

24 INDIVIDUAL COMMENTS

24 INDIVIDUAL COMMENTS (Part 1)

Submission 923 (Nathaniel Allen, July 14, 2020)

San Francisco - San Jose - RECORD #923 DETAIL

Status : Unread
Record Date : 7/14/2020
Interest As : Individual
First Name : Nathaniel
Last Name : Allen

Stakeholder Comments/Issues :

To Whom It May Concern,

923-83

After completing my review of California High-Speed Rail San Francisco to San Jose Project Section Draft EIR/EIS Volume 1 Summary I find the proposed "Alternative B" to not only be unacceptable but horrible and callous in its dismissal of the human impact it would have upon resident of the Peninsula. The suggestion that homes and businesses may need to be moved in greater numbers - but this is not an issue as there are other places people can live - is a ridiculous minimization. These are people's homes we are talking about. The exorbitant cost of the local market and relocation to a comparably priced home may take residents outside of their current geographic location. That may not sound like much to you but explain that to the kid who has to move away from his home and friends at school so that you can run a train through his front yard.

923-84

As a San Carlos resident I find the suggestion that closing roads and moving the train station is overall not a big deal to be very insulting. This would further divide the East-side community from the rest of the city and likely lower property values with the changes being discussed. The current station is not directly in front of any homes (other than the apartments which were willingly and knowingly built next to the station within the last two years). While relocation of the station may not lead to a net increase in the amount of lumens the station's lights give off (the report's genius observation as to why there is minimal impact from moving the station - not mine) putting the station right in front of homes - as well as the traffic, congestion and accompanying noise - certainly might affect a few more people.

923-85

I could keep going and point out the negative impact that Alternative B would have on Belmont and Redwood City communities. However Alternative B is simply cruel to the Peninsula communities through which the train would run and any organization which would seriously consider it as a viable option is nothing short of barbaric.

Thank you for your consideration of my comments.

Regards,
Nathaniel Allen
San Carlos resident since 2003

Nathaniel Allen
vice president, sales
T: (650) 553-4150 ext. 117
F: (650) 553-4149
E: nathaniela@biacordonblu.com<mailto:nathaniela@biacordonblu.com>
C: (650) 255-9755

Response to Submission 923 (Nathaniel Allen, July 14, 2020)

923-83

As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative A as the Preferred Alternative, in large part because it minimizes impacts on communities and results in fewer residential and business displacements. The Draft EIR/EIS presents the environmental analysis for both project alternatives and the No Project Alternative, as required under CEQA and NEPA. The comment did not result in any revisions to the Draft EIR/EIS.

923-84

No permanent road closures are contemplated in the City of San Carlos. Volume 2, Appendix 2-A, Roadway Crossings, Modifications, and Closures, Table 2 notes that all access for three roads temporarily affected by construction in the city of San Carlos (Holly Street, Brittan Avenue, and Howard Avenue) would be permanently maintained.

Alternative A (the Authority's Preferred Alternative) would not entail any relocation of the San Carlos Caltrain Station. Alternative B would require the relocation of this station from its current location just south of Holly Street by approximately 0.5 mile to the south, near Arroyo Avenue and Morse Boulevard.

Moreover, the relocation of the San Carlos Caltrain Station is considered in all impacts in Draft EIR/EIS Section 3.12, Socioeconomics and Communities. In that section, please refer to impacts describing potential effects from changes in traffic, congestion, and noise. Relocating the station would not divide the community because the Caltrain corridor is an established transportation corridor. Relocation of the station would not create a new division of city or community centers, nor would it result in reductions or restrictions in access to city or community centers. In addition, because San Carlos has developed and expanded around the existing rail right-of-way, this station relocation would not greatly change the character or function of the cities or lessen community cohesion. Refer to Impact SOCIO#15 in Section 3.12 for a discussion of the potential effects of project operations on property values.

Regarding light and glare, please refer to the discussion in Section 3.15, Aesthetics and Visual Quality. In that section, Impact AVQ#17 considers the potential light and glare impacts associated with relocating the San Carlos Caltrain Station (under Alternative B only); such impacts were found to be less than significant.

The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 923 (Nathaniel Allen, July 14, 2020) - Continued

923-85

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Please refer to the response to submission FJ-923, comment 83.

Submission 912 (Nicolas Ball-Jones, July 10, 2020)

San Francisco - San Jose - RECORD #912 DETAIL

Status : Unread
Record Date : 7/10/2020
Interest As : Individual
First Name : Nicolas
Last Name : Ball-Jones

Stakeholder Comments/Issues :

912-39 | Please limit parking pots in the Bay Area. Presumably not many people should be planning on driving to HSR stations within the urban core

Response to Submission 912 (Nicolas Ball-Jones, July 10, 2020)

912-39

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment is noted. The Authority's policy is to replace displaced parking at existing stations at a 1:1 ratio. Therefore, the Millbrae Station design for Alternatives A and B includes 288 parking spaces to replace the 175 Caltrain spaces and 113 BART spaces that would be removed by the HSR project. In addition, the Millbrae Station design includes a limited amount of new parking (37 parking spaces) for HSR riders. While the parking demand by HSR riders would exceed the amount of new parking provided on-site, a constrained approach to parking was taken at the Millbrae Station given the existing transit, walking, and bicycle connections available to HSR riders and the ample long-term commercial parking nearby at SFO reachable via shuttle or BART.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

Submission 970 (Mathew Bittleston, July 23, 2020)

San Francisco - San Jose - RECORD #970 DETAIL

Status : Unread
 Record Date : 7/23/2020
 Interest As : Individual
 First Name : Mathew
 Last Name : Bittleston
 Attachments : 280alignment.pdf (457 kb)

Stakeholder Comments/Issues :

970-17 I'm concerned that there is no mention of consideration of the 280 corridor as an alignment. The cities along the current CalTrain corridor have always blocked any non-automobile projects, and will continue to do so. Construction along the CalTrain route will be exceedingly expensive, slow, and constrained by busy roads and rail. The 280 corridor is based on historical rail routes, and would allow a route without conflicts with the current commuter and freight route and needs serious consideration.



APRIL 2019

Figure 8-1 Preferred Alternative

Response to Submission 970 (Mathew Bittleston, July 23, 2020)

970-17

Refer to Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process.

As discussed in Section 2.5.2, Alternatives Consideration Process and Chronology, of the Draft EIR/EIS, the Authority and FRA considered a potential HSR alternative along I-280 between San Francisco and San Jose as part of the Tier 1 environmental review process documented in the Statewide Program EIR/EIS and the Bay Area to Central Valley Program EIR/EIS, completed in 2005 and 2008, respectively. As noted in the Bay Area to Central Valley Program EIR/EIS, the I-280 alternative was rejected primarily due to construction, right-of-way, and environmental concerns, particularly visual and land use (right-of-way acquisition) impacts. The Tier 1 environmental review process resulted in the Authority's decision to advance the shared HSR and Caltrain use of the Caltrain corridor between San Francisco and San Jose for further study in a Tier 2 project-level EIR/EIS.

Submission 998 (Arkady Borkovsky, August 2, 2020)

San Francisco - San Jose - RECORD #998 DETAIL

Status : Unread
Record Date : 8/2/2020
Interest As : Individual
First Name : Arkady
Last Name : Borkovsky

Stakeholder Comments/Issues :

998-71 | The state has proven itself incapable of efficiently building infrastructure,
The project should be stopped and given to people who understand technology and care about efficiency.

Response to Submission 998 (Arkady Borkovsky, August 2, 2020)

998-71

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 1078 (Adrian Brandt, August 19, 2020)

San Francisco - San Jose - RECORD #1078 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Adrian
Last Name : Brandt

Stakeholder Comments/Issues :

MR. BRANDT: Okay. I just got the un-mute invitation so I --

MR. GOLDMAN: Very good.

MR. BRANDT: Okay. Adrian Brandt, A-D-R-I-A-N, Brandt, B-R-A-N-D-T. I am a member of the Caltrain Joint Powers Board Citizens Advisory Committee. However, I'm not speaking on their behalf. I'm speaking for myself. And my comments are as follows.

1078-302 | The grade crossings on the peninsula are envisioned by the EIR to be what's known as quad gates. Those solve a problem that Caltrain doesn't really have, nor will High-Speed Rail. The predominant problem is people in violation of the Motor Vehicle Code queue on the tracks. And they also turn onto the tracks.

So I would encourage, just the way photo enforcement stops red light violations because of the certainty of a violation -- of a citation, I would encourage the High-Speed Rail Authority to investigate and pursue automated enforcement technology at the crossings as a preventative measure. It will prevent that kind of behavior and greatly reduce the probability of train-versus-vehicle collisions.

1078-303 | The second comment has to do with the EIR. It mentions wind effects on passengers standing on platforms in a part of the EIR. And it's all based on formulas. And I would encourage, instead, that the Authority go back and base it on actual measurements using various existing high-speed train types from around the world. Certainly, those studies exist, and those measurements have been taken, instead of using theoretical formulas and papers that are, in some cases, decades old.

I had one other comment.

1078-304 | Oh, yeah, the last comment I wanted to share was I would urge the Authority to revisit the platform height issue. Caltrain will be going to a 25-inch, approximate, platform height because the new equipment will have the high doors plugged, and they're eliminating the indoor lifts. So for the foreseeable future they will be using low platforms. And a great savings to the Rail Authority, and for interoperability and system reliability, it would be better if the Authority adopted a similar low platform for lower station construction costs and better use of the Transbay Terminal, and the ability to have any train serve any station, so more flexibility. So that is something that ought to be revisited.

And so that's the final comment. I want that, also, to be investigated.

Thank you.

Response to Submission 1078 (Adrian Brandt, August 19, 2020)

1078-302

Refer to Standard Response FJ-Response-SS-1: At-Grade Crossing Safety.

The comment questions the merits of four-quadrant gates in terms of effectiveness to reduce the likelihood of train/vehicle collisions. Please refer to the standard response referenced above, which provides background on the Authority's consideration of safety measures in light of pertinent regulatory requirements.

As discussed under Impact S&S#14, the Draft EIR/EIS analysis found that installation of improvements to at-grade crossings, perimeter fencing, and four-quadrant gates would improve safety along the right-of-way, providing sufficient protections. During the project design phase, the HSR contractor would prepare a PHA, CHA, and TVA (SS-IAMF#3). Enforcement of the Motor Vehicle Code is the responsibility of local police departments for local roads.

The comment did not result in any revisions to the Draft EIR/EIS.

1078-303

The comment states that the Draft EIR/EIS should not rely on formulaic equations to analyze wind effects on passengers standing on platforms. Please refer to Volume 2, Appendix 3.3-A, Air Quality and Greenhouse Gases Technical Report, of the Draft EIR/EIS. Appendix F, Potential Impact from Induced Winds, of the technical report evaluates this issue. Section 2.0, Induced Wind, explains that there is no simple mathematical formula to assess induced wind as a function of train speed. The study provides a detailed description of the methodology to estimate induced winds, including a literature search and reliance on studies conducted in other countries with HSR systems. The comment did not result in any revisions to the Draft EIR/EIS.

1078-304

This comment is noted. The Authority proposes to use platforms at approximately 51 inches above rail height to enable level boarding for passengers. The Authority is aware that Caltrain is proposing to modify/reconstruct their platforms to 25 inches above rail height and has worked closely with Caltrain in the development and procurement of Caltrain's new trainsets to ensure that they can also operate at stations with platforms of 51 inches above rail height.

Submission 1142 (Chris Brousseau, September 9, 2020)

San Francisco - San Jose - RECORD #1142 DETAIL

Status : Unread
 Record Date : 9/10/2020
 Interest As : Individual
 First Name : Chris
 Last Name : Brousseau
 Attachments : SFSJ-1142_DEIR Appendix 3.2-A Transportation Data on Intersections.pdf (6 mb)

1142-676

Stakeholder Comments/Issues :

Dear Sir or Ma'am,

1142-673

*Comment 1. *The use of quad-gates at all at-grade crossings creates significant delay for both pedestrians, bikes and vehicles. As shown in the EIR table cited below, the projected delay times of 1-3 minutes in downtown San Mateo, for each passing train, will effectively kill downtown San Mateo as it will be virtually impossible to transit the rail lines from 101, a major artery. The EIR fails to evaluate the economic damage this restricted access will have on San Mateo, and the EIR also fails to identify mitigations for this damage.

1142-674

*Comment 2: *The Draft EIR for the San Francisco to San Jose Project Section does not accurately communicate the potential impact of pedestrian and vehicle delay times throughout the project area. In fact, the manner with which the information is presented leads many readers to assume either Project Alternative will have "no impact" which is not true - any addition of gate downtime will be greater than the baseline regardless of what that baseline is today, or estimated to be in the future.

1142-675

*Comment 3. *The San Mateo grade crossings, including rows GX33 through GX47 - the table as currently written does not quantify the impact beyond the estimated baseline in 2040 -- apparently the delay in the base case is projected to be so bad that the estimated delay was capped at some standard levels which makes the alternatives look like there is no impact. Further, it is impossible for a citizen to understand really what the delay will be in the year 2040 - as we are only familiar with the actual delays we experience today.

Therefore, I request the EIR be amended to show:

- 1) New columns added to Table 6 2040 (referenced below), plus all other relevant locations, showing the current delay times in 2020, which citizens and decision makers are familiar with and can use to related to proposed project changes ;
- 2) New columns added to Table 6 2040 (referenced below), plus all other

- relevant locations, showing the actual increase in delay from the current state (and projected "No Project" alternative) in seconds, not just a cutoff value (currently ">180" in many locations) or a cutoff grade (currently "F" is the worst grade any location can ever get... both of which deprive citizens and decision makers of information needed to understand the true impact of the Project Alternatives.
- 3) New columns added to Table 6 2040 (referenced below), plus all other relevant locations, showing the projected increase in delay from the 2040 "No Project" baseline, for similar reasons listed in item #2 above.
- 4) A new analysis that shows for each crossing location, the actual net available minutes of gate-up time, on an hourly basis...showing all anticipated rail traffic (both northbound and southbound) so that citizens and decision makers can understand how much time may be available to cross the tracks. This should be done for year 2021, as well as the 2040 No Project Alternative, and both proposed project alternatives.

The specific parts of the EIR referenced above are described below, and the attachment is also included on this email for the record.

Relevant Document:

https://hsr.ca.gov/docs/programs/san_francisco_san_jose/Draft_EIRS_FJ_V2-15_APP_3.2-A_Transportation_Data_Intersections.pdf

Specific Location:

Table 6 2040 Plus Project Level of Service at Intersections near Brisbane Light Maintenance Facility, Millbrae Station, San Jose Diridon Station, and at Intersections near At-Grade Crossings along the Track Alignment; Pages 3.2-A-38 through 3.2-A-39

Sincerely,

Chris

Christopher Brousseau
 Resident; Hayward Park Neighborhood
 San Mateo, CA 94402

Response to Submission 1142 (Chris Brousseau, September 9, 2020)

1142-673

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations, FJ-Response-TR-3: Gate-Down Time Calculation Details.

The comment states that the use of four-quadrant gates at all at-grade crossings would create significant delay for pedestrians, bikes, and vehicles. Section 3.2, Transportation, of the Draft EIR/EIS evaluates pedestrian and bicycle impacts based on whether the project would conflict with a program, plan, ordinance, or policy regarding bicycle or pedestrian facilities, or otherwise materially decrease the performance of such facilities. The total gate-down time for HSR trains at at-grade crossings in San Mateo would be 41-46 seconds. The addition of 8 HSR trains during weekday peak hours would not have an effect on travel by pedestrians or bicyclists in San Mateo about 90 percent of the time during peak hours when the crossing gates are not affected by HSR trains. For pedestrians or bicyclists arriving at the at-grade crossings in San Mateo during the times when the gate is down for a HSR train, a wait time of up to 46 seconds, which is less than the pedestrian wait time at many signalized intersections, is not considered a significant effect. As described in Impact TR#5 in Section 3.2 of the Final EIR/EIS, before mitigation, the project would have an adverse NEPA effect on traffic delay at 10 San Mateo intersections adjacent to at-grade crossings: Arundel Road/Woodside Way/Peninsula Avenue, Transit Center Way/First Avenue, South B Street/Third Avenue, South Claremont Street/Third Avenue, South B Street/Fourth Avenue, South B Street/Fifth Avenue, South B Street/Ninth Avenue, South Delaware Street/East Third Avenue, South Delaware Street/East Fifth Avenue, and South Claremont Street/Ninth Avenue. Refer to TR-MM#1 in Section 3.2, Transportation, of the Final EIR/EIS for a discussion of the site-specific mitigation identified for adverse LOS effects, which includes mitigation for the Arundel Road/Woodside Way/Peninsula Avenue intersection (TR-MM#1a.4). No feasible mitigation measures were identified the adverse NEPA effects on traffic delays at the other study intersections in San Mateo. Please also refer to Standard Response FJ-Response-TR-3: Gate-Down Time Calculation Details.

As discussed in Standard Response FJ-Response-GS-1: Requests for Grade Separations, the Authority has not identified that grade separations are a feasible mitigation option to address adverse traffic effects under NEPA or to address any significant impacts under CEQA, primarily due to cost.

1142-673

The comment also states that the Draft EIR/EIS fails to evaluate the economic damage from the restricted access to downtown San Mateo. Impact SOCIO#3 in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS describes the socioeconomic effect of gate-down time for HSR trains at at-grade crossings. The analysis determines that although community cohesion would be weakened during project operation from increased congestion and delay, the project alternatives would not physically divide the communities because the project would operate within the existing Caltrain corridor that currently travels through these communities, and because access would be maintained or improved to neighborhoods, businesses, and community and public facilities. Because the communities along the alignment, including San Mateo, would not be physically divided by additional gate-down time, economic damage is not anticipated from this impact. Vehicles, bicyclists, and pedestrians would still be able to cross the alignment at at-grade crossings and continued access to downtown San Mateo and other economic centers across the alignment would be maintained, avoiding economic losses. For additional information on economic impacts, please refer to Section 3.12.6.5, Economic Impacts, in the Draft EIR/EIS.

Response to Submission 1142 (Chris Brousseau, September 9, 2020) - Continued

1142-674

The comment asserts that the Draft EIR/EIS does not accurately communicate the potential impact of pedestrian and vehicle delay times throughout the project area. Section 3.2, Transportation, of the Draft EIR/EIS identifies transportation impacts in areas adjacent to the HSR stations, Brisbane LMF, and at-grade crossings. The Draft EIR/EIS evaluates the effect on traffic operations at 207 intersections adjacent to at-grade crossings, HSR stations, and the Brisbane LMF along the Project Section. The intersection LOS calculations took into account vehicle traffic, pedestrian and bicycle traffic, and the effect of adjacent at-grade rail crossings on vehicle delays. Impact TR#5 indicates an adverse NEPA effect on traffic delay would occur at 11 San Mateo intersections adjacent to at-grade crossings. The gate-down time associated with HSR trains in San Mateo would range from 41 to 46 seconds. Impact TR#7 evaluates pedestrian and bicycle impacts based on whether the project would conflict with a program, plan, ordinance, or policy regarding bicycle or pedestrian facilities, or otherwise materially decrease the performance of such facilities. For pedestrians or bicyclists arriving at the at-grade crossings in San Mateo during the times when the gate is down for an HSR train, which represents just less than 10 percent of the hour during peak hours, a wait time of up to 46 seconds is not considered a significant effect. The comment did not result in any revisions to the Draft EIR/EIS.

1142-675

The comment states that LOS tables in the Draft EIR/EIS do not indicate where impacts occur at intersections adjacent to at-grade crossings in San Mateo because the estimated delays that exceed 180 seconds are noted as ">180 seconds".

The comment appears to be referring to LOS tables in Appendix 3.2-A, Transportation Data on Intersections, of the Draft EIR/EIS. Table 6 in Appendix 3.2-A includes two columns labeled "Impact?" for Alternative A and Alternative B that quantify the impact beyond the estimated baseline in 2040. Any intersection with "Yes" cited in the Impact columns, under either alternative, would experience an adverse NEPA effect on intersection operations. Table 1 in Appendix 3.2-A provides information on existing intersection LOS.

The Draft EIR/EIS indicates that an adverse NEPA effect would occur at 11 San Mateo intersections adjacent to at-grade crossings. Delay values were calculated for all study intersections and were the basis for determining NEPA project effects as defined in Section 3.2.4.4, Method for Evaluating Impacts under NEPA, of the Draft EIR/EIS. The specific delay values at intersections can be found in the calculation sheets presented in Appendices B through E for the Transportation Technical Report. The summary LOS tables in the Transportation Technical Report show ">180 seconds" for scenarios where individual intersections would experience delay of more than 180 seconds, indicating the network has reached supersaturation. Under supersaturated conditions, the Highway Capacity Manual (HCM) methodology may forecast large increases in delay for small changes in demand when both delay levels and volume-to-capacity ratios are at high levels (Transportation Research Board 2010). In actuality, when delays of longer than 180 seconds are expected, people tend to change their behavior, such as leaving earlier or later, to avoid excessive delays. The table caps the reported delay at 180 seconds so as not to report delays that are not likely to actually occur. Please also note that for many of the study intersections, these conditions would occur as a result of background land use growth under the 2040 No Project scenario. The increase in traffic volumes generated by background land use growth generally results in unconstrained future forecasts, and thus the resulting intersection delay levels typically reflect a conservative estimate of future delay.

The Authority used 2040 No Project conditions as the baseline for the analysis of the

Response to Submission 1142 (Chris Brousseau, September 9, 2020) - Continued

1142-675

project's LOS effects instead of 2016 conditions because Phase 1 HSR operations (two round trips) would not be implemented until 2029 and full HSR service in the corridor (four round trips) would not occur until some time later. Since full project implementation would occur much closer to the 2040 horizon year than 2016, the 2040 horizon year was used as the baseline for LOS effects.

The comment did not result in any revisions to the Draft EIR/EIS.

1142-676

Refer to Standard Response FJ-Response-TR-3: Gate-Down Time Calculation Details.

The comment requests revisions to tables in Appendix 3.2-A, Transportation Data on Intersections, in Volume 2 of the Draft EIR/EIS. With respect to the commenter's requests for an evaluation of Year 2020 and 2021 conditions, the Authority notes that the analysis of existing intersection operations is based on conditions at the time of NOP/NOI release in May 2016, which established the existing conditions baseline for the Draft EIR/EIS. Information on existing (2016) intersection operations is presented in Table 1 in Appendix 3.2-A. HSR service would not be implemented prior to 2029, so evaluation of scenarios prior to that time do not represent a reasonable baseline condition.

With respect to the commenter's request to not use a cut-off value for delay at intersections, please refer to the response to submission FJ-1142, comment 675, which addresses this topic.

The commenter's request for new analysis that shows additional information about delay and gate-down times at each crossing is noted. However, the Authority believes Section 3.2, Transportation, and Appendix 3.2-A summarize technical information at a sufficient level of detail to allow a full disclosure and assessment of the environmental impacts of the project and identification of mitigation measures, consistent with NEPA and CEQA requirements.

As indicated in Standard Response FJ-Response-TR-3: Gate-Down Time Calculation Details, the total gate-down time for HSR trains at at-grade crossings in San Mateo would be 41 to 46 seconds. The addition of eight HSR trains during weekday peak hours would require the gates down in San Mateo during about 9 to 10 percent of the peak hours for HSR trains. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 936 (Jean Burkley-Molina, July 17, 2020)

San Francisco - San Jose - RECORD #936 DETAIL

Status : Unread
Record Date : 7/17/2020
Interest As : Individual
First Name : Jean
Last Name : Burkley-Molina

Stakeholder Comments/Issues :

936-22 | I live in Santa Clara and I would like very much to have high-speed rail service. I would like it even more if it were to go all the way down to San Diego.

Sent from my iPad

Response to Submission 936 (Jean Burkley-Molina, July 17, 2020)

936-22

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 933 (Susan Burns, July 16, 2020)

San Francisco - San Jose - RECORD #933 DETAIL

Status : Unread
Record Date : 7/16/2020
Interest As : Individual
First Name : Susan
Last Name : Burns

Stakeholder Comments/Issues :

933-25

I am very much in favor of High Speed Rail. HURRY UP or I shall not live to see it. However, if the current Cal Train Baby Bullitt train is almost as fast, however, I do not see any advantage to the High Speed Rail going up the Peninsula. Stop the train in San Jose and let people find their way up the Peninsula to San Francisco or SFO , or to SJO from there. There is no need for the High Speed Rail on the Peninsula unless it can provide MUCH faster service than the Bullitt.

Response to Submission 933 (Susan Burns, July 16, 2020)

933-25

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1100 (Nathan Chan, September 8, 2020)

San Francisco - San Jose - RECORD #1100 DETAIL

Status : Unread
Record Date : 9/8/2020
Interest As : Individual
First Name : Nathan
Last Name : Chan

Stakeholder Comments/Issues :

1100-482

As a resident of Millbrae, my concerns with the current draft EIR are focused on the impacts to the Millbrae Station Area. Page 3.13-84 states: "Construction...would result in substantial, significant change in planned land use patterns by conflicting with the planned Millbrae Serra Station Development project. There is no available mitigation...permanent alteration of existing and land use patterns [sic] from the Millbrae Station would be significant and unavoidable."

I don't think it is acceptable for HSR to claim there is no available mitigation because elsewhere, on page 3.13-58, it states: "implementation of HSR modifications would not preclude future development of an integrated and mutually-supporting mixed-use site, with the Millbrae Station as its focal point. Figure 3.13-13 depicts an illustrative concept...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 reductions and reductions of VMT."

The dEIR has therefore described the beginnings of a mitigation strategy. The final version needs to fill in the details. The dEIR enumerates how many residential units, square feet of office and retail were approved for the site. Serra Station also has an approved EIR. HSR should be able to build upon both sets of information and work with the city and the developer to modify the Serra Station proposal in a manner that can accommodate HSR's needs in the area.

1100-483

It is difficult to fully appreciate the impact of HSR's plans for the Millbrae station area because table 3.13-10 only covers Existing Land Use Permanently Converted by Stations. This contrasts with the approach taken in the very next section. In addition to showing the Existing Land Uses Permanently Converted by the Light Maintenance Facility in Table 3.13-11, Tables 3.13-12 and 3.13-13 address the Planned Land Uses Permanently Converted by the Light Maintenance Facility and its impact on the Brisbane Baylands Planned Development. The final EIR should add a new table showing the Planned Land Use Permanently Converted by Stations, including the Millbrae station.

Response to Submission 1100 (Nathan Chan, September 8, 2020)

1100-482

The commenter raises concerns about the project's conflicts with the Millbrae Station Area Specific Plan and the proposed the Millbrae Serra Station Development project and the lack of mitigation to address this impact in the Draft EIR/EIS.

As explained under Impact LU#4 in Section 3.13, Station Planning, Land Use, and Development, of the Draft EIR/EIS, conflicts that would occur between the Millbrae Station design and the Millbrae Serra Station Development project were found to be significant under CEQA. CEQA requires that a lead agency consider and implement mitigation for significant impacts only where such mitigation would be feasible. NEPA requires that an EIS evaluate a reasonable range of alternatives and include a reasonably complete discussion of possible mitigation measures. As described in Section 2.6.2.4, Alternative A, and Section 2.6.2.5, Alternative B, of the Draft EIR/EIS, the Millbrae Station design under both project alternatives would include two new tracks and platforms to accommodate blended service, a new station entrance hall with ticketing and support services, and surface parking. The Authority based the design and size of the Millbrae Station facilities on anticipated ridership of the statewide HSR system through 2040. The Millbrae Station design under Alternatives A and B includes replacement parking for BART and Caltrain parking spaces that would be displaced by the project. The purpose of replacing displaced BART and Caltrain parking is to avoid negatively affecting transit ridership and revenue by reducing the supply of parking for BART and Caltrain riders. For these reasons, the Authority determined that it would not be feasible to reduce the size of or relocate its Millbrae Station facilities. Accordingly, the Draft EIR/EIS did not identify any feasible measures or alternatives that could avoid or reduce the project's impacts on existing and planned land uses near Millbrae Station.

However, as further described in Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, in response to comments on the Draft EIR/EIS, the Authority has considered a potentially feasible design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and thereby reduce land use conflicts with existing and planned development. This design variant was evaluated in the Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS. The RSP Design Variant would reduced impacts under Impact LU#4 relative to the Millbrae Station design evaluated in the Draft EIR/EIS. As noted in the discussion of Impact LU#4 in Section

1100-482

3.13, implementation of the HSR modifications under Alternatives A and B would not preclude future development of an integrated and mutually-supporting mixed-use development west of the Millbrae Station. While such development is not necessary for the operation of the HSR project or the Millbrae Station, 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 reductions and reductions of VMT. The RSP Design Variant would allow for construction of transit-oriented development west of the Millbrae Station, but on smaller footprint than the approved design for the Millbrae Serra Station Development.

The Authority supports plans for TOD at the Millbrae Station, has coordinated with the City of Millbrae throughout the environmental process, and remains committed to working with the City of Millbrae, as well as the developer of the Millbrae Serra Station Development project and other stakeholders to identify solutions that would result in a successful intermodal hub and surrounding development that meets the goals of both the Authority and the City.

1100-483

Impact LU#4 in the Draft EIR/EIS provided a qualitative analysis of project's impacts on planned land uses and described that the permanent impact areas for the HSR Millbrae Station would be limited to the mixed-use TOD land use designation in the MSASP. To address this comment, additional quantitative information regarding the acreage impacts on planned land uses within the MSASP has been added to Impact LU#4 of the Final EIR/EIS.

Submission 925 (Alex Chau, July 14, 2020)

San Francisco - San Jose - RECORD #925 DETAIL

Status : Unread
 Record Date : 7/14/2020
 Interest As : Individual
 First Name : Alex
 Last Name : Chau

Stakeholder Comments/Issues :

To whom it may concern,

925-37

could be better spent by improving station facilities and passenger experience that attracts more ridership.

Thank you for taking in this comment and I wish you good health in this difficult time.

Yours sincerely,
 Alex

925-32

I am writing to you as I wonder if there is a more efficient, low-cost method to modify Millbrae station. The current draft EIR/EIS proposal involves a significant modification by almost doubling the size of the station concourse in order to access a new set of platforms on the west side of the station.

925-33

It is well known that the current Millbrae station is significantly underused compared to its original estimate, which the current station design is based on. This is especially obvious with the fact that BART is using only 1 platform out of the 3 constructed for it.

925-34

My experience growing up in Hong Kong and living here for a few years so far is that US public transport infrastructure projects tend to grossly overestimate ridership and/or spatial needs. A two-platform rapid transit terminus station in HK supports much more riders and runs much more frequent services than BART would ever need at its Millbrae terminus.

925-35

I'd like to, therefore, propose that this project look into the possibility of scaling down modifications at Millbrae station by better utilizing existing platforms/tracks infrastructure. I believe it would be more than sufficient for BART to run its operations with only 2 platforms. I wonder if we can move BART services to the 2 currently unused island platforms instead, and transfer the island platform BART currently shares with Caltrain to Caltrain/HSR.

925-36

By doing so, we can significantly reduce the scope of modifications to Millbrae station, as we will only need to convert the existing side platform on the west of the station into an island platform to provide the 4 tracks needed for a blended Caltrain/HSR service. Rather than having to extend the concourse westward to reach a new set of platform, which involves significant civil engineering works, this scaled-down version would only require the re-location/addition of escalators/stairs/lifts for the west platforms and station entrance. It would

- make better and more efficient use of existing infrastructure
- make the project more cost-effective
- reduce station footprint, which increases land available for TOD developments next to the station
- (possibly, though I'm not sure) allow a more streamlined track alignment that might avoid having to move the old historic station building.

925-37

I grew up in Hong Kong and immigrated here a few years ago, and I am still very much a big supporter of public transport development, as I have lived most of my life (22 years before moving here) enjoying the benefits and convenience of good public transport. I am therefore writing this comment, as the last thing I want to see is this project spending all this money to expand a station, only to end up having 2 out of 7 platforms abandoned for another decade or more. This money, and the money in the future used to maintain unused infrastructure,

Response to Submission 925 (Alex Chau, July 14, 2020)

925-32

The comment questions whether a different approach to the Millbrae Station could be feasible.

The Authority sized the proposed Millbrae Station to accommodate blended service at a level of rail ridership through 2040 as agreed to by the PCJPB, the Authority, and other San Francisco Bay Area transportation agencies. The proposed Millbrae Station is also consistent with the Authority's adopted station design criteria (Authority 2016). The existing BART/Caltrain concourse does not meet these criteria. Please also refer to Draft EIR/EIS Volume 3, Preliminary Engineering Plans, Book A3, sheets 47 and 48, which provides a facility sizing table for the Millbrae Station, indicating calculations of facility size needed based on projected ridership.

The comment does not result in the need for any revisions to the Draft EIR/EIS.

925-33

Regarding prospective use of one of BART's tracks/platforms, please refer to FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, which explains that BART requires use of all three existing tracks for safe and efficient operations. The comment does not result in the need for any revisions to the Draft EIR/EIS.

925-34

The Authority sized the proposed Millbrae Station to accommodate blended service at a level of ridership through 2040 as agreed to by the PCJPB, the Authority, and other San Francisco Bay Area transportation agencies. The HSR system is a long-term transportation investment intended to serve passengers over many decades, and hence station facilities are designed to be sufficient to accommodate increased HSR use over time.

Regarding the BART tracks/platforms at the Millbrae Station, please refer to FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment did not result in the need for any revisions to the Draft EIR/EIS.

925-35

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The Authority sized the proposed Millbrae Station to accommodate blended service at a level of ridership through 2040 as agreed to by the PCJPB, the Authority, and other San Francisco Bay Area transportation agencies.

As described in Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considered, the Authority has consulted with BART, and the agency confirmed that they require use of all three existing tracks for safe and efficient operations under current conditions. Two tracks are actively used for passenger service and because the Millbrae Station is a BART terminal station, the third track provides access and circulation during revenue hours to tail tracks located just beyond the station. These tail tracks are used for car cleaning activities, overnight fleet storage, and all-day storage of train sections that are left behind when trains are shortened between commute periods. BART also has plans to significantly increase service levels at the Millbrae Station once their new signal control system is completed. During peak hours, these increased operations will require active use of all three tracks.

Regarding the suggestion for HSR to use the island platform currently shared by Caltrain/BART, it should be noted that this shared platform allows for direct platform transfers between the two services (which are timed to coincide) and BART has indicated that this is a critical element for on-time operations and efficient passenger transfers for both operators.

While the commenter suggests that modifications to the existing Caltrain and BART tracks/platforms would be more cost-effective and make better use of existing infrastructure, it should be noted that BART and HSR use different track gauges and HSR requires an overhead catenary system (rather than BART's third-rail system) and signal system equipment compatible with that used by Caltrain and HSR trains. Substantial modifications would be required to retrofit the existing infrastructure, and these modifications would result in substantial disruptions to BART operations during construction.

Response to Submission 925 (Alex Chau, July 14, 2020) - Continued

925-35

For these reasons, the Authority does not consider removal of one or more BART tracks or adjustments to their platforms to be a feasible alternative. The comment does not result in the need for any revisions to the Draft EIR/EIS.

925-36

Please refer to the response to submission FJ-925, comment 35.

925-37

Please refer to the response to submission FJ-925, comment 35, which explains that existing tracks and platforms at the Millbrae Station are not underutilized. While the Authority strives to deliver a cost-effective HSR system, the HSR system is a long-term transportation investment intended to serve passengers over many decades. Accordingly, the station facilities are designed to be sufficient to accommodate increased HSR use over time.

Submission 944 (John Coanda, July 21, 2020)

San Francisco - San Jose - RECORD #944 DETAIL

Status : Unread
Record Date : 7/21/2020
Interest As : Individual
First Name : John
Last Name : Coanda

Stakeholder Comments/Issues :

944-63

Build it! Build it now! Build it fast!

Response to Submission 944 (John Coanda, July 21, 2020)

944-63

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 1063 (Seitu Coleman, August 27, 2020)

San Francisco - San Jose - RECORD #1063 DETAIL

Status : Unread
Record Date : 8/27/2020
Interest As : Individual
First Name : Seitu
Last Name : Coleman

Best regards,

Seitu Coleman

Stakeholder Comments/Issues :

To whom it may concern,

Hello, I would like to submit a comment on the San Francisco to San Jose Projection Section Draft EIR/EIS.

1063-268

Firstly, I understand that the current plans for the project section have high-speed rail and Caltrain sharing a "blended system," where trains from both operators will share a two-track system for most of the corridor, with particular sections including four tracks with sidings allowing high-speed trains to pass Caltrain trains. I would like to suggest that the EIR/EIS could include a discussion of a possible future improvement of the corridor to a fully grade-separated four-track wide system for the entirety of its length. Perhaps this project may not occur for another 20 years, or without federal involvement, but it would be helpful to get the discussion going today so that a four-track system doesn't come as a surprise to anyone in the future when it becomes fiscally and politically feasible.

The purpose of such a project would be to allow Caltrain and high-speed rail to operate independently of each other so that there are no conflicts when each operator needs to add additional trains to their schedules to serve growing demand in the future. A post on the blog Caltrain High-Speed Rail Compatibility includes interesting diagrams of what a trenched or tunneled corridor could look like:

<https://caltrain-hsr.blogspot.com/2009/07/threading-san-mateo-narrows.html>

1063-269

Secondly, I would like to make a suggestion that signage, maps, and announcements posted and made on the future California High-Speed Rail System refer to the Transbay Transit Center as the "San Francisco Salesforce Transit Center", rather than just the "Salesforce Transit Center." This would improve navigability for future passengers of the California High-Speed Rail System, who might not be familiar with the geography of the state, and therefore might not be able to locate San Francisco on a map of the high-speed rail network if the name "San Francisco" is not printed on the map.

Thank you for your time.

Response to Submission 1063 (Seitu Coleman, August 27, 2020)

1063-268

The comment is noted. Please refer to Section 2.5, Alternatives Considered during Alternatives Screening Process, of the Draft EIR/EIS for a discussion of the process that resulted in the transition from a fully grade-separated four-track system envisioned in 2009 to the predominantly two-track blended system that was evaluated in the Draft EIR/EIS. As described in Section 2.5.2.2, Transition to a Predominantly Two-Track Blended System (2011–2011), SB 1029, signed into law in July 2012, mandates that any funds appropriated for projects in the San Francisco to San Jose corridor, consistent with the blended system strategy identified in the 2012 Business Plan, would not be used to expand the blended system to an independently dedicated four-track system. Alternatives A and B were developed with sufficient passing capabilities to accommodate the blended service operations (six Caltrain trains and four HSR trains per peak hour per direction) planned through 2040. Future ridership increases beyond 2040 that could require additional capacity, and therefore changes to the passing track configuration in the Project Section, are currently undefined and speculative. Please also refer to Standard Response FJ-Response-GEN-4: Consideration of 2040 Caltrain Service Vision and Caltrain Business Plan, which addresses Caltrain's long-term vision for the Caltrain corridor. The comment did not result in any revisions to the Draft EIR/EIS.

1063-269

The comment is noted but does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 921 (Janet Davis, July 14, 2020)

San Francisco - San Jose - RECORD #921 DETAIL

Status : Unread
Record Date : 7/14/2020
Interest As : Individual
First Name : Janet
Last Name : Davis

Stakeholder Comments/Issues :

DRAFT EIR/EIS FOR HIGH SPEED RAIL SAN FRANCISCO TO SAN JOSE

https://hsr.ca.gov/docs/programs/san_francisco_san_jose/Draft_EIRS_FJ_V1-06_Summary_01_English.pdf

OBJECTION TO BOTH ALTERNATIVE (A) AND ALTERNATIVE (B)

Summary:

My comments are not based on an in depth study, but are oneresident's somewhat cursory review of the Summary document.

921-3

General Safety/Societal Impact:

It seems that several at-grade crossings will remain. Given the projected speed and additional numbers of trains, this is bound to cause innumerable east-west road traffic back-ups which could cause disruption of emergency traffic, in addition to exacerbating existing problems. Together with the scale of the construction, it would have the likely effect of segregating the east side of the peninsula from the west, possibly creating a "wrongside of the tracks" zone and would appear not to comport with concepts of social equity.

921-4

The plan also seems to conflict with local government plans. For example, the EIR speaks of the at-grade crossing in Menlo Park. However, it is my understanding that the Menlo Park administration is considering various other types of crossings to ameliorate the substantial road traffic problems caused by the stops for trains.

921-5

Retaining at-grade crossings, even with the additional barriers, will do nothing to limit the number of suicides and accidental deaths that have been occurring at such crossings in San Mateo County.

921-6

The present Caltrain system has had several interruptions from mechanical failures, suicides or accidents. If

921-6

such an incident occurs away from the passing zones, what impact would that have on the HSR system?

921-7

Lowering of Property Values:

Both alternatives contemplate condemning many residences and businesses to accommodate the tracks. At p. 22 Alternative A proposes disrupting 14 homes and 48 businesses, while Alternative B proposes disrupting 42-62 homes and 171 to 202 businesses. Just putting this proposal in writing has probably already reduced values not only on those specific properties, but everything in the neighborhood. (I saw no Figure depicting the exact location of the properties at risk. Presumably this is detailed in the full document)

921-8

Aesthetics:

(At p. 13) the plan appears to be to erect 100 ft. towers within 20 x 15 ft. fenced areas every 2.5 miles along the track, thus creating a continuum of eyesores from San Francisco to San Jose. This will also affect property values, and probably involve destruction of multiple trees. I saw nothing about the impact of these high electric lines on birds.

921-9

Reliability:

Power will presumably be supplied by PG&E which has not proved to be a reliable provider. In West Menlo Park the power has gone off unexpectedly several times already this year. What is likely to happen if one of the omnipresent mylar/helium balloons hangs up on the electric wires?

921-10

Overwhelmingly Negative Impact on Brisbane and the shoreline:

Brisbane is a tiny, pretty town at the base of San Bruno Mountain. This project plans (p.50-54) to build a 100-110 acre maintenance facility, acquire/relocate several businesses, including the fire station, and adversely affect land use patterns. The plans also conflict with the Bay Area Conservation and Development shoreline policies. To put such a huge development right under San Bruno Mountain is an affront to all the efforts that citizens have made to keep that area beautiful.

921-11

Negative Impacts on San Mateo, Millbrae and Belmont:

At p. 51 plans are described to relocate a preschool in San Mateo, an Animal Shelter in Belmont and an historic depot and Temple La Hermosa in Millbrae.

921-12

Filling of Floodplains:

Submission 921 (Janet Davis, July 14, 2020) - Continued

- 921-12 | The plan provides for the temporary filling of 7 floodplains for Alternative A (p. 39) or 13 for Alternative B.
- 921-13 | Wildlife Impacts:

Many are listed but of especial significance is the proposed negative impact on steelhead (p.32) There has been a decades long, concerted effort by every environmental group in California and other Western states to revive the steelhead population.
- 921-14 | Archaeological Sites:

At p. 59 the summary states that 25 archaeological sites could be affected.
- 921-15 | BOTTOM LINE:

Based on the Summary without seeing the entire document, both Alternative A and B look like complete non-starters. There are already express diesel trains between San Francisco and San Jose and the line is already planned for electrification. Neither alternative promises a benefit that would outweigh the disruption. If the plan were to be for a trenched system that would allow for green spaces overhead, that would be worth the money. If the plan were for a Hover, Maglev or other system along Highway 101, that too would be worth the disruption. The proposed "bastardized" system retains all the present disadvantages of at-grade crossings, diesel freight engines, noise and pollution etc., adds the problems listed above, and only slightly benefits people travelling to and from San Francisco from San Jose. Being able to get between San Francisco and San Jose in 30 minutes is just not worth the horrendous disruption and degradation of the entire peninsula.
- 921-16 | This proposal is a massive boondoggle. If Caltrain had competent management many of the existing problems could be remedied without jeopardizing the whole peninsula that does not fare well in a cost/benefit analysis.

Response to Submission 921 (Janet Davis, July 14, 2020)

921-3

Refer to Standard Response FJ-Response-SS-2: Emergency Vehicle Response Times.

The comment notes that the Draft EIR/EIS states that at-grade rail crossings would remain under both alternatives. Please refer to Table 3.12-9 in Section 3.12.6.2, Disruption or Division of Existing Communities Impacts, of the Draft EIR/EIS, which presents information about congestion and delay resulting from additional gate-down time at at-grade crossings. This section of the Draft EIR/EIS also discusses impacts on communities resulting from construction and additional gate-down time resulting from at-grade crossings. Although project-related construction and operation would lead to some degree of increased congestion and delay in communities along the corridor, the project alternatives would not physically divide the communities because the project would operate within the existing Caltrain corridor that currently traverses these communities and around which these communities have grown and developed. Moreover, the project would allow access to be maintained to neighborhoods, businesses, and community and public facilities. The project would include bicycle and pedestrian facilities to maintain all forms of transportation across and along the rail corridor. Based on the foregoing, the project alternatives would not result in the effects asserted in the comment.

In addition, please refer to Draft EIR/EIS Section 3.11, Safety and Security, which presents analysis of impacts on emergency access and response time and mitigation measures for those impacts.

The comment did not result in any revisions to the Draft EIR/EIS.

921-4

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations.

While the Authority is not proposing grade separations as part of the HSR project, neither project alternative would preclude any entity from constructing a grade separation at any at-grade crossing within the Project Section. The comment did not result in any revisions to the Draft EIR/EIS.

921-5

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations, FJ-Response-SS-1: At-Grade Crossing Safety.

The comment indicates that the use of additional barriers where at-grade crossings would be retained would not limit the number of suicides and accidental deaths. The Authority would not solely rely on four-quadrant gates and median barriers to minimize the number of suicides and accidental deaths. The Draft EIR/EIS analyzes public exposure to rail-related hazards and the potential for pedestrian rail-trespass during operation in Section 3.11, Safety and Security. Impact S&S#14 and Impact S&S#16 discuss the proposed design safety features and systems. As part of the HSR project, the Authority would also eliminate any existing gaps in fencing of the existing Caltrain right-of-way to keep people from accessing the track area. PCJPB, the owner and managing authority for the railroad, would continue to comply with their existing policies and initiatives to reduce trespasser incidents while also referring individuals to specialized service providers. PCJPB has historically collaborated with suicide prevention agencies such as the San Mateo County Suicide Prevention Committee to try to prevent intentional deaths on the rails by posting crisis hotline signage at points all along the corridor. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 921 (Janet Davis, July 14, 2020) - Continued

921-6

The comment questions how incidents on the Caltrain system, such as mechanical failures, suicides, and accidents, would affect the HSR system. In such events, there would be delays to both HSR and Caltrain service, similar to the delays that Caltrain periodically experiences. However, this is not an impact caused by the HSR project, which is the focus of the analysis under NEPA and CEQA. Rather, this would be an impact of external actions on the HSR project.

The Draft EIR/EIS analyzes potential hazards associated with HSR, Caltrain, and freight trains operating on a blended system in Section 3.11, Safety and Security, under Impacts S&S#14 and S&S#16 and describes the safety features that would be implemented to minimize the potential for incidents between trains. These features include PTC, signal coordination between HSR and Caltrain, lower train speeds when needed, dispatching of freight and passenger trains at different times of day, an SSMP, a security and emergency preparedness plan, a TVA, and a deterrence and detection system. The project also includes improvements to limit trespassing and unauthorized ingress within the Caltrain corridor to improve safety. These include construction of fencing where there are existing gaps in perimeter fencing along the Caltrain right-of-way, placement of four-quadrant gates, and installing median channelization at the at-grade crossings. During the project design phase, the HSR contractor would prepare an SSMP (SS-IAMF#2) and would prepare a PHA, CHA, and TVA (SS-IAMF#3). The Authority would work with Caltrain and the host railroad on all relevant safety matters. No rail system can be completely free from the potential for delays that may occur due to mechanical incidents or accidents related to unauthorized ingress into rail corridors, but the system is being designed in accordance with all standard rail safety practices and in compliance with federal and state safety requirements to reduce the likelihood of such events. The comment did not result in any revisions to the Draft EIR/EIS.

921-7

While accurate that both alternatives would require acquisitions of property to construct HSR facilities, it is not fully accurate that both alternatives “contemplate condemning” properties. The state and federal constitutions recognize the need for public agencies to purchase private property for public use while providing appropriate safeguards to accomplish this purpose. The Authority will first seek to purchase at fair market value any properties required for project construction and operation. Please refer to Volume 2, Appendix 3-12A, Relocation Assistance Documents, in the Draft EIR/EIS, which provides further information on the property acquisition process and resources for affected property owners.

In the Final EIR/EIS, please refer to Table 3.12-8, which has been revised since publication of the Draft EIR/EIS. This table provides the total number of properties along the entire 49-mile length of the San Francisco to San Jose Project Section where displacement of existing uses would occur. As shown in the table, acquisition needs vary substantially by both alternative and by subsection.

The comment further speculates that property values could be reduced due to the potential for acquisition. Please refer to Impact SOCIO#12 in the Draft EIR/EIS, which addresses the potential impacts on property values and the corresponding effects on property tax revenues. Figures illustrating the properties to be acquired are included in Volume 2, Appendix 3.1-A, Parcels within the HSR Project Footprint.

The comment does not raise any specific concerns regarding the conclusions or adequacy of the Draft EIR/EIS, nor did it result in any revisions to the Draft EIR/EIS.

Response to Submission 921 (Janet Davis, July 14, 2020) - Continued

921-8

Please refer to Section 2.4.7, Signaling, Train-Control Elements, and Communication Facilities, of the Draft EIR/EIS for a description of the proposed communications radio towers and Figures 2-28, 2-33, 2-37, 2-38, 2-39, 2-42, and 2-44 for locations of the proposed radio towers. While the commenter is correct that the project would introduce 100-foot-tall towers at certain locations along the Project Section, there would be no electrical lines extending from or between these towers. Where possible, these towers would be co-located at an existing Caltrain TPSS, switching station, paralleling station, or Caltrain station to minimize impacts on communities and environmental resources, including impacts on aesthetics, property values, and biological resources.

Communication radio towers would not increase the risk to avian species from electrical systems because there are no electrical lines associated with these facilities.

The aesthetic impacts of each communication radio tower site is described in the impact discussion for each landscape unit in Section 3.15, Aesthetics and Visual Quality, of the Draft EIR/EIS. In many cases, the towers are located at the site of existing Caltrain radio towers or away from sensitive viewers. Where an alternative is located near sensitive viewers, such as Site #1 for standalone radio tower #5, the impact is discussed. The comment did not result in any revisions to the Draft EIR/EIS.

921-9

The comment expresses concern about the vulnerability and thus reliability of overhead electrical utilities that would power HSR.

As noted in Table 3.6-2 of the Draft EIR/EIS, PG&E would be one of the providers of electricity to the Project Section. In addition, as noted in Section 3.6.5.2, Energy, of the Draft EIR/EIS the statewide network of electrical transmission lines is operated by Cal-ISO. Cal-ISO is a nonprofit entity responsible for the system's reliability and nondiscriminatory transmission of energy.

As of July 2021, overhead catenary lines are being installed as part of the PCEP. Accordingly, HSR trains would receive power from these overhead catenaries. The PCEP Final EIR addressed questions regarding potential vulnerability of the electrical system to interference, such as alluded to in the comment. The PCEP Final EIR noted that when power is interrupted, such as in the scenario described by the commenter, electrified systems will shut down (PCJPB 2015).

Moreover, electrified rail systems have operated in the Bay Area safely for decades, including during major regional disasters. For example, after the 1989 Loma Prieta earthquake, services were restored following power restoration. Moreover, the specific design of the PCEP includes a switching station at the midpoint so that if power is shut down to one part of the system, the other part of the system can continue to operate (PCJPB 2015).

The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 921 (Janet Davis, July 14, 2020) - Continued

921-10

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment summarizes information about project impacts presented in the Draft EIR/EIS Summary and expresses opposition to, and concerns about, impacts of the Brisbane LMF on Brisbane. However, the comment does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS, nor did it result in any revisions to the Draft EIR/EIS. The comment is noted and will be presented to Authority decision makers when considering project approvals.

Please refer to Section 3.12, Socioeconomics and Communities, for additional information about displacements and relocations; refer to Section 3.11, Safety and Security, for additional information regarding impacts on the Brisbane Fire Station and emergency response; refer to Impact LU#7 in Section 3.13, Station Planning, Land Use, and Development, and Volume 2, Appendix 3.1-B, Analysis of Consistency with McAteer-Petris Act and San Francisco Bay Plan, for additional information about the project's consistency with BCDC policies; and refer to Section 3.15, Aesthetics and Visual Quality, for additional information regarding the assessment of visual quality in the Brisbane area.

921-11

The comment is correct in stating the anticipated relocation of community facilities in San Mateo, Millbrae, and Belmont. Please refer to Impact SOCIO#9 in the Draft EIR/EIS, which describes this information in detail. The comment does not raise any specific concerns regarding the conclusions or adequacy of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

921-12

The Draft EIR/EIS Summary text quoted in the comment regarding floodplains filled related to project alternatives is correct. For detailed information regarding this impact, please refer to Impact HYD#12 in Section 3.8.6.5, Floodplains, of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

921-13

With respect to the comment's concern regarding steelhead, please refer to Impact BIO#3 in Section 3.7, Biological and Aquatic Resources, of the Draft EIR/EIS which describes the project's impacts on special-status fish, including steelhead, in greater detail. Refer to Section 3.7.9, Mitigation Measures, for a discussion of the measures identified to avoid or minimize impacts to special-status fish habitat and individuals. Specifically, BIO-MM#17 would be implemented to protect and restore or protect and enhance aquatic fish habitat. With the implementation of mitigation measures identified in the Draft EIR/EIS, the project's impacts on special-status fish habitat and individuals would be minimized and offset, resulting in a less-than-significant impact under CEQA. The comment did not result in any revisions to the Draft EIR/EIS.

921-14

The Draft EIR/EIS Summary text quoted in the comment is correct. For detailed information regarding this impact, please refer to Impact CUL#2 in Section 3.16.7.2, Archaeological Resources, of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

921-15

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment did not result in any revisions to the Draft EIR/EIS.

921-16

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1155 (Dana Del Dillworth, September 9, 2020)

San Francisco - San Jose - RECORD #1155 DETAIL

Status : Unread
Record Date : 9/10/2020
Interest As : Individual
First Name : Dana
Last Name : Del Dillworth

1155-1781

Stakeholder Comments/Issues :

To: California High Speed Rail Authority
 From: Dana Dillworth
 September 9, 2020
 RE: DEIR San Francisco to San Jose Project Section

1155-1778

I am a resident of Brisbane, having reviewed records in the Schlage Lock to Kinder Morgan, Bayshore Childcare/Midway Village to San Francisco's unregulated dump and toxic issues since the state endangerment orders of the 1980's. Initially we were part of a network of Bay Area residents affected by toxic contaminants in our soil, water, and air, both at home and work. I'm the founder of Brisbane Baylands Community Advisory Group where we have viewed and commented on remediation efforts from fuel spills at Kinder Morgan Tank Farm and three or four phases of TCE cleanup on the SF Schlage Lock site. I think it is interesting that no member of our group was considered in your stakeholder meetings. My recommendation is the no-project alternative (back to the drawing tables) or a modified "A."

It was March 2006 Mr. Lenny Siegel of Center for Public Environmental Oversight (www.cpeo.org) <<http://www.cpeo.org/>> and I reported active Bunker C oil leaks on the former rail yard which required the interim drainage measure. I also reported the negative tide leachate seeps along Visitation Creek and the lagoon to the Regional Water Board which resulted in the interim hydrostatic leachate pumping program. In both cases, in spite of numerous biological assays, no consultant had been present to observe these special conditions.

1155-1779

There are a few matters that I would like to draw your attention to which seem to be ignored or unknown to the consultants. I will speak about the groundwater and Brisbane's Open Space Plan.

The hydrological dynamics of this 600+ acre mounds of rubble, shipyard and medical wastes, and chemical dumps from 1906 to present, called the Baylands, has demonstrated that anyone who interrupts the underground water flow to the Bay, has problems with slumping if it is pumped and mounding if it's contained. How and where you anchor your building in this fluid waste heap is important. My recommendation is for placing the LMF on solid ground, no fill, no toxic fill in particular.

1155-1780

The concern for placing your 100+ acre operation, needing an industrial designation, means that parts of the Baylands will not be cleaned up to a standard that protects public or environmental health. We would hate for future HSR employees to have illnesses associated with a solvent UST sump in their basement, (below slab,) like the workers of Pacific Litho or miscarriages due to VOC contact and inhalation of that "mysterious odor at low tide" or at night.

1155-1782

You must be aware that the Baylands fill matrix is high in chlorine, representing Bay saltwater intrusion. Metals used in supports will decay. Wells at Kinder Morgan show tidal influence (compare the tide charts to the study) and areas of the Baylands are known to flood, or exceed groundwater height. During future harsh storm events, you don't want your employees trapped because they can't get to their cars or wonder what they are breathing because some sump pump didn't operate.

Are there NO other places from Morgan Hill to downtown San Francisco that are solid land, not fill subject to liquefaction, to place the maintenance yard? Maybe smaller train storage areas all along the peninsula corridor and multiple smaller maintenance sheds along the way? Why is Brisbane getting the full brunt of this operation?

I concur with many of the environmental reasons to not take down Ice House Hill, thus rejecting Alternative "B." It speaks of people that only look at the map as square inches, not beloved features and an environmental opportunity to connect the mountain habitat to the bay. I don't think you understand the importance of Ice House Hill in protecting citizens from a potential blast if there were to be an accident at the tank farm. In addition to noise and vibration concerns by other residents, Ice House Hill buffers westerly winds. Hurricane-force winds are known to ignite fuel tank farms (Galveston, Texas.) It is best to leave this natural feature in place or include the cost of moving the tank farm in your summary. The tank farm and LMF are not compatible uses.

Have you looked at what impact removal of the hill would have on the integrity of Bayshore Boulevard? The west side of the tunnel going into Crocker Park shows Bayshore to be fractured and crumbling. Along with changing the entry to our town and relocation of our fire station you are STEALING our Open Space— what other community is being asked to accept such impacts?

I cannot imagine Kinder Morgan wanting faster-moving metal-to-metal sparks near their operations, nor the greater chance of derailment because of increased speeds. They would also not like the potential for accidents during demolition of the hill. Does it make any difference to HSR that Kinder Morgan only has one retardant foam pumper truck it shares between their Brisbane and San Jose operations? Alternative "B" is not a good idea.

1155-1783

Which brings up my "modified Alternative "A" idea... Straighten out the rails at Sierra Point, (whose entrance needs to be made legal anyway), hug 101 on the east side of the Lagoon and place the LMF in the Beatty, Heavy Industrial Subarea, in the north east area. Both Recology and HSR would have to modify their plans, but taking the rails out to 101 would reduce the vibration and noise FOR THE ENTIRE TOWN OF BRISBANE the full length of the lagoon. The un-used rail on the west side of the lagoon could become a Public walkway or a more natural shore. We already experience amplified noise due to our bowl-like shape. Moving the rails east could be a "win-win" because Recology plans cogeneration facilities too. They may either share or reduce the number of garbage burners needed rather than add to an already unacceptable level (overriding considerations) of density in a polluted environment. With all the soil out there, we have the chance of creating berms to shield from noise and light-pollution. Some mitigations can happen in the final design.

1155-1784

Do the consultants know where the current toxic waste burners are on the Baylands? Does that knowledge

Submission 1155 (Dana Del Dillworth, September 9, 2020) - Continued

1155-1784

effect their sighting choice? I cannot imagine working in the "B" location. When Kinder Morgan's excess gas burner flares (usually at night) what a sight! Workers will be dazzled and wonder whether the soot encrusting their cars has anything to do with their job. You might be liable for the vehicle finishes as the airport did for the postal workers whose cars got covered with excess dumped jet fuel.

There's a burner on the north end of the Baylands for the accumulated toxic gases coming off the old dump. The dump's interim methane system needs to be upgraded, so the solution to combine all three "problems" (rail, waste, and closure of the dump) can come in one package. The soils on the Beatty end have had more years to off-gas and become compacted from use. Anything further south, you have concerns for radioactive materials (never fully studied) and younger fill needing more time to off-gas, greater settling issues.

Ask Universal Paragon for the methane charts that Barbara Ebel showed in one council meeting. They showed the concentrations of methane coming off the landfill internally as well as the perimeter. While the snake-oil salesmen will tell you to pick any place for your LMF, as long as it's not housing or commercially designated... please do your research, as the "safe" spots are few and not interchangeable.

1155-1785

In closing, I ask that you review Brisbane's Open Space Plan. You claim to have looked at regional plans, but not local plans. Please understand that as a community we want the cleanup mitigations to serve wildlife too, to make up for past environmental omissions. We have a program that allows greater than 1:1 mitigations, particularly for wetlands. We have the concept of a Wetlands River Park that maintains a connection of the tidally influenced wetlands WEST of Bayshore (at Main) and the watershed of Visitacion Valley to the Bay. Citizens have observed migratory fish at the Roundhouse, so know restoration of this connection will bring species we didn't know are part of our environment. The community chosen wetlands concept would daylight the "wooden" channel creek and widen, open up several detention ponds as it moves through the grade. It is our "Mountain-to-the-Bay" habitat corridor.

1155-1786

No matter where you place your facilities, we would request that you maintain or improve that habitat corridor with animal over- and/or under-crossings and not a fully fenced-in barrier or underground drainage system. Our community dream is to have a Rail museum as well, to PRESERVE the Roundhouse and connect with other educational opportunities associated with the Baylands, (remediation kiosks.). If you partner with us on the rail museum effort, we might not complain so loudly. The two don't have to be physically connected.

As an educator I could imagine the Baylands being a field trip for all ages. Tour Recology, be humbled about our wastefulness and travel to an energy producing zone (please include solar in your design,) and then visit the rail museum, the native plant nursery, lunch at the lagoon playground, etc.

1155-1787

If you want to locate in Brisbane, please be respectful. Contribute to the restoration of OUR National Trust asset, the Roundhouse (you have the State cred to make it happen.) Tread lightly... as some times things look good on paper— but are disasters in reality. You have presented us with the latter.

We deserve better and hope you further reduce the impacts that you so cavalierly list. We would like to know where you live so we can share some ear-splitting squeally- wheely noise and bring a soil compactor to create vibrations in your neighborhood. If it were your neighborhood, you'd design and think differently... like rubber bumpers, or sails to break up sound, something.

