CALIFORNIA
High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

San Francisco

Community Working Group

June 29, 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)

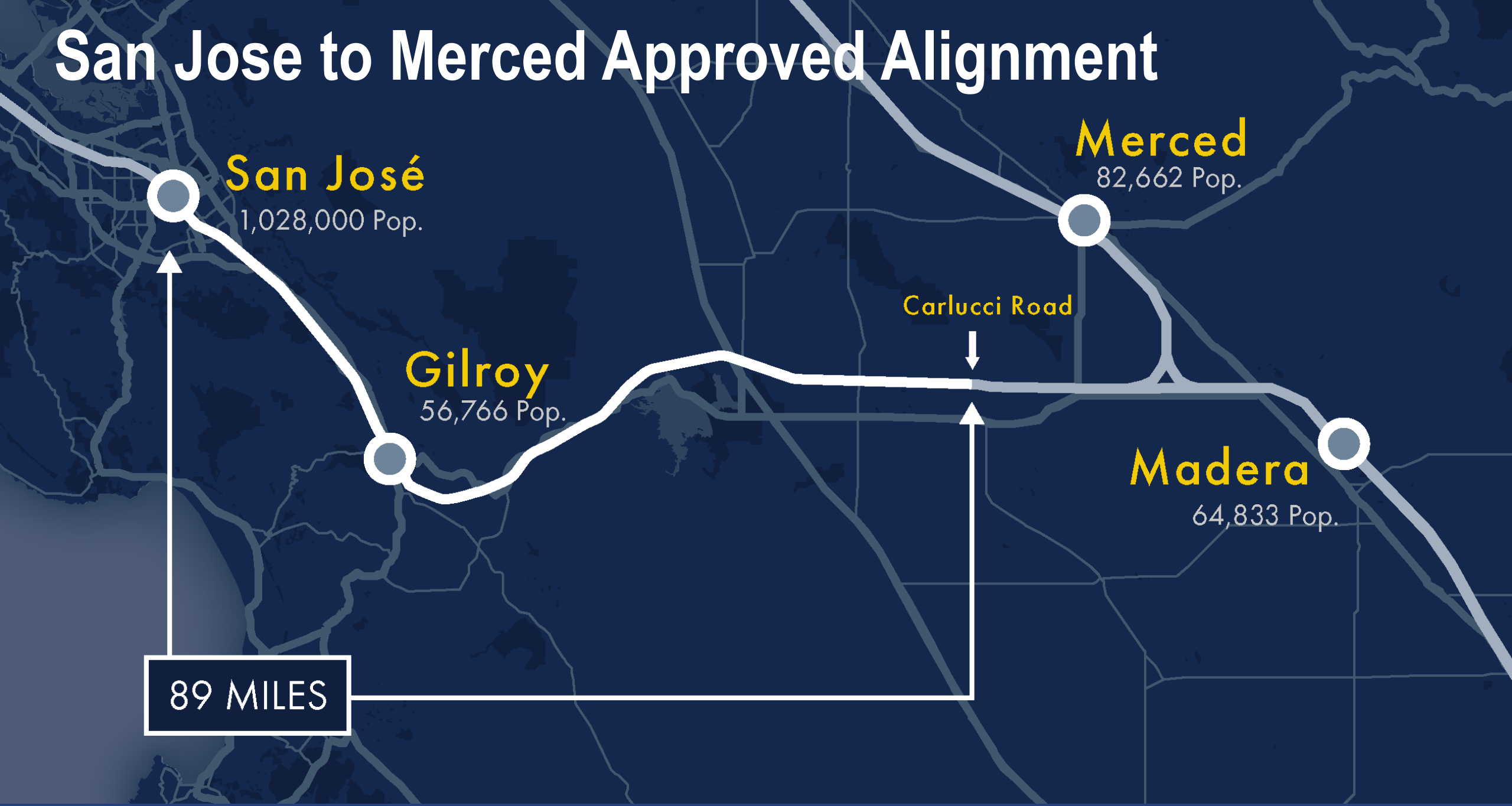
- Be respectful
- Mute your line when you are not speaking
- Only one person speaks at a time
- If CWG members would like to speak:
  - Please “raise your hand” *or*
  - Send a message via webinar chat
- Members of the public are welcome to listen
- Disruptive participants will be removed from the webinar
- 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

