



**CALIFORNIA**  
High-Speed Rail Authority

# **SAN FRANCISCO TO SAN JOSE PROJECT SECTION**

San Mateo & South Peninsula  
Community Working Groups  
June 22, 2022

# Agenda

1. **Introductions & Agenda Review**
2. **Statewide Update**
3. **San Francisco to San Jose Final EIR/EIS**
4. **Next Steps**

# Webinar Guidelines (1 of 2)

- Be respectful
- Mute your line when you are not speaking
- Only one person speaks at a time
- If CWG members would like to speak:
  - » Please “raise your hand” *or*
  - » Send a message via webinar chat
- Members of the public are welcome to listen
- Disruptive participants will be removed from the webinar
- If you are having a technical problem, please send a message to Vidya Bhamidi via webinar chat
  - » Or, send an email to [vbhamidi@kearnswest.com](mailto:vbhamidi@kearnswest.com)



# Statewide Update



# Recent Milestones

- 2022 Business Plan
- San José to Merced environmentally cleared
- Los Angeles Union Station funding agreement
- Contracts to advance design
  - » Merced and Bakersfield extensions
  - » Central Valley Stations
- First Caltrain electric trainset on site



Updated: April 2022

# San Jose to Merced Approved Alignment





# Final Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

Purpose and Process

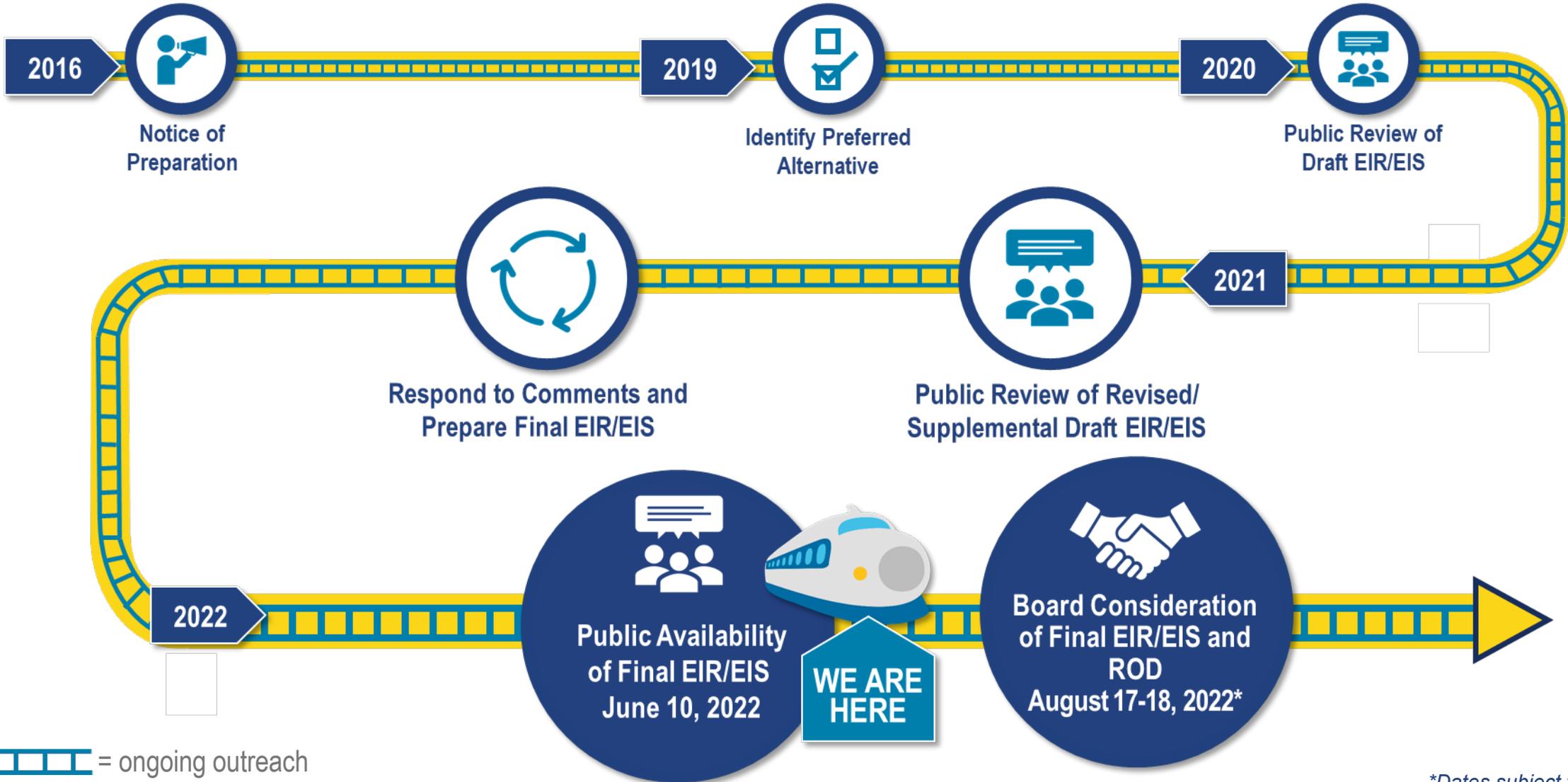


# About the EIR/EIS

- The EIR/EIS is being prepared by the Authority, which is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency.
- 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.



# San Francisco to San José Project Section Environmental Process



*\*Dates subject to change.*

# Community Engagement Activities 2016 - 2022



**570+**

Meetings with public, stakeholders, EJ orgs, agencies and jurisdictions, and local outreach



**100+**

Stakeholder Working Group Meetings



**28**

Open Houses, Scoping meetings and Hearings



Materials translated into Spanish, Mandarin, Tagalog and Vietnamese

## Stakeholder Working Groups

### Community Working Groups:

Neighborhood, Business, and Community Organizations

### Engagement Tools:

- Project website
- Surveys
- Telephone hotline
- Facilitated discussions on project design





# Alternatives A & B

**Alternative A remains the Preferred Alternative in Final EIR/EIS**

**Alternative A Features**

- M** East Option Light Maintenance Facility
- No Additional Passing Tracks

**Alternative B Features**

- M** West Option Light Maintenance Facility
- Additional Passing Tracks

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- San Francisco to San Jose Project Section
- HSR Stations
- Maintenance Facilities
- San Jose to Merced Project Section *(Approved April 2022)*
- Downtown Extension

**Safety Modifications**

- At-Grade Crossings
  - Four-Quadrant Gates
  - Intrusion Detection
  - Median Channelization
- Perimeter Fencing



