



**CALIFORNIA**  
High-Speed Rail Authority

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

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August 17, 2022



# Agenda

1. Key Points for Today's Presentation
2. Project Section Overview
3. Development of Alternatives
4. Background on San Francisco to San Jose Project Section
5. Key Topics of Stakeholder Interest

# San Francisco to San Jose

## Key Points for Proposed Project:

- Final EIR/EIS studies necessary infrastructure for blended high-speed rail service beyond what is being built by the Caltrain Electrification Project.
- Blended service takes advantage of the existing rail right-of-way; reduces impacts to surrounding communities; provides safety improvements including modifications at at-grade crossings; upgrades corridor from 79 mph diesel operations to 110 mph electrified service.
- Connects major employment centers of the San Francisco Bay Area to the Central Valley and Southern California, decreasing travel time, improving mobility, and supporting housing/job balance.
- Final EIR/EIS is a thorough evaluation of the project's environmental effects and is based on extensive outreach with communities along the rail corridor.



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# Project Section Overview

# High-Speed Rail in Northern California

## Project Development Stages



**Diridon Integrated  
Station Concept**



**San Francisco to  
San Jose**



**San Jose to  
Merced**



**Downtown  
Extension (DTX)**



**Caltrain  
Electrification**



**Salesforce  
Transit Center**





### Northern California Connectivity Map

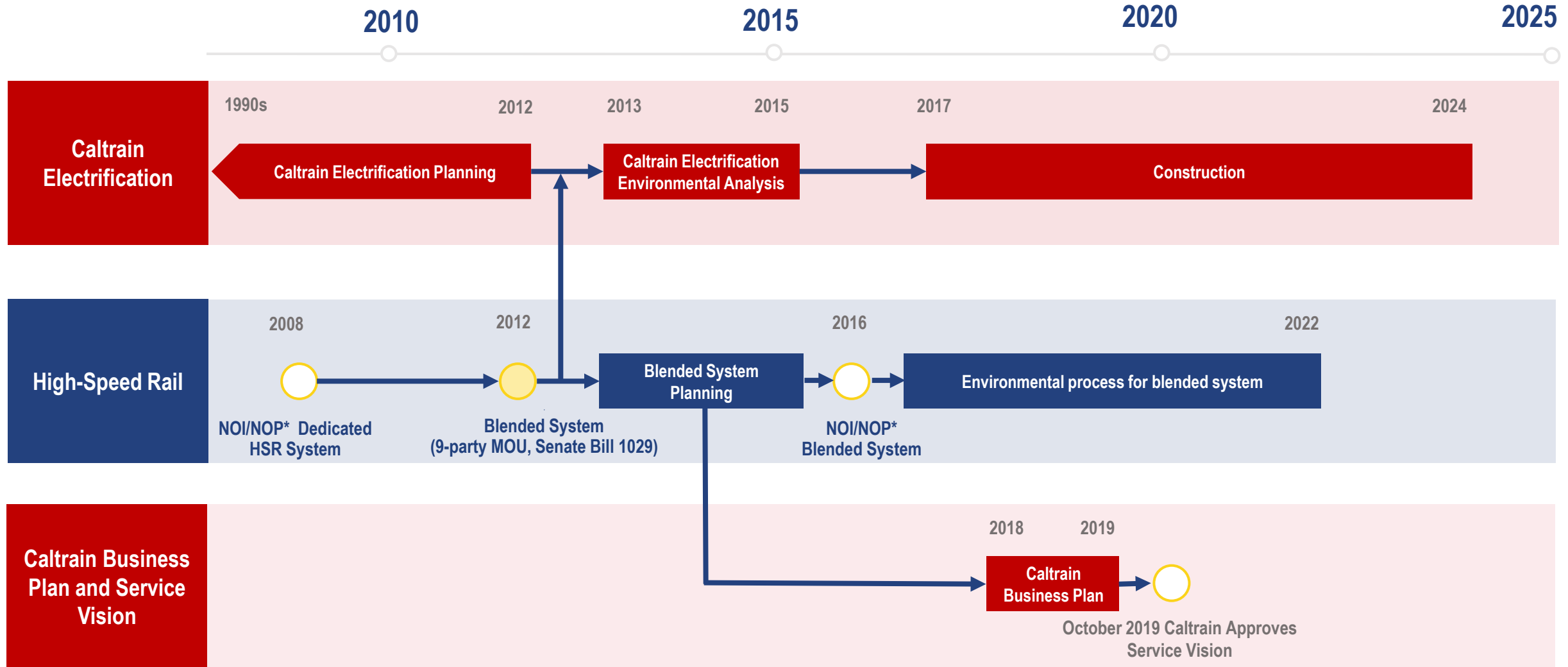
- CALIFORNIA High Speed Rail Authority
- High-Speed Rail Station
- High-Speed Rail
- AMTRAK
- San Francisco Muni
- Amtrak San Joaquins
- Caltrain
- BART
- Caltrain
- Bay Area Rapid Transit
- ACE
- VTA Light Rail
- Altamont Corridor Express
- Intercity Bus Service

**Interim high-speed rail terminal. Connection to Salesforce Transit Center completes NorCal system.**

**Connects to Caltrain, BART, SFO, and more.**

**Blended service on Caltrain corridor.**

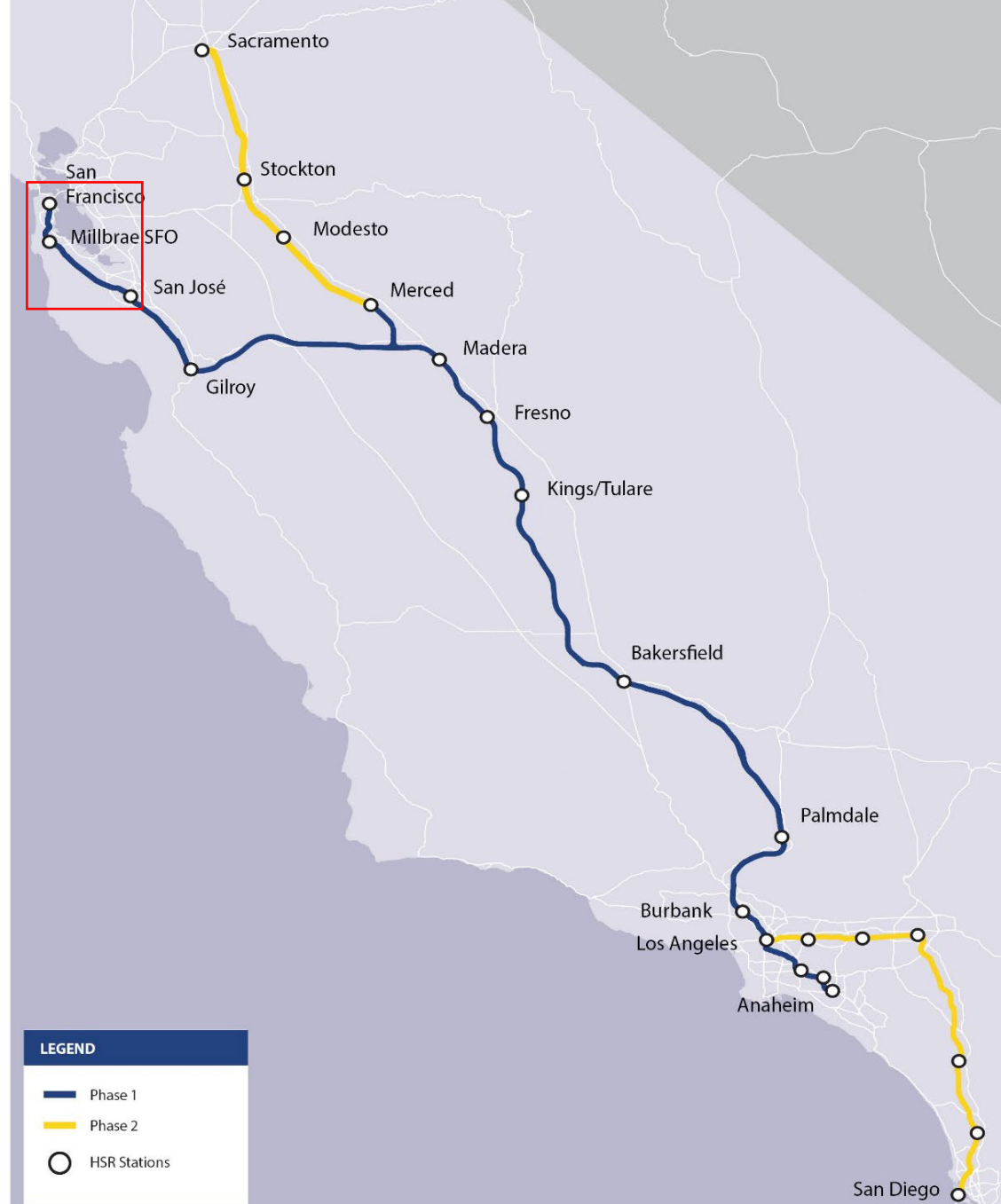
# Blended Service on Caltrain Corridor



\*NOI/NOP = Notice of Intent/Notice of Preparation

# Project Background

## Important Milestones





# Community Engagement Activities 2016 - 2022



**570+**

Meetings with the general public, stakeholders, and agencies and tabling at local events