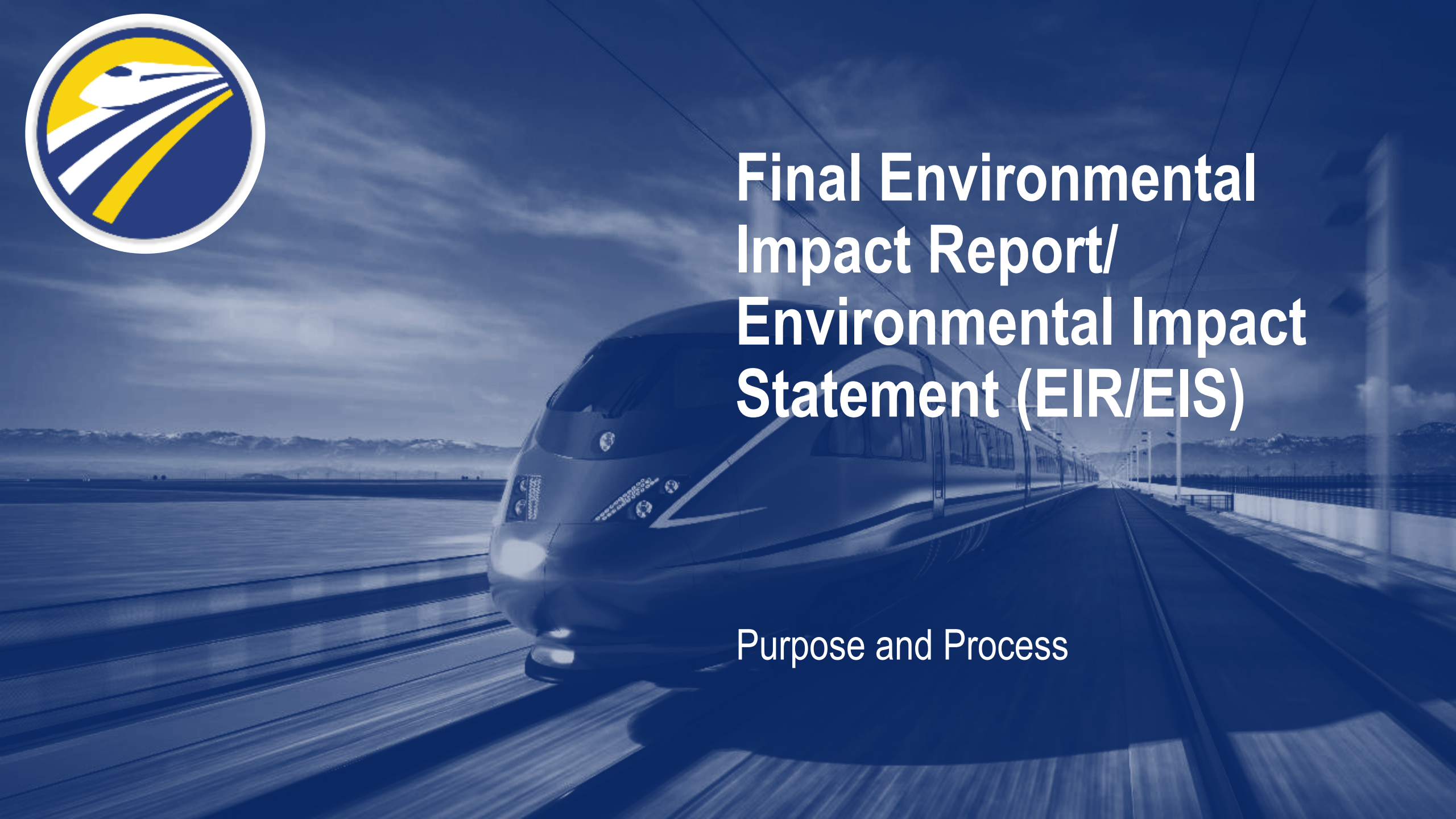
Statewide Update

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

San Jose to Merced Approved Alignment





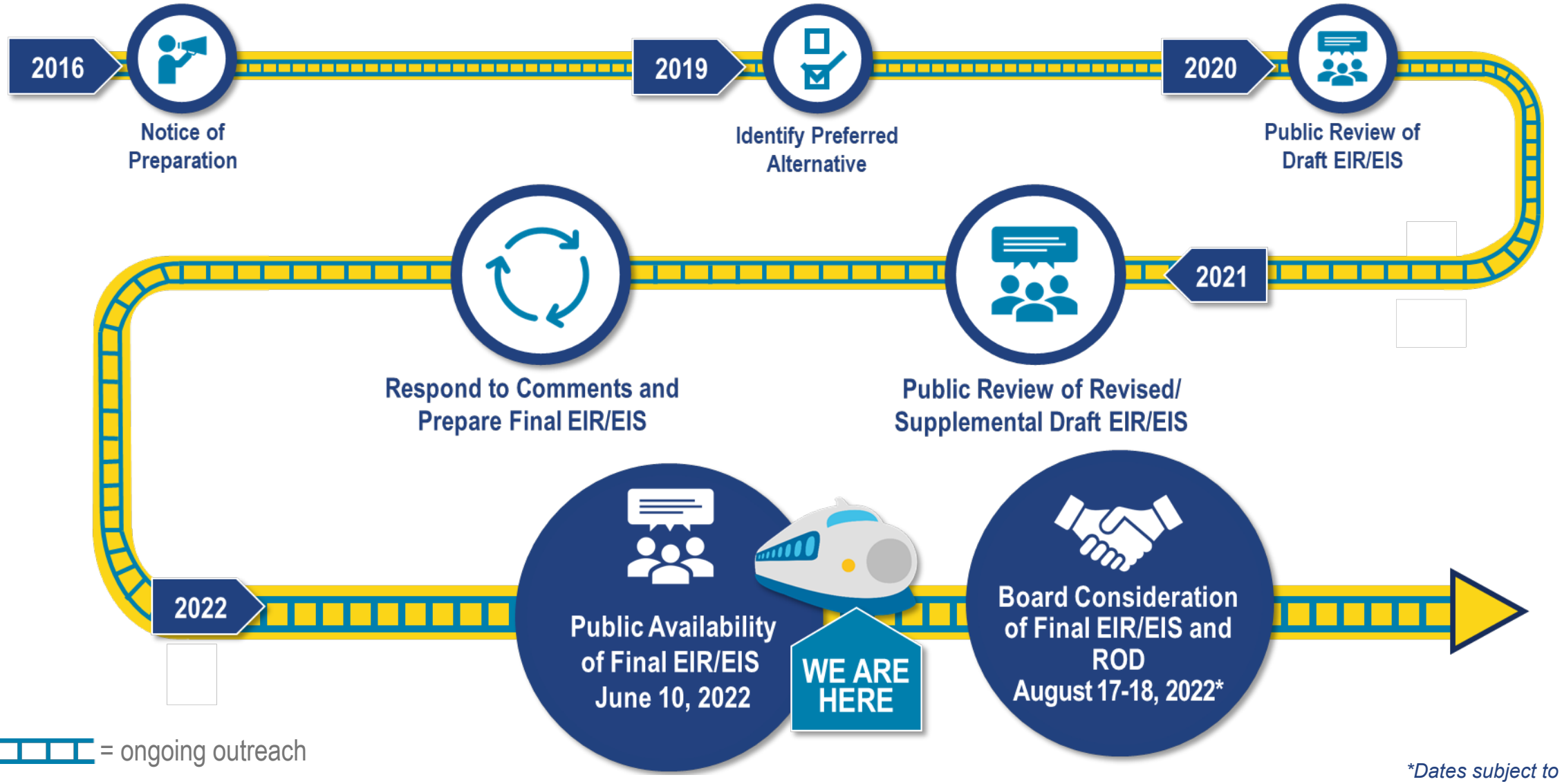
Final Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

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



= ongoing outreach

**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

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
  - Intrusion Detection
  - Median Channelization
- Perimeter Fencing

Light Maintenance Facility Alternatives

LMF Site Evaluation Process

13 site options evaluated

Factors considered:

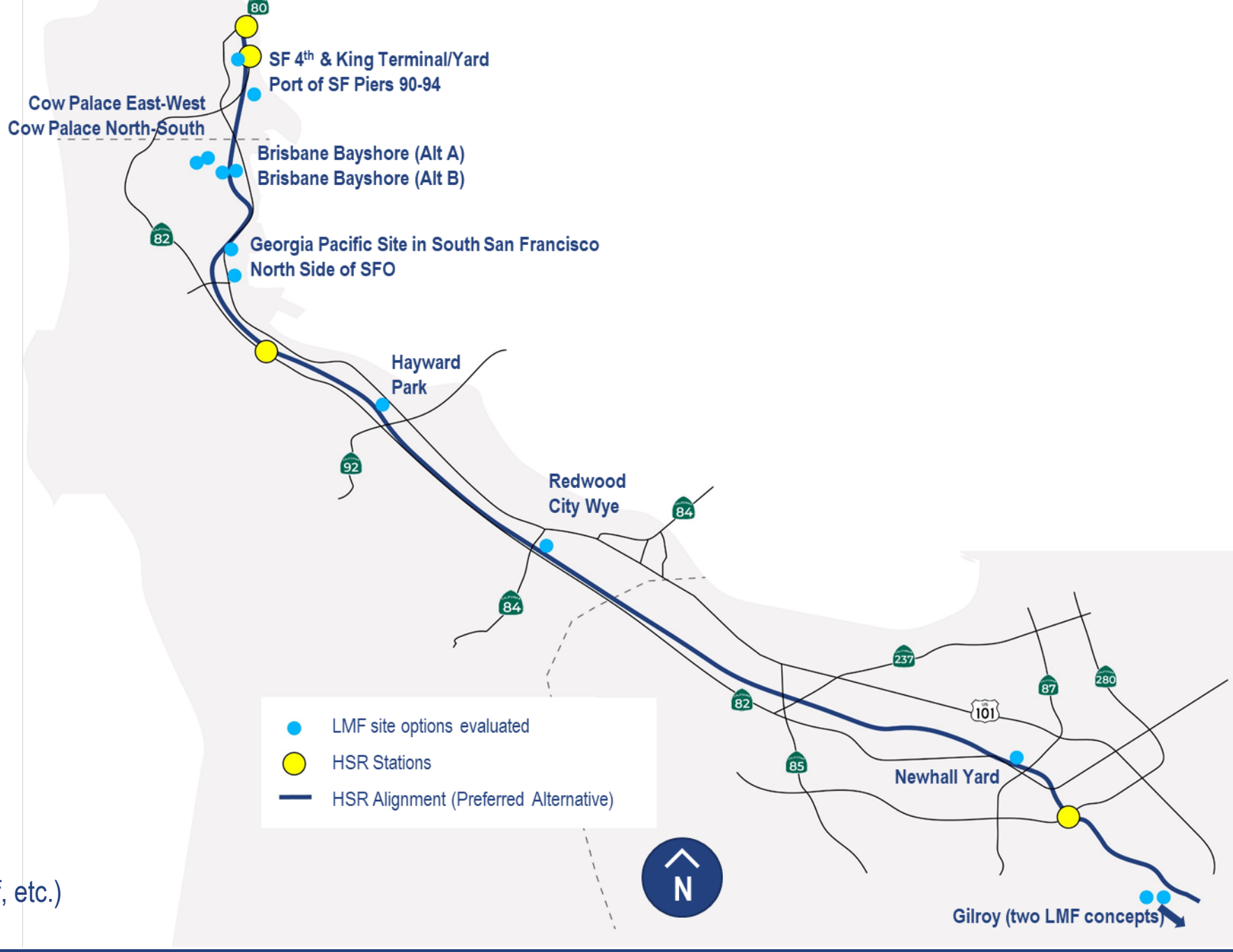
Operational Considerations

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
San Francisco Yard at Caltrain 4th and King Station/Terminal		✕	✕	✕		✕	
Port of San Francisco Piers 90-94	✕	✕	✕		✕		
Cow Palace East-West Site	✕			✕	✕	✕	✕
Cow Palace North-South Site	✕			✕	✕	✕	✕
Georgia Pacific Site South San Francisco, east of 101, north of Colma Creek	✕	✕	✕	✕	✕		✕
North Side of San Francisco International Airport (SFO)	✕	✕	✕		✕		✕
Hayward Yard San Mateo east of Caltrain ROW, north of SR92	✕			✕	✕	✕	✕
Redwood City Wye south of 5th Ave.	✕		✕	✕			✕
Newhall Yard north of I-880, east of Caltrain ROW	✕	✕					✕
Gilroy 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