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





# Light Maintenance Facility Alternatives





# LMF Site Evaluation Process

## 13 site options evaluated

### Factors considered:

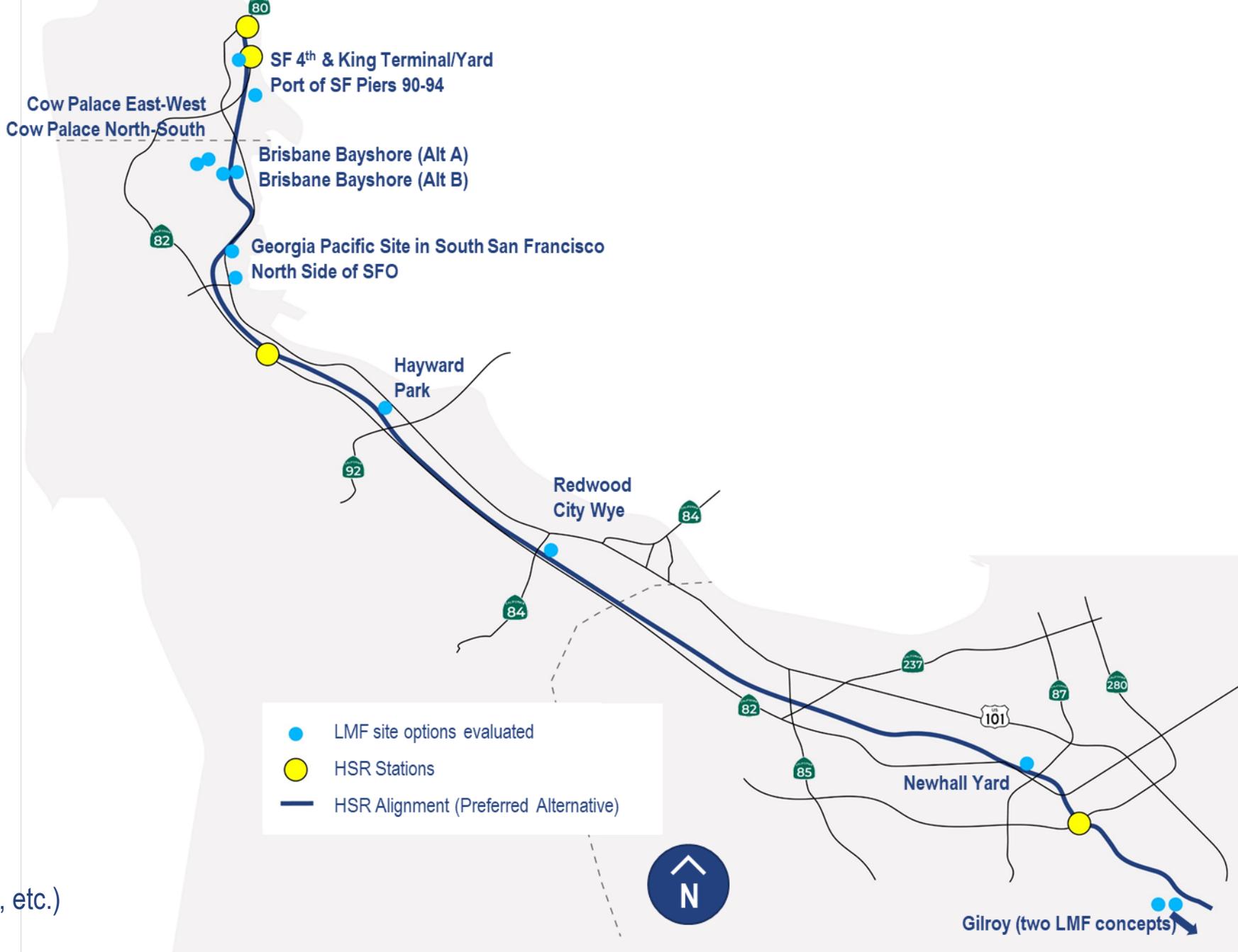
#### Operational Considerations

1. Proximity to SF Terminal Station
2. Site Size ~100 acres
3. Proximity to Mainline tracks
4. Double-ended Lead Tracks

#### Site Availability

#### Environmental Factors

1. Circulation
2. Community Disruption
3. Biological Resources
4. Cultural Resources
5. Other Environmental Impacts (Noise, 4f, etc.)





# Sites Eliminated in the Evaluation Process

	 Operational Deficiencies	 Site Availability	Environmental Impacts				
			 Circulation Impacts	 Community Disruption	 Biological Impacts	 Cultural Resource Impacts	 Other Environmental Impacts
<b>San Francisco Yard</b> at Caltrain 4th and King Station/Terminal		×	×	×		×	
<b>Port of San Francisco</b> Piers 90-94	×	×	×		×		
<b>Cow Palace East-West Site</b>	×			×	×	×	×
<b>Cow Palace North-South Site</b>	×			×	×	×	×
<b>Georgia Pacific Site</b> South San Francisco, east of 101, north of Colma Creek	×	×	×	×	×		×
<b>North Side of San Francisco International Airport (SFO)</b>	×	×	×		×		×
<b>Hayward Yard</b> San Mateo east of Caltrain ROW, north of SR92	×			×	×	×	×
<b>Redwood City Wye</b> south of 5th Ave.	×		×	×			×
<b>Newhall Yard</b> north of I-880, east of Caltrain ROW	×	×					×
<b>Gilroy</b> two LMF concepts	×			×	×		×



# Changes from Draft to the Final EIR/EIS

## Alternative A: Brisbane East LMF

1. Valley Drive to Old County Road Extension removed
2. Lagoon Road relocation
3. Additional analysis of construction traffic at the site and a phased approach to construction of roadway modifications
4. Updated information on construction and operations of the LMF
5. Updates to reflect revision to the design for the Relocated Brisbane Fire Station
6. Clarification of design at Visitacion Creek
7. LMF lead track realignment
8. Bayshore Caltrain Station modifications





# Final EIR/EIS Analysis of LMF sites

Final EIR/EIS maintained the East Brisbane Baylands site (Alternative A) as the preferred alternative for the LMF

Alternative A:

- Minimizes impacts to areas that allow housing on the west side of Baylands Site (based on 2018 General Plan Amendment), and
- Has fewer impacts to wetlands and sensitive butterfly habitat on Icehouse Hill.