**100+**

Stakeholder Working Group Meetings



**25+**

Open Houses and Hearings



Materials translated into Spanish, Mandarin, Tagalog and Vietnamese

## Stakeholder Working Groups

### Community Working Groups:

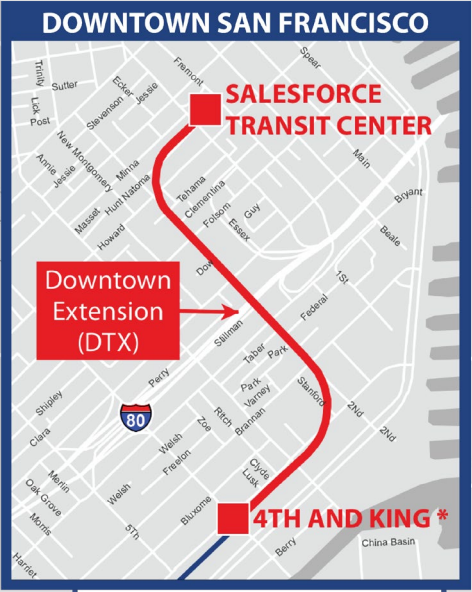
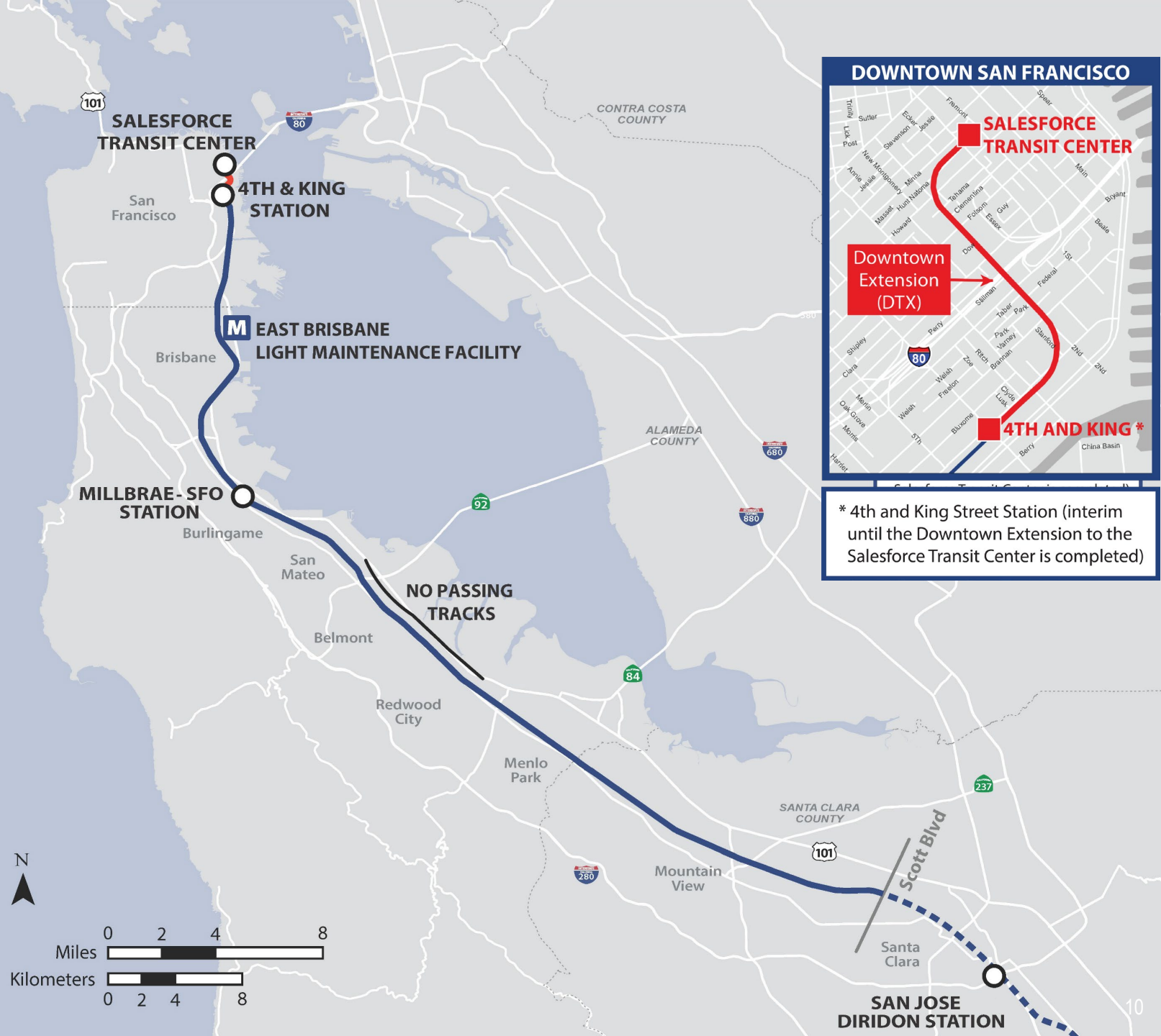
Neighborhood, Business, and Community Organizations

### Engagement Tools:

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



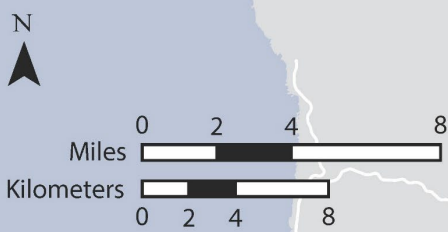
# Preferred Alternative (Alternative A)



\* 4th and King Street Station (interim until the Downtown Extension to the Salesforce Transit Center is completed)

### LEGEND

-  Preferred Alternative for the San Francisco to San Jose Project Section
-  San Jose Diridon Subsection Approach (Approved in April 2022 as part of the San Jose to Merced Project Section)
-  Downtown Rail Extension (DTX)
-  HSR Stations
-  Light Maintenance Facility



# Alternative A – Preferred Alternative

Effects compared to Alternative B



Fewer displacements



Fewer impacts on natural resources



Fewer impacts on wetlands and aquatic habitats



Lower capital cost



Fewer air quality impacts during construction



Faster Caltrain peak hour travel time



Fewer road closures



Better alignment with Caltrain Service Vision

# Comments Received



Throughout the environmental review process, the EPA has appreciated the commitment of the California High Speed Rail Authority to work closely with state and federal resource and regulatory agencies to address concerns early and avoid and minimize impacts to environmental resources.

– United States Environmental Protection Agency



Connecting these major economic regions with high-speed rail will change the way people travel throughout the state and foster more equitable employment and housing opportunities.

– California Assemblymember Matt Haney, District 17



Ensuring that major economic regions are connected by electrified high-speed rail, rather than vehicular roadways and air travel alone, is key to ensuring that California can meet its climate goals.

– SPUR/Bay Area Council/Silicon Valley Leadership Group



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July 7, 2022

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Board of Directors  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

August 9, 2022

Re: San Francisco to San José Final EIR / EIS

Dear California High-Speed Rail Authority Board of Directors,

On behalf of the Silicon Valley Leadership Group, the Bay Area Council, and SPUR, we urge your approval of the Final EIR/EIS document for the San Francisco to San Jose project section which is the last segment needed for High-Speed Rail to be entirely environmentally cleared linking San Francisco, the Peninsula, San Jose, the Central Valley, and Los Angeles. We have been early supporters of bringing high speed rail service to California, and have remained engaged as this effort proceeded to identify project alternatives and effective transportation integration with the Bay Area's cities, transit stations and operators.

This step is critical to the future development of sustainable and efficient transportation to, from, and within the Bay Area, the Central Valley, and Southern California. Ensuring that major economic regions are connected by electrified high-speed rail, rather than vehicular roadways and air travel alone, is key to ensuring that California can meet its climate goals. Over time, an operational high speed rail system in California will be able to take hundreds of thousands of vehicles off the road annually while meeting increasing demand for intercity travel.

Having high-speed rail environmentally cleared will mean Californians will be one step closer to traveling throughout the state in new ways that will foster more equitable employment and housing opportunities, and where businesses will be better able to grow and thrive within California. As the largest rail project under construction anywhere in the country, California's high speed rail will generate enormous economic activity as construction continues, creating and sustaining jobs across the state.

cc \



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# Development of Alternatives

# Alternatives Considered and Eliminated

In the 2008 Program EIR/EIS

## Altamont Pass Alternative

- Impacts to wetlands, waterbodies and environment
- Operational challenges
- Longer travel time between South Bay and Southern California



# Alternatives Considered and Eliminated

In the 2008 Program EIR/EIS

## Highway 101 and I-280 Alternatives (2008)

- Environmental and socioeconomic impacts
- Constructability
- Right-of-way



# Alternatives Considered

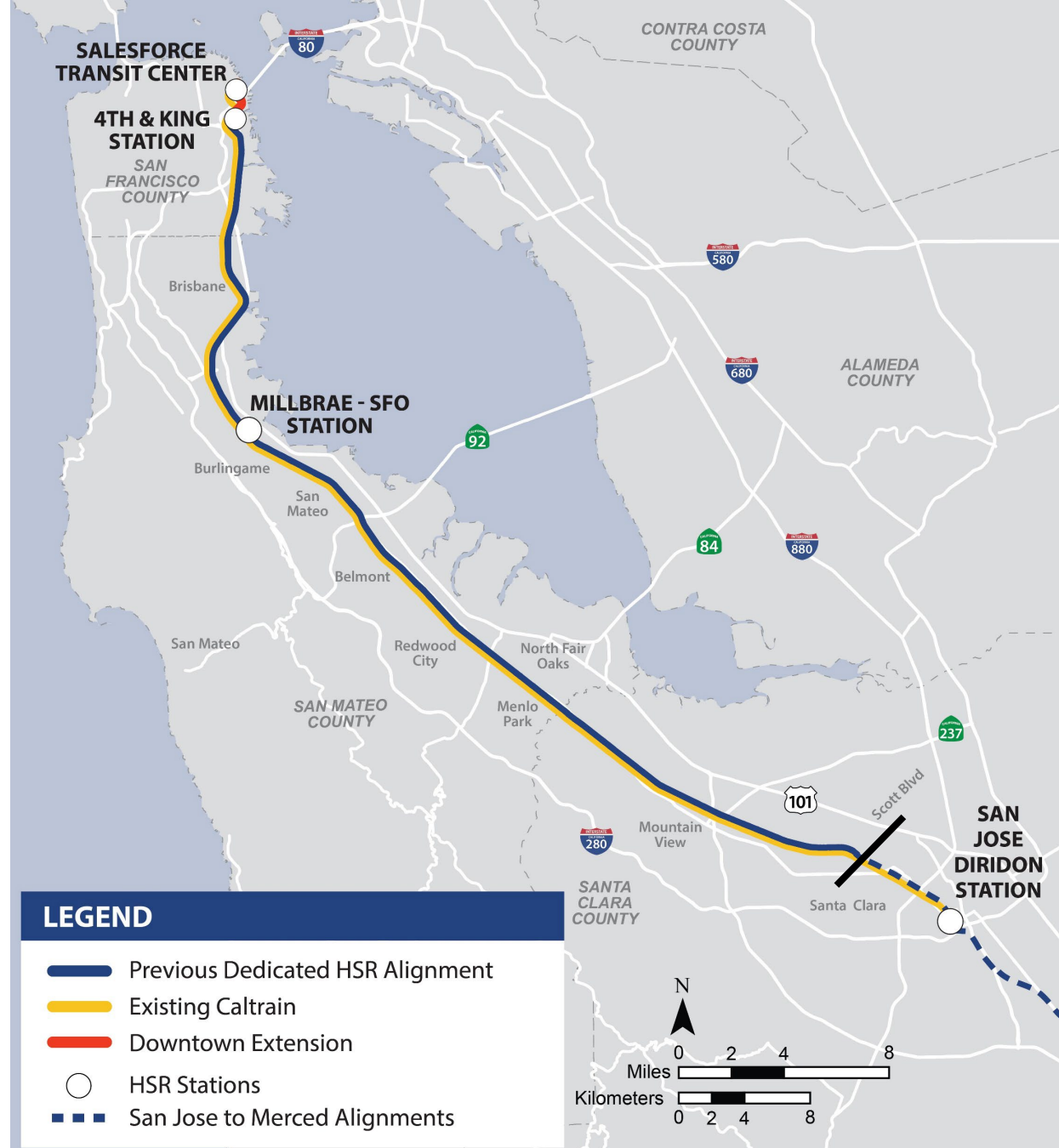
2010 Preliminary Alternatives Analysis and Supplemental Alternatives Analysis