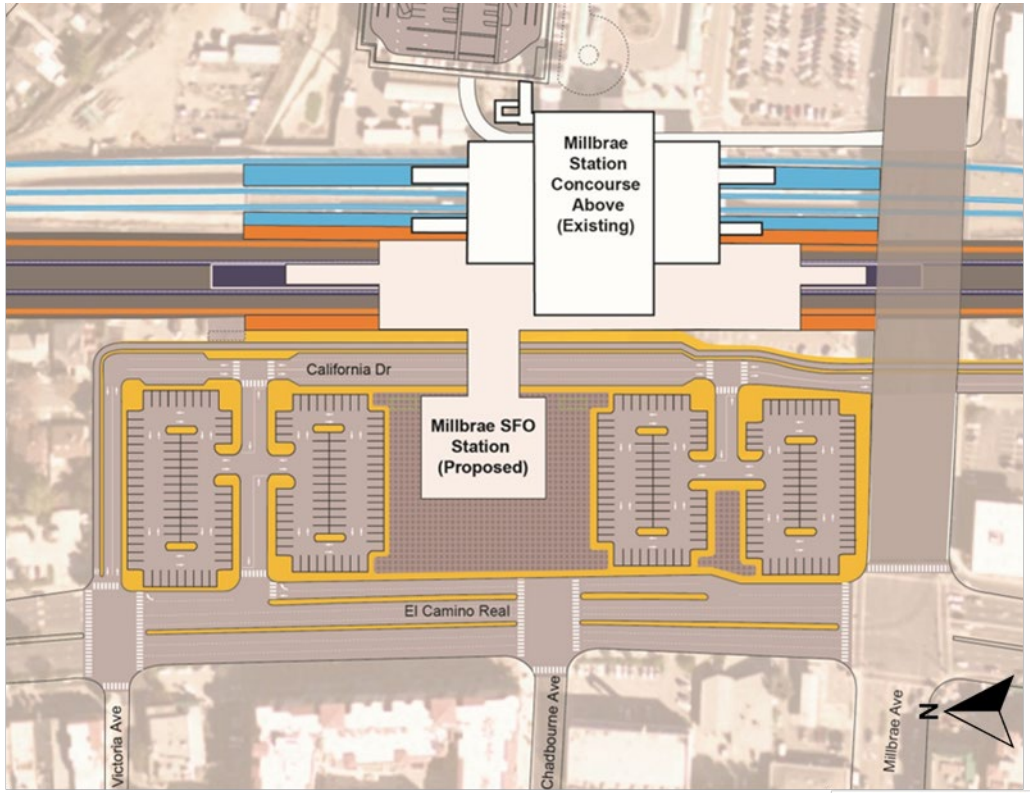
Final EIR/EIS maintained the East Brisbane Baylands site (Alternative A) as the preferred alternative for the LMF

Alternative A:

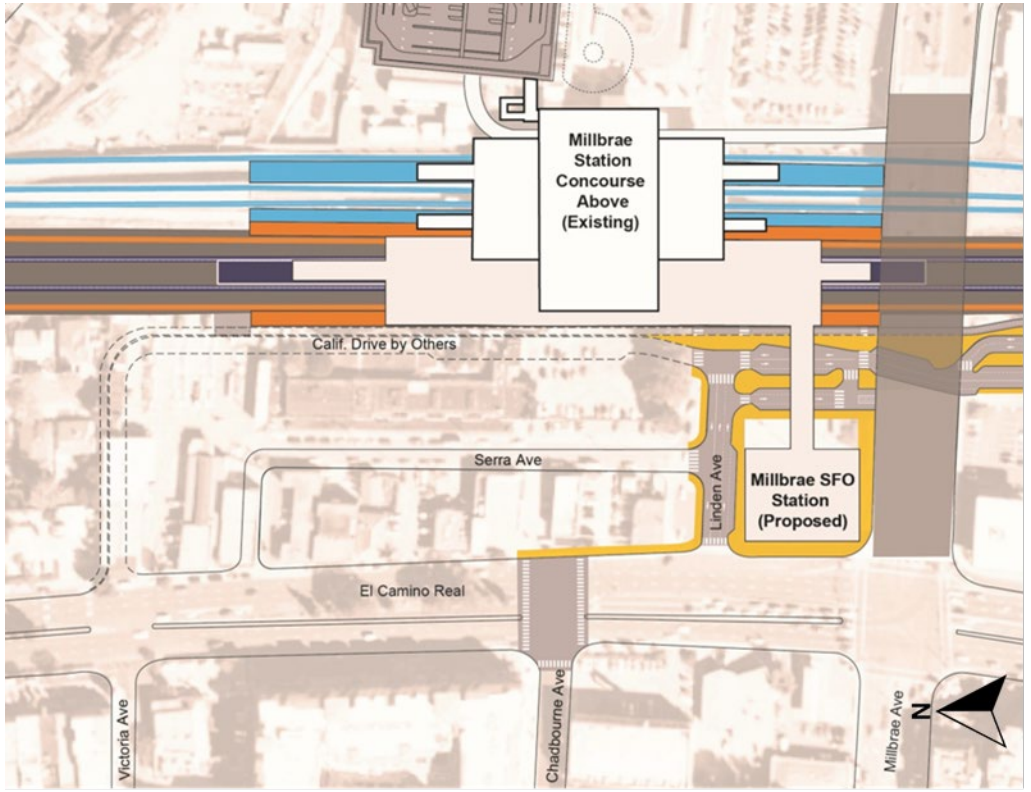
- Minimizes impacts to areas that allow housing on the west side of Baylands Site (based on 2018 General Plan Amendment), and
- Has fewer impacts to wetlands and sensitive butterfly habitat on Icehouse Hill.

