



**CALIFORNIA**  
**High-Speed Rail Authority**

# **SAN FRANCISCO TO SAN JOSE PROJECT SECTION FINAL EIR/EIS DAY 2**

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August 18, 2022



# Agenda

1. Millbrae-SFO Station
2. Brisbane
3. Grade Separations
4. Summary



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**Millbrae-SFO Station**



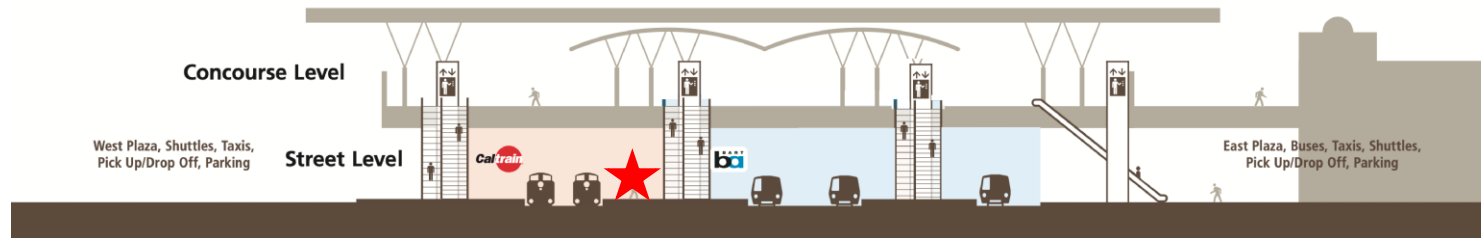
# Millbrae-SFO Station – Intermodal Transfers at Existing Station



View from Northbound Caltrain Platform



View of Cross Platform Connection to BART from Northbound Caltrain Platform



Existing Station Cross Section (view looking north)