Fully grade-separated, four-track system

- Additional community impacts
- Substantially higher costs
- Substantial construction impacts

Blended System

- Northern California 9-Party MOU
- Legislation (SB 1029, SB 557)





# Stations and Passing Tracks Considered

During Blended System Planning (2012-2016)

## Eliminated

- Optional Mid-Peninsula Station eliminated based on community feedback
- Middle 3-Track (16 miles)
- Long Middle 4-Track (8 miles)
- Long Middle 4-Track (8 miles)

## Carried Forward:

- Short Middle 4-Track (6 miles)

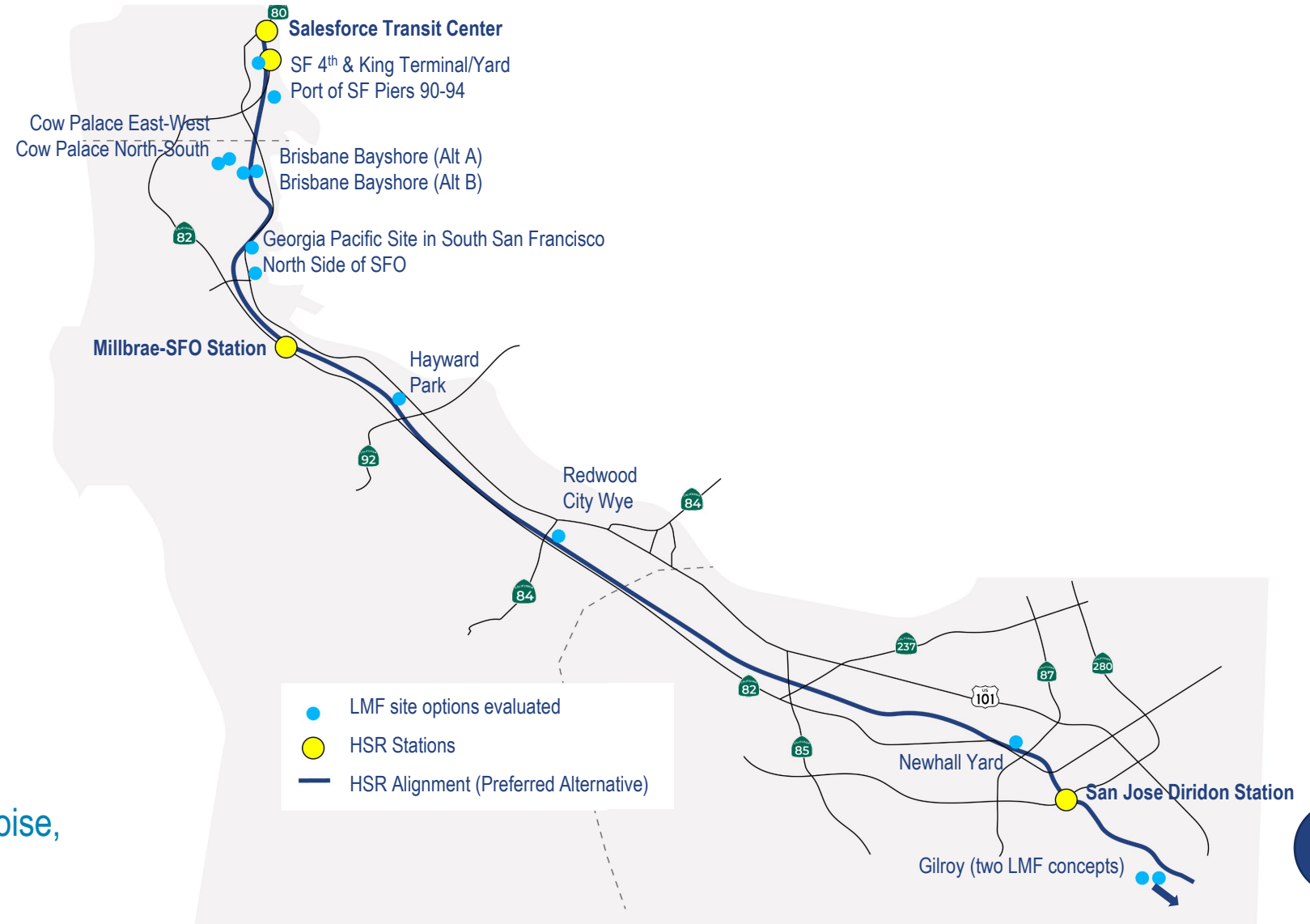


# LMF Site Evaluation Process








## 13 site options evaluated

Factors considered:

- **Operational Considerations**
  - » Proximity to SF Terminal Station
  - » Site Size ~100 acres
  - » Proximity to Mainline tracks
  - » Double-ended Lead Tracks
- **Site Availability**
- **Environmental Factors**
  - » Circulation
  - » Community Disruption
  - » Biological Resources
  - » Cultural Resources
  - » Other Environmental Impacts (Noise, 4(f), etc.)



# LMF 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 Park</b> San Mateo east of Caltrain ROW, north of SR-92	×			×	×	×	×
<b>Redwood City Wye</b> south of SR-84	×		×	×	×		×
<b>Newhall Yard</b> north of I-880, east of Caltrain ROW	×	×					×
<b>Gilroy</b> two LMF concepts	×			×	×	×	×

# Site Evaluation Process

## Reasons Brisbane Bayshore Sites Advanced:



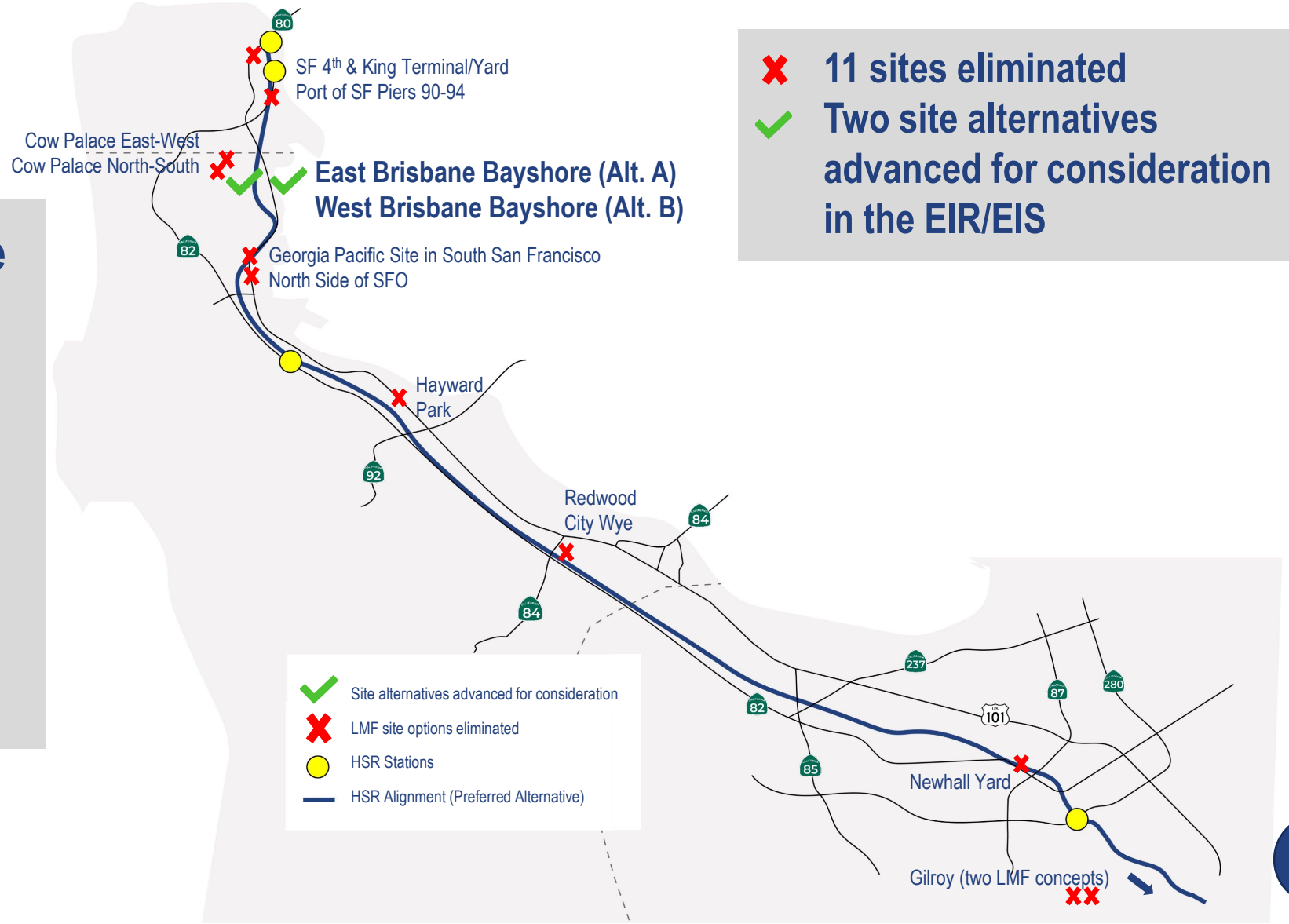
Meets Operational Requirements



Site Availability



Low Environmental Impacts



✗ 11 sites eliminated  
✓ Two site alternatives advanced for consideration in the EIR/EIS

