



# PUBLIC NOTICE

NOTICE OF AVAILABILITY/NOTICE OF PUBLIC HEARING

## *California High-Speed Rail Project – San Francisco to San Jose Project Section*

DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

The California High-Speed Rail Authority (Authority) announces the availability of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the San Francisco to San Jose Project Section (Project Section, or project) of the California High-Speed Rail (HSR) Project. The Draft EIR/EIS has been prepared and is being made available pursuant to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Authority is the lead agency for the project under CEQA and NEPA.

**The San Francisco to San Jose Project Section Draft EIR/EIS and associated documents will be available to the public on July 10, 2020.**

The San Francisco to San Jose Project Section Draft EIR/EIS is available online in PDF at the Authority website ([www.hsr.ca.gov](http://www.hsr.ca.gov)) or you can request a copy by calling 800-435-8670.

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 United States Code (U.S.C.) 327 and a Memorandum of Understanding (MOU) dated July 23, 2019, and executed by the Federal Railroad Administration (FRA) and the State of California. Under that MOU, the Authority is the project's lead agency under NEPA. Prior to the July 23, 2019 MOU, the FRA was the federal lead agency.

### PROPOSED PROJECT AND LOCATION

A Statewide Program (Tier 1) EIR/EIS was completed in November 2005 as the first phase of a tiered environmental review process for the proposed HSR system planned to provide a reliable high-speed electric-powered rail system that links the major metropolitan areas of the state and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as intercity travel demand in California increases, in a manner sensitive to and protective of California's unique natural resources. A second program-level (Tier 1) EIR/EIS was completed in 2008 focusing on the connection between the San Francisco Bay Area and Central Valley; the Authority revised this document under CEQA and completed it in 2012. Based on the Program EIR/EISs, the Authority selected preferred corridors and station locations to advance for further study.

The San Francisco to San Jose Project Section EIR/EIS is a project-level (Tier 2) EIR/EIS that tiers off the program-level (Tier 1) EIR/EIS documents. It provides project-level information for decision making on this portion of the HSR system.

The Project Section would modernize the rail corridor between San Francisco and San Jose and would provide service between the Salesforce Transit Center in San Francisco and the San Jose Diridon Station. Initially, HSR trains would stop at the 4th and King Street Station in San Francisco (an interim HSR station), and once the Transbay Joint Powers Authority completes its Downtown Extension Project, HSR trains would reach the Salesforce Transit Center in San Francisco. The Project Section consists of five geographic subsections:

- San Francisco to South San Francisco—from the 4th and King Street Station in San Francisco to Linden Avenue in South San Francisco
- San Bruno to San Mateo—from Linden Avenue in South San Francisco to Ninth Avenue in San Mateo
- San Mateo to Palo Alto—from Ninth Avenue in San Mateo to San Antonio Road in Palo Alto
- Mountain View to Santa Clara—from San Antonio Road in Palo Alto to Scott Boulevard in Santa Clara
- San Jose Diridon Station Approach—from Scott Boulevard in Santa Clara to West Alma Avenue in San Jose

In 2012, Caltrain, the Authority, and other regional partners agreed to electrify the existing Caltrain corridor, have the two rail systems share the tracks, and maintain the corridor as primarily a two-track railroad. The Project Section would primarily follow the existing Caltrain right-of-way through urban areas in San Francisco, San Mateo, and Santa Clara Counties including the cities and communities of San Francisco, Brisbane, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, North Fair Oaks, Atherton, Menlo Park, Palo Alto, Mountain View, Sunnyvale, Santa Clara, and San Jose.

The Project Section includes approximately 43 to 49 miles of blended<sup>1</sup> system infrastructure with Caltrain and up to 6 miles of dedicated HSR infrastructure (depending on the alternative and viaduct option). Stations providing HSR service would be located in San Francisco, Millbrae, and San Jose, and a light maintenance facility (LMF) would be built either east or west of the Caltrain corridor on the Brisbane Baylands site. An LMF is where trains are cleaned, serviced, and stored so they can be dispatched to HSR terminal stations at the start of the day. There are also plans for development at the Brisbane Baylands site and the Authority continues to engage with the City of Brisbane and local property owners on how to best align the Authority's and others' plans for the area.

This Draft EIR/EIS evaluates the impacts and benefits of the No Project Alternative and two project alternatives (Alternative A and Alternative B). Each alternative includes HSR stations in San Francisco, Millbrae, and San Jose and an LMF in Brisbane. The Authority's Preferred Alternative under NEPA, which serves as the proposed project for CEQA, is Alternative A, a predominantly two-track blended system with no additional passing track that includes service at one future station (Salesforce Transit Center, which would serve as an HSR station when the Transbay Joint Powers Authority completes its Downtown Extension Project), three existing Caltrain stations to be shared by HSR and Caltrain (4th and King Street [an interim station only], Millbrae, and San Jose Diridon), and the East Brisbane LMF. Alternative B is similar to Alternative A, but includes a 6-mile-long, four-track passing track between San Mateo and Redwood City, the West Brisbane LMF, and an aerial viaduct approaching the San Jose Diridon Station.