1155-1787

From a Public Trust perspective, the Bay was filled for transportation uses, for the connection of communities' commerce. A train/transportation system is still a legitimate, highly responsive use on our filled former Bay. The place where the conflict begins is the landowner/State's adding housing to the mix which was never this land's purpose and short-sighted in my opinion. When the land was available in the 1980's, you should have grabbed it. Regardless, the cleanup is the responsibility of Universal Paragon and should not factor into your choices. Amazing how responsibilities get shifted when the Public isn't present in your stakeholder meetings. We warned the city that the new housing use will increase cost to HSR. Don't let that happen, place HSR where the industrial use is allowed.... The "Swing-wide Modified "A" alternative.
Thank you, if you need any additional information or clarifications, you may contact me at 415-468-8587.

B

Response to Submission 1155 (Dana Del Dillworth, September 9, 2020)

1155-1778

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment provides background information and questions why no individuals from the Brisbane Baylands Community Advisory Group were included in stakeholder meetings. The Authority conducted extensive community and agency outreach, which is documented in Chapter 9, Public and Agency Involvement, of the Final EIR/EIS. Many meetings were held with representatives from the counties and cities along the corridor, including San Mateo County and the City of Brisbane. The Authority also met with neighborhood associations and community organizations along the alignment. The Authority conducted a presentation and Q&A with the Brisbane Baylands Community Advisory Group on August 18, 2020, during the public review period for the Draft EIR/EIS. The Authority is committed to continuing this engagement with the agencies and communities in the project area. The comment also introduces a new alternative for consideration, which is described in greater detail in a subsequent comment. Please refer to the response to submission FJ-1155, comment 1783, which addresses the new alternative referenced by the commenter.

1155-1779

The Authority is aware of the complexity of engineering and constructing an LMF on the Brisbane Baylands. Accordingly, various features have been incorporated into the project to manage, contain, and transport contaminated soils within the proposed LMF site, as described in Section 3.10, Hazardous Materials and Wastes, of the Draft EIR/EIS. Additionally, a detailed geotechnical investigation would be complete during final design to determine the appropriate foundation design of structures, including the proposed LMF in the Brisbane Baylands. The comment is noted but did not result in any revisions to the Draft EIR/EIS.

1155-1780

As described in Section 3.10.6.2, Hazardous Material and Waste Sources, of the Draft EIR/EIS, construction of both the East and West Brisbane LMF would require remediation or other corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) to address hazardous materials present on the Brisbane Baylands. These actions would be conducted with appropriate regulatory agency oversight (e.g., Regional Water Quality Board, Department of Toxic Substances Control) and in full compliance with applicable state and federal laws and regulations.

Please refer to Impact HMW#10, which addresses the hazards to the public or environment associated with the handling or release of hazardous contaminants due to project construction on and within a landfill. Due to proximity to the former Brisbane landfill, the Authority would implement methane protection measures, use safe and explosion-proof equipment, conduct regular testing for gases, and install gas monitoring and venting systems (GEO-IAMF#3) to minimize safety risks in the form of explosion and asphyxiation hazards associated with encountering flammable methane gas during construction of either project alternative. Additionally, because construction of the East Brisbane LMF under Alternative A would require excavating into the former landfill, the Authority's contractor would be required to prepare a removal action plan, which would determine the requirements for removal, transportation and disposal of excavated materials, air monitoring, methane controls, and worker health and safety. The removal action plan would comply with Cal. Code Regs., Title 27 requirements related to closure and post-closure of landfills, prevent construction-related hazards (e.g. gas explosions), and address the long-term protection of public health, safety, and the environment. Adherence to applicable state and federal laws and regulations, site remediation, and the removal action plan (under Alternative A) would address hazardous materials present on the Brisbane Baylands in a manner that is protective of the natural environment and public safety.

Response to Submission 1155 (Dana Del Dillworth, September 9, 2020) - Continued

1155-1781

Refer to Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration.

As described in the standard response, the Authority evaluated 15 LMF alternatives and carried forward the Brisbane LMF sites for further evaluation in the Draft EIR/EIS based on the Authority's design criteria.

Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the Draft EIR/EIS discloses the potential for exposure to geologic, soil, and seismic hazards (including corrosive soils, shallow groundwater, and liquefaction) due to project construction and operations. During construction, the design-build contractor would assess geotechnical conditions and, if necessary, employ ground improvement methods to address geohazards. Section 3.10, Hazardous Materials and Wastes, identifies locations with known groundwater contamination, the contaminants known to be present at those locations, and areas with potential to contain contamination based on historic and current land uses. Section 3.8, Hydrology and Water Resources, describes how these contamination risks relate to water quality. Because the ground elevation of the LMF has been designed to be higher than projected sea level rise in 2050 and 2100, vehicles, equipment, materials, and infrastructure at the LMF located on or above the ground would be protected from flood events, high tide events, and the effects of sea level rise over the long term.

The comment did not result in any revisions to the Draft EIR/EIS.

1155-1782

The commenter's opposition to Alternative B is noted and will be presented to Authority decisionmakers when considering approval of the project. As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative A as the Preferred Alternative because it minimizes impacts on communities and natural resources while maximizing the transportation and safety benefits of the HSR system at the lowest cost. The East Brisbane LMF under Alternative A would not affect Icehouse Hill, while the West Brisbane LMF would require grading of Icehouse Hill.

The SFPP Kinder Morgan Brisbane Terminal (commonly referred to as the "tank farm"), is located east of the Caltrain right-of-way in Brisbane. Although the facility is located within the TCE of the East Brisbane LMF (Alternative A) as shown on Figure 3.13-11, the facility would continue to operate at its current location during construction and operation of either the East or West Brisbane LMF. The Authority disagrees with the commenter's assertion that the tank farm and the Brisbane LMF are not compatible uses. The tank farm was constructed and has been operating adjacent to the Caltrain railway since the 1960s. The East Brisbane LMF, which would introduce additional rail infrastructure and a maintenance building east and north of the tank farm, would be consistent with the facility's industrial uses. While grading of Icehouse Hill under Alternative B would remove a feature that serves as a physical barrier between the tank farm and residences in the city of Brisbane, the distance of approximately 0.35 mile from the tank farm to the nearest residences would continue to provide physical separation between these land uses. Accordingly, the removal of Icehouse Hill under Alternative B is not expected to increase the risk or severity of accidents at the tank farm to the residents of Brisbane. Refer to the City of Brisbane's website for information about the tank farm's operations, safety and security precautions, and regulating agencies: <http://archive.brisbaneca.org/kinder-morgan-faqs>. The Authority met with a representative from Kinder Morgan on December 20, 2018, to share the project description, engineering plans, and the utility relocation impacts on Kinder Morgan. Kinder Morgan has not raised any concerns with the design or compatibility of either Brisbane LMF alternative with their facilities.

Section 3.11, Safety and Security, of the Draft EIR/EIS provides an analysis of the safety risks associated with construction and operation of the project. Impact S&S#8 explains that the Authority would develop and implement an SSMP (SS-IAMF#2), which

Response to Submission 1155 (Dana Del Dillworth, September 9, 2020) - Continued

1155-1782

includes construction worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public during HSR construction. The implementation of effective safety plans and compliance with legal requirements would minimize temporary exposure of workers and the public to construction site hazards, including those associated with the grading of Icehouse Hill and work near the Kinder Morgan tank farm. Additionally, Impact S&S#15 explains that the Authority may also develop facility-specific measures to provide additional protection of high-risk facilities or emergency response capability for high-risk facilities based on the results of the PHA conducted under SS-IAMF#3.

The comment also states that Icehouse Hill buffers Brisbane residents from noise and vibration, which would not occur with the removal of Icehouse Hill under Alternative B. The commenter is correct that the existing terrain may reduce noise levels experienced by some residents. The noise analysis for Alternative B presented in Section 3.4, Noise and Vibration, of the Draft EIR/EIS takes the terrain into consideration by assuming no intervening terrain shielding Brisbane residents from HSR operations. However, as vibration impacts are limited to approximately 220 feet from the track centerlines, the removal of Icehouse Hill under Alternative B would not affect the vibration levels experienced by Brisbane residents.

Regarding the commenter's concern about the integrity of Bayshore Boulevard, the removal of Icehouse Hill would not diminish the physical integrity of Bayshore Boulevard. As stated in Section 3.2, Transportation, of the Draft EIR/EIS, the contractor would be responsible for the repair of any structural damage to public roadways caused by HSR construction or construction access, returning any damaged sections to the equivalent of their original pre-HSR construction access condition or better (TR-IAMF#1).

The comment did not result in any revisions to the Draft EIR/EIS.

1155-1783

Refer to Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration.

The comment requests consideration of an alternative that would follow US 101 on the east side of Brisbane Lagoon and place the LMF in the Beatty Subarea in northeast Brisbane, where Recology and Golden State Lumber are currently located. Please refer to Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, which explains the alternative evaluation process that resulted in the evaluation of predominately two-track blended system alternatives that remain substantially within the existing Caltrain right-of-way. Based on the Tier 1 process, the corridors advanced for Tier 2 study were the existing Caltrain corridor between San Francisco and San Jose. Accordingly, the Authority operated within its discretion to focus its range of alternatives to alternatives within the existing Caltrain corridor, to the exclusion of any alternatives along the US 101 corridor.

With respect to the recommendation to place the LMF in the Beatty Subarea, please refer to Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration, for information regarding the Authority's LMF site location criteria, including size requirements, as well as explanation as to why the Authority does not consider Beatty Subarea to be a feasible alternative. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1155 (Dana Del Dillworth, September 9, 2020) - Continued

1155-1784

The Authority is aware of the vapor burner at the Kinder Morgan Brisbane Terminal, the remediation required on the Brisbane Baylands site, and the existing landfill gas extraction system at the former Brisbane landfill. Please refer to Section 3.10, Hazardous Material and Wastes, of the Draft EIR/EIS, which provides information related to these site conditions and evaluates the project's construction and operations impacts associated with hazardous materials and wastes. The Authority is committed to constructing the project in a manner that is protective of the environment and public safety. For this reason, the Authority has incorporated a number of features into the project that govern the disturbance, use, storage, disposal, and transport of hazardous materials encountered at the East or West Brisbane LMF site, including HMW-IAMF#1, HYD-IAMF#3, HMW-IAMF#7, and HMW-IAMF#8.

As noted in the response to submission FJ-1155, comment 1782, the Authority has identified Alternative A (which includes the East Brisbane LMF) as the Preferred Alternative.

The comment did not result in any revisions to the Draft EIR/EIS.

1155-1785

The Authority reviewed and considered regional and local plans and policies in preparation of the analysis in the Draft EIR/EIS, including the Brisbane Open Space Plan, which is referenced in Appendix 2-I, Regional and Local Plans and Policies, of the Draft EIR/EIS. As stated in Section 3.7.3, Consistency with Plans and Laws, while the Authority is not required to comply with local plans and policies, it has endeavored to design and build the HSR project so that it is consistent with biological and aquatic resource regulations and plans.

The comment is noted but does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS, nor did it result in any revisions to the Draft EIR/EIS.

1155-1786

The comment requests that the Draft EIR/EIS maintain or improve habitat corridors. Please refer to Section 3.7.8.7, Wildlife Corridors, of the Draft EIR/EIS, which includes this information. The comment does not raise any specific concerns regarding the conclusions or adequacy of the Draft EIR/EIS, and no revisions are required.

The comment also requests that solar panels be installed at the Brisbane LMF. The Authority is proposing an energy net positive design criterion for the LMF, which aims to generate at least 5 percent more energy than is needed to meet the building requirements. To meet this target the LMF would rely on renewable energy production, including from solar panels. Any additional energy generated would be fed back to the grid.

With respect to the commenter's request that the Authority partner with the City of Brisbane on the establishment of a rail museum, the comment is noted and will be presented to Authority decision makers when considering project approvals.

1155-1787

The commenter's concerns about the Brisbane LMF are noted and will be presented to Authority decision makers when considering project approvals.

Consistent with the requirements under CEQA and NEPA, the Draft EIR/EIS analyzed potential impacts and identified applicable mitigation measures to reduce, minimize, or avoid any significant impacts. With respect to the commenter's request that the Authority contribute to the restoration of the Roundhouse, the commenter has not provided any facts about the potential nexus to the project's impacts, as the project would not involve any activities within the property boundary for the SPRR Bayshore Roundhouse, as discussed under Impact CUL#4 in Section 3.16, Cultural Resources, of the Draft EIR/EIS.

With respect to the commenter's suggested alternative, please refer to the response to submission FJ-1155, comment 1783, which addresses this topic. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1002 (James DelloRusso, Medicine, August 8, 2020)

San Francisco - San Jose - RECORD #1002 DETAIL

Status : Unread
Record Date : 8/8/2020
Interest As : Individual
First Name : James
Last Name : DelloRusso

Stakeholder Comments/Issues :

1002-90

CANCEL THE HSR! This project has continued to balloon out of sight! It has been a poorly conceived, poorly managed and poorly orchestrated debacle on the public.
This project is a BOONDOGGLE, and is especially contemptible given the dire situation the state is in now with Covid and unemployment.
CANCEL!

Response to Submission 1002 (James DelloRusso, Medicine, August 8, 2020)

1002-90

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 1044 (Christopher Dewing, Personal Apartment, August 15, 2020)

San Francisco - San Jose - RECORD #1044 DETAIL

Status : Unread
Record Date : 8/15/2020
Interest As : Individual
First Name : Christopher
Last Name : Dewing

Stakeholder Comments/Issues :

1044-125

I am fully supportive of the project. While there certainly are impacts to local communities, this is the investment we need to be making in regional infrastructure.

Response to Submission 1044 (Christopher Dewing, Personal Apartment, August 15, 2020)

1044-125

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 930 (Steven Ellis, July 16, 2020)

San Francisco - San Jose - RECORD #930 DETAIL

Status : Unread
Record Date : 7/16/2020
Interest As : Individual
First Name : Steven
Last Name : Ellis

Stakeholder Comments/Issues :

930-27

High speed rail is a boondoggle, extremely expensive and very few people will use it. As a San Mateo resident for over 50 years, I was dismayed when the residents lost their chance to have Bart on the peninsula by failing to pass the sales tax increase to fund it. It makes no sense to have a transit system that does not serve 40% of its territory. I am strongly opposed to ANY form of public transportation on the peninsula except Bart. Caltrain and High Speed Rail have no place on the peninsula, and I am committed to defeating any such form of it. Mine and others intentions are to propose a bill to completely stop any and all work on this worthless project. It will end up costing many times whatever stated amount of money needed, and will be obsolete before its completion.

Response to Submission 930 (Steven Ellis, July 16, 2020)

930-27

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 929 (Vickii Ellis, July 16, 2020)

San Francisco - San Jose - RECORD #929 DETAIL

Status : Unread
Record Date : 7/16/2020
Interest As : Individual
First Name : Vickii
Last Name : Ellis

Stakeholder Comments/Issues :

929-28 | This high speed link between San Jose and San Francisco is badly needed. Employees and the retired need an option for transportation besides an auto. I hope you will support this vital project.

Response to Submission 929 (Vickii Ellis, July 16, 2020)

929-28

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 999 (Michael Evans, retired realtor/appraiser, August 3, 2020)

San Francisco - San Jose - RECORD #999 DETAIL

Status : Unread
Record Date : 8/3/2020
Interest As : Individual
First Name : Michael
Last Name : Evans

Stakeholder Comments/Issues :

999-72 | Please speed up development of this portion, especially electrification and grade crossing safety.

Response to Submission 999 (Michael Evans, retired realtor/appraiser, August 3, 2020)

999-72

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 1074 (Janet Fogarty, September 3, 2020)

San Francisco - San Jose - RECORD #1074 DETAIL

Status : Unread
 Record Date : 9/3/2020
 Interest As : Individual
 First Name : Janet
 Last Name : Fogarty
 Attachments : HSREIR090320.comments.pdf (160 kb)

Stakeholder Comments/Issues :

Please see attached letter with comments.

LAW OFFICE OF JANET FOGARTY
 1001 Broadway Suite 200
 Millbrae, CA 94030

Telephone 650-652-5601

Facsimile 650-652-5604

September 3, 2020

High Speed Rail Authority
 Comments of EIR Draft regarding Millbrae Station

1074-311

The Millbrae Multi-modal Station is unique in its position to serve the transportation needs of those who live and/or work on the San Francisco Peninsula. Certainly High Speed Rail can be an additional asset to transportation for the mid-peninsula connections. But the impact of a High Speed Rail ("HSR") station upon the community of Millbrae and upon the environment in this pivotal location must be given more serious consideration than it is given in the HSR EIR, or this EIR will be seriously defective.

1074-312

HSR has known, and publicly commented on, the development plans that Millbrae has worked to plan and approve over the past 6 years. Millbrae has approved the most important and largest Transit Oriented Development project in the history of the City at just this location in order to capitalize on the location adjacent to the multi-modal station. The City, after 6 years of public comment, and amendment to its General Plan, approved a Development Agreement and a Vested Subdivision Map for the Millbrae Serra Station, a Silver LEED Certified development, which includes 444 housing units, 67 of which will be below market rate residences, 12,800 sf of retail and 290,140 sf of office space.

This Developer has a Vested Map, meaning the developer has all entitlements. **Those entitlements will require HSR Authority to reimburse him for the full value of that development.** The extraordinary cost of such reimbursement because of HSR's effective inverse condemnation of this property must be considered in the cost of this Alternative.

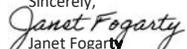
The loss of this development project to the City means the **loss of 1) 67 affordable housing units; 2) loss another 377 housing units for the mid-peninsula, all within a short walk to the Station; 3) loss of a city-wide stormwater runoff treatment plant paid for by this developer, thereby adversely affecting the quality of the waters of the Bay since the City does not have adequate funding to treat stormwater runoff; 4) loss of funding from the developer for the extension of California Drive north to Victoria Avenue at El Camino Real and realignment of California Drive at the Station and south to Murchison Drive, thereby adversely affecting the city's traffic circulation plan at the most traffic-congested intersection in Millbrae, which will degrade air quality in this area as vehicles sit and wait in traffic.**

1074-313

This **Millbrae Serra Station will provide parking for 1,014 vehicles**, many of which will be available for daytime public parking since they are unbundled from the residential units. Several of these parking spaces will have EV charging stations. Certainly the 200 or so projected vehicle parking that will be needed for the Millbrae HSR station can be accommodated in this underground parking garage, and can be provided at no cost to the HSR project. Instead of HSR acquiring the land for an at-grade parking lot for 200 vehicles, a no-cost alternative would be to use the public parking already planned for in the

Submission 1074 (Janet Fogarty, September 3, 2020) - Continued

- 1074-313 | Millbrae Serra Station project.
- 1074-314 | Alternatively, there are publicly owned lands just to the east of the station that could be used for parking for the HSR station without the expense of acquiring privately owned lands, which will be very expensive. HSR should consider this alternative.
- 1074-315 | **The Millbrae Serra Station will also provide parking for 66 bicycles and a bicycle maintenance and repair station**, an amenity which can accommodate HSR passengers who would bike to the station, thereby reducing emissions further for the trips to and from the station.
- 1074-316 | **The loss to the City of Millbrae of \$440,000 per year of net revenue**, in addition to the Developer's contribution to park fees will significantly affect city services, which will degrade our public facilities, in particular our community's parks, public safety, and public facilities.
- 1074-317 | **The impact to the residences along Hemlock are not detailed**, and they may seriously affect the quality of life for those families. Further the **impacts to the neighborhoods to the east of the rail line, Bayside Manor and Marino Vista, are not considered at all**. If HSR is at-grade throughout Millbrae, both of these neighborhoods will experience severe affects from noise, air quality, traffic circulation, vibration to their homes, safe access for school children to Taylor Middle School and Mills High School, and access of emergency vehicles to these residential neighborhoods. These impacts must be addressed for this EIR to be complete.
- I write as an individual here, with my own personal opinion. I am a Land Use and Real Estate attorney located in Millbrae, and a past Mayor of Millbrae, a past Board Member of Sam Trans, and of the Bay Area Air Quality Management District. Transportation in our region is vitally important, but so also is creating an accommodating "fit" between that transportation and the communities it is meant to serve.
- 1074-318 | This is to strongly recommend that HSR Authority **reconsider** your preferred alternative which takes out the most important transportation-oriented development land use in the City of Millbrae in order to substitute it with a 200 car at-grade parking lot. Instead of the highest and best use of this land you are giving our community the lowest and worst use of our limited lands. In doing so you are seriously impacting the environment and our community in many ways that are not considered, not evaluated, and not addressed in this EIR.

Sincerely,

Janet Fogarty
Former Mayor of Millbrae

Response to Submission 1074 (Janet Fogarty, September 3, 2020)

1074-311

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The Draft EIR/EIS was developed in compliance with CEQA and NEPA. Consistent with the focus of both CEQA and NEPA that an EIR/EIS serve as an informational tool for the public and decision makers, the impacts analysis in Volume 1, Report, of the EIR/EIS includes summarized technical information sufficient to allow a full assessment of the environmental impacts of the project. Analysis of the project's construction and operation impacts, including those associated with the Millbrae Station, are presented within Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures; Chapter 4, Section 4(f)/6(f) Evaluation; and Chapter 5, Environmental Justice, of the Draft EIR/EIS.

Please refer to Standard Response: FJ-Response-ALT-2: Millbrae Station Alternatives Considerations. In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review, and was subsequently incorporated into this Final EIR/EIS.

1074-312

The comment identifies potential impacts on the City of Millbrae if the Millbrae Serra Station Development project is not built due to conflicts with the HSR project.

Please refer to Impact LU#4 in Section 3.13, Station Planning, Land Use, and Development, of the Draft EIR/EIS, which includes a discussion of how future TOD could still occur west of the Millbrae Station, even with implementation of the project. As future TOD could still occur on the site, the commenter's assertion that the HSR project would result in the loss of housing, loss of affordable housing, and loss of city-wide stormwater runoff treatment plant is speculative. Furthermore, regarding the comment about loss of funding for the extension of California Drive, as part of the Millbrae Station Design evaluated in the Draft EIR/EIS for Alternatives A and B, the Authority would build the extension of California Drive, albeit with a different alignment than included in the MSASP.

Please also refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations. In response to comments on the Draft EIR/EIS, the Authority has developed a design variant—the RSP Design Variant—for the Millbrae Station that would reduce land use conflicts with planned development. This design variant was evaluated in a Revised Draft EIR/Supplemental Draft EIS circulated for public review and the analysis was subsequently incorporated into this Final EIR/EIS. This design variant would accommodate a smaller, modified version of the Millbrae Serra Station Development west of the Millbrae Station.

The cost of property acquisition (based on planned land uses and zoning) is considered in the estimated costs of each project alternative presented in Chapter 6, Project Costs and Operations, and Appendix 6-A, San Francisco to San Jose Project Section: PEPD Record Set Capital Cost Estimate Report, of the Final EIR/EIS.

Response to Submission 1074 (Janet Fogarty, September 3, 2020) - Continued

1074-313

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The proposed parking facilities at the Millbrae Station design evaluated in the Draft EIR/EIS are sized to accommodate what is needed to meet the Authority's requirements for future HSR and commuter rail operations for Caltrain and BART. The Authority's policy is to replace displaced parking at existing stations at a 1:1 ratio to avoid negatively affecting transit ridership and revenue. Therefore, the Millbrae Station design for Alternatives A and B includes 288 parking spaces to replace the 175 Caltrain spaces and 113 BART spaces that would be removed by the HSR project. In addition, the Millbrae Station design includes a limited amount of new parking (37 parking spaces) for HSR riders. While the parking demand by HSR riders would exceed the amount of new parking provided on-site, a constrained approach to parking was taken at the Millbrae Station given the existing transit, walking, and bicycle connections available to HSR riders and the ample long-term commercial parking nearby at SFO reachable via shuttle or BART.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS. In the event that the RSP Design Variant is adopted as part of the Preferred Alternative, the Authority would consider a future shared-use parking arrangement with the developer at this site to accommodate future transit rider parking needs.

1074-314

The commenter asserts that there are publicly owned lands to the east of Millbrae Station that could be used for parking for the HSR station but does not specifically identify which lands are being referenced. The Authority is aware of publicly owned lands northeast of the station that are used for the City of Millbrae's public works storage yard, lands between the former BART/Caltrain surface parking lots and US 101 used as a construction staging area by SFO, and BART-owned lands east of the station (formerly surface parking lots for BART/Caltrain that are currently being developed as part of the Gateway at Millbrae Station project). These lands are either unavailable or located too far from the HSR station building (which is located on the west side of the Caltrain corridor) to meet the Authority's parking needs. The comment did not result in any revisions to the Draft EIR/EIS.

1074-315

The comment is noted but does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS. The Authority has designed HSR stations to be multi-modal facilities that provide safe and efficient access for pedestrians, bicycles, transit, and vehicles to and from the station. The design for the Millbrae Station would include 8,000 square feet bicycle parking (comprised of 4,000 square feet of new bicycle parking and 4,000 square feet of bicycle parking to replace Caltrain bike racks and lockers displaced by the extension of California Drive). The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1074 (Janet Fogarty, September 3, 2020) - Continued

1074-316

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment asserts that the reduction in development potential in the Millbrae Station area would result in decreased revenues to the City, in turn resulting in the degradation of public facilities.

Please refer to Draft EIR/EIS Section 3.12.6.5, Economic Impacts. In this section, Impact SOCIO#12 presents the anticipated loss of property tax revenue per county. These impact conclusions were based on a review of property acquisitions by county; properties acquired as part of the project would be removed from tax rolls, thereby decreasing property tax revenues. As shown in Impact SOCIO#12, property acquisitions would remove properties from the tax rolls that involve 0.0003 percent of the taxable base in the affected counties for Alternative A. Impact SOCIO#12 did not take into account for the anticipated loss of property tax revenue associated with the Millbrae Serra Station Development because that project was not constructed when the analysis was conducted. Rather, the analysis accounted for impacts on the then existing businesses on the site of the proposed Millbrae Serra Station Development project subject to property tax.

The commenter's reference to a loss of \$440,000 is likely referring to a fiscal impact analysis completed for the planned Millbrae Serra Station Development (Brion Economic Team 2016), which assessed the potential on the City of Millbrae. The analysis concluded that the proposed Millbrae Serra Station Development would result in up to \$441,400 in annual positive revenue to the City. For comparative purposes, the City of Millbrae's budget for fiscal year 2020–2021 was approximately \$69 million; \$441,400 is less than 1 percent of the City's budget.

While the HSR project could result in changes to future revenues for the City of Millbrae due to conflicts with the approved Millbrae Serra Station Development, any estimates of the future fiscal effects on the City of Millbrae would be speculative because some future development on the site could still occur, with the potential to generate some degree of property tax revenue to the City. Given this and the relatively small portion of the City's budget associated with potential revenue from this site, there is no foreseeable potential

1074-316

for the project to result in substantial degradation to public facilities.

As disclosed in the Draft EIR/EIS (Section 3.13, Station Planning, Land Use, and Development; Impact LU#4), the Millbrae Station design for Alternatives A and B would conflict with the approved Millbrae Serra Station Development project; however, the HSR project would not preclude future development of an integrated and mutually supporting mixed-use development at the site, with the Millbrae Station as its anchor and focal point.

To this end, in July 2021, the Authority published a Revised/Supplemental Draft EIR/EIS that included consideration of a reconfigured site plan for the Millbrae Station (RSP Design Variant). The Revised/Supplemental Draft EIR/EIS Section 3.20.4.11, Socioeconomics and Communities, presents revised property tax revenue impacts associated with the RSP Design Variant. Because the RSP Design Variant would require less land acquisition for the Millbrae Station, the degree of the adverse fiscal impact would be somewhat reduced relative to the station design considered in the Draft EIR/EIS.

Response to Submission 1074 (Janet Fogarty, September 3, 2020) - Continued

1074-317

The comment asserts that impacts on residential properties along Hemlock Avenue in Millbrae are not adequately detailed and that impacts on other neighborhoods east of the rail line are not considered at all.

Please refer to Draft EIR/EIS Volume 3, Preliminary Engineering Plans, Book A1 sheet 8, which shows detailed engineering plans through the Millbrae Station area, including the area along Hemlock Avenue. Residential properties along Hemlock Avenue, particularly those south of Hillcrest Boulevard, are indicated for utility easements (fiber optic, telecommunication, and electric). These utility easements are needed because proposed rail improvements in this area necessitate the relocation of these existing utilities from their current locations along the Caltrain corridor. In addition, the project plans also show that the Hillcrest Boulevard underpass would be widened. For a more user-friendly version of needed easements, please refer to maphsmrncal.org and enter a property address of interest.

Regarding the cited eastern neighborhoods (i.e., Bayside Manor and Marina Vista), no specific project improvements are proposed for these areas. However, each impact discussion within the Draft EIR/EIS includes a resource study area that is intended to fully capture both direct and indirect impacts of the proposed project.

The Draft EIR/EIS fully disclosed all direct and indirect impacts of the project for both alternatives. Please refer to Impacts SOCIO#1 through SOCIO#6 in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS, which address disruption and division of communities, including Millbrae, and children's health and safety. In particular, Impact SOCIO#3 addresses issues of operational noise and vibration, and traffic circulation in the context of understanding the potential for disruption or division of established communities.

The topics of noise and vibration, air quality, transportation, and emergency access are also addressed in greater detail in applicable underlying sections of the Draft EIR/EIS: Section 3.2, Transportation; Section 3.3, Air Quality and Greenhouse Gases; and Section 3.4, Noise and Vibration. Please also refer to Impacts S&S#1 through S&S#6 in Section 3.11, Safety and Security, which address impacts on emergency vehicle access and response times.

Also, the Revised/Supplemental Draft EIR/EIS published in July 2021 considered

1074-317

impacts of a reduced station design for the Millbrae Station (RSP Design Variant) and disclosed environmental impacts at a level of detail equal to the Draft EIR/EIS. The RSP Design Variant did not change the rail alignment or the related need for utility easements along Hemlock Avenue. Accordingly, most impacts of the RSP Design Variant are similar to those disclosed in the Draft EIR/EIS. However, the Revised/Supplemental Draft EIR/EIS does disclose that the RSP Design Variant would result in somewhat worsened air quality, noise and vibration, and aesthetic impacts owing to its assumption of the presence of TOD on the Millbrae Station site.

The comment did not result in any revisions to the Draft EIR/EIS.

1074-318

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The commenter's opposition to the Millbrae Station design evaluated in the Draft EIR/EIS for Alternatives A and B is noted and will be presented to Authority decision makers as part of the Final EIR/EIS when considering project approvals. Please refer to the response to submission FJ-1074, comment 313, which addresses the proposed parking facilities at the Millbrae Station design evaluated in the Draft EIR/EIS for Alternatives A and B and the Authority's evaluation of a design variant for the Millbrae Station that would reduce environmental and community impacts in the City of Millbrae.

The Authority disagrees with the commenter's assertion that the Draft EIR/EIS does not disclose the environmental and community impacts of the Millbrae Station design. Analysis of the project's construction and operation impacts, including those associated with the Millbrae Station, are presented within Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures; Chapter 4, Section 4(f)/6(f) Evaluation; and Chapter 5, Environmental Justice, of the Draft EIR/EIS.

Submission 913 (Andrew Gilbert, July 11, 2020)

San Francisco - San Jose - RECORD #913 DETAIL

Status : Unread
Record Date : 7/11/2020
Interest As : Individual
First Name : Andrew
Last Name : Gilbert

Stakeholder Comments/Issues :

913-40

I am strongly opposed to the construction of subsidized parking in the vicinity of the Millbrae station, or any other HSR stations for that matter. BART, Caltrain, the CAHSRA, and other relevant parties should be collaborating to build a dense, walkable, transit-oriented neighborhood around every single station, and every single parking structure owned by these agencies should be demolished, and the land it is built on sold or developed by these agencies, to serve this purpose. If parking is economically feasible here, private entities can build it for profit, as is the model in Japan, which builds 0 public parking at their HSR stations. The land next to these stations is worth hundreds of millions, if not billions, of dollars, and it is incredibly inappropriate for a public agency to throw away the public's money in a way that actively harm the public's interest in increasing transit ridership and preserving the environment. The space of a parking garage could hold a housing or office project that attracts significantly more ridership than the garage or surface lot, while raising millions of dollars for the agencies that own the lot to subsidize transit funding rather than being a money sink for transit.

Response to Submission 913 (Andrew Gilbert, July 11, 2020)

913-40

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment is noted. The Authority's policy is to replace displaced parking at existing stations at a 1:1 ratio. Therefore, the Millbrae Station design for Alternatives A and B includes 288 parking spaces to replace the 175 Caltrain spaces and 113 BART spaces that would be removed by the HSR project. In addition, the Millbrae Station design includes a limited amount of new parking (37 parking spaces) for HSR riders. While the parking demand by HSR riders would exceed the amount of new parking provided on-site, a constrained approach to parking was taken at the Millbrae Station given the existing transit, walking, and bicycle connections available to HSR riders and the ample long-term commercial parking nearby at SFO reachable via shuttle or BART.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

The commenter recommends that transit agencies should be converting existing parking to TOD at the Millbrae Station and other HSR stations. Although the Authority is not proposing TOD as part of this project, the Authority supports plans for TOD surrounding HSR stations and has taken a constrained approach to parking at HSR stations. With respect to BART and Caltrain parking at the Millbrae Station, it would be within the purview of each respective agency to make future decisions regarding their property and parking facilities.

Submission 974 (Kathleen Goforth, July 12, 2020)

San Francisco - San Jose - RECORD #974 DETAIL

Status : Unread
Record Date : 7/12/2020
Interest As : Individual
First Name : Kathleen
Last Name : Goforth

Stakeholder Comments/Issues :

974-66

Please conduct all public meetings online so that all who are interested can participate without putting their health and, potentially, their lives at risk while COVID-19 continues to spread throughout California. I am personally interested in attending the meeting that is currently scheduled for July 30th in Redwood City; however, I am not at all comfortable attending a public meeting in person at this time due to the risk of virus transmission.

Response to Submission 974 (Kathleen Goforth, July 12, 2020)

974-66

Refer to Standard Response FJ-Response-OUT-1: Public Involvement Process.

Due to public health and safety requirements concerning the coronavirus, the Authority changed the traditional in-person format for the public hearing and open houses to a “virtual” format held online and via telephone. Up-to-date information on the public hearing and open houses were made available on the Authority website. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1070 (Jane Gomery, September 2, 2020)

San Francisco - San Jose - RECORD #1070 DETAIL

Status : Unread
Record Date : 9/2/2020
Interest As : Individual
First Name : Jane
Last Name : Gomery

Stakeholder Comments/Issues :

- 1070-178 | Comments for the High Speed Rail section through the City of Burlingame.
Please do not separate the town with an elevated rail line. This will create a barrier visually, create more noise that carries farther, disrupt existing vegetation such as the historic Eucalyptus grove (listed with the National Historic Trust).
- 1070-179 | The City deserves better and high speed rail will not enhance the local community.
We can use Caltrain now and the High Speed Rail will not add any benefit to the City. Please do not create an elevated rail line / barrier to our town due to environmental and community impacts.
Thank you

Response to Submission 1070 (Jane Gomery, September 2, 2020)

1070-178

Both project alternatives would involve the following improvements in Burlingame: track modifications mostly within the existing Caltrain right-of-way, installation of a communication radio tower, installation of 6 four-quadrant gates, and modifications to the Broadway Station. The existing profile of the railway through Burlingame is at-grade and no changes to the profile are proposed as part of the HSR project. Accordingly, the HSR project would not introduce an elevated rail line with the potential to create new visual barriers or divide the community. Additionally, as described in Section 3.16, Cultural Resources, neither project alternative would modify the Jules Francard Grove/Francard Tree Row in Burlingame or affect the characteristics that qualify it for inclusion in the CRHR or NRHP.

1070-179

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

With respect to the commenter's request that the Authority not introduce an elevated rail line/barrier in Burlingame, neither project alternative would involve constructing elevated railway in Burlingame. Project elements within Burlingame under both project alternatives are limited to track modifications within the existing Caltrain right-of-way, platform modifications at the Broadway Caltrain Station, installation of four-quadrant gates at at-grade crossings, and installation of communication radio towers. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1129 (NELSON GUTIERREZ, September 9, 2020)

San Francisco - San Jose - RECORD #1129 DETAIL	
Status :	Unread
Record Date :	9/10/2020
Interest As :	Individual
First Name :	NELSON
Last Name :	GUTIERREZ
Stakeholder Comments/Issues :	
1129-385	Can you provide more detail description, including size, of the radio tower, flyover and ramps planned at Schlage lock and Brisbane site.
1129-386	Can you provide the depth level of bedrock at Brisbane site
1129-387	Can provide measure of the intensity of noise (decibel) from high-speed trains and from LMF.
1129-388	Can you provide more detail analysis home values being depreciated in Visitacion Valley and Little Hollywood construction High-Speed rail maintenance facility
1129-389	Construction of LMF require excavation on highly toxic landfill can provide cost for remediation.
1129-390	Due to landfill settling characteristic and unstable soil condition constructing LMF would require piling transfer weight to bedrock can you provide cost estimate.
1129-391	Please provide the cost for necessary property acquisitions
1129-392	LMF facility appear to conflict the current Bayshore station platform, planned Bayshore multimodal, the planned southern terminus of the SFMTA's T-Third line, future planned BRT and vehicular and bicycle access routes, which includes a potential extension of Geneva Avenue from its current terminus to the east side of Interstate 101. Provide details how CHSRA would address this issue?
1129-393	Expansion of the existing Caltrain rightof Way (ROW), including the creation of a new tunnel portal north of the existing Bayshore Station. Can you provide more details on right of way and its impacts.
1129-394	How negative impacts redevelopment potential cost Visitacion Valley how much impact future economic potential
1129-395	LMF would significantly impact the planned redevelopment of the Schlage Lock site and Baylands and its development potential can you provide future economic loss Visitacion Vally would incur because of reduction in development potential and loss public infrastructure (including open space).
1129-396	Community meetings and public outreach CHSRA repetitively stated Brisbane LMF will be light maintenance operation, however, 27 storage tracks, 8 shop tracks, 2 cleaning tracks, 4 "other" tracks is comparable to Heavy maintenance facility located between Merced and Bakersfield. Why CHSRA constructing another Heavy
1129-396	Maintenance facility in Brisbane?
1129-397	According to CHSRA memoranda, maintenance facility should be located preferably within 1.5 miles of the San Francisco terminal desirably within 3 miles, Brisbane Alternative A and B violate this criteria approx. 7 miles. Can you explain why Pier 90-94 Backlands site could not provided an excellent location for a maintenance and storage facility due to its close proximity to the Transbay Terminal, where southbound train trips will commence.

Response to Submission 1129 (NELSON GUTIERREZ, September 9, 2020)

1129-385

As described in Section 2.4.7, Signaling, Train-Control Elements, and Communication Facilities, of the Draft EIR/EIS, each communications radio tower would consist of an 8 by 10-foot communications equipment shelter and a 6-to-8-foot diameter communications tower extending 100 feet above top of rail. This size of facility is anticipated at the Brisbane LMF alternative sites based upon the current available level of design. Descriptions of the East and West Brisbane LMF are provided in Section 2.6.2.4, Alternative A, and Section 2.6.2.5, Alternative B, of the Draft EIR/EIS, respectively. A general overview of the LMF components, roadway configuration, and modifications to the Bayshore Caltrain Station at the proposed East Brisbane Light Maintenance Facility Layout is provided in Figure 2-32. More detailed dimensions and profiles of the flyover and proposed roadway configuration for the East Brisbane Light Maintenance Facility is provided in Book A4, sheets 63 through 71, in Volume 3, Preliminary Engineering Plans, of the Draft EIR/EIS. A general overview of the LMF components, roadway configuration, and modifications to the Bayshore Caltrain Station at the proposed West Brisbane Light Maintenance Facility Layout is provided in Figure 2-44. More detailed dimensions and profiles of the flyover and proposed roadway configuration for the West Brisbane Light Maintenance Facility is provided in Book B3, sheets 51 through 56, in Volume 3 of the Draft EIR/EIS.

1129-386

The bedrock depth below ground surface near the Brisbane Landfill are approximately 150 feet as mapped by the 1964 bedrock surface map of the San Francisco South quadrangle (USGS 1964). The estimated thickness of Bay Mud is shown on Figure 3.9-8 in the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

1129-387

Appendix 3.4-A, Noise and Vibration Technical Report, Tables 5-9 and 5-10 in the Draft EIR/EIS include details regarding the specific noise impacts, levels, and locations before mitigation. These results include all project noise sources including high-speed trains and noise from the LMF. Additional information regarding the methods for the noise analysis is included in the Appendix 3.4-A, Section 4.1, Noise. The comment did not result in any revisions to the Draft EIR/EIS.

1129-388

The comment requests more information about potential changes in home values in Visitacion Valley and Little Hollywood.

Please refer to Draft EIR/EIS Section 3.12, Socioeconomics and Communities. In that section, Impact SOCIO#12 includes a discussion of the potential for changes to property values because of nearby construction activities. Any resulting overall change in property values is anticipated to be small but cannot be quantified because impacts would be unique for each property and would be only part of the many factors influencing the ultimate market value of any particular property; therefore, it is not possible to isolate the impact of the project alternatives from all other current and future impacts on real-estate supply and demand.

Please also refer to Impact SOCIO#15, which considers the potential for longer-term operations to affect nearby property value. Impact SOCIO#15 includes a focus on such effects associated with the Brisbane LMF. Impact SOCIO#15 concludes that immediate adjacent land uses are primarily industrial or vacant and thus would not be incompatible with the proposed LMF use and are thus not likely to see substantial changes in property values. The neighborhoods referenced in the comment are more physically separated from the proposed Brisbane LMF and are thus less likely to experience spillover effects (e.g., noise, lighting) from the Brisbane LMF.

The comment did not result in any revisions to the Draft EIR/EIS.

1129-389

Please refer to Chapter 6, Project Costs and Operations, and Appendix 6-A, San Francisco to San Jose Project Section: PEPD Record Set Capital Cost Estimate Report, of the Final EIR/EIS for capital cost estimates of the project alternatives and the Brisbane LMFs. These estimates include costs associated with site remediation at Brisbane Baylands.

Response to Submission 1129 (NELSON GUTIERREZ, September 9, 2020) - Continued

1129-390

Please refer to Chapter 6, Project Costs and Operations, and Appendix 6-A, San Francisco to San Jose Project Section: PEPD Record Set Capital Cost Estimate Report, of the Final EIR/EIS for capital cost estimates of the project alternatives and the Brisbane LMF. The comment did not result in any revisions to the Draft EIR/EIS.

1129-391

The cost of property acquisitions can be found in Appendix 6-A, San Francisco to San Jose Project Section: PEPD Record Set Capital Cost Estimate Report, which includes a cost estimate for "ROW Procurement Acquisition" for each alternative on an end-to-end basis. The estimated cost for right-of-way acquisition is \$549 million for Alternative A, \$775 million for Alternative B (Viaduct to I-880), and \$868 million for Alternative B (Viaduct to Scott Boulevard). The comment did not result in any revisions to the Draft EIR/EIS.

1129-392

Refer to Standard Response FJ-Response-GEN-3: Consideration of Plans and Projects.

The commenter raises concerns about conflicts between the Brisbane LMFs and the Bayshore Caltrain Station. As described under the East Brisbane Light Maintenance Facility subheading in Section 2.6.2.4, Alternative A, and the West Brisbane Light Maintenance Facility subheading in Section 2.6.2.5, Alternative B, of the Draft EIR/EIS, the construction of the East and West Brisbane LMF would require modifications to the Bayshore Caltrain Station. These modifications are illustrated in Figures 2-32 and 2-44.

To address concerns raised by the City and County of San Francisco on the Draft EIR/EIS about the relocation of the southbound platform of the Bayshore Caltrain Station, the Authority has revised the design of Alternative A (the Preferred Alternative) to extend the southbound platform further south, rather than relocate it. The northern portion of the extended platform would serve as a walkway to access trains stopped on the southern portion of the platform. Revisions have been made throughout the Final EIR/EIS to reflect this design change. Under Alternative B, the southbound platform and pedestrian facilities at the Bayshore Caltrain Station would be relocated further south by approximately 530 feet. Pedestrian and bicycle access will be provided to the proposed station facilities, and the relocated Bayshore Caltrain Station facilities would be closer to the planned future Geneva Avenue extension, which would extend from Bayshore Boulevard to US 101.

The commenter also raises concerns with conflicts between the Brisbane LMFs and the planned Bayshore multi-modal facility. The Bayshore Multi-Modal Facility Study evaluated four alternatives (SFPD 2017). Alternatives 1 and 2 of the Bayshore multi-modal facility, which are within the City and County of San Francisco, would not conflict with either HSR project alternative, as the Sunnydale Extension and LMF facilities would be within the City of Brisbane. Alternatives 3 or 4 of the Bayshore multi-modal facility would require coordination with the Authority to integrate them into the Sunnydale Avenue extension. Neither HSR project alternative would preclude construction of a multi-modal facility near the Bayshore Caltrain Station.

The commenter also raises concerns with conflicts between the Brisbane LMFs and the SFMTA's T-Third line extension, future BRT and vehicle and bicycle access routes, and

Response to Submission 1129 (NELSON GUTIERREZ, September 9, 2020) - Continued

1129-392

the potential Geneva Avenue extension. Neither HSR project alternative would preclude these projects. Construction of the Geneva Avenue extension would remain feasible under both project alternatives, albeit with increased costs and some implications on circulation within the proposed Brisbane Baylands development. The Authority will coordinate with the City of San Francisco during final design to integrate the City's projects near the Bayshore Caltrain Station with the HSR project. For additional information regarding the consideration of the Geneva Avenue extension in the Draft EIR/EIS, please refer to Standard Response FJ-Response-GEN-3: Consideration of Plans and Projects.

1129-393

The commenter references the creation of a new tunnel portal north of the existing Bayshore Station, which is not a component of this project. As stated in Chapter 2, Alternatives, of the Draft EIR/EIS, there are four existing short tunnels along the Caltrain alignment in San Francisco that extend through Potrero Hill, Hunter's Point, and the ridge at Candlestick Point. These tunnels are being modified as part of Caltrain's PCEP to accommodate HSR and Caltrain trains, and no further modifications are proposed as part of the HSR project. For additional information about PCEP, refer to the Peninsula Corridor Electrification Project Final Environmental Impact Report (PCJPB 2015), available on Caltrain's website: https://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library/PCEP_FEIR_2014.html.

1129-394

As disclosed in Impact LU#5 in Section 3.13, Station Planning, Land Use, and Development, of the Draft EIR/EIS, construction of the East and West Brisbane LMF would affect areas that have been designated by the Brisbane 2018 General Plan Amendment as planned development (residential permitted) and planned development (residential prohibited). Specifically, construction of the Brisbane LMF would reduce the amount of land available for development on the Brisbane Baylands site by approximately 16.2 percent for the East Brisbane LMF under Alternative A and by 18.9 percent for the West Brisbane LMF under Alternative B (see Table 3.13-13). However, the Brisbane LMF would not preclude future development in the remaining area and development has and will continue to occur near train tracks and facilities due to the limited supply of land in the Bay Area. As discussed in Section 3.12.6.5, Economic Impacts, of the Draft EIR/EIS, the project is anticipated to have a beneficial effect on the local and regional economy because it would create short-term construction jobs and long-term job opportunities across many sectors of the regional economy, construction spending would increase sales tax revenues, and long-term increases in sales taxes would increase in the three-county region from purchases by HSR riders and employees near the three stations and LMF. For these reasons, the future economic potential in Visitacion Valley is not expected to be adversely affected by the project alternatives. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1129 (NELSON GUTIERREZ, September 9, 2020) - Continued

1129-395

Refer to Standard Response FJ-Response-GEN-3: Consideration of Plans and Projects.

The comment asserts that the Brisbane LMF would significantly affect both the Schlage Lock site redevelopment as well as the planned development of the Brisbane Baylands site. The comment also requests information on potential economic impacts in the Visitacion Valley area.

The Final EIR/EIS reflects revisions to text published in the Draft EIR/EIS, including updated information concerning both the Schlage Lock and Brisbane Baylands projects. Specifically, refer to Section 3.13, Station Planning, Land Use, and Development, Impact LU#5. This analysis discusses two conflicts with the Schlage Lock site. One conflict is associated with a portion of the existing Caltrain right-of-way (0.3 acre) that overlaps a portion of the Schlage Lock project site. No HSR improvements are proposed for this area. However, the northern lead tracks for Alternative A (East Brisbane LMF) would encroach a total of 0.5 acre into the Schlage Lock project site. Table 3.13-13 has been added to the Final EIR/EIS to quantify the extent to which this overlap would affect planned residential, open space, and transportation uses on the Schlage Lock project site. As shown in Table 3.13-13, the East Brisbane LMF would affect 3.8 percent of the residential development potential, 0.6 percent of the parks/open space potential, and 1.7 percent of the transportation use potential of the Schlage Lock project site. The East Brisbane LMF would not affect 97.4 percent of the overall Schlage Lock project site, so the discussion in Impact LU#5 concludes that the effects of Alternative A would be less than significant. Alternative B would not overlap with the Schlage Lock project site.

Regarding the Brisbane Baylands project, the Draft EIR/EIS concluded that both Alternative A and Alternative B would result in significant and unavoidable conflicts with planned development. Alternative A would construct the East Brisbane LMF adjacent to existing vacant and industrial uses in an area designated for planned development (residential prohibited) that would allow planned development (residential permitted) on the west side of the Caltrain tracks, as the City of Brisbane has planned. The Final EIR/EIS retains the same CEQA conclusion and reflects updated impacts on total acres affected (refer to Table 3.13-14). As the Brisbane Baylands Specific Plan is being revised to reflect the General Plan Amendment approved by Brisbane voters in November 2018, the precise land uses that would be affected by the Brisbane LMF are

1129-395

not known at this time.

Regarding the potential for the Brisbane LMF to result in economic impacts on Visitacion Valley, the LMF site has been historically used as a railyard and landfill. The LMF area has been in industrial use or vacant in more recent years. The Schlage Lock project is still proceeding and although both Alternative A and Alternative B would reduce the development potential of the Brisbane Baylands site, the vast majority of the development can still proceed.

Alternative A (East Brisbane LMF) would overlap with 0.5 acre of the Schlage Lock project site; Alternative B (West Brisbane LMF) would not overlap with the Schlage Lock site. Nevertheless, Alternative B would be closer to existing residential uses in Visitacion Valley than Alternative A.

Given the multiplicity of potential development scenarios, any estimates of the future fiscal effects on the City and County of San Francisco, including the Visitacion Valley neighborhood, associated with the LMF would be speculative.

Regarding potential impacts on public infrastructure and open space, please refer to Draft EIR/EIS Section 3.6, Public Utilities and Energy, and Section 3.14, Parks, Recreation, and Open Space.

Response to Submission 1129 (NELSON GUTIERREZ, September 9, 2020) - Continued

1129-396

The comment requests clarification as to why the level of infrastructure at the Brisbane LMF is comparable to the HMF located between Merced and Bakersfield. As explained in detail in Standard Response-ALT-3: Light Maintenance Facility Alternatives Consideration, the Brisbane LMF would be one of three maintenance facilities for the statewide HSR system, so the capacity of the yard would need to be of sufficient size to accommodate approximately one third of the total fleet size. The number of shop tracks and cleaning tracks proposed at the Brisbane LMF would accommodate planned light maintenance activities (e.g., daily, monthly, and quarterly inspections; pre-departure cleaning, testing, and servicing; train washing; and wheel truing). The Brisbane LMF would not have the heavy lifting machinery required for underside inspection, heavy repairs, major component change-out, and modifications or upgrades of equipment, which would be available only at the HMF. The comment did not result in any revisions to the Draft EIR/EIS.

1129-397

Refer to Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration.

The standard response provides information regarding the need and siting criteria for the LMF, including why the Port of San Francisco Pier 90–94 LMF site was determined to be infeasible. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1162 (Valee Hess, September 3, 2020)

RECEIVED
SEP 16 2020

BY: *JR*

September 03, 2020
San Jose, CA 95132

Northern California Regional Office
California High Speed Rail Authority
San Jose to Merced
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113

We are the owners of commercial rental properties at 561 W. Hedding Street, San Jose 95110 and at 877 Chestnut Street, San Jose 95110. The buildings on the properties were built by my family in 1966 and in 1967 respectively. The rental income from these properties is now my retirement income.

Having reviewed the four footprint alternative components, we are hopeful that alternative #4 will be the final choice, because it provides less destruction for our properties and for the environment.

Sincerely, *Valee A. Hess, Trustee*
David A. Hess, Co-Trustee

3612 EL Grande Drive
San Jose, CA 95132-311312

1162-1068

V. Hess
3612 EL Grande Drive
San Jose, CA 95132-311312

Northern California Regional Office
California High Speed Rail Authority
San Jose to Merced
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113
95113-140275

SAN JOSE CA 950
03 SEP 2020 14:31

RECEIVED
SEP 16 2020
BY: *JR*



Response to Submission 1162 (Valee Hess, September 3, 2020)

1162-1068

The commenter's preference for Alternative A (which is the same as Alternative 4 of the San Jose to Merced Project Section within the San Jose Diridon Station Approach Subsection) is noted and will be presented to Authority decision makers when considering project approvals. As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative A as the Preferred Alternative because it minimizes impacts on communities and natural resources while maximizing the transportation and safety benefits of the HSR system at the lowest cost. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1046 (Rev. James Christie, August 17, 2020)

San Francisco - San Jose - RECORD #1046 DETAIL

Status : Unread
Record Date : 8/17/2020
Interest As : Individual
First Name : Rev.
Last Name : James Christie

Stakeholder Comments/Issues :

To Whom it May Concern,

1046-111

I am writing in opposition to placing the maintenance facilities on any site on the Brisbane Baylands. I am concerned with the light and noise pollution that the facility would have upon the surrounding communities both planned and already present.

I request that a different location be considered for the maintenance facilities.

All the best,
James Christie

--

James Christie,
Elevate - President Emeritus
415-847-6710
j <jamesalexanderchristie@gmail.com>amesalexanderchristie@gmail.com
<http://elevateeducation.org/>
<<http://www.visionismadeviable.com/africanhopenetwork>>

Response to Submission 1046 (Rev. James Christie, August 17, 2020)

1046-111

Refer to Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration.

The Authority appreciates the commenter's concern about light and noise pollution associated with the Brisbane LMF. Additional details about the lighting design for the Brisbane LMF have been added to the project description in Chapter 2, Alternatives, and to the analysis in Section 3.15, Aesthetics and Visual Quality, in the Final EIR/EIS. The lighting design and use would be consistent with industry best practices to minimize potential impacts on nighttime views. For example, lights would be installed at the lowest allowable height, would use downcast fixtures to direct light only towards objects requiring illumination, and would operate with the lowest allowable illumination level. As described under Impact AVQ#17, with the visually sensitive lighting design at the Brisbane LMF, the facility would not be a new source of substantial light adversely affecting nighttime views.

With respect to the noise generated at the Brisbane LMF, train maintenance would take place inside the maintenance building with minimal noise spillover into surrounding areas. As discussed in Impact NV#4 in Section 3.4, Noise and Vibration, noise generated from trains moving in and out of the LMF would provide a small contribution to the overall noise generated by project operations and would not result in the generation of noise levels in excess of standards for a severe impact established by the FRA.

The comment is noted and will be presented to Authority decision-makers as part of the Final EIR/EIS for their consideration as part of the project approval process.

Submission 1061 (MARK JOHNSTON, August 25, 2020)

San Francisco - San Jose - RECORD #1061 DETAIL

Status : Unread
Record Date : 8/25/2020
Interest As : Individual
First Name : MARK
Last Name : JOHNSTON

Stakeholder Comments/Issues :

- 1061-169 | This is the proper route and I am ok with station choices. I am ok with Mibrae as connection to BART and SFO airport. San Jose Diridon will have plenty of connections (Amtrak, ACE, BART, Light Rail, Bus)
- 1061-170 | I would have thought you would put a station at Palo Alto for Stanford/Silicon Valley.
- 1061-171 | I have to assume that the rebuilding of Caltrain for electrified operations and platforms would allow a CHSR train to stop at any station if warranted.
- 1061-172 | I would like to see more 3rd track and 4th track in key locations.
- 1061-173 | I would like to see that whatever you do does not preclude finally getting Caltrain service over the Dumbarton Bridge to the East Bay and Beyond.

Response to Submission 1061 (MARK JOHNSTON, August 25, 2020)

1061-169

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

1061-170

As stated in Section 2.5.2.1, Initial Tier 2 Planning for Four-Track System (2009-2011), of the Draft EIR/EIS, the Authority considered a potential mid-Peninsula station in Redwood City, Palo Alto, or Mountain View. In November 2010, the City of Palo Alto formally requested removal from consideration as a location for a mid-Peninsula station. Based on additional feedback from the Peninsula communities, a mid-Peninsula station was removed from the Authority's 2016 Business Plan and is no longer under consideration.

1061-171

As described in Section 2.1, Introduction, of the Draft EIR/EIS, the San Francisco to San Jose Project Section would provide service between HSR stations in San Francisco, Millbrae, and San Jose. The Authority does not intend for HSR trains to stop at other Caltrain stations, which would have different platform heights than the HSR platforms. The comment did not result in any revisions to the Draft EIR/EIS.

1061-172

The commenter's request for additional passing tracks is noted. Please refer to Section 2.5, Alternatives Considered during Alternatives Screening Process, of the Draft EIR/EIS for a discussion of the process that resulted in the transition to a predominantly two-track blended system that would remain substantially within the existing Caltrain right-of-way. As part of the blended system, the Authority evaluated several different passing track configurations, which are discussed in Section 2.5.2.3, Tier 2 Planning for Predominantly Two-Track Blended System (2013–2019), and illustrated on Figure 2-26. An operational analysis conducted by the Authority in 2016 concluded that the passing track options evaluated in the Draft EIR/EIS—no passing track under Alternative A and a 6-mile-long four-track passing track under Alternative B—would be sufficient to accommodate the blended service operations (six Caltrain trains and four HSR trains per peak hour per direction) planned through 2040. The comment did not result in any revisions to the Draft EIR/EIS.

1061-173

Alternatives A and B would implement a series of improvements primarily within the existing Caltrain corridor. The addition of potential future rail service across the Dumbarton Bridge would not be precluded by construction of either alternative. As the Authority advances this Project Section, it will continue its coordination with Caltrain to ensure the Dumbarton Rail Corridor project can proceed if it is advanced in the future.

Submission 910 (Isaac Katz, July 10, 2020)

San Francisco - San Jose - RECORD #910 DETAIL

Status : Unread
Record Date : 7/10/2020
Interest As : Individual
First Name : Isaac
Last Name : Katz

Stakeholder Comments/Issues :

Hi there,

910-29 | I'm writing about the parking planned at Millbrae station, tearing down businesses and blocking housing plans in exchange for more parking. I'll be direct -- are you crazy? High speed rail should plan for the California of the future (rail, housing, climate-change-conscious transportation), not the California of the past (cars, cars, cars).

910-30 | You should not build parking lots at train stations. You should build connecting bus and light rail lines, combined with zoning surrounding land for high density residential development.

Best,
Isaac

Response to Submission 910 (Isaac Katz, July 10, 2020)

910-29

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

910-30

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

Submission 927 (Curtis Knight, July 15, 2020)

San Francisco - San Jose - RECORD #927 DETAIL

Status : Unread
Record Date : 7/15/2020
Interest As : Individual
First Name : Curtis
Last Name : Knight

Stakeholder Comments/Issues :

927-31

I see lots of good information, but what I don't see if consideration for future social distancing. As Covid has shown space is needed. I didn't see any of this in consideration for how to prevent health issues in the plan related to virus transmission,. You might think that is not needed as it is 1 of 100 years, but I believe all of the infrastructure is build to withstand a once every 100 year earthquake or flooding event. So that seems like it should be a consideration given that pandemics happen just as often and cost more lives when not considered. Virus spreading should be considered as it is now more known and expected than when the laws were written. So please give it some thought even though it might be hard, without this future users may NEVER want to ride.

Response to Submission 927 (Curtis Knight, July 15, 2020)

927-31

Refer to Standard Response FJ-Response-GEN-7: Effects of COVID-19 on HSR Ridership.

The comment asserts a lack of analysis relative to the novel coronavirus (COVID-19) pandemic and states that issues related to viral spread should have been taken into account. The Authority recognizes the severity of the current global health crisis and the challenges COVID-19 is presenting in California. As explained in the standard response referenced above, the Authority does not anticipate that COVID-19 will significantly affect HSR ridership in the long term.

In the event of another pandemic, the Authority would enforce state and local guidelines with respect to infection prevention and control. Health concerns about a human virus, such as the virus that causes COVID-19, are not an impact of the project on the environment, and therefore are not evaluated under CEQA. Accordingly, the comment did not result in any revisions to the Draft EIR/EIS.

Submission 941 (Peifeng Kuang, July 19, 2020)

San Francisco - San Jose - RECORD #941 DETAIL

Status : Unread
Record Date : 7/19/2020
Interest As : Individual
First Name : Peifeng
Last Name : Kuang

Stakeholder Comments/Issues :

941-60

Regarding the "Impact SOCIO#2: Permanent Disruption or Division of Established Communities from Project Construction" on DRAFT EIR/EIS document Page S-49, I see "San Mateo to Palo Alto Subsection where construction of the passing track under Alternative B would require an expansion of the existing right-of-way, resulting in the acquisition and demolition of residences and businesses in San Mateo, Belmont, and San Carlos" for alternative B.

As a property owner of a house on Old County Rd in San Carlos, I am very concerned on what Alternative B passing track between San Mateo and Redwood City will do to my home. My home is on the other side(northeast side) of the Old County Rd which is next to the caltrain track. How will this passing track in Alternative B affect the current houses on Old County Rd in eastern San Carlos(on the other side of Old County Rd, not the same side of caltrain track)? Will the new passing track take over our land and relocate us? Will the passing track partially or completely take over the current Old County Rd in San Carlos?

