SAN FRANCISCO TO SAN JOSE
PROJECT SECTION
San Mateo & South Peninsula
Community Working Groups
June 22, 2022
<table>
<thead>
<tr>
<th></th>
<th>Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Introductions &amp; Agenda Review</td>
</tr>
<tr>
<td>2.</td>
<td>Statewide Update</td>
</tr>
<tr>
<td>3.</td>
<td>San Francisco to San Jose Final EIR/EIS</td>
</tr>
<tr>
<td>4.</td>
<td>Next Steps</td>
</tr>
</tbody>
</table>
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
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
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

2016

Notice of Preparation

2019

Identify Preferred Alternative

Public Review of Draft EIR/EIS

2020

Respond to Comments and Prepare Final EIR/EIS

2021

Public Review of Revised/Supplemental Draft EIR/EIS

2022

Public Availability of Final EIR/EIS

WE ARE HERE

WE ARE HERE

Board Consideration of Final EIR/EIS and ROD

August 17-18, 2022*

*Dates subject to change.

= ongoing outreach
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 Features**
- East Option Light Maintenance Facility
- No Additional Passing Tracks

**Alternative B Features**
- West Option Light Maintenance Facility
- Additional Passing Tracks

**San Francisco to San Jose Project Section**
- HSR Stations
- Maintenance Facilities
- San Jose to Merced Project Section
- Downtown Extension

**Safety Modifications**
- At-Gracie Crossings
  - Four-Quadrant Gates
  - Intrusion Detection
  - Median Channelization
- Perimeter Fencing

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**Alternative A remains the Preferred Alternative in Final EIR/EIS**

Light Maintenance Facility
East Option (Alt A)
West Option (Alt B)

No Additional Passing Tracks (Alt A)
Additional Passing Tracks (Alt B)
Relocation of San Carlos Station

Approved April 2022

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Califonia High-Speed Rail Authority
San Francisco to San Jose Project Section
June 2022
Light Maintenance Facility Alternatives

Alternative A
- M East

Alternative B
- M West
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

<table>
<thead>
<tr>
<th>Site Description</th>
<th>Site Availability</th>
<th>Environmental Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>San Francisco Yard</strong>&lt;br&gt;at Caltrain 4th and King Station/Terminal</td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Port of San Francisco</strong>&lt;br&gt;Piers 90-94</td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Cow Palace East-West Site</strong></td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Cow Palace North-South Site</strong></td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Georgia Pacific Site</strong>&lt;br&gt;South San Francisco, east of 101, north of Colma Creek</td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>North Side of San Francisco International Airport (SFO)</strong></td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Hayward Yard</strong>&lt;br&gt;San Mateo east of Caltrain ROW, north of SR92</td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Redwood City Wye</strong>&lt;br&gt;south of 5th Ave.</td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Newhall Yard</strong>&lt;br&gt;north of I-880, east of Caltrain ROW</td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
<tr>
<td><strong>Gilroy</strong>&lt;br&gt;two LMF concepts</td>
<td>✗</td>
<td>✗ ✗ ✗ ✗</td>
</tr>
</tbody>
</table>
**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 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
## How Do the Two Station Designs Differ?

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>Millbrae-SFO Station Design</th>
<th>Reduced Site Plan Design Variant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project footprint (acres)</td>
<td>Permanent: 20.1</td>
<td>Permanent: 17.2</td>
</tr>
<tr>
<td></td>
<td>Temporary: 18.5</td>
<td>Temporary: 16.9</td>
</tr>
<tr>
<td>High-speed rail track and platform configuration</td>
<td>Center HSR platform with two tracks between two Caltrain platforms and tracks</td>
<td></td>
</tr>
<tr>
<td>Replacement parking (for displaced BART and Caltrain parking) on west side of alignment</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Potential Transit-Oriented Development (TOD)</td>
<td>Conflicts with approved TOD/does not preclude TOD over parking</td>
<td>Minimizes (but does not eliminate) conflict with approved TOD</td>
</tr>
<tr>
<td>California Drive extension north of Linden Avenue to Victoria Avenue</td>
<td>Included in HSR project design</td>
<td>Assumed to be part of future TOD and carried out by others</td>
</tr>
<tr>
<td>Location of station entrance hall</td>
<td>West of California Drive (in the middle of the site)</td>
<td>At the corner of Millbrae Avenue/El Camino Real</td>
</tr>
</tbody>
</table>
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
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

<table>
<thead>
<tr>
<th></th>
<th>Draft EIR/EIS</th>
<th>Revised/Supplemental Draft EIR/EIS</th>
</tr>
</thead>
<tbody>
<tr>
<td># of Submissions</td>
<td>151</td>
<td>25</td>
</tr>
<tr>
<td>Comments Received</td>
<td>2,121</td>
<td>136</td>
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</tbody>
</table>
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

**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*

**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.*

**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: 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

Advance Project Work
Including design, third-party agreements, right-of-way mapping, appraisals

Continued Engagement
Separate engagement during design phase

Ongoing Updates
Meetings, social media, newsletters, email, phone
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

![Time Tracker Diagram]

START 2 Min 1 Min 30 Sec STOP
Thank you.