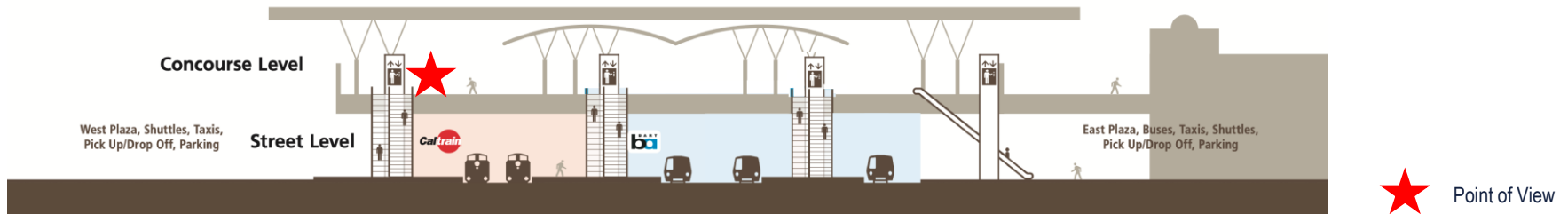
★ Point of View



# Millbrae-SFO Station – Intermodal Transfers at Existing Station

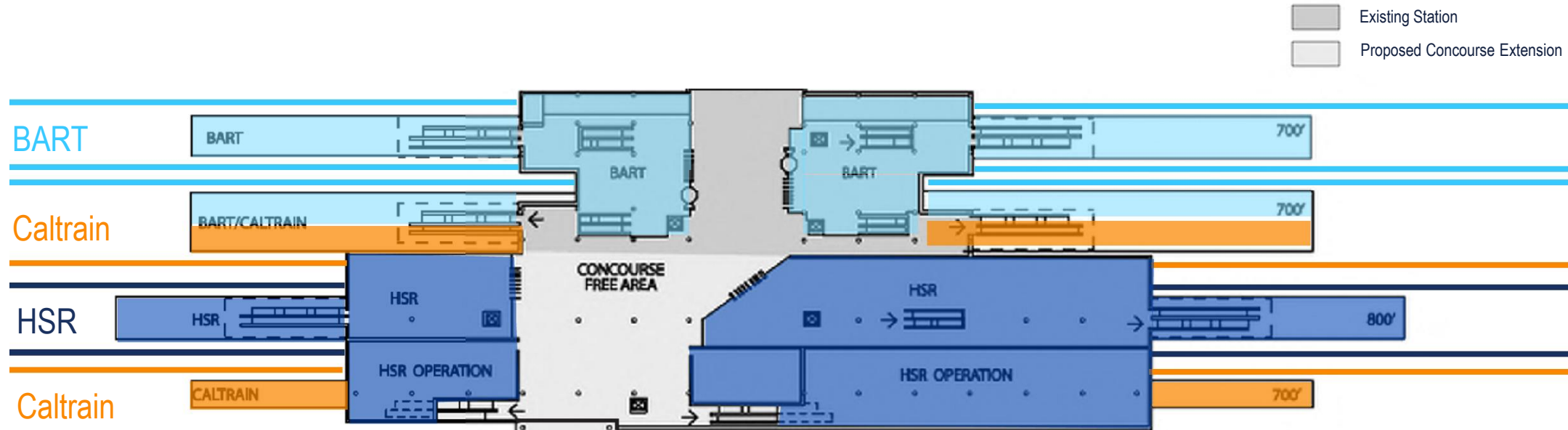


View of Concourse Level

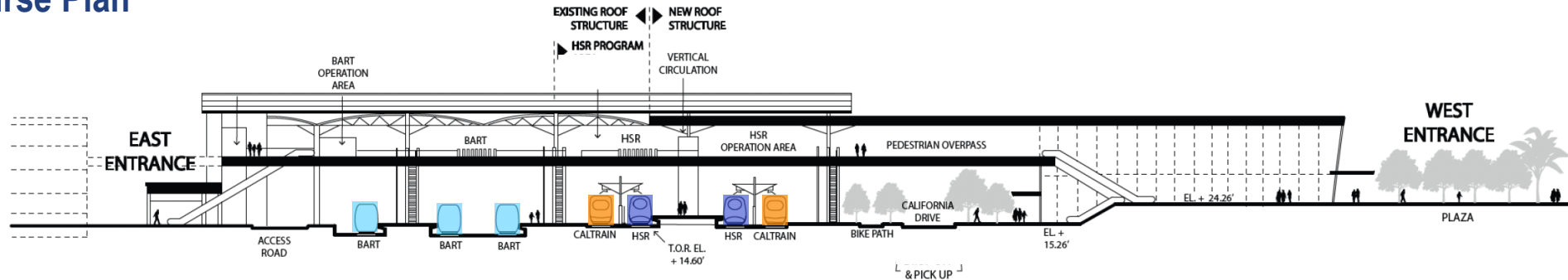


Existing Station Cross Section (view looking north)

# Millbrae-SFO Station Intermodal Connectivity



## Concourse Plan



Proposed Station Cross Section (view looking south)



# Collaborative Final Station Design

Source: 3.13 Station Planning, Land Use, and Development

## LU MM#3 Collaborative Final Station Design Process with the City of Millbrae

The Authority will work jointly with the City of Millbrae to refine the Preliminary Station Design into a Final Station Design. Joint design means Authority will consult with the City at intermediate milestones in the design development process and make good faith efforts to incorporate City input into a Final Station Design that both maximizes property interests available for the City's TOD and meets Authority operational requirements.



## Draft Resolution #HSRA 22-20 Section 3.f and Draft Resolution #HSRA 22-21 Section b:

The Board directs staff to explore joint design and planning opportunities with the City of Millbrae when advancing from preliminary station design to final station design, in order to concurrently advance the two important statewide priorities of high-speed rail and transit-oriented development in the San Francisco to San Jose project section broadly and around the Millbrae station specifically.