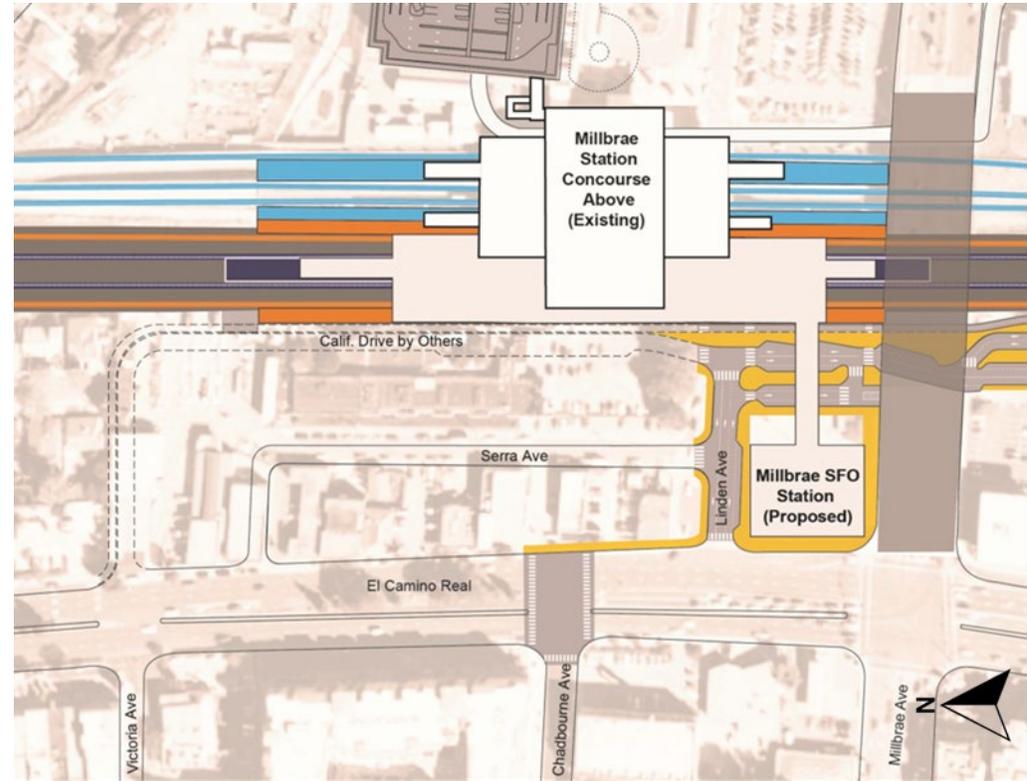
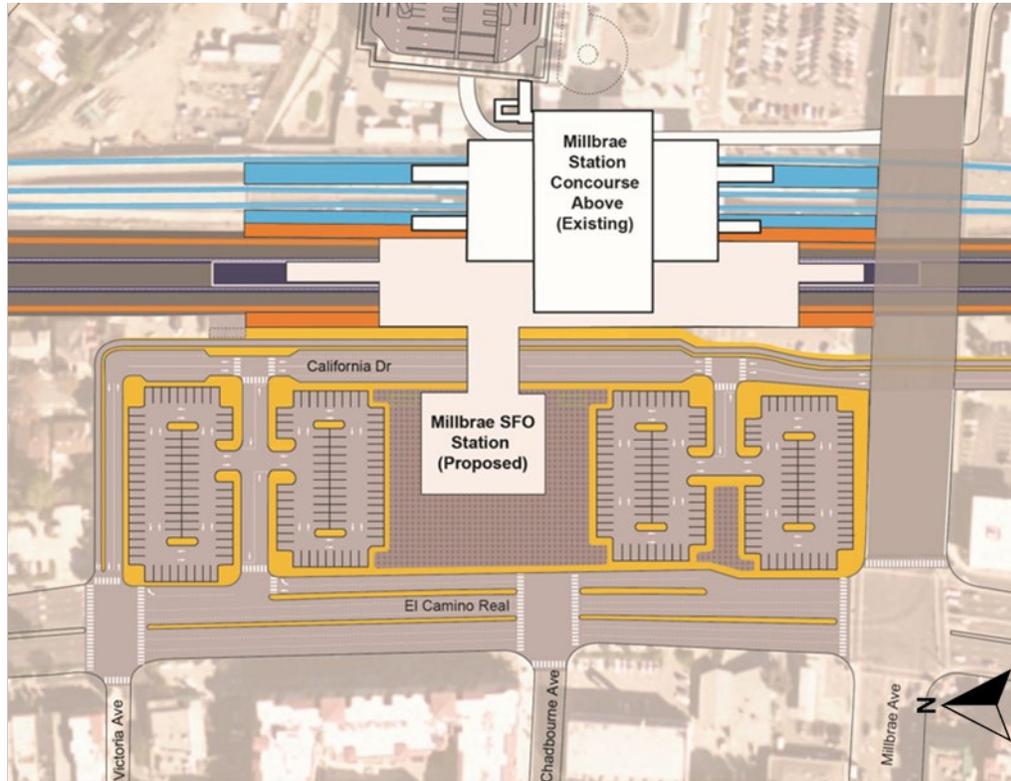