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<sup>1</sup> *Blended* refers to operating the HSR trains with existing intercity and commuter and regional rail trains on common infrastructure.



contact the public outreach team at (800) 435-8670 or call the California Relay Service at 711. Below is a list of open houses and hearing dates, and the locations if held in person\*:

#### Community Open Houses

**San Francisco\*:** July 20, 4:00–7:00 p.m.—Bay Area Metro Center, 375 Beale St., Yerba Buena Room, San Francisco, CA 94105

**Redwood City\*:** July 30, 4:00–7:00 p.m.—American Legion Post 105, 651 El Camino Real, Redwood City, CA 94063

**Santa Clara\*:** August 5, 4:00–7:00 p.m.—Santa Clara Marriott, 2700 Mission College Boulevard, Santa Clara, CA 95054

#### Public Hearing

**San Francisco\*:** August 19, 3:00–8:00 p.m.—Bay Area Metro Center, 375 Beale St., Yerba Buena Room, San Francisco, CA 94105

## COPIES OF THE DRAFT EIR/EIS

Visit the Authority website ([www.hsr.ca.gov](http://www.hsr.ca.gov)), where you may download the Draft EIR/EIS. You may also request a copy of the Draft EIR/EIS by calling (800) 435-8670.

Printed and/or electronic copies of the Draft EIR/EIS and electronic copies of associated technical reports will be available for review at the following locations during hours the facilities are open (open days/hours may be reduced for compliance with coronavirus public health and safety directives):

- San Francisco—100 Larkin Street, San Francisco, CA, 94102 (San Francisco Library, Main Branch)
- Brisbane—250 Visitacion Avenue, Brisbane, CA, 94005 (Brisbane Library)
- South San Francisco—840 W. Orange Avenue, South San Francisco, CA, 94080 (South San Francisco Library)
- San Bruno—701 Angus Avenue West, San Bruno, CA, 94066 (San Bruno Library)
- Millbrae—1 Library Avenue, Millbrae, CA, 94030 (Millbrae Library)
- Burlingame—480 Primrose Road, Burlingame, CA, 94010 (Burlingame Library)
- San Mateo—55 W. Third Avenue, San Mateo, CA, 94402 (San Mateo Library, Main Branch)
- Belmont—1110 Alameda de las Pulgas, Belmont, CA, 94002 (Belmont Library)
- San Carlos—610 Elm Street, San Carlos, CA, 94070 (San Carlos Library)
- Redwood City—1044 Middlefield Road, Redwood City, CA, 94063 (Redwood City Library, Downtown Branch)
- Atherton—150 Watkins Avenue, Atherton, CA 94027 (Town Government Building)
- Menlo Park—800 Alma Street, Menlo Park, CA, 94025 (Menlo Park Library)
- Palo Alto—270 Forest Avenue, Palo Alto, CA, 94301 (Palo Alto Library, Downtown Branch)
- Mountain View—585 Franklin Street, Mountain View, CA, 94041 (Mountain View Library)
- Sunnyvale—665 W. Olive Avenue, Sunnyvale, CA, 94086 (Sunnyvale Library)
- Santa Clara—2635 Homestead Road, Santa Clara, CA, 95051 (Central Park Branch, Santa Clara County Library)
- San Jose—150 E. San Fernando Street, San Jose, CA 95112 (Dr. Martin Luther King, Jr. Library)

Printed and/or electronic copies of the Draft EIR/EIS and electronic copies of associated technical reports are also available for review during business hours at the Authority's Northern California Regional Office at 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113 and the Authority's Headquarters at 770 L Street, Suite 620 MS-1, Sacramento, CA 95814. You may also request a copy of the Draft EIR/EIS, and the other documents listed by calling (800) 435-8670.

Copies of the Tier 1 documents are available on request by calling the Authority office at (800) 435-8670. The Tier 1 documents may also be reviewed at the Authority's offices during business hours at 770 L Street, Suite 620 MS-1, Sacramento, CA 95814 and 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113.

Authority offices may have reduced open days/hours, as required by coronavirus public health and safety directives. Please consult [www.hsr.ca.gov](http://www.hsr.ca.gov) or call (800) 435-8670 for up-to-date information.

The Authority does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation for equal access to its programs, services, and activities.