- ✓ Site alternatives advanced for consideration
- ✗ LMF site options eliminated
- HSR Stations
- HSR Alignment (Preferred Alternative)

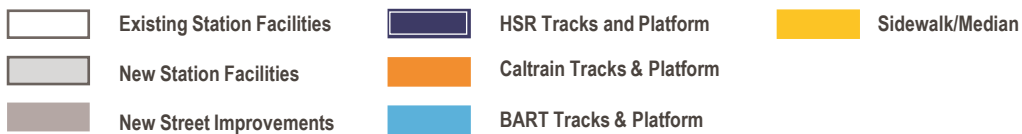
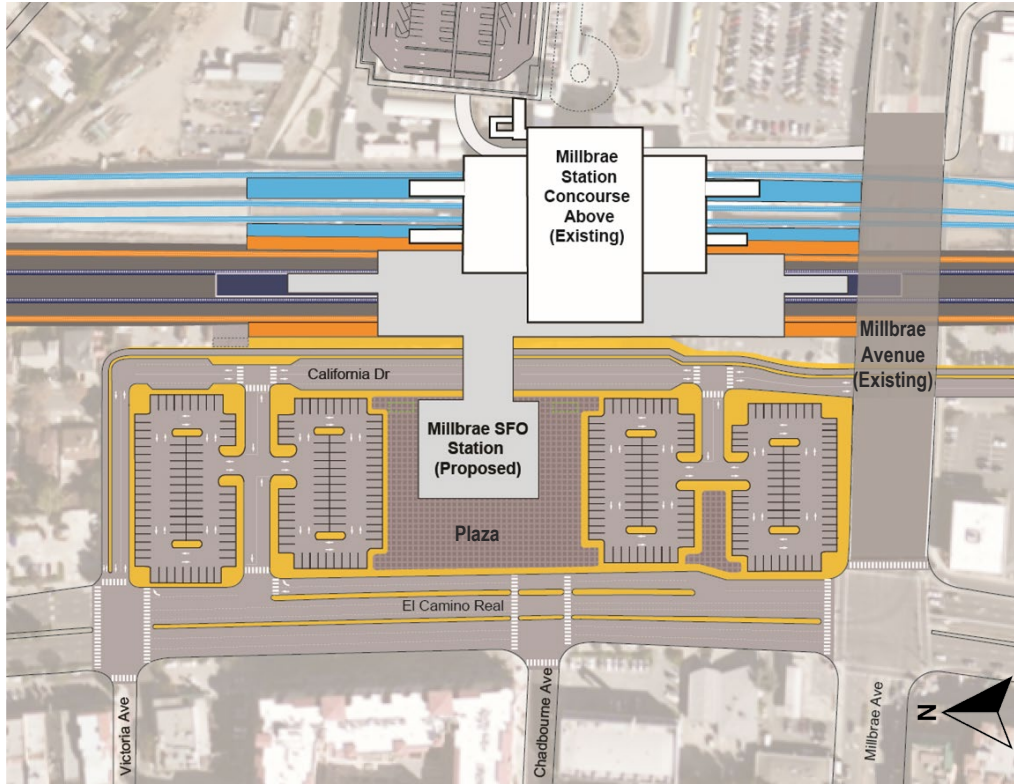


# LMF Alternatives Evaluated in the EIR/EIS

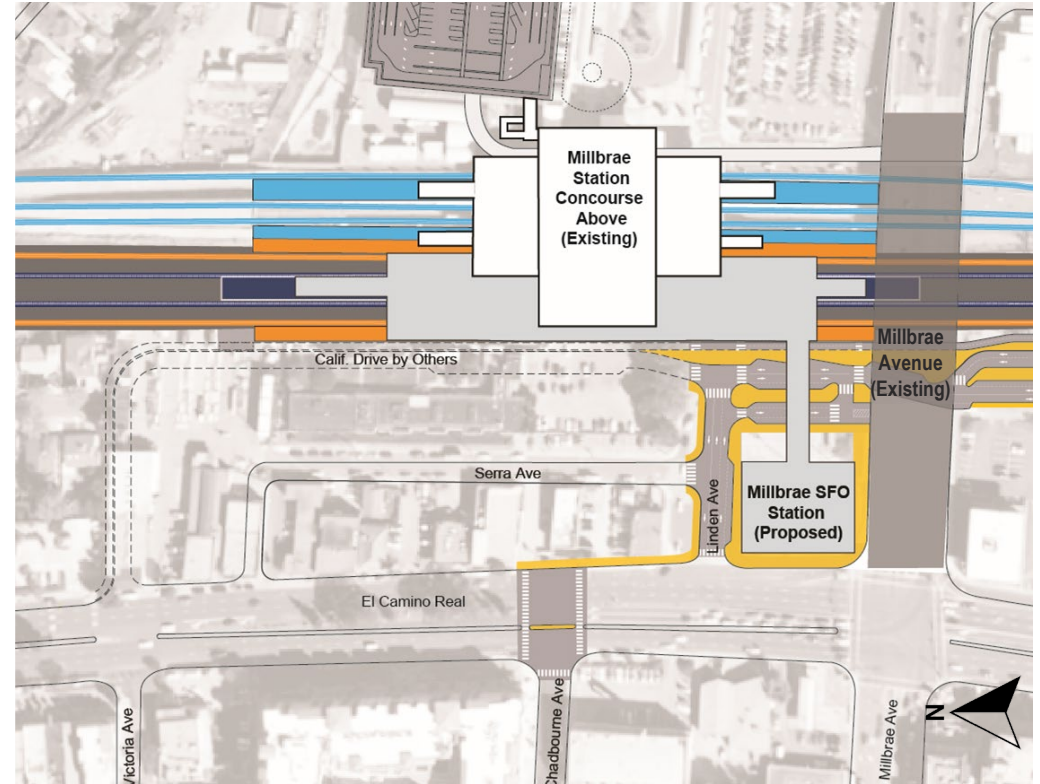


# Millbrae Station Options

Millbrae – SFO Station Design (Preferred Alternative)



Millbrae – SFO Reduced Site Plan Design Variant



# Alternatives A & B

Alternative A remains 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
- M** Maintenance Facilities
- San Jose to Merced Project Section *(Approved April 2022)*
- Downtown Extension

**Safety Modifications**

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



# Important Infrastructure Already Under Construction

Components		Peninsula Corridor Electrification Project (Operating up to 79 mph)	Additional Changes for HSR (Operating up to 110 mph)
	PG&E Substation Upgrades	2 Substations	
	Traction Power Substations	2 Substations and interconnections	May be enhanced for future HSR and Caltrain service expansions
	Switching and Paralleling Substations	8 total	
	Overhead Catenary System (poles, wires, etc.)	~3,000 catenary poles. Caltrain modified poles in ROW and less than 2-feet from original location based on HSR request.	~600 poles added or modified to accommodate track straightening and increase speeds
	Tunnel Modifications	Modifications for overhead catenary system	
	Track Straightening	None	15.8 route miles at 45 locations
	At-grade Crossings	Signaling modifications to prevent interference with overhead catenary system	Safety improvements at 38 crossings
	Perimeter Fencing		7.3 miles





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**San Francisco to San Jose  
Project Section  
Final EIR/EIS**

# San Jose Diridon Station Approach Subsection

## Status

San Jose Diridon Station Approach Subsection was approved by the Authority Board in April 2022 as part of San Jose to Merced Project Section



# Environmental Process

## Draft EIR/EIS

## Revised/Supplemental Draft EIR/EIS

## Final EIR/EIS



# Changes Between Draft and Final EIR/EIS



- Incorporated design refinements for the Brisbane LMF and surrounding area 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 resource 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

# Measures to Avoid or Address Impacts

- The project incorporates programmatic commitments to advance design and implement construction practices that avoid or minimize impacts (called Impact Avoidance and Minimization Features)
- When impacts remain after consideration of IAMFs, the Authority has included mitigation measures (MMs)
- The Authority's Mitigation Monitoring and Enforcement Plan (MMEP) includes IAMFs and mitigation measures, and identifies:
  - » The party responsible for implementation
  - » The timing of implementation
  - » The implementation mechanism