Response to Submission 941 (Peifeng Kuang, July 19, 2020)

941-60

The comment notes that the Draft EIR/EIS states that the passing tracks under Alternative B would result in displacements along Old County Road. Please refer to Table 3.12-12 in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS, which shows that there would be no residential displacements in San Carlos. While construction of the passing track under Alternative B would widen the existing Caltrain right-of-way, Old County Road would remain in its current alignment. The only permanent impact to Old County Road under Alternative B would occur adjacent to the San Carlos Caltrain Station where the station and platform modifications would require shifting the western edge of the roadway further east, and narrowing the road immediately adjacent to the station. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1015 (Nancy Lacsamana, August 10, 2020)

San Francisco - San Jose - RECORD #1015 DETAIL

Status : Unread
Record Date : 8/10/2020
Interest As : Individual
First Name : Nancy
Last Name : Lacsamana

The Noise

Stakeholder Comments/Issues :

- 1015-93 | I am very disappointed in the selection of the 2 Options in Brisbane. Very poor for two reasons :
the financial impacts to the State of California taxpayers
the impact on Brisbane town.
- Not even mentioned is the extremely misleading on what this State expense will be between the Brisbane choices vs the Chavez street location. *
Where is the financial review?*
- If you provided a financial review it would be very clear that the Chavez street location would be less expensive than in Brisbane due to:
- 1) removing part of the dump :the extreme complexity inclusive of dump capping, transfer of another location
 - 2) the construction of the 60 foot crossover train bridge
 - 3) the re-construction of the town bridge/ move of the fire station and the entrance to town
- You should be required to do this financial analysis and not just a reason of being a engineering inconvenience.
- 1015-94 | *Noise*: you have no idea how the sound of trains will affect this town. We are in an amphitheatre bowl.
- 1015-95 | *Visually *--Please provide a 3 d version of how this impacts our town frontage and entrance to town.
- 1015-96 | *Brisbane is against this project and I am sure you will be hearing from the City itself.*
- thank you.
- Nancy Lacsamana
230 Humboldt Road
Brisbane, Calif 94005

Response to Submission 1015 (Nancy Lacsamana, August 10, 2020)

1015-93

Refer to Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration.

The comment expresses objections to the two locations proposed for the LMF and expressed a preference for another site located at Chavez Street. The Authority believes that the commenter is referring to the Bayview Industrial District Site, which is an LMF alternative recommended by the City of Brisbane.

As explained in Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration, the Authority does not consider the Bayview Industrial Site to be a feasible alternative because it would result in substantial disruption of circulation in South San Francisco and it would require relocation of I-280 freeway structures to construct the LMF lead tracks.

The comment does not result in the need for any revisions to the Draft EIR/EIS.

1015-94

This comment raises concerns about the noise impacts in Brisbane due to train operations. Please refer to Tables 5-9 and 5-10 of Volume 2, Appendix 3.4-A, Noise and Vibration Technical Report, which identifies the number of severe and moderate noise impacts in Brisbane due to train operations. Direct noise from trains in the corridor would be the dominant noise sources at affected locations.

Appendix 3.4-A has been updated for the Final EIR/EIS to clarify that terrain and elevation of receptors was considered in the noise analysis. The terrain in the Brisbane area would not amplify noise from the project materially enough to affect the projected noise impact results because noise reflections off nearby hills would produce lower noise levels than the direct noise from the trains themselves due to the significantly longer path. Additionally, noise reflecting off nearby hills would not be reflected perfectly, and therefore would experience some reflection loss, further decreasing the noise levels from reflected noise.

1015-95

The commenter's request for a three-dimensional photosimulation depicting the entrance to the city of Brisbane is noted.

Section 3.15, Aesthetics and Visual Quality, of the Draft EIR/EIS includes simulated representative KVPs for various project locations, including two in the Brisbane Landscape Unit, KVP 3 and KVP 4. KVP 3 provides a view from the perspective of a traveler along Bayshore Boulevard toward the Brisbane LMF and is intended to highlight the differences between the two project alternatives. KVP 4 provides a distant residential viewer's perspective of the Brisbane LMF from the lower slope of San Bruno Mountain, a viewpoint that includes regional landmarks. KVPs are intended to be representative of a landscape unit's visual character and viewer groups, and locations for KVPs and simulations in the Draft EIR/EIS were selected based on the presence of visual resources and input received from local officials and the public prior to initiation of the environmental analysis.

Please refer to Impact AVQ#4, which discusses potential impacts on the visual character and quality in the Brisbane Landscape Unit. The baseline and simulated views for Alternatives A and B at both KVPs are illustrated on Figures 3.15-22 through 3.15-25. The analysis determined that visual quality would remain unchanged at KVP 3 and would be reduced at KVP 4 in the hills above Brisbane. However, the reduction in visual quality at KVP 4 would not be a significant impact because the distance of the residential viewers from the project makes their visual sensitivity only moderate.

The comment did not result in any revisions to the Draft EIR/EIS.

1015-96

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 997 (Lloyd Lease, July 29, 2020)

San Francisco - San Jose - RECORD #997 DETAIL

Status : Unread
Record Date : 7/29/2020
Interest As : Individual
First Name : Lloyd
Last Name : Lease

Stakeholder Comments/Issues :

997-68

Adding many trains per hour, traveling at more than 100 mph, through stations such as Burlingame, Menlo Park, Palo Alto, Mountain View, etc. will be an environmental disaster, due to noise, wind, and the extremely negative subjective experience of standing within 15 feet of large speeding trains. There is no way to mitigate this problem. HSR will permanently ruin the sense of walkability, bikeability and peacefulness that the Peninsula still clings to. No amount of grade separation, crossing gates, quiet zones, tactile pads, signs can mitigate this problem to an acceptable level.

Response to Submission 997 (Lloyd Leanse, July 29, 2020)

997-68

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Analysis of project impacts on transportation, noise, and safety and security are presented throughout the applicable resource topics within Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Draft EIR/EIS. Regarding concerns about safety and comfort level at existing stations, please refer to Section 2.6.2.2, Common Design Features, of the Draft EIR/EIS. Design elements common to both alternatives include safety improvements at Caltrain stations and platforms to accommodate HSR trains passing through or stopping at existing stations. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1080 (Lloyd Leanse, August 19, 2020)

San Francisco - San Jose - RECORD #1080 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Lloyd
Last Name : Leanse

Stakeholder Comments/Issues :

MR. LEANSE: Yes.
 MR. GOLDMAN: -- may talk. Great.
 MR. LEANSE: Yeah. You should be able to hear me.
 MR. GOLDMAN: We can hear you clearly. If you would please introduce yourself, first and last name, and please spell them first.
 MR. LEANSE: My first name --
 MR. GOLDMAN: Um-hmm.
 MR. LEANSE: -- first name is Lloyd, L-L-O-Y-D. Last name is L-E-A-N, as in Nancy, -S, as in Sam, -E.
 MR. GOLDMAN: Thank you, Lloyd. Any affiliation you have?
 MR. LEANSE: Just a Menlo Park resident.
 MR. GOLDMAN: Okay. And please go ahead and share your comment.
 MR. LEANSE: And I've ridden Caltrain for many, many years, so I'm very, very closely acquainted with Caltrain stations, especially Palo Alto and Menlo Park and San Francisco, but others as well.
 So my comment is that -- are you ready for my comment? Sorry.
 MR. GOLDMAN: Yes. Please proceed.
 1080-265 | MR. LEANSE: Adding many trains per hour traveling at more than 100 miles an hour through stations, such as Burlingame, Menlo Park, Palo Alto, Mountain View, et cetera, will be an environmental disaster due to noise, wind, and the extremely negative subjective experience of standing within 15 feet of large speeding trains. There is no way to mitigate this problem.
 1080-266 | High-speed rail will permanently ruin the sense of walkability, bike-ability, and peacefulness that the peninsula still clings to. No amount of grade separation, crossing gates, quiet zones, tactile (indiscernible) or signs can mitigate this problem to an acceptable level.
 1080-267 | Further, the number of minutes per hour that crossing gates will be down at grade crossings due to high-speed rail at peak hours is simply unacceptable.
 Thank you.

Response to Submission 1080 (Lloyd Leanse, August 19, 2020)

1080-265

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Analysis of project impacts on noise and safety and security is presented in Section 3.4, Noise and Vibration, and Section 3.11, Safety and Security, of the Draft EIR/EIS. Section 3.4.7, Mitigation Measures, discusses the various noise mitigation measures for the project. Regarding concerns about safety and comfort level at existing stations, please refer to Section 2.6.2.2, Common Design Features, of the Draft EIR/EIS. Design elements common to both alternatives include safety improvements at Caltrain stations and platforms to accommodate HSR trains passing through or stopping at existing stations. The comment did not result in any revisions to the Draft EIR/EIS.

1080-266

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment did not result in any revisions to the Draft EIR/EIS.

1080-267

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System, FJ-Response-TR-3: Gate-Down Time Calculation Details.

The comment is noted and will be presented to Authority decision makers when considering project approvals.

The gate-down time for a single HSR train at the at-grade crossings would range from 39 seconds to 68 seconds, depending on a number of factors including the width of the crossing, whether the crossing is adjacent to a station, and adjacent traffic signal operations. The longest gate-down times would be at at-grade crossings adjacent to the 4th and King Street Station in San Francisco for both alternatives and the Diridon Station in San Jose for Alternative A. For the remaining at-grade crossings, gate-down times for a single HSR train would range from 39 to 54 seconds. As explained in detail in Standard Response FJ-Response-TR-3, with the 20 trains total per hour at peak service levels (12 Caltrain trains and 4 HSR trains), there would be an average cumulative gate-down time of 15 minutes at the at-grade crossings. Refer to TR-MM#1 in Section 3.2, Transportation, of the Final EIR/EIS for a discussion of the site-specific mitigation considered and proposed to address traffic delay effects under NEPA.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 942 (Tom Lease, July 19, 2020)

San Francisco - San Jose - RECORD #942 DETAIL

Status : Unread
Record Date : 7/19/2020
Interest As : Individual
First Name : Tom
Last Name : Lease

Stakeholder Comments/Issues :

942-61

I support all investment in High Speed Rail and I am against any attempts shortchange this important infrastructure by trying to reduce scope or costs at the expense of labor, or quality of the project. We should match or exceed the world class systems in other countries!

Response to Submission 942 (Tom Lease, July 19, 2020)

942-61

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 924 (Will Leben, July 14, 2020)

San Francisco - San Jose - RECORD #924 DETAIL

Status : Unread
Record Date : 7/14/2020
Interest As : Individual
First Name : Will
Last Name : Leben

Stakeholder Comments/Issues :

Based on the Summary to the draft document, here are three positive comments.

- 924-44 | 1. Alternative A vs B to SJ Diridon. My preference for A is based on cost (30% less), on aesthetics (no new viaducts), and on lower environmental impact.
- 924-45 | 2. The overall SF to SJ project design is the best imaginable use of available technology because:
- * it adapts available infrastructure with minimal impact to surroundings
 - * it greatly mitigates existing problems:
 - * local (especially traffic and pollution and the injuries and deaths resulting from both) and
 - * global (climate change).
- 924-46 | 3. The narrow peninsula corridor seriously limits possible alternatives. Autos make for the least efficient use of space and of non-renewable resources. The many complaints about this project--and about earlier ones, like BART when it was being planned in the 1950's and 1960's--fail to offer any way out of the present and growing crises created by cars.

Will Leben
1007 41st St. Apt 133
Emeryville 946608

Response to Submission 924 (Will Leben, July 14, 2020)

924-44

The commenter's preference for Alternative A is noted and will be presented to Authority decision makers when considering project approvals. As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative A as the Preferred Alternative because it minimizes impacts on communities and natural resources while maximizing the transportation and safety benefits of the HSR system at the lowest cost. The comment did not result in any revisions to the Draft EIR/EIS.

924-45

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

924-46

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

As describe in Chapter 1, Project Purpose, Need, and Objectives, the purpose of the statewide HSR system is to provide a reliable high-speed electrified train service that links the major metropolitan areas of the state and delivers predictable and consistent travel times. The purpose of the San Francisco to San Jose Project Section is to implement the HSR system to provide the public with electric-powered HSR serve that offers predictable and consistent travel times between San Francisco and San Jose, facilitates connectivity to SFO and SJC, mass transit, the Bay Area highway and the HSR system. The San Francisco to San Jose Project Section of the statewide HSR system makes efficient use of space for transportation, will be powered by clean energy, and provides a transportation solution that directly addresses the current and projected capacity constraints on Bay Area freeways, highways, and local roads. Alternatives A and B in the Draft EIR/EIS both further the project purpose.

Submission 1104 (Roland Lebrun, September 9, 2020)

<p>San Francisco - San Jose - RECORD #1104 DETAIL</p> <p>Status : Unread Record Date : 9/9/2020 Interest As : Individual First Name : Roland Last Name : Lebrun Attachments : December 2015 DTX SEIR comments.pdf (3 mb)</p> <p>Stakeholder Comments/Issues : Dear Chair Richards and Board members, Thank you for the opportunity to comment on the San Francisco to San Jose draft EIR.</p>		1104-488	from the dedicated high-speed line to the Union Pacific right of way south of Gilroy.
		1104-489	2) There will be no need for a maintenance facility in Brisbane after the Transbay terminal is connected to the East Bay because the former Amtrak maintenance facility in Oakland can be repurposed to accommodate HSR maintenance requirements.
		1104-490	3) Transbay platforms are 400 feet too short to accommodate 400-meter (1,312 feet) high speed trains. Please refer to the attached DTX SEIR comments for additional information and solutions. [cid:93d9cdec-0bc5-42f1-9c30-f7e786aaf694]
1104-487	<p>LEGAL ISSUES</p> <p>Before getting into specific areas of concern with the proposed project, I appreciate the opportunity to highlight how the draft EIR violates two specific sections of Prop1A as codified in Streets and Highways code section 2704 https://www.easylawlookup.com/California-Law/Streets-and-Highways-Code/par-4533/_easylookup.blp?data=STREETS&sidfw=&site=EASY&print=&p_start=178&p_end=183&p_para=4533&p_epara=4644&display=YES&site=EASY&stype=P&stern=+&smode=AND&sexact=ON&spon=</p> <p>1) The DEIR proposes to connect the San Jose Diridon station to the existing 4th & King railyard in San Francisco instead of the Transbay terminal as codified in Streets & Highways code Section 2704.04(a) "It is the intent of the Legislature by enacting this chapter and of the people of California by approving the bond measure pursuant to this chapter to initiate the construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim" https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=2704.04.</p> <p>2) The DEIR proposes to connect San Jose to San Francisco in 48 minutes instead of 30 minutes as codified in Streets & Highways code Section 2704.09(b)(3) "San Francisco-San Jose: 30 minutes." https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=2704.09</p>	1104-491	4) There is no need for passing tracks in Millbrae if every train stops at Millbrae. Please refer to TECHNICAL MEMORANDUM 4.1.1 Justification for Two-Track Station Configuration (top of page 2) " Assuming a one to two minute dwell time at the intermediate station(s) and all HST providing local stop service (at this station) along this segment of corridor, there is no need for a second track in each direction (total of four tracks; two mainline and two station siding tracks) at the station that would allow for overtakes because with this operating plan, there are no overtakes." http://www.hsr.ca.gov/docs/programs/eir_memos/Proj_Guidelines_TM4_1_1R00.pdf
		1104-492	5) The Final EIR should consider eliminating passing tracks through Redwood City by adding a mid-peninsula high-speed rail station at Redwood Junction with a Dumbarton connection modeled after High Speed One (HS1)'s Ebbsfleet International station.
		1104-493	6) There will be no surface parking at Diridon (all parking will be undergrounded).
		1104-494	7) Intrusion detection is mandatory with quad gates to stop vehicles getting trapped between the entry and exit gates but there is nothing in California statute (CPUC) that mandates that intrusion detection should interface with the signaling system to stop an approaching train (even though such a feature is highly desirable).
1104-488	<p>OTHER ISSUES</p> <p>Moving on to other areas of concern, please consider the following alternatives:</p> <p>1) There is no need for 100-foot communication towers every 2-3 miles in the Caltrain right of way because high speed trains are supposed to switch to Union Pacific/Caltrain's I-ETMS signaling system as they transition</p>	1104-495	8) Last but not least, given that the Authority does not plan on operating trains at speeds in excess of 125 MPH between San Jose and San Francisco, there is nothing in statute that grants the Authority exclusivity for environmental clearance in the Caltrain right of way:

Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

1104-495

"nothing in this subdivision precludes other local, regional, or state agencies from exercising powers provided by law with regard to planning or operating, or both, passenger rail service."
https://california.public.law/codes/ca_pub_util_code_section_185032

Sincerely,

Roland Lebrun

CC

Caltrain Board
MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
Brisbane City Council
Millbrae City Council
Redwood City Council
Caltrain CAC
SFCTA CAC
TJPA CAC

Roland Lebrun
ccss@msn.com
February 29, 2016

2015 DTX draft SEIR

Dear Mr. Boule,

Thank you for the opportunity to comment on the 2015 Caltrain Downtown Extension draft SEIR.

My comments pertain to the following aspects of the project:

- Train box extension design conflict with SB916 (no Transbay connection to the East Bay)
- Widened throat structure impacts and costs
- Lengthy, risky and prohibitively expensive sequential mining tunnel construction
- Fourth and Townsend underground station location
- Unnecessary 7th Street tunnel stub box proposal
- Turnback track impacts on 16th Street grade crossing gate down time
- Alignment conflict with AB3034 (Diridon to Transbay in 30 minutes)

Each comment is followed by a recommendation for an alternative to be studied in the final SEIR.

Thank you in advance for your consideration.

Roland Lebrun

CC

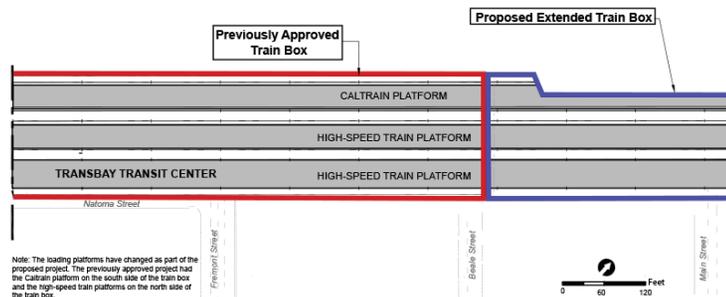
Metropolitan Transportation Commission Board of Directors
SFCTA Board of Directors
Caltrain Board of Directors
California High Speed Rail Authority Board of Directors
SFCTA Citizens Advisory Committee
Caltrain Citizens Advisory Committee

Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

1) Train Box Extension

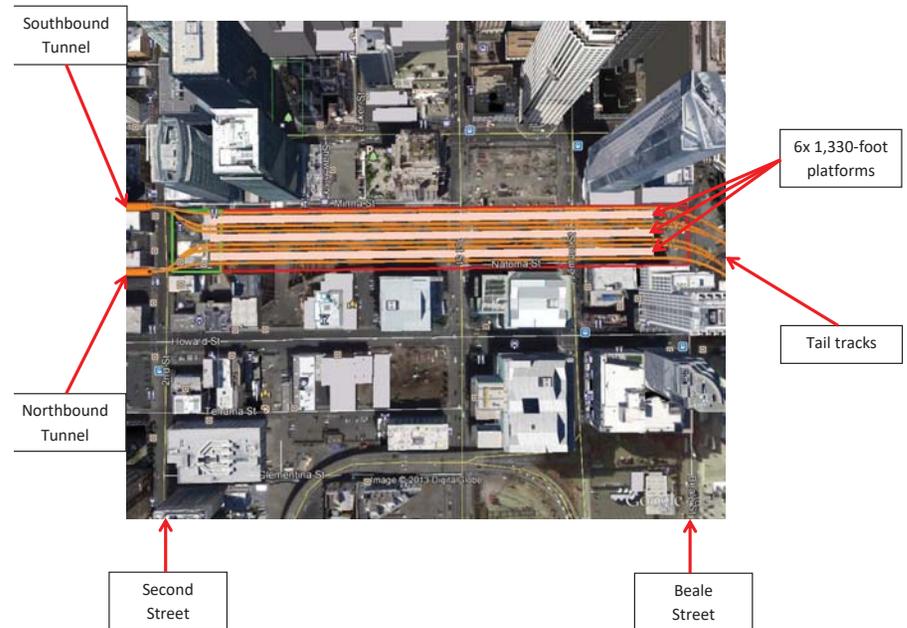
- The train box extension design violates SB916 (2003) codified in Streets & Highways Codes section 30914(22) (<http://law.justia.com/codes/california/2011/shc/division-17/30910-30922/30914>) by failing to provide any kind of engineering solution for a future East Bay extension

- The proposed Caltrain storage is insufficient to enable Caltrain to vacate the 4th & King railyard until after relocation to Oakland.



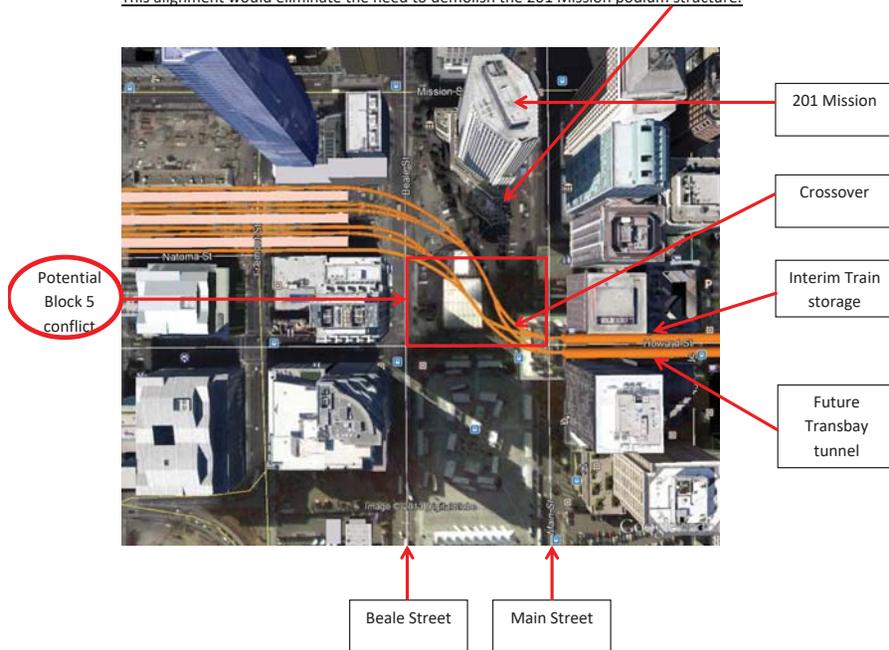
Recommendation #1

The SEIR should consider an alternate DTX alignment which would enable platform lengthening by extending the train box one block west (towards 2nd Street) while simultaneously providing a viable connection to a Transbay tunnel. This alignment would also eliminate conflicts with the 201 Mission building and enable a 6th full-length through platform (total 3 eastbound and 3 westbound platforms).



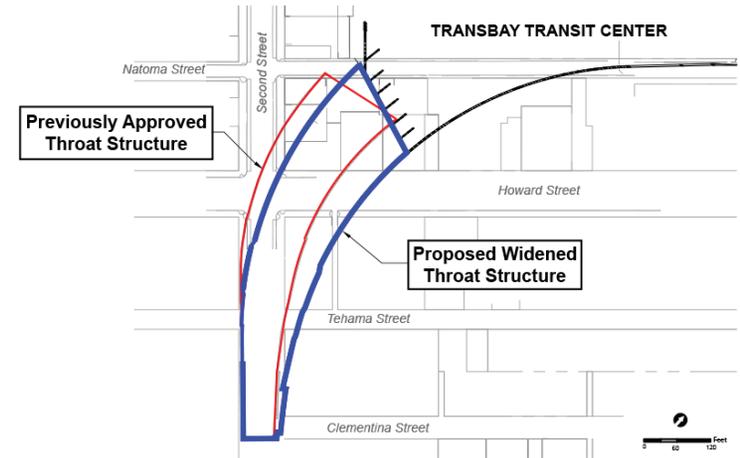
Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

This alignment would eliminate the need to demolish the 201 Mission podium structure.



2) Widened throat structure

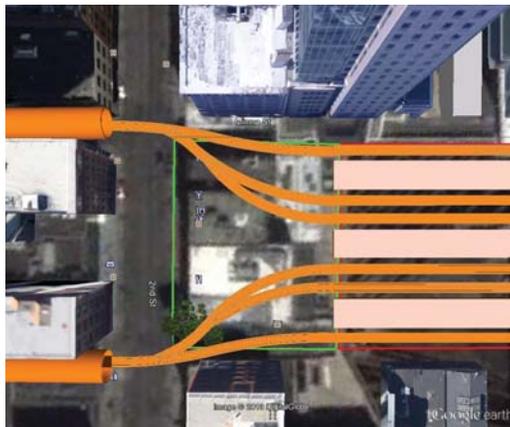
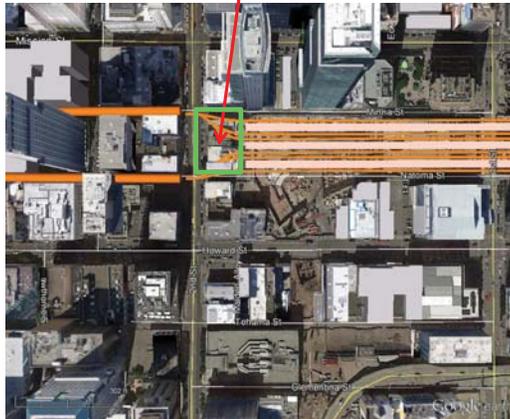
The SEIR proposes a widened approach to the Transbay Center train box via a massive cut & cover structure that will impact numerous properties as far south as Clementina Street. Construction costs are expected to run into the hundreds of millions and will result in massive circulation and noise impacts on the adjacent neighborhoods for many years.



Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

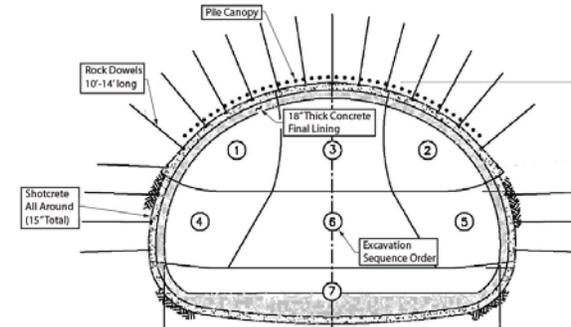
Recommendation #2

The SEIR should consider an alternate DTX alignment and construction technique that would limit impacts to a small number of buildings on 2nd Street between Minna and Natoma. There would be no additional surface impacts in SOMA north of Townsend.



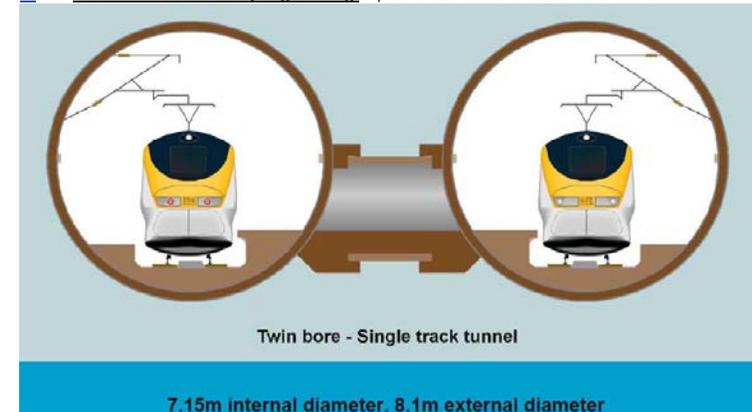
3) Tunnel design

The current DTX design contemplates the construction of a 3-track sequentially excavated tunnel without any apparent plans for the evacuation of a train travelling on the middle track. This is of particular concern with High Speed trains which have a single door per carriage.



Recommendation #3

The SEIR should consider a twin-bore tunnel design with cross-passages for emergency evacuation (similar to the Central Subway) and a ventilation system designed to eliminate any requirement for vent/evacuation structures north of Townsend. Please refer to Appendix A (Tunneling Studies) in the HS2 Final Report http://www.railwaysarchive.co.uk/documents/HS2_RouteEngineeringStudyAppendices_2010.pdf and **Section A1.4 Fire Safety Engineering** in particular for additional information.



Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

4) Fourth and Townsend Underground Station location

It is unclear how a relocated Caltrain station on Townsend could possibly accommodate the ridership demand from Mission Bay including UCSF, AT&T Park and the proposed Warriors Arena.



Recommendation #4

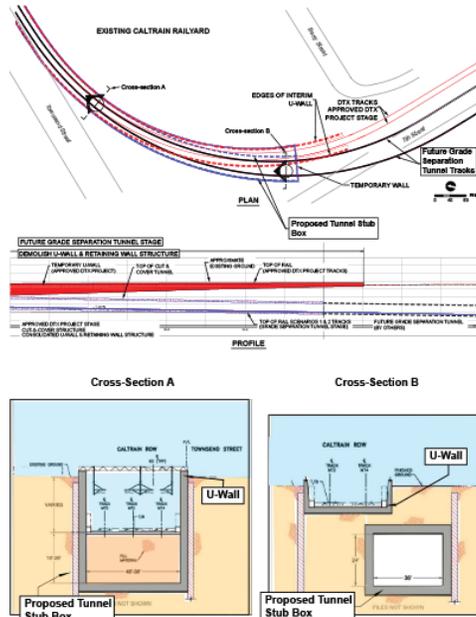
The SEIR should consider relocating the Townsend station to 7th Street and providing connectivity to the Central Subway via an extension of the N line connecting to the Mission Bay loop via 16th Street. This station should be designed to accommodate the Grand Boulevard at a later date.



Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

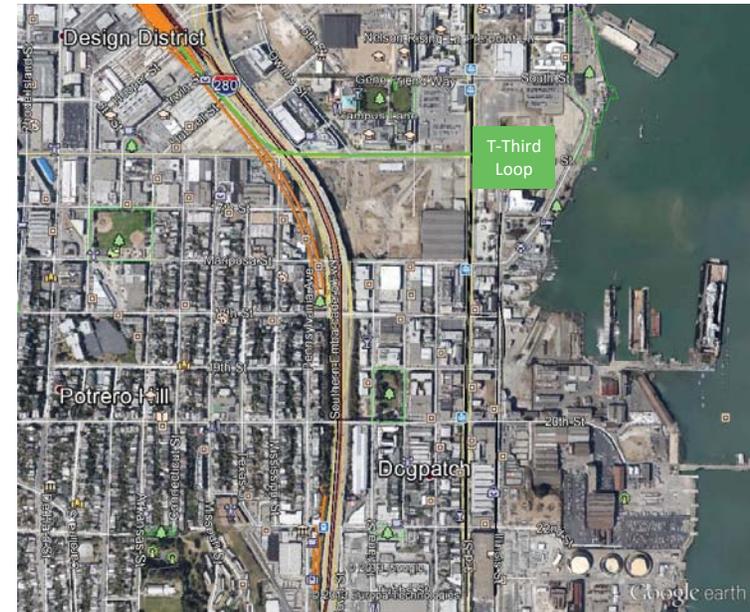
5) 7th Street Tunnel Stub Box

The SEIR proposes to terminate the DTX on 7th Street with a “tunnel stub box” designed to accommodate a future 16th Street grade separation.



Recommendation #5

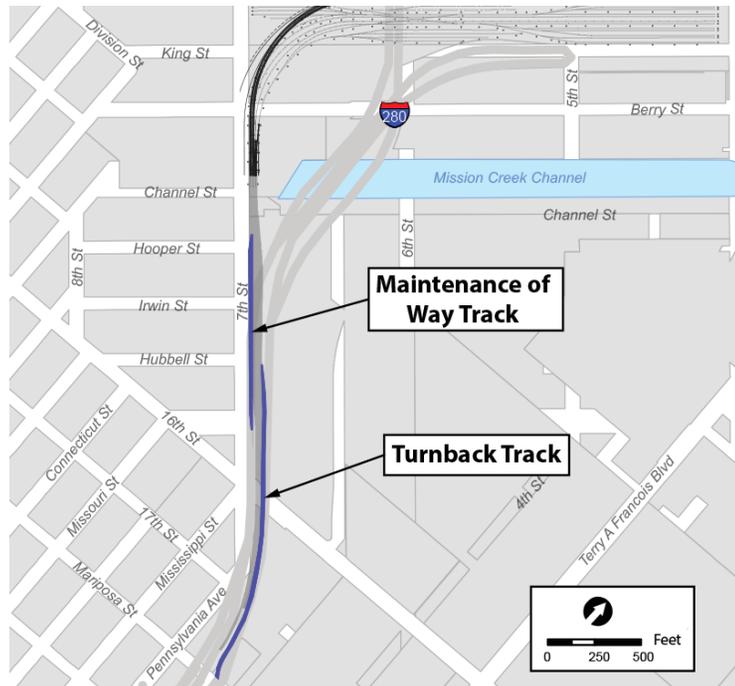
The SEIR should consider a direct connection to the Planning Department’s Pennsylvania Avenue RAB study alternative. This would achieve 16th Street Grade separation as soon as Caltrain operations are relocated to the Transbay terminal and would save hundreds of millions by eliminating cut & cover structures @ 7th & Townsend



Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

6) Turnback Track impacts on 16th Street grade crossing

The SEIR proposes the addition of two additional tracks on 7th Street, including a turnback track across 16th Street, thereby increasing gate downtime for each train crossing by an additional 10 seconds (10 minutes per day).



Recommendation #6

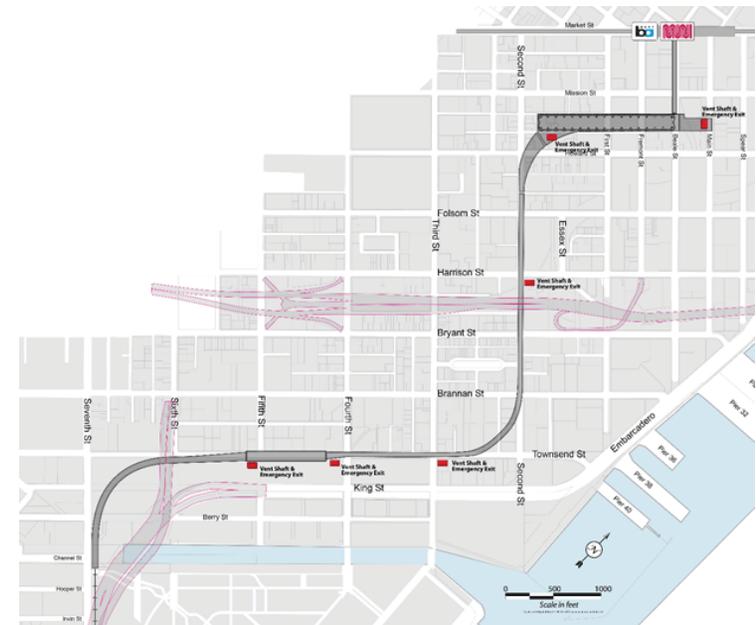
The SEIR should consider a direct connection to the planning department's Pennsylvania Avenue alternative (see recommendation #5 above) and turn trains around further south. The SEIR should also consider the abandoned tunnel #1 for storage.

7) Alignment conflict with AB3034 (San Jose to Transbay in 30 minutes)

The current DTX alignment consists of 3 sharp curves each with a maximum speed of 25 MPH which extend the travel time between 7th Street and the Transbay Terminal by an additional 3 minutes.

This alignment conflicts with AB3034 (2007) codified in Streets & Highways code section 2704.09(b) <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

"Maximum nonstop service travel times for each corridor that shall not exceed the following:
(3) San Francisco-San Jose: 30 minutes."

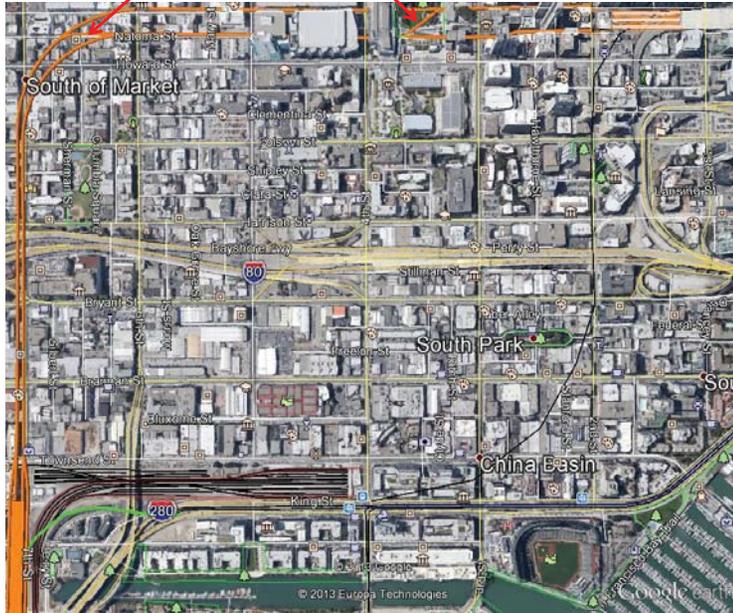


Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

Mined
crossovers

Recommendation #7

The SEIR should consider an alternate alignment designed to enable an 80 MPH approach to the Transbay Transit Center.



Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

Response to Submission 1104 (Roland Lebrun, September 9, 2020)

1104-487

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The commenter asserts that the project's northern limit of construction at the 4th and King Street Station is inconsistent with Prop 1A's description of an HSR system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim. The Authority disagrees with this assertion because the project would enable HSR service from SFTC (formerly known as the Transbay Terminal) in downtown San Francisco to the San Jose Diridon Station. The 4th and King Street Station would serve as an interim HSR station only until completion of the proposed DTX, which would extend the electrified peninsula rail corridor in San Francisco from the 4th and King Street Station to the SFTC. HSR would utilize the track built for the DTX to reach the SFTC. Accordingly, consistent with Prop 1A, the Authority intends to operate an HSR system that connects the SFTC to Los Angeles Union Station and Anaheim.

Please refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System, for an explanation of the project's consistency with Prop 1A travel time requirements. As described in Chapter 2, Alternatives, Prop 1A requires the HSR system to be designed to have maximum non-stop service times of 30 minutes between San Francisco and San Jose and 2 hours and 40 minutes between San Francisco and Los Angeles Union Station. The Prop 1A travel time requirements are related to the physical design of the system and the capabilities of HSR trains and are different than average operational service times presented in Table 2-3 (i.e., approximately 47 minutes for Alternative A and 42 minutes for Alternative B), which are estimates of average peak hour service times, including station stops. Both project alternatives evaluated in the Draft EIR/EIS are designed to achieve maximum non-stop service times of 30 minutes between San Francisco and San Jose.

The comment did not result in any revisions to the Draft EIR/EIS.

1104-488

The Authority is having ongoing discussions with Caltrain and UPRR on the train control system(s) to be adopted. The Draft EIR/EIS conservatively evaluates the impacts associated with communication towers that could be required to support the HSR train control system, although it is possible that not all of these towers would be required. The comment did not result in any revisions to the Draft EIR/EIS.

1104-489

The comment asserts that the need for a Brisbane LMF would be negated "after the Transbay Terminal is connected to the East Bay" and the former Amtrak maintenance facility in Oakland can thus be used for LMF purposes. For the HSR system, there is no current physical way to access the former Amtrak site in Oakland with electric trains. There are also no adopted plans to electrify rail lines in the East Bay. While initial planning has commenced for a proposed transbay rail tunnel between SFTC and Oakland (referred to as the "Link 21" project), there is no certainty regarding if or when a transbay rail crossing may be completed. Moreover, timing is also uncertain for the DTX that would link the 4th and King Street Station to SFTC (and thus some possible future transbay rail connection). Accordingly, reliance on an Oakland LMF is infeasible for the HSR system.

Response to Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

1104-490

This comment is referring to the Transbay Program, which underwent a separate planning and environmental process, independent of this environmental process. The comment states that the Transbay platforms are too short to accommodate 400 meter (1,312 feet) HSR trains and references prior comments on a 2015 Supplemental EIR for the DTX project.

The comment is referring to an older design for the SFTC. Per the 2018 Supplemental Final EIR/EIS (TJPA 2018: pg 2-52) for the DTX, "the proposed project would extend the underground levels of the Transit Center (train box) eastward into Main Street to enable fully tangent tracks of 1,355 feet, at a minimum, for HSR trains." This tangent track requirement would apply to the four southerly tracks to be used by HSR trains. As a result, the SFTC can accommodate double-consist HSR trains (each consist is approximately 660 feet; double consist train would nominally be 1,320 feet in length) as well as single-consist trains.

The comment did not result in any revisions to the Draft EIR/EIS.

1104-491

The comment asserts that there is no need for passing tracks at Millbrae Station if every train stops at Millbrae. While the comment is noted, Prop 1A requires that "[t]rains shall have the capability to transition intermediate stations, or to bypass those stations, at mainline operating speed." Since the Authority intends for HSR trains to stop at Millbrae, it is necessary to have passing tracks so that trains can bypass the Millbrae Station at mainline operating speeds. The comment did not result in any revisions to the Draft EIR/EIS.

1104-492

As stated in Section 2.5.2.1, Initial Tier 2 Planning for Four-Track System (2009–2011), of the Draft EIR/EIS, the Authority considered a potential mid-Peninsula station in Redwood City, Palo Alto, or Mountain View. In November 2010, the City of Palo Alto formally requested removal from consideration of the city as a location for a mid-Peninsula station. Based on additional feedback from the Peninsula communities, the mid-Peninsula station was removed from the Authority's 2016 Business Plan and is no longer under consideration. The comment did not result in any revisions to the Draft EIR/EIS.

1104-493

The comment suggests that the Authority consider an alternative that involves no surface parking at San Jose Diridon Station, with all parking being underground. The HSR project would only provide parking at the San Jose Diridon Station consistent with the Authority's policy to replace displaced parking at existing stations at a 1:1 ratio; no additional parking would be provided. Placing all parking underground at the San Jose Diridon Station would require a greater level of construction activity, resulting in greater construction emissions, would require addressing structural issues related to shallow groundwater and shoring, and would have a substantially higher cost than the above ground replacement parking proposed under the project alternatives evaluated in the Draft EIR/EIS. According to a study of parking costs in various cities, surface parking can cost about \$5,000 per space on average compared to \$38,000 per space for underground parking structures in the Bay Area (Victoria Transport Policy Institute 2016). Based on this information, underground parking structures cost about 7.5 times more than surface parking lots. For these reasons, the Authority has not considered underground parking to be a feasible alternative at the San Jose Diridon Station because it would require substantially higher costs without offering significant environmental advantages. Thus, the comment is noted but did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1104 (Roland Lebrun, September 9, 2020) - Continued

1104-494

Refer to Standard Response FJ-Response-SS-1: At-Grade Crossing Safety.

The comment correctly described that CPUC General Order 75-D requires a vehicle presence detection system whenever exit gates are used. The quad gates installed as part of the HSR project will comply with CPUC requirements. The system would be designed such that if a vehicle is detected between the entrance and exit gates, the exit gate shall remain upright until the vehicle clears the exit gate. The comment is also correct that the CPUC statute does not require intrusion detection be integrated with the railroad signaling system. Caltrain is the host railroad for the Caltrain corridor between San Jose and San Francisco and operates the signaling system. Consequently, it would be up to Caltrain to determine if vehicle intrusion detection would be integrated with the train signaling system. For further information about Caltrain planning for the signal system, please refer the standard response referenced above.

The comment does not identify any inadequacy in the analysis in the Draft EIR/EIS, so no revisions were necessary.

1104-495

The comment is noted. The Project Section is a blended system, comprised of a predominantly two-track system that would be shared by Caltrain and HSR service and other current passenger and freight rail tenants. The Authority will be a tenant operating within the Caltrain right-of-way and does not claim to have exclusivity for environmental clearance in the Caltrain right-of-way. The comment does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS and did not result in any revisions to the Draft EIR/EIS.

Submission 931 (Susan Lempert, July 16, 2020)

San Francisco - San Jose - RECORD #931 DETAIL

Status : Unread
Record Date : 7/16/2020
Interest As : Individual
First Name : susan
Last Name : lempert

Stakeholder Comments/Issues :

931-26

I am a staunch supporter of HSR. I support either alternative. Initially maybe the preferred one is the best. But if HSR is a big success and so is CalTrain passing tracks may be needed in the future. HSR is very important for the environment and you should be advertising the reduction in emissions compared to flying/driving.

Response to Submission 931 (Susan Lempert, July 16, 2020)

931-26

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 940 (Melodie Lew, July 17, 2020)

San Francisco - San Jose - RECORD #940 DETAIL

Status : Unread
Record Date : 7/17/2020
Interest As : Individual
First Name : Melodie
Last Name : Lew

Stakeholder Comments/Issues :

940-59

My family is very supportive of the high-speed rail project and hope that it will be completed as planned and as voted upon. There is enough gridlock on the Peninsula, and CalTrain, which currently (pre--COVID-19) doesn't provide enough timely trains, is badly in need of a huge reliable, fast, and frequent service up grade. We need to pay for it now and not kick the can down the road....the road is already too clogged with traffic.

Response to Submission 940 (Melodie Lew, July 17, 2020)

940-59

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 1000 (Ivan Lofstrom, Lofstrom Fine Art, August 3, 2020)

San Francisco - San Jose - RECORD #1000 DETAIL

Status : Unread
Record Date : 8/3/2020
Interest As : Individual
First Name : Ivan
Last Name : Lofstrom

Stakeholder Comments/Issues :

1000-88 | Hello. I'm a supporter of high-speed rail and this project in particular. And I believe the peripheral construction required is a boon to localities across the state. Keep up the good work.

Response to Submission 1000 (Ivan Lofstrom, Lofstrom Fine Art, August 3, 2020)

1000-88

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 993 (Bill Lyon, July 24, 2020)

San Francisco - San Jose - RECORD #993 DETAIL

Status : Completed
Record Date : 7/28/2020
Interest As : Individual
First Name : Bill
Last Name : Lyon

Stakeholder Comments/Issues :

Hello,

993-86 | I am the owner of warehouses located at 656- 664 Stockton Avenue that share a wall with / borders CalTrain in San Jose (near Taylor street). How can I learn whether or not our property is potentially being considered for eminent domain for the High Speed rail project from San Jose to San Francisco?
I understand that the plan is to use existing CalTrain tracks, and if this is the case, then our property would be safe. But if the plan is to expand the footprint of the CalTrain track, then our property may be in consideration. I want to be proactive and know whether or not our property is potentially affected by the High Speed Rail plans. Can you let me know?
Thank you very much for your time and consideration.
Sincerely,
William D. Lyon408-842-8704

-----Original Message-----

From: Ross Lyon <rosslyon@gmail.com>
To: Scott Lyon <lyonlawfirm@aol.com>; Bill Lyon <liamdlyon@aol.com>; Ross Lyon <rosslyon@gmail.com>
Sent: Sun, Jul 19, 2020 11:20 pm
Subject: Fwd: Draft Environmental Impact Report/Environmental Impact Statement

EIR/EIS of CA High Speed Rail

----- Forwarded message -----

From: Kai Walcott <kwalcott@kearnswest.com>
Date: Thu, Jul 16, 2020 at 7:56 PM
Subject: Draft Environmental Impact Report/Environmental Impact Statement
To: rosslyon@gmail.com <rosslyon@gmail.com>

Good evening,

Thank you for your request!

Please see the link to the Draft Environmental Impact Report/Environmental Impact Statement for the San Francisco to San Jose Project Section which includes Volume I, Volume II, and Volume III.

Detailed analysis of the impacts of the high-speed rail project are available in this Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), which was released on Friday, July 10. The Draft EIR/EIS Executive Summary provides a high-level overview of the project alternatives and their key environmental impacts, and Volume I, Chapter 3 contains the detailed analysis of environmental impacts. If you have specific questions about the content of the Draft EIR/EIS, you may meet with staff during dedicated office hours and during scheduled webinars (see <https://www.meethsrnocal.org/>).

Please respond to this email if you have any difficulty accessing the links provided.

Best,

California High-Speed Rail Outreach Team

--

| Ross Lyon |
| m: | 628-213-4612 e: rosslyon@gmail.com |
| |

Response to Submission 993 (Bill Lyon, July 24, 2020)

993-86

The comment asks about acquisition impacts on a property at 656-664 Stockton Street that includes warehouses fronting Stockton Avenue with rear property lines at the existing Caltrain right-of-way near the San Jose Diridon Station.

Engineering plans included in Volume 3, Preliminary Engineering Plans, were drawn conservatively for complete disclosure of potential impacts, including the need for property acquisitions. Please refer to Volume 3, Book A2, sheet 29 of 100 for Alternative A (the Authority's Preferred Alternative) and Volume 3, Book 6, sheet 111 of 142 for Alternative B. As shown in Volume 3, the engineering drawings do not indicate any project-related construction outside of the existing Caltrain right-of-way at this location under either project alternative. Accordingly, neither full nor partial acquisition of the property in question is assumed.

The comment does not raise any specific concerns regarding the conclusions or adequacy of the Draft EIR/EIS, and no revisions are required.

Submission 914 (Jacqueline Mauro, July 11, 2020)

San Francisco - San Jose - RECORD #914 DETAIL

Status : Unread
Record Date : 7/11/2020
Interest As : Individual
First Name : Jacqueline
Last Name : Mauro

Stakeholder Comments/Issues :

914-41

I am strongly in support of this high speed rail project and further extensions to southern CA. it's well past time that CA has modern rail service.

Response to Submission 914 (Jacqueline Mauro, July 11, 2020)

914-41

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 1050 (Michael McPherson, August 19, 2020)

From: Michael McPherson <mcmimco@aol.com>
Sent: Wednesday, August 19, 2020 4:53 PM
To: HSR boardmembers@HSR <boardmembers@hsr.ca.gov>; HSR info@HSR <info@hsr.ca.gov>
Cc: assemblymember.Berman@assembly.ca.gov
Subject: Draft EIR ffrom S.F. to S.J.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1050-144

Please register my vehement objection to attempting to ram through this EIR during a pandemic when no in person public meetings are allowed.

1050-145

Additionally, on Page 6 of this project section document, under Section details, the following statement is made:
"The authority is continuing the planning and environmental process to further...". That the Authority would ask for public comment, with an eye toward approval of the draft EIR, while admitting that it is continuing to work on the environmental process is untenable.

1050-146

With ridership having plunged 90% on Caltrain, and many companies indicating a long-term move toward working remotely, the specious economic argument for your project is even more contrived. With electrification and baby bullet trains, Caltrain will be able to move people within this corridor at only a slightly slower time, at a small fraction of the cost.
With most of the projections and promises made to the people of California in Prop. 1A impossible or highly unlikely to be met, let us at least save a large portion of the total project cost for a minimal benefit, and let Caltrain handle this corridor.

I would appreciate the courtesy of a response with an acknowledgement that this has been received and will be incorporated into the record for comments.

Michael McPherson
123 Watkins Ave.
Atherton , Ca. 94027

Response to Submission 1050 (Michael McPherson, August 19, 2020)

1050-144

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment did not result in any revisions to the Draft EIR/EIS.

1050-145

The commenter is referring to text on the Authority's website for the San Francisco to San Jose Project Section, which states that "The Authority is continuing the planning and environmental process to further define the blended system. System improvements that will be defined during the planning and environmental review process include passing tracks, that can be used by high-speed rail to pass Caltrain trains that need to stop more frequently, system upgrades to support higher train performance and speed, system safety improvements, including grade crossings, and stations." This is general information, not text in the Draft EIR/EIS.

As described in Section 2.5.2.3, Tier 2 Planning for Predominantly Two-Track Blended System (2013–2019), of the Draft EIR/EIS, the planning and environmental process to define the blended system occurred between 2013 and 2019 and culminated with the release of the Draft EIR/EIS in July 2020, which evaluates the environmental impacts of two project alternatives and the No Project Alternative. The Draft EIR/EIS includes a thorough description of the project alternatives that describes all project components and other information at a level of detail needed to disclose the environmental impacts, consistent with NEPA and CEQA requirements.

The Draft EIR/EIS was made available to the public for review and comment by the Authority in accordance with its responsibility as the lead agency. The planning and environmental process continued as the Authority considered all comments received on the Draft EIR/EIS and responded to substantive comments in the Final EIR/EIS.

Following publication of the Final EIR/EIS, the Authority will consider certification of the Final EIR/EIS, consider whether to approve a project alternative, prepare findings and determinations, and prepare NEPA and CEQA decision documents approving the completion of the environmental review process and selecting the alternative to be implemented. The final engineering design for the project will continue to be developed after selection of an alternative. The comment did not result in any revisions to the Draft EIR/EIS.

1050-146

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 1088 (Raymond Miller, September 4, 2020)

San Francisco - San Jose - RECORD #1088 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Raymond
Last Name : Miller

Stakeholder Comments/Issues :

*Introduction: *Because I am a resident and former Mayor of Brisbane, these comments refer to the proposed High-Speed Rail Project in Brisbane, especially the proposed light maintenance facility (LMF) and associated infrastructure changes. The Draft Environmental Impact Report evaluates placing the LMF on either the west side of the Caltrain tracks, the Southern Pacific fill, or on the east side of the tracks, the San Francisco garbage landfill. The Authority prefers the Eastern side, the option known as alternative A. The Western side location has a number of negative impacts, including the total removal of Ice House Hill, a significant topographical feature that has potential habitat for endangered butterflies. My comments will focus on the proposed new Tunnel Avenue overpass and coming sea level rise.

1088-270

New Tunnel Avenue Overpass: The Report presumes that the current Tunnel Avenue overpass will need to be demolished and a new overpass needs to be constructed further north in alignment with Valley Drive. Since the new connection between the new overpass and Bayshore Blvd. runs right through the current fire station, it would also have to be demolished and rebuilt further south. It is also proposed that Tunnel Avenue traffic coming into Brisbane would cross Bayshore into Valley Drive and then turn left onto a new road connection that would join Old County Road as it curves into alignment with Visitacion Avenue, Brisbane's main downtown street. The only justification that I found for this disruptive and wasteful proposal is that the current overpass only goes over the mainline tracks, not the new lead tracks that would be needed to move northbound trains into the maintenance facility.

1088-271

The proposal is *wasteful* because both the current overpass and fire station are relatively new public facilities. The *fire station* was dedicated in 1992 and recently refurbished (2013-14). The proposed relocated fire station, according to the DEIR, would degrade street access and response times. The *current Tunnel Avenue overpass* replaced the previous one that was damaged in the Loma Prieta earthquake. Getting

1088-271

construction approval involved long and complex negotiations with property owners and regulatory agencies. According to the 1986-2011 Brisbane History book (pp. 134-36), it was a complex engineering accomplishment. In consultation with Caltrain, the overpass was designed to accommodate electrification. It was dedicated in 2007, only thirteen years ago. It makes no sense to demolish it if other options exist.

1088-272

The proposal is very *disruptive* because it transforms and significantly degrades the main access to town. Currently, the main entrance to Central Brisbane (Old County Road) is used only by passenger vehicles and residential delivery vehicles. Truck traffic for the Crocker commercial area enters and leaves via Valley Drive. Old County Road winds around the Community Park and provides a pleasant and comforting entrance to a small residential community. In other words, there is currently a clear roadway separation between residential and truck traffic. The HSR proposal would destroy that separation and seriously disrupt the community traffic pattern. Furthermore, the proposed road configuration would create a traffic conflict as the vehicles coming south on Tunnel Avenue heading for Central Brisbane using the Valley Drive entrance would have to turn left almost immediately after crossing Bayshore Blvd into the proposed road connection across the path of trucks and other vehicles departing the Crocker commercial area.

1088-273

It doesn't seem to me that this level of waste and disruption is necessary as there are alternative means of achieving the same objectives. The entire current overpass could stay in place if the lead tracks were to start somewhat further north. That would require moving the Kinder Morgan tank farm out of the way. Actually, Kinder Morgan threatened to move its operation to the airport a few years ago when the city introduced a small operational tax. Most of the fuel that they store now is destined for the airport. In addition to making the whole Baylands less hazardous for all occupants, removing the tank farm would give the HSR engineers more flexibility. Besides, part of the tank farm is actually on solid ground, not landfill, a further bonus. The landowner/developer of most of the Baylands would also have an interest in making this happen, so that you could work together on pursuing the matter. Lastly, if high speed rail achieves its objectives, there will be a declining need for jet fuel, a significant contributor to greenhouse gas emissions.

Submission 1088 (Raymond Miller, September 4, 2020) - Continued

1088-274

If the Kinder Morgan tank farm can't be moved, then another option is to extend the current overpass over the lead tracks and design it so that it meets up with the newly relocated Lagoon Road and Tunnel Avenue. On the maps, this option looks feasible. This approach would save part of the current overpass, save the current fire station, and retain the preferable current entrance to our town.

1088-275

*Sea Level Rise: *Scientists agree that one of the insidious consequences of climate change is sea level rise. San Mateo County has been identified as the California County most vulnerable to even modest amounts of sea level rise. The DEIR points out that in the corridor from San Francisco to San Jose the section of railway track with the lowest elevation, and thus the greatest vulnerability to flooding and sea level rise, is from San Francisco to South San Francisco, mostly in Brisbane. The current plan seems to propose installing the tracks for the light maintenance facility "at grade." But in order to construct the building and 17-track railyard at the grade level of the current Caltrain tracks, the large mounds of soil that have been imported since the garbage fill ceased operating in 1967 would have to be moved away. In fact, the DEIR mentions the necessity of disposing of 2,082,800 cubic yards of soil from the site of the eastern light maintenance facility. This new facility would then share the same vulnerability to inevitable sea level rise as the western side. The DEIR recognizes that by 2100 flooding from sea level rise and king tides could reach 7 feet. Since the western side location doesn't have imported soil, a 7-foot increase in water level would put it entirely underwater. Therefore, why would the HSRA create a similar situation on the eastern side?

1088-276

Why is the HSR being so cavalier about sea level rise? The EIR gives one answer that was surprising and disappointing. Evidently, recent court decisions have determined that CEQA (California Environmental Quality Act) does not require a project EIR to consider sea level rise. Therefore, the discussion in the EIR is only "informational." Another factor may be the uncertainty about the magnitude and speed of sea level rise. The mainstream models (such as those used by the United Nations' Intergovernmental Panel) have consistently underestimated the pace of ice melting. Climate scientist James Hansen and his colleagues have noted that ice sheets, especially those in Antarctica, are subject to "non-linear disintegration" and may melt much faster than generally anticipated. Magnitudes of 10 ft sea level

1088-276

rise could happen in a century. High tides and groundwater impacts could make levels even higher in some places. Projections from models are based on probabilities, but the melting evidence supports the Hansen warning. In a past historical period of global average temperature only 1° Celsius higher than today, sea levels were 30 feet higher. A long time ago in a much warmer time when there were no ice sheets, ocean levels were over 200 feet higher than current levels (Englander, *High Tide,* 2013).

1088-277

Spending a lot of money on an uncertain danger is a political problem for a public project. But it would seem that prudent planning would involve addressing this issue in the original construction process, not by fix-it-later scenarios as mentioned in the DEIR. Protecting the Brisbane light maintenance facility from long-term sea level rise in the original construction phase would probably entail raising the entire current track bed in Brisbane, a major undertaking. In the long run, however, that approach would probably be the cheapest and most sensible option.

Submitted by:

Raymond Miller

Professor Emeritus – San Francisco State University

September 3, 2020

Response to Submission 1088 (Raymond Miller, September 4, 2020)

1088-270

The commenter correctly states that both project alternatives would require demolition of the existing Tunnel Avenue overpass and reconstruction of a realigned Tunnel Avenue overpass, as well as relocation of the Brisbane Fire Station. Under Alternative A, the existing mainline tracks would be shifted further west to accommodate the new LMF lead tracks that would be built east of the mainline tracks. Under Alternative B, new LMF lead tracks would be built west of the mainline tracks. The westward shift of the mainline tracks under Alternative A and the placement of new LMF lead tracks west of the mainline tracks under Alternative B are necessary to avoid impacts on Brisbane Lagoon but would conflict with the existing Tunnel Avenue overpass. The Authority's engineers determined that it would not be feasible to modify the existing Tunnel Avenue overpass to extend over the new LMF lead tracks and the mainline tracks without replacing the existing structure and supports. Based on feedback provided by the City of Brisbane on the Draft EIR/EIS, the extension of Visitacion Avenue from Old County Road to Valley Drive has been removed as a feature of the project alternatives. Revisions have been made to the project description in Chapter 2, Alternatives, of the Final EIR/EIS and the impact analysis throughout the Final EIR/EIS to reflect the removal of this roadway extension.

1088-271

The comment is noted, but as discussed in the responses to submission FJ-1088, comments 270, 273, and 274, the Authority's engineers determined that there would be no feasible alternative to demolishing and reconstructing the Tunnel Avenue overpass that would also minimize impacts on environmental resources and critical infrastructure.

1088-272

The comment suggests that the proposed street network changes would degrade the main access to Brisbane by allowing trucks that currently use Valley Drive to access the Crocker commercial area to travel to Old County Road, which is currently used by passenger vehicles and residential delivery vehicles. The street network change that is referred to in the comment is a proposed extension of Visitacion Avenue that would connect Old County Road to Valley Drive. The extension of Visitacion Avenue from Old County Road to Valley Drive has been removed from the project based on feedback provided by the City of Brisbane and other public comments. Accordingly, revisions have been made to the project description in Chapter 2, Alternatives, and to the impact analysis throughout the Final EIR/EIS to reflect this change to the project.

1088-273

The Kinder Morgan Brisbane Terminal and associated pipelines move and store gasoline, diesel, and jet fuel from local petroleum facilities for distribution throughout the San Francisco Peninsula and is the principal supplier of jet fuel to SFO. The Authority has designed both project alternatives to minimize impacts on the Kinder Morgan Brisbane Terminal and associated pipelines because they are a major public utility that serves a vital role locally and in the region. Accordingly, the Authority does not consider relocating the Kinder Morgan Brisbane Terminal to be a feasible alternative to demolishing and reconstructing the Tunnel Avenue overpass. Neither the HSR project nor the Brisbane Baylands Specific Plan that is currently under preparation propose the alteration of land uses at the Kinder Morgan Brisbane Terminal. The comment did not result in any revisions to the Draft EIR/EIS.

1088-274

Please refer to the response to submission FJ-1088, comment 270, which addresses the feasibility of modifying but not replacing the existing Tunnel Avenue overpass and the extension of Visitacion Avenue from Old County Road to Valley Drive. Please also refer to the response to submission FJ-1088, comment 273, which addresses the request to relocate the Kinder Morgan Brisbane Terminal to avoid demolishing and reconstructing the Tunnel Avenue overpass. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1088 (Raymond Miller, September 4, 2020) - Continued

1088-275

Refer to Standard Response FJ-Response-HYD-1: Sea Level Rise and Climate Change Adaptation.

Updates have been made to Section 3.8.10, Vulnerability and Adaptation to Sea Level Rise, of the Final EIR/EIS to include additional and clarified narratives about the potential effects of sea level rise on the project.

