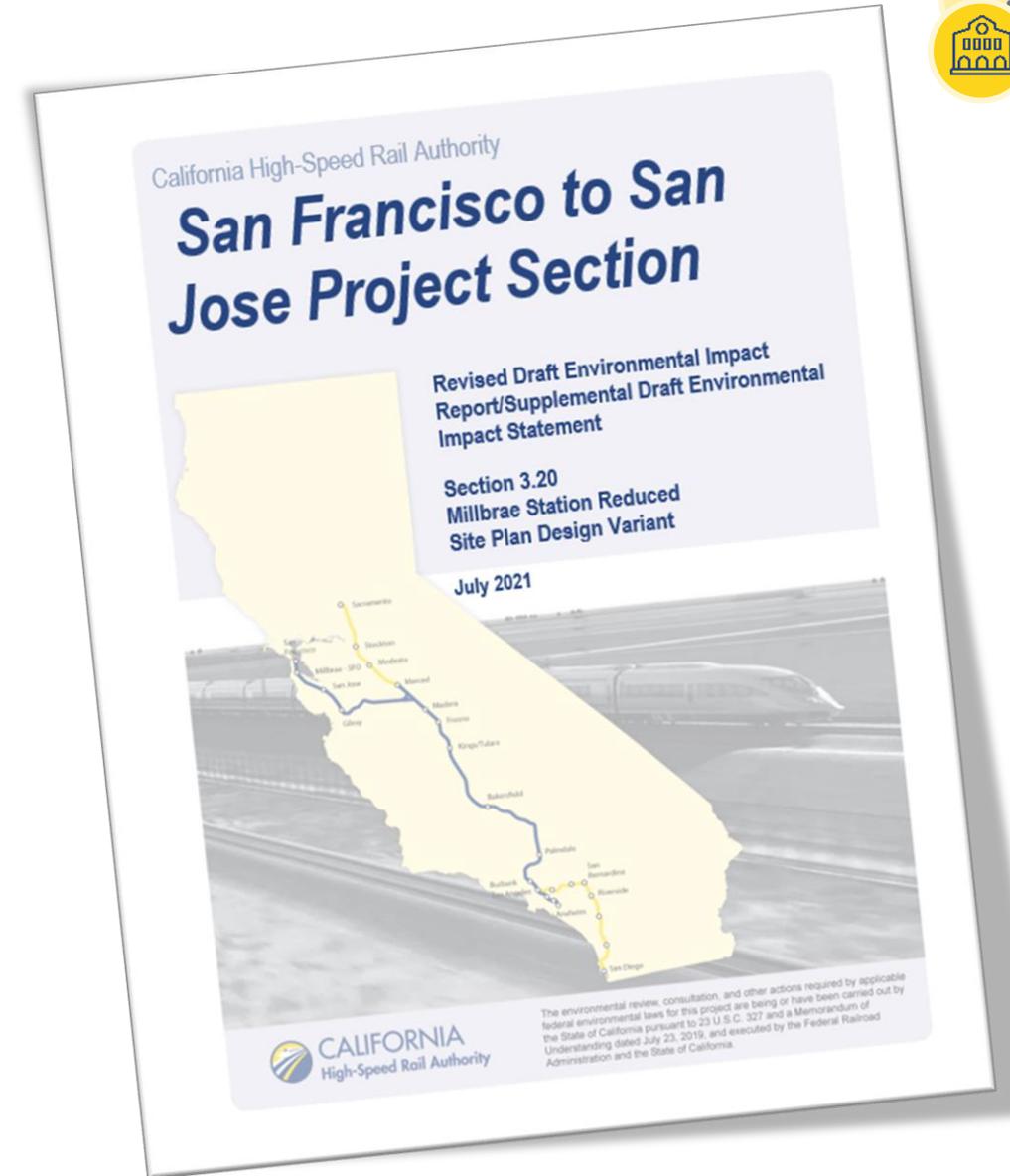


MILLBRAE-SFO STATION RSP DESIGN VARIANT

LOCATION IN THE RECIRCULATED DOCUMENT



- **Section 3.20, Millbrae Station Reduced Site Plan Design Variant:**
 - » 3.20.1, *Purpose*
 - » 3.20.2, *Description of the Millbrae Station Reduced Site Plan Design Variant*
 - » 3.20.3, *Environmental Impact Differences of Millbrae Station Reduced Site Plan*
 - » 3.20.3.1, Resource Topics with No Differences in Impact
 - » 3.20.3.2, Resource Topics with Differences in Impacts





