CALIFORNIA
High-Speed Rail Authority

November 20, 2012 CHSRA-CIT-2993

John Swiecki, AICP
Community Development Director
City of Brisbane
50 Park Place
Brisbane, CA 94005

Via Email: eir@ci.brisbane.ca.us

RE: Revised Notice of Preparation for the Brisbane Baylands Specific Plan

Dear Mr. Swiecki:

As you know, the California High-Speed Rail Authority (Authority) board certified the program-level Bay Area to Central Valley High-Speed Train Environmental Impact Report/Environmental Impact Statement (EIR/EIS), adopted findings, and selected preferred alignment and station conceptual locations for the statewide High