1088-276

Please refer to the response to submission FJ-1088, comment 275.

1088-277

Please refer to the response to submission FJ-1088, comment 275.

Submission 916 (David Milton, July 13, 2020)

San Francisco - San Jose - RECORD #916 DETAIL

Status : Unread
Record Date : 7/13/2020
Interest As : Individual
First Name : David
Last Name : Milton

Stakeholder Comments/Issues :

916-43

My understanding is that over 40 crossings at grade remain on the alignment between San Jose and San Francisco, many if not all being problematic given the number of trains to be crossing them. A prime example of the problem these crossings present is at Whipple Ave. in Redwood City. Has HSR studied this issue and developed a solution? If so, a report on the resolution envisioned would be greatly appreciated. Thank you.
David Milton

Response to Submission 916 (David Milton, July 13, 2020)

916-43

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations, FJ-Response-TR-3: Gate-Down Time Calculation Details.

The Authority has extensively studied the issue of grade separating the alignment between San Jose and San Francisco, initially as part of its Tier 1 environmental process, followed by its initial Tier 2 planning. Section 2.5.2, Alternatives Consideration Process and Chronology, of the Draft EIR/EIS explains that the Tier 1 system was envisioned as a fully grade-separated rail alignment operating at high speeds. Section 2.5.2.1, Initial Tier 2 Planning for Four-Track System (2009-2011), and Section 2.5.2.2, Transition to a Predominantly Two-Track Blended System (2011-2012), explains the evolution from a fully-grade separated design as part of initial Tier 2 planning to a predominantly two-track blended system that would remain substantially within the existing Caltrain right-of-way, without full grade separation, and operate at maximum speeds of 125 mph.

Refer to Impact TR#5 in Section 3.2, Transportation, of the Draft EIR/EIS for additional information about the project's impacts on intersection operations. As described in Standard Response FJ-Response-TR-3: Gate-Down Time Calculation, the intersection LOS analysis methodology employed in the Draft EIR/EIS takes into account the effect of queues created by added gate-downtime at the at-grade crossings on the operations/LOS of intersections adjacent to the at-grade crossing.

Submission 995 (Christopher Mooney, July 28, 2020)

San Francisco - San Jose - RECORD #995 DETAIL

Status : Unread
Record Date : 7/28/2020
Interest As : Individual
First Name : Christopher
Last Name : Mooney

Stakeholder Comments/Issues :

995-67

I write in support of the California High Speed Rail Authority's Draft Environmental Impact Report for the San Francisco to San Jose Project Section. I encourage the Authority to adopt the Draft EIR as its final EIR and to begin construction work on the project as soon as possible.

Regards,

Christopher Mooney
5800 3rd Street Unit 1416
San Francisco, CA 94124

Response to Submission 995 (Christopher Mooney, July 28, 2020)

995-67

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 1045 (Garth Morgan, August 17, 2020)

San Francisco - San Jose - RECORD #1045 DETAIL

Status : Unread
Record Date : 8/17/2020
Interest As : Individual
First Name : Garth
Last Name : Morgan

Stakeholder Comments/Issues :

1045-126 | I thought this project was shut down months ago. What are you doing still operating???
Garth MorganPleasanton

Response to Submission 1045 (Garth Morgan, August 17, 2020)

1045-126

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 1048 (Sally Salzman Morgan, August 18, 2020)

San Francisco - San Jose - RECORD #1048 DETAIL

Status : Unread
Record Date : 8/18/2020
Interest As : Individual
First Name : Sally Salzman
Last Name : Morgan

Stakeholder Comments/Issues :

Draft EIR/EIS Comment

1048-112

I am a qualified archaeologist (Register of Professional Archaeologist). I reviewed the HSR cultural chapter, confidential appendix and ASR for the San Jose to SF segment in another capacity. During that review, happened to notice an error in the location/identification of an archaeological site in the confidential appendix mapping, and also in the impacts table, as follows:CA-SMA-6 is incorrectly identified as P-41-00498 in EIR/EIS Table 3.16-2 and text on p. 3.16-42, and mislocated on ASR Appendix A, Figure 3 map as located in the APE in Burlingame. The actual location of P-41-000498 (no trinomial) is within the APE in Burlingame. The actual location of SMA-6 (P-41-000011) is within the records search radius but outside the APE, in San Mateo. There may be other inaccuracies in site locations and identifications, but this just happens to be a site I am familiar with. Two recorded sites, SFR-220 and SFR-191, are missing in SFR Co mapping and one recorded site in SF, SFR-171, is shown on confidential mapping with an outdated footprint (it was considerably expanded by subsequent investigation). Possibly the records search is out of date. Please review and correct.

Response to Submission 1048 (Sally Salzman Morgan, August 18, 2020)

1048-112

Refer to Standard Response FJ-Response-CUL-1: Baseline for Identification of Historic Properties, FJ-Response-CUL-2: Changes to the Archeological Survey Report.

The Authority appreciates the comments on the Draft EIR/EIS. In response to this comment, the Authority conducted further review of these resources and identified that CA-SMA-6 and P-41-000498 were mislabeled in Table 3.16-2 of the Draft EIR/EIS; accordingly, corrections have been made to Table 3.16-2 in the Final EIR/EIS. However, the names and locations of these resources were properly mapped in the associated figures.

With respect to CA-SMA-6, the most recent records search data indicates that the site boundary is outside the APE. Regarding SFR-220, this site is outside the APE; while the Final EIR/EIS has been updated to include SFR-220, the inclusion of this resource would not affect the conclusions of the impact analysis or mitigation measures presented in Section 3.16, Cultural Resources. With respect to SFR-191/H, it appears that this resource was documented after the Authority completed a records search for this project. The Final EIR/EIS has been updated to include SFR-191/H, but inclusion of this resource would not affect the conclusions of the impact analysis or mitigation measures presented in Section 3.16. Regarding SFR-171, while the site boundary was expanded after the original records search for this project in 2016, the size of the portion of the site located in the APE has not changed. As a result, the change in the dimensions of SFR-171 would not affect the conclusions of the impact analysis or mitigation measures presented in Section 3.16.

Submission 1125 (Russel Morine, September 9, 2020)

San Francisco - San Jose - RECORD #1125 DETAIL

Status : Unread
 Record Date : 9/9/2020
 Interest As : Individual
 First Name : russel
 Last Name : Morine
 Attachments : HSRComments.RussellMorine.pdf (157 kb)

Stakeholder Comments/Issues :

See attached

1125-405

To: California High Speed Rail Authority

September 9, 2020

Fr: Residents of San Francisco's Visitacion Valley neighborhood

Comments on the San Francisco to San Jose: Draft Environmental Impact Report/Environmental Impact Statement

The California HSR Project will impact some communities much more than others. The communities most impacted tend also to be the most disadvantaged. The mitigations measures suggested throughout this report should take this into account. Where possible specific mitigation measures should be designed to support the residents of impacted communities. For example, residents within impacted communities should have access to student internships and job training in fields such as design, transportation planning, construction, and project management. This general sentiment should be woven into fabric of this project and final report.

Mitigation measures should always consider ways to partner with local workforce agencies to maximize local trade jobs and provide opportunities for economic development of impacted communities.

1125-406

Below are Impact specific comments:

Impact SOCIO#3: Permanent Disruption or Division of Established Communities from Project Operations

Cause localized increases in vehicle congestion and delay at intersections within all five subsections from increased traffic generated by project trips at the 4th and King Street Station, Millbrae Station, San Jose Diridon Station, and Brisbane LMF and increased total duration of gate-down events at at-grade crossings

Operation of the project in existing transportation corridors would result in: • 1,758 severe and 4,296 moderate impacts in 2040, which would weaken community cohesion

Comment: The EIR does not go into enough detail regarding the traffic impacts of the LMF in San Francisco's Visitacion Valley neighbor and the city of Brisbane. More info regarding the impacts to the Blanken @ Bayshore/Tunnel intersection would be helpful.

1125-407

Impact SOCIO#15: Permanent Impacts on Property Tax and Sales Tax Revenues

Residential areas, particularly in the vicinity of the LMF, could experience reduction in property values from increased light and noise and a perceived degradation of the visual character of the environment.

Comment: This would be a significant issue for current residential property owners closest to the LMF site. Future residential development may not be as desirable due to the LMF. The development of LMF should include some impact mitigation considerations (support for existing and new opens spaces, public art, greening, and general beautification efforts)

Submission 1125 (Russel Morine, September 9, 2020) - Continued

1125-408

Impact LU#6: Permanent Alteration of Land Use Patterns from Increased Noise, Light and Glare

Project operations along the guideway and at stations would not generate substantial increases in noise or light and glare that would result in the alteration of existing land use patterns. Increased train service in Brisbane would result in noise levels that exceed Brisbane General Plan noise compatibility standards and could result in substantial change in planned land use patterns by moving development further from the mainline tracks. Operation of the Brisbane LMF would not substantially change planned land use patterns because project light and glare from the LMF would be minimized by lighting design features.

Comment: Noise carries beyond the immediate areas around the stations. A baseline noise study of conditions in existing residential areas should be performed before the project is completed.

1125-409

Impact AVQ#17: Permanent Direct Impacts on Nighttime Light Levels at Fixed Locations

Alternative A would introduce new lighting at the Brisbane LMF, which would be visible from the residential areas on San Bruno Mountain. The new light from the Brisbane LMF would be less bright than other existing sources, such as traffic on US 101 or the skyline of southern San Francisco. Lighting from other fixed HSR facilities would be similar to light from existing Caltrain facilities.

Comment: Since this will be a permeant impact, there should be some mitigation considerations for the surrounding communities. The EIR does not mention if this will impact future planned residential developments near the site.

Thank you for your consideration

Submitted by

Russel Morine rmorine@gmail.com

Endorsed by Visitacion Valley residents

Nelson Gutierrez pres_117@yahoo.com

Jignesh Desai jdesai2007@gmail.com

Mono Simeone mono.visvalley@gmail.com

Response to Submission 1125 (Russel Morine, September 9, 2020)

1125-405

As explained in Chapter 5, Environmental Justice, of the Draft EIR/EIS, the Authority has made a commitment through a cooperative partnership with skilled craft unions and contractors to promote and help implement education, apprenticeship training, advanced communication about hiring opportunities, and contractor networking opportunities for local workers. The program, referred to as the Community Benefits Agreement, is intended to help disadvantaged workers, such as those who are lower-income, veterans, single parents, have no high school or General Educational Development diploma, or suffer from chronic unemployment. The commitment includes setting a hiring goal that 30 percent of all work hours be filled by disadvantaged workers. The Authority also has committed to a 30 percent small business participation goal for all of the Authority's construction. The employment opportunities created by construction of the project alternatives, in combination with the Authority's employment commitments and training programs designed to increase the ability of local workers to compete for these jobs, has the potential to result in economic benefits for the communities affected by the project, including minority populations and low-income populations. The comment did not result in any revisions to the Draft EIR/EIS.

1125-406

The comment asserts that traffic impacts associated with project stations, gate closures at at-grade crossings, and the Brisbane LMF would weaken community cohesion. The comment further asserts that the Draft EIR/EIS does not provide enough detail about traffic impacts of the Brisbane LMF in both the Visitacion Valley neighborhood of San Francisco and the City of Brisbane and requests more information about impacts at the intersection of Blanken Avenue, Bayshore Boulevard, and Tunnel Avenue.

Please refer to Draft EIR/EIS Section 3.12, Socioeconomics and Communities, Impact SOCIO#3, which considers the potential for project operations (including project-generated traffic) to result in disruption and/or division of communities. Impact SOCIO#3 acknowledges that some increased delay at intersections would occur, including in the San Francisco to South San Francisco Subsection, which includes both the Visitacion Valley neighborhood and the Brisbane LMF. Impact SOCIO#3 notes that such delays would somewhat affect cohesion of these communities because such delays would incrementally increase the time it would take to cross the rail right-of-way. However, such delays would not physically divide communities because the project would operate within the existing Caltrain corridor that currently travels through this area, and because access would be maintained to neighborhoods, businesses, and community and public facilities.

For more detailed information on traffic delay impacts, please refer to Impacts TR#4 and TR#5 in Draft EIR/EIS Section 3.2, Transportation, which document the analysis of intersection LOS effects due to permanent roadway changes and project operations, respectively. Impact TR#5 acknowledges that project operations associated with the Brisbane LMF would result in adverse intersection LOS effects under NEPA at 2 of the 16 study intersections in the PM peak hour (Harney Way/Thomas Mellon Circle and Geneva Extension/US 101 NB Ramps). LOS conditions would improve at the intersection of Bayshore Boulevard/Old County Road because of the relocation of the Tunnel Avenue overpass, which connects to this intersection, north to the intersection of Bayshore Boulevard/Valley Drive. Further detail is available in Volume 2, Appendix 3.2-A, Transportation Data on Intersections, which provides tables and figures depicting existing conditions and project effects on intersection LOS, including the intersections at Bayshore Boulevard/Blanken Avenue and Bayshore Boulevard/Tunnel Avenue (see Table 6 and Figures 8 and 9).

Response to Submission 1125 (Russel Morine, September 9, 2020) - Continued

1125-406

The comment did not result in any revisions to the Draft EIR/EIS.

1125-407

The comment asserts that noise and visual changes associated with the proposed LMF would reduce current residential property values near the LMF and encourages mitigation of visual effects.

As illustrated on Figure 3.13-2, both proposed LMF sites would be almost entirely located within areas that are currently vacant or in industrial use. These areas are immediately adjacent to the existing Caltrain corridor and are immediately east of the US 101 freeway. Section 3.13.5.1, Existing Land Uses, notes that there are no existing residential properties near either LMF site. Because there are no existing residential properties in immediate proximity to either LMF site, there would be no reduction in residential property values. Notwithstanding, Section 3.13.5.1 acknowledges that construction of the Schlage Lock project began in late 2019, which would result in future residential development at the northern edge of the East Brisbane LMF site.

Draft EIR/EIS Section 3.12, Socioeconomics and Communities, Impact SOCIO#15 considers the potential for noise and light/glare impacts generally, as well as specifically from the Brisbane LMF, to reduce adjacent property values. Impact SOCIO#15 concludes that property values would not be adversely affected because adjacent land uses are primarily industrial or vacant and thus would not be incompatible with the proposed LMF use.

Moreover, as noted in the response to submission FJ-1125, comment 409, with the visually sensitive lighting design at the Brisbane LMF, the facility would not be a new source of substantial light adversely affecting nighttime views. During the detailed design phase of the project, the Authority would work with local jurisdictions to develop aesthetics treatments including landscaping to visually integrate the Brisbane LMF with the local aesthetic, consistent with AVQ-IAMF#1 and AVQ-IAMF#2.

With respect to the noise generated at the Brisbane LMF, train maintenance would take place inside the maintenance building with minimal noise spillover into surrounding areas. As discussed in Impact NV#4 in Section 3.4, Noise and Vibration, noise generated from trains moving in and out of the LMF would provide a small contribution to the overall noise generated by project operations but would not result in the generation of noise levels in excess of standards for a severe impact established by the

Response to Submission 1125 (Russel Morine, September 9, 2020) - Continued

1125-407

FRA. Noise or visual impacts from the LMF would be mitigated through mitigation measures described in Section 3.12.7, Mitigation Measures.

Therefore, there is no evidence that future residential development around the LMF would be less desirable. The comment did not result in any revisions to the Draft EIR/EIS.

1125-408

The comment states that a noise study of the existing residential areas should be completed before the project is completed. A baseline noise study of noise conditions at existing residential areas was prepared and the results are presented in the Draft EIR/EIS. Please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS, and Volume 2, Appendix 3.4-A, Noise and Vibration Technical Report, which includes detailed information on existing noise levels and noise impacts from the project. Ambient noise measurements were conducted for the project and the results are shown in Table 3.4-11. The residences of Visitacion Valley are identified as sensitive receptors in Section 3.4 of the Draft EIR/EIS. The comment does not raise any concerns regarding the conclusions or adequacy of the Draft EIR/EIS, and no revisions are required.

1125-409

Refer to Standard Response FJ-Response-GEN-3: Consideration of Plans and Projects.

To address this comment, additional details about the lighting design for the Brisbane LMF have been added to the project description in Chapter 2, Alternatives, and to the analysis in Section 3.15, Aesthetics and Visual Quality, in the Final EIR/EIS. The lighting design and use would be consistent with industry best practices to minimize potential impacts on nighttime views. For example, lights would be installed at the lowest allowable height, would use downcast fixtures to direct light only toward objects requiring illumination, and would operate with the lowest allowable illumination level. As described under Impact AVQ#17, with the proposed visually sensitive lighting design at the Brisbane LMF, the facility would not be a new source of substantial light adversely affecting nighttime views. Accordingly, the impact on light and glare would be less than significant under CEQA and no mitigation would be required.

Please refer to Standard Response FJ-Response-GEN-3: Consideration of Plans and Projects, for an explanation of why potential future developments, such as the proposed mixed-use development on Brisbane Baylands, are not included in the environmental baseline for the Draft EIR/EIS. For this reason, the project's impacts on the proposed development are not evaluated. Development consistent with the 2018 Brisbane General Plan Amendment is included in the cumulative impacts analysis in Section 3.18, Cumulative Impacts, of the Draft EIR/EIS.

Submission 922 (Don Morris, July 14, 2020)

San Francisco - San Jose - RECORD #922 DETAIL

Status : Unread
Record Date : 7/14/2020
Interest As : Individual
First Name : Don
Last Name : Morris

Stakeholder Comments/Issues :

Dear Committee Members,

922-49 | I live in Atherton about a quarter mile from the proposed HSR route. I have followed the development of this project and have very serious concerns about noise, visual impact and modification of track crossings, not to mention the disruption involved in the construction itself.

922-50 | As a long-time environmental activist, I appreciate the environmental symbolism of replacing planes with trains. That said, this project is a grossly inefficient way to accomplish environmental objectives. Unlike other countries which have well established and integrated public transportation systems to support high speed rail, the US has no such network and ridership will never reach levels capable of even sustaining operations much less benefiting the environment. The project will need permanent subsidization and may even eventually be abandoned, having caused more environmental disruption than environmental benefit and waste billions of dollars that could have been used to make actual near-term progress on reducing carbon emissions.

The recent pandemic is another reminder of the foolhardiness of investing huge sums of money in long-term plans that could easily be made irrelevant.

922-51 | I am completely opposed to this project. I support the "No Project Alternative".

Thank you for your time and attention,

Sincerely,

Macdonald Morris, Ph.D.

34 Lloyd Drive, Atherton CA 94027

Response to Submission 922 (Don Morris, July 14, 2020)

922-49

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Analysis of project construction and operations impacts on noise, aesthetics and visual quality, and safety and security are presented throughout the applicable resource topics within Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Draft EIR/EIS. For a description of the safety improvements that would be implemented at at-grade crossings, please refer to Section 2.4.5.1, At-Grade Crossing Improvements, of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

922-50

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment raises concerns about a lack of ridership. Please refer to Section 2.7, Ridership, of the Final EIR/EIS, for information about the Authority's ridership forecasts and how they were developed. The comment does not raise any specific concerns regarding the conclusions or adequacy of the Draft EIR/EIS, and no revisions are required.

922-51

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 935 (Bry Myers, July 17, 2020)

San Francisco - San Jose - RECORD #935 DETAIL

Status : Unread
Record Date : 7/17/2020
Interest As : Individual
First Name : Bry
Last Name : Myers

Stakeholder Comments/Issues :

935-23

Thank you for continuing this project. Once we are post covid-19 ridership will be back, folks will mask up and we will need the HSR to combat the horrible traffic on 101, and most recently 280.

Long term planning, and not emotional reacting to a crisis, is what we need right now.

The Bay Area will always be a desirable place to live and work as there are so many jobs here.

Response to Submission 935 (Bry Myers, July 17, 2020)

935-23

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 1062 (Darvi Obrien, August 23, 2020)

San Francisco - San Jose - RECORD #1062 DETAIL

Status : Unread
Record Date : 8/26/2020
Interest As : Individual
First Name : Darvi
Last Name : Obrien

Stakeholder Comments/Issues :

1062-140

I would like to put in my two cents about the proposed high speed rail project for the peninsula. I live in San Bruno, two blocks from existing Caltrain tracks. I do not think another rail is needed as there is already Caltrain and Bart here. We already have sufficient transportation and with so many now working from home the need has changed. It would be better for the HSR to just travel through the middle of the state.

Thank you
Darvi O'Brien

Response to Submission 1062 (Darvi Obrien, August 23, 2020)

1062-140

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 1084 (Jean Perry, August 19, 2020)

San Francisco - San Jose - RECORD #1084 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Jean
Last Name : Perry

Stakeholder Comments/Issues :

1084-204

MS. PERRY: Hi. My name is Jean Perry, J-E-A-N
P-E-R-R-Y. I'm a resident of Millbrae, California in San Mateo County. And I'd like to make a comment about
the proposed parking plan at the Millbrae Station.

The proposed acres of single-level parking at the Millbrae Station is decades behind the times and wasteful. If
the same parking capacity is changed to multi-level, including above and below the ground, other valuable
space will be available for residential and commercial development, reflective of all the good reasons one
would have for getting off the BART or plane or train and visiting Millbrae.

Thank you.

Response to Submission 1084 (Jean Perry, August 19, 2020)

1084-204

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment expresses concern regarding the extent of proposed surface parking at the Millbrae Station. The Authority's policy is to replace displaced parking at existing stations at a 1:1 ratio. Therefore, the Millbrae Station design for Alternatives A and B includes 288 parking spaces to replace the 175 Caltrain spaces and 113 BART spaces that would be removed by the HSR project. In addition, the Millbrae Station design includes a limited amount of new parking (37 parking spaces) for HSR riders. While the parking demand by HSR riders would exceed the amount of new parking provided on-site, a constrained approach to parking was taken at the Millbrae Station given the existing transit, walking, and bicycle connections available to HSR riders and the ample long-term commercial parking nearby at SFO reachable via shuttle or BART.

Please refer to Standard Response: FJ-Response-ALT-2: Millbrae Station Alternatives Considered, which addresses the Authority's considerations regarding parking at the Millbrae Station and explains why the Authority does not consider underground or multi-level above-ground parking to be a feasible alternative.

Additionally, in response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

Submission 911 (Ben Phelps, July 10, 2020)

San Francisco - San Jose - RECORD #911 DETAIL

Status : Unread
Record Date : 7/10/2020
Interest As : Individual
First Name : Ben
Last Name : Phelps

Stakeholder Comments/Issues :

911-38 | More bad, car-centric planning for California. Why is the HSR Authority considering bulldozing several buildings to make way for an even larger surface parking lot at a rail station at an airport? Have the HSR planners ever been to well planned rail stations? This is the same proposal for the Burbank airport. This makes no sense. We don't need parking, we need fast construction and mitigated costs.

Response to Submission 911 (Ben Phelps, July 10, 2020)

911-38

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment is noted. The Authority's policy is to replace displaced parking at existing stations at a 1:1 ratio. Therefore, the Millbrae Station design for Alternatives A and B includes 288 parking spaces to replace the 175 Caltrain spaces and 113 BART spaces that would be removed by the HSR project. In addition, the Millbrae Station design includes a limited amount of new parking (37 parking spaces) for HSR riders. While the parking demand by HSR riders would exceed the amount of new parking provided on-site, a constrained approach to parking was taken at the Millbrae Station given the existing transit, walking, and bicycle connections available to HSR riders and the ample long-term commercial parking nearby at SFO reachable via shuttle or BART.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

Submission 980 (DeeDee Porter, July 26, 2020)

San Francisco - San Jose - RECORD #980 DETAIL

Status : Unread
Record Date : 7/26/2020
Interest As : Individual
First Name : DeeDee
Last Name : Porter

Stakeholder Comments/Issues :

980-65

I am opposed to a rail yard in Brisbane but if you force it upon us, it better be on the East side of Tunnel road or you will have a mass of protestors day and night fighting every single step every single day.

Response to Submission 980 (DeeDee Porter, July 26, 2020)

980-65

Refer to Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration.

The commenter's general opposition to an LMF in Brisbane is noted. The commenter's preference for the East Brisbane LMF over the West Brisbane LMF is also noted and will be presented to the Authority decision makers when considering project approvals. As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative A (which includes the East Brisbane LMF) as the Preferred Alternative because it minimizes impacts on communities and natural resources while maximizing the transportation and safety benefits of the HSR system at the lowest cost. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1081 (Josue Ramirez, August 19, 2020)

San Francisco - San Jose - RECORD #1081 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Josue
Last Name : Ramirez

Stakeholder Comments/Issues :

MR. RAMIREZ: Hello?

MR. GOLDMAN: Yes, now we can hear you. Please go ahead.

MR. RAMIREZ: Hi. My name is Josue Ramirez,

J-O-S-U-E R-A-M-I-R-E-Z. I am a resident here in San Jose. And I am a person concerned with the environment. And one of the biggest concerns is climate change. As it's been expressed by other people, this is the crisis of our era. And my understanding is that we are using cap and trade money to fund the high-speed rail.

What I cannot find anywhere, as much as I try to search, is any current estimates of the -- of global warming gases that we are planning to save with the high-speed rail. I was very excited about the high-speed rail, you know, ten years ago. But now the projections that I see is that it's going to be completed by the time all the cars are going to be electric and all of the energy for the cars is going to be renewable.

So do we have any updates of the CO2 savings that we're going to have in -- by using the rail as opposed to, you know, zero-emission cars and zero-emission energy for the cars by the time of the completion?

I think all the resources we have to combat climate change have to be used wisely and in the best possible way. And as excited -- as exciting as the high-speed rail sounds, I think it has gone out of schedule way too much to be of any environmental benefit. And we need to allocate the resources in a better way.

Thank you.

1081-199

Response to Submission 1081 (Josue Ramirez, August 19, 2020)

1081-199

The commenter correctly states that the Authority's funding sources include proceeds from California's Cap-and-Trade Program, which was established by CARB for achieving the GHG reduction requirements in AB 32.

Please refer to Impact AQ#15 for quantification of the reductions in statewide GHG emissions as travel modes shift away from on-road vehicles and aircraft trips due to operation of the HSR system. Specifically, as shown in Table 3.3-28 in Section 3.3, Air Quality and Greenhouse Gases, of the Draft EIR/EIS, annual reductions would range from 0.98 million metric tons CO₂e to 1.6 million metric tons CO₂e in 2040, depending on the ridership scenario.

With respect to emissions reductions anticipated in the context of a transition to zero-emissions vehicles (which is documented as a goal in EO 9-79-20 issued September 23, 2020), the statewide analyses take into account the future transition to electric vehicles, based on CARB data available at the time of analysis. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 917 (Francisco Rodriguez, July 13, 2020)

San Francisco - San Jose - RECORD #917 DETAIL

Status : Unread
Record Date : 7/13/2020
Interest As : Individual
First Name : Francisco
Last Name : Rodriguez

Stakeholder Comments/Issues :

Re: SFist 7/10/2020 Article

Dear CA High-Speed Rail Authority,

917-52

If you haven't already noticed SF Bay Area is an important economic hub for the entire country. Major employers are located in San Francisco County and Santa Clara County. We have three major regional airports SFO, OAK and SJC that people from all over the world enter to work or visit in San Francisco and Santa Clara counties. These two counties should be linked with high-speed rail within 10 years. Alameda County and Santa Clara County should be linked with high-speed rail within 20 years. The California Governor should overrule any cities in between specifically the NIMBY's communities. The fact is San Francisco County and Santa Clara County is where the major companies and thousands of jobs are located. The counties of Marin, San Mateo and Alameda are where thousands of people live that work in San Francisco and Santa Clara counties.

Oakland should serve as the heart of the Bay Area for BART linking Alameda County with Contra Costa, Solano and San Joaquin counties.

917-53

I moved to San Francisco back in 1990 and still live and work here. I have been a rideshare driver for 7 years and I've noticed by my driving experience how important travel time to and from work really is. Passengers all prefer riding mass transit than stuck in traffic in my car. As a driver I'm frustrated driving in traffic. SF morning driving commute to Mountain View takes me 1 1/2 hours. Palo Alto evening driving commute to downtown SF takes me 2 hours. Afternoon traffic from Palo Alto to SJC takes me 1 hour in slow bumper to bumper traffic and the usual daily accidents on Highway 101.

917-54

The passengers usually business people from 77 countries (Uber gives me annual statistics) can't believe how an important American economic region transportation moves so slowly. I agree. Please take into consideration my advise to go ahead with the Governors strong intervention in building an effective San Francisco-San Jose High-Speed Rail Plan.

Regards,

Francisco Rodriguez
1770 Pine Street, Apt. #304
San Francisco, CA 94109

Sent from F. Rodriguez iPhone

Response to Submission 917 (Francisco Rodriguez, July 13, 2020)

917-52

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

917-53

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

917-54

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 908 (Michael Rooney, July 10, 2020)

San Francisco - San Jose - RECORD #908 DETAIL

Status : Unread
Record Date : 7/10/2020
Interest As : Individual
First Name : Michael
Last Name : Rooney

Stakeholder Comments/Issues :

To whom it may concern:

- 908-78 | 1) It does not appear that operational service time estimates have been updated since the 2016 study (Table 2-3). Please confirm that these are still the applicable travel time estimates and include the preferred alternative travel time in Chapter 8.
- 908-79 | 2) Prop 1A requires a San Francisco to San Jose travel time of 30 minutes or less, while the Preferred Alternative has an "operational service time" of 47.1 minutes. Page 2-40 notes that design and operational travel times are different. Please confirm that all considered alternatives are capable of supporting travel times of less than 30 minutes along the corridor.
- 908-80 | 3) Please confirm that these alternatives meet the Prop 1A requirement of 5 minute operating head ways. The documents indicate design head ways are 30 minutes initially and 15 minutes later.
- 908-81 | 4) The capital cost for the cheapest alternative is \$4.2 billion, or \$87 million/route mile - roughly the average cost per mile of new HSR construction in Europe. Given the minimal amount of physical construction outline in this EIR/EIS, this seems astronomical and I would encourage our engineers to be more creative in their approach.

Sincerely,
Michael

Response to Submission 908 (Michael Rooney, July 10, 2020)

908-78

The average operational service times presented in Table 2-3 in Chapter 2, Alternatives, of the Draft EIR/EIS are still applicable travel time estimates for peak hour operations between 4th and King Street Station and San Jose Diridon Station. The Authority acknowledges the request to add these travel time estimates to Chapter 8, Preferred Alternative. This information has not been added because travel time was determined not to be a key differentiator between the two project alternatives, as both project alternatives are consistent with the overall project purpose and objectives, including travel time. The comment did not result in any revisions to the Draft EIR/EIS.

908-79

As described in Chapter 2, Alternatives, Prop 1A requires the HSR system to be designed to achieve a maximum non-stop service time of 30 minutes between San Francisco and San Jose and 2 hours and 40 minutes between San Francisco and Los Angeles Union Station. The Prop 1A travel time requirements are related to the physical design of the system and the capabilities of HSR trains and are different than average operational service times presented in Table 2-3. The estimates in Table 2-3 represent average peak hour service times, including station stops. Both project alternatives evaluated in the San Francisco to San Jose Project Section Draft EIR/EIS are designed to achieve maximum non-stop service times of 30 minutes between San Francisco and San Jose. The comment did not result in any revisions to the Draft EIR/EIS.

908-80

Prop 1A requires that "achievable operating headway (time between successive trains) shall be 5 minutes or less." Consistent with Prop 1A, it is the Authority's intent that the existing train control system for the Caltrain corridor be upgraded to achieve a 5 minute or less operating headway. However, the commenter's reference to 30 minute and 15 minute "design head ways" refers to the service frequencies that the Authority is planning to implement; service frequencies are not mandated by Prop 1A. The comment did not result in any revisions to the Draft EIR/EIS.

908-81

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment is noted and will be presented to Authority decisionmakers when considering project approvals. As described in Chapter 6, Project Costs and Operations, of the Draft EIR/EIS, the Authority developed the conceptual-level cost estimates for each project alternative using recent bid data from large transportation projects in the western United States and by developing specific, bottom-up unit pricing to reflect common HSR elements and construction methods with an adjustment for regional labor and material costs in the Project Section. The capital costs were based on a preliminary level of design and, accordingly, include contingencies to account for changes in material costs and changes during project design. As the design of the project is refined, the project needs such as material quantities or right-of-way limits would be reassessed to reflect the refined engineering.

Submission 1064 (STEPHEN ROSENBLUM, August 27, 2020)

San Francisco - San Jose - RECORD #1064 DETAIL

Status : Unread
Record Date : 8/27/2020
Interest As : Individual
First Name : STEPHEN
Last Name : ROSENBLUM

Stakeholder Comments/Issues :

1064-135

Under either alternative A or B the HSR project must provide funding for grade separations at all grade level crossings in the San Jose to San Francisco section. It is unsafe to expect to have trains travelling up to 110 miles per hour in proximity to vehicles, pedestrians, and bicyclists trying to cross the tracks. Besides, when HSR and Caltrain are both running during rush hour, gate down times will be unsupportable for the affected communities. By allowing HSR access through our communities we are providing a benefit to the entire state of California. The taxpayers of the state should be expected to mitigate the negative environmental effects of HSR in our communities.

Response to Submission 1064 (STEPHEN ROSENBLUM, August 27, 2020)

1064-135

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations.

The comment expresses concern regarding safety and delay at at-grade crossings. Please refer to Section 3.11.6.3, Community Safety and Security, of the Draft EIR/EIS for information about safety at at-grade crossings. Please refer to Section 3.2.6.2, Roadways and Intersections (Vehicle Circulation), for information about congestion and delay. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 934 (Jennifer Sandmeyer, July 17, 2020)

San Francisco - San Jose - RECORD #934 DETAIL

Status : Unread
Record Date : 7/17/2020
Interest As : Individual
First Name : Jennifer
Last Name : Sandmeyer

Stakeholder Comments/Issues :

934-24

I live in San Mateo. My husband and I support the High Speed Rail and upgrades to Caltrain. We need to do whatever it takes to improve the transportation system in the Bay Area.

Response to Submission 934 (Jennifer Sandmeyer, July 17, 2020)

934-24

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 1126 (Del Schembari, self, September 9, 2020)

San Francisco - San Jose - RECORD #1126 DETAIL

Status : Unread
Record Date : 9/9/2020
Interest As : Individual
First Name : Del
Last Name : Schembari

Stakeholder Comments/Issues :

1126-462

There needs to be a study of seasonal tides where small fish were seen on the inland path that the new high speed train would take. "The unarmored threespine stickleback *G. a. williamsoni* has been on the decline in California and has been listed as federally endangered since 1971. I'm not sure if this is the same fish but the area near the old train tunnel should be surveyed in a high tide and rainy time.

1126-464

In the same place is a large quantity of California Chorous frogs. Building here will wipe out that colony here. Also, the new high speed train path will have to remove the San Bruno MountainWatch greenhouse and Brisbane forestation. This is not the best place for high speed rail when we have Caltrans and BART.

Response to Submission 1126 (Del Schembari, self, September 9, 2020)

1126-462

The comment suggests surveys need to be performed for unarmored threespine stickleback. Unarmored threespine stickleback are only located in Southern California in the upper Santa Clara River and its tributaries in Los Angeles, San Antonio Creek on Vandenberg Air Force Base in Santa Barbara County, and the Shay Creek vicinity (which includes Shay Pond, Sugarloaf Pond, Juniper Springs, Motorcycle Pond, Shay Creek, Wiebe Pond, and Baldwin Lake), in San Bernardino County (USFWS 2009). California chorus frog is not a special-status species and therefore is not evaluated in the EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

1126-464

Refer to Standard Response FJ-Response-ALT-3: Light Maintenance Facility Alternatives Consideration, FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

With respect to impacts the commenter notes on the Mission Blue Nursery and the Brisbane Fire Station, the Authority acknowledges such impacts in the Draft EIR/EIS and has considered all other feasible alternatives; please refer to Standard Response: ALT-3: Light Maintenance Facility Alternatives Consideration, for more information regarding the LMF alternatives evaluation.

Submission 1136 (Jaqueline Schneider, September 9, 2020)

California High Speed Rail Authority
 100 Paseo de San Antonio, Suite 300
 San Jose, CA 95113

September 9, 2020

Re: Comments on the DRAFT HSR EIR/EIS SF to SJ Reach
 San.Francisco_San.jose@hsr.ca.gov

Via Email -

Dear CaHSR Authority:

1136-2572

I have grave concerns about the process and recommendations included in the CaHSR Draft EIR/EIS SF to SJ Reach. Many of my concerns deal with the inadequate outreach conducted over the last several years by the CaHSR to the people and communities that will be most affected by what is proposed by CaHSR. More specifically how CaHSR has seemly and deliberately gone out of its way to exclude Millbrae from the process. And Millbrae will be bearing the brunt of the damage, both now and forever by the alternative plan (A & B being the same) offered to the people of Millbrae. The over arching problem with this Draft EIR/EIS is information is scattered everywhere over thousands of pages. In doing so, there is no one picture of what is really happening and will happen to Millbrae. While this might be the normal way an EIR/EIS is presented it is also a way of covering up what CaHSR is really doing. While it might be legal, it is dishonest. No regular person can read the sections and combine disparate topics to get a true picture.

1136-2573

1136-2574

CaHSR, the residents of California already mistrust you, but you need us to fund this project, so work with the public do more to make it clear city by city what CaHSR will do to each community. It is the right way, the transparent way of good governance. Something this Draft EIR/EIS is not. A sampling of the problems with this Draft EIR/EIS are below:

1136-2575

1. CaHSR extended the comment period for the SF to SJ reach by two weeks, from August 24 to September 9 but they extended the Los Angeles Reach by 30 days. Why the difference. COVID has affected all of us, adding significantly to local governments workload. So why did Los Angeles get more time, is it because CaHSR is trying to hide more problems in the San Francisco to San Jose Reach. That is my belief, give us less time to go through thousands of pages while dealing with COVID-19, our fires, heat waves all so you can slam dunk and inadequate EIR/EIS.

1136-2576

2. The Stakeholder Group for San Mateo County does not include one Millbrae entity. So, if someone from Millbrae attended a meeting, at best they can only speak for a few minutes during public comment period and have no say in what is put on the agenda or discussed. So when CaHSR comes to the Millbrae Council meeting on July 23, 2020 to say they will be using eminent domain to turn a major portion of Millbrae into a surface parking lot, there was no warning, no discussion at stakeholder meetings, no ability to change this prior to CaHSR stating this as fact in the Draft HSR 2020 Business Plan and in the Draft EIR/EIS.

1136-2577

3. When CaHSR did have Stakeholder meetings in Millbrae, they had them at the same time as City Council meetings. Given that the only station between San Francisco and San Jose is to be in Millbrae, why was this not coordinated so Millbrae City Council and staff could participate? It is clear this was done to keep the residents of Millbrae and our staff and elected officials in the dark. This is an utter lack of transparency and honest governing. I would like you to respond to

1136-2577

how the process used by you for years has adequately allowed the residents of Millbrae to know what you are going to do to us. Holding meetings in Redwood City or San Mateo and then saying that is because they might have passing lanes, does not explain how you adequately advised the people of Millbrae about what you were going to do to our homes, our economic viability and our quality of life. Reference: to draft EIR/EIS Chapter 9 Public and Agency Involvement.

1136-2578

4. The process used to educate our residents during the COVID-19 Pandemic was not adequate. You hosted a review but then did not allow people the time for detailed discussion. Instead most of the discussion was controlled by CaHSR staff and its consultants to concentrate on the alternatives for San Carlos and stopped the discussion of what is going to happen in Millbrae.

1136-2579

That is another clear sign that CaHSR deliberately tried to keep the public from knowing the full extent of the damage CaHSR will do to Millbrae. The video created to show the stations and cities from San Francisco to San Jose, showed lovely pictures of Palo Alto and then hardly anything but a parking lot in Millbrae. The impression is whatever CaHSR will do to Millbrae, it cannot be any worse than what it looks like now. That is entirely misleading. The video did not highlight the problems of the two at grade crossing s(Center St for cars, and the pedestrian crossing at Hemlock) nor did it show the addition of four new lines of track you plan on installing and how close those tracks will be to the homes on Hemlock. Nor did you show the changes to the overpass at Hillcrest. This is another clear sign that CaHSR is hiding the true impact of its Alternative for Millbrae will do. The EIR/EIS needs to be much more specific as to the huge societal, environmental and economic impact its ONLY alternative will have throughout Millbrae. The Draft EIR/EIS is inadequate because it does not include alternatives.

1136-2580

1136-2581

5. CaHSR did not adequately communicate with the residents of Hemlock Ave and Bayside Manor as to the significant changes the Alternative offered in the Draft EIR/EIS will make on their properties and their quality of life. In fact, the impact to these homes and residents are treated as minor if mentioned at all. CaHSR has not been honest in communicating with these residents and their duly elected officials as to what life with HSR will really mean. CaHSR should have conducted local in person town halls, prior to COVID and then detailed virtual meetings with residents and the City to explain what the plans will do. Since this was not done, this EIR/EIS is inadequate and the entire portion for Millbrae needs to be redone with proper outreach and honest evaluation of the impacts to at minimum the 23 homes next to the railroad tracks and the rest of this neighborhood. A reviewer must know how to interpret the technical drawing to see how utilities and utility boxes will be placed in back yards, how utility lines will dig up rear yards. Did CaHSR tell each household exactly what it is going to do to each home? No, they did not.

1136-2582

6. CaHSR handouts do not visually show what the plans are for Millbrae, in fact the Summer 2019 update shows a picture of the existing Millbrae Multi-model Train Station and says nothing about the plans for CaHSR to tear down the old station and rebuild the station. And the current Draft EIR/EIS shows only a blocked out potential station. The Draft EIR/EIS is inadequate in specifically identifying plans, what they would look like, what they will cost to CaHSR as well as the costs to Millbrae in lost commercial space and loss of housing the City is required to build. This same Summer of 2019 Bulletin provides no alternatives for Millbrae. This is inadequate and alternatives need to be in the EIR/EIS for the tracks, the station, undergrounding the lines as was promised in the Proposition that created the funding for CaHSR.

1136-2583

Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2584	7. CaHSR also was inadequate in outreach to the Marina Vista neighborhood that only has one road in and out and if the number of trains run for HSR and Caltrain, will be isolated and unable to get to school, work or to evacuate should the need arise. There is no alternative that discusses grade separation at Center St, or grade separation at Monterey St and Hemlock Ave pedestrian crossing. This was never discussed a public hearing, but many hearings are held to discuss grade separation for the wealthier cities further down the Peninsula. Millbrae is a majority minority community and impact on communities of color are completely ignored by the Draft EIR/EIS. Alternatives for grade separation need to be added as well as the social and economic impacts of CaHSR to our communities of color and low-income neighborhoods.	1136-2592	
1136-2585			
1136-2586	8. Data and maps used for Millbrae, e.g., 3.13-3 Existing Land Uses are out of date. The entire document needs to be adequately fact checked. There are too many errors to list. It was clear during the virtual meetings that staff had never visited Millbrae or new anything about existing structures and uses.	1136-2593	
1136-2587	In conclusion, the problems listed above were sent to CaHSR staff numerous times and ignored. We asked for a Millbrae specific meeting and given that we are to be one of your few stations, one would think you would comply. But you did not. The result is a Draft EIR/EIS that is woefully incomplete and inaccurate. All portions discussing Millbrae need to be redone, and there needs to be an addition section discussion all the cumulative impacts to Millbrae, all 3.2 square miles of us.	1136-2594	
	Alternatives:		
1136-2588	1. There is no need for HSR to run from SF to SJ when you can use the electrified Caltrain Baby Bullet. CaHSR has already given part of its money for the electrification of Caltrain. The Baby Bullet will take 4 minutes longer than a HSR train. That four minutes difference is not worth the tens of billions of dollars CaHSR does not have and that money could be used on other transportation and societal needs. Add cars to the Baby Bullet and run fewer trains thereby reducing the cumulative noise and fugitive dust problems. Then at San Jose link the HSR cars to the HSR train running to Fresno or someday to Los Angeles. This is an alternative that needs to be discussed in the EIR/EIS.	1136-2595	
1136-2589	2. The Draft EIR/EIS and presentations by staff claim that there would be a 15-minute difference, but again CaHSR is assuming a train running at the speed it could in an open area and not the highly populated San Mateo Peninsula. The final EIR / EIS must provide more analysis as to the true speed a HSR vs Electrified Baby Bullet would really run from SF to SJ.	1136-2596 1136-2597	
1136-2591	3. The Draft EIR/EIS does not adequately calculate the economic effects to Millbrae. Nor does it adequately address the true costs of CaHSR's plans in terms of land acquisition in Millbrae including the homes along Hemlock. The claim that CaHSR is only taking one home is ludicrous. Look at your own drawing for the passing tracks north of the current Millbrae station and the relocation of utilities to see that you are taking away the homes from 500 Hemlock to 582 Hemlock and possible the homes from 606 to 646 Hemlock. The one alternative proposed for Millbrae will run the tracks right up to and in some cases into their backyards. This will drastically change the quality of life for these residents. The Final EIR/EIS needs to include what will really happen to the homes and people living on Hemlock.	1136-2598 1136-2599	
1136-2592	4. The Draft EIR/EIS does not discuss the three different alternatives the City of Millbrae and Serra Station spent a year working with CaHSR staff so that Serra Station project could move forward. Serra Station was approved with the full knowledge of CaHSR at both the Specific Plan stage, the	1136-2600	<p>related environmental impact study and during the years long permitting process that lead to Serra Stations full approvals in the Spring of 2018. Serra Station and the City have worked to come up with a plan that would work for all parties. But in the end, your Executive Director said no, that it is simply easier for CaHSR to get the EIR/EIS approved as a surface parking lot, rather than working to create a project that will both benefit CaHSR, and the City of Millbrae by allowing for 444/488 housing units and desperately needed commercial / retail space. Serra Station has worked to offer underground parking, office and ticketing office space and everything CaHSR would need without CaHSR having to pay for demolition of the existing station and construction of a new station. These three alternatives need to be included in the final EIR/EIS and a full analysis comparing the one alternative presented in the Draft plan and the 3 additional options needs to be done.</p> <p>5. Undergrounding the train operations as we promised to the voters of Millbrae, needs to be added as an alternative. Yes, it will cost more but it will not impact Millbrae's residents and economic interests. And if CaHSR uses Serra Station for parking, ticketing, waiting room and offices, it will not need to demolish the existing station and build a new one. CaHSR should be using Serra Station as the perfect example of a public private partnership.</p> <p>6. The draft EIR/EIS needs to conduct noise studies and emission studies, including micro particulates. This study needs to look at Millbrae specifically and look at all pollution (noise, water, air) from <u>all the transportation actions</u> in this area. The study needs to include the impacts of SFO ground and air operations, both freeways that send pollution to this part of Millbrae (FWY 280 and 101), the 101 Express Lane Project, Caltrain, BART and El Camino Real. Each of these transportation modes tends to look at their individual pollutant impacts and not how each contributes to the pollution loads carried by the people of Millbrae and our structures. The existing analysis in the Draft EIR/EIS fails to look at the overall cumulative effects, especially with noise and particulates.</p> <p>7. Add a discussion and the legal documents CaHSR made with Caltrain regarding electrification and all the notices to the City of Millbrae regarding how that deal may or may not have changed what was promised to the City of Millbrae and it's residents (the undergrounding of the tracks.)</p> <p>8. Add full analysis of undergrounding HSR for the entire length of Millbrae.</p> <p>9. You missed the inclusion of Monterey Park which runs along the existing Caltrain tracks in our Marina Vista neighborhood. The addition of so many trains and the at grade crossing will make this park unusable. There is no mitigation listed at all for this park, no noise, vibration, air pressure, or particulate pollution discussion at all.</p> <p>10. No discussion of how the noise of the train will affect the children attending Lomita Park school. Rather the Draft EIR/EIS implies the school is far enough away that the disruption the trains will cause will not hamper their health or their learning. There is no analysis to prove or disprove this, simply stating it will not be a problem is not backed by data and studies showing what noise can do to children or their teachers.</p> <p>11. Section 8 Preferred Alternatives goes into detail the discussion with multiple communities. Millbrae is not included. Where is the discussion of alternatives with the tracks and station at Millbrae? This entire section simply ignores Millbrae and by doing so is inadequate.</p> <p>To be honest the entire Draft EIR/EIS that discusses Millbrae is inadequate. It is also buried in pages and pages of unnecessary verbiage used to disguise the real impacts to Millbrae. You will turn us into a surface parking lot. You should be ashamed of yourselves, all of you. You took a community that might</p>

Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2600

have welcomed you and made us hate you. How is that a partnership? You have done so as you perceive us as weak. That the region has consistently ignored the effects of SFO expansion on Millbrae, how BART has treated Millbrae and gotten away with it, so you think you can treat us the same way. I think you are making a bad assumption. There is a new Millbrae and we will fight to protect our health, our quality of life and our economic survival.

Sincerely,

Jaqueline Schneider (Age 93)
Resident of Millbrae since 1967.
406 Palm Ave
Millbrae, CA, 94030
SchneiderFam@att.net
650-692-1908

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020)

1136-2572

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The Authority has conducted extensive community and agency outreach, which is documented in Chapter 9, Public and Agency Involvement, of the Final EIR/EIS. This includes regular consultation with the City of Millbrae. The Authority created the Millbrae Station Area Intermodal Working Group, which included representatives from the City of Millbrae, that met nine times to discuss HSR configuration and integration with the Millbrae Station. The Authority has also held several meetings with the City of Millbrae, Millbrae City Council, and Millbrae Station Area Planning. The City of Millbrae was included in the Preliminary Engineering for Project Definition Office Hours held by the Authority in July and August of 2018. In addition, the Authority held 11 meetings for the San Mateo County Community Working Group, which currently includes one resident of Millbrae; Community Working Group meetings are open to the public. The Authority held one public information meeting during scoping, two scoping meetings, and two open houses in San Mateo County. The Authority also hosted three Q&A webinars in lieu of in-person open houses during the COVID-19 pandemic. Northern California stakeholders also receive periodic email updates from the Authority via a quarterly electronic newsletter. The Authority is committed to continuing this engagement with the agencies and communities in the project area.

Additionally, please refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations. In response to comments on the Draft EIR/EIS, the Authority developed a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would reduce land use conflicts with existing and planned development. This design variant was evaluated in the Revised Draft EIR/Supplemental Draft EIS and the analysis was incorporated into the Final EIR/EIS. During the public comment period for the Revised Draft EIR/Supplemental Draft EIS, the Authority outreach representatives staffed information tables in Millbrae. Representatives were located at the Millbrae BART Station on July 31 and August 3, 2021, and at the Millbrae Farmers' Market on July 27. The Authority also hosted an online community meeting to discuss Millbrae Station during the public comment period for the Revised Draft EIR/Supplemental Draft EIS.

1136-2572

1136-2573

The purpose of an EIR/EIS is to disclose information to decision makers and the public. While the science and analysis can be complex, this document is intended for the general public. Every attempt has been made to limit technical terms, provide the information in a clear and understandable format, and provide summaries, including through the use of tables, of the impacts analysis. As is standard practice for environmental documents, the content is organized by resource topic, rather than by location. The length of the document is a result of the large project area and the complexity of the project. The Draft EIR/EIS is comprised of three volumes—Volume 1, Report, encompassing the main report on environmental impacts; Volume 2, Technical Appendices; and Volume 3, Preliminary Engineering Plans. Analysis of the project's construction and operation impacts, including those associated with the Millbrae Station, are presented in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures; Chapter 4, Section 4(f)/6(f) Evaluation; and Chapter 5, Environmental Justice, of the Draft EIR/EIS. The Summary of the Draft EIR/EIS provides an overview of the substantive chapters of the main report. It includes a table listing the potential environmental impacts for each environmental resource topic and directs the reader to where additional information can be found elsewhere in the document. A Volume 3 User Guide was developed to assist the public with navigating Volume 3. These materials are available on the Authority's website and an informational video with tips about navigating the Draft EIR/EIS was posted on the Authority's Open House website during the public comment period. The Draft EIR/EIS evaluates the impacts of two project alternatives, which extend nearly 50 miles across three counties, and a No Project Alternative on numerous community and environmental resource topics. Furthermore, in response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the RSP Design Variant—for the Millbrae Station that would reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS. Please refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, for more details regarding alternatives considered for the Millbrae Station. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2574

Refer to Standard Response FJ-Response-GEN-6: Level of Detail in Analysis and Mitigation.

The commenter suggests that the Draft EIR/EIS did not present the project impacts for each city/community along the Project Section in a clear manner. As described in the Draft EIR/EIS Section 2.1, Introduction, and shown in Figure 2-1, the project alternatives are divided into five geographic subsections: 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 Station Approach. The environmental analysis in the Draft EIR/EIS is presented in accordance with these subsections (and by city where relevant) from north the south, to facilitate review for readers who interested in a particular geography. Consistent with the focus of both CEQA and NEPA that an EIR/EIS serve as an informational tool for the public and decision makers, the impacts analysis in Volume 1, Report, of the EIR/EIS summarizes technical information at a sufficient level of detail to allow a full assessment of the significant environmental impacts of the project. Within Volume 1, Section 3.12, Socioeconomics and Communities, provides a detailed discussion of displacements associated with new right-of-way acquisition, and Section 3.13, Station Planning, Land Use, and Development, discusses project impacts on existing and planned land uses and summarizes impacts by city and community in Table 3.13-7. Volume 2, Technical Appendices, provides additional details on the impacts of the project alternatives and affected parcels; the Draft EIR/EIS process; and resource-specific background information, data, and other evidence supporting the analyses. Volume 3, Preliminary Engineering Plans, presents the design drawings, including trackway and roadway crossing designs, which provides information on impacts at a parcel-by-parcel level of detail. The comment did not result in any revisions to the Draft EIR/EIS.

1136-2575

Refer to Standard Response FJ-Response-OUT-1: Public Involvement Process.

In response to agency and stakeholder requests, the Authority extended the comment period for this Draft EIR/EIS by 15 days, resulting in a 60-day comment period. The 60-day comment period was sufficient for the public to review and provide comments on the Draft EIR/EIS, and meets CEQA and NEPA requirements. The Authority also considered and responded to comments received after the close of the comment period. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2576

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

Please refer to the response to submission FJ-1136, comment 2572, which describes the Authority's extensive coordination with the City of Millbrae. The commenter incorrectly asserts that the Authority did not inform the City of Millbrae about HSR parking requirements prior to July 23, 2020. The Authority provided the City of Millbrae with projected HSR ridership information in 2015. The Authority submitted a comment letter on the Draft EIR for the MSASP in August 2015, identifying the need to include HSR travel demand and parking demand in the MSASP analysis. As described in Draft EIR/EIS Chapter 9, Public and Agency Involvement, and as shown in Table 9-2, the Authority conducted monthly meetings with the Millbrae Station Area Intermodal Working Group (which included representatives from the City of Millbrae) between August 2016 and July 2017 to discuss issues related to the HSR configuration and integration of the Millbrae Station. The Authority participated in three meetings with the Millbrae City Council and presented the Millbrae Station site plan concept, including the location of replacement surface parking, to the Millbrae City Council in February 2017. The Authority disagrees with the commenter's characterization that the proposed HSR modifications would "turn a major portion of Millbrae into a surface parking lot." As discussed in Impact LU#4 in Section 3.13, Station Planning, Land Use, and Development, the Millbrae Station design evaluated in the Draft EIR/EIS would require the permanent conversion of 7.8 acres west of the existing Millbrae Station. While this design would conflict with the approved Millbrae Serra Station Project, it would not preclude future TOD at the site.

The Authority supports plans for TOD at the Millbrae Station and remains committed to working with the City of Millbrae to identify solutions that would result in a successful intermodal hub and surrounding development that meets the goals of both the Authority and the City. To that end, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would reduce land use conflicts with planned development. This design variant was evaluated in the Revised Draft EIR/Supplemental Draft EIS and the analysis was incorporated into this Final EIR/EIS. Please refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, for additional information. Although the Authority identified Alternative A as the Preferred Alternative, this does not

1136-2576

necessitate approval or adoption of a preferred alternative for final design or construction. After consideration of public comments on the Draft EIR/EIS and preparation and issuance of this Final EIR/EIS, the Authority will consider whether to certify the Final EIR/EIS and approve the Preferred Alternative or another alternative for the Project Section.

1136-2577

Please refer to the response to submission FJ-1136, comment 2572. The Authority has held many working group meetings in Millbrae over the course of this project and has involved the City of Millbrae in its consultation effort. One Millbrae-based Community Working Group meeting held in 2019 conflicted with a council meeting. This conflict was not intentional, and efforts have been made to avoid future schedule conflicts.

1136-2578

Refer to Standard Response FJ-Response-OUT-1: Public Involvement Process.

During the public comment period on the Draft EIR/EIS, the Authority held three online open houses. There were no Authority presentations during these open houses, to ensure that the public had sufficient opportunity to raise questions or topics for discussion. Residents and elected officials from Millbrae and other cities participated and asked questions based on their interests and concerns. The comment does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS, nor did it result in revisions to the Draft EIR/EIS.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2579

The comment asserts that the outreach video did not provide an accurate representation of Millbrae. The outreach video of the flyovers referenced in the comment, shows the baseline conditions and simulations at the KVPs analyzed in the Section 3.15, Aesthetics and Visual Quality, of the Draft EIR/EIS for the Millbrae BART/Caltrain Intermodal Station area (San Bruno–Millbrae Landscape Unit KVP#5 and KVP#6) and for the areas in Palo Alto (Atherton–Mountain View Landscape Unit KVP#12 and KVP#13). Locations for KVPs and simulations were based on input received during public outreach meetings and from local officials prior to the environmental analysis. The video accurately portrays the existing locations at the Millbrae BART/Caltrain Intermodal Station and Palo Alto, so the depictions in the video are consistent with the analysis and details of these areas presented in Section 3.15 of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review (July 23, 2021 through September 8, 2021) and that analysis was subsequently incorporated into this Final EIR/EIS. The Millbrae Station Reduced Site Plan Design Variant would generally result in reduced environmental and community impacts in the city of Millbrae relative to the Millbrae Station design evaluated in the Draft EIR/EIS. Please refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, for additional information.

1136-2580

Refer to Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment raises concerns regarding the level of detail in the impact analysis with respect to societal, environmental, and economic impacts in Millbrae. Please refer to the response to submission FJ-1136, comment 2574, which addresses the level of detail of the impact analysis within Millbrae in the Draft EIR/EIS. In subsequent comments, the commenter raised more detailed comments about the evaluation of societal, environmental, and economic impacts in the Draft EIR/EIS. Each of these specific comments has been addressed. For example, please refer to the responses to submission FJ-1136, comments 2581, 2591, 2594, and 2598, which address these topics.

The comment also raises concern about the adequacy of the Draft EIR/EIS due to the lack of alternatives through Millbrae.

The Authority acknowledges that the Millbrae Station design evaluated in the Draft EIR/EIS was proposed to be the same for both Alternatives A and B and that the impacts would be the same for the Millbrae Station design under both project alternatives. However, as described in Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, Alternatives A and B constitute a reasonable range of alternatives. Please also refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

In response to comments on the Draft EIR/EIS, the Authority has considered a potentially feasible design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and thereby reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review in July 2021 and subsequently incorporated into this Final EIR/EIS.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2581

Please refer to the response to submission FJ-1136, comment 2572 for a summary of the outreach conducted with the City of Millbrae. As part of the process for notification and distribution of the Draft EIR/EIS, an NOA and a property owner letter was distributed to 19,670 property owners and occupants along the San Francisco to San Jose Project Section alignment, including Millbrae residences within 300 feet of the project footprint and 1,200 feet of the Millbrae Station.

Refer to the response to submission FJ-1136, comment 2574 for an explanation of the level of detail in the analysis provided in the Draft EIR/EIS and the information included in each volume of the Draft EIR/EIS. With the information provided in Appendix 3.1-A, Parcels within the HSR Project Footprint, located in Volume 2, Technical Appendices, of the Draft EIR/EIS, and in Volume 3, Preliminary Engineering Plans, of the Draft EIR/EIS, the public has the information necessary to understand the extent of the project footprint and the parcels intersected by each of the project alternatives.

The impacts analysis in Volume 1, Report, of the EIR/EIS summarizes technical information at a sufficient level of detail to allow a full assessment of the significant environmental impacts of the project. To understand the property impacts within Millbrae, refer to Section 3.12, Socioeconomics and Communities, which provides a discussion of displacements associated with new right-of-way acquisition, and Section 3.13, Station Planning, Land Use, and Development, which discusses project impacts on existing and planned land uses and summarizes permanent land use impacts by city and community in Table 3.13-7. Specifically, Impacts LU#1 and LU#3 in Section 3.13 of the Draft EIR/EIS address temporary and permanent impacts on residences in Millbrae, disclosing the temporary use and permanent utility easements required in the backyards of approximately 20 residential properties. Accordingly, the Draft EIR/EIS adequately discloses the project's impacts and provides a sufficient level of detail to serve as an informational tool for the public and decision makers. The comment did not result in any revisions to the Draft EIR/EIS.

The Authority will continue to conduct outreach to the public and affected property owners throughout the remainder of the environmental review process. Once final design is complete, a right-of-way agent or appraiser will contact property owners to initiate the appraisal process or temporary use agreement on behalf of the Authority and conduct parcel-specific analysis based on the final design of the selected alternative. This process would be conducted in accordance with the Uniform Relocation Act (42 U.S.C. Chapter 61), which establishes minimum standards for the treatment of and

1136-2581

compensation to individuals whose real property is acquired for a federally funded project (see Appendix 3.12-A, Relocation Assistance Documents).

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2582

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment raises concerns with public outreach materials developed by the Authority. The comment also states that the Draft EIR/EIS does not adequately describe the design, aesthetics, impacts on nearby land uses, or cost of the Millbrae Station.

The environmental impact analysis for the Millbrae Station was based on preliminary engineering plans in Volume 3, Preliminary Engineering Plans, of the Draft EIR/EIS. A description of the Millbrae Station is provided in Section 2.6.2, High-Speed Rail Alternatives for the San Francisco to San Jose Project Section, and site plans and cross sections are illustrated on Figures 2-34, 2-35, and 2-36. The design of the Millbrae Station evaluated in the Draft EIR/EIS would not require demolition and reconstruction of the existing Millbrae BART/Caltrain Intermodal Station. Rather, the design would retain the existing station facilities and construct new HSR station facilities on the west side of the existing Caltrain corridor. Although the design would require relocation of the Historic Millbrae Depot Building, this building would be relocated approximately on the same property.