# Millbrae Station Options

## Millbrae - SFO Station Design

## Reduced Site Plan Design Variant



	Existing Station Facilities		HSR Tracks and Platform		Sidewal /median
	New Station Facilities		Caltrain Tracks & Platform		
	New Street Improvements		BART Tracks & Platform		



# How Do the Two Station Designs Differ?

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



# Benefits of the Millbrae-SFO Station Design

- More efficient pedestrian travel routes within the station
- Direct multimodal station access adjacent to the station hall via overhead concourse
- Separation of pedestrian and vehicular access routes to the station
- Full build out of California Dr. to El Camino Real consistent with Authority design criteria
- Direct vehicular access southbound from El Camino Real to California Dr.
- Better emergency egress evacuation from platforms

## Millbrae-SFO Station Design

### Preferred Alternative



## Reduced Site Plan Design Variant





# Alternative A – Preferred Alternative



Fewer adverse visual impacts



Fewer impacts on natural resources



Fewer displacements



Lower capital cost



Fewer road closures



Slower high-speed rail, faster Caltrain peak hour travel time



Fewer impacts on wetlands and aquatic habitats



Better alignment with Caltrain Service Vision



# What is the Final EIR/EIS?

- » Comprehensive document that fulfills federal and state environmental review requirements, allowing the Authority to approve the project and proceed to final design and construction.
- » The document includes:
  - **Analysis** of alternatives based on preliminary design, including impacts/effects
  - **Mitigations** proposed to reduce negative impacts/effects
  - **Public comments** received on the Draft EIR/EIS and Revised/Supplemental Draft EIR/EIS and responses from the Authority
  - **Revisions** to the Draft EIR/EIS made in response to comments





# Comments on Draft and Revised/Supplemental Draft EIR/EIS

	Draft EIR/EIS	Revised/Supplemental Draft EIR/EIS
 Comment Period	July 10, 2020 – September 9, 2020	July 23, 2021 – September 8, 2021
 # of Submissions	151	25
 Comments Received	2,121	136



# What Has Resulted From Public Comments and Responses?

## PUBLIC COMMENTS AND RESPONSES TOPICS

- Specific Project Alternatives
- Light Maintenance Facility
- Millbrae-SFO Station
- Displacements
- Caltrain Service Vision and Business Plan
- At-grade crossings and grade separations
- Emergency vehicle response delays
- Noise and vibration effects
- Traffic effects and mitigation
- Adjacent planned developments