# Resources Considered in the EIR/EIS

## CEQA Impacts for Preferred Alternative

### 3.2 Transportation

### 3.3 Air Quality and Greenhouse Gases

### 3.4 Noise and Vibration

### 3.5 Electromagnetic Interference and Electromagnetic Fields

### 3.6 Public Utilities and Energy

### 3.7 Biological and Aquatic Resources

### 3.8 Hydrology and Water Resources

### 3.9 Geology, Soils, Seismicity, and Paleontological Resources

### 3.10 Hazardous Materials and Waste

### 3.11 Safety and Security

### 3.12 Socioeconomics and Communities

### 3.13 Station Planning, Land Use, and Development

### 3.14 Parks, Recreation, and Open Space

### 3.15 Aesthetics and Visual Quality

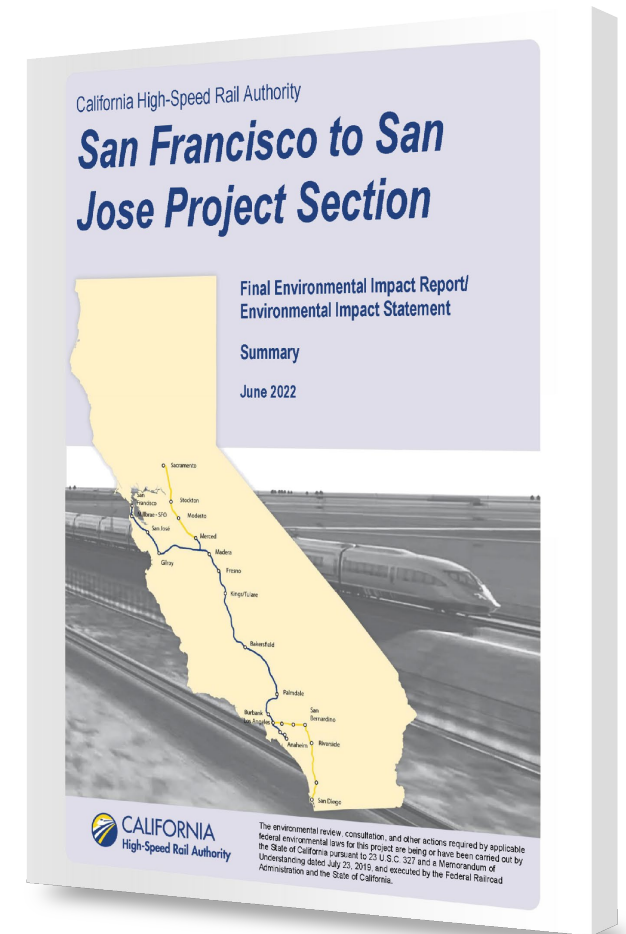
### **(3.16 Cultural Resources)**

### 3.17 Regional Growth

### **3.18 Cumulative Impacts**

### 4.0 Section 4(f)/Section 6(f)\*

### 5.0 Environmental Justice\*



#### Legend

**Bold:** CEQA significant and unavoidable impact for the Preferred Alternative  
**Bold and Parenthesis:** CEQA significant and unavoidable impact for the Preferred Alternative only in the San Jose Diridon Approach Subsection

\*Asterisk: Federal law topics

# Key CEQA Effects, Impact Avoidance and Minimization Features (IAMF), Mitigation Measures, and Commitments

Key CEQA Effects	IAMFs, Mitigation Measures, and Commitments
Bus transit and services	<ul style="list-style-type: none"> <li>• Intersection improvements, including signal timing modifications, installation of new traffic signals, and restriping</li> <li>• Installation of bus transit signal priority at certain traffic signals</li> </ul>
Air quality (temporary and localized)	<ul style="list-style-type: none"> <li>• Use of zero-emission and/or near-zero emission light-duty on-road vehicles and off-road equipment, including a commitment to prioritize the use of electric-powered equipment and vehicles as they become available</li> <li>• Minimization and control of fugitive dust emissions and exhaust emissions during construction through use of best available on-site controls</li> <li>• Use of lower-emission materials and fuels in construction</li> </ul>
Increase in noise & vibration levels	<ul style="list-style-type: none"> <li>• Use of sound barriers, sound insulation, or noise easements near sensitive populations</li> <li>• Additional noise analysis during final design, and vehicle noise specifications</li> <li>• Support potential implementation of quiet zones by local jurisdictions</li> <li>• Site-specific vibration propagation tests; use of special trackwork, special track support, vibration easement, building modifications, or vehicle suspension.</li> </ul>

# Key Effects, IAMFs, Mitigation Measures, and Commitments

Key Effects	IAMFs, Mitigation Measures, and Commitments
<p>Safety and Security, emergency vehicle response times</p>	<ul style="list-style-type: none"> <li>• Installation of emergency vehicle response improvements near the 4th and King Street and Millbrae Stations, and at several at-grade crossing locations in Burlingame, Redwood City, Menlo Park, and Mountain View intersections</li> <li>• Intersection improvements, including signal timing modifications and installation of new traffic signals</li> </ul>
<p>Alteration of existing and planned land uses associated with the Brisbane LMF and Millbrae-SFO Station</p>	<ul style="list-style-type: none"> <li>• Collaborative Final Design with the City of Brisbane to maximize development at the Brisbane Baylands adjacent to the LMF</li> <li>• Collaborative Final Station Design Process with the City of Millbrae</li> </ul>
<p>Cumulative Impacts (Bus Transit, Air Quality, Noise, Vibration, Safety and Security)</p>	<ul style="list-style-type: none"> <li>• Intersection improvements, including signal timing modifications, installation of new traffic signals, and restriping</li> <li>• Use of zero-emission and/or near-zero emission light-duty on-road vehicles and off-road equipment</li> <li>• Minimization and control of fugitive dust emissions and exhaust emissions during construction</li> <li>• Use of sound barriers, sound insulation, or noise easements near sensitive populations</li> </ul>



# Regulatory Agency Coordination

## Secured Agency Approvals

- ✓ National Marine Fisheries Service, Biological Opinion – March 18, 2022
- ✓ U.S. Fish and Wildlife Service, Biological Opinion – April 22, 2022
- ✓ U.S. Army Corps of Engineers and Environmental Protection Agency,  
Checkpoint C Concurrence Letters - June 29, 2020 and June 26, 2020
- ✓ State Historic Preservation Officer Memorandum of Agreement – June 22, 2022
- ✓ Federal Railroad Administration, Final General Conformity Determination  
Federal Register notice published on July 28, 2022



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# Key Topics of Stakeholder Interest

# Key topics of stakeholder interest



Light Maintenance Facility in Brisbane



At-Grade Crossings and Grade Separations



Millbrae-SFO Station



Caltrain 2040 Service Vision



# LMF Final Analysis

Alternative A minimizes impacts to areas that allow housing on the west side of Baylands Site (based on 2018 General Plan Amendment).

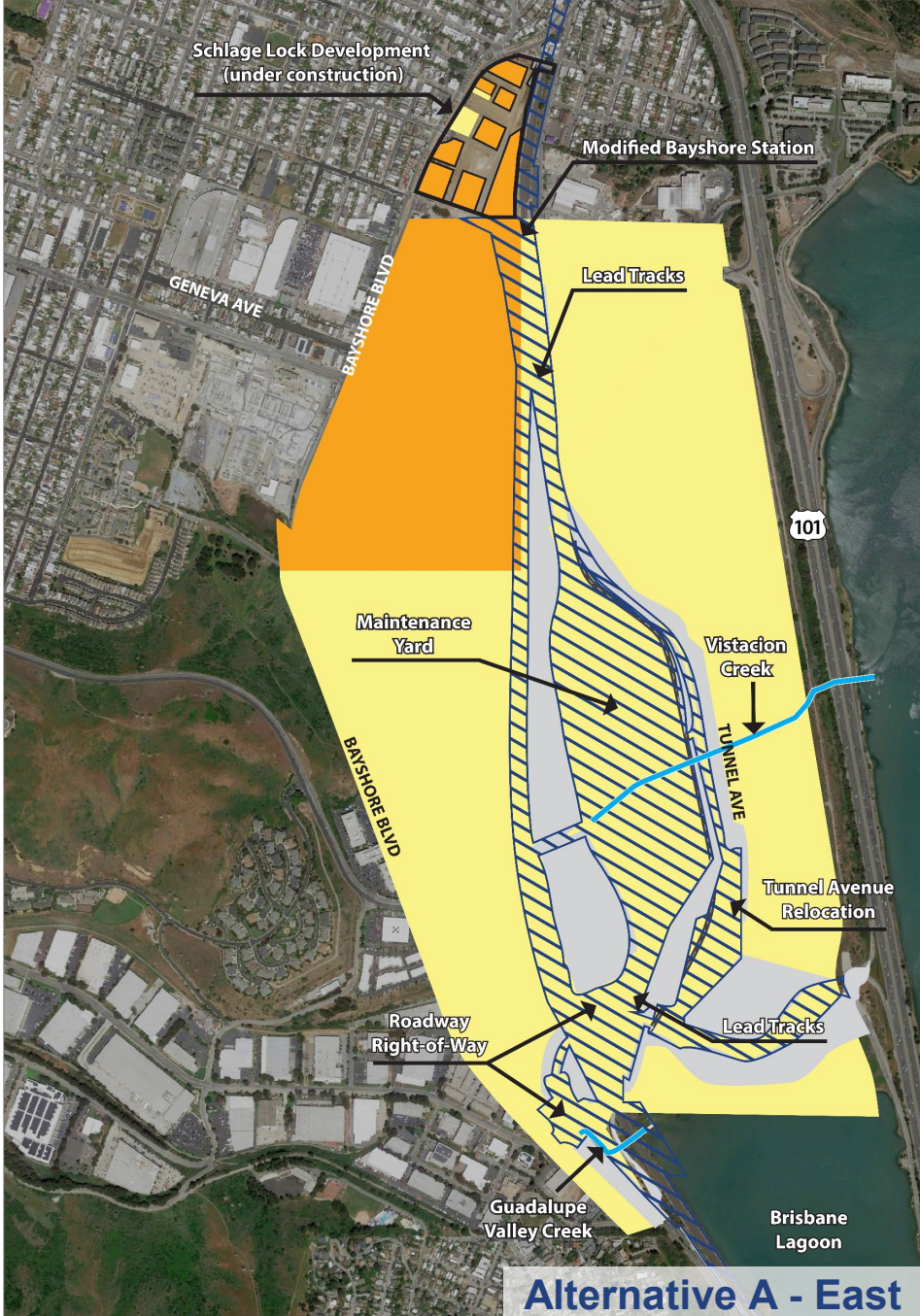
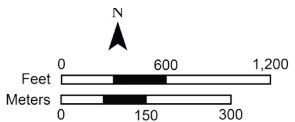
## LEGEND