Section 3.15, Aesthetics and Visual Quality, of the Draft EIR/EIS includes photosimulations of the Millbrae Station from two viewpoints (Figures 3.15-26 and 3.15-27), including a viewpoint that shows the new HSR station facilities and surrounding surface parking and another viewpoint that shows the relocation of the Historic Millbrae Depot Building as part of the project. The level of detail of the visual simulations produced for the EIR/EIS is consistent with standard practices for transportation infrastructure projects, particularly design-build projects, where the environmental analysis process occurs before completion of final engineering design.

Refer to Chapter 6, Project Costs and Operations, and Appendix 6-A, San Francisco to San Jose Project Section: PEPD Record Set Capital Cost Estimate Report, of the Final EIR/EIS for information on the capital cost of the Millbrae Station. Refer to the response to submission FJ-1136, comment 2591 regarding the consideration of economic costs to Millbrae and residential displacements.

1136-2582

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would reduce land use conflicts with existing and planned development. This design variant was evaluated in the Revised/Supplemental Draft EIR/EIS and incorporated into this Final EIR/EIS.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2583

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The commenter raises concerns with public outreach materials developed by the Authority describing the Preferred Alternative in Summer 2019. The public outreach document was not included as part of the Draft EIR/EIS, but is consistent with the Draft EIR/EIS presentation of the Preferred Alternative.

The commenter asserts that the Draft EIR/EIS has an inadequate range of alternatives in Millbrae. Please refer to the response to submission FJ-1136, comment 2580, which addresses this topic.

The commenter also incorrectly asserts that the undergrounding of tracks was promised in Prop 1A. While Prop 1A established design requirements for the HSR system, it did not stipulate the consideration of particular alternatives or vertical profiles between San Francisco and San Jose. Please refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, which describes how the evolution to the blended system changed the engineering requirements for the Project Section and explains why the Authority considers placing track underground in the City of Millbrae to be infeasible.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

1136-2584

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations.

The comment asserts that the Authority did not conduct adequate outreach to the Marina Vista neighborhood. Please refer to the response to submission FJ-1136, comment 2572 for a summary of the outreach conducted with the City of Millbrae. As part of the process for notification and distribution of the Draft EIR/EIS, an NOA and a property owner letter was distributed to 19,670 property owners along the San Francisco to San Jose Project Section, including Millbrae residences within 300 feet of the project footprint and 1,200 feet of the Millbrae Station. The comment also raises concern that no alternative was considered that considers grade separations, which is addressed by Standard Response FJ-Response-GS-1: Requests for Grade Separations.

1136-2585

Chapter 5, Environmental Justice, of the Draft EIR/EIS identifies Millbrae as containing a majority minority population and evaluates impacts on minority populations and low-income populations for each resource topic covered in the Draft EIR/EIS, including for socioeconomic and community impacts. The Draft EIR/EIS determined that project construction and operation would result in a limited set of adverse impacts on minority populations and low-income populations residing or conducting business in the environmental justice RSA. These adverse impacts are expected to be similar in kind and magnitude to those that would be experienced by the general population living or working along the corridor and would not be disproportionately high and adverse for minority populations or low-income populations.

With respect to the request to consider alternatives that are grade separated, please refer to the Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations. In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would reduce land use conflicts with existing and planned development. This design variant was evaluated in the Revised/Supplemental Draft EIR/EIS and incorporated into this Final EIR/EIS.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2586

The comment states that data and maps used for Millbrae (including Figure 3.13-3) are out of date and that the Draft EIR/EIS should be fact-checked. The Draft EIR/EIS was based on the best available information at the time the NOP/NOI was released in 2016 and all of the references that were used to evaluate impacts are included in Chapter 12, References. Figure 3.13-3, which shows the existing uses around the Millbrae Station, was developed through review of aerial imagery. To be responsive to this comment, aerial imagery on Google Earth was reviewed again for the preparation of the Final EIR/EIS and compared to the existing uses shown in Figure 3.13-3 of the Draft EIR/EIS. The review of the aerial imagery identified the following uses in the Millbrae Station area: (1) At the existing Millbrae Station, land uses were comprised of transportation uses, including station facilities and parking; (2) North of the Caltrain railway land uses include residential uses, industrial uses, parks/open space (Manor Park), vacant uses (areas around US-101), commercial uses, and mixed-uses; (3) South of the Caltrain railway land uses include residential and commercial uses off El Camino Real, a residential neighborhood further south of the Millbrae station, public facilities (Millbrae Library, Mills High School, Mills Peninsula Medical Center, Spring Valley Elementary School, Burlingame Police Department). These existing uses are consistent with the existing uses identified in Figure 3.13-3 in the Draft EIR/EIS. Based on this review of the aerial imagery, the Authority has confirmed that Figure 3.13-3 depicting the existing uses at Millbrae, is accurate. The comment does not identify any specific errors in the data or maps that was used or provide additional information, therefore no further response can be provided. The comment did not result in any revisions to the Draft EIR/EIS.

1136-2587

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would reduce land use conflicts with planned development. This design variant was evaluated in the Revised Draft EIR/Supplemental Draft EIS and incorporated into this Final EIR/EIS.

The Authority disagrees with the commenter's characterization of outreach. Please refer to the response to submission FJ-1136, comment 2572 for a summary of the extensive outreach conducted with the City of Millbrae.

Refer to the response to submission FJ-1136, comment 2581 for a description of how the Draft EIR/EIS adequately discloses the project's impacts and provides a sufficient level of detail to serve as an informational tool for the public and decision makers.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2588

The Authority's statutory mandate is to plan, build, and operate an HSR system that coordinates with the state's existing transportation network. Through its Tier 1 environmental review process, the Authority selected a preferred corridor to advance for Tier 2 study that served both San Francisco and San Jose on a single alignment. The Authority rejected alternatives that would stop in San Jose, as described in Chapter 8 of the 2008 Bay Area to Central Valley High-Speed Train Program EIR/EIS and in Chapter 6 of the 2012 Partially Revised Final Program EIR. The Tier 2 EIR/EIS for the San Francisco to San Jose Project Section builds on the Tier 1 decisions and includes HSR to San Francisco.

Regarding an alternative that stops at San Jose, and relies on Caltrain to reach San Francisco, there are operational, service time, and environmental considerations that make such an alternative inferior to HSR service to San Francisco. First, the HSR project includes track straightening that would allow for increased speeds (up to 110 mph) for both Caltrain and HSR trains in relatively straight parts of the alignment and an alternative without those improvements would not allow improved service times for Caltrain or HSR trains. Second, transferring between HSR trains and Caltrain trains at the San Jose Diridon Station would not provide a one-seat ride and would require additional time for travelers which would have an inferior service and lower ridership than HSR service to San Francisco. Third, the comment refers to linking HSR cars to the HSR train running south. It is unclear if the comment is referring to adding Baby Bullet cars to HSR trains to then run south on the HSR system or linking HSR cars to Baby Bullet trains to run north to San Francisco. HSR cars and electrified Caltrain EMU cars are different. Caltrain EMUs are not being designed to operate at up to 220 mph like the HSR trains and consequently attaching Caltrain cars to HSR cars would inhibit the ability to run at HSR design speeds. Linking HSR cars to Caltrain trains at Diridon would also require taking time to connect the cars which would result in service delays and lower ridership. Fourth, in order to accommodate the ridership generated by the HSR system to Diridon that would then reach San Francisco via Caltrain, Caltrain service would have to expand substantially to accommodate all the passengers. Consequently, one would still have to run the same number of train cars to San Francisco, resulting in similar levels of train service between San Jose and San Francisco, and thus such an alternative would not lower impacts of increased train service, such as operational noise.

1136-2588

Consequently, an alternative involving only Caltrain service between San Jose and San Francisco or involving attaching Caltrain cars or HSR cars at Diridon would result in inferior train service, lower ridership, and would not lower environmental impacts compared to HSR service to San Francisco.

1136-2589

The average operational service times (i.e., travel time estimates for peak hour operations between San Francisco and San Jose) are presented in Table 2-3 of the Draft EIR/EIS. As described in Chapter 2, Alternatives, Prop 1A requires the HSR system to be designed to achieve maximum non-stop service travel times of 30 minutes between San Francisco and San Jose and 2 hours and 40 minutes between San Francisco and Los Angeles Union Station. The Prop 1A time requirements are related to the physical design of the system and the capabilities of HSR trains and are different than average operational service times presented in Table 2-3. Both project alternatives evaluated in the Draft EIR/EIS are designed to achieve maximum non-stop service times of 30 minutes between the San Francisco and San Jose.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2591

The comment asserts deficiencies with the Draft EIR/EIS in terms of economic effects and displacements in Millbrae.

Regarding economic impacts, please refer to Draft EIR/EIS Section 3.12.6.5, Economic Impacts. In this section, several impact discussions address the potential for project-related property acquisitions to affect property tax revenues and school district funding. This analysis focused on property tax changes due to impacts on existing properties currently subject to property tax. The section also includes impacts associated with increased economic activity associated with project construction. School district impacts are broken out by affected school district; refer to Table 3.12-16, which shows anticipated school district funding loss to the Millbrae Elementary School District under both alternatives. All other economic impacts included in Section 3.12.6.5 are provided at the county level because both property and sales taxes are collected at the county level.

Regarding proposed improvements in Millbrae, the project would construct additional tracks extending north and south of the Millbrae Station to serve a new HSR platform. Regarding the extent of property acquisitions, particularly along Hemlock Avenue, please refer to Draft EIR/EIS Volume 3, Preliminary Engineering Plans, Book A1, sheet 8. Minor “sliver” acquisitions are noted for some properties along Hemlock Avenue, as well as utility easements (which are different from a partial or full acquisition). Sheet 8 also shows detailed engineering plans through the Millbrae Station area, including the area along Hemlock Avenue. The backyard of residential properties along Hemlock Avenue, particularly those south of Hillcrest Boulevard, are indicated for utility easements (fiber optic, telecommunication, and electric). These utility easements are needed because proposed rail improvements in this area necessitate the relocation of these existing utilities from their current locations along the Caltrain corridor. In addition, the project plans on sheet 8 also show that the Hillcrest Boulevard underpass would be widened.

For a more user-friendly version of needed easements, please refer to maphsnorcal.org and enter a property address of interest.

Impact SOCIO#7 correctly concludes that only one residence in Millbrae would be fully

1136-2591

displaced and require relocation.

In response to comments on the Draft EIR/EIS, the Authority has developed a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking and reduce land use conflicts with planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and the analysis was subsequently incorporated into this Final EIR/EIS. The RSP Design Variant would generally result in reduced environmental and community impacts in the city of Millbrae relative to the Millbrae Station design evaluated in the Draft EIR/EIS. Displacement effects for the RSP Design Variant were disclosed in the Revised/Supplemental Draft EIR/EIS. As shown in Revised/Supplemental Draft EIR/EIS Table 3.20-5, the RSP Design Variant would avoid the only residential displacement in Millbrae due to a smaller station footprint design.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2592

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment requests the consideration of three alternatives to the Millbrae Station design evaluated in the Draft EIR/EIS but does not provide specific details about these alternatives. The Authority believes that the commenter is referencing station access concepts developed as part of a comprehensive station access study by the City and the City's consultant (Kimley Horn). The station access study was initially proposed by the Authority in 2017 in response to Millbrae City Council concerns regarding impacts of proposed station improvements to the planned Millbrae Serra Station project, which was not approved at the time. The study envisioned a collaborative process with the City and transportation agencies to explore alternative station access and site planning solutions given unreconcilable conflicts between approved development and station improvements required for blended service. The study was jointly funded by the members of the Millbrae-SFO station Intermodal Working Group (IWG) (formed in 2015 and comprised of the Authority, BART, Caltrain San Francisco International Airport and the City of Millbrae). The City approved the Kimley Horn contract in 2018, after over a year delay. The City thus approved the Millbrae Serra Station Development project prior to initiating the study.

As part of the station access study, Kimley Horn developed two station access concepts which were reviewed and commented on by the Intermodal Working Group. The scope of the station access study was expanded to develop a third concept that would balance the developer's proposed alternative with station facility and access needs. This final work, however, was not completed due to the City terminating the Kimley Horn contract prior to completion. None of the station access concepts to-date by the City's consultant or the station developer have conformed to the Authority's design requirements for the Millbrae Station; therefore, the Authority considers these concepts infeasible.

However, the Authority supports plans for TOD at the Millbrae Station and remains committed to working with the City of Millbrae to identify solutions that would result in a successful intermodal hub and surrounding development that meets the goals of both the Authority and the City. To that end, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would

1136-2592

reduce land use conflicts with planned development. This design variant was evaluated in the Revised Draft EIR/Supplemental Draft EIS and the analysis was incorporated into this Final EIR/EIS.

1136-2593

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2594

The Draft EIR/EIS analysis of noise impacts takes into account existing ambient noise levels from current sources of noise as well as cumulative rail noise from the HSR project, Caltrain, and freight. Regarding particulate matter, HSR trains are electric and do not result in localized emissions due to fuel combustion during operations.

The HSR project would result in net reductions of particulate matter during operations by diverting trips from both airplanes and on-road vehicles and thus would not contribute to cumulative operational particulate emissions. The air quality analysis of construction emissions follows BAAQMD guidance for such evaluations. The Draft EIR/EIS analyzes the project construction emissions of PM10 and PM2.5. The Draft EIR/EIS uses thresholds for construction criteria pollutants that are specifically designed to evaluate a project's contribution to cumulative air pollution (per the BAAQMD 2017 guidelines), so there is no requirement to model all other criteria pollutant emissions sources (such as airplane operations). The Draft EIR/EIS also evaluates cumulative localized construction toxic air contaminants (including DPM) using methods recommended by BAAQMD that take into account the localized ambient sources of toxic air contaminants within 1,000 feet of the project area as well as project contributions. Any toxic air contaminant sources (including roadways and airport operations) that are further than that distance would not meaningfully contribute to cumulative localized emissions and are not included per BAAQMD guidance.

Regarding BART operations in Millbrae, the system operations are aboveground only for a short section north of the Millbrae Station prior to entering a tunnel. As a result, BART operations contribute in a very limited way to cumulative noise conditions along the Caltrain corridor. BART is an electric train and will not have particulate emissions associated with vehicle exhaust.

Regarding the US 101 Express Lanes project, US 101 is separated from the Caltrain right-of-way in Millbrae by 600 to 1,900 feet and thus emissions and noise from US 101 attenuate by the time they reach the Caltrain right-of-way and are not a factor for cumulative consideration of construction emissions, construction noise, or operational noise for the HSR project.

Regarding SFO, ground operations are approximately 1,500 to 2,000 feet away from the Caltrain right-of-way and thus noise and localized pollutant emissions would not combine with localized HSR construction emissions, construction noise, or operational noise. Regarding airline operations, as described in Section 3.4, Noise and Vibration, the noise analyses take into account the existing noise conditions, which include

1136-2594

railroad, highway, airport, and industrial sources.

Finally, the HSR project would divert regional travel from airplanes and passenger vehicles, which means, compared to No Project conditions, noise and air pollution from airplanes and passenger vehicles on regional roadways (e.g., US 101) would be lower with the project.

The comment did not result in any revisions to the Draft EIR/EIS.

1136-2595

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The standard response referenced above describes how the evolution to the blended system changed the engineering requirements for the Project Section and explains why the Authority considers placing track underground in the City of Millbrae to be infeasible. With respect to the commenter's request for additional discussion of the agreements between the Authority and Caltrain regarding the blended system, please refer to Section 1.3.4, Authority Agreements with PCJPB and Other Agencies Regarding Blended Service in the Caltrain Corridor, added to the Final EIR/EIS.

1136-2596

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2597

The comment states that the Draft EIR/EIS does not include analysis of impacts on Monterey Park in Millbrae. It is the Authority's understanding that Monterey Park is owned by and under the jurisdiction of BART. The park is also partially within the existing Caltrain right-of-way adjacent to the existing tracks. To address this comment, analysis of the project's impacts on Monterey Park has been added to Section 3.14, Parks, Recreation, and Open Space, and Chapter 4, Final Section 4(f)/6(f) Evaluation, of the Final EIR/EIS. Temporary construction impacts are described in Impacts PK#1 and PK#2 in Section 3.14. The Section 4(f) use assessment is presented in Section 4.6.1.16, Monterey Park Use Assessment (ID#59). Both sections describe that noise, vibration, and construction emissions would make use of the park and trail less desirable during construction. However, overall use of the park is not considered noise sensitive and the park is in an urban/residential setting, where ambient noise is already present, including noise from existing rail operations and from SFO. The project would comply with FRA and FTA guidelines for minimizing construction noise and vibration levels, as well as minimize fugitive dust emissions, and the park and trail would remain usable during construction. A four-quadrant gate would be constructed at Center Street approximately 250 feet to the north that would limit access. Only one lane would be closed at a time for 2 to 4 weeks of active construction, but lane closure would not be needed during the 4 to 6 months of less intensive and intermittent activities needed to complete the installation. Access would be maintained during construction and would not prevent use of the park or trail. Temporary construction impacts on access and traffic, such as road closures and other disruptions, would be minimized by providing detours and signage so motorists, bicyclists, and pedestrians would continue to have access to the park (PK-IAMF#1, TR-IAMF#2, TR-IAMF#4, TR-IAMF#5). Park users would also have direct views of construction activities along the tracks and at Center Street.

Impacts on Monterey Park associated with HSR operations would include changes to the visual environment from more trains operating in the corridor; however, trains and track facilities are currently visible from the park so adding trains to the corridor would not substantially alter the visual character of the area. As an outdoor land use, the park is not considered vibration sensitive. The increase in trains (Caltrain and HSR combined) operating in the corridor would also increase the frequency of train horn noise. Since the park is currently adjacent to the Caltrain right-of-way and already exposed to noise from train operations, a quiet environment is not part of the protected

1136-2597

activities of the park. Park users would hear train horns sound on approach to Center Street, but there are no other at-grade crossings or stations within 0.25 mile of the park. Noise-level increases are categorized as no impact, moderate impact, or severe impact—terminology which is defined in Section 3.4, Noise and Vibration. The existing ambient daytime noise levels on Monterey Street are 70 Leq (dBA) and operations are predicted to increase noise levels over the existing levels by 2 to 3 dBA, resulting in noise levels of 72 dBA or at most 73 dBA. At 72 dBA there would be no impact, but at 73 dBA, there would be a moderate impact as illustrated on Figure 3.4-6. It is anticipated that increased noise resulting from HSR operations would have a limited impact on Monterey Park. The Authority would implement mitigation measures to minimize the impacts of operational noise (NV-MM#3, NV-MM#4, NV-MM#5, NV-MM#6).

Because Monterey Park is currently adjacent to and partially in the existing Caltrain right-of-way, the Section 4(f) conclusion is that the temporary construction-related impacts and operational visual and noise impacts would not substantially impair the protected activities, features, or attributes that qualify Monterey Park for protection under Section 4(f), and no constructive use would occur under either project alternative. A noise barrier is proposed on the northbound side of the tracks to reduce projected severe and moderate noise impacts east of the park as described in Section 3.4.7.1, Noise Mitigation Analysis. Barrier #4 would benefit this park, as well as the other severe and moderate impact locations in this area. Noise Barrier #4 as part of NV-MM#3 would reduce potential noise impacts at Monterey Park. In accordance with AVQ-MM#6, as part of the final design and construction management plan, the Authority would work with local jurisdictions to develop the appropriate noise barrier style and treatments for visually sensitive areas, to reduce the visual effect of barriers on adjacent land uses. Views of the noise barrier from the park would not prevent use of the park.

Response to Submission 1136 (Jaqueline Schneider, September 9, 2020) - Continued

1136-2598

The comment appears to question the conclusions of Impact SOCIO#6, asserting a lack of analysis and information concerning potential health effects on students attending the Lomita Park Elementary School.

Part of the Millbrae School District, Lomita Park Elementary School is located at 200 Santa Helena Avenue on the northern border of Millbrae with San Bruno. The school property's eastern boundary is adjacent to the west side of the Caltrain/BART right-of-way. The school buildings are within about 200 feet of the existing tracks. Other major sources of noise in close proximity are US 101, on- and off-ramps between US 101 and SFO, and two of SFO's primary departure runways.

The analysis in Section 3.4, Noise and Vibration (as well as Appendix 3.4-A, Noise and Vibration Technical Report) was informed by noise modeling on a property immediately adjacent. As shown in Table 3.4-11, noise monitoring location N23 was at 1036 San Antonio Avenue in Millbrae, a property that borders the school property's north site.

The noise impact analysis is based on criteria established by the FRA. The impact criteria are based on a comparison of existing noise levels to future noise levels. The noise assessment results indicate there would not be a noise impact at the Lomita Park School from project operations. The existing noise level at the school is approximately 66 dBA (hourly Leq). HSR operations would be approximately 62 dBA, and the total future hourly Leq with the project would be approximately 67 dBA. With the project, the hourly Leq would increase by less than 2 dB, which is below the thresholds for either a moderate or severe impact (i.e., 3 dB or greater increase).

FRA's noise impact criteria apply to people inside school buildings. Under FRA criteria, parks and outdoor recreation areas are only considered noise sensitive if they are used in a manner that is noise sensitive. Active outdoor land uses, for example, such as a playground associated with a school, would not be considered noise sensitive.

The comment did not result in any revisions to the Draft EIR/EIS.

1136-2599

Refer to Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

Chapter 8, Preferred Alternative, of the Draft EIR/EIS explains the process for identifying the Preferred Alternative based on consideration of input from key stakeholders and an evaluation of impacts on communities and natural resources. The commenter is correct that Section 8.2.1, Local Communities, of the Draft EIR/EIS does not include a discussion of Millbrae in the bulleted list that summarizes feedback by community relevant to the Preferred Alternative; however, the paragraph below that bulleted list explains that "the City of Millbrae expressed concern about the project's compatibility with approved development near the Millbrae Station." The Authority's outreach in the City of Millbrae is described in Chapter 9, Public and Agency Involvement, of the Final EIR/EIS, and in Standard Response FJ-Response-ALT-2.

In response to comments on the Draft EIR/EIS, the Authority developed a design variant—the Millbrae Station Reduced Site Plan Design Variant—for the Millbrae Station area. This design variant would reduce land use conflicts with planned development. This design variant was evaluated in the Revised/Supplemental Draft EIR/EIS and that analysis was incorporated into this Final EIR/EIS. Please refer to Standard Response FJ-Response-ALT-2 for a discussion of other suggested track and station alternatives in the Millbrae Station area that would not meet the Authority's requirements.

1136-2600

Please refer to the response to submission FJ-1136, comments 2572 and 2573.

As described in Chapter 9, Public and Agency Involvement, of the Draft EIR/EIS, the Authority has consulted extensively with local government officials and local public agency staff during the planning and design of the project alternatives and the development of the EIR/EIS. The Authority recognizes that the project would be most successful if designed in a manner that is as sensitive as possible to the local environment through which it must travel, while still meeting the unique design constraints of HSR service.

Submission 1069 (Ryan Schofield, September 2, 2020)

San Francisco - San Jose - RECORD #1069 DETAIL

Status : Unread
Record Date : 9/2/2020
Interest As : Individual
First Name : Ryan
Last Name : Schofield

Stakeholder Comments/Issues :

- 1069-174 | HSR will produce severe noise impacts without mitigation. The draft EIR noise report Appendix 3.4 does not address the following:
1. Evaluating average noise levels does not predict community response to trains because humans hear events, not average sound levels. This evaluation method does not evaluate these trains as sleep disturbances. This is a health issue. Every train pass creates extremely loud noise, especially with horn signals. The number of sleep disturbances is increasing. This project will create a severe community response to the noise increase without mitigation.
- 1069-175 | 2. There are locations where trains do not signal horns now- but every HSR train will. Standard horn signals have a constant time duration. As speed increases, the distance covered over the same time duration increases proportionally. The same horn signal at 110 mph will expose twice the distance than as signaled at 55 mph. This new horn noise will create a severe impact.
- 1069-176 | 3. The locations of existing noise level measurements in the City of San Mateo are all on city streets, where automobile noise contributes to the average noise level. There are many residences immediately adjacent to the railroad, shielded from automobile noise. This report does not evaluate noise exposure changes to these residents. HSR will double the number of train passes and therefore create a severe impact where trains are the dominant noise source.
- 1069-177 | This draft does not address these issues or consider the need for grade separations or barriers to reduce horn noise exposure in San Mateo. There will be severe noise impacts to residents that are not covered in this draft.

Response to Submission 1069 (Ryan Schofield, September 2, 2020)

1069-174

The Draft EIR/EIS evaluated the effects of noise from operations of the project using FRA-approved methodology and guidelines. Please refer to Appendix 3.4-A, Noise and Vibration Technical Report, Section 4, Methods for Evaluating Effects, for details on the methods used to evaluate noise impacts. Section 4.1.1, Descriptors, in Appendix 4.3-A describes the metrics used, including the Ldn and hourly Leq noise metrics to assess noise impacts. The Ldn is used at residential land uses and represents the cumulative noise exposure over a 24-hour period with a 10-dB penalty for noise events that occur at night (between 10 p.m. and 7 a.m.). Thus, a single nighttime train has the same effect as 10 daytime trains. This methodology accounts for potential sleep disturbances and accounts for the noise from all passing train events.

In using the Ldn, the FRA relies upon research on transportation noise that identifies how changes to the Ldn cause complaints and how the absolute value of the Ldn is strongly correlated to annoyance. Since sleep disturbance can be influenced by many factors, including ambient conditions, the Ldn is the most reliable metric available today to indicate noise impact for the purposes of environmental analysis.

Please refer to Section 3.4, Noise and Vibration, Impact NV#2, of the Draft EIR/EIS for a description of impacts from intermittent permanent exposure of sensitive receptors to noise from train operations. The impact under CEQA would be significant for both project alternatives because operations would generate noise levels above existing ambient levels and in exceedance of FRA criteria, causing severe noise impacts at sensitive receptors due to train horn sounding and the increase in train service within the corridor. Section 3.4.7, Mitigation Measures, discusses the mitigation measures the Authority would implement to minimize operations noise impacts, including noise barriers, supporting City implementation of quiet zones where cities decide to implement them, installing sound insulation, or acquiring easements on properties severely affected by noise. Although these measures would reduce the operations noise impacts, severe noise impacts would remain in some areas, so the impact would be significant and unavoidable under CEQA. The comment did not result in any revisions to the Draft EIR/EIS.

1069-175

Please refer to Appendix 3.4-A, Noise and Vibration Technical Report, of the Draft EIR/EIS. Train horn noise is discussed in detail in the Noise and Vibration Technical Report in Section 3.1.3.3, Locomotive Horn Rule (49 C.F.R. Parts 222, 229), and Section 4.1.5.2, Operations Noise, subsection Horn Noise. Table 4-10 in Appendix 3.4-A identifies the existing and future locations in the Project Section where trains sound warning horns; as indicated in this table, there are no locations where trains do not currently sound horns but HSR trains would in the future. FRA regulations state that all trains approaching at-grade crossings must sound the horn for a minimum of 15 seconds and a maximum of 20 seconds in advance of crossings.

The noise analysis considers all train operations in the project corridor (i.e., HSR, Caltrain, Amtrak, and freight) and assesses noise impacts due to changes in rail operations because of the HSR project. For example, the noise analysis considers that the speed of Caltrain trains would increase from 80 to 110 mph and there would be corresponding changes to exposure due to horn sounding. Refer to Table 3.4-4 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS for a description of the changes to rail operations assumed in the noise and vibration analysis. Refer to Section 3.4.6, Environmental Consequences, which discusses the noise impacts from the project and Section 3.4.7, Mitigation Measures, which describes the project noise mitigation measures. As described in the response to submission FJ-1069, comment 174, even with the implementation of mitigation measures, several operational noise impacts would remain in some locations, so the impact would be significant and unavoidable under CEQA. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1069 (Ryan Schofield, September 2, 2020) - Continued

1069-176

Please refer to Appendix 3.4-A, Noise and Vibration Technical Report, for detailed discussion regarding ambient existing noise measurements and the noise modeling approach, specifically Section 5.1.1.2, Noise Measurement and Modeling Discussion. The validation of the existing noise model took into account the proximity of dominant noise sources such as arterial roads, railroads and the airports.

In the impact analysis, all noise-sensitive receptors affected by either project alternative were analyzed. The ambient noise monitoring results provided a baseline for establishing existing noise levels at sensitive receptors. Most measurement sites were adjacent to existing railroad tracks, and some were adjacent to heavily traveled roadways. In San Mateo, all of the noise measurements were conducted adjacent to the existing railroad tracks.

Analysts prepared detailed models of the existing conditions that included existing rail operations and noise from major roadways. The existing noise model was calibrated with the noise measurement results. Using this method, existing noise levels were calculated at all receptors, allowing for comparison with future predicted noise levels, which were then compared to the impact criteria. The comment did not result in any revisions to the Draft EIR/EIS.

1069-177

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations.

Please also refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS for information regarding noise and vibration impacts and mitigation measures to avoid or reduce significant impacts. The noise analysis evaluated impacts to all noise-sensitive receptors affected by either project alternative. Section 3.4.7, Mitigation Measures, discusses the various noise mitigation measures for the project. As shown in Table 3.4-21, six noise barrier locations were proposed in San Mateo. Tables 3.4-23 and 3.4-24 summarize the number of sensitive receptors that would have moderate or severe noise impacts before mitigation, with the implementation of noise barriers, and with a combination of quiet zones and noise barriers. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 939 (Daniel Schonberg, July 17, 2020)

San Francisco - San Jose - RECORD #939 DETAIL

Status : Unread
Record Date : 7/17/2020
Interest As : Individual
First Name : Daniel
Last Name : Schonberg

Stakeholder Comments/Issues :

939-58 | Build more mass transit. Make it easy for me not to have a car.

Response to Submission 939 (Daniel Schonberg, July 17, 2020)

939-58

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 943 (Daniel Schumacher, July 20, 2020)

San Francisco - San Jose - RECORD #943 DETAIL

Status : Unread
Record Date : 7/20/2020
Interest As : Individual
First Name : Daniel
Last Name : Schumacher

Stakeholder Comments/Issues :

943-62

Dear HSR,

As a California taxpayer since 1974 I strongly object to this very costly and wasteful project. Don't we have much more deserving uses for these funds that are derived from our already excessive tax rate? I see very little value in this project and really wonder why it is still being considered given the massive cost overruns so far and our weakened economy due to the COVID-19 crisis. I really cannot understand the motivation and hope that it is not being fueled by corruption or purely political motives. Please reconsider and put an end to this folly.

Sincerely,

Daniel G Schumacher
6641 Neptune Ct.
San Jose, CA 95120

Response to Submission 943 (Daniel Schumacher, July 20, 2020)

943-62

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

Submission 1049 (Jennifer Selgrath, August 23, 2020)

San Francisco - San Jose - RECORD #1049 DETAIL

Status : Unread
Record Date : 8/23/2020
Interest As : Individual
First Name : Jennifer
Last Name : Selgrath

Stakeholder Comments/Issues :

To Whom It May Concern:

1049-121

I am writing in strong support of the high speed rail project. Improving rail infrastructure in the Bay Area is an important goal for both improving quality of life and reducing environmental impacts of transportation.

1049-122

I also want to support putting a CalTrain station in the Bayview, either at the site of the former station location at Paul Ave (https://en.wikipedia.org/wiki/Paul_Avenue_station) or at the new proposed site at Oakdale. The Oakdale station requires other infrastructure to be changed, including building new roads and that preliminary work is proposed to take years (<https://www.sfcta.org/projects/quint-jerrold-connector-road#panel-overview>). In contrast, I would assume that the infrastructure and operating permits are present for the Paul Ave station.

The Paul Ave station was removed in 2005. However, the neighborhood and the region have shifted dramatically since that time. It has been > 15 years since the study on ridership was done so it is utterly outdated. Additionally, the Bayview-Hunters Point neighborhood is the only area along the corridor which does not have a CalTrain Station.

Thank you for your time and consideration.

Yours Sincerely,
Jennifer Selgrath

Response to Submission 1049 (Jennifer Selgrath, August 23, 2020)

1049-121

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

1049-122

The comment is noted but does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS. Comments on Caltrain operations and stations should be directed to PCJPB.

Submission 915 (John Selin, July 12, 2020)

San Francisco - San Jose - RECORD #915 DETAIL

Status : Unread
Record Date : 7/12/2020
Interest As : Individual
First Name : John
Last Name : Selin

Stakeholder Comments/Issues :

915-42

The plan and profile drawings are poorly presented and show extraneous and/or inaccurate information. As a retired railroad design engineer, who worked on this project as an employee of HNTB, I am embarrassed. The vertical scale ratio of 2:1 is completely inadequate for understanding the profile. The designer should know that 10:1 is standard in railroad design. The profile does not show the adjacent ground, so it is impossible to know if the track is at grade, elevated or below grade. What is the point of showing a new profile when you are using the existing tracks? The labeling of stations to 0.01 feet is ridiculous at the preliminary engineering stage. I could find many more items if I took the time, but these are enough. I don't expect that my comments will result in any changes to the document, but the designer should explain the reason for this presentation debacle.

Response to Submission 915 (John Selin, July 12, 2020)

915-42

Refer to Standard Response FJ-Response-GEN-6: Level of Detail in Analysis and Mitigation.

The Authority appreciates the comments on the Draft EIR/EIS. 10:1 profiles, profiles of adjacent ground, and verification of stationing will be developed during a subsequent stage of design at which time more detailed information will be available regarding topography and existing track elevations. The Authority has determined that 2:1 profiles are adequate for understanding the profile for the purposes of the environmental impact analysis. Preliminary design is sufficient for encompassing all project elements and understanding the horizontal footprint and vertical profile of the project alternatives, thereby allowing for full disclosure of environmental impacts. Refer to Section 3.1.5.4. Methods for Evaluating Impacts, in Section 3.1, Introduction, of the Draft EIR/EIS for more information. The design included in Volume 3, Preliminary Engineering Plans, is not intended as a basis for construction (Authority 2014). The comment does not result in the need for any revisions to the Draft EIR/EIS.

Submission 1003 (Minesh Shah, August 9, 2020)

San Francisco - San Jose - RECORD #1003 DETAIL

Status : Unread
Record Date : 8/9/2020
Interest As : Individual
First Name : Minesh
Last Name : Shah

Stakeholder Comments/Issues :

1003-91

Our home is very close to the Caltrain tracks. My entire community in Burlingame is very concerned about the noise impacts of HSR -- the high frequency of trains and the noise of the trains. This is especially true between Broadway and the Millbrae Station. What is HSR doing to address this? Will you place the tracks underground? Will the trains be quieter than Caltrain? This is a major concern for this community.

Response to Submission 1003 (Minesh Shah, August 9, 2020)

1003-91

Please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS for a detailed analysis of the project's noise impacts. As shown on Figures 3.4-33 and 3.4-38, train operations would generate moderate and several severe noise impacts at residences adjacent to the western side of the Caltrain tracks between Broadway and the Millbrae Station in Burlingame. As discussed in Section 3.4.7, Mitigation Measures, the Authority has proposed Mitigation Measures NV-MM#3, NV-MM#4, NV-MM#5, NV-MM#6, and NV-MM#7 to address severe noise impacts due to train operations. As noise barriers are not proposed between Broadway and the Millbrae Station, any severe noise impacts in this area would be addressed through building sound insulation or noise easements. The Authority is not considering placing the currently at-grade tracks underground as noise mitigation. The comment did not result in any revisions to the Draft EIR/EIS.

The HSR trains would be quieter than the existing Caltrain diesel locomotive trains, but they would be louder than the future Caltrain EMU trains.

Submission 1014 (Scott Spicer, August 10, 2020)

San Francisco - San Jose - RECORD #1014 DETAIL

Status : Unread
Record Date : 8/10/2020
Interest As : Individual
First Name : Scott
Last Name : Spicer

Stakeholder Comments/Issues :

1014-92 | Would love to have high speed rail options available locally. Would be great for San Mateo and the state as a whole.

Response to Submission 1014 (Scott Spicer, August 10, 2020)

1014-92

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 1083 (Clinton St. Clair, August 19, 2020)

San Francisco - San Jose - RECORD #1083 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Clinton
Last Name : St. Clair

Stakeholder Comments/Issues :

MR. ST. CLAIR: Clinton St. Clair, C-L-I-N-T-O-N, S-T period, space Clair, C-L-A-I-R.

1083-203

I'm a San Francisco resident for about a year now. And I've been pretty in tune with public planning and public projects with San Diego, with San Francisco, and California as a whole. And I was reading some of the documents and I'm pretty excited about a lot of the grade separation that's happening throughout Central California and So Cal itself, Rosecrans specifically, which is pretty cool. But I wasn't able to find a lot of information on the grade separation for the Nor Cal segments.

And I'm just hoping that that's something that you guys can focus on, as one of the other many things that you're focusing on, and being able to use that as a forefront of something good for, you know, for high-speed rail and for, you know, keeping cars away from the trains, keeping the pedestrians away from the trains, because there's a lot of public and private rail that crosses roads and walking along the rail lines. And it seems like almost once a week there's always something that someone got hit by a train or a car got hit by a train. And if we could eliminate 80 percent, 90 percent of California's railway crossings, that would be phenomenal as a project.

That's been, obviously, a hard shift coming but, you know, you guys are doing what you're doing and, you know, you're getting there. And the best thing we can do is just hope for the best, I guess.

And I just want to thank you guys' hard work, as well as keep pushing on. And I hope to see more grade separation.

Thank you.

Response to Submission 1083 (Clinton St. Clair, August 19, 2020)

1083-203

Refer to Standard Response FJ-Response-GS-1: Requests for Grade Separations, FJ-Response-SS-1: At-Grade Crossing Safety.

The commenter notes support for grade separation projects that are being implemented in Central and Southern California and support for grade crossings on the San Francisco to San Jose Project Section. The comment is addressed by the two standard responses referenced above and did not result in any revisions to the Draft EIR/EIS.

Submission 937 (Anne Storm, July 17, 2020)

San Francisco - San Jose - RECORD #937 DETAIL

Status : Unread
Record Date : 7/17/2020
Interest As : Individual
First Name : Anne
Last Name : Storm

Stakeholder Comments/Issues :

937-57

I am not in favor of this high speed rail. The cost does not add up to a good idea.

Response to Submission 937 (Anne Storm, July 17, 2020)

937-57

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1076 (Jeremy Taylor, August 19, 2020)

San Francisco - San Jose - RECORD #1076 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Jeremy
Last Name : Taylor

Stakeholder Comments/Issues :

1076-301

MR. TAYLOR: J-E-R-E-M-Y T-A-Y-L-O-R. No affiliation. I live in San Jose and high-speed rail will affect where I live.

What I'd like to bring to your attention is that the way San Jose to San Francisco is being treated is different than the southern route, San Jose to Merced. And what I'd like to see for San Jose to San Francisco is the same number of houses per capita or per mile. If you're taking a lot of houses, San Jose to Merced, you should have the same ratio in San Jose to San Francisco.

While we all know that the residents there have a lot more influence, everything I hear, actually, says that you're not taking any other houses. And I think that you really need to compare San Jose to San Francisco to San Jose to Merced. Things should be equitable. And if you're going to be transparent, please be transparent about why you're going to treat San Jose to San Francisco different than the southern route.

Thank you.

Response to Submission 1076 (Jeremy Taylor, August 19, 2020)

1076-301

The comment implies inequitable treatment between communities within the San Francisco to San Jose and San Jose to Merced Project Sections, asserting that the number of property displacements between the two project sections should be proportional.

The number of displacements and relocations per project section is dependent on the design and the particular geographies each project section travels through. As explained in Draft EIR/EIS Section 2.5.2, Alternatives Consideration Process and Chronology, several legislative actions mandated a blended system between San Francisco and San Jose, described as primarily a two-track system that would be shared by Caltrain and HSR service and other current passenger and freight rail tenants. This blended system would use existing Caltrain track, remain substantially within the existing Caltrain right-of-way, and connect to existing Caltrain stations. Because of this, the San Francisco to San Jose Project Section requires relatively limited land outside the Caltrain corridor, minimizing displacements and relocations.

In contrast, the San Jose to Merced Project Section was not subject to the legislative actions described above. Moreover, although there is an existing railroad corridor, it extends south from San Jose. To the east of Gilroy and through the Pacheco Pass, there is no existing railroad corridor. The alternatives studied in the San Jose to Merced Project Section include both blended and fully dedicated HSR tracks. The Authority's Preferred Alternative for the San Jose to Merced Project Section (Alternative 4) includes blended infrastructure to downtown Gilroy, resulting in the fewest displacements of the four project alternatives.

With respect to comparing the geographies of each project section, the character of the surrounding land uses varies substantially between the two project sections. The San Francisco to San Jose Project Section is largely a dense urban corridor. The San Jose to Merced Project Section likewise includes a dense urban corridor in San Jose, transitioning to slightly less density along the south Santa Clara County communities of Morgan Hill and Gilroy. In contrast, as the HSR alignment crosses the Pacheco Pass and heads east into the San Joaquin Valley, the surrounding land uses are largely rural and agricultural.

1076-301

Overall, based on the differences between the designs and the geographies of the two project sections, any comparison of property acquisitions between the two would not yield meaningful information.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1106 (Clem Tillier, September 9, 2020)

San Francisco - San Jose - RECORD #1106 DETAIL 1106-1233

Status : Unread
Record Date : 9/9/2020
Interest As : Individual
First Name : Clem
Last Name : Tillier

Stakeholder Comments/Issues :

To Whom It May Concern,

The following are comments on the San Francisco - San Jose project section DEIR.

1106-1230 | It is clear that the operational plans advanced by Caltrain and HSR are in direct conflict, with each agency laying separate claims to the valuable latent capacity of the rail corridor. Whatever the DEIR might say about alternative A, both operators won't fit without significant new passing track infrastructure.

1106-1231 | The DEIR does not adequately discuss the transportation impacts of permanently crippling future Caltrain service, since alternative A stands in direct conflict with Caltrain's officially adopted service vision. Appendix 2-J fails to address the policy consistency of the DEIR with Caltrain's business plan and service vision board resolution-- indeed it fails to even acknowledge the existence of the Caltrain business plan, one of the most important policy documents relating to the peninsula rail corridor.

1106-1232 | Section 3.11 examines numerous safety and security implications of the HSR project, but inexplicably fails to mention the safety issues of operating trains at 110 mph past platforms crowded with waiting passengers. Many Caltrain stations have narrow (15-foot wide) side platforms that are cluttered with obstacles such as shelters, wheelchair lifts, and mini-high platform blocks, leaving little clearance from the yellow safety stripe behind which passengers are expected to wait, 9 feet from the track center line. Existing conditions are already borderline unsafe, such as when a 79-mph express blasts by the packed northbound platform at Mountain View. Increasing train speeds to 110 mph will likely require the yellow safety stripe to move further than 9 feet from track center
 <https://rosap.nrl.bts.gov/view/dot/34608/dot_34608_DS1.pdf#page=249>, potentially resulting in incompatible and unsafe station platform configurations. The DEIR should include mitigation measures to maintain an adequate level of safety for Caltrain passengers waiting on all station platforms.

In the DEIR, the rebuilt northbound platform at San Bruno is inexplicably shortened to an operationally inadequate length of 627 feet; this should be increased to a minimum of 750 feet per Caltrain standards. The wholesale reconstruction of the station probably also rates a discussion of impacts elsewhere than the rubric of curve straightening.

Thank you for your consideration of these comments.

Clem Tillier
 1360 Cherry St
 San Carlos, CA 94070

Response to Submission 1106 (Clem Tillier, September 9, 2020)

1106-1230

Refer to Standard Response FJ-Response-GEN-4: Consideration of 2040 Caltrain Service Vision and Caltrain Business Plan.

The Authority disagrees with the commenter's assertion that the Caltrain and HSR operational plans are in direct conflict. The Authority supports expanded and improved Caltrain service and will continue to work with Caltrain to support incremental service improvements over time while accommodating the HSR service within the Caltrain corridor previously agreed upon between Caltrain, other transportation agencies, and the Authority. As described in Standard Response FJ-Response-GEN-4: Consideration of 2040 Caltrain Service Vision and Caltrain Business Plan, the HSR project would not preclude any of the improvements conceptually identified as necessary to implement the Caltrain Business Plan. The comment did not result in any revisions to the Draft EIR/EIS.

1106-1231

Refer to Standard Response FJ-Response-GEN-4: Consideration of 2040 Caltrain Service Vision and Caltrain Business Plan.

As explained in Standard Response FJ-Response-GEN-4, the EIR/EIS analyzes the amount of service agreed upon between Caltrain and the Authority (and other funding/transportation agencies). The 2040 Caltrain Service Vision is a long-term planning vision for Caltrain that is not fully funded or environmentally cleared. The HSR project will not preclude the achievement of the Caltrain Service Vision in the future.

Alternative A is not in conflict with Caltrain's Service Vision because it does not create any obstacles to Caltrain achieving its vision. HSR service level is not a conflict with the Caltrain 2040 Service Vision because it includes the HSR level of service evaluated in the EIR/EIS. The commenter has not specified any physical conflicts of the project described in the EIR/EIS or how the project will hinder Caltrain's achievement of its Service Vision. The 2040 Service Vision will require substantial additional infrastructure investment in the Caltrain Corridor, and the Service Vision is a separate, future evolution of rail service along the Caltrain corridor that is not necessary to achieve the purpose and need of the HSR project as described in the EIR/EIS. The Authority is aware of the Caltrain 2040 Service Vision and the Caltrain Business Plan and coordinated with Caltrain concerning this planning, but that planning is for service levels beyond the agreement between Caltrain and the Authority. The Caltrain Business Plan is addressed in Section 1.3.7, Caltrain 2040 Business Plan, and Section 8.4.1.5, Additional Policy Considerations: Caltrain Business Plan, of the Draft EIR/EIS. As the HSR project would not preclude the Caltrain Service Vision, it is not inconsistent with Caltrain's Business Plan and Service Vision. Accordingly, no inconsistency was identified in Appendix 2-J, Policy Consistency Analysis, of the Draft EIR/EIS and no revisions based on this comment are warranted.

Response to Submission 1106 (Clem Tillier, September 9, 2020) - Continued

1106-1232

The commenter raises concerns about passenger safety on platforms currently used by Caltrain, noting that such concerns would be exacerbated by HSR train passbys.

Caltrain platforms currently comply with applicable government codes, regulations, laws and standards for passenger safety. As discussed in Impact S&S#14, safety improvements would be implemented as part of the project to Caltrain platforms to provide warnings to passengers to move away from the edge of the platforms prior to approach of HSR and Caltrain trains passing through the stations. These safety improvements could include increasing the width of the tactile platform strips at Caltrain stations, modifying the existing tactile platform strips and providing additional visual and audible warnings of approaching HSR trains. Prior to HSR operations, Caltrain, as the owner and operator of the Caltrain stations, would be responsible for design and implementation of the modifications to station platforms consistent with applicable regulatory requirements for passenger safety. These modifications would be subject to further review and analysis based on the Authority's ultimate vehicle procurement and would be the subject of future blended system planning and agreement between the Authority and PCJPB. The comment did not result in any revisions to the Draft EIR/EIS.

1106-1233

The comment raises concerns about the length of the San Bruno Caltrain Station platforms. The design of the San Bruno Caltrain Station platforms is over 880 feet and is consistent with Caltrain's standards stipulating a minimum platform length of 750 feet. Although the operational length of the platform for boarding purposes would be 627 feet, there is an additional 257 feet of platform available for passenger waiting and ticketing. Modifications to the San Bruno Caltrain Station are addressed in multiple locations in Chapter 2, Alternatives, of the Draft EIR/EIRS including Section 2.6.2.2, Common Design Features; Section 2.6.2.4, Alternative A; Section 2.6.2.5, Alternative B; and Section 2.10.3.3, Station Modifications. Additionally, the station modifications are illustrated on Figure 2-33, which depicts project elements within the San Bruno to San Mateo Subsection under both project alternatives. Please also refer to Volume 3, Preliminary Engineering Plans, Book A1, sheet 7 in the Draft EIR/EIS for detailed drawings of the modifications to the San Bruno Caltrain Station.

Submission 909 (Alfred Twu, July 10, 2020)

San Francisco - San Jose - RECORD #909 DETAIL

Status : Unread
Record Date : 7/10/2020
Interest As : Individual
First Name : Alfred
Last Name : Twu

Stakeholder Comments/Issues :

909-1

The Millbrae station plan needs to be coordinated with the Serra Station project that the City of Millbrae approved last year in April 2019. https://www.smdailyjournal.com/news/local/millbrae-oks-serra-station/article_6599a014-5c0a-11e9-a10e-27f969006e69.html

There is a large building planned where most of that proposed parking lot is.

Response to Submission 909 (Alfred Twu, July 10, 2020)

909-1

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The Authority supports plans for TOD at the Millbrae Station, has coordinated with the City of Millbrae throughout the environmental process, and remains committed to working with the City of Millbrae to identify solutions that would result in a successful intermodal hub and surrounding development that meets the goals of both the Authority and the City.

Additionally, as described in the Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Consideration, the Authority has developed a design variant (the RSP Design Variant) for the Millbrae Station that would eliminate replacement parking and reduce conflicts with planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

Submission 1079 (Fred Urschel, August 19, 2020)

San Francisco - San Jose - RECORD #1079 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Fred
Last Name : Urschel

Stakeholder Comments/Issues :

MR. URSCHEL: Yes. Can you hear me?

MR. GOLDMAN: Yes, you're clear. Thanks.

MR. URSCHEL: Yeah. My name is Fred, F-R-E-D

U-R-S-C-H-E-L. And I have no affiliation. Independent.

MR. GOLDMAN: Okay.

1079-305 | MR. URSCHEL: My comments are mostly questions related to the new tunneling that goes from the 22nd Street Station area to the Transbay eventually.

And the first question would be the tunneling that's proposed seems to have about three or four turns in it, two of them are 90 degrees. And I guess the question is, really, why isn't it planned to be a straighter line, saving a lot of cost in tunneling that would be even longer with all these turns in it?

1079-306 | The second thing related to that, the tunnel goes under Pennsylvania Avenue. And there's a property listing of affected properties in the report, but it doesn't list any properties on the west side of Pennsylvania Avenue, and I was wondering why that would be the case?

1079-307 | And then the final question related to that is how far below the 22nd Street would the top of this new tunnel be when it's completed regarding, you know, noise mitigation and things like that?

That's all my comments. Thank you.

Response to Submission 1079 (Fred Urschel, August 19, 2020)

1079-305

This comment is referring to the DTX project, which would extend the electrified peninsula rail corridor in San Francisco from Mariposa Street (south of the 4th and King Street Station) to the SFTC. Once the DTX project is complete, HSR would utilize the track built for the DTX to reach the SFTC.

The DTX and SFTC projects are separate projects that were environmentally cleared by the TJPA in the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report (USDOT et al. 2004) and adjustments to the tunnel design were subsequently environmentally cleared in the Transbay Transit Center Program Final Supplemental EIS/EIR (USDOT et al. 2018). As the DTX project underwent a separate environmental review process, it is outside the scope of the Draft EIR/EIS for the San Francisco to San Jose Project Section of the CAHSR project. Accordingly, the comment does not raise any specific concerns regarding the conclusions or adequacy of this Draft EIR/EIS, nor did it result in any revisions to the Draft EIR/EIS.

1079-306

The Authority believes that the comment is referring to the Pennsylvania Avenue Extension, which would extend the DTX project south from Fourth and Townsend along Pennsylvania Avenue in a tunneled alignment. The Pennsylvania Avenue Extension, which is currently undergoing conceptual design lead by SFCTA, would be the subject of a separate environmental review process and is outside the scope of the Draft EIR/EIS for the San Francisco to San Jose Project Section of the CAHSR project. Accordingly, the comment does not raise any specific concerns regarding the conclusions or adequacy of this Draft EIR/EIS, nor did it result in any revisions to the Draft EIR/EIS.

1079-307

HSR trains would operate on existing Caltrain tracks when crossing 22nd Street in San Francisco. The existing Caltrain tracks are not in a tunnel at this location but would remain grade separated under 22nd Street and I-280. Please refer to Section 3.4.7, Mitigation Measures, in the Draft EIR/EIS for a discussion of the measures identified to avoid or reduce significant noise and vibration impacts. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1075 (Chris Weitsman, August 19, 2020)

San Francisco - San Jose - RECORD #1075 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : Chris
Last Name : Weitsman

Stakeholder Comments/Issues :

1075-180

MR. WEITSMAN: My name is Chris and I'm not part of an organization but I'm supporting the high-speed rail. And I'm interested because it's a good way to get people back and forth between San Francisco and San Jose. Oh, it's C-H-R-I-S W-E-I-T-S-M-A-N.
MR. GOLDMAN: Thank you, Chris, for your comment. Do you have anything else to add?
MR. WEITSMAN: No, I'm good.

Response to Submission 1075 (Chris Weitsman, August 19, 2020)

1075-180

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 1039 (Jacqueline Westcoat, August 11, 2020)

TRANSCRIPTION OF HANDWRITTEN COMMENT

Dear Caltrans,

1039-108 | It is truly surprising to me that you (Caltrans) are still going forward with this railroad that will probably always need to be subsidized. California last year had a surplus of \$5 billion dollars + now we have a deficit of \$500 billion.

1039-109 | We took a vacation last year + drove through Nevada Utah + Wyoming. As we went we found the gas getting cheaper + the roads getting better. It was so nice to drive on roads free of pot holes + along highways free of so much debris. With so much more money its disgraceful that Californians have to put up with such lousy roads. Last year our car hit a pothole + cracked the A FRAME.

We need so many things done with that wasted money such as fixing our dams, clearing our forests + fixing our roads.

1039-110 | Observing your work has been a joke. An example is the station at the end of the line in San Francisco where the roof fell in + even in my neighborhood I see big big pot holes. I see a truck come + fill in the hole with some tar + then hit it with the back of the shovel + leave. When it rains, it washes away + we have to wait for another quick fix. Thank God it doesn't rain much.

It's not as if you would not have any work if you trashed this railroad idea. What is the purpose? Is there no one in the organization who has a working brain?

I would love to get a reply but this letter will probably hit the trash can.
Mrs Jacqueline Westcoat

RECEIVED
AUG 11 2020
BY: JR

Dear Caltrans

It is truly surprising to me that you (Caltrans) are still going forward with this railroad that will probably always need to be subsidized. California last year had a surplus of \$5 billion dollars + now we have a deficit of \$500 billion.

We took a vacation last year + drove through Nevada Utah + Wyoming. As we went we found the gas getting cheaper + the roads getting better. It was so nice to drive on roads free of pot holes + along highways free of so much debris. With so much more money its disgraceful that Californians have to put up with such lousy roads. Last year our car hit a pothole + cracked the A FRAME.

We need so many things done with that wasted money such as fixing our dams, clearing our forests + fixing our roads.
Observing your work has been a joke. An example

Submission 1039 (Jacqueline Westcoat, August 11, 2020) - Continued

is the station at the end of the line in San Francisco where the roof fell in & even in my neighborhood I see big big pot holes. I see a truck come & fall in the hole with some tires & then hit it with the back of the shovel & shove. When it bounces, it washes away & we have to wait for another quick fix. Had had it down it ain't much.

It is not as if you would not have any work if you trashed this railroad idea. What is the purpose? Is there no one in the organization who has a working brain?

I would love to get a reply but this letter will probably hit the trash can

Mrs Jacqueline Westcoat


 RECEIVED
 AUG 11 2020
 BY: OK
 SAN JOSE CA 950
 06 AUG 2020 PM 3 L


California High Speed Rail Authority
 Attn: San Francisco to San Jose
 Project Section Draft EIR-EIS
 100 Paseo De San Antonio
 Room 300
 San Jose Ca 95113

95113-140275

Response to Submission 1039 (Jacqueline Westcoat, August 11, 2020)

1039-108

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The comment incorrectly states that Caltrans is the lead agency; the lead agency for the HSR project is the California High-Speed Rail Authority.

1039-109

The comment is noted but does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

1039-110

The comment is noted but does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1001 (Jerome Woehl, August 4, 2020)

San Francisco - San Jose - RECORD #1001 DETAIL

Status : Unread
Record Date : 8/4/2020
Interest As : Individual
First Name : Jerome
Last Name : Woehl

Stakeholder Comments/Issues :

1001-89 | In my opinion, the high speed rail was a mistake when construction began in an area of least need and use. Construction in an area of greatest need (like the Bay Area or LA) seems to be the most prudent choice. That way usage would be most helpfully impacted and if there are delays in the entire project, fewer would suffer from the lack of availability..

Response to Submission 1001 (Jerome Woehl, August 4, 2020)

1001-89

The comment does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS, nor did it result in any revisions to the Draft EIR/EIS. The comment is noted and will be presented to Authority decision makers when considering project approvals.

Submission 1058 (Wenting Yao, August 24, 2020)

San Francisco - San Jose - RECORD #1058 DETAIL

Status : Unread
Record Date : 8/24/2020
Interest As : Individual
First Name : Wenting
Last Name : Yao

Stakeholder Comments/Issues :

1058-137

Residents in the neighborhood have a concern about the construction of the high-speed rail in the community because it will affect the house values and the living condition by causing a lot of noise.

Response to Submission 1058 (Wenting Yao, August 24, 2020)

1058-137

The comment states that construction of the alternatives would lead to decreased home values and increased noise. Please refer to Impact SOCIO#1 and Impact SOCIO#12 in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS, which includes a discussion about these topics. Refer to Section 3.4.7, Mitigation Measures, for a discussion of the construction noise mitigation measures (NV-MM#1) that will be implemented. The comment does not raise any specific concerns regarding the conclusions or adequacy of the Draft EIR/EIS, and no revisions are required.

Submission 1077 (David Yeh, August 19, 2020)

San Francisco - San Jose - RECORD #1077 DETAIL

Status : Unread
Record Date : 9/4/2020
Interest As : Individual
First Name : David
Last Name : Yeh

Stakeholder Comments/Issues :

MR. YEH: Hello. My name is David Yeh. Oh, my face mask got tangled in my earbuds. Anyways, my name is David Yeh. I am not with any organization. And I live in San Jose.

MR. GOLDMAN: And, David, before you go on --

MR. YEH: What?

MR. GOLDMAN: -- could you just -- can you just spell your name, please, for our court reporter?

MR. YEH: Sure. D-A-V-I-D Y-E-H.

MR. GOLDMAN: Okay. Thank you. And please proceed with your comment.

MR. YEH: Sure. Yeah, so I live in San Jose, very close to the (indiscernible) that may be. Since this is not a question and answer session, only commenting, although I would be happy to know if you guys are open to answering questions, I would just like to say that despite all the cutting and funding from the federal government, the frivolous lawsuits that the HSR Authority, you guys, are holding fast and trying to get this project completed. It is a large project, a monumental task for a state government, but if any one state government can do it, I believe it's California as it is the largest in the country.

I would just like to give my encouragement to you guys in completing this section, as well as all the other routes planned for the state because it is so very needed to reduce gasoline consumption and CO2 emissions for the rest of us, myself.

That's really all I have. Thank you for listening.

1077-183

Response to Submission 1077 (David Yeh, August 19, 2020)

1077-183

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Submission 1101 (David Zhong, September 8, 2020)

San Francisco - San Jose - RECORD #1101 DETAIL

Status : Unread
Record Date : 9/8/2020
Interest As : Individual
First Name : David
Last Name : Zhong

Stakeholder Comments/Issues :

1101-475 | The blended system for the San Francisco to San Jose project section makes sense, and will strengthen both Caltrain and HSR in the long term. The integration at Millbrae-SFO also provides convenient BART connections to SFO and points south of San Francisco, further integrating it as part of a regional + statewide solution. I support the proposed alignments, and hope to see this section begin in the coming years.

1101-476 | I'm glad to see the authority study how to keep the communities safe with quad gates and perimeter fencing. I hope this can alleviate worries about the trains passing through neighborhoods, and is part of the authorities presentations to local leaders.

1101-477 | One comment is for San Jose Diridon station: with the future BART extension to San Jose Diridon, there may need to be further expansion to the station by 2030. CAHSR must work carefully with BART/VTA on this alignment, to ensure mixed Caltrain/BART/HSR demand is manageable. The BART extension is advantageous, as it puts many East Bay communities in range of HSR (Fremont, Hayward, etc.). The station must match its expected capacity to meet its full potential.

Thank you for your time.

Response to Submission 1101 (David Zhong, September 8, 2020)

1101-475

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

1101-476

The comment does not raise any specific concern regarding the conclusions or adequacy of the Draft EIR/EIS, nor did it result in any revisions to the Draft EIR/EIS. The comment is noted and will be presented to Authority decision makers when considering project approvals.

1101-477

As stated in the Draft EIR/EIS, Section 2.1, Introduction, DISC is a separate ongoing multi-agency planning process, and decisions about future changes to the San Jose Diridon Station and the surrounding PCJPB-owned rail infrastructure and corridor are the subject of multiple planning and agreement processes that are proceeding independently from this environmental process. The Authority has been and will continue to be involved in this planning process along with the City of San Jose, VTA, and Caltrain. The DISC planning effort seeks to address HSR plans but also those of BART, VTA, Caltrain, and other passenger rail services, as well as local development adjacent to the station. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 918 (Victor Zhou, July 14, 2020)

San Francisco - San Jose - RECORD #918 DETAIL

Status : Unread
Record Date : 7/14/2020
Interest As : Individual
First Name : Victor
Last Name : Zhou

Stakeholder Comments/Issues :

918-55

The San Francisco station environment impact report appendix A3 shows a single-track DTX approach has been examined, and that the track would be directly adjacent to 7th Street. This does not seem like a realistic scenario, as this seems dangerous (high-speed line right next to local street) and unrealistic (are we really building a one-track DTX)? I would like for the final report to state the exact nature of the DTX approach which was considered, and for the report to address the noise and safety concerns the proposed DTX approach would raise.

918-56

I would also like for HSR to address the safety and security of the 4th Street Station. The station is tiny and doesn't have a lot of waiting room, and the HSR is going to bring a lot of people to the station. This means the surrounding streets will be very crowded. The report addresses how the project will impact emergency response at the station, but I would like for HSR to examine whether increased pedestrian traffic at 4th Street Station will lead to increased automobile-pedestrian collisions, and how this can be mitigated.