  
**MODIFIED AND  
ADDITIONAL ANALYSES**



  
**MODIFIED AND  
ADDITIONAL MITIGATIONS**



# Changes Between Draft and Final EIR/EIS



- Incorporated design refinements for the Brisbane LMF with respect to the East Brisbane LMF lead track, the Tunnel Avenue Overpass, the design for the relocated Brisbane Fire Station (Alt A), and construction assumptions
- Added information about the Authority's LMF site evaluation process
- Added site-specific traffic mitigation measures
- Incorporated analysis of a design variant for the Millbrae Station
- Incorporated analysis and mitigation measures for monarch butterfly; refined several biological resources mitigation measures
- Refined air quality modeling, incorporated refined emissions results, and added new air quality mitigation measure
- Clarified noise mitigation regarding quiet zones
- Refined safety and security mitigation measures



# Quick Reference to the Final EIR/EIS



## Impacts in my Community

**Volume 1** – [Within each resource section](#), the impact analysis is provided by project subsection:

- San Francisco to South San Francisco,
- San Bruno to San Mateo,
- San Mateo to Palo Alto,
- Mountain View to Santa Clara, and
- San Jose Diridon Approach



## Responses to Comments on Draft or Revised/Supplemental Draft EIR/EIS

**Volume 4**, [Chapter 17](#) – Standard Responses

**Volume 4**, Chapters 18 to 21 – Responses to Federal, State, Local Agency and Elected Official comments

**Volume 4**, Chapters 22 to 24 – Responses to Tribe, Business, Organization, and Individual Comments

\*Translated copies of responses to comments are available upon request.



## Maps of the Alternatives

**Volume 1**, [Chapter 2](#), Alternatives – General Maps

**Volume 2**, [Appendix 3.1-A](#) – Maps of Affected Properties

**Volume 3** – [Preliminary Engineering Plans](#)



## Visual Simulations of the Alternatives

**Volume 1**, Chapter 3, [Section 3.15](#) – Aesthetics and Visual Quality



# Final Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

Board Consideration and Next Steps



# Board Meeting

**Board Meeting: August 17 and 18, 2022\***

**The Board will consider whether to:**

1. Certify the Final EIR/EIS as CEQA Lead Agency.
2. Approve the Preferred Alternative and related CEQA decision documents.
3. Direct the Authority Chief Executive Officer to issue the Record of Decision (ROD) under the Authority's NEPA Assignment.



*\*Dates subject to change.*

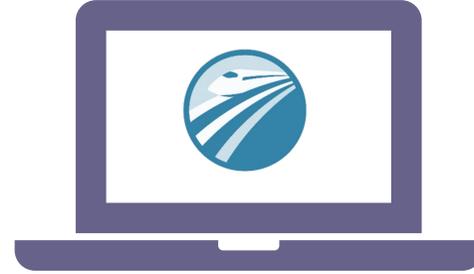


# Next Steps After ROD



## Seek Funding

From state and federal sources



## Continued Engagement

Separate engagement during design phase



## Advance Project Work

Including design, third-party agreements, right-of-way mapping, appraisals



## Ongoing Updates

Meetings, social media, newsletters, email, phone



# CWG Members: Discussion





# Public Comment



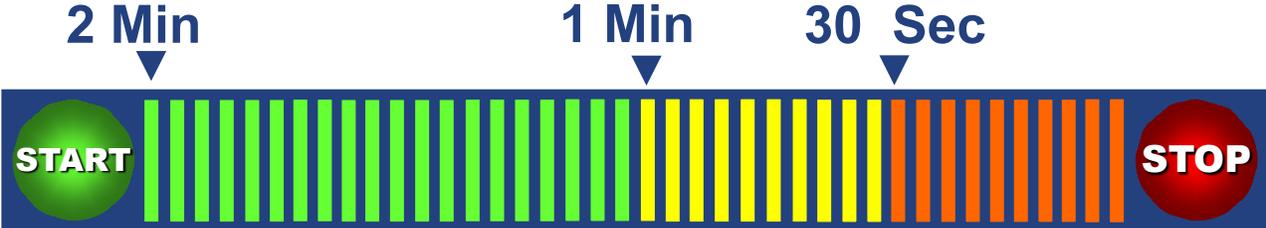
# Webinar Guidelines (2 of 2)

- Public comment is intended for 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
  - Email [vbhamidi@kearnswest.com](mailto:vbhamidi@kearnswest.com)

**This webinar is not an opportunity to comment on the final document.**

# Speaking Time – 2 Minutes

## Time Up





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Thank you.