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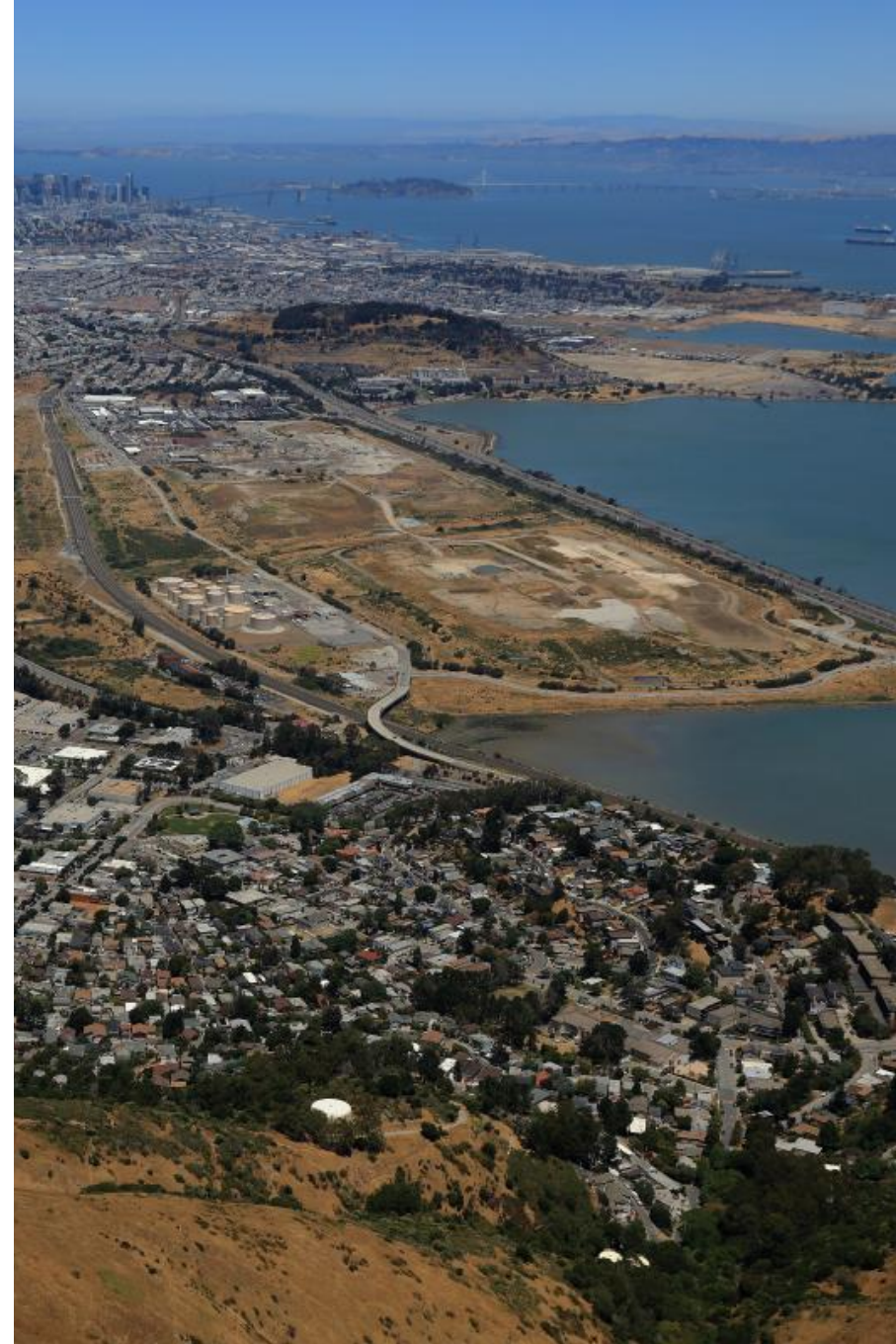
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**Brisbane**



# Brisbane Landfill

- Any development of the east side of the Baylands site will need to address the landfill.
- Final EIR/EIS analyzes all the impacts of **investigating, characterizing, excavating, containerizing, transporting, and disposing** landfill materials and potential hazardous materials.
- Construction in/around a landfill is heavily regulated. The Authority is committed to fully complying with all relevant regulations.
- Opportunity for partnership to address all landfill issues together with the City of Brisbane and the developer.



# Brisbane Light Maintenance Facility Design

- The design in the Final EIR/EIS is feasible and appropriate to evaluate the Project's environmental impacts
- The Authority recognizes specific areas of focus for continued design refinement during final design, including:
  - » Northern lead track and Geneva Avenue overcrossing
  - » Southern track and Tunnel Avenue
  - » Brisbane fire station
  - » Facility footprint
- The proposed Mitigation Monitoring and Enforcement Plan (MMEP) includes commitments to continued collaborative design efforts with the City of Brisbane as we advance from preliminary to final design

# Brisbane Mitigation Measure

## **LU-MM#4 Collaborative Final Design with the City of Brisbane to Maximize Development at the Brisbane Baylands Adjacent to the Light Maintenance Facility**

While the operational viability of the state's HSR system as a whole relies on the proposed LMF in the San Francisco to San Jose Project Section, the Authority recognizes that housing and TOD is also an important statewide priority and is critical to the City. The Authority further acknowledges that the design of the LMF was based on a Preliminary Design and a conservative estimate of the footprint of the LMF required within the San Francisco to San Jose Project Section.

In an effort to resolve differences with the City of Brisbane and to jointly advance these two important statewide priorities (HSR and TOD), the Authority commits to working jointly with the City of Brisbane to refine the Preliminary Design into a Final Design. Joint design means Authority will consult with the City at intermediate milestones in the design development process and make good faith efforts to incorporate City input into a Final Design that both maximizes property interests available for the Brisbane Baylands adjacent to the LMF and meets Authority operational requirements.