Response to Submission 918 (Victor Zhou, July 14, 2020)

918-55

The comment expresses concerns about the configuration of the DTX shown in Book A3 of Volume 3, Preliminary Engineering Plans. The depiction of DTX in sheets 32 and 32 of Book A3 is intended to illustrate the location of DTX at a conceptual level only. The Authority understands that the DTX approach to the Townsend Street station adjacent to the 4th and King Street Station is a 2-track alignment that follows the existing Caltrain track alignment parallel to 7th Street before descending in a cut-and-cover tunnel to the below-grade station.

As explained in Chapter 2, Alternatives, of the Draft EIR/EIS, the HSR project terminates at the 4th and King Street Station. DTX is a separate, future project by others that would extend the electrified peninsula rail corridor in San Francisco from the 4th and King Street Station to the SFTC. The DTX was analyzed in the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report (USDOT et al. 2004). Adjustments to the tunnel design were subsequently analyzed in the Transbay Transit Center Program Final Supplemental EIS/EIR (USDOT et al. 2018).

With respect to the commenter's request to further describe the DTX approach and its impacts, no revisions to the Final EIR/EIS have been implemented because DTX is not part of this HSR project and underwent a separate planning and environmental process, independent of the environmental review for the San Francisco to San Jose Project Section.

918-56

The comment suggests that the Draft EIR/EIS should address safety and security of the 4th and King Street Station, including pedestrian traffic. Impact TR#17 in Section 3.2, Transportation, of the Draft EIR/EIS addresses effects on pedestrian and bicycle access and identifies a significant impact under CEQA for both project alternatives at the 4th and King Street Station because the project would exacerbate pedestrian crowding due to limited sidewalk capacity along the Fourth Street frontage between Townsend Street and King Street. Mitigation Measure TR-MM#5 addresses this impact through development of an improvement plan to increase sidewalk capacity on Fourth Street along the station frontage between Townsend Street and King Street in collaboration with the City and County of San Francisco and Caltrain, taking into account planned improvements by both agencies, and subsequently constructing pedestrian improvements. The comment did not result in any revisions to the Draft EIR/EIS.

24 INDIVIDUAL COMMENTS (part 2)

Submission 1204 (Sal Aresco, July 23, 2021)

San Francisco - San Jose - RECORD #1204 DETAIL

Status : Action Pending
Record Date : 7/28/2021
Interest As : Individual
First Name : Sal
Last Name : Aresco

Stakeholder Comments/Issues :

1204-2684 | YES .THIS VERY GOOD.-YES THIS (PLANET)-SO TAKE THE MESSURE TOO INSURE THE
SAFTETY PLUS NATURE .AND ALL GO FORWARD TO BUILDED THE (CAL.)BULLET
TRAIN.RIGHT.ITS VERY MUCH THE STEP IN THE RIGHT DIRRECTION. (NORTH 2 SOUTH
2 & YES EAST 2 WEST...!!!!.CALIFORNIA NEEDS -NEW NOT OLD.PLUS BEFORE WE GO
UP INTO OR BUILD ON THE RED PLANET.LETS BUILDED HERE.TOO TRY TO SAVE
(R)HOME.SO LETS RIDE.-220MPH.PLEASE. TAKE CARE AND CONTINUE.BY I DO SUPPORT
THIS PROJJECT.

Response to Submission 1204 (Sal Aresco, July 23, 2021)

1204-2684

Refer to Standard Response FJ-Response-GEN-2: General Support of the Project and the California High-Speed Rail System.

Thank you for your comment.

Submission 1205 (Lysianne Aubertin Douté, July 23, 2021)

San Francisco - San Jose - RECORD #1205 DETAIL

Status : Unread
Record Date : 7/28/2021
Interest As : Individual
First Name : Lysianne
Last Name : Aubertin Douté

Stakeholder Comments/Issues :

1205-2682 | Hi, I just read the new version of the Millbrae station and I'm surprised about the parking spaces. Did I understand well that the parking spaces have dropped dramatically? This sounds weird. How do you imagine that people are going to get to the train? If there are not enough parking spaces, people will just continue their journey in their cars and will not hop neither on HSR nor on Caltrain. Do not do the mistake of not having enough parking spaces.

Lysianne (French citizen living in Strasbourg and using HSR in Europe)

Response to Submission 1205 (Lysianne Aubertin Douté, July 23, 2021)

1205-2682

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

As described in Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, the Authority's policy is to replace displaced parking at existing stations at a 1:1 ratio. Therefore, the Millbrae Station design evaluated in the Draft EIR/EIS includes 288 parking spaces to replace the 175 Caltrain spaces and 113 BART spaces that would be removed by the HSR project. In addition, the Millbrae Station design includes a limited amount of new parking (37 parking spaces) for HSR riders.

In response to comments on the Draft EIR/EIS, the Authority developed and evaluated a design variant—the RSP Design Variant—for the Millbrae Station that would eliminate replacement parking for displaced Caltrain and BART spaces and reduce land use conflicts with existing and planned development. This design variant was evaluated in the Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS. As with the Millbrae Station design evaluated in the Draft EIR/EIS, the RSP Design Variant includes 37 parking spaces for HSR riders.

Refer to Section 3.20.4.1, Transportation, of the Revised/Supplemental Draft EIR/EIS for analysis of the effects of the reduced parking with the RSP Design Variant. The analysis concludes that the lesser amount of parking with the RSP Design Variant is not expected to substantially reduce ridership for HSR, Caltrain, or BART because there are ample opportunities to access the station that do not require vehicle station parking, including existing transit, walking, and biking, as well as vehicle drop-off (taxi, transportation network company, or kiss-and-ride). This is supported by the fact that a high proportion of BART and Caltrain riders at the Millbrae Station—52 percent and 76 percent, respectively—use alternatives to station parking.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1207 (Amit Basu, July 30, 2021)

San Francisco - San Jose - RECORD #1207 DETAIL

Status : Unread
Record Date : 7/30/2021
Interest As : Individual
First Name : Amit
Last Name : Basu

Stakeholder Comments/Issues :

1207-2683

I have Caltrain tracks running behind my house. Over the last one year, the activities along the rail tracks have increased a lot, with trains sounding out loud horns, stopping close to our house, releasing lots of gasoline smell. Please do not build any outpost or station close to our house, because as it is, we get a lot of sound from the trains and employees working on the railroad tracks for improvement project. We are already shortchanged by train tracks behind the house, please do not aggravate it further. It's a health hazard.

Response to Submission 1207 (Amit Basu, July 30, 2021)

1207-2683

Refer to Standard Response FJ-Response-GEN-1: General Opposition to the Project and the California High-Speed Rail System.

The commenter expresses concerns regarding odors and noise associated with train operations within the Caltrain corridor and construction activities that are part of the Caltrain PCEP project.

Regarding concerns for odors, the HSR trains would be electric-powered and would not result in the odors noted by the commenter. Regarding noise, please refer to the analysis and conclusions in Final EIR/EIS Section 3.4, Noise and Vibration, where existing noise levels are discussed and projected future noise levels are disclosed.

The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1206 (Roger Bazeley, July 24, 2021)

San Francisco - San Jose - RECORD #1206 DETAIL

Status : Unread
Record Date : 7/28/2021
Interest As : Individual
First Name : Roger
Last Name : Bazeley
Attachments : BAZELEY.R_HSRM-296E_Managing California's Incremental Intercity Passenger Rail Programs.pdf (9 mb)

Stakeholder Comments/Issues :

1206-2691

Abstract of Report Submitted for being part of public comment on 2021 Revised/Supplemental Draft EIR/EIS

The current 2010-2035 political reality and financial condition of the U.S. economy and California's state budget has created long-term challenges delaying the rapid development of proposed High-Speed Rail projects in the 5-8 key identified U.S. mega-regional rail corridors such as California's planned statewide ultra-high speed system that would connect the state's North, Central, and South mega-regions. This survey will review and assess the choices in moving forward to future passenger high-speed rail and ultra-high-speed rail by legislating funding and implementing incremental improvements to existing metropolitan regional connecting passenger rail systems' service infrastructure, and assessing the future impact upon local metropolitan future planning related to projected 2035 population growth.

The survey includes a review of mega-regional rail connectivity and legislative efforts to fund the multiple levels of urban, inter-city/commuter, regional, and high-speed/ultra-high-speed rail to connect important mega-regions of economic activity and large population through a phased incremental higher-speed passenger rail improvement program (HSIRP).

This review also looks broadly at the statewide implementation of the HSIPR program that would improve connectivity and shorten existing travel/trip durations for customers. This also supports the future mega-regional connectivity of building the CHSRP, with an emphasis on the application of these improvements to Caltrain to enable the planned CHSR to run its advanced ultra-speed trainsets on existing right-of-way as a shared/ blended system with Caltrain modernized trainsets, system electrification, ATC and

high-tech signaling improvements. This is the Northern California part of CHSRA's new "bookends"

Plan for investment in connecting Northern and Southern existing passenger rail assets.

The proposed/planned California High-Speed Rail system route segments have different types and levels of multi-modal transit feeder services connecting at major city station hubs including light-rail, medium-heavy rail, and on-going bus transit improvement "system packages" with different service and infrastructure attributes which can be up-graded in incremental phases along with regional passenger rail infrastructure. These connecting modes also include metropolitan public transit Rapid Bus with Signal Priority Technologies (Smart Corridors), and proposed advanced BRT with exclusive bus lanes.

To successfully meet the future transportation needs and travel demand of all local community transportation improvement stakeholders, there is a need to concurrently improve multi-modal public transit and passenger/commuter rail systems interface and connectivity with the planned California High-Speed Rail system at all of the proposed segment station/transit hubs. The consideration of communities and stakeholders experiencing the immediate and on going benefits of incremental multi-modal rail and public transit on the local level is a benefit as well as the lower cost considerations of closing the "Multi-generational time gap" of the ultra-high speed CHSR for completing the mega-regional connectivity from northern California to southern California.

Roger Bazeley

1000 Green Street, #501

San Francisco, CA 94133

bazeley@comcast.net

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Managing California's Incremental Intercity Passenger Rail Programs in Support of Future High-Speed Rail

A Survey of the Caltrain Intercity Rail Corridor, Proposed Incremental Infrastructure Improvements for Supporting Statewide CHSR Connectivity



Capitol Corridor, Caltrain, ACE Altamont Express, BART, CHSR 2035, San Joaquin, Coast Starlight, Pacific Surfliner, Metrolink

Roger Bazeley

High Speed Rail Management-MTM-296E
Instructor Stan Feinsod
March 2, 2012

Mineta Transportation Institute
College of Business
San Jose State University, San Jose, CA 95192-0219

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Abstract

The current 2010-2035 political reality and financial condition of the U.S. economy and California's state budget has created long-term challenges delaying the rapid development of proposed High-Speed Rail projects in the 5-8 key identified U.S. mega-regional rail corridors such as California's planned statewide ultra-high speed system that would connect the state's North, Central, and South mega-regions. This survey will review and access the choices in moving forward to future passenger *high-speed rail* and *ultra high-speed rail* by legislating funding and implementing incremental improvements to existing metropolitan regional connecting passenger rail systems' service infrastructure, and accessing the future impact upon local metropolitan future planning related to projected 2035 population growth.

The survey includes a review of mega-regional rail connectivity and legislative efforts to fund the multiple levels of urban, inter-city/commuter, regional, and high-speed/ultra-high-speed rail to connect important mega-regions of economic activity and large population through a phased incremental higher-speed passenger rail improvement program (HSIRP).

This review also looks broadly at the statewide implementation of the HSIRP program that would improve connectivity and shorten existing travel/trip durations for customers. This also supports the future mega-regional connectivity of building the CHSRP, with an emphasis on the application of these improvements to Caltrain to enable the planned CHSR to run its advanced ultra-speed trainsets on existing right-of-way as a shared/ blended system with Caltrain modernized trainsets, system electrification, ATC and high-tech signaling improvements. This is the Northern California part of CHSRA's new "bookends" Plan for investment in connecting Northern and Southern existing passenger rail assets.

The proposed/planned California High-Speed Rail system route segments have different types and levels of multi-modal transit feeder services connecting at major city station hubs including light-rail, medium-heavy rail, and on-going bus transit improvement "system packages" with different service and infrastructure attributes which can be up-graded in incremental phases along with regional passenger rail infrastructure. These connecting modes also include metropolitan public transit Rapid Bus with Signal Priority Technologies (Smart Corridors), and proposed advanced BRT with exclusive bus lanes.

To successfully meet the future transportation needs and travel demand of all local community transportation improvement stakeholders, there is a need to concurrently improve multi-modal public transit and passenger/commuter rail systems interface and connectivity with the planned California *High-Speed Rail* system at all of the proposed segment station/transit hubs. The consideration of communities and stakeholders experiencing the immediate and on going benefits of incremental multi-modal rail and public transit on the local level is a benefit as well as the lower cost considerations of closing the "Multi-generational time gap" of the *ultra-high speed* CHSR for completing the mega-regional connectivity from northern California to southern California.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California’s Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

TABLE OF CONTENTS

Abstract	2
Table of Contents	3
Executive Statement	4
The Funding Prioritization of Incremental Higher-speed Passenger Rail Improvements Verses Ultra High-Speed Rail for “Geographic/Mega-regions”	5
The New Reality Economic Reality for U.S. Ultra High-Speed Rail	10
Moving the CHSRP Forward by Leveraging Existing Rail Assets through Incremental Passenger Rail Infrastructure Improvement	11
Legislating Funding Sustainability for Improving U.S. Mega-regional Connectivity with HSR and Incremental Passenger Rail Improvement Projects (HSIPR)	13
CHSRA and Caltrain’s Incremental Passenger Rail Blended Plan, SF - SJ - Gilroy	16
Constraints and Concerns Running CHSR and CalTrain on Mixed-use Rail Facilities Managing Caltrain’s Shared CHSR Vision by Choosing the Right Attributes	29
Industrial Design for HSIPR Improvement-Innovation in Form and Function Counts	31
Marketing and Branding California Caltrain vs. CHSR	37
CHSRP and Caltrain Stakeholders as Customers, Participants and Benefactors	40
Caltrain and CHSR + TOD: Public Private Partnership to Develop Ridership and Revenue Opportunity	44
Motivating Caltrain Passenger Rail Business Innovation through Leadership:	45
Conclusion: “The Right Stuff”	47
The Right Level of Attributes	48
The Right Investment in California’s High-Speed Rail Project	48
The Right Policy – Transit First and TOD	49
The Right Management Leadership Model for Driving HSIPR Innovation	50
Appendix: California Major Passenger Rail Caltrain/CHSR Connectors-Snapshots	53
Appendix: Cities with Proposed CHSR Stations	61
Abbreviations and Acronyms	72
Bibliography	76

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California’s Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

EXECUTIVE SUMMARY

The CHSRA outreach presentation of the initial project concepts and route selection efforts fell short of presenting alternatives of leveraging existing transportation assets in place to use existing rail rights-of-way in a blended/shared mode for the initial lower cost implementation of the “multi-generational” CHSRP. The importance of presenting passenger rail stakeholders and the public with a balanced perspective of analyzing the positive or negative impacts of future implemented High-Speed Rail improvements upon the planned CHSR system routes and the simultaneous immediate benefit of incremental improvements to connecting urban, inter-city and regional rail feeder systems can not be under stated. Current CHSR plan modifications suggest incorporating shared tracks/partnerships to fund incremental higher speed passenger rail improvements to rail infrastructure, operations, and technology; thereby shortening commuter and inter-city travel time by raising operational speeds from the FRA 79 mph to 110-125 mph and even 150 mph in the Amtrak Northeast Corridor — as targeted by the 1994 Swift Rail Development Act, the 1995 Next Generation HSR Program, and reaffirmed by APTA in 2010.

It is critical that all of the major connecting passenger rail systems and operators coordinate their incrementally higher-speed passenger rail improvements with a set of standards that will enable the CHSR to operate on their right-away/track to connect efficiently with the key urban/city station multi-modal transportation centers. All of these rail operators/systems need to include in their vision and organizational structures a “TOD Planning Team” to generate revenue through multi-use TOD at their stations to off-set operating costs and provide “capital” to improve their system facilities. The benefits of TOD along city, metropolitan, and regional transit corridors is also key to business and ridership growth along all multi-modal transit and rail corridors by leveraging the “convenience/accessibility” of transit connectivity to housing, work, shopping, and entertainment venues and urban assets. The marketing and “Branding Identity” of TOD and the various operational and design attributes of the station infrastructure and the use of “leading edge” engineering and “industrial design” on all system components including train-sets are strategic in being a “customer/user” generator. The entire HSIPR “family” of connecting urban, inter-city, and mega-regional rail feeders becomes benefactors of these strategies as well as, sustaining future *California High-Speed Rail* rider-ship and revenue profitability.

California’s ambitious goal to build a CHSR system with integrated infrastructure elements offers a unique opportunity to ensure that the future CHSRP “unified system package” supports regional and local passenger rail and public transit corridor businesses and their community’s economic vitality. Incremental Passenger Rail improvements (HSIPR) that support future CHSR can be a progressive mode choice where land-use and the projected 2035 California population growth indicate a need for faster and higher capacity service to replace or supplement slower more traditional train services and reduce demand on regional highway and state air-corridors. Many medium sized cities which are primarily served by traditional highway infrastructure bus systems are showing selective growth patterns and a growing demand for public transportation and commuter passenger rail with faster service and higher capacity levels.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The Funding Prioritization of Incremental Higher-speed Passenger Rail Improvements vs. Ultra High-Speed Rail for “Geographic/Mega-regions”

The theoretical case has been made for investing priority in both Incremental Higher-speed Passenger Rail improvements (HSIRP) and *Ultra High-speed rail* within geographically defined “mega-regions” where population and economic growth forecasts increasing congestion have a growing demand for higher-capacity high speed rail as a transportation mode choice between driving and flying is supported by various land-use “think tanks”. Petra Todorich, Director of “America 2050” states in a study by the Lincoln Institute that targeting these mega-regions for priority funding is seen “as a transformative investment — a generational investment.”

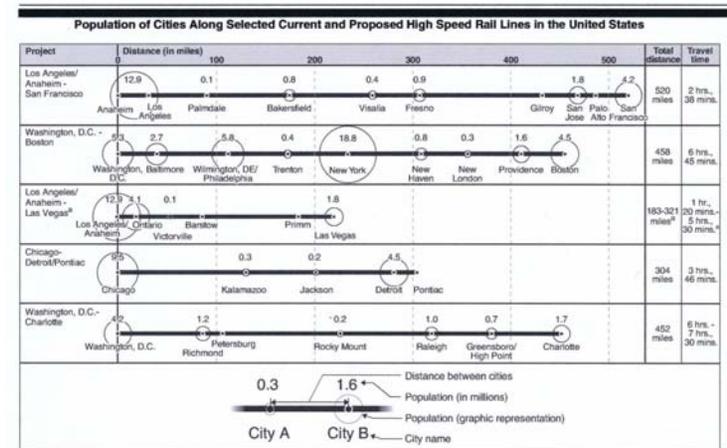


On February 17, 2009 the American Recovery and Reinvestment Act (ARRA) was signed into law. As part of this legislation, \$8 billion was provided for intercity and high-speed rail projects. On July 10, the Federal Railroad Administration (FRA) received pre-applications from 40 states totaling \$103 billion. The FRA is implementing these passenger rail programs through the statutory program structure of the Passenger Rail Investment and Improvement Act of 2008, signed into law by President Bush. Congress has supplemented the initial \$8 billion with additional appropriations of \$2.5 billion in FY 2010. The present Administration has proposed an authorization of \$53 billion for high-speed rail over the six years from FY 2012 through 2017 which is of March 2012 stalled, along with long-term SAFETEA-LU reauthorization.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The “mega-region” between San Francisco and Los Angeles and between Boston and Washington, D.C., most closely in projected growth in population, industry and job development, land-use trends, and transportation capacity demands — mirror established European and Asian HSR systems like France’s TGV route between Paris and Lyon, Japan’s “Shinkansen” Tokyo-Nagoya-Osaka corridor, and Spain’s Barcelona-Madrid High-speed rail route. Amtrak’s Boston-New York Acela Express train is the closest U.S. operating higher speed rail system, which uses advanced train sets with tilting adjustable suspension to boast capability in some sections to 150 MPH, but in fact due to congestion and frequent curves averages less than half that speed. A proposed 30 year investment of \$117 billion over 30 years for design, permitting, land acquisition, and construction would be required to reduce travel time between Boston and New York to 2 hours, and New York to Washington to 90 minutes.



Source: GAO analysis of data from domestic project sponsors, foreign transportation officials, the U.S. Census Bureau, and Demographic.

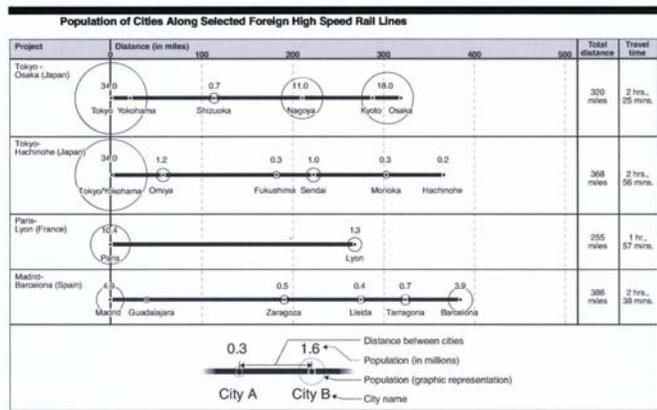
The California High-Speed Rail Project with its planned leading edge exclusive right-of-way, advanced train-sets, and state-of-the-art operational and safety technology attributes is the current future hope for a truly quality ultra high-speed rail system to be built as a (DFFOM) project supported by Federal, State, and local funding mechanisms. The funding and approval process will require CHSRA management transparency and accountability, which is in need of streamlining and incorporating an innovative business model plan that will produce private sector growth in generating revenue and profit streams for reinvestment — to manage, maintain, operate, and expand while improving existing passenger rail connecting system reliability, faster travel and overall HSIRP customer experience and route connected communities’ quality of life.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

A key goal in supporting the building of California's high-speed rail network is the growth of jobs in the construction, servicing, operating of the system and sustainable employment growth and supporting mega-region industry, retail, and business job creation. Building new lines and refurbishing American rail may be seen as a smart business plan—with U.S. and international companies interested in investing in factories in the U.S. to build train sets, parts, and possibly service facilities. Looking at European and Asian HSR models for financing, infrastructure construction, and operating high-speed rail systems it could be deduced that centralized government, smaller defense budgets and dedicated taxes with a targeted national priority of building high-speed rail has been helpful in accelerating European/Asian HSR growth.



In France and Spain, as HSR networks were built, regional air traffic was cut at least in half. California's plans for a grade-separated, true high-speed train that will theoretically cruise along at 220 mph is the most ambitious U.S. HSR plan to date, and in line with global HSR trends, and a true mega-project in scope and funding requirements.

The U.S. current level of debt and slow GNP growth with the burden of huge entitlement program costs and mounting global defense costs added to deteriorating revenue growth to keep state budgets in the black over several decades has put the U.S. at a disadvantage in dedicating major resources toward building a national high-speed rail system like Japan's. For U.S. high-speed rail to move forward, John Mica (R-Fl), current Chairman of the House Transportation Infrastructure Committee and others are looking to the private sector and find a way for rail to be built and operated as a Public-Private partnership investment. Targeting the highly trafficked U.S. corridors can bolster the case for such investment.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

However, "The Administration continues to fail in attracting private investment, capital and the experience to properly develop and cost-effectively operate true high-speed rail," according to Railroads Subcommittee Chairman Bill Shuster (R-PA). There are some unresolved right-of-way issues and cost estimates challenging the California High-speed Authority in building a leading edge HSR system that will run at 220 mph. In 2008, California residents still passed a \$9.9 billion bond. California has continued to get various stimulus funds for their project because they are further along with environmental assessment impacts than some other states, and several state Governors rejected stimulus funding for building HSR in their states based upon political and state budgetary rationalizations. Also, the train in California will be truly high-speed, grade-separated, and cut down on air traffic and vehicle congestion as well as, air quality degradation due to California State's 2035 projected increased air and vehicle travel demand.



The California HSR infrastructure was originally estimated to cost at least \$40 billion, and it will realistically cost at least \$100-\$117 billion even more than that with train-sets and future segment expansions. No one is arguing that cutting-edge HSR is cheap. France's TGV, however, paid back its construction costs after 12 years of service, and the Paris-Lyon service continues to turn a small-moderate profit. It should be noted that in 2010 not all of TGV system lines and services were profitable. Twenty percent of all TGV services lost money in 2010, and some services may eventually see reductions and elimination. However, the bulk of TGV services, even in the economic downturn, continue to break even or make a profit.

High-speed rail costs more to build to truly run at 150/220 mph or faster, with a dedicated, grade-separated track like the one that California has proposed, but they can offset some costs by ticket pricing structure and might displace airport congestion, saving taxpayer dollars. However this reviewer believes that the funding offset strategy and revenue and profit generation is a much more complex and dependent element of a more complex business modeling strategy required to be put in place by the California High-Speed Rail Authority. This requires a substantial shift in the CHSRA management and operation planning philosophy in looking at how they can adapt the "best of the best" and not succumbing to a mediocrity of compromise in the actual mission of operating the completed California HSR system. U.S. politics and the lack of legislative cooperation on transportation funding re-authorization with a dedicated long-term funding stream for High-Speed Passenger Rail, by a consensus of Republican and Democratic Party support—is bleeding future HSIPR programs and U.S. HSR to death.

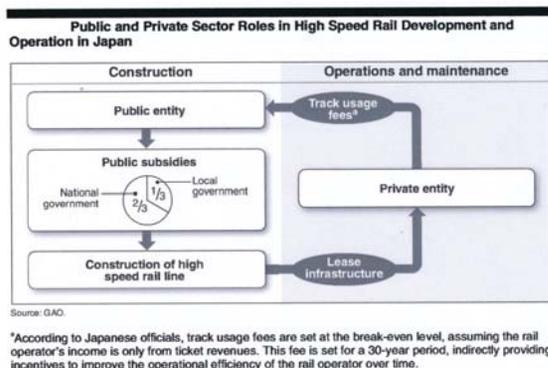
Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

In many parts of the world, some of these *HSR* systems over several decades recover their initial investment and grow supportive local economies through TOD private/public partnerships and local redevelopment. For high-speed rail to move forward, Congress and others are right to look to the private sector and find a way for *Ultra/High-Speed Passenger Rail* to be an appealing investment. Perhaps starting with highly trafficked passenger rail corridors that will make the case for prioritization of federal investment through a combination of incremental passenger rail system infrastructure improvements and select mega-regional *Inter-City Express* trains and Ultra/High-Speed Rail mega-regional connectors like the CHSRP is the way forward to the public embracing Ultra/High-Speed Rail's benefit vs. its cost.

This gives a serious rationale for looking at the Japanese "Shinkansen" business and management model for building/constructing, implementing, expanding and financing through revenue and profit generation from a nationalized/public sector managed JNR infrastructure build-up to their 1987 privatization. The operators support customer service and profit driven business through private and public sector cooperation/partnerships and land-use development agreements.



The initial start of the first 100 Series Shinkansen line started with Japanese Government approval in December 1958, and construction of the first segment of the Tōkaidō Shinkansen between Tokyo and Osaka started in April 1959; operational in 1964. The cost of constructing the Shinkansen was at first estimated at nearly 200 billion yen, which was raised by way of a government loan, railway bonds and a low-interest loan of US\$80 million from the World Bank. Initial cost estimates, had been deliberately understated and the actual figures were nearly double at about 400 billion yen, when the budget shortfall became clear in 1963. Many other planned "Shinkansen" lines were delayed or scrapped entirely as Japan National Railways slid into debt throughout the late '70s, largely because of the high cost of building the "Shinkansen" network. By the early 1980s, the company was practically insolvent, leading to its privatization in 1987

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

among Japanese operators. The amazing historic reality of their Japanese Shinkansen" and the JR connecting systems of inter-city express trains has resulted in an amazing operation history of safe and reliable travel across their multi-modal rail system, especially the "Shinkansen".



The New Reality Economic Reality for U.S. Ultra High-Speed Rail

There continues to be political and financial difficulties in moving forward and adequately funding U.S. High-Speed Rail projects required massive infrastructure spending: no single project is without its drawbacks, and even some of the most promising projects like the California High-Speed Rail Project for mitigating congestion from future projected population growth may be years away from completed implementation and system operations.

The United States and specifically California has a more developed multi-modal transportation system that presently provides a mix of air, freight and local/regional commuter rail, bus systems, Interstate and state highways and maritime transportation, that offer currently affordable mobility choice than countries like China, Spain, Taiwan who are rapidly advancing their *Inter-city HS Express* and *Ultra High-Speed Rail* networks. Is it vital for California and the U.S.A. need to constantly maintain, repair and improve its entire transportation infrastructure as well as developing high-speed rail and improved commuter rail systems? The answer in the terms of mobility improvement, economic and lifestyle productivity, and managing the reduction of traffic congestion and the ensuing negative environmental impacts due to land-use demand by 2035; is a resounding yes! But, how do we create an appropriate political prioritization that favors and funds for leading edge high-speed rail projects like the California High-speed rail system and others that will be needed in the 5-8 key U.S. economic mega-regional rail corridors?

The International Monetary Fund projects that China will grow at a rate of 9.5 percent in 2011, far more than the U.S.'s paltry 1.5 percent creating concern over the long-term funding stream needed by the FTA to implement a complete and economically sound system of High-speed rail in the U.S. "China continues to have much faster economic growth than we do, partly because they're spending much more aggressively on 21st century transportation like high-speed rail," (Phineas Baxandall of the U.S. Public Interest Research Group; Huff Post, 2011-10-02; *China High-Speed Rail Offers Few Lessons For U.S. Beyond Growth Potential.*)

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

A similar rapid development as a national priority, of HSR seems more distant in the current U.S. economic climate and socio-political horizon. The U.S.'s much more stringent planning and EIR Environmental Review processes, federal funding requirements, and in part because of congressional hurdles, the implementation progress on high-speed rail here has been much slower. The rate of long-term GNP growth projections is a critical stakeholder concern in the U.S. sustaining the funding of transportation mega projects like the California High-Speed Rail project let alone significant proposed nationwide HSR and HSIPR connectivity.



USA Proposed HSR Future Network-U.S. Railway Association Map

Moving the CHSRP Forward by Leveraging Existing Rail Assets through Incremental Passenger Rail Infrastructure Improvement

Traveling the last miles through mega-regional metropolitan areas to the urban core or proposed HSR New Stations/Regional Multi-modal Transportation Centers for the start or terminus of the customers trip becomes a "Travel Time/Trip Duration Extender" that can significantly detract or enhance the customers' selection or choice of HSR as a preferred travel mode over flying or driving between cities and mega-regions. The further the distance of travel and more importantly the longer the trip duration the more significant the total trip travel time is impacted by the "last mile" the door to door connectivity convenience and costs. The real time of traveling to Los Angeles or San Diego from San Francisco/Oakland/San Jose can be an additional hour and a half before the departure of a flight from SFO/Oakland/ or even San Jose plus the flight time of 2 hours and an additional 1 hour at the arrival point to the final destination equaling 3.5-4.5 hours travel by flying, or 3-3.5 by CHSR compared to 7-10 hours driving Interstate 5 north to south.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

There is a new emerging national trend in certain mega-regions of "super-commuters" who live in San Francisco but work in Los Angeles or live in New York City and work in Washington, D.C., Boston, or Philadelphia on the Northeastern corridor during the week utilizing flying and the Amtrak Acela HSR service. The super-commuter is defined as someone who works in the central county of a given metropolitan area, but lives several hours beyond the boundaries of that metropolitan area. A growing number of people are traveling very long distances to work. Many of them travel hundreds of miles from their homes to work taking a combination of cars, planes, trains and buses to get from home to the office.

"From 2002 to 2009 the number of super-commuters grew in eight of the 10 largest U.S. metropolitan areas. The growth of super-commuters has occurred not just on the East Coast, but in cities such as Seattle and Houston, which had the greatest increase. The typical super-commuter is under 29 and more likely to be in the middle class. Super-commuters are well-positioned to take advantage of higher salaries in one region and lower housing costs in another," stated in the New York University, Rudin Center for Transportation Report. This is part of the new economic reality where working couples and families can not find work or career advancement opportunities in the same city, or even relocate the family due to regional differences in housing costs and salary income levels. So there is a growing demand on faster passenger/commuter rail and public transportation with shorter travel times and seamless door to door connectivity.

The U.S. over the years of the growing "car culture" has had a decline in rail travel investment or a network of passenger rail lines that knit its regions together. The U.S./California higher personnel incomes promote choice in travel modes that maximize flexibility and speed. Present commuter rail as a fixed route transit system, is currently less flexible and slow compared to air travel in connecting to major cities. As airlines have exponentially increased connectivity with cities of all sizes and locations, competition has also reduced the relative cost of air travel to the point most households can get to their long-distance destinations faster and cheaper via air. Traveling by car for shorter distances of 100-200 miles when factoring in the door to door travel convenience, can be more comfortable and faster than the time of taking several poorly connected transportation modes and or going through early check-in, flight security screenings, and/or air traffic delays due to weather, airport capacity peaks.

Even if high-speed rail were to double the number of riders, its market share would be small compared to air travel. The Amtrak in 2008 accounted for just 6 billion passenger miles compared to U.S. airlines accounting for 583 Billion passenger miles (RITA-U.S. DOT). Thus, the prospects for high-speed rail to compete effectively for a meaningful level of travelers in the U.S., unlike China, is fundamentally limited, and without a significant shift in the U.S. "business model" of developing and operating a HSR system massive ongoing subsidies might be required to keep the U.S. train systems operating once they are built and possibly limiting expansion opportunities.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Legislating Funding Sustainability for Improving U.S. Mega-regional Connectivity with High-Speed Rail and Incremental Passenger Rail Improvement Projects (HSIPR)

There is a new national and global financial reality of funding affordability and tax payer resistance that is impacting sustainable U.S. funding of all transportation infrastructure projects, especially in the development of near future high-speed (150 MPH plus) and ultra high-speed (200 MPH-300 MPH) "bullet train" mega projects requiring billions of dollars of funding and interest carrying charges. "Since the federal Department of Transportation started handing out high-speed rail funds from the Recovery Act in January 2010, about \$5 billion was awarded to HSR exceeding 125 mph, 1/60th of what China has spent so far, in Fiscal Year 2012. (U.S. DOT, Senate Appropriations Committee) The U.S. is shockingly behind the times and global trends in connecting its mega-regions with the ultra-high speed rail let alone high-speed inter-city express trains, other than the incrementally improved east coast Amtrak Acela.



Going back historically to the "Swift Rail Development Act" of 1994, which found that the development of suitable technologies for the implementation of high-speed rail to be in the national interest, and authorized the FRA to undertake the necessary technology development. "The current technologies applied to existing routes provide an attractive, practical alternative to meet 1994 and future mobility demands on corridors connecting major urban areas up to 400 miles apart, at operating speeds of 110-125 mph, and potentially up to 150 mph."

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

13

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The 1995 "Next Generation High-Speed Rail Technology Demonstration Program" includes the following four elements:

- Positive Train Control
- High-Speed Grade Non-Electric Locomotive
- High-Speed Grade Crossing Protection
- Track and Structures Technology

Many of the existing shared freight and passenger rail corridors operating speeds are still capped at 79 mph by the FRA, utilizing older signal block and control systems in need of improvement. The "Next Generation HSR 1995 Program" recommendations were further advanced by the American Public Transportation Association (APTA) in an adopted policy statement, "*Fleshing out an Ongoing Federal High-Speed and Intercity Passenger Rail Program: Principals for a Legislative Framework*", October 3, 2010. The preamble stated: "The act should clearly state the intent to integrate high-speed and intercity passenger rail (HSIPR) corridors across the United States with the existing Amtrak network, with commuter rail and transit operations wherever possible to create a national passenger rail network." There was a stated emphasis on the passenger rail network being a part of a "*balanced, multi-modal, and inter-connected national transportation system* that would enable America's air, rail, and highway systems each to function most efficiently."

There were 23 key points in this APTA proposed legislative framework which included:

1. Preamble: to clearly state the intent to integrate high-speed and intercity passenger rail (HSIPR) corridors with the existing Amtrak network, with regional and local commuter rail and transit operations whenever possible.
2. Separate HSIPR Title in Surface Transportation Authorization Legislation, funded by other than Highway Trust Fund Revenues.
3. Funding Levels, not less than \$50 billion for initial 6 year authorization period, supplementing the \$10.5 billion provided through the American Recovery and Reinvestment Act of 2009 and FY 2010 transportation appropriations. APATA calls for a separate title of no less than \$123 billion over six year.
4. Funding Partnerships: Federal Share 90% with a combination of federal, state, local, regional, and private funding. Tax incentive to attract private sector investment.
5. Dedicated separate Federal funding and revenue source for planning, design, and construction of HSIPR program projects.
6. Ability to leverage funding through public and private financing for faster implementation, less cost, and shared risk---eligible federal credit support programs.
7. National vision, plan and flexible goal strategy for implementing (HSIPR) in defined and agreed upon corridors to increase the speed of passenger rail to shorten intercity trip time.
8. Combination of annual and discretionary grants for streaming annual funded formula allocations in a constant manner to forward the completion of rail projects as scheduled.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

14

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

- Consideration for projects acquiring separate rights-of-way to avoid passenger rail operating in mixed traffic via discretionary grants.
9. Eligibility awarded to sections 301, 302, and 501 of the Passenger Rail Investment and Improvement Act of 2008 PRIIA.
 10. Local and Regional Planning of HSIPR projects should be defined at the state and local level, but be aligned with national goals and objectives. The planning process should determine the appropriate type and level of passenger rail for its region (i.e., Express Rail 150 mph+; Regional Rail 110-150 mph; Emerging Rail 90-110 mph; Conventional Rail 79-90 mph.)
**Note. Reviewer believes that there is are an additional 3 classifications that could clarify the branding/marketing of HSIPR; Intercity Express HSR 110-125 mph, Regional HSR 125-150 + mph, and Ultra High-Speed Rail running 200 mph plus; i.e., CHSRP.)* RMB
 11. Grant Agreements funded through multi-year authority for adding utility on select corridors.
 12. Simplify program delivery, accountability through common standards USDOT and Federal Agencies and EIR processing for HSIPR projects.
 13. Expedited grant process may be approved by The Secretary of Transportation
 14. Connectivity with existing corridor transportation systems including; current passenger rail, urban transit, regional and intercity bus, airports, highways, bicycle networks, and pedestrian networks is a key requirement in planning and funding decisions for HSIPR projects.
 15. Shared corridor facilities benefiting commuters and regional passenger rail to be eligible for investment.
 16. Schedule and unforeseen cost contingencies provided for in project agreements/shared risk.
 17. Open competition to pre-qualified operating and rail service companies.
 18. Access granted by Federal policy change to all freight railroad right-of-way and use of adjacent freight rail rights-of-way must be established to advance HSIPR projects.
 19. Apply the statutory liability limit of \$200 million on all claims against HSIPR operators, sponsoring agencies, host railroads — Amtrak Reform and Accountability Act 1997.
 20. Support of Research, Technology and Standards by the HSIPR program entities to establish common standards to insure inter-operability of all levels of passenger rail.
 21. Establish DBE, Disadvantage Business Enterprise Program
 22. Grade Crossing Elimination funded with in the Federal Highway program.
 23. Access to all HSIPR facilities for persons with disabilities through design, communications, ADA design and architectural requirements. *Reference: (23 Point APTA-HSIPR 2010 Policy Statement for Summary)

There lies the dilemma in 2012, 17 plus years since the 1995 “Next-Gen HSIPR” program, of how do we move forward with delivering a “World Class” high-speed passenger rail network for the California Statewide goal of linking the North, Central, and Southern mega-regions together with a Ultra-High Speed Passenger Rail component? How to link and connect the diverse individual Amtrak Rail Operators, Mixed Freight Rail, and public transit systems that are needed to support the CHSRP? By looking at the history of recommended HSIPR improvements and legislative funding efforts for mixed use improvements it is evident that as meaningful and well intentioned as these efforts are; they fall very short of rapid or reasonable implementation or sustainable funding mechanisms. Caltrain has procured a waiver to use heavy rail equipment mixed with European standards rail rolling stock via “Rule of Particular Applicability”.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The state of the national and state budget further hamper these necessary and highly advised infrastructure improvements for safety up-grades, advancing significantly higher rail speed, and dramatically reducing travel/trip duration between cities and mega-regions with great benefit to regional, state, and national economy in creating a stronger business climate and jobs in the 5-8 key national urban populated mega-regions and metropolitan areas.

In looking at California a review of the key Amtrak passenger rail operations/corridor routes and metropolitan commuter transit for applying the principals of HSIPR incremental improvement, thereby considering running the CHSR on or adjacent to existing mixed use passenger and freight rail right-of-ways as a blended/shared approach may initially result in an earlier time table for service start-up and a less costly way forward for the CHSRP to obtain connectivity.

The EIS/EIR process for upgrading existing passenger rail systems to raise the FRA speeds from the existing 79 mph to 110 has been cleared for several Amtrak corridors running tradition diesel locomotive services as in the case of Michigan, the Cascades, North Eastern Amtrak-Acela corridor, and Caltrain linking (San Francisco-San Jose-Gilroy) with the appropriate signal, PTC/ATC, and infrastructure improvements. Operating HS passenger rail service and equipment on mixed-used track and corridors shared with heavy freight loads and activity designed for 286,000 lbs freight axle loads, can result in higher damage and maintenance issues with the lighter weight European designed HSR electrified trainsets. Mixed use scheduling conflicts will require PTC and/or ERTMS (European Rail Traffic Management System I-II) 2005 technology: equipment, hardware, computers, and software for mixed passenger and freight operations.

CHSRA and Caltrain's Incremental Passenger Rail Blended Plan San Francisco - San Jose - Gilroy



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley



Caltrain's—blended HSIRP and Electrification Plan: San Francisco – San Jose – Gilroy 2020-2035 Vision Goals

Fast – it offers passengers a quicker trip with dependability; (80/110 mph)
Safe – “improve safety levels”, leading edge technology (PTC); **GOAL: Zero fatal accidents.**
Reliable – moves people effectively; delay time is minimized per train.
Frequent – with 114 trains per weekday 2035 SF-SJ, 6 daily SJ-Gilroy, variety of Train sets
Efficient – operates using technology to lower energy consumption. Multiple unit power (EMU)
Environmentally Friendly – Low noise and Low CO2 emissions, lower environmental impact
Benefits Communities – Social and Economic investment; business and jobs
Catalyst for TOD/Urban Development – CalTrain and CHSR urban and station **TOD**
Promotes Customer Markets – Expansion and Investment opportunities for local businesses
Innovation in customer comfort and services – Comfort technology, industrial design
Local Operational and Community Harmony – Applied uniformity, stakeholder acceptance

The overhaul of California's high-speed rail project could bring the Bay Area \$1 billion to electrify Caltrain and lay the path for bullet train service between San Francisco and San Jose sooner than anticipated. The Chronicle on February 13, 2012 published, “that it has learned that officials with Bay Area transportation agencies are in negotiations with each other, and with the California High-Speed Rail Authority, to craft an agreement that would fund an advanced train-control system, electrify the rails on the Peninsula and eliminate some of the rail crossings - perhaps as soon as 2016, five to 10 years earlier than previous estimate”. **California Proposition 1A**, the \$9.55 billion bond measure approved in 2008 for funding the CHSRP, would pay for the aforementioned CalTrain improvements. The Bay Area would have to match that money with almost \$1 billion dollars; \$600 million from bond money for HSR service, with an additional \$400 million from bond funds dedicated to transit agencies providing connections to the CHSR.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The former BART director, Dan Richard a Gov. Brown appointed 2012 new chairman of the CHSRA, stated that this would be a way to speed-up the plan implementation by using commuter rail lines to help provide initial HSR service by sharing the Caltrain tracks/right-of-way, and thereby advancing the investment in the CHSRP. A new phase plan for the CHSRP as been put forth to deal with the exponential three fold increase in budget/cost projections needed to build and implement the Ultra High-Speed CHSRP.

Project Vision and Scope – CHSRA

VISION: “Inspired by successful high-speed train systems worldwide, California's electrically-powered high-speed trains will help the state meet ever-growing demands on its transportation infrastructure. Initially running from San Francisco to Los Angeles/Anaheim via the Central Valley, and later to Sacramento and San Diego, high-speed trains will travel between LA and San Francisco in under 2 hours and 40 minutes, at speeds of up to 220 mph, and will interconnect with other transportation alternatives, providing an environmentally friendly option to traveling by plane or car.”

The new draft also indicated that the new phased approach would build the first stretch as the so-called spine of the system; starting between Chowchilla and Bakersfield, and then building the Central Valley segment that would be extended toward either San Jose or the San Fernando Valley by 2021— with Ultra High-Speed trains reaching 220 mph would be run by 2026. This would in the case of Caltrain as a connector require compatible electrification and infrastructure improvements including PTC/ATC, advance signaling systems, and passenger platform facilities to avoid changing trains in San Jose. The CHSRA is also working on the same issues in both Southern California and the Bay Area to eliminate or improve rail crossings and add additional tracks to separate local train operations/and or allow CHSR passing capability.

By working simultaneously to Caltrain and Southern California's Metrolink Commuter Rail system it becomes a “bookends” HSIRP solution to building and connecting the CHSRP to the two major California Mega-Regions of populations, industry, and economic activity sooner and possible at a lower initial build-out cost. Caltrain management have wanted to electrify their commuter railroad for decades and have completed plans with the EIS/EIR, but lacked the funding. There are also currently on the Caltrain right-of way 43 at-grade rail/street crossings where intersecting streets need to be taken over or under the tracks; for safety and accessibility.

It is felt that by management and supporters that electrification would allow Caltrain to run lighter, faster, and cleaner trains resulting in increased ridership. By incorporating an advanced train-control system, mandated by FRA for commuter lines, it would also support the infrastructure needed to carry high-speed trains through the Peninsula with out significant new construction. Further advantages would also result in quieter, quicker layover/dwell times, and improved environmental benefit. However, this still might create over the years of increased projected population growth and passenger capacity a constraint on line capacity with a two track system running both local and express HSR services, running only two CHSR trains per hour at a speed cap of 110 mph. The plan has not advanced the expensive \$4.2 billion funding for the extension to San Francisco's Transbay Terminal/Multi-modal Transportation Center connecting

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

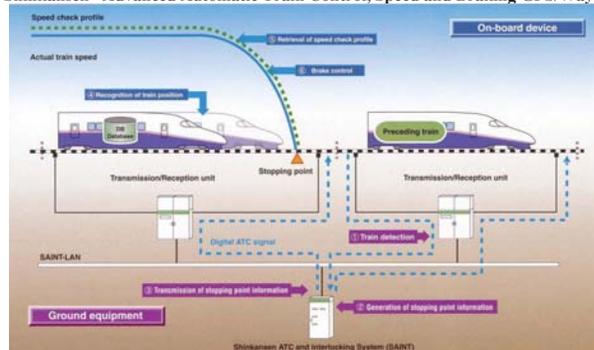
MUNI, AC Transit, SamTrans, BART with the CHSR. The Caltrain terminus station is currently at 3rd and King Streets near the AT&T Giants Ball Park, with enough tracks to provide initially for the added CHSR trainsets for passenger embarkation and debarkation connecting with MUNI.

Caltrain 2025 is an ambitious plan to modernize the system, expand capacity and improve safety by 2015. The program includes three projects: 1) electrification of the railroad; 2) positive train control; and, 3) electric-multiple units.

An electrified train system has many advantages over a diesel system:

- The switch to electric power will reduce harmful emissions up to 90 percent.
- Electric trains are cheaper to operate.
- Electric trains are significantly quieter, a plus for residents/commercial establishments
- Positive train control or PTC* combines Global Positioning Satellite technology with the train's signal system to improve capacity and safety. Caltrain will be able to offer more service. Since PTC allows trains to travel more closely together—(CHSR Compatibility?)
- PTC improves safety by automatically slowing down trains that are traveling too fast and stopping trains before collisions can occur. (Note: Japanese "Shinkansen" ATC System)
- CalTrain is proposing to operate electric multiple units or EMUs:
- Since each set of EMUs has its own power supply, trains stop and start more quickly, reducing travel time. (Note: Caltrain: Photo-Simulation, Proposed Electrified Train-set)
- Without the need for a locomotive, train sets are more flexible and easier to interchange.
- EMUs are designed to absorb energy in a collision, increasing passenger safety

"Shinkansen" Advanced Automatic Train Control, Speed and Braking GPS/Wayside*



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley



To electrify the 50 miles from San Francisco to San Jose is estimated to cost somewhere between \$100 million and \$150 million. The costs of electrifying the additional 27 miles to Gilroy are harder to estimate, since the Union Pacific tracks are not owned by Caltrain. It may cost as much as \$60 million. Propelling trains at high speed requires a lot of power, and the higher voltages carried by overhead lines make it easier to provide faster Caltrain (and future high speed rail) service. Overhead wire is that choice for all new railroad electrification projects around the world, with the exception of third rail used on subway systems and BART.

In addition to providing the wiring to power the trains, Caltrain will need to purchase electric capable trains. This can be done in two different ways. One possibility is that Caltrain could replace its locomotives and outdated fleet of passenger cars with high-performance EMU "Electric Multiple Unit" trains as like BART's, self-propelled trains without separate locomotives. Another option is to replace the existing diesel locomotives with electric locomotives. Current electric locomotives are considered to be significantly more reliable, 20 electric locomotives could replace Caltrain's 23 diesels.

As an example, electric locomotives recently purchased by New Jersey Transit and Amtrak have cost around \$6.2 million each, so replacing Caltrain's locomotives would cost about \$125 million, minus selling the existing diesels could realize \$30 million resulting in a net cost of approximately \$90 million. The Long Island Rail Road EMU passenger cars have cost about \$2.3 million each, so replacing Caltrain's passenger fleet is estimated at \$250 million, minus \$30 for diesel locomotive sales and possibly \$70 million for passenger cars could result in \$150 million fleet replacement expenditure. (Based on Caltrain 2009 Cost Estimates)

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Costing out electrification and Caltrain fleet replacement one can arrive at \$200 million or \$350 million to transform either 50 or 77 miles of the Caltrain system into a modern, high-performance, quiet system capable of 110 mph, for around \$4 million per mile. Consider as a comparison, building just 8.7 miles of BART to Millbrae cost over \$200 million per mile.

Some arguments have been made over the years as to why not replace Caltrain with BART. Because of BART's design and operational incompatibility with the standard gauge of Caltrain's track which is also the same gauge necessary for the CHSR, makes the costly argument mute. The expense and the need for CHSR and Caltrain track compatibility, and lowering projected CHSR connecting costs by leveraging the existing Caltrans assets for running the CHSR down the peninsula corridor back and forth from San Jose to San Francisco support the same conclusion. BART has proven to be substantially more expensive than Caltrain.



BART extensions are currently costing over \$200 million *per mile*. By contrast, the all-in costs for electrifying the existing CalTrain line, enabling it to provide service which is both faster and roomier than BART's, is between \$4 million and \$5 million per mile, or about *one fortieth* the cost! Furthermore, a decision for the original 1972 system design to go with a wide non-standard rail gauge and train sets has now become an expensive problem with the need to replace BART's 45 year old aging and deteriorating fleet with quieter technologically improved cars for passenger comfort and future projected system capacity demands. There are no American manufactured rail car companies that can presently build the equipment needed, so overseas custom manufactured replacements will be required by a waiver process - 60% U.S. content.

Replacing the entire Caltrain line with BART could hypothetically cost as much as \$10 billion dollars and 15-20 years to fund and construct while limiting Caltrain service severely. In contrast, an HSIPR upgraded Caltrain could provide faster higher capacity service in 4/5 years, and prepare its infrastructure and operations to handle the future running of the CHSR down its corridor as a blended/shared system and right-of-way connecting the entire state.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Partnership Key to Funding Electrification: Caltrain and the California High-Speed Rail Authority have joined together to form the Peninsula Rail Program, a joint effort to bring high-speed rail to the Peninsula. The agreement between the two agencies protects CalTrain's operations and could provide millions of dollars to help fund electrification. It also emphasizes the importance of an extensive public outreach effort that will inform the environmental process and, ultimately, the overall design of high-speed rail on the Peninsula.

The power to operate the trains will be transmitted from power facilities through overhead wires to contacts on the roof of the car. In order to provide consistent, reliable power to the trains, a series of 10 power facilities will be built along the Caltrain corridor. Eight of the power facilities will be located on the Caltrain right of way. Two will be in San Francisco and one in Burlingame, San Mateo, Redwood City, Mountain View, Sunnyvale and San Jose. Two traction power supply substations will be built near existing electrical networks on publicly owned property in South San Francisco and San Jose. Locations were selected based upon proximity to the tracks and the availability of land within Caltrain owned property.

The 2004 draft report proposed electrifying the railroad from San Francisco to Gilroy. In the final report, the system would be electrified only along its mainline from San Francisco to San Jose. The year of completion, originally forecast for 2008, has been updated to 2015. Caltrain proposed upgrading its diesel fleet with one of three alternatives: electric locomotives that would operate its existing passenger cars; electric locomotives and a fleet of new passenger cars; or EMUs-Electric Multiple Units. The light-weight, self-propelled, European-style cars offer several advantages over the traditional heavy rail cars currently in use by Caltrain. Because they are electric, EMUs produce 90 percent less air pollution and quieter, an advantage for residences near the right of way. Electric-powered trains are compatible with Caltrain's existing standard-gauge tracks and are able to start and stop more quickly, offering maximum operating flexibility. Off -the-shelf EMUs commonly used in Europe and Asia are scientifically designed to absorb energy in a collision, providing additional safety for train crews and passengers.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Current 2012 Existing Caltrain Equipment



"Baby Bullet", Third Street SF Station, "Bullet 928", Diesel Engine Unit, Double-Decker, Seats (RMB)

Constraints and Concerns Running CHSR and Caltrain on Mixed-use Rail Facilities – PTC vs. ERTMS, Shared Right-of-Way, Facilities/Crossings

There is a serious concern among stakeholders and rail operators like the Union Pacific, and the BNSF/Burlington Northern & Santa Fe, and Amtrak with the issue of **running different types of passenger and freight heavy rail with the newer proposed CHSR and Caltrain lighter weight trainsets at high speeds** sharing tracks and adjacent right-of-way. Serious discussion between Federal and State agencies and Rail Freight Operators on these issues has resulted in a U.S. House Transportation Committee current **proposal** to extend installing crash avoidance systems and technology estimated at \$12 billion until 2020, an additional 5 years from the 2015 previous deadline. A 2008 law was enacted after a California train collision killed 25 people. The cost is seen as a burden that is viewed by the railroads as to outweigh the benefit, and that they could not meet the deadlines for installing the systems. Union Pacific will spend over \$2 billion through 2015 in a good faith to meet the 2015 deadline.

Further more, Union Pacific has raised concerns of the impacts of the CHSRP on the Central Valley route as to **impacting their property rights, disruption to freight operations, and safety**. They outline perceived safety risks with the Ultra High-Speed Rail sailing past the company's freight line within 100 feet in several locations requiring barriers where closer than 100 feet. There are serious concerns of either operator having a major derailment impacting safety and the philosophical U.S. heavy rail design standards of "Crash worthiness vs. Crash Avoidance," impacting the penetration of the "Technological Envelope," to prevent the compression collapse of passenger rail cars. However, the majority of CHSR operations are involved with BNSF, who remains somewhat open to discussions and problem solving strategies.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

These concerns are not without merit when looking at the past history in the U.S. and globally concerning traditional passenger rail, freight operators and high-speed rail accidents and incidents on exclusive and shared right-of-ways. There are important lessons to be learned from how high-speed rail management in different countries not only design and build their specific high-speed rail projects but, their record of safe and reliable operations. Safety and managing accident prevention procedures, training and engineering over-ride controls are areas of management that the German High-speed (ICE) system has also had an historic poor track record along with the recent Chinese HSR 2011 Wenzhou collision with 40 fatalities and scores injured. These issues beyond the funding and building of high-speed rail systems go much deeper into the psychology and motivation of the type of management organization and the particular nation's public sector "political culture" of **managing and regulating** the development and operating of their high-speed rail system.



DB/ HSR ICE; Accidents/Fatalities: Eschede 1998, Lindenberg 2010, Magdeburg 2011 Passenger & Freight

JR's Shinkansen lines Safety System-utilizes wayside devices for disaster/seismic event warning and avoidance demonstrating a management culture that operates by proactively projecting the operational practice of attaining "extreme safety results and performance — resulting in not a single passenger fatality in all of the (50) years of operating the "Shinkansen".



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

It was reported by investigators in China that there were defects in the devices and equipment involved in detecting that the train ahead was stopped/disabled in the right-of-way to monitor the train position relative to the train ahead and through ATC apply braking. The "Shinkansen" uses a complex but reliable ATC fail safe system. The compatibility issue of what type of PTC/ATC system as a part of the (2015/2020) FRA federal mandate for **Caltrain** and the HSIPR program is of concern. The type and the delivery, funding, and cost of the preferred CHSRP termed as **ERTMS** requires **Caltrain** to abandon their unfunded and CHSR incompatible CBOSS project.

The **ERTMS** time table advantage is that the pilot deployment of the ERTMS standard is ready for application to the statewide HSR connecting network with regulatory hurdles cleared for implementation. *"The sole technology that is fully compliant with all of the CHSRA project and technical requirements is the European Rail Traffic Management System (ERTMS) European Train Control System (ETCS) Level 2 with Global System for Mobile Communications – Railway (GSM-R). ERTMS is service-proven and its attributes are applicable to CHSTP automatic train control. The biggest technical obstacle for importing ERTMS to the U.S. is the lack of available radio frequency spectrum". (Ref: CHSRA TM 300.04 Parsons Brinkerhoff)*

- The choice of train control technologies will be limited to solutions that have been successfully demonstrated at high speeds for a period of at least 5 years, to minimize implementation risk and enable a strong safety case to be made to the FRA.
- The CHSRA requires that it not be locked into a single source for procurement, bidding, and supply. Interoperable, interchangeable, open standard and multi-vendor solutions are required and will provide the CHSRA with several sources of supply for extensions, upgrades, and maintenance spare parts into the future, thereby lowering risk and cost.
- Other alternatives to ERTMS are not technically compliant, not compliant with the project requirements, or present too much risk to implementation. (Ref: CHSRA *TECHNICAL MEMORANDUM Automatic Train Control and Radio Systems: Requirements, Solutions and Radio Frequency Spectrum Challenges TM 300.04- prepared by Parsons Brinkerhoff-May 11, 2004*)

Another concern in the area of **train control and passenger rail capacity constraints** impacting the future of CHSR and Caltrain's running in a blended mode down the San Jose to San Francisco corridor is the limitations posed by having only a **two track system** available. The construction of additional track infrastructure (6.5 mile mid-line overtake between San Mateo 9th Ave and Redwood City-Whipple Avenue) for allowing the CHSR to overtake or pass slower and more frequent **CalTrain services** may be critical when disruptions in service, equipment failure, or intrusions onto the right-of-way occur. Commuters on Caltrain have experienced this periodically; an incident occurs that puts one track out of service for a few hours related to grade crossing accidents (vehicle/pedestrian) and equipment breakdowns, which would be alleviated by electrification, grade separation, pedestrian crossing facilities, security CCV, and barriers. The fact remains that service disruptions have to be planned for as a possible unforeseen event.

When one track for local commuter trains is shut down, service is typically cut over to the other commuter track for a short stretch around the incident area. Caltrain has the option of switching tracks at over a dozen crossovers, spaced every few miles along the peninsula. Trains can

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

temporarily run the "wrong" way and make their usual station stops on the other platform track, minimizing delays and inconvenience to passengers.

With HSR in the mix, it gets more complicated. If HSR runs down the middle pair of tracks (on a 4 track configuration), cutting over local commuter trains from one platform track to the other platform track requires crossing over both HSR tracks and thus waiting for, or delaying, traffic on those center tracks. Temporarily running on the "wrong" platform track would involve a complex, coordinated sequence of moves that disrupt service on all four tracks. In addition, waiting passengers would have to dash to the opposite platform in order to catch their train. If CHSR ran on the outside pair of tracks and Caltrain commuter service on the inside pair, a disruption on one of the commuter tracks would not conflict with HSR service.

To switch to the other platform track, locals would simply cross over to the adjacent commuter track. Under this scenario, Caltrain stations would have a single island platform in the middle of the right of way, located between the center pair of tracks. Passengers would not have to switch platforms to catch their train on the other platform track, since the platform tracks would serve each side of the same platform. In short, the *fast-slow-slow-fast* track configuration provides great flexibility for dealing with service disruptions on any given track. On the other hand, the *slow-fast-fast-slow* configuration causes a big mess that disrupts all four tracks, whenever one of the local tracks is knocked out of service.

Eliminating disruptions resulting from **at grade street intersections** by vehicles and pedestrians crossing Caltrans right-of-way or any passenger and freight track system is historically an expensive and deadly scenario that every rail operator has experienced. Caltrain has had as many as 16 people yearly intruding onto the right-of-way accidentally and with suicidal intent. The Metrolink has experienced similar accidents including the parking of vehicles on the track by going around track gates and warning signals to damage and derail its trains. With lighter trainsets moving at high speed this becomes exponentially more deadly and serious. Part of the process in managing the infrastructure improvements to remove at grade crossings, involves review and approval by not only local public-works/traffic engineers, often involve Caltrans the state DOT for approval, with mixed multi-agency funding for the design and construction work required. CalTrain has 43 at grade crossing along its corridor requiring major costly improvements and street re-configuration.

Historically there have been 69 grade crossing accidents with fatalities from 2002-2006, on the CalTrain rail corridor according to a FTA 79 month study, 19 in 2009, and 11 in 2011. Trespassers on U.S. commuter rail corridor right-of-ways accounted for 86%. Nationally over a 10 year period, 1996-2005 the **number of highway-rail grade crossing accidents per year has increased by 15 percent** and the **number of fatalities** caused by these accidents has **increased by almost 60 percent**. There is significant data to emphasize the necessity to build grade separation into all intersecting streets and highways that would cross the path of the CHSR and HSIPR improvement projects on commuter rail like Caltrain's. Both the CHSRP and Caltrain in the areas of infrastructure improvements or new construction that impacts streets and state highways will have to deal with and manage project oversight and approval by Caltrans the California DOT. Multiple agency regulations, approvals, and oversight create further constraints.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Caltrans the California State Department of Transportation which builds and has project funding oversight on most multi-modal transportation including railways impacting state highways and public land states that their transportation project mission is: "California and its regional transportation planning agencies develop transportation plans and programs through a continuing, comprehensive and cooperative process. The goal in each project is to develop and maintain a system that provides safe, reliable transportation and mobility for people goods and services in the State." The CHSRA and Caltrain are partners in supporting and meeting these California transportation goals.

