

What Has Changed in the Final Environmental Impact Report/ Environmental Impact Statement?

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

The California High-Speed Rail Authority (Authority) published the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San Jose Project Section. It builds on:

- The Draft EIR/EIS, released on July 10, 2020 and included a public review and comment period through September 9, 2020.
- The Revised/Supplemental Draft EIR/EIS (RDEIR/SDEIS), released on July 23, 2021 and included a public review and comment period through September 8, 2021.

As part of the environmental review process, the EIR/EIS evaluates the impacts and benefits of introducing high-speed rail in this project section and describes approaches to avoid, minimize, or mitigate project effects.

Public Comments and Responses:

During the two public comment periods, the Authority received 175 submissions, providing a total of more than 2,250 comments. The project team developed responses to each of the comments, and these are included in the Final EIR/EIS.



Figure 1. Authority staff tabling at local Farmers Market

NEXT STEPS

The Final EIR/EIS is available for the public to view beginning **June 10, 2022**.

The Authority's Board of Directors will meet in **August 2022** to consider whether to certify the Final EIR/EIS and approve the Preferred Alternative. They will also consider whether to direct the Authority to issue a Record of Decision (ROD), as required by the National Environmental Policy Act (NEPA), and file the Notice of Determination, as required by the California Environmental Quality Act (CEQA).

These decisions would complete the environmental review process, allowing the project to advance beyond preliminary design once funding is secured.

ANALYSIS AND MITIGATIONS

The Authority has continued to consult with local jurisdictions and property owners along the alignment and has worked closely with regulatory agencies that have jurisdiction over some components of the project. This consultation has resulted in project refinements, updates to the impacts analysis, and additional or revised mitigation measures.

Some of the key updates include:

Alternatives

- Updates to reflect design refinements for both project alternatives A and B
- Additional information on the site selection evaluation process for a Light Maintenance Facility (LMF).

Track and Roadway

- Lagoon Road relocated to avoid San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction at Brisbane Lagoon
- Old County Road Extension in City of Brisbane was removed to address stakeholder comments
- Relocated LMF Lead Track Alignment

Air Quality

- Updates to impact analyses to reflect design modifications and revised construction assumptions, including the transport of soils and landfill materials from the LMF site trucked to a disposal site in the Central Valley.
- Addition of a new mitigation measure establishing requirements for on-road vehicles and off-road equipment used for project construction.

Transportation

- Additional analysis of construction traffic at the Brisbane LMF, clarifications on parking availability at Diridon Station, an updated freight forecast and a freight effects analysis.
- Site-specific traffic mitigations for certain local intersection effects, application of transit priority improvements during construction to minimize bus transit delay, and additional measures to reduce effects on freight during construction.

Noise and Vibration

- Clarification that the Authority will assist cities with quiet zone applications where local jurisdictions support this.
- A new appendix—Appendix 3.4-C, Noise Impact Locations—to provide more detailed figures illustrating potential impact locations and noise barriers.

Biological Resources

- Additional analysis of the mountain lion, monarch butterfly, and effects of lighting and noise on wildlife.
- Revisions to address impacts on habitat for listed butterflies.
- Clarification of mitigation measures and additional mitigation to address impacts to the monarch butterfly.

Hazardous Materials and Wastes

- Additional information regarding existing contamination at the site of the Brisbane LMF.
- Additional analysis of impacts associated with LMF construction in contaminated areas, including the former Southern Pacific Railroad railyard and the former Brisbane landfill.

Safety & Security

- Additional information regarding at-grade crossing safety.
- Additional clarification about airport safety issues.
- Revised analysis to reflect a phased construction approach to roadway modifications in the vicinity of the Brisbane LMF to maintain emergency vehicle access on Tunnel Avenue Overcrossing throughout the construction process.
- Updates to reflect revisions to the design for the Relocated Brisbane Fire Station (Alternative A) based on feedback from the City of Brisbane and to clarify the access design for the Relocated Brisbane Fire Station (Alternative B).
- Revised emergency vehicle response mitigation to account for City of San Jose's emergency vehicle preemption. For mitigation, it clarifies monitoring requirements and consultation with local cities and fire departments and identifies certain traffic intersection mitigations required if other measures do not fully address impacts.

Parks & Recreation

- Additional analysis to assess project impacts on Monterey Park, Reed and Grant Streets Sports Park, Del Monte Park, and Roberto Balermينو Park.
- New mitigation measure to address permanent acquisition impacts on Reed and Grant Streets Sports Park under Alternative B (Viaduct to Scott Boulevard).

QUICK REFERENCE GUIDE TO THE FINAL EIR/EIS



Impacts in My Community

- » **Volume I** 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



Maps of the Alternatives

- » **Volume I, Chapter 2, Alternatives** – General Maps
- » **Volume II, Appendix 3.1-A** – Maps of Affected Properties
- » **Volume III** – Preliminary Engineering Plans



Visual Simulations of the Alternatives

- » **Volume I, Chapter 3, Section 3.15**, Aesthetics and Visual Quality



Responses* to Comments on the Draft EIR/EIS or the Revised/ Supplemental Draft EIR/EIS

- » **Volume IV, Chapter 17** – Standard Responses
- » **Volume IV, Chapters 18 to 21** – Standard Responses in Spanish, Mandarin, Vietnamese and Tagalog
- » **Volume IV, Chapters 21 to 27** – Responses to Agency, Official, Tribe, Business, Organization, and Individual Comments
- » *Translated copies to any specific response to comment is available upon request.