Millbrae Station Options

Millbrae - SFO Station Design



Reduced Site Plan Design Variant



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

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 displacements
- Fewer road closures
- Fewer impacts on wetlands and aquatic habitats
- Fewer impacts on natural resources
- Lower capital cost
- Slower high-speed rail, faster Caltrain peak hour travel time
- 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?

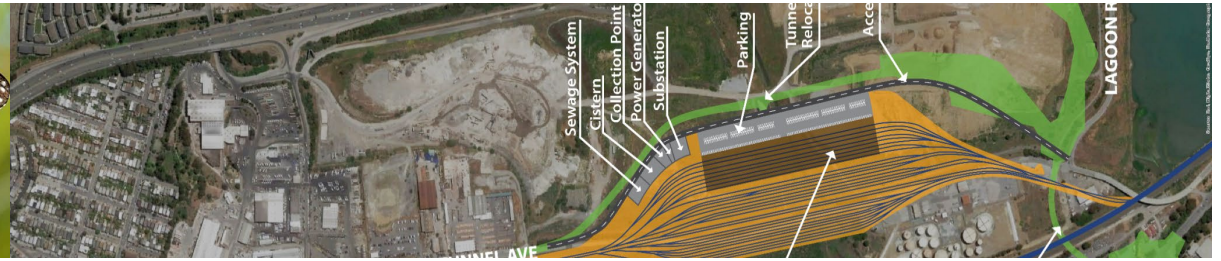
PUBLIC COMMENTS AND RESPONSES TOPICS

- 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)

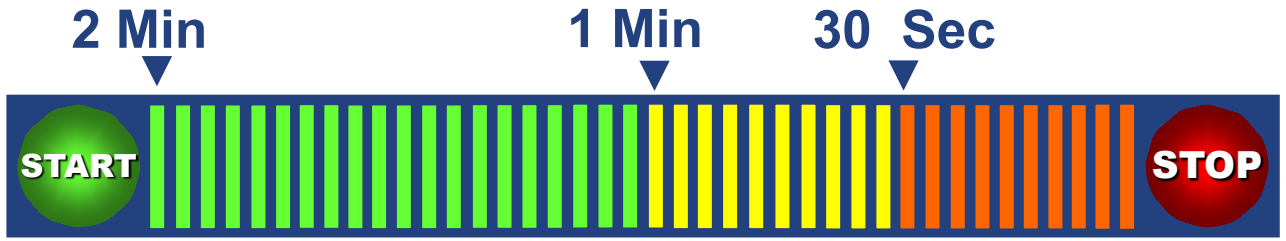
- Public comment is intended for CWG members and staff to hear from the public
- Comments will be captured in meeting summaries
- 2-minute time limit
- Please be respectful and follow CWG meeting guidelines
- To be added to the queue:
  - "Raise your hand" in the webinar

    or
  - Email vbhamidi@kearnswest.com

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

Speaking Time – 2 Minutes

Time Up



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Thank you.