The complex multilevel of federal, state, and local agencies and government authority to regulate hundreds of components and aspects from construction and structural specification encompassing seismic requirements to environmental impact regulations and requirements are at the heart of the CHSRA and Caltrain's project management team's focus and responsibilities. The HSIPR program and CHSR project's complexity in the areas of multi-agency regulations and authority far exceeds the understanding and grasp of a majority of project stakeholders and the public, and is often hard to communicate in a clear and transparent public outreach process. These areas are complex in interpretation as a result of legislative, legal interpretation and application that may overrule a public or community favored project's impact mitigation approach. There are technical and engineering design impact mitigation approaches which are also often difficult to grasp by some stakeholders but can often be explained in visual presentation and practical application demonstrations from other successful implemented HSR systems and HSIPR programs throughout the planning and EIS/EIR process.

The California High-Speed Train Project (CHSTP) is expected to encroach upon California Department of Transportation (Caltrans) right-of-way in numerous locations along its alignment route and proposed alternative alignments and Caltrain right-of-way. Due to the number of anticipated encroachments, spanning multiple Caltrans Districts, it was decided to develop a system-wide plan ("Master Agreement for High-Speed Train System Project Development within Caltrans Right-of-Way, 2009") of interaction/coordination with Caltrans. The plan states:

"In accordance with the plan Caltrans will perform Oversight on all work performed by the Authority for locating any portion of the CHSTP within Caltrans Right-of-Way (CROW). In addition, through Supplemental Agreements, the CHSR Authority will be requesting Caltrans to perform additional services beyond those of Oversight, referred to as "Project Development Services" (PDS), including the preliminary engineering (PE) up to 30% design for any existing Caltrans structures that will require modification or replacement for the CHSTP."

Furthermore, "to initiate the process in each CHSRP section, the Authority's Regional Managers will prepare a draft Project Initiation Document (PID) to request programming for capital support for the Project Approval and Environmental Document (PA&ED) Phase... The PID is to be updated annually for Caltrans to determine future levels of Oversight and PDS costs necessary to support the Authority's fiscal budget requests. The PID for each section will provide a description of the route alternatives being studied including highway crossings or encroachments, a list of existing State Highway System (SHS) structures requiring modification, a list of where a route alternative runs parallel to the SHS, including areas where there may be

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

27

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

right-of-way impacts (grade-crossings), a preliminary capital cost estimate of new and modified structures on the SHS, and a milestone schedule."

**The Master Agreement defines the roles and responsibilities of affected Caltrans Districts, as well as those of the California High-Speed Rail Authority (the Authority). The Master Agreement will henceforth be the basis of all CHSRP and CalTrain coordination with Caltrans and will create a uniform approval process.*

The intent of the Master Agreement and future proposed amendments is to allow the Authority to follow the same procedures (technical and administrative) with all Districts that address:

- The extent of oversight to be provided for Caltrans during all phases of the project.
- Financial responsibility of the Authority and Caltrans for all oversight effort.
- Post-construction responsibility of the Authority and Caltrans.

***CHSRP Delivery Method:**

Design-Build-Finance-Operate-Maintain (DBFOM)*: The DBFOM is a variation of the DBOM approach where the financial risks are transferred to a private partner while project sponsor retains ownership of the facility. Attracts private financing which can be repaid by future operational revenues. **(DBOMF) Design-Build-Operate-Maintain-Finance** is the Preferred Option for the CHSRA; (Ref. Rod Diridon 10/7/2011)

Besides the issue of Caltrain's system and right-of-way not being currently electrified and prepared for the CHSR system there is the issue of building the **SF downtown extension** to extend the CHSR and Caltrain to the currently under construction Transbay Transit Center in the heart of San Francisco's business district instead of ending at the current Third Street **Caltrain Station**.



SF Transbay Transportation Center - Caltrain SF 3rd Street Station - Entrance & Rear Platforms (RMB)

The project is estimated to be in excess of \$3 billion, and was given a very low benefit/cost rating by the MTC--with the possible speculation/political rational of protecting BART ridership in the Millbrae line and completing other future aspirations related to completing the BART loop around the Bay. Preparing and incrementally improving the existing Caltrain system and corridor to run the CHSR as a blended/shared system is not only expensive and complicated to manage and coordinate with multiple agencies, local governments, stakeholders, and the public; but will take time and innovative expertise to pull-off successfully.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

28

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Security and safety issues will have to be solved with addition CCV and onboard cameras and monitoring systems including possible radar and wayside detecting devices to prevent and counteract trespassing, right-of-way intrusions, intentional suicides, and terrorist acts of sabotage against Caltrain's and the CHSR's equipment and trainsets.

Managing Caltrain's Shared CHSR Vision by Choosing the Right Attributes

What are the attributes of a Leading-edge high speed rail system or HSIPR commuter rail like Caltrain that project and contribute to the goals which meet customer and stakeholder expectations? The Shinkansen as a benchmark system has carried billions of passengers combining comfort with efficiency, safety, and reliability for over 40 years without a single passenger fatality. That is an incredible feat, unmatched by any other passenger rail system.

It is vital for the Caltrain and the CHSRA to develop the right "integrated and flexible service package and operational model" for maximizing and projecting to stakeholders the benefit of improving Caltrain service and infrastructure with electrification and new trainsets/rolling stock and sharing right-of-way with the CHSR. One very applicable issue derived from an extensive literature search concerning the area of high-speed rail system packaging of attributes is that key components of an operating plan; route structure, service frequency, stop/station spacing, service span, network, and degree of integration with other feeder transit services differ and have outcomes that affect the end-user/customer and the CHSR station locations and surrounding business community acceptance and support of the system.

The Shinkansen trainsets carry up to 1,600 in its **double decked Shinkansen Series E4** that are light weight and very energy efficient using the electric multiple unit (EMU) train system also under consideration by Caltrain and the CHSRA. Caltrain currently operates a fleet of Double-Decked passenger cars with a newer series made by Canadian Bombardier. The Shinkansen by its record of being a safe, punctual, and reliable cost-efficient system has won and retained the trust of the general public, and the riders of the Shinkansen. This is model of stakeholder expectations that needs to be projected by the CHSR and Caltrain's HSIPR "Blended Plan", and the new "**bookends**" north/south HSIPR improvement investment plan prior to implementation.

CHSRA underestimated costs of construction, overestimated job and ridership number projections and political appeasement are taking a front seat in derailing CHRA vision's goals of building a "state of art" CHSR system that matches the Shinkansen model of building a fast, safe, reliable, frequent running, efficient, and environmentally friendly system; that positions the customer and communities' benefits in the front seat. Building a well engineered CHSR/Caltrain HSIPR blended system faster at reduced cost through seasoned project management is one task that American/California ingenuity with Federal sustainable funding legislation could accomplish; but will it be a system that operates with a sustainable business plan that creates reinvestment opportunities and the right kind of statewide TOD/community partnerships, and customer support systems/services.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

29

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

CHSRA—CHRS Strategic Vision /Promised and Currently Questioned Results

CHSR will be fast and reliable – offers passengers a quicker trip with dependability
CHSR will be cutting edge – 220 MPH performance by using state-of-art technology
CHSR is cost-effective – moves people at less cost vs. building highways and airports
CHSR will improve mobility – supports inter-regional mobility and multi-modal access
CHSR will stimulate our economy – growth of businesses, jobs, and housing/TOD
CHSR is incremental – built in phases based upon funding availability and demand.
CHSR will create jobs – construction, operations, retail and corporate; 450,000 jobs CA.
CHSR will benefit the environment – energy efficiency, reduce oil dependency, air quality
CHSR supports the President's Vision – major investment in HSR for the nation

CHSR issues of purpose, need, and access equity have to be balanced with the impacts on existing connecting and feeder passenger rail systems like **Caltrain, BART, the Capitol Corridor, ACE Altamont Express, San Joaquin, Coast Starlight, Pacific Surfliner, and Metrolink** the cost of operation and management of the system. The technology and infrastructure design choices may not only affect cost and maintenance factors, but in reality are key Caltrain and (CHSR) product and service marketing features/attributes that will affect customer choice, retention, and help grow future repeat and sustainable rider ship numbers. Picking the right type of infrastructure design; vehicle equipment choice will affect the level of quality perception and Caltrain stakeholder/customer support for a new high-tech CHSR and choosing to fly or drive between the inter-regional cities.

Technologies and system element integration are the "back-room" part of creating a unified and seamlessly running successful HSIPR **Caltrain** and **CHSR** blended/shared facilities. These technologies and integrated system components are the behind the scene "systems technological attributes" which contribute to the customers satisfaction, comfort, and safety and their sense of service reliability and product quality. These system elements can communicate to various stakeholders that we are building the best quality Caltrain HSIPR system that current technologies offer and is adaptable to future CHSRP system expansion and improvements. Caltrain and CHSRA with the Joint Powers Authority must really think and plan carefully the selection and specifications for applied technologies, train equipment/trainsets, electrification, PTC/ERTMS and Wayside Detections Systems, track-configuration and capacities, station design/platform design, elimination of grade crossings as well as the macro areas of funding, community impacts, regulatory compliance issues and political cooperation.

Why build a custom variant for California that doesn't use leading edge off the shelf Shinkansen system components, technologies, or even train-sets when they have the longest experience at running a "state of the art" system with a top rated safety record, highest customer satisfaction, reliable on time frequency, integration with feeder systems, and stunning train-set industrial design and passenger amenities style. Just look at the example of BART's expensive cost and manufacturing dilemma of replacing its aging non-standard rail fleet over the next decade as an

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

30

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

example from not adopting a universal gauge standard. Silicon Valley's Apple Inc. with its globally successful leading-edge designed products source hundreds of high-technology components used in their amazing products from Japan and China. A business commitment to innovation, quality control, reliability seems to be a proven Japanese deliverable and China a low cost bidder. Shinkansen proven technologies represent years of research and operational testing through several generations of train-sets and system technology improvements, along with trainsets used on the French TVG, Talgo Trainsets used on the new Spanish HSR system and/or Trainsets by Alstom with tilting technology employed on the U.S. Acela Northeast Corridor.

The "Buy American" policy is going to be a serious problem in the lack of active quality on going U.S. passenger rail and HSR trainsets manufactures capable of delivering these technologically advanced Euro-Asian designed and built trainsets, especially in the low volume for initiating ultra high-speed passenger rail and HSIPR incremental passenger upgrades planned for electrification of the CalTrain corridor and other CHSR shared passenger rail corridors.

Industrial Design for HSIPR Improvement and the CHSR: Innovation in Form and Function Counts

"The Glue that Bonds Form and Function; Marketing and Engineering"



CHSR/CalTrain, Capitol Corridor, ACE, BART, VTA-Transportation Center-San Jose- CHSRA/3D

A strategically-thinking transportation manager for each CHSR connecting passenger rail system will assemble the best quality industrial design and corporate identity consultation team to develop an integrated visual nomenclature system for train-sets, signage, stations, public infrastructure elements, and media elements to clarify the public's perception and acceptance of the new and improved services, or the organization as a whole. Los Angeles' successful Metro Rapid Bus program is a result of this kind of strategic thinking—delivering the best total "BRT/Rapid Bus Package" of system attributes including performance, frequency, and a leading

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

edge systems design and applied brand identity. The Japanese "Shinkansen", French TVG, Italian HSR, Spanish HSR. Taiwan HSR, China HSR and German ICE demonstrate strong marketing and branding programs to communicate their services and HSR leading-edge engineering, safety features, customer comfort, and advanced industrial design attributes.



JR-East Shinkansen E-5 Series - French TVG -Paris-Lyon - German (Ice 3) HSR - Italian Alstom AGV

The Caltrain and the CHSRA, with enough financial resources and leading edge strategic planning, can build and operate a blended/HSIPR system that exceeds customer/stakeholder expectations, and grows future demand. The "packaging" of leading-edge technology, design and system attributes will make a difference in the acceptance of Caltrain and California High Speed Rail service implementation and influence the future expansion of HSR in the United States.



NEW JR-East E5 Series Shinkansen - JR-Central N700 - Series - JR-East Series E6 Concept

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Key Shinkansen Engineering Technologies Blended with Industrial Design Include:

- Aerodynamic Shape-train set design
- Car body has a large cross-section and lightweight structure
- Bogie dynamic adjustable suspension enhances riding comfort
- EMU powered and intelligent technology
- Noise reduction technology and design features
- Adhesion control and running performance
- Passenger Amenities for comfort and convenience
- Safety Control – Traffic Control System
- Safety Automatic Train Control Technology
- Efficient Electric Power Supply System
- Advanced Current Collection/ Catenary Wire and pantograph technologies
- Specialized modular/slab Track Structure and Construction
- Protection Technologies for Disaster Prevention, and seismic/earthquake detection
- Harmony with the Environment
- Extreme Safety by rigorous maintenance schedules
- Crew training and consistent improvement-training simulators, testing
- Highest level of customer services and products-electronic ticketing/payment technology

Compare the Euro-Asian HSR leading industrial design and technological features to some future electrified power hybrid combo-train concepts for Caltrain and its existing system of diesel engines, and the “Baby Bullet” upgrades built by Bombardier of Canada. A considerable improvement in order to run future electrified Caltrain commuter trains at inter-city express speeds up to 110-125 mph that may also allow CHSR advanced ultra-speed Trainsets to share the Caltrain tracks/right-of-way between San Jose and San Francisco.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Additional Euro-Asian Industrial Design HSR Concepts and Operational Models



Incredible Global HSR Industrial Design Concepts and Operational Trainsets: Including Acela, Italian HSR, Italian Frecciarossa, Taiwan HSR, Italian Ferrari Treno, ERT500 Italy, UK HSR, NTV Italian Ferrari Treno

In looking and experiencing these incredible Ultra-Speed and High-Speed Rail systems and trainsets one has to suggest that American's have forgotten their heritage in being innovative leaders in manufacturing quality transportation products with leading edge technology and “industrial design”. In the period starting in 1920/1929 the field of American Industrial Design was lead by the innovative and prolific designers/visionaries of Walter Dorwin Teague, Henry Dreyfuss, and the French/American designer Raymond Lowey. America had a magnificent heritage in the building and designing of advanced railway equipment, of which some of the most advanced streamline designs were by Raymond Lowey for the Pennsylvania Railroad.



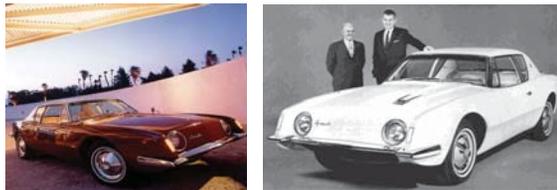
1937 PR K-4S/S1 120+ mph – 1949 TIME – 1937 PR T1 Steam 100 mph – 1934 PR GG-1 High-speed Electric

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

A brief step back in to the history of Industrial Design's impact to customer appreciation and acceptance can be best summed-up with a couple of the principals of good and effective design and where is the fine line between that acceptance and rejection of leading-edge design innovation. Raymond Lowey, 1895-1986 who had the famous principal of **MAYA "most advanced yet acceptable"** for design solutions that imply a vast departure from what the public has been accustomed to accept. Lowey was very involved with designing the later years of Studebaker's leading-edge aerodynamic design/styling, and the incredible light-weight 1961 Avanti sports sedan, when the 1960's American car mode was heavy, lots of chrome metal, and guzzled gas with large V8's.



1960 Avanti 130 mph, Bonneville flats run 196 mph

He later stated that, "weight and lack of aerodynamic design were the enemy of American car manufacturing." The same could be said of rapid performance in designing and building lighter weight advanced high-speed rail trainsets. Lowey and Associates were involved in designing everything from the "ionic" Coke bottle, to Air Force One, EXXON and Shell Corporate Identities, HSR trains, ships/vessels, and even the space station for NASA.

Another great Industrial Designer was Walter Dorwin Teague 1883-1969, whose firm that he founded was very prolific in everything from consumer products and packaging to designing for Boeing the interiors of the 707, 737, 747, 777, and 787 not much different than working on the new ultra high-speed rail interiors and customer facilities. Finally among the three major founding icons of American Industrial Design is Henry Dreyfuss 1904-1972 known for not only thousands of product designs including John Deer tractors and farm equipment but was a leader in the areas and research into "Human Factors Design" and "Graphic Symbol Standards" for reducing operator/user fatigue, preventing control panel/operator mistakes in the operating of machinery, i.e., vehicles/John Deer Tractors, as well as developing highway and architectural sign standards for transportation facilities/train stations/airports.

Dreyfuss' stated principal or "humanistic" belief on good industrial design is that "if people are safer, more comfortable, more eager to purchase, more efficient, or just happier, the design has succeeded." So in the final analysis of good design form and function as applied to multi-modal transportation and especially Caltrain and the CHSR equipment and facilities — acceptance, comfort, efficiency, safety and having a pleasurable journey is a key goal and desired result. The lessons in innovation and creativity for supporting Industrial Design methodology is for

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

management to "think-out-of-the-box" and understand the value and benefit in recognizing the value as a marketing force and tool for HSIPR/CHSR acceptance and customer repeat use.

What is the appropriate customer oriented design and marketing methodology that will support the acceptance of the CHSR and Caltrain/commuter passenger rail as a mode choice over airline travel and the automobile? Studies supporting HSR as a viable alternative mode choice need to answer the long term question of what will really influences the California customer or stakeholder in choosing to support High-Speed passenger rail, when addressing the issues of equipment modernization, and the labor costs in running a HSR system versus a lower speed traditional subsidized commuter rail lines like **Caltrain, BART, Capitol Corridor, ACE, San Joaquin, Starlight Costal, Surfliner, Metrolink.**



Shinkansen Features: Satisfy customer travel demand with, design, connectivity, restaurants, clean trains and station facilities. Photos: R.M. Bazeley

The Shinkansen management's business and marketing philosophy puts the customer first by improving comfort and accessibility from Shinkansen train-sets to their stations and facilities by the universal application of leading-edge industrial designed passenger seating, facilities, services, and products.

To successfully meet the transportation needs and travel demand of key local community transportation improvement stakeholders which include policy makers, transportation operators/agencies, corridor businesses—CHSR passenger rail feeders like Caltrain/BART or SFMTA transit riders composed of workers, commuters, shoppers, school children/students, seniors, and the disabled need quality design and functionality. All passenger rail and public transit systems must put the customer needs, comfort, and safety first. The point of contact with the system attributes, its employees, its facilities, its operation and services is where business is retained or lost. It will be a major point of concern where support and trust is won or lost for the proposed blended Caltrain and future CHSR corridor operations and configuration.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Marketing and Branding Caltrain vs. the CHSRA



A clear/bold, colorful" Caltrain" Logotype — Red/Black/White Fleet Graphic Identity on Silver

Caltrain's "Transportation Identity" and its application rates strongly in Caltrain recognition and fleet uniformity — very "traditional railroad look" even if it is not communicating to the customer and corridor communities an environmentally friendly message. It would be good to revisit a new or revised organizational and train fleet identity program upon the electrification and purchasing of "new" industrial designed euro style EMU units and rolling stock in the future. As a manager I would seriously considering hiring a top-notch Industrial Design firm and Corporate Identity expert with experience in Transportation Identity programs for the European HSR systems and passenger airlines. The 2004 marketing of the "Baby Bullet" express service with its new design "Bombardier" trainsets, was a marketing success that remains a successful source of ridership and revenue due to the significantly shorten trip/travel time between SF and San Jose.

The initial marketing and branding themes of the California High-speed Rail project on the CHSRA web with the use of animated simulations, presents an exciting view for stakeholders to visualize the colorful "Cal Colors" theme applied on contemporary designed train-sets running through the California landscape and entering/departing proposed contemporary architectural station designs. The advertising theme "fly California" communicates boldly the idea of a new high-speed transportation mode alternative to flying or driving from Sacramento/San Francisco to Los Angeles/San Diego. Caltrain communicates a "Traditional Heavy Passenger rail" service.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The importance in differentiating the CHSRA product and service from traditional passenger rail service like Caltrain can make a real difference in establishing the service's positioning and acceptance in the "public marketplace." Airline passengers, business commuters, UC university students, tourists, automobile users and the business community are potential consumers and supporters of the future CHSRA transportation services. This is especially critical when trying to differentiate the CHSRA service image from HS commuter rail and of being just another expensive HSR system for moderate to high income tourists, businessmen and commuters.

If you compare all of the different California Statewide multi-modal transportation systems and passenger rail operations that not always connect or match schedules for easy customer transfer between systems, you have to come to the conclusion that there is the effect of operational and "customer identity" fragmentation. There is an organizational and operations territorial turf war out there between different competing services. In the Bay Area there is a connectivity problem of BART not being a complete looped system for connecting to San Francisco Airport from San Jose. If Caltrain or BART breakdown, have an accident incident, or other delays many waiting passengers could basically miss their connections and flights waiting too long for the next train. Caltrain at certain times has 30 minutes to an hour delays if a piece of equipment goes down.



This is the Millbrae SFO station (3/4/2012 5:39 P.M) where passengers can connect between BART to the Airport or to San Francisco from the San Jose to San Francisco Caltrain system. BART tracks are parallel to Caltrain's and have a separate adjacent loading platform.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The establishment of a truly effective **Brand Identity/Marketing program** through being strategically involved in all stages of planning, concept development, and design process of implementing a new HSR passenger service is paramount. There are some significant issues and recommendations in developing and establishing the most effective program that should be considered which include:

- The **importance of the public's perception**: One's correct identification is defined as how an organization wants the public to perceive its business, products or services. This perception is defined not only through words, but through image, graphics, and design.
- It is a **complex and sensitive area** of consideration that is extremely important in sustaining service revenue and customer interest as a travel mode choice.
- It is an **area that is globally expanding** as technology innovation accelerates, brands proliferate, corporations internationalize, and with growing public policy engagement. The public can be easily left with, at best, a **fragmented image** of who one is, what one stands for, and what the organization is capable of delivering.
- **Positive identification** is an essential ingredient in the support of all public transportation organization's communications, advertising, and public outreach...to engage and win the support between the organization, its employees and the public.
- The **Brand Identity must be truly reflective** of the new Caltrain's electrified system and the blended CHSR service and incorporate the elements of community destination points and improvements along the transit corridor route and stations.
- **Branding Identity is Equity**: In terms of real dollars and customer investment, one's identity or the identity of one's HSR service is worth a tremendous amount and effects the long term growth and sustainability of the business.
- **"Your identity is uniquely yours,"** and can build community/stakeholder support and employee esprit d'corps; no one else has it, and it is a prominent factor in the organization's self worth and customer's perceived shared value.
- Many of the communications problems faced by larger public transportation organizations mirror those of corporate businesses where the actual program difference is in **complexity and scale of solutions** being applied and the cost of implementation.
- California's **community diversity** with populations of immigrants has contributed to the complexity of multi-lingual and multi-cultural understanding, perception, and acceptance of transportation projects making communications design and brand identity critical.

Branding also extends the creating the correct and clear messaging of the different variants of passenger rail and High-speed Rail programs so that the public and stakeholders can comprehend in simple terms what type and level of system improvements they are funding and the end result. I would recommend a modified and clear nomenclature for U.S. HSIPR and systems like the CHSR or Euro-Asian extreme HSR systems. These would include **Local Commuter/Transit** (Light Rail, Subways) 80 mph; **Metro-Regional Commuter** (BART) 80 mph (Metrolink) 80-90 mph; **Inter-city Express HSR** (HSIPR) (HS) CalTrain Electrified Express "Baby Bullet", Acela 110-150 mph, Acela HS Express 150-190 mph "**Ultra High-Speed Rail**" CHSR, TVG, and Euro-Asian Systems running exclusive right-of-way and highest technology systems at speeds of 200-300 mph. Terms like "conventional", "very fast", "emerging rail" used are not clear.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Caltrain/CHSR Stakeholders as Customers, Participants and Benefactors

Negative/Positive Communications and Crisis Management



Bakersfield CHSRA Public Meeting and CHSR Alignment/EIR Protests, 9/22/2011

Caltrain's Stakeholder Community Participation Workshops



Introduction of the Caltrain Electrification and HSIPR "Project Vision" and continued process of initiating the project concept, design and construction requires an experienced marketing and stakeholder/public outreach team that properly identifies stakeholders that will need to be apart of the process. This process will also have to be apart of the discussion of running the future CHSR and Caltrain services in a blended/shared right-of-way operational configuration. This process includes the development of printed materials, stakeholder educational and workshop events to exchange ideas and concepts while gather feed-back to maintain project transparency and accountability while gaining and building stakeholder acceptance and consent. Stakeholders and the public as a whole require within the democratic process transparency, communications clarity, and accountability in all matters including the analysis of the project's benefit verses the cost, and environmental/local community impacts vetted in the draft EIS/EIR documents and required public hearing process.

The cost of implementing Caltrain HSIPR and Electrification infrastructure improvements as well as the configuration changes for a blended Caltrain/CHSR includes issues of land-use exchange, right-of-way acquisition for adding additional by pass tracks and right-of-way width

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

for capacity increase; and the resulting socio-economic, community-lifestyle and environmental impacts. These areas will ideally require hours and many workshops and meetings to educate stakeholders and the public that do not initially participate in the process but show-up later with the "explanation" that they were not given adequate notice that they were going to be directly or indirectly impacted by some aspect of the project---thereby creating expensive hurdles and legal challenges to the projects impact by its route location, acquisition of right-away, or even environmental impact to landscape view, property accessibility/value, natural habitat, or due to perceived operational noise issues.



Aerial Photo of the Small Atherton Station, Caltrain 2 track right-of-way with adjacent priey residences



Atherton \$9.3 million dollar house, Caltrain Loading Resident Commuters, CalTrain "Mini" Atherton Station

When the process of communicating and working on a plan to mitigate "negatively perceived" impacts goes off-track, the philosophy of, "Not in my backyard" can rear its expensive and ugly side within the messy business of public project development through transparency and accountability required by a democracy. The Caltrain corridor has not been free of public controversy, negative public hearings and disagreement about improvements, Caltrain scheduling frequency, safety/operational issues and even the proposed running of CHSR down the Peninsula Caltrain corridor on additional tracks or as a Blended System on the existing Caltrain two track current capacities without HSR bypass capabilities.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

There has been a Legal Action Petition filed by of the Town of Atherton, California VS. The CHSRA included the following petitioners; TOWN OF ATHERTON, a Municipal Corp., CITY OF MENLO PARK, a Municipal Corp., CITY OF PALO ALTO, a California Charter City and Municipal Corp., PLANNING AND CONSERVATION LEAGUE, a California nonprofit corp., TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND, a California nonprofit corp., CALIFORNIA RAIL FOUNDATION, a California nonprofit corp., COMMUNITY COALITION ON HIGH SPEED RAIL, a California nonprofit corp., MIDPENINSULA RESIDENTS FOR CIVIC SANITY, an unincorporated association, and PATRICIA L HOGANGIORNI, (Petitioners and Plaintiff).

Plaintiff: ATHERTON, Calif. – "Walk down Ashfield Road in this well-heeled town of 7,000 on the San Francisco Peninsula and you'll find million-dollar homes surrounded by tall fences and lush, manicured landscaping. Down by the railroad tracks at the end of the street, the post office, the police department, the library and a small town hall cluster together -- a perfectly self-contained unit of municipal government". This is one of the many high-income small towns located on the Caltrain rail corridor between San Jose and San Francisco that question the CHSR and Caltrain HSIPR improvement impacts to their communities' "lifestyle".

How these communications and public outreach situations are handled is a reflection of the "management style", orientation or prioritization of issues to be mitigated. A management team that is heavily weighted toward the financial funding and engineering process in their structure due to limited start-up resources may not in fact place enough emphasis and weight in the areas of project stakeholder interface and management. This is basically a red light scenario or road hazard in the progression of the project in a timely and cost effective manner, as it tries to stay on track within its strictly defined multiple project milestones required to keep a continuous funding stream from the complex levels of financial and funding requirements by the Federal, State, Regional, and local participants in orchestrated alignment. Missed funding opportunities by not making assigned project required milestones can result in millions or billions dollars lost, project cutbacks, and slower implementation.



Caltrain and CHSRA has used some very good print and web design to present the initial vision and concept of Caltrain's 2020 Electrification Plan and the CHSR leading-edge high-speed rail going from Sacramento-San Diego when created and implemented in the form of visual stimulations and realistic station design with their rail branding elements. These simulations and documentation reports, work-shop summaries, key draft EIS/EIR reports are all posted on a public accessible Caltrain and CHSRA websites. The experience of riding HSR customer view, can be viewed by the public as a virtual "experience reference" on the internet/U-Tube.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Managing the public stakeholder outreach process should not only include the presentation and discussion of the Caltrain HSIPR/CHSR Blended Plan project's community impacts and benefits, but an earlier scoping and vetting of community concerns related to land and zoning changes, and traffic congestion due to the increased density of TOD transit oriented development projects, surrounding the build-up around Caltrain rail corridor communities and the San Jose Diridon Station/Multi-modal Transportation Center and San Francisco's Transbay Multi-modal Transportation Center. This is the time to demonstrate and communicate the positive results of station design and multi-use TOD successfully built by Asian and European high-speed rail systems as well as, their HSR engineering attributes and technologies for incrementally improving Caltrain's infrastructure/electrification and implementation of operationally compatible system components supporting the CHSR connectivity and blend/shared operations.

The current CHSRP Regional Engineering and Environmental team that would work with Caltrain and the Peninsula Joint Powers Authority on the shared corridor plan include Parsons Brinkerhoff Quade & Douglas (program management, TY Lin as (program manager oversight) — San Jose to San Francisco to HNTB. The roll out of these technical and system attributes are often left until the EIS/EIR draft review process, which is in this reviewer's opinion, a bit late in the strategy of stakeholder presentation and educational outreach. Stakeholders need to understand the system attributes and the various infrastructure construction methods, system engineering technology and attributes that will mitigate their concerns of negative impacts to businesses, land-use and value, environmental ecology systems, and PED/traffic safety.

Caltrain also has negative PR issues involved with vehicles, people trespassing on right-of-way, accidental track crossing fatalities/suicides, vandalism, and the potential for equipment sabotage and acts of terrorism needing preventive proactive intervention and monitoring for securing the safety of passengers and the surrounding communities. HSIPR and FTA/DHS funding finally received a California Transit Security Grant in 2008 to install forward facing digital cameras on Caltrain to monitor and record incidents. The project involves installing cameras on 20 locomotives and cab cars and an option to install cameras on an addition 45 trains for a cost of \$1.5 million. This is a positive Caltrain public and operational safety improvement benefit. In San Francisco, when a new pedestrian safety traffic plan is designed in conjunction with a proposed urban development project, they roll-out the "tool box" of technologies and design methods used to mitigate community stakeholder PED/Traffic Safety concerns. A toolbox of high-speed rail system attributes, technologies, infrastructure construction methods/examples should be included in the public accessible CHSRA website and printed documentation.

Solutions to mitigate alignment issues impacting community stakeholders need to be vetted out in workshops/hearings prior to showing-up in a EIR draft document where solutions or alternatives are also clearly presented with a positive out-come and benefit to community stakeholders. Change can be a hard concept for some stakeholders to accept the benefit to the public good vs. the perceived negative personal impact. It is an inherent risk in all major public works projects to manage appropriately with sensitivity. The Caltrain outreach goal should be besides projecting transparency in its information but, to reduce potential conflicts through informed consent, by recognizing participants and stakeholder feed-back, mitigating perceived negative impacts, and gaining consensus to build stakeholder trust in the CHSRA vision.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Caltrain and CHSR + TOD: Public Private Partnership to Develop Ridership and Revenue Opportunity

What is the Transit-Oriented Development benefit to Caltrain/CHSR station areas and surrounding communities accessible by feeder lines? Transit-oriented development with a public-private partnership with local government and developers create a "transit-village" or even a "transit-city/urbanized area" by clustering businesses, housing, jobs, shops and services in close proximity to the Caltrain/CHSR stations, transportation hubs, bus stops/BRT lines, ferry terminal offering access to frequent, high-quality transit services acting as feeder systems to the Caltrain/CHSR. This pattern involves compact higher density development and mixed land uses, along with the amenities of pedestrian-friendly streets and parks. It is in this context that it important to create "safe routes to transit" in and out of the Caltrain/CHSR station and infrastructure components along its routes. There is a Caltrain/CHSRA (MOU) with Caltrans that covers the areas of concern where the CHSR will encroach upon Caltrans right-of-way.



San Jose VTA Light-Rail Downtown Transit TOD Corridor- VTA/MTC/SJDOT photo/3D

To be rated as a successful TOD development in environmental terms, TOD's must serve a significant portion of trips by the Caltrain/CHSR combined with local public transit, walking and biking, rather than by private car. TOD can and should be focused around specific Caltrain/CHSR stations that offer the best return and benefit to the communities served and merged with TOD's developed in areas surrounding the San Jose Diridon Station, Caltrain SF Third Street Station, and the San Francisco Transbay Center as well as down major transit light rail and rapid-bus corridors. Sacramento San Jose, San Francisco, Los Angeles, and San Diego all have very well developed and expanding light rail, BRT/Bus Rapid transit lines, and commuter rail links for feeders that support multi-use TOD for increasing HSIPR/CHSR rider ship and local revenue producing customers. Caltrain and the CHSRA should seriously consider and develop a strong TOD/land-use team to promote revenue and job supportive re-development on and near stations and right-of-way through a public/private partnerships to promote rider generating facilities and community re-investment.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Currently, California Station Area TOD plans must demonstrate that the thresholds for the adjoining transportation corridors supporting feeder lines consisting of local light-rail, BRT/Rapid Bus lines, or even Passenger Ferry Services, are met through existing local station development and adopted plans primarily for building higher density housing. This requirement may be met by existing or new area plans accompanied by appropriate zoning and implemented funding mechanisms. If new station area plans are needed to meet the connecting transit corridor threshold, the regional MOP like the bay area's MTC which works in concert with (ABAG) Association of Bay Area Governments in coordination with transit agencies/authorities and the congestion management agencies.



Illustration: San Francisco Downtown Transbay Terminal Project; CHSRA/SFCTA

CHSRA/CalTrain “Station Area Plans” are opportunities to define vibrant mixed-use, accessible transit villages and quality transit-oriented development (TOD) — place where people want to live, work, shop, socialize/entertainment and spend time. These plans at Caltrain/CHRS station sites should incorporate mixed-use developments, commercial/business services, educational facilities, child care centers, pocket parks, bike facilities, car share facilities, and other amenities to serve Caltrain/CHRS customers and the local community.

At a minimum, Caltrain/CHSR station plans need to define both the land-use for the area as well as the policies related to zoning, design standards, parking policies, business and commercial development preferences/standards for joint implementation and to secure the option of a public/private partnership in construction and funding. The plans should minimally define current and proposed land-use by type of use and density within a half-mile radius, with a clear acceptance of the projections and identification of existing housing and business assets and the planned and desired re-development characteristics, mixed-use elements, and density capacity. In the end Caltrain/CHSRA should adopt a robust TOD policy and incorporate a TOD planning team to increase local private/public partnerships that will benefit Caltrain/CHSR customer mobility, increase system use and secure revenue funding streams for system re-investment.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Motivating HSIPR Innovation and Implementation through Leadership

The act of motivating creativity and innovation through leadership does not stand unto itself without an organizational support structure, or those that follow or support the leader. The perplexing leadership situation of managing and nurturing the process of creativity and innovation as a driving force for change and implementing HSIPR and the ultimate of a select *Ultra High-Speed Rail* mega-regional network in the U.S. is constrained by the lack of sustainable transportation funding and a supportive public policy

How do you build and lead an organization that promotes creativity among managers and employees that leads with innovation in technology, project design, management, and the delivery of services in the public transportation sector, i.e. CHSRA, Caltrain, Amtrak, VTA, AC Transit, LA METRO — as often drives the top performing private sector businesses? The “Open Entrepreneurial Model” of corporate leadership taking shape in the private sector can be transferred in part to the public sector. A key component is in having innovation become a key driver of growth by creating transportation products and services that address Caltrain/CHSR stakeholders’ and consumers’ demands, as well as unmet, and often unarticulated, desires. As discussed, Industrial Design methodology and application to unify many of the fragmented and dated key existing commuter passenger rail infrastructure and components from trainsets and interiors to infrastructure, passenger stations, amenities, and organization identity branding communications.

Innovative consumer product design and industrial design processes depend upon consumer and customer feedback through hands on testing, consumer prototype labs, behavioral observation, and surveys to gather evaluative feedback. An organization that can lead with vision and constantly monitor trend changes via industry and customer feedback can strategically plan and align itself to remain profitable and expand or create new markets by constantly developing innovative products/services that fill customer needs, wants, and demand. It is vital to harness, nurture, and to foster an organizational environment where creativity and innovation in R&D is valued as a vital organizational asset internally and externally. When Caltrain and VTA decided it needed to advance the ability to maintain and repair its present train equipment and rolling stock to control costs and improve reliability for better service to its customers they built a new striking high-tech “Industrial Designed” Euro-style facility in San Jose as photographed (RB).



Caltrain SJ Maintenance Facility – Caltrain Graphics – Interior Repair & Exterior Fueling/Washing Area

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

All transportation projects like the CHSRP, **Caltrain 2025 Electrification Plan** have to be structured and prepared in a way that creates a clear course to navigate through the constantly changing environment of socioeconomic, environmental, and political conditions; with adjustments and flexibility through constant feedback and assessment by the project manager and his team. Quality communications with feedback reduces risk when management remains open to planned preemptive flexibility and adaptability to changing conditions and external forces that could change client/stakeholder and or customer requirements or needs.

One is reminded of the expression “garbage in garbage out” related to the quality of communications sent and the related quality in return received as feedback when it comes to the clarity of understanding between project team members, management and staff, client and consultant, manufacturer and customer, or politician and voter/constituent. How many times have we heard that the company or its management lost touch with its markets and its customers/stakeholder from deriving faulty or inadequate feedback, so necessary to improve the very product or services being marketed and offered?

This is a very valid issue when it comes to managing complex transportation mega-projects like the CHSRP and the **Caltrain 2025 Electrification Plan** with new Euro-style HS 110-125 mph Inter-city Express Rail trainsets. The project benefits to the existing customer base of CalTrain in the improvement of shorter travel time and increased comfort traveling in high-speed between San Francisco and San Jose and beyond to Gilroy is an exciting prospect to look forward to happening sooner than later with the implementation of HSIPR funding and CHSRSA investment. The project planning and implementation by a talented well paid diverse workforce along with Caltrain management leadership's acceptance to outside innovation and creative talent as team members will help this 2025 vision become a reality.

Conclusion: “The Right Stuff”

In evaluating the future potential success of the implementation of Caltrain's 2025 Electrification and Euro-style HS 110-125 mph trainsets and Inter-City Express services on peninsula and urban transit corridor businesses, employees, and customers that are impacted by the design of the Caltrain/CHSRP infrastructure and service mix, it is important to consider the entire HSR “package” of attributes and technology to be incrementally implemented. This survey supports increased customer mode choice and preference levels as being related to the total quality of the “package” of attributes and quality of improved operational reliability, safety, customer comfort, and travel time reduction. With higher speeds contributing to a faster travel and reduced time between major metropolitan cities and mega-regions the mode share of choice in driving and flying are reduced significantly. Because so many levels and CHSR route station stop communities and customers in California will be affected by these major HSIPR Caltrain and CHSRP changes, it is vital to implement a strategic planning process that includes a variety of involved business types, impacted community stakeholders, smart growth/TOD planners, and business economists to work with local and regional transportation policy makers and agencies.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

47

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The Right System Level of Attributes

Caltrain customer acceptance and maintaining stable rider-ship growth at the station locations will require improvements such as sustainability in service reliability, efficiency and performance from rural and urban transit feeder services that link seamlessly with the Caltrain/CHSR stations/transit centers. However, environmental and industrial design attributes, advanced safety technology, customer friendly features, and marketing can support differentiating the Caltrain and future CHSR from the negative factors experienced by current Caltrain/CHSR stakeholders, and rail corridor communities and system riders.

The Euro-Asian HS Electrified EMU train-set appearance and leading-edge industrial design styling is a key contributor to the system's customer's comfort, appeal, image, identity and positioning. CalTrain/CHSR operations and passengers will be served by the application of new technologies including: (ITS) Intelligent Transportation Systems, (GPS) Global Position Systems for tracking, (ATC) Automatic Train Control, (Next-Train) station arrival information, (APC) Automatic Passenger Counting, (AFC) Automated Fare Collection, (Smart Cards) electronic passes/cards for faster boarding with pre-payment, transit-based traffic signal control, wayside seismic/disaster prevention sensing devices and improvements in safety/security technology for greater passenger security.

Consistent marketing methodology and modernization will have to be an ongoing process by Caltrain/CHSRSA management linking High-Speed Rail services to the mix of traditional bus service and other competing transportation mode choices of flying and driving available to customers. No single formula, set of attributes, or transit mode is right for all situations nor does any one formula remain static over time.

The Right Investment in California's High-Speed Rail Project

Caltrain and CHSRSA management's commitment to Blended HSR needs to thoroughly define its market demand model as related to future land-use and population patterns, and clearly in comparing a new interconnected CHSR system to traditional commuter rail service by the CHSR mode choice as being complementary to existing California's passenger/commuter rail network. This modified approach in adaptability to being system compliant with commuter passenger rail systems like Caltrain San Francisco to San Jose and the California Southern Regional Rail Authority (Metrolink) (OCTA) - Los Angeles/Orange County/San Diego ends of the line with its dramatically faster travel speed and operational safety offers an alternative mode choice to driving and flying as well as a marketing opportunity for CHSRSA management, regional and local policy makers, and communities of all sizes to seriously support. This “bookends” approach is a game changer for advancing existing passenger rail speeds incrementally sooner while reducing the costs and build out time table of the CHSRP.

In many cases existing state owned right-of-way and phased segment construction allows for incremental expansions, to adapt to changes in future land-use patterns while maintaining equity in transportation accessibility for all who depend upon public transportation. The Caltrain/CHSR is an exciting complementary incremental improvement which will connect seamlessly with

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

48

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

other transit links in a multi-modal operation environment of pedestrians, bikes, cars, trucks, buses, light rail, heavy rail, and even connecting with maritime (ferries) and aviation hubs.

The form, shape and how well Caltrain and the CHSR work in harmony as a blended/shared customer-oriented system will depend on the quality of strategic planning and customer marketing methodology and strategies built into the process of implementing and maintaining the initial goals and qualities of the system and its operation over a sustained period of time. Caltrain/CHSRA management's response in meeting the current and future needs of customers makes CHSR a serious contender in supporting and stimulating California's mega-regions connectivity, business/population growth, and future global commerce competitiveness.

The Right Policy – Transit First and TOD

The implementation of CHSR in its ability to integrate with Caltrain and existing commuter rail systems as well as, with other transportation modes, adds tremendous business opportunity to impact rider-ship mode choice patterns affected by future land-use patterns, growth changes and benefits to the environment by reducing the increased driving and flying travel demand projected by the MTC, 2035 strategic plan. CHSR implementation will require major feeder improvements to create an effective door to door surface transportation system capability for reducing congestion as well as increasing mobility options for transit riders and community stakeholders.

The survey's APPENDIX A is a snapshot of eight California passenger rail systems that will connect to the CHSR and APPENDIX B includes a photo snapshot of the ten selected CHSR station location cities, businesses and surrounding communities. It became evident that there could be an opportunity to stimulate significant growth and development of TOD at and around those station sites. On CHSR transit feeder corridors such as San Francisco, the importance of rapid, safe, and equitable public transportation has become part of a "transit first policy" with leading-edge rail and BRT/Rapid Bus projects being either implemented or in the process of planning and development. It may be the actual implementation of combining CHSR and feeder-transit modes with a comprehensive land-use plan that embraces Transit-Oriented Development (TOD) of mixed use and innovative urban housing along transit corridors, which will in the end, significantly boost the customer growth and revenue of the built CHSR and Caltrain.

Good policy and integrated transportation and land-use planning have far-reaching consequences and positive impacts on transportation and the viability of transit corridor businesses. The survey shows that ultimately the success of the Caltrain/CHSR station areas and associated transit corridor businesses are intertwined and can be orchestrated with transportation demands to create stakeholder and community harmony and stimulate urban vitality through innovation and vision in policy, planning, marketing, and transportation management leadership. The future success of the Caltrain/CHSR as a customer mode choice is critically dependent upon many complex and interrelated issues of land-use, design, operations, infrastructure characteristics, and customer marketing appeal to meet the goals of delivering a faster, more reliable, customer preferred transportation mode.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

The Right Management Leadership Model for Driving HSIPR Innovation

Effective leadership and managers embracing a vision of improvement of existing transportation systems need to grasp the importance of the roles of innovation and creativity in the process of developing leading edge transportation systems and solutions that fully benefit society. This requires integrating design and creative strategies within the traditional roles of managing the organization's operations and its mission through discipline, focus, and leadership. Problematically, public sector transportation organizations like Caltrain and the future CHSR are funded by multiple sources of local, regional, state, and federal sources and involve critical public oversight of how the money is programmed and spent. Innovation can be expensive, takes time, and may be out dated by the time the transportation project goes from the arduous planning stage to build-out and implementation.

The public sector and U.S. transportation policy makers need to embrace the ideals of integrity, honesty, and political bi-partisan cooperation in funding sustainable implementation of fast and safe HSIPR and expanded HSR connectivity for the benefit of society and America's economic well being. To be a truly great leader one must have etched in the soul the principals of "doing the right thing", the belief of integrity and service for the benefit of the public. Only history will justify the right and wrong of the CHSRA leadership's strategic decisions, in building a public works mega-project like the California High-Speed Rail project, with the CHSR project's far reaching multi-generational impact, as well as the potential benefit to California, and the future of HSR development and implementation linking U.S. regional mega-regions.

Caltrain/CHSRA leadership must take the ultimate responsibility for its actions, vision, and business ethics by virtue of the authority bestowed by the principals of "public trust". Encompassing the role of leadership; in an increasingly complicated, regulated, and political policy driven environment, are the unpredictable risks that challenge and can compromise and diminish the effectiveness of leadership. Tolerating mediocrity in the quality of a new product, service, or project like the CHSRP or Caltrain's 2025 Electrification Plan should not be accepted or tolerated by passenger rail management or the public.

It is imperative that the American public stand up for legislating Transportation Public Policy priority for building and funding HSIPR and HSR network infrastructure, as well as local multi-modal transit for seamless door to door connectivity. Euro-Asian Ultra High-Speed Rail high-tech industrial designed trainsets and infrastructure are pushing the innovation curve in reliable higher speed capability, and far outdistancing the U.S. The need for greater innovation and creativity is evident in the U.S. when looking at other countries' new and faster "state of the art" high-speed rail and transit system designs coming on line globally. Caltrain is taking the right steps to improve the quality of service and protect its market by funding electrification, trainsets infrastructure and trainsets through partnership and investment from the CHSRP. This is a way forward for Caltrain improvements and implementing higher-speeds in support of building statewide north to south rail connectivity. All aboard, and fly on HS passenger rail.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

APPENDIX A
 Passenger/Commuter Rail Snapshots

Eight Passenger Rail Systems

- CALTRAIN
- CAPITOL CORRIDOR
- ACE ALTAMOT EXPRESS
- BART
- SAN JOAQUIN
- COAST STARLIGHT
- PACIFIC SURLINER
- METROLINK

Caltrain: San Jose to San Francisco - Gilroy

Caltrain (reporting mark **JPBX**) is a California commuter rail line on the San Francisco Peninsula and in the Santa Clara Valley (Silicon Valley). The northern terminus of the rail line is in San Francisco, at 4th and King streets; its southern terminus is in Gilroy. Trains operate out of San Francisco and San Jose on an approximately hourly basis every weekday, with more frequent service provided during commute hours and for special events (such as sporting events). Service between San Jose and Gilroy is limited to three daily commute-hour round trips. Average weekday ridership in February 2011 was 41,442 persons per day, up 12.7% from February, 2010. (Fleet 110 Cars, 29 Locomotives)

Caltrain is governed by the **Peninsula Corridor Joint Powers Board (PCJPB)**, which consists of three member agencies from the three counties in which Caltrain line serves. Each member agency sends three representatives to constitute a nine member Board of Directors. The member agencies are the City and County of San Francisco, SamTrans and the Santa Clara Valley Transportation Authority



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

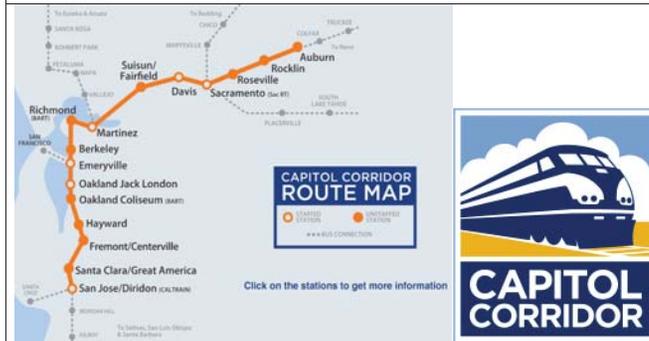
Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Capitol Corridor: Sacramento – San Jose – SF

The *Capitol Corridor* is a 168-mile (275 km) passenger train route operated by **Amtrak** in California. Because it is fully supported by the state, the *Capitol Corridor* operates under *Amtrak California*. It runs from the San Francisco Bay Area to Sacramento, roughly parallel to Interstate 80. One train a day continues through the eastern Sacramento suburbs to Auburn, in the foothills of the Sierra Nevada. The trains are administered by the Capitol Corridor Joint Powers Authority and managed by employees of Bay Area Rapid Transit. Capitol Corridor trains started in 1991.

The Capitol Corridor is used by commuters between the Sacramento area and the Bay Area as an alternative to driving on congested Interstate 80. Many politicians, lobbyists, and aides live in the Bay Area and commute to their jobs in Sacramento, while workers in the Oakland, San Francisco, and Silicon Valley employment centers take the Capitol Corridor trains from their less expensive homes in Solano County and the Sacramento metropolitan area. Capitol Corridor has had 16 weekday trains each way between Oakland and Sacramento, up from twelve in 2005. (Seven of the sixteen run to/from San Jose.) According to its management, ridership on the Capitol Corridor trains tripled between 1998 and 2005. Caltrain partnership: San Jose Diridon Station Connect.



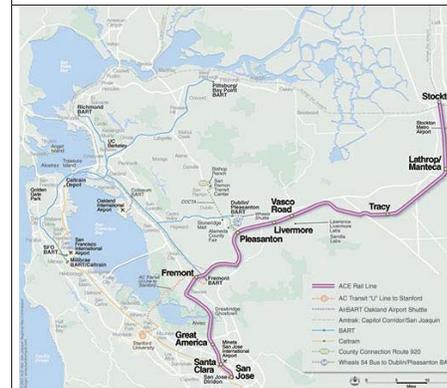
Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

ACE Altamont Express Stockton – San Jose; Caltrain Connector SJ

The **Altamont Commuter Express** (also known as ACE, pronounced "ace") is a regional rail service in California connecting Stockton with San Jose. (Fleet 20 cars, 5 Locomotives)

It is named for Altamont Pass, through which it travels. The service started on October 19, 1998, with two trains daily in each direction (weekdays only), and as of November 2009 runs three trains daily in each direction. There are ten stops along its 86 miles (138 km) route; travel time is about 2 hours and 10 minutes end-to-end. The **tracks are owned by Union Pacific**. ACE uses Bombardier Bi-Level Coaches and MPI F40PH-3C locomotives. It is managed by the **San Joaquin Regional Rail Commission** and operations are contracted to **Herzog Transit Services**. Average weekday ridership As of 2008 is 3,700. ACE has explored the possibility of expanding on two lines—a Modesto-Sacramento line, and a Stockton-Pittsburg line.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

BART- Bay Area Rapid Transit
East Bay – San Francisco Caltrain Connect to SFO

Bay Area Rapid Transit (BART) is a rapid transit system serving the San Francisco Bay Area. The heavy-rail public transit and subway system connects San Francisco with cities in the East Bay and suburbs in northern San Mateo County. BART operates five lines on 104 miles (167 km) of track with 44 stations in four counties. With an average weekday ridership of 367,591 passengers, BART is the fifth-busiest heavy rail rapid transit system in the United States. (Fleet 669 Heavy Rail)

BART is operated by the San Francisco Bay Area Rapid Transit District, a special-purpose transit district that was formed in 1957 to cover San Francisco, Alameda County, and Contra Costa County. In some ways, BART is the successor to the Key System until 1958. BART has served as a rapid transit and commuter rail system, and provided an alternative transportation route to highway transportation; though its critics counter its four decades to expand at a steep cost.

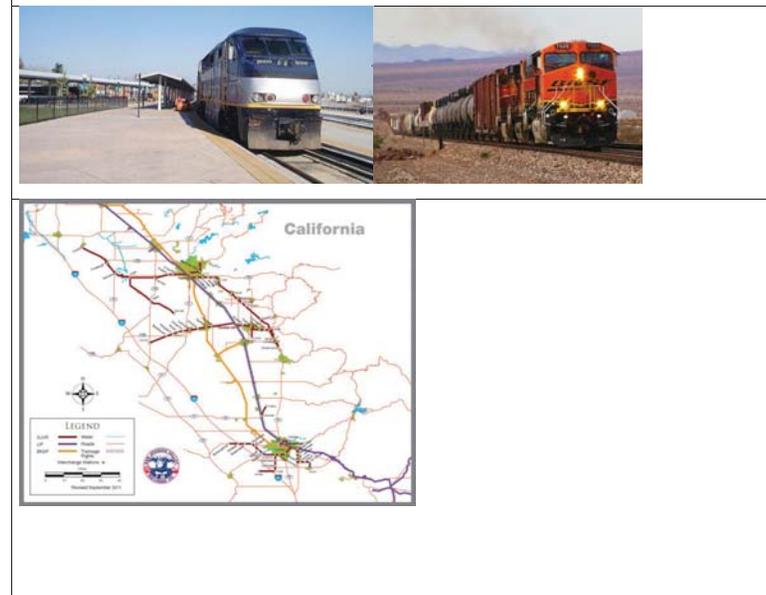


Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

San Joaquin-Amtrak
La- Orange County – Riverside – San Bernardino

The *San Joaquin* (sometimes referred to as *San Joaquin's*) is a passenger train operated by Amtrak as part of the Amtrak California network in California's Central Valley. Twelve trains a day run between its southern terminus at Bakersfield and Stockton, where the route splits to Oakland (four trains each way a day) or Sacramento (two trains each way a day). At Bakersfield, Thruway Motorcoach bus service connects to Los Angeles Union Station and points in Southern California, the High Desert and the Central Coast. The *San Joaquin* does not continue south of Bakersfield because the only line between Bakersfield and points south, via Tehachapi Pass, is one of the world's busiest single-track freight rail lines. The *San Joaquin* is Amtrak's fifth-busiest service in California. During fiscal year 2011, the service carried over one million passengers, a 9.2% increase from FY2010. Total revenue during FY2011 was US\$35,704,109, a 13.9% increase over FY2010.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Coast Starlight-Amtrak
Seattle, Sacramento, Oakland, San Jose, Los Angeles

The *Coast Starlight* is a passenger train operated by Amtrak on the West Coast of the United States. It runs 1,377 miles (2,216 km) from King Street Station in Seattle, Washington, to Union Station in Los Angeles, California. The train's name was formed as a merging of two of Southern Pacific's train names, the *Coast Daylight* and the *Starlight*. These were two of SP's numerous Coast Line trains. Major station stops along the route between Seattle and Los Angeles are; Portland and Eugene, Oregon, and Sacramento, Emeryville (for San Francisco), Oakland, San Jose, San Luis Obispo, California, and Santa Barbara, California. During fiscal year 2011, the *Coast Starlight* carried over 425,000 passengers, a decrease of 4% from FY2010. The train had revenue of \$39,997,952 during FY2011, a 6.9% increase from FY2010.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Pacific Surfliner-Amtrak
San Diego – Los Angeles – San Luis Obispo

The *Pacific Surfliner* is a 350-mile (563 km) Amtrak regional passenger train route serving communities on the coast of Southern California between San Diego and San Luis Obispo. It is part of the Amtrak California series of trains. The service carried nearly 2.8 million passengers during fiscal year 2011, a 6.6% increase from FY2010. Total revenue during FY2011 was \$55,317,127, an increase of 11.7% over FY2010.⁴ The *Pacific Surfliner* was Amtrak's third-busiest service, and the busiest outside the Northeast Corridor. The Los Angeles-to-San Diego portion of the *Pacific Surfliner* route was once served by the Santa Fe's *San Diegan* passenger trains until Amtrak took over the route in the 1970's keeping the "San Diegan" moniker until the *Pacific Surfliner* name was bestowed on the route on June 1, 2000 as part of a new marketing campaign reflecting the line's more frequent service north of Los Angeles and new bi-level cars with unique livery manufactured by Alstom that replaced Horizon cars, bi-level California Cars manufactured by Morrison-Knudson, and the Am fleet cars previously assigned to the route.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Metrolink

LA– Orange County – Riverside – San Bernardino

Metrolink (reporting mark **SCAX**) is a commuter rail system serving Los Angeles and the surrounding area of Southern California; it currently consists of six lines and 55 stations using 512 miles (824 km) of track. The system operates in Los Angeles County, San Diego County, Orange County, Riverside County, San Bernardino County and Ventura County. It connects with the Metro Rail system which serves Los Angeles County, with the San Diego Coaster and Sprinter commuter rail services which serves San Diego County and with Amtrak's *Pacific Surfliner*, *Coast Starlight*, *Southwest Chief* and *Sunset Limited* intercity rail services. The system, founded in 1991 as the **Southern California Regional Rail Authority (SCRRA)**, started operation in 1992. Average weekday ridership rose to 41,000 by May 2011.



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

- APPENDIX B
- TOD Snapshots: CHSR Segment Station Locations
- Ten Cities
- SACRAMENTO
 - SAN FRANCISCO
 - SAN JOSE
 - MERCED
 - FRESNO
 - BAKERSFIELD
 - PALMDALE
 - LOS ANGELES
 - ANAHEIM
 - SAN DIEGO

*

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

SACRAMENTO

TOD

Snapshot: Grade A

State Capitol



Diverse Urban Land-use
100 Square Miles
Pop: 1,418,788
Retail Business \$1.57B
CHSR Customer Base
Excellent-Urban, U.C.D.