- **Section 3.7, Biological and Aquatic Resources**

- » *Section 3.7.6, Methods for Evaluating Impacts*
- » *Section 3.7.7, Affected Environment*
- » *Section 3.7.8, Environmental Consequences*
- » *Section 3.7.9, Mitigation Measures*
 - » Revisions to Mitigation Measure BIO-MM#1:
Prepare and Implement a Restoration and Revegetation Plan
 - » New Mitigation Measure BIO-MM#40:
Avoid Direct Impacts on Listed Butterfly Host Plants
 - » New Mitigation Measures BIO-MM#41:
Provide Compensatory Mitigation for Impacts on Monarch Butterfly Habitat



AUTHORITY WEBSITE

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Trending Topics

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MEET HSR NORCAL WEBSITE

https://www.meethsrnorcal.org/

☰ menu



Northern California Information & Resources
San Francisco to San Jose Project Section
San Jose to Merced Project Section



SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Revised/Supplemental Draft Environmental Impact Report/Environmental Impact Statement

The California High-Speed Rail Authority issued a limited revision to its previously published Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the San Francisco to San Jose Project Section of the California High-Speed Rail Project

Available for public review and comment from July 23 to September 8, 2021

The Revised/Supplemental Draft EIR/EIS (“recirculated document”) was prepared by the Authority, which is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency pursuant to 23 U.S.C. 327. The recirculated document presents analysis of a design variant for the Millbrae Station and a new biological resources analysis for the monarch butterfly.

MILLBRAE COMMUNITY MEETING

Please join us virtually on **August 11, 2021, from 6:00 – 8:00 PM** to learn more about the Revised/Supplemental Draft EIR/EIS and ask clarifying questions of staff.

[CLICK HERE TO REGISTER FOR THE VIRTUAL COMMUNITY MEETING \(WEBINAR\)](#)

This is not an opportunity to provide comments on the revised document – instructions to provide comments are included at the bottom of this page.



MILLBRAE STATION REDUCED SITE PLAN DESIGN VARIANT

The Authority developed the Millbrae Station Reduced Site Plan (RSP) Design Variant to add a smaller, potentially feasible footprint for the station design at this location. The RSP Design Variant



🇺🇸 English >



MEET HSR NORCAL WEBSITE

<https://www.meethsrnorcal.com/rsdeireis.html>

RESOURCES

Learn more about the Revised/Supplemental Draft EIR/EIS via the documents below.

VISIT THE [AUTHORITY'S WEBSITE](#) FOR A COPY OF THE RECIRCULATED DOCUMENT. +

RECIRCULATED DOCUMENT FACT SHEET -



RECIRCULATED DOCUMENT FACT SHEET (ENGLISH)

RECIRCULATED DOCUMENT FACT SHEET (ESPAÑOL) +

RECIRCULATED DOCUMENT FACT SHEET (中文) +

RECIRCULATED DOCUMENT FACT SHEET (TIẾNG VIỆT) +

RECIRCULATED DOCUMENT FACT SHEET (TAGALOG) +

RECIRCULATED DOCUMENT FAQ +

NOTICE OF AVAILABILITY +

HOW TO COMMENT ON THE RECIRCULATED DOCUMENT

 Public Comment Period: July 23, 2021 – September 8, 2021



Online at: www.hsr.ca.gov



By phone: (800) 435-8670



By email: san.francisco_san.jose@hsr.ca.gov with the subject line
“Revised/Supplemental Draft EIR/EIS Comment”



By mail:

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

Note

Please limit the scope of comments only to the new information, i.e., Millbrae Station Reduced Site Plan Design and the Biological Resources. Responses to comments on the new information will be included in the Final EIR/EIS.