### **Draft Resolution #HSRA 22-20 Section 3.g and Draft Resolution #HSRA 22-21 Section b:**

The Board directs staff to explore joint design and planning opportunities with the City of Brisbane when advancing from preliminary design for the light maintenance facility to final design, in order to concurrently advance the two important statewide priorities of high-speed rail and transit-oriented development in the San Francisco to San Jose project section broadly and at the Brisbane Baylands site specifically.





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# Grade Separations



# Grade Separations in the Caltrain Corridor

- **Caltrain Business Plan: Estimated Cost of Grade Separations**
  - » \$9.0 to \$10.2 billion
  - » 30 to 32 grade separations between San Francisco to Gilroy
- **Recent Examples**
  - » San Bruno, San Mateo, and Angus Avenues: \$165.1 million (2014)
    - 3 roadway separations
  - » 25th Avenue: \$205.9 million (2021)
    - 3 roadway separations



28<sup>th</sup> Avenue Crossing at Caltrain Hillsdale Station



# Grade Separation Funding Opportunities & Regional Strategy

## New and Expanded Funding Opportunities Include:

- Federal funding – Bipartisan Infrastructure Law
  - » FRA Railroad Crossing Elimination Program is specifically for grade separations (\$5.5 billion)
  - » Consolidated Rail Infrastructure and Safety Improvements (CRISI) has eligibility for grade separation projects (\$10.0 billion)
- State funding: FY22-23 State Budget
  - » \$350 million general fund to support critical high-priority grade separation improvements

## Regional Strategies Include:

- Metropolitan Transportation Commission
  - » Identified several crossings on Caltrain corridor as regional priority grade separation projects to pursue funding opportunities
- Caltrain Grade Crossing Study







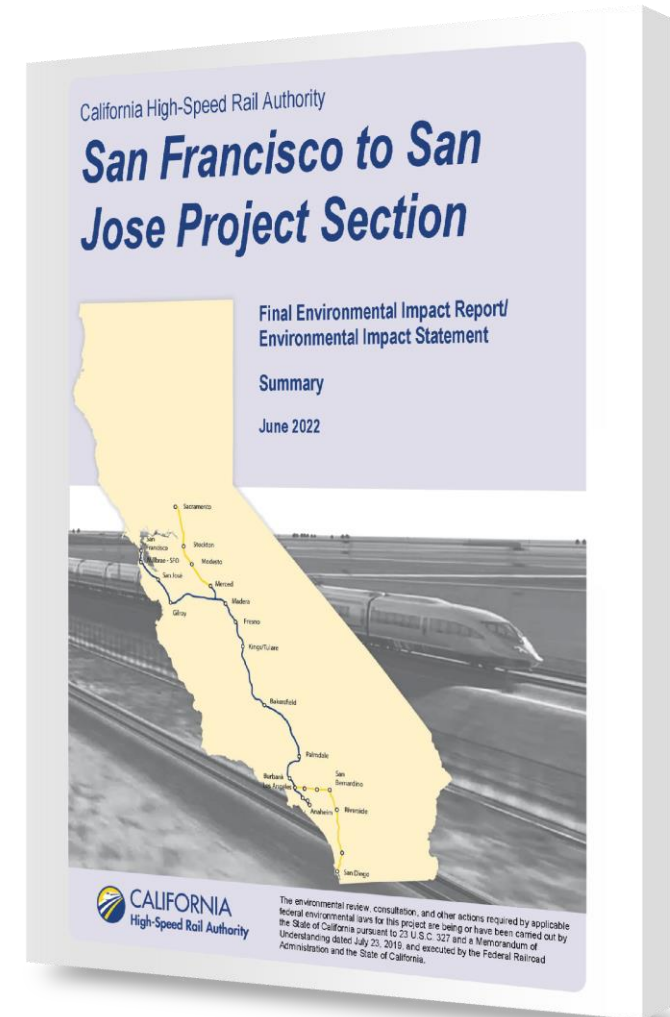
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# Summary

# Summary

- The San Francisco to San Jose Final EIR/EIS has thoroughly evaluated resources and project impacts
- The project team has assessed new comment letters received before and verbal comments made at the August 17, 2022 meeting, consulted with subject matter experts, and prepared responses to key, new comments
- No new or more severe, significant impacts were identified as a result of these recent comments

**We continue to recommend approval of the San Francisco to San Jose project to the Board**





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## High-Speed Rail Authority

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