### Project Footprint Components

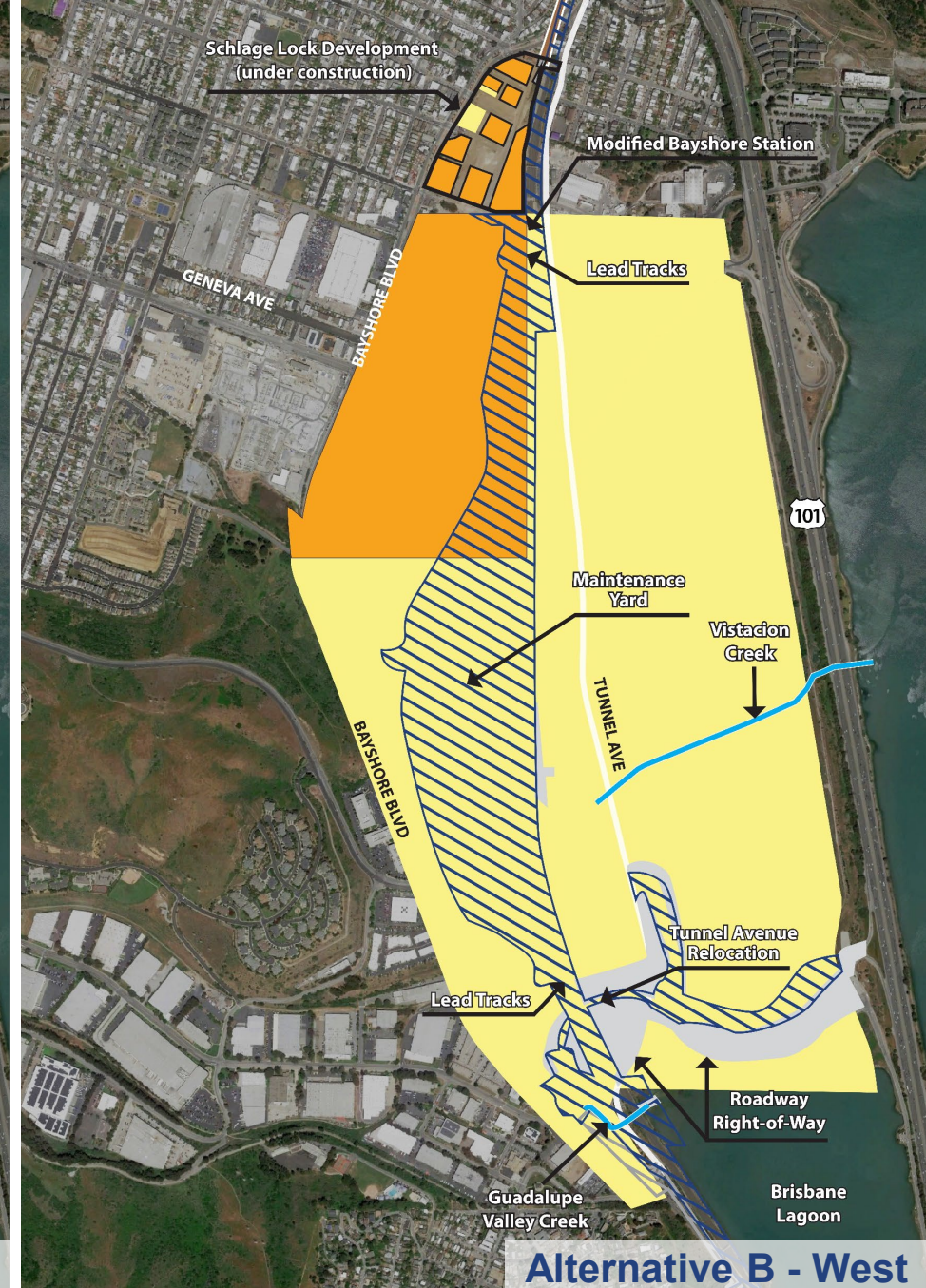
-  Permanent Project Footprint
-  Temporary Construction Easements

### Planned Land Use

-  Residential, Mixed Use, Planned Development (Residential Permitted)
-  Commercial, Heavy Commercial, Planned Development (Residential Prohibited)



Alternative A - East



Alternative B - West

# Final EIR/EIS Analysis of LMF sites

## East Brisbane Baylands site (Alternative A) remains the preferred alternative

- 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.



# Refinements Between Draft and Final EIR/EIS

## Alternative A: Brisbane East LMF

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

**Bold = Changes in response to City of Brisbane comments**



# Importance of Millbrae-SFO Station

- Convenient transfers with intermodal connections to Caltrain, BART, San Mateo County Transit District (SamTrans) buses, and private buses/shuttles
- Important link for San Mateo County residents, visitors, and employees to access regional transit services and SFO
- One of the critical connections in both the regional and statewide rail network



# Benefits of the Preferred Alternative

## Compared to Reduced Site Plan Design Variant

- 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 Drive to El Camino Real consistent with Authority design criteria
- Direct vehicular access southbound from El Camino Real to California Drive
- Better emergency egress evacuation from platforms

Millbrae-SFO Station Design

Preferred Alternative



Reduced Site Plan (RSP) Design Variant





# Integration with Development

“ Implementation of the HSR modifications would not preclude future development of an integrated and mutually-supporting mixed-use development at the site, with Millbrae Station as its anchor and focal point....., such development would be consistent with the City of Millbrae’s desire for TOD at the site and with state and Authority policies supportive of infill development, as a means to achieve GHG emissions and VMT reductions. ”