Educational Institutions
U.C. Davis Medical Center
Sacramento State

State Railway Museum
Convention Center
Urban Parks,



Excellent Transit Links:

Light-Rail, Buses,
Commuter Rail Amtrak
Capitol Corridor Rail
Maritime Port Facilities



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

SAN FRANCISCO

TOD

Snapshot: Grade A+



Urban/Metro Land-use
47 Square Miles
Pop: 815,358 PC \$70,776
13th Largest U.S. City
CHSR Customer Target
U.S. Overseas Tourists,
U.C.S.F., Bio-tech, Metro



Educational Institutions:
U.C.S.F., Bio-Engineering,
Medical School. USF, Academy
of Art, Art Institute
SF Symphony, Opera, Ballet,
Convention Center, Teams: SF
Giants, SF Forty-Niners
Iconic: Golden Gate Bridge



Transit Links:
CalTrain SF-SJ, BART,
SFMTA-Light-Rail+ Bus
System, Southwest-
SFO Intl. Airport, CHSR
Trans-Bay-Station/TOD



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

SAN JOSE

TOD

Snapshot: Grade A+

Silicon Valley-High-Tech



Diverse Urban Land-use
100 Square Miles
Pop: 958,789
10th Largest U.S. City
CHSR Customer Base
Excellent-Urban, U.C.D.,
SJ Sharks- HP Pavilion



Educational Institutions
San Jose State University
Mineta Transportation Institute,
Performing Arts,
Tech Museum,
Convention Center
Urban Parks



Excellent Transit Links:
VTA Light-Rail, Buses,
Commuter Rail Amtrak
Capitol Corridor, Altamont
Commuter Express,
CalTrain-SJ-SF
SJ/Mineta Intl. Airport



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

MERCED

TOD

Snapshot: Grade C+

U.C. Merced



Diverse Rural Land-use
23 Square Miles
City size is #153 in CA
Pop: 18,000 #153 CA
CHSR Customer Base
U.C. Merced, Yosemite



Educational Institutions:
U.C. Merced (New
Expanding Campus 4,000-
Future 32,000
Merced College
Agriculture, Yosemite
NP Gateway



Transit Modes:

Amtrak Thruway Buses,
Commuter Rail Amtrak
San Joaquin Rail-280 Daily
Passengers (Merced)
Outdated-Upgrades
CHSR: TOD Dev. 20-30
years future Growth tied to
U.C. Merced



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

FRESNO

TOD

Snapshot: Grade A-

Amtrak Station



Diverse Urban Land-use
104 Square Miles
Pop: 466,714 City
Retail Business \$4.7 B
CHSR Customer Target:
5th Largest City in CA
Metro Pop 1,107,416



- Hispanic – 468,070 (43 %)
 - White – 304,522 (40%)
 - Black – 45,005 (8%)
 - Asian – 87,922 (4.3%)
 - Mixed – 17,208 (2.9%)
- Education: Fresno State
IRS Processing-Gov Jobs



Excellent Transit Links:
Buses-Greyhound, Local
Fresno Intl. Airport
Commuter Rail Amtrak
San Joaquin Express
2 Million Monthly
Passengers. +10% 2010



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

BAKERSFIELD

TOD

Snapshot: Grade B-

Amtrak Station



Diverse Urban Land-use
115 Square Miles
Pop: 324,463
CHSR Customer Base
Growing Slowly
Housing Value (-10.3%)



- Hispanic - 139,406 (43.0%)
- White - 132,712 (40.9%)
- Black - 25,997 (8.0%)
- Asian - 14,041 (4.3%)
- Mixed - 9,572 (2.9%)



Average Transit Links:

Golden Empire- Buses
Commuter Rail Amtrak
413,000 Passengers. +4.3%
2010



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

PALMDALE

TOD

Snapshot: Grade C-

Transportation Center



Small Town Land-use
 102 Square Miles
 Pop: 143,277 City
 PC Income \$46,763
 CHSR Customer Target:
 TOD density potential low,
 High Desert-arid



Housing-Recreation Center
 Edwards Air Force Base



Transit Links:
 Buses-Greyhound, Local
 Antelope Valley Bus Line
 Linking to:
 Commuter Rail Amtrak
 LA Metro-liner



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

LOS ANGELES

TOD

Snapshot: Grade A

Diverse Business/Trade



Diverse Urban Land-use
 470 Square Miles
 Pop: 3.8 Million
 2nd Largest U.S. City
 CHSR Customer Base
 Excellent-Urban/Retail
 U.C.L.A., Staples Center



Educational Institutions:
 U.C.L.A., Medical Centers,
 Southwest Law, U.S.C.,
 Disney Performing Arts,
 Convention Center, Parks,
 Sport Teams: Lakers, Clippers,
 Dodgers, Kings



Excellent Transit Links:
 Union Station: Amtrak,
 LA Metro-Light-Rail,
 BRT/Bus System, TOD,
 LA Intl. Airport



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

ANAHEIM TOD

Snapshot: Grade B



- Pop. 337,896 +3%
- Income PC \$21,675
- House (\$540,414)
- 50 Square Miles
- CHSR best target Disneyland visitors



- Transportation: Metro-liner, Amtrak, Bus, Freeway, Interstate Connectivity B+ A-
- Main Attractions: Disneyland, Anaheim Ducks-Hockey Team



- Hispanic 180,666 (53.5%)
- White 90,711 (26.8%)
- Asian 48,024 (14.2%)
- Black 9,324 (2.8%)



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

SAN DIEGO TOD

Snapshot: Grade B+



Bio-Science Business/U.S.N. 3rd Fleet



Diverse Urban Land-use 324 Square Miles Pop: 1.2 Million +2.7% 8th Largest U.S. City CHSR Customer Target Tourists, U.C.S.D., U.S. Navy, Defense, Bio-tech



Educational Institutions: U.C.S.D., Bio-Engineering, Medical School, Salk Institute, Disney Performing Arts, Convention Center, Sport Teams: SD Chargers, Iconic: Balboa Park-SD Zoo



Transit Links: Amtrak: Coastal Liner, San Diego-Light-Rail, Bus System, Southwest-SD Intl. Airport



Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

ABBREVIATIONS AND ACRONYMS

ACCOMA	Alameda County Congestion Management Agency
AC Transit	Alameda-Contra Costa Transit Agency
ADA	Americans with Disabilities Act, Reference to ADA Compliant
ADT	Average daily traffic; average daily trips
ADT	Automatic Train Detection (rail/HSR system)
ATC	Automatic Train Control (rail/HSR system)
Automatic Guidance	A mechanical or electronic system for automatic guidance control of vehicle
AVL	Automatic vehicle location system
Branded Identity	Identity and image communicated through graphic design. Logo, Vehicle (Train-sets) Graphics and paint schemes, organizational identity applied to all marketing communications, advertising, media, vehicle fleets, uniforms, signage,
BART	Bay Area Rapid Transit
BRT	Bus Rapid Transit
BSP	Bus Signal Priority
Caltrans	California Department of Transportation
CCTV	Closed-Circuit Television

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

71

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

CHSR	California High-speed Rail
CHSRA	California High-speed Rail Authority
CHSRP	California High-speed Rail Project
CMA	Congestion Management Agency
CNG	Compressed natural Gas
EVP	Emergency vehicle preemption
FHWA	Federal Highway Administration
FTA	Federal Transportation Administration
GPS	Global positioning system
Headway	The time interval between the passing of the front ends of transit vehicles moving along the same lane or track
HOV	High-occupancy vehicle
HRT	Heavy Rail Transit
HSR	High-speed Rail, UHSR Ultra High-Speed Rail
ICE	ICE – Intercity Express-HSR; DB German Railway
JR/JNR	Japan Railways (Private 1987); Japan National Railways (Pre-1987)
JPA	Joint Powers Authority
LA Metro Rapid	Los Angeles BRT, Bus Rapid Transit System (LA Metro Rapid 720-Wilshire)

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

72

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

LOS	Levels of service (quality and quantity of transit free flow, affected by levels of congestion, Scaled A-F)
LRT	Light Rail Transit
MTA	Metropolitan Transportation Authority (Los Angeles area)
MTC	Metropolitan Transit Commission (S.F. Bay Area)
MTI	Mineta Transportation Institute
Next-Train	Information system denoting the arrival of the next train, displayed at rail train stops
NIMBY	"Not in my backyard"
MUNI	San Francisco Municipal Railway, Operates Buses, LRT, Street Cars, and Cable Cars
NABI	North American Bus Industries, Leading-Edge Bus Design (LA Metro Rapid)
Ped	pedestrian
Rapid Bus	Bus system with wider spacing between stops, 5. Mile – 1 Mile with special system elements and attributes to increase speed, frequency with special buses, branding. Usually one step below a full BRT with exclusive travel way
SAM Trans	San Mateo County Transit
Smart Corridors	Refers to the implementation of signal priority and signal management along a corridor to create better traffic flow, when linked with Bus Transit GPS it can give signal priority to transit: I.e., AC Transit San Pablo Rapid Bus
SFCTA	San Francisco County Transportation Authority

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

SOV	Single-Occupancy Vehicle
TCRP	Transit Cooperative Research Program
Trans-Def	Transportation Solutions Defense and Education Fund
TSP	Traffic Signal Priority
TOD	Transit-Oriented Development
TSP	Traffic Signal Priority
TVM	Ticket Vending Machine
VMS	Variable Message Sign
WiFi	Wireless Fidelity

Table 9 Abbreviations and Acronyms

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

BIBLIOGRAPHY

- Baltes, Michael R. (2003). *The Importance Customers Place on Specific Service Elements of Bus Rapid Transit*, National Bus Rapid Transit Institute, Journal of Public Transportation, Vol. 6, No. 4, 2003, Abstract
- Bazeley, Roger M. (2007). *BRT/Rapid Bus Impacts on Transit Corridor Businesses*, MTI M.S.T.M. Research Capstone, SFMTA, LA Metro, AC Transit BRT/Rapid Bus Corridors Google: Roger Bazeley, Transportation/Portfolio, Linked-In Portfolio
- CHSRA, Report to the Legislature, 2009, California High-speed Rail Authority, 142 pages, 925 L Street, Suite 1425, Sacramento, CA 95814, (916) 324-154 www.cahighspeedrail.ca.gov
- Cronon, L. Joseph and Hightower, Jr. Roscoe. (2004) *An Evaluation of the Role of Marketing in Public Transit Organizations*, L. Joseph Cronon, Jr., Florida State University, Roscoe Hightower, Jr. Florida A&M University, Journal of Public Transportation, Vol. 7 No. 2,
- Currie, Graham.(2005) *The Demand Performance of Bus Rapid Transit*, Chair Public Transport, The Institute of Transportation Studies, Monash University, Australia, Journal of Public Transportation Volume 8, No. 1 2005, Abstract
- Diaz, Roderick B. and Schneck, Donald C. *Innovative Service Design among Bus Rapid Transit Systems in the Americas*, Booz Allen & Hamilton Inc., McLean, VA and Philadelphia, PA, Abstract: www.boozallen.com
- ECONorthwest and Parsons Brinkerhoff Quade & Douglas, Inc. 2003 TCRP Report 78: *Estimating the benefits and costs of public transportation projects: A guidebook for Practitioners*. Washington D.C.: Transportation Research Board. <http://gulliver.trb.org/publications/tcrp/tcrp78/index.htm>
- Elmore-Yalch, Rebecca. *Report 36 - A Handbook: Using Market Segmentation to Increase Transit Rider-ship*, Northwest Research Group, Inc. Bellevue, WA; Transportation Research Board, National Academy Press, Washington, D.C. 1998
- Elmore-Yalch, Rebecca. *Report 37- A Handbook: Integrating Market Research into Transit Management*, Northwest Research Group, Inc. Bellevue, WA Transportation Research Board, National Research Council, National Academy Press, Washington, D.C. 1998
- Federal Highway Administration/OHPI, TRB Committee on Transportation Survey Methods, Reports: *Measuring Day-to-Day Variability in Travel Behavior Using GPS Data*, Final report, *Evaluating Gender Difference in Individual Accessibility*, Bus Transportation rider Surveys. www.fhwa.dot.gov/ohim/trb/reports.htm , Retrieved 5/9/2007

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

75

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

- G. Phillips, Rhonda and Guttenplan, Martin (2003). *A Review of Approaches for Assessing Multimodal Quality of Service*, Rhonda G. Phillips, Urban Regional Planning Department, University of Florida Martin Guttenplan, Systems Planning Office, Florida Department of Transportation Journal of Public Transportation, Vol. 6, No. 4, 2003,
- Gilbert, Felix. Machiavelli and Guicciardini: *Politics and History in Sixteenth-Century Florence* New York: W.W. Norton and Co., 1984. ISBN 0 393 301230 Comparative study of Machiavelli and Guicciardini as historians and politicians
- Heifetz, Ronald, PhD, *Leadership without Easy Answers* Belknap Press, Harvard University, Cambridge, Massachusetts 1994 ISBN 0-674-51858-6,
- Kang, Alice H. and Dias, Roderick B. *Bus Rapid Transit: An Integrated and Flexible Package of Service*, Booz Allen & Hamilton, Inc. McLean, VA is part of a two article series on Bus Rapid Transit. Booz Allen & Hamilton website, Abstract www.boozallen.com
- JR-East, 2010 Company Information, East Japan Railway Company, 2-2-2 Yoyagi, Shibuya-ku, Tokyo, Japan (Charts and Diagrams, Management Goals and Business Philosophy)
- JR-East, The Shinkansen, Japan's High-Speed Railway System, Published by Japan Overseas Rolling Stock Association (JORSA) Tekko Bldg., 1-8-2, Marunouchi, Chiyoda-ku, Tokyo, Japan 100-005 Telephone (81)3-3201-3145 www.jorsa.or.jp
- JR-East, Sustainability Report 2010, JR-East Group Committee on Ecology, 2-2 Yoyogi 2-chome, Shibuya-ku, Tokyo 151-8578 Japan Phone +81-3-5334-1122, www.jreast.co.jp/eco/
- Lewis, James, *Project Planning, Scheduling, & Control* Lewis Institute, McGraw-Hill, 2005 ISBN 0-07-146037-3, 510 Pages
- Loewy, Raymond, *Industrial Design Raymond Lowey* The Overlook Press, Woodstock, NY, 1979 ISBN 0-879551-098-6, 248 Pages
- Machiavelli, Niccolo. *The Prince* Translated and edited by Robert M. Adams New York: Norton, 1977. ISBN 0 393 09149 X
- Mali Paul, *Managing By Objectives* John Wiley & Sons, Inc., 1972 ISBN 0-471-56575-X, 314 Pages

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

76

Submission 1206 (Roger Bazeley, July 24, 2021) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Rainey, Hal G., *Understanding and Managing Public Organizations*, 4th Edition, 2009, John Wiley & Sons Publisher, 980 Market Street., San Francisco, CA 94103
Library of Congress: ISBN 978-0-470-40292-4.

Cited Sources: Magazine Articles

Grossman, Lev. *How Apple Does It*
What's Next: Innovation? , Time Magazine, October 24, 2005
Cited Quote, Pages 66-70, Background, Methods in Innovation

McGregor, Jena. *The World's Most Innovative Companies*
Business Week, April 24, 2006
Cited Pages 63-76 (List of Companies p64-65, Playbook: Best-Practice Ideas, Ideas from the Innovators)

Nussbaum, Bruce. *Get Creative: How to Build Innovative Companies*
Business Week, August 1, 2005
Pages 76-92 Global Brands

Nussbaum, Bruce. *The Power of Design: IDEO*
Business Week, May 17, 2004
IDEO, Industrial Design, Pages 88-94

Cited Sources: Websites/Articles/Documents

APTA American Public Transportation Association, October 3, 2010
Fleshing Out an Ongoing Federal High-Speed and Intercity Passenger Rail Program: Principals for a Legislative Framework, (HSIPR) WWW.apta.org

Bloomberg.com; China Crash Victims Prove Obstacle for Sale of New Rail Bonds to Investors, www.bloomberg.com/news/print/2011-09-18/china-crash-victims-prove-obstacle-for

Cabanatuan, Michael; *Caltrain plan would fast-track electric rail*. February 13, 2012
www.SFGate.com

Cox, John; California Staff writer, Students ask high-speed rail officials to avoid BHS, 9/23/2011; www.bakersfield.com/news/business/economy

Federal Railroad Administration Document: Next Generation High-Speed Rail Technology Demonstration Program, 1994 ; 1/30/2012, www.fra.gov/pages/890.shtml ; Chapter 5

Reuters.com, Taiwan High Speed Rail Japan, 9/29/2011
www.reuters.com/article/2011/09/28/taiwan-japan-id-USL3E7KS24K20110928

Photo sources: Wikipedia.com: City and some HSR system train-sets, Roger Bazeley for Japan Shinkansen-Tokyo Station 2009, San Francisco, Sacramento, San Diego, JR-East, JORST, Caltrain Facilities, Train Equipment, Millbrae Station 2012, Atherton: Google Earth...

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

77

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

ROGER M. BAZELEY, IDSA
M.S.T.M., M.S.I.D., C.T.S.M.

PRINCIPAL INVESTIGATOR

Roger Bazeley currently is serving as Director of Marketing/Industrial Design Services, for Design Strategy-USA, an industrial design and marketing communications consulting firm, which has specialized in corporate and brand identity programs for both private and public sector organizations. The projects have included transportation design and branding programs for airlines and transit organizations, retail store design and marketing programs, as well as packaging and industrial design. Over the past decade Mr. Bazeley has concentrated efforts on transportation design, traffic and pedestrian safety improvement projects in San Francisco and the State of California.

He led a ten year campaign as a PTA/San Francisco District Board member for school traffic and pedestrian safety improvements. Working collaboratively with city, regional, and state agencies along with numerous stakeholder groups these improvements have contributed to the statewide reduction of school children's fatalities and injuries. Roger Bazeley authored the 2001, State PTA *School Traffic and Pedestrian Safety Improvement Resolution* resulting in local and statewide legislation which changed the policy and funding priorities for school and pedestrian safety projects.

Roger Bazeley holds a M.S. in Industrial Design/Packaging from Pratt Institute, where his thesis on *Redesigning Public Safety Services/NYPD—Public Sector Branding*, led to implementing a Brand Identity program for the NYPD in 1974, resulting in the iconic "NYPD Blue and white" public safety identity. He also holds two undergraduate degrees from the University of Wyoming, with a B.A. in Advertising/Art Design, and a B.A. in International Studies/Anthropology.

June 2007, Mr. Bazeley was awarded an M.S.T.M., Masters of Science in Transportation Management from the Mineta Transportation Institute, San Jose State University. He is an active member in professional organizations and participates as a safety advocate in a number of local, regional, and state transportation and pedestrian safety committees. Currently he has been an advocate of building quality leading-edge high-speed rail systems in select U.S. mega-regions if backed by sustainable public-private funding with a strong TOD/revenue based business plan for creating sustainable HSR re-investment opportunities to cover HSR operations and future expansions. Mr. Bazeley actively works in maritime transportation safety and security areas with the U.S.C.G.-AUX. facilities inspections unit at container ports, hazardous materials handling ship facilities, vessel inspections, and marine environmental pollution incident prevention and response.

Mineta Transportation Institute, San Jose State University-HSR Management, MTM-296E_2012

78

Response to Submission 1206 (Roger Bazeley, July 24, 2021)

1206-2691

The commenter has provided an extensive report that considers financial and demographic factors affecting both the HSR project and other intercity rail projects throughout California. The report urges improvements to intercity and local rail systems that interface with the proposed HSR system as a means of improving statewide connectivity and mobility. The comment is noted and appreciated but does not raise any specific concern regarding the conclusions or adequacy of the Revised/Supplemental Draft EIR/EIS or the Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1222 (Nathan Chan, September 8, 2021)

San Francisco - San Jose - RECORD #1222 DETAIL

Status : Unread
Record Date : 9/8/2021
Interest As : Individual
First Name : Nathan
Last Name : Chan

Stakeholder Comments/Issues :

- 1222-2779 | On the whole, I am quite happy to see that HSR has proposed the Reduced Site Plan (RSP) Design Variant for consideration. However, during the community meeting on August 11, HSR staff said that the original Millbrae Station Design (MSD) was still considered to be part of "Preferred Alternative" for the Board to consider. I think it should be clear from the Revised dEIR that the RSP should be preferred to the MSD as part of the "Preferred Alternative".
- 1222-2780 | On page 3.20-45 of the Revised Draft EIR, under Resource Topic: Permanent Alteration of Land Use Patterns due to Construction, the statement that the RSP's impact is only "slightly lessened" compared to the MSD is an understatement and probably needs correction. Under the RSP, the number of acres that will be permanently converted, directly and indirectly, is 40% less than what will be converted under the MSD. Coincidentally, the same section notes that a 39% reduction in land available for a Revised Serra Station development would be "substantial". The MSD will scuttle an approved TOD project in a site with a high potential for vehicle-miles-traveled (VMT) reduction and replace it with replacement parking. Under the RSP, the TOD will be able to go ahead in some form, rather than not at all. That also seems to argue in favor of a judgment that the RSP would have a "substantially lessened" impact, even if the overall impact under CEQA is still significant.
- 1222-2781 | The MSD plan to replace all removed parking spaces in the area will also lock-in existing VMT patterns for the lifespan of the parking, when we desperately need to bring it down in order to meet our state-mandated carbon emissions goals.

Response to Submission 1222 (Nathan Chan, September 8, 2021)

1222-2779

The commenter's preference for the RSP Design Variant is noted and will be presented to Authority decision makers as part of the Final EIR/EIS for consideration as part of the project approval process. As noted by the commenter, Alternative A without the RSP Design Variant has been identified as the Preferred Alternative.

The comment did not result in any revisions to the Draft EIR/EIS.

1222-2780

The comment asserts that because the RSP Design Variant would allow TOD to proceed in some form, the Revised/Supplemental Draft EIR/EIS should be revised to clarify that the RSP Design Variant would have a "substantially lessened" impact on planned land uses relative to the Millbrae Station design evaluated in the Draft EIR/EIS.

The Draft EIR/EIS concluded that the impacts of the Millbrae Station design on the permanent alteration of planned land use patterns would be significant and unavoidable under CEQA because the Millbrae Station design would conflict with the approved 3.53-acre Millbrae Serra Station Development and permanently convert a total of 7.8 acres of land in the station area for HSR uses. However, as explained and illustrated under Impact LU#4 in the Draft EIR/EIS Section 3.13, Station Planning, Land Use, and Development, the Millbrae Station design would not preclude a future TOD project on the surface parking lots west of Millbrae Station.

The RSP Design Variant would convert fewer total acres of land than the Millbrae Station design in the Draft EIR/EIS and leave available 2.15 acres of land for a revised TOD. Therefore, the Revised/Supplemental Draft EIR/EIS finds the degree of impact of the RSP Design Variant on land use patterns to be "slightly lessened" compared to the Millbrae Station design evaluated in the Draft EIR/EIS. The overall conclusion under CEQA is that both the Millbrae Station design and the RSP Design Variant would result in a significant and unavoidable impact in terms of permanent alteration of planned land use patterns. While both the Millbrae Station design and the RSP Design Variant would result in significant and unavoidable impacts on planned land use patterns under CEQA, neither would preclude TOD development west of the Millbrae Station.

The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1222 (Nathan Chan, September 8, 2021) - Continued

1222-2781

The comment expresses concern about the inclusion of replacement parking in the Millbrae Station design evaluated in the Draft EIR/EIS, noting that the replacement parking would perpetuate existing VMT patterns associated with BART and Caltrain parking. The comment is noted. Both the Millbrae Station Design and the RSP Design Variant include the same amount of new parking (37 parking spaces) for HSR riders at the Millbrae Station.

While the parking demand by HSR riders would exceed the amount of new parking provided on-site, a constrained approach to parking was taken at the Millbrae Station given the existing transit, walking, and bicycle connections available to HSR riders and the ample long-term commercial parking nearby at SFO reachable via shuttle or BART. This constrained approach to parking for HSR riders reflects the Authority's policies to support TOD in station areas and encourage multi-modal station access, which would reduce VMT and in turn GHG emissions.

As noted in Final EIR/EIS Impact AQ#15, long-term operations of the HSR project would result in significant reductions of GHG emissions relative to the No Project Alternative. The project would reduce GHG emissions compared to conditions without the project by shifting travel to rail from on-road vehicles and aircraft, and these reductions would more than offset any GHG emissions increases caused by operations of the project, including emissions associated with station operations. While the comment is accurate in that the Millbrae Station design evaluated in the Draft EIR/EIS would replace displaced parking spaces at the station, which would not reduce VMT associated with trips to those parking spaces, overall HSR project operations would reduce VMT and GHG emissions relative to the No Project Alternative. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1224 (Steve Hom, September 8, 2021)

San Francisco - San Jose - RECORD #1224 DETAIL

Status : Unread
Record Date : 9/9/2021
Interest As : Individual
First Name : Steve
Last Name : Hom
Attachments : Comments by Councilmember Gina Papan.pdf (116 kb)

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority —

1224-2808 | I support the comments by Councilmember Gina Papan (attached). I echo the difficulty of getting hold of any information on high speed rail proposals. Plus I am very concerned that special monied interests are not taking into account both the city of Millbrae and San Mateo County in general.

1224-2809 | I hope that in your next draft you provide more public access and a better timeline for public comments. Too often Millbrae is viewed as a small population city. Millbrae should be as part of a transportation hub that includes BART, CalTrans/Caltrains & SFO.

I urge you to reconsider your draft plans and incorporate our concerns in the next draft.

Sincerely
Steve Hom
Resident of Millbrae

September 8, 2020

ATTN: Draft San Francisco to San Jose Project Section EIR/EIS
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113

Re: **City Councilmember Gina Papan's** Comments on California High Speed Rail Authority's Revised/Supplemental Draft San Francisco to San Jose Project Section Environmental Impact Report/Supplemental Environmental Impact Statement

Dear California High Speed Rail Authority:

I. Introduction

The City of Millbrae ("City") previously submitted comments on the High Speed Rail Authority's Draft San Francisco to San Jose Project Section Environmental Impact Report/Environmental Impact Statement ("Draft EIR/EIS") in September 2020 (the "September 2020 Letter"). Among other things, the City's September 2020 Letter noted the following:

- The Draft EIR/EIS does not comply with the California Environmental Quality Act because it is not an adequate informational document.
- The Draft EIR/EIS fails to analyze reasonably foreseeable and cumulative environmental impacts related to development near Millbrae Station and as contemplated by the Millbrae Station Area Specific Plan ("MSASP").
- The Draft EIR/EIS does not analyze a range of reasonable alternatives, particularly alternatives for Millbrae Station.

Unfortunately, the High Speed Rail Authority's Revised Draft San Francisco to San Jose Project Section Environmental Impact Report/Supplemental Environmental Impact Statement ("RDEIR/SEIS") contains the same flaws as the Draft EIR/EIS and simply adds a few more.

This letter sets forth the general comments on the RDEIR/SEIS for consideration by the High-Speed Rail Authority ("Authority").

Submission 1224 (Steve Hom, September 8, 2021) - Continued

II. The RDEIR/SEIS is still not an adequate informational document under CEQA.

As stated in the City’s September 2020 Letter, the California Environmental Quality Act (Public Resources Code §§ 21000 et seq., “CEQA”) and accompanying Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, §§ 15000 et seq.) require an environmental impact report to be an “informational document.” (CEQA Guidelines § 15121.) The purpose of an EIR is to *inform public agency decisionmakers and the public generally* about the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. (*Ibid.*) The City further noted that the Draft EIR/EIS was so voluminous, internally inconsistent, and unfocused on the San Francisco to San Jose segment (the “Project”), that it could not qualify as the type of “informational document.”

Aside from minor changes to references and appendices, the RDEIR/SEIS revised *just two* sections of the Draft EIR/EIS (section 3.7 [Biological and Aquatic Resources], and section 3.18 [Cumulative Impacts]), and *added one* more (section 3.20 [Millbrae Station Reduced Site Plan Design Variant]). The RDEIR/SEIS still does not address the fact that the environmental document is still *thousands of pages long* with a “summary” that is *over a hundred pages*. The revised document still does not contain any straightforward explanation of the Project impacts within the City or in the other cities through which the Project passes.¹

The RDEIR/SEIS does not include a new, succinct summary of impacts. Nor does it include any changes that would rectify the voluminous document’s problems. For example, the City’s September 2020 Letter noted that a member of the public owning property near Millbrae Station would have to locate three separate pieces of information spread across the thousands of pages in order to determine whether the Project was going to be located on, or require an easement through, that person’s property. The RDEIR/SEIS does not address – let alone cure – the Draft EIR/EIS’s inadequacies. It does not fulfill its CEQA-mandated purpose to be an informational document, nor does it “adequately apprise all interested parties of the true scope of the project for intelligent weighing of the environmental consequences of the project,” and is therefore inadequate as a matter of law. (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 82-83.)

III. The RDEIR/SEIR’s new section 3.20 fails to provide the “reasonable range of alternatives” required by CEQA.

Seemingly in response to the City’s September 2020 Letter’s comments regarding the Draft EIR/EIS’s lack of analysis of a reasonable range of alternatives, the RDEIR/SEIR adds section 3.20, entitled “Millbrae Station Reduced Site Plan Design Variant.” While this new

¹ In fact, there does not appear to be a single map depicting all such cities in the voluminous Draft EIR/EIS or RDEIR/SEIS. Figure S-2 does not identify Millbrae other than by reference to the Millbrae-SFO Station, and does not include Atherton.

section might be considered a step in the right direction, it is still fatally flawed and does not provide the “reasonable range of alternatives” that CEQA requires.

CEQA mandates that an EIR analyze a “reasonable range of alternatives” that would accomplish most of the basic objectives of the Project but could avoid or substantially lessen one or more of its significant impacts. (See CEQA Guidelines section 15126.6.) As stated in the City’s September 2020 Letter, the Project consists only of the railway segment running from San Francisco to San Jose, yet the Draft EIR/EIS spends the bulk of its analysis describing the many program-wide alternatives. It does not provide *any* meaningful discussion of a range of reasonable alternatives *for this Project* (i.e., for tracks running between San Francisco and San Jose). The City’s September 2020 Letter also noted that the Draft EIR/EIS did not include any alternatives that addressed any significant impacts within the City.

New section 3.20 purports to present a “variant” that analyzes a smaller, “potentially feasible footprint for the station design” in the City. (Authority’s summary of RDEIR/SEIS at <https://hst.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/san-francisco-to-san-jose-project-section-draft-environmental-impact-report-environmental-impact-statement/>.) But analysis of this Reduced Site Plan Design Variant (“RSP Design Variant”) is just a *single* alternative to the Project as proposed. The addition of one “variant,” *which is not even identified as a Project alternative*, is not sufficient to save the Draft EIR/EIS.

First, CEQA requires a reasonable *range* of alternatives. The RSP Design Variant is not a “range.” The Project is inherently characterized in the alternative (i.e. the decision makers will choose Alternative A or Alternative B depending on where they want to locate the following: a light maintenance facility within the City of Brisbane, certain passing tracks between San Mateo and Redwood City, and the viaduct approach at San Jose Diridon Station). Simply adding the RSP Design Variant does not, by any means, represent a *range* of alternatives.

Second, CEQA requires that the alternatives analyzed accomplish most of the basic objectives of the Project *but could avoid or substantially lessen one or more of its significant impacts*. The RSP Design Variant would not require *any* changes to the impact determinations made in the Draft EIR/EIS. While it appears to lessen or “*slightly lessen*” a few impacts (see Table 3.20-10), it does not *avoid* or *substantially lessen* one or more significant impacts as required by CEQA, and is not sufficient to cure the Draft EIR/EIS’s lack of analysis of alternatives. The Draft EIR/EIS still has no alternative that analyzes CHSR’s original proposal to underground tracks – in the City or elsewhere – to reduce significant noise, visual, and land use impacts. It completely ignores alternatives that analyze redesigning or repurposing existing Caltrain tracks or the extra BART tracks, and consolidation of a HSR and Caltrain station inside or on the BART station site. No one needs three separate transit stations at an intermodal center.

Submission 1224 (Steve Hom, September 8, 2021) - Continued

Third, the RSP Design Variant is not even presented *as an alternative* that can be adopted by the decision makers. New section 3.20 is not part of Chapter 2 – Alternatives. It does not purport to change or revise Chapter 2. Instead, new section 3.20 was stuck on the end of Chapter 3 – Affected Environment, Environmental Consequences, and Mitigation Measures. It is not clear to the public, nor to the City, whether the RSP Design Variant could even be adopted as an alternative.

Sincerely,

Gina Papan,
Millbrae City Councilmember

Response to Submission 1224 (Steve Hom, September 8, 2021)

1224-2808

The comment indicates agreement with the comments submitted by the City of Millbrae Councilmember Gina Papan as part of submission FJ-1223. Please refer to the responses to submission FJ-1223, comments 2799 through 2807, which address those comments.

The comment expresses concern regarding availability of information regarding the HSR project. The Authority conducted extensive community outreach, as documented in Chapter 9, Public and Agency Involvement, of the Final EIR/EIS. As described in Chapter 9, the Authority's public and agency involvement program includes informational materials and meetings, including open houses, public and agency scoping meetings, meetings with individuals and groups, presentations, and briefings. The Authority has been educating the public about this project, the environmental process, and the environmental analysis and documentation since 2009.

The comment also expresses concern that the Authority is not taking into account the concerns of the City of Millbrae and San Mateo County. The Authority has engaged in regular consultation with the City of Millbrae through the Millbrae Station Area Intermodal Working Group and with other San Mateo County stakeholders through the San Mateo County Community Working Group. The Authority supports plans for TOD at the Millbrae Station and remains committed to working with the City of Millbrae to identify solutions that would result in a successful intermodal hub and surrounding development that meets the goals of both the Authority and the City. To that end, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would reduce land use conflicts with planned development. This design variant, which was developed in a good faith effort to address concerns expressed by the City of Millbrae regarding the Millbrae Station area, was evaluated and circulated for public review in the Revised Draft EIR/Supplemental Draft EIS, and the analysis was incorporated into this Final EIR/EIS.

The comment did not result in any revisions to the Draft EIR/EIS.

1224-2809

Refer to Standard Response FJ-Response-OUT-1: Public Involvement Process.

The comment expresses concern about the public input/public review process for the Revised/Supplemental Draft EIR/EIS and implies that the perception of Millbrae's size may have affected the environmental review process.

The Authority strongly agrees with the commenter's suggestion that Millbrae should be part of a transportation hub. The proposed Millbrae HSR station would capitalize on the existing BART and Caltrain services and its proximity to SFO. Given the centrality of Millbrae, and in response to numerous public comments on the Draft EIR/EIS concerning the proposed Millbrae HSR Station, the Authority developed the RSP Design Variant for the Millbrae Station that was analyzed in the Revised/Supplemental Draft EIR/EIS issued in July 2021.

With regard to the public review period for the Revised/Supplemental Draft EIR/EIS, please refer to Standard Response FJ-Response-OUT-1: Public Involvement Process. The standard response describes the Authority's efforts to publish, distribute, and notify the public and interested parties of the availability of the environmental documents for the San Francisco to San Jose Project Section. CEQA and NEPA require a 45-day comment period for draft environmental impact reports and draft environmental impact statements, respectively. For the Draft EIR/EIS (published on July 10, 2020), the Authority initially provided a 45-day comment period for public review and then extended it to 60 days. For the Revised/Supplemental Draft EIR/EIS, published in July 2021, the Authority provided a 45-day comment period, consistent with CEQA and NEPA requirements.

With publication of this Final EIR/EIS, the Authority does not anticipate any further draft documents. As set forth in the Preface to this Final EIR/EIS, the Authority will consider certifying the Final EIR/EIS for compliance with CEQA and making a final decision on selecting the Preferred Alternative. If the Authority certifies the Final EIR/EIS and makes a decision on the Preferred Alternative, it will file a Notice of Determination with the State Clearinghouse. Pursuant to its responsibilities under NEPA as assigned by the FRA, the Authority would consider whether to issue a Record of Decision. The Record of Decision would describe the project and alternatives considered; describe the selected

Response to Submission 1224 (Steve Hom, September 8, 2021) - Continued

1224-2809

alternative; make environmental findings and determinations as may be required by the federal Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act of 1966, and environmental justice pursuant to U.S. Presidential Executive Order 12898; and describe required mitigation measures. Separately, the FRA would make findings and determinations with regard to air quality conformity under the federal Clean Air Act.

Submission 1226 (Angelina Katerina Soldatos, September 8, 2021)

San Francisco - San Jose - RECORD #1226 DETAIL

Status : Unread
Record Date : 9/9/2021
Interest As : Individual
First Name : Angelina
Last Name : Katerina Soldatos

Stakeholder Comments/Issues :

Please see attached letter.

Thank you.

September 8, 2020

ATTN: Draft San Francisco to San Jose Project Section EIR/EIS
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113

Re: Angelina Soldatos, Millbrae Business Owner Comments on California High Speed Rail Authority's Revised/Supplemental Draft San Francisco to San Jose Project Section Environmental Impact Report/Supplemental Environmental Impact Statement

Dear California High Speed Rail Authority:

I. Introduction

The City of Millbrae ("City") previously submitted comments on the High Speed Rail Authority's Draft San Francisco to San Jose Project Section Environmental Impact Report/Environmental Impact Statement ("Draft EIR/EIS") in September 2020 (the "September 2020 Letter"). Among other things, the City's September 2020 Letter noted the following:

- The Draft EIR/EIS does not comply with the California Environmental Quality Act because it is not an adequate informational document.
- The Draft EIR/EIS fails to analyze reasonably foreseeable and cumulative environmental impacts related to development near Millbrae Station and as contemplated by the Millbrae Station Area Specific Plan ("MSASP").
- The Draft EIR/EIS does not analyze a range of reasonable alternatives, particularly alternatives for Millbrae Station.

Unfortunately, the High Speed Rail Authority's Revised Draft San Francisco to San Jose Project Section Environmental Impact Report/Supplemental Environmental Impact Statement ("RDEIR/SEIS") contains the same flaws as the Draft EIR/EIS and simply adds a few more.

This letter sets forth the general comments on the RDEIR/SEIS for consideration by the High-Speed Rail Authority ("Authority").

II. The RDEIR/SEIS is still not an adequate informational document under CEQA.

As stated in the City's September 2020 Letter, the California Environmental Quality Act (Public Resources Code §§ 21000 et seq., "CEQA") and accompanying Guidelines (California

1226-2790

1226-2791

Submission 1226 (Angelina Katerina Soldatos, September 8, 2021) - Continued

1226-2791

Code of Regulations Title 14, Division 6, Chapter 3, §§ 15000 et seq.) require an environmental impact report to be an “informational document.” (CEQA Guidelines § 15121.) The purpose of an EIR is to *inform public agency decisionmakers and the public generally* about the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. (*Ibid.*) The City further noted that the Draft EIR/EIS was so voluminous, internally inconsistent, and unfocused on the San Francisco to San Jose segment (the “Project”), that it could not qualify as the type of “informational document.”

Aside from minor changes to references and appendices, the RDEIR/SEIS revised *just two* sections of the Draft EIR/EIS (section 3.7 [Biological and Aquatic Resources], and section 3.18 [Cumulative Impacts]), and *added one* more (section 3.20 [Millbrae Station Reduced Site Plan Design Variant]). The RDEIR/SEIS still does not address the fact that the environmental document is still *thousands of pages long* with a “summary” that is *over a hundred pages*. The revised document still does not contain any straightforward explanation of the Project impacts within the City or in the other cities through which the Project passes.¹

1226-2792

The RDEIR/SEIS does not include a new, succinct summary of impacts. Nor does it include any changes that would rectify the voluminous document’s problems. For example, the City’s September 2020 Letter noted that a member of the public owning property near Millbrae Station would have to locate three separate pieces of information spread across the thousands of pages in order to determine whether the Project was going to be located on, or require an easement through, that person’s property. The RDEIR/SEIS does not address – let alone cure – the Draft EIR/EIS’s inadequacies. It does not fulfill its CEQA-mandated purpose to be an informational document, nor does it “adequately apprise all interested parties of the true scope of the project for intelligent weighing of the environmental consequences of the project,” and is therefore inadequate as a matter of law. (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 82-83.)

1226-2793

III. The RDEIR/SEIR’s new section 3.20 fails to provide the “reasonable range of alternatives” required by CEQA.

Seemingly in response to the City’s September 2020 Letter’s comments regarding the Draft EIR/EIS’s lack of analysis of a reasonable range of alternatives, the RDEIR/SEIR adds section 3.20, entitled “Millbrae Station Reduced Site Plan Design Variant.” While this new section might be considered a step in the right direction, it is still fatally flawed and does not provide the “reasonable range of alternatives” that CEQA requires.

CEQA mandates that an EIR analyze a “reasonable range of alternatives” that would accomplish most of the basic objectives of the Project but could avoid or substantially lessen one or more of its significant impacts. (See CEQA Guidelines section 15126.6.) As stated in the City’s September 2020 Letter, the Project consists only of the railway segment running from San Francisco to San Jose, yet the Draft EIR/EIS spends the bulk of its analysis describing the many

1226-2794

¹ In fact, there does not appear to be a single map depicting all such cities in the voluminous Draft EIR/EIS or RDEIR/SEIS. Figure S-2 does not identify Millbrae other than by reference to the Millbrae-SFO Station, and does not include Atherton.

1226-2793

program-wide alternatives. It does not provide *any* meaningful discussion of a range of reasonable alternatives *for this Project* (i.e., for tracks running between San Francisco and San Jose). The City’s September 2020 Letter also noted that the Draft EIR/EIS did not include any alternatives that addressed any significant impacts within the City.

1226-2795

New section 3.20 purports to present a “variant” that analyzes a smaller, “potentially feasible footprint for the station design” in the City. (Authority’s summary of RDEIR/SEIS at <https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/san-francisco-to-san-jose-project-section-draft-environmental-impact-report-environmental-impact-statement/>.) But analysis of this Reduced Site Plan Design Variant (“RSP Design Variant”) is just a *single* alternative to the Project as proposed. The addition of one “variant,” *which is not even identified as a Project alternative*, is not sufficient to save the Draft EIR/EIS.

1226-2796

First, CEQA requires a reasonable *range* of alternatives. The RSP Design Variant is not a “range.” The Project is inherently characterized in the alternative (i.e. the decision makers will choose Alternative A or Alternative B depending on where they want to locate the following: a light maintenance facility within the City of Brisbane, certain passing tracks between San Mateo and Redwood City, and the viaduct approach at San Jose Diridon Station). Simply adding the RSP Design Variant does not, by any means, represent a *range* of alternatives.

1226-2797

Second, CEQA requires that the alternatives analyzed accomplish most of the basic objectives of the Project *but could avoid or substantially lessen one or more of its significant impacts*. The RSP Design Variant would not require *any* changes to the impact determinations made in the Draft EIR/EIS. While it appears to lessen or “*slightly lessen*” a few impacts (see Table 3.20-10), it does not *avoid or substantially lessen* one or more significant impacts as required by CEQA, and is not sufficient to cure the Draft EIR/EIS’s lack of analysis of alternatives. The Draft EIR/EIS still has no alternative that analyzes CHSR’s original proposal to underground tracks – in the City or elsewhere – to reduce significant noise, visual, and land use impacts. It completely ignores alternatives that analyze redesigning or repurposing existing Caltrain tracks or the extra BART tracks, and consolidation of a HSR and Caltrain station inside or on the BART station site. No one needs three separate transit stations at an intermodal center.

1226-2798

Third, the RSP Design Variant is not even presented as *an alternative* that can be adopted by the decision makers. New section 3.20 is not part of Chapter 2 – Alternatives. It does not purport to change or revise Chapter 2. Instead, new section 3.20 was stuck on the end of Chapter 3 – Affected Environment, Environmental Consequences, and Mitigation Measures. It is not clear to the public, nor to the City, whether the RSP Design Variant could even be adopted as an alternative.

Sincerely,

Angelina Soldatos

Millbrae Business Owner

Response to Submission 1226 (Angelina Katerina Soldatos, September 8, 2021)

1226-2790

The comment summarizes previous comments submitted by the City of Millbrae on the Draft EIR/EIS as part of submission FJ-1073. Please refer to the responses to submission FJ-1073, comments 325 through 344, which address the City of Millbrae's previous comments on the Draft EIR/EIS.

The comment also makes general assertions regarding the Revised/Supplemental Draft EIR/EIS, stating that it "contains the same flaws as the Draft EIR/EIS" and "adds a few more." Please refer to the responses to submission FJ-1226, comments 2791 through 2798, which address the commenter's specific comments and concerns on the Revised/Supplemental Draft EIR/EIS.

The comment did not result in any revisions to the Draft EIR/EIS.

1226-2791

The comment repeats a comment submitted by the City of Millbrae on the Draft EIR/EIS as part of submission FJ-1073, asserting that the Draft EIR/EIS did not meet CEQA standards for an informational document. The comment further asserts that neither the Draft EIR/EIS nor the Revised/Supplemental Draft EIR/EIS contains a "straightforward explanation" of impacts within the city of Millbrae or any other city along the project corridor.

Please refer to the response to submission FJ-1073, comment 325, which responds to these concerns expressed regarding the Draft EIR/EIS and also applies to the additional assertions in this new comment regarding the Revised/Supplemental Draft EIR/EIS. The comment did not result in any revisions to the Draft EIR/EIS.

1226-2792

The comment largely repeats a comment submitted by the City of Millbrae on the Draft EIR/EIS as part of submission FJ-1073. The comment asserted that the Draft EIR/EIS document did not meet CEQA standards for an informational document. Please refer to the responses to submission FJ-1073, comments 325 and 327, which respond to these concerns expressed regarding the Draft EIR/EIS and also apply to the assertions in this new comment regarding the Revised/Supplemental Draft EIR/EIS.

The comment further asserts that neither the Draft EIR/EIS nor the Revised/Supplemental Draft EIR/EIS contains a "succinct summary" of impacts. The Authority disagrees with this assertion. The Draft EIR/EIS Summary provides an overview of the substantive chapters of the main report and includes a table listing the potential environmental impacts for each environmental resource topic. Table 3.20-10 in the Revised/Supplemental Draft EIR/EIS summarizes the differences between the Millbrae Station design evaluated in the Draft EIR/EIS and the RSP Design Variant by environmental topic area. As these documents are intended for the general public, every attempt has been made to limit technical terms, provide the information in a clear and understandable format, and provide summaries of the impacts analysis. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1226 (Angelina Katerina Soldatos, September 8, 2021) - Continued

1226-2793

Refer to Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment in part summarizes prior comments submitted by the City of Millbrae on the Draft EIR/EIS as part of submission FJ-1073. Please refer to the response to submission FJ-1073, comment 326, which responds to the City's comments regarding the alternatives analyzed in the Draft EIR/EIS and also responds to the additional assertions in this new comment concerning the Revised/Supplemental Draft EIR/EIS. The Authority acknowledges that the Millbrae Station Design evaluated in the Draft EIR/EIS is the same for both Alternatives A and B and that the impacts would be the same for the Millbrae Station design under both project alternatives. As described in Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, Alternatives A and B constitute a reasonable range of alternatives under CEQA and NEPA for this Project. The adequacy of the range of alternatives analyzed for this Project is understood within the context of the legal directives in SB 1029 (2012) and SB 557 (2013), which defined the parameters for the San Francisco to San Jose Project Section and require that the San Francisco to San Jose Project Section operate as a blended system north of Scott Boulevard in Santa Clara.

As described in Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, the Authority developed a design variant for the Millbrae Station—the RSP Design Variant—that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant, which was developed in a good faith effort to address concerns expressed by the City of Millbrae regarding the Millbrae Station area, was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

The Revised/Supplemental Draft EIR/EIS includes two concise summaries of the impact differences associated with the RSP Design Variant. As summarized in Revised/Supplemental Draft EIR/EIS Section 3.20.4, Environmental Impacts of the Millbrae Station Reduced Site Plan Design Variant and Comparison with the Millbrae Station Design, for all but three resource topics, the RSP Design Variant would have similar or lesser impacts relative to the Millbrae Station design examined in the Draft EIR/EIS. Moreover, Revised/Supplemental Draft EIR/EIS Section 3.20.4.20, Impact Summary, includes a topic-by-topic summary table spelling out the comparative degree

1226-2793

of impact between the Millbrae Station design evaluated in the Draft EIR/EIS and the RSP Design Variant.

The comment did not result in any revisions to the Draft EIR/EIS.

1226-2794

The comment suggests that the Draft EIR/EIS is deficient due to the lack of “a single map depicting” all cities along the San Francisco to San Jose Project Section, citing an orientation map (Draft EIR/EIS Figure S-2) that was intended to provide readers with an overview of the 49-mile-long Project Section. The cities and communities called out in that figure were intended to orient the reader; an exhaustive detailing of cities and communities on that map would detract from the purpose of the map to provide an overview of the project corridor. The comment suggests that the City of Millbrae should have been called out on this figure (along with the Town of Atherton), but this additional information is not necessary in light of the purpose of the figure, which is to provide an overview of the project corridor.

Finer-grained maps are available in several locations. Please refer to the Final EIR/EIS Appendix 3.1-A, Parcels within the HSR Project Footprint, which overlays the project footprint over every affected parcel. Please also refer to Volume 3, Preliminary Engineering Plans, which includes engineering drawings of the project alternatives.

Moreover, all relevant technical analyses fully evaluate project impacts within each adjacent city and community along the Project Section. For one example, please refer to the analysis in Draft EIR/EIS Section 3.12, Socioeconomics and Communities, within which Section 3.12.5.1, Communities and Neighborhoods, provides a characterization of every city and community along the project corridor to inform the assessment of project impacts. Please also refer to Figure 3.12-1, which fully depicts the names and limits of such cities and communities. The comment did not result in any revisions to the Draft EIR/EIS.

Response to Submission 1226 (Angelina Katerina Soldatos, September 8, 2021) - Continued

1226-2795

Please refer to the response to submission FJ-1226, comment 2793, which addresses the consideration of project alternatives and the Authority's evaluation of a design variant for the Millbrae Station that would reduce conflicts with planned development. The RSP Design Variant was developed in a good faith effort to address concerns expressed by the City of Millbrae and other stakeholders on the Draft EIR/EIS regarding the disposition of the Millbrae Station area.

Please also refer to Final EIR/EIS Chapter 2, Alternatives, which describes the project alternatives and the RSP Design Variant. As noted there, as well as in the Revised/Supplemental Draft EIR/EIS, the RSP Design Variant could be applicable to either Alternative A or Alternative B in the Millbrae area.

The comment did not result in any revisions to the Draft EIR/EIS.

1226-2796

Please refer to the responses to submission FJ-1226, comments 2793 and 2795, which address the consideration of a reasonable range of project alternatives and the Authority's evaluation of a design variant for the Millbrae Station, which could be applicable to either Alternative A or B. The comment did not result in any revisions to the Draft EIR/EIS.

1226-2797

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The standard response referenced above describes the Authority's requirements with respect to the Millbrae Station and specifically addresses several alternative station configurations (including underground tracks, eliminating the HSR bypass track and platform, and removing BART's third track) the Authority considered but did not carry forward for evaluation in this EIR/EIS.

The comment correctly notes that the alternatives evaluation process in CEQA is intended to identify potentially feasible alternatives to the proposed project that substantially lessen or avoid one or more significant impacts while being able to accomplish most basic project objectives.

As noted in Revised/Supplemental Draft EIR/EIS Section 3.20.4, Environmental Impacts of the Millbrae Station Reduced Site Plan Design Variant and Comparison with the Millbrae Station Design, the RSP Design Variant would reduce impacts on existing and planned development in the Millbrae Station area compared to the Millbrae Station design examined in the Draft EIR/EIS, and it would have similar or lesser impacts for most other resource topic areas.

The comment did not result in any revisions to the Draft EIR/EIS.

1226-2798

Please refer to Final EIR/EIS Chapter 2, Alternatives, which describes the project alternatives and the RSP Design Variant. As noted in Final EIR/EIS Chapter 2 as well as in the Revised/Supplemental Draft EIR/EIS, the RSP Design Variant could apply to either Alternative A or Alternative B in the Millbrae area. The RSP Design Variant has been evaluated in this Final EIR/EIS consistent with CEQA and NEPA requirements. The Authority will consider whether to approve Alternative A (the Preferred Alternative) or a different alternative; Alternatives A and B could be selected with or without the RSP Design Variant. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1221 (Jonathan Lo, September 8, 2021)

San Francisco - San Jose - RECORD #1221 DETAIL

Status : Unread
Record Date : 9/8/2021
Interest As : Individual
First Name : Jonathan
Last Name : Lo

Stakeholder Comments/Issues :

To whom it may concerned:

I am a private individual who is concerned about the San Francisco to San Jose section of the high speed rail. I am a resident of Millbrae, a city which is fortunate enough to be a proposed stop of said section.

I have several issues regarding the Draft EIR and updated RDEIR.

1221-2759 | For one: there is a serious lack of alternatives given to Millbrae as opposed to other stops, such as San Francisco and San Jose, the stops directly adjacent to the Millbrae Station. The Draft EIR actually states there are no alternatives to the proposed plans for Millbrae and the RDEIR has one alternative, if it could be called that.

The CEQA requires that the EIR contain a reasonable range of alternatives. One alternative can hardly be considered a range.

1221-2760 | Moreover, both EIRs do not directly and simply state the impact on residents whose land will be seized under eminent domain (eg does not lay out how much of their land they will lose, how close their residences will be to the new tracks, etc).

1221-2761 | Additionally, in both the draft EIR and RDEIR, there is a plan to convert an office building on the corner of California Drive and Murchison Drive into a smaller parking lot a small distance away from the station. What is the reason for demolishing a building housing Millbrae businesses when there is an empty, unused lot directly across the intersection? The lot falls under Burlingame's jurisdiction; is the High-Speed Rail Authority really seizing a currently occupied structure because they can't be bothered to negotiate with a bigger, richer city over the use of a vacant lot?

1221-2762 | No matter how one looks at it, Millbrae is undoubtedly being disproportionately burdened by the HSRA in order to push forward plans. Because our city is small, our voices are being ignored and the negative impacts to our citizens marginalized. I call on the HSRA to rethink the current plans for the Millbrae station and consider the alternatives that have been proposed by the city for numerous years now.

Thank you for your time and for listening to my comments

Best regards,
Jonathan Lo

Response to Submission 1221 (Jonathan Lo, September 8, 2021)

1221-2759

Refer to Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment expresses concern about the range of alternatives for the Millbrae Station.

The Authority acknowledges that the Millbrae Station Design evaluated in the Draft EIR/EIS was proposed to be the same for both Alternatives A and B and that the impacts would be the same for the Millbrae Station design under both project alternatives. As explained in Section 2.5.2.3, Tier 2 Planning for Predominantly Two-Track Blended System (2013-2019), of the Draft EIR/EIS, the blended system framework (which defined the system as a predominantly two-track blended system that would remain substantially within the existing Caltrain right-of-way) combined with the spatial constraints of integrating with existing passenger and freight rail in an existing right-of-way, limited the range of potential alignment alternatives for the Project Section. However, as described in Standard Response FJ-Response-ALT-1: Alternatives Selection and Evaluation Process, Alternatives A and B constitute a reasonable range of alternatives. Please also refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

In response to comments on the Draft EIR/EIS, the Authority has considered a design variant for the Millbrae Station—the RSP Design Variant—that would eliminate replacement parking and reduce land use conflicts with existing and planned development. This design variant was evaluated in a Revised/Supplemental Draft EIR/EIS circulated for public review and was subsequently incorporated into this Final EIR/EIS.

The commenter incorrectly asserts that the Authority has considered fewer alternatives at the Millbrae Station than at other HSR stations in the Bay Area. Within the San Francisco to San Jose Project Section, the Authority has evaluated one station design at 4th and King Street Station, two station designs at the San Jose Diridon Station, and two station designs at the Millbrae Station (the Millbrae Station Design evaluated in the Draft EIR/EIS and the RSP Design Variant evaluated in the Revised/Supplemental Draft EIR/EIS).

The comment did not result in any revisions to the Draft EIR/EIS.

1221-2760

As described in Draft EIR/EIS Section 2.5.2, Alternatives Consideration Process and Chronology, the transition from a fully grade-separated four-track system to the currently proposed two-track blended system occurred in part to minimize the need for additional right-of-way acquisition and corresponding displacements and relocations. Final EIR/EIS Appendix 3.1-A, Parcels within the HSR Project Footprint, overlays the preliminary project footprint on aerial maps of every parcel the HSR project alternatives would need to fully or partially acquire. In the Final EIR/EIS, Appendix 3.1-A reflects updated parcel data as of April 2021. The identified parcels and amounts of land to be acquired generally reflect conservative estimates; the actual amount of land needed for construction and operation may be less and would be determined in final design. In addition, the Final EIR/EIS Volume 3, Preliminary Engineering Plans, provides detailed engineering information and depicts the proposed project features in relation to adjacent parcels. Once a final design is selected, the Authority will refine design plans to minimize the disruption associated with full and partial property acquisitions.

Moreover, please refer to Table 3.12-8 in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS, which has been revised since publication of the Draft EIR/EIS. This table provides the total number of properties along the entire 49-mile length of the Project Section where full acquisition, and thus displacement of existing uses, would occur. As shown in the table, acquisition needs vary substantially by alternative and by subsection.

The Authority would begin the outreach process for acquisition during the final design phase after publication of this Final EIR/EIS and issuance of a ROD. Where acquisitions are needed, the Authority would hold community meetings to explain the acquisition process and answer questions. Individual affected property owners would receive an official communication from the Authority and be assigned a real property agent to work with. All acquisition would be conducted in accordance with the Uniform Relocation Act (42 U.S.C. Chapter 61), which establishes minimum standards for the treatment of and compensation to individuals whose real property is acquired for a federally funded project. The Authority will strive to acquire properties through individual purchases from property owners and thus minimize the use of eminent domain.

Response to Submission 1221 (Jonathan Lo, September 8, 2021) - Continued

1221-2761

The comment questions why plans for the Millbrae Station (both the Millbrae Station design examined in the Draft EIR/EIS and the RSP Design Variant examined in the Revised/Supplemental Draft EIR/EIS) propose acquisition of a property at 199 California Drive in Millbrae for use as station parking. The property in question includes an existing office building. The comment further asserts that the Authority should instead have proposed for acquisition and station parking use a vacant nearby lot across Murchison Drive (1875 California Drive, City of Burlingame). The comment also implies motivation by the Authority to choose not to negotiate with the neighboring city of Burlingame, which the commenter asserts is due to Burlingame being “bigger” and “richer” than Millbrae.

The Authority acknowledges that planning station facilities in a highly developed urban environment poses challenges and trade-offs. But the Authority respectfully disagrees with the assertions concerning the Authority’s decision-making in this matter. The proposed placement of the HSR surface parking lot at the 199 California Drive site would be closer to the Millbrae HSR station than the site at 1875 California Drive. Walking to the station from 199 California Street versus 1875 California Drive would entail one fewer street cross (Murchison Drive) and thus would afford a greater degree of connectivity to the station. Moreover, locating the parking lot at 1875 California Drive would worsen the extent of conflicts with planned land uses. While either the Millbrae Station Design or the RSP Design Variant would conflict with proposed land uses associated with the Millbrae Station Area Specific Plan, if the parking lot were moved to 1875 California Drive, an additional conflict would result (with the Burlingame General Plan) without substantially lessening the degree of conflict with the Millbrae Station Area Specific Plan.

The comment did not result in any revisions to the Draft EIR/EIS.

1221-2762

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The Authority understands there are concerns associated with a project of the scale of HSR, particularly for the San Francisco to San Jose Project Section, which is a highly urbanized and populous area. The Authority also notes the unique qualities of Millbrae that make it highly suitable for an HSR station. Millbrae already has an intermodal station for Caltrain and BART and is in close proximity to SFO. With the addition of HSR service, the Millbrae Station would be one of the critical connections in both the regional and statewide rail network.

However, the Authority respectfully disagrees with the assertion that the concerns of Millbrae have been ignored. The Authority has engaged in regular consultation with the City of Millbrae through the Millbrae Station Area Intermodal Working Group and with other San Mateo County stakeholders through the San Mateo County Community Working Group. The Authority supports plans for TOD at the Millbrae Station and remains committed to working with the City of Millbrae to identify solutions that would result in a successful intermodal hub and surrounding development that meets the goals of both the Authority and the City. To that end, the Authority has considered a design variant—the Millbrae Station Reduced Site Plan—for the Millbrae Station that would significantly reduce the station footprint and lessen many other station-related impacts. This design variant, which was developed in a good faith effort to address concerns expressed by the City of Millbrae and other stakeholders regarding the disposition of the Millbrae Station area, was evaluated in the Revised/Supplemental Draft EIR/EIS and the analysis was incorporated into this Final EIR/EIS.

Please also refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations, which describes numerous potential alternatives for the Millbrae Station that the Authority considered but ultimately determined were not potentially feasible and did not warrant further evaluation in the EIR/EIS based on design criteria requirements and other considerations, including greater environmental impacts. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1208 (Isaac Ng, August 12, 2021)

San Francisco - San Jose - RECORD #1208 DETAIL

Status : Action Pending
Record Date : 8/12/2021
Interest As : Individual
First Name : Isaac
Last Name : Ng

Stakeholder Comments/Issues :

- 1208-2685 | I would like to express my strong support for the original Millbrae Station design. The original plan clear covers more long-term benefits for the community compared to the variant design. which sacrifice these benefits in exchange for a smaller footprint.
- 1208-2686 | The original design offers:
1) Extended California Drive and Victoria Ave, which greatly improves accessibility toward downtown Millbrae and Broadway. With the variant/current setup, riders from Millbrae Station has to take a detour on Liden Ave and El Camino Ave to cross at Victoria Ave. With this design, riders can reach the Victoria Ave and El Camino Ave quicker through the new California Drive. This is a huge improvement to the station that should not be left out of the project. HSR should not just hope that future developers will complete this section of California Drive and Victoria Ave.
- 1208-2687 | 2) More control over developments near the station. The original design has TOD plans over the surface parking. With the variant design, it seems that HSR is giving up this plan and just hope that private developers will develop near the station. HSR has an opportunity to reclaim current greatly underutilized areas near Millbrae Station and reimagine/revitalize it.

Response to Submission 1208 (Isaac Ng, August 12, 2021)

1208-2685

The commenter's preference for the Millbrae Station Design as presented in the Draft EIR/EIS over the RSP Design Variant is noted and will be included in this Final EIR/EIS presented to Authority decision makers as part of the project approval process. The comment did not result in any revisions to the Draft EIR/EIS.

1208-2686

Refer to Standard Response FJ-Response-ALT-2: Millbrae Station Alternatives Considerations.

The comment expresses a preference for the Millbrae Station design as presented in the Draft EIR/EIS over the RSP Design Variant because the former includes the California Drive extension as part of the project.

The RSP Design Variant does not provide replacement parking west of the station area, to allow for construction of a TOD project (by others) consistent with the MSASP, albeit with a smaller footprint than the approved design of the Millbrae Serra Station Development. The RSP Design Variant does not include the California Drive extension north of Linden Avenue because the Authority assumes this roadway would be built in connection with the TOD by the future developer. The California Drive extension (by others) assumed in the RSP Design Variant would serve the TOD by providing a new connection to the east leg of the existing signalized El Camino Real/Victoria Avenue and providing a new access point for vehicles traveling to the Millbrae HSR, BART, and Caltrain Stations.

The comment did not result in any revisions to the Draft EIR/EIS.

1208-2687

The comment expresses a preference for the Millbrae Station design evaluated in the Draft EIR/EIS because the Authority would retain greater control over TOD near the station. The comment asserts that the Millbrae Station design evaluated in the Draft EIR/EIS included "TOD plans over the surface parking." The comment appears to be referring to an illustrative diagram (Figure 3.13-13) that showed how the Millbrae Station design (including surface parking) would not preclude the prospective future development (by others) of a TOD over parking. The project alternatives do not include development by the Authority of TOD at the Millbrae Station. Figure 3.13-13 depicts an illustrative concept of a potential future retrofit of the Millbrae Station site. While the Authority is working closely with local agencies to encourage TOD near HSR stations, the Authority's enabling legislation does not permit it to acquire property for the sole purpose of land development. The comment did not result in any revisions to the Draft EIR/EIS.

Submission 1211 (Dmitri Vandellos, August 9, 2021)

San Francisco - San Jose - RECORD #1211 DETAIL

Status : Action Pending
Record Date : 8/19/2021
Interest As : Individual
First Name : Dmitri
Last Name : Vandellos

Stakeholder Comments/Issues :

1211-2692

I want to state that you guys really have not posted an environmental impact report. You've posted sections of them, which makes it incredibly difficult for any citizen to download multiple sections and then try to piece together that EIR document, as it stands. I think that that's a pretty despicable approach to use.

Quite frankly, I've gone through this process with other agencies and this is not acceptable. You should have a link to the entire EIR so a person can download it and search.

By sectioning it off in different sections, it makes it impossible for people to study it and figure out what's going on, and then they have to be sophisticated enough to get a PDF application that can combine all the separate documents, so my request to you is that you put together a single document that contains all of the sections.

And restart the counter for the EIR comment period.

Response to Submission 1211 (Dmitri Vandellos, August 9, 2021)

1211-2692

The comment appears to assert that the environmental documents posted for public review are provided in individual chapters/sections, rather than as a single compiled document. The comment further asserts that a single compiled document facilitates review by enabling greater search functionality. The comment requests that the environmental document be compiled and that the public review period start anew upon issuance of the compiled document. The Authority notes that this comment was submitted in August 2021 during the review period for the Revised/Supplemental Draft EIR/EIS, but the comment appears equally applicable to the Draft EIR/EIS, which was published in July 2020.

For all HSR project sections, the Authority has had a policy of providing PDFs of individual chapters/sections. This has been in an effort to facilitate digital review and downloading. Given the necessary detail that must be included in an environmental document, a fully compiled document would likely be hundreds if not thousands of megabytes in size, which would not be broadly accessible/available for download except by those with the most robust internet connectivity. To this end, the Authority has sought to limit individual PDF file sizes to no more than 30 megabytes in size. A compiled document as proposed by the commenter would far exceed this size and would thus not be accessible to all viewers.

There is no requirement or need for the publication approach suggested by the comment, and any further recirculation or extension of the comment period is thus not warranted.

The comment did not result in any revisions to the Draft EIR/EIS.