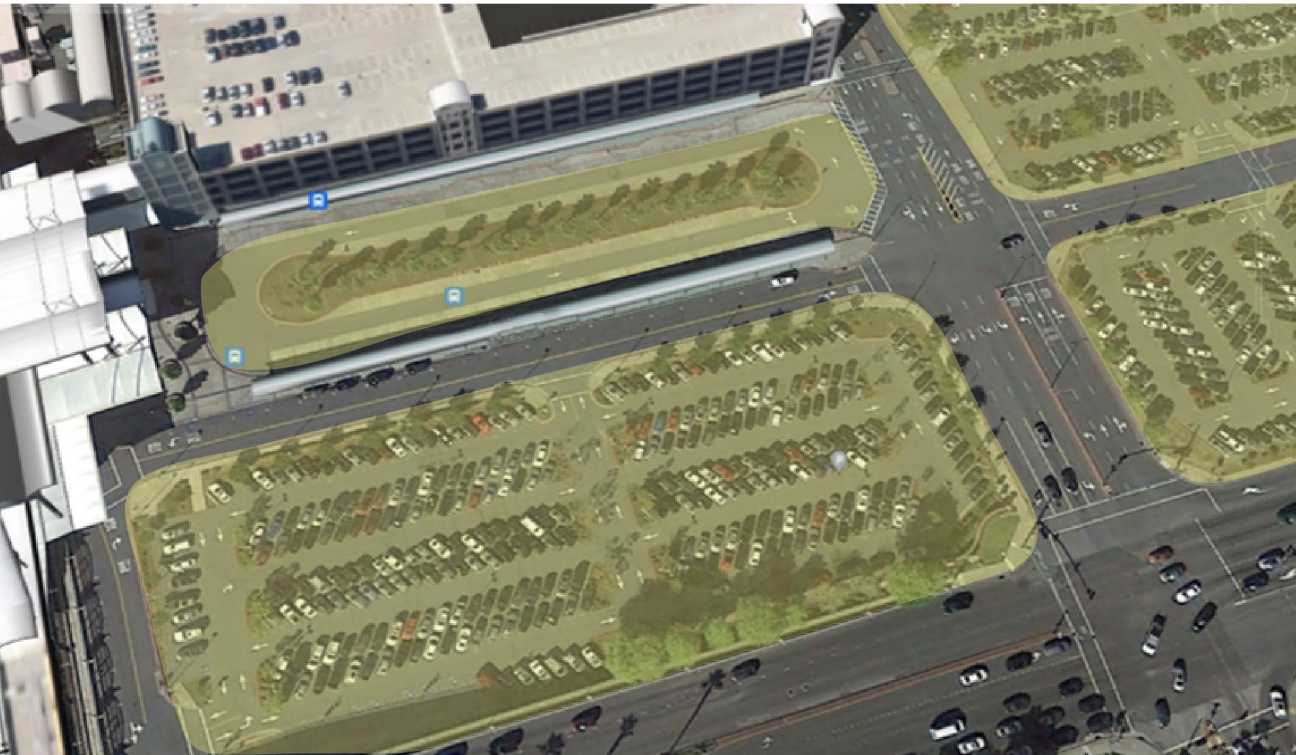


Source: 3.13 Station Planning, Land Use, and Development

# Example of Development on Parking Lots

Gateway at Millbrae Station

2018



Aerial view of BART Parking lot at Millbrae Station

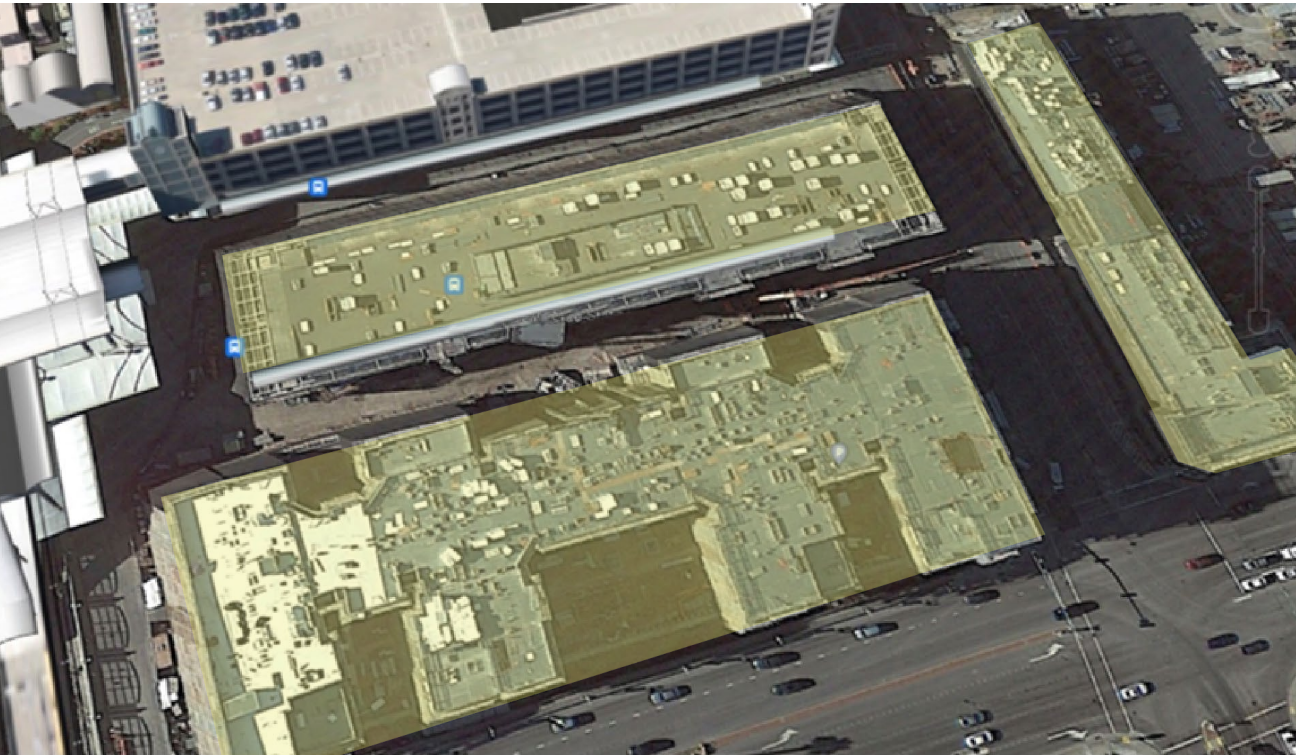


BART Parking lot at Millbrae Station

# Example of Development on Parking Lots

Gateway at Millbrae Station

2022



Aerial view of Gateway at Millbrae Station



Gateway at Millbrae Station under construction

# Corridor At-Grade Crossings



Safety upgrades at each at-grade crossing based on FRA and CPUC requirements



Revised mitigation measure on emergency vehicle response times to allow for more flexibility in implementation and mitigation options



14 site-specific traffic mitigation measures for the Preferred Alternative

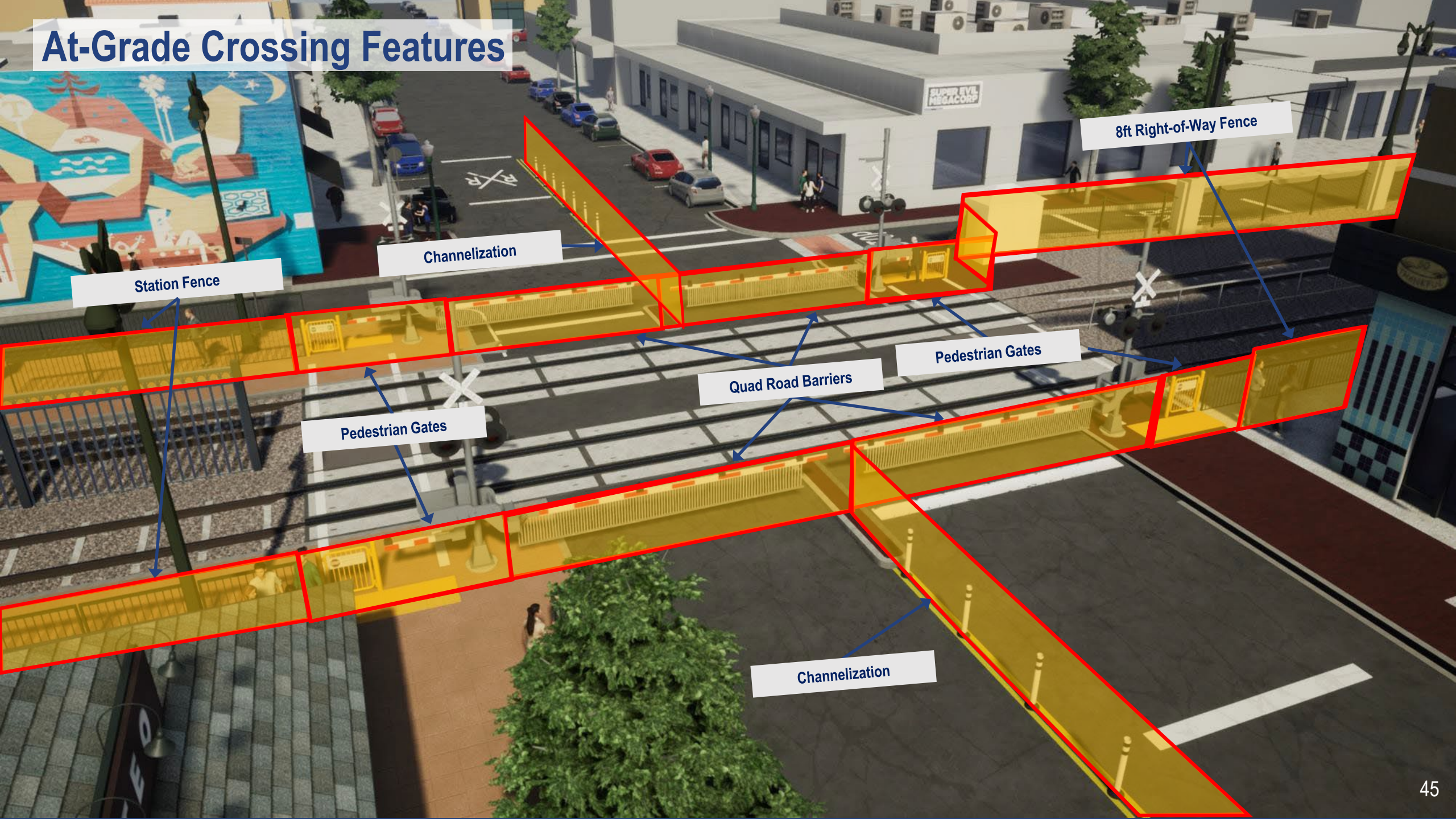


Contributed \$84 million to 25<sup>th</sup> Avenue Grade Separation in San Mateo



Continue to coordinate with local jurisdictions on traffic issues

# At-Grade Crossing Features



Station Fence

Channelization

Pedestrian Gates

Quad Road Barriers

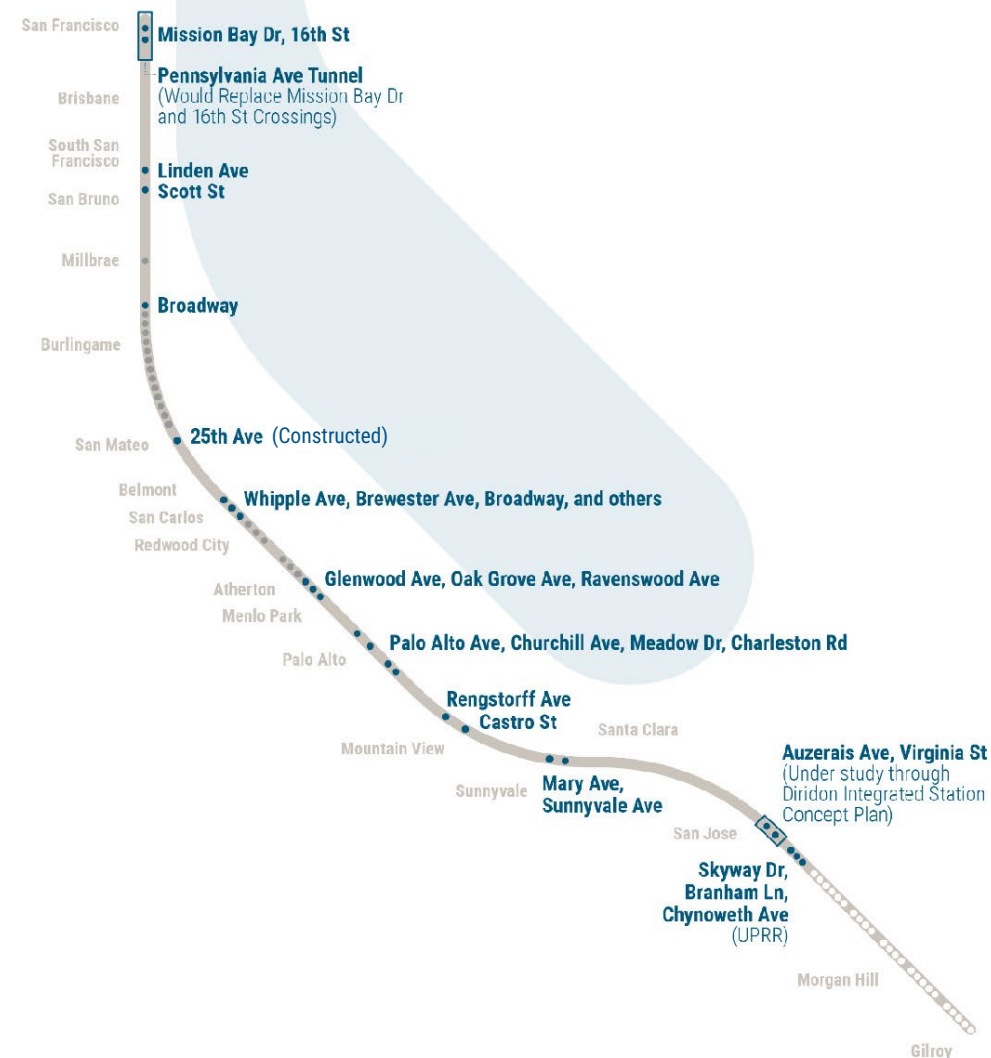
Pedestrian Gates

8ft Right-of-Way Fence

Channelization

# Grade Separations Plans in the Caltrain Corridor

- Caltrain corridor has 39 at-grade crossings between San Francisco and San Jose
- Many local jurisdictions are in various stages of grade separation development
- The Authority and Caltrain have supported these efforts

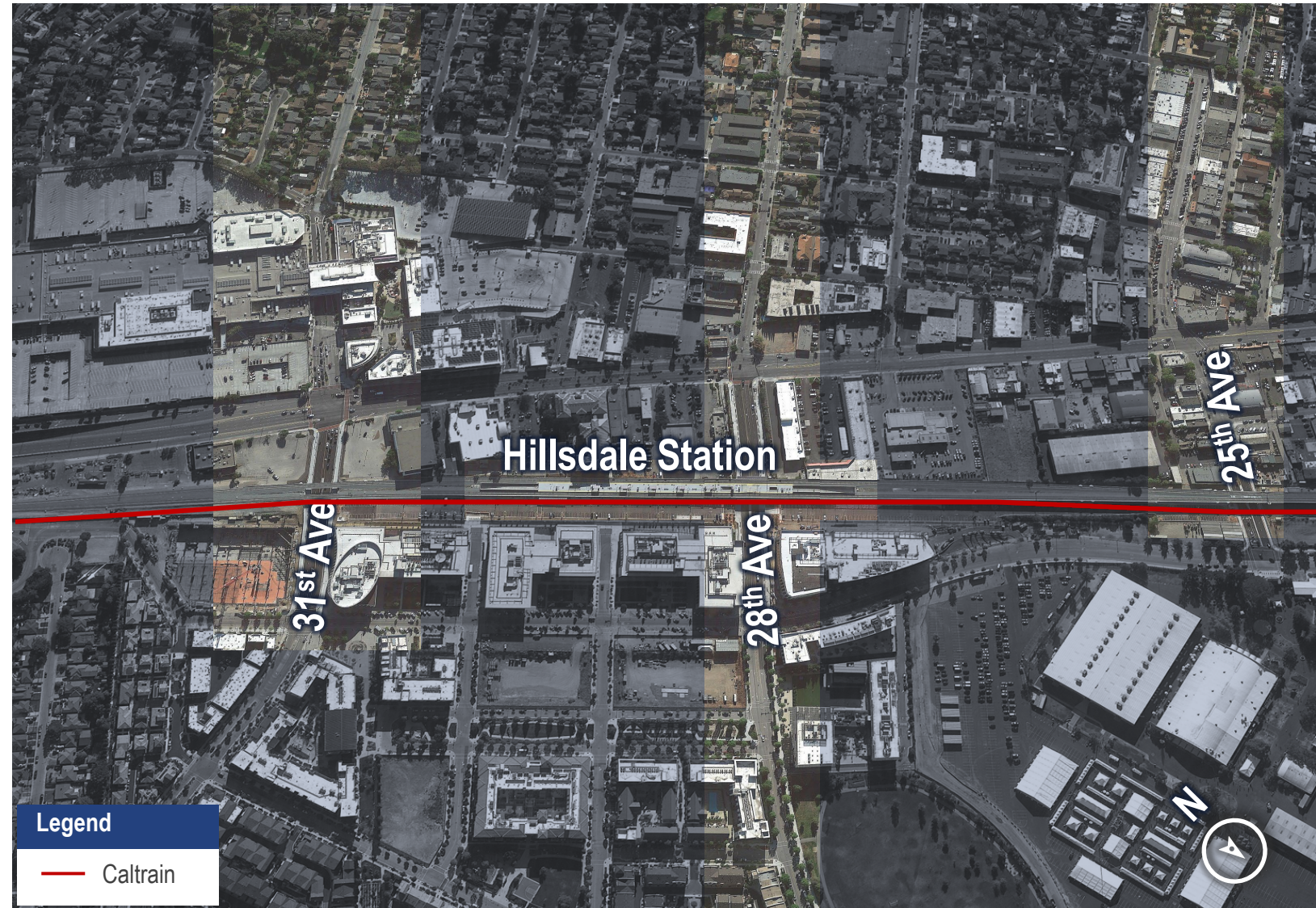


Source: Caltrain Business Plan

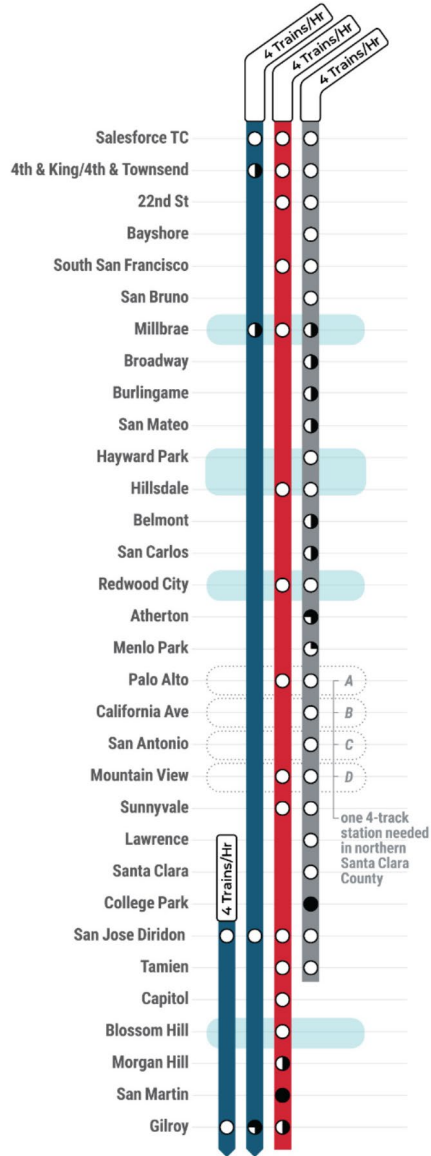
# San Mateo 25<sup>th</sup> Avenue Grade Separation Project



- First bookend project to open to the public
- Provides grade separation at:
  - » 25<sup>th</sup> Avenue
  - » 28<sup>th</sup> Avenue
  - » 31<sup>st</sup> Avenue
- Rebuilt Caltrain Hillsdale Station



# Caltrain 2040 Service Vision



## Trains per Hour, per Direction

Peak: 8 Caltrain + 4 HSR  
Off-Peak: 6 Caltrain + 3 HSR

## Stopping Pattern

Local / Express with timed transfer at Redwood City

## Travel Time, STC-Diridon

61 Min (Express)  
85 Min (Local)

## New Passing Tracks

Millbrae, Hayward Park-Hillsdale, Redwood City, Northern Santa Clara County, Blossom Hill

## Service Plan Description

- Local and Express trains each operating at 15-minute frequencies with timed cross-platform transfer at Redwood City
- Skip stop pattern for some mid-Peninsula stations; some origin-destination pairs not served at all
- Trains serve Capitol and Blossom Hill every 15 minutes and Morgan Hill and Gilroy every 30 minutes



Conceptual 4 Track Segment or Station to be refined through further analysis and community engagement.



# Benefits



## Mobility and Connectivity

- Advances and expands electrified passenger rail service where only diesel service exists today
- Reduces travel times and increases statewide accessibility
- Modernizes and expands regional rail capacity
- Increases intermodal connectivity
- Improves safety of the rail corridor and stations
- Increases transit capacity



## Economic

- Statewide network enables regional employment and income growth
- Increases attractiveness for tourism
- Lays foundation for new domestic high-speed rail industry
- Increases economic activity around high-speed rail facilities



## Environmental

- Reduces local, state and regional vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
- Reduces long-term energy use
- Avoids and minimizes adverse impacts by utilizing existing rail corridor
- Fewer natural and community impacts compared to other transportation alternatives
- Frees up capacity at SFO for long distance travel

# Next Steps

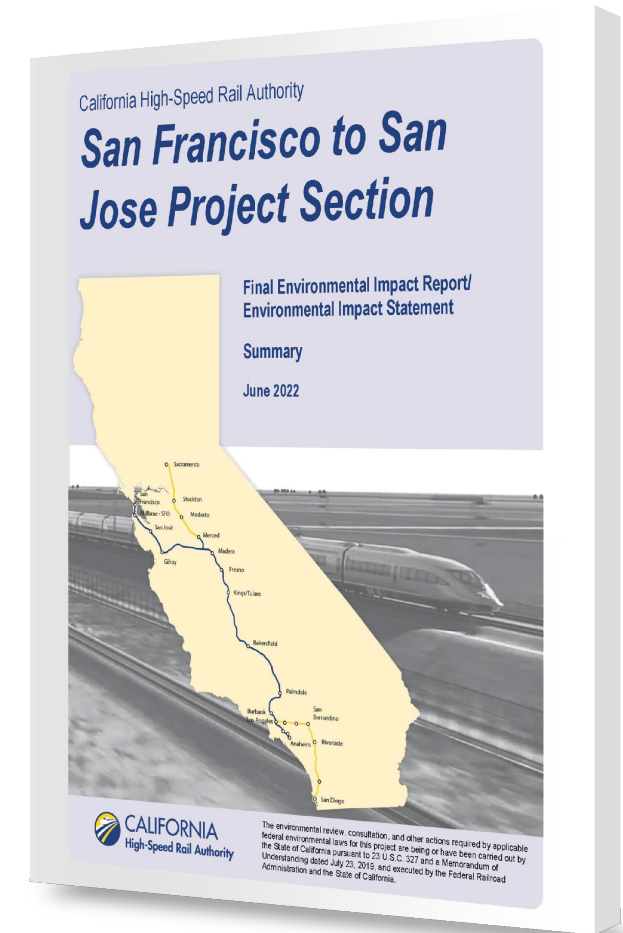
## Prior to Board Deliberation and Action

### TODAY

- Listen to public comments
  - Board identifies issues for staff to address further
- 

### TOMORROW

- Staff presents on issues identified by Board
- Counsel remarks to the Board for consideration of the approval documents
- Board deliberation and proposed action:
  - » Certification of the Final EIR/EIS as CEQA Lead Agency
  - » Approve the Preferred Alternative and related CEQA decision documents
  - » Direct the Authority CEO to issue the Record of Decision under the Authority's NEPA Assignment





# CALIFORNIA

## High-Speed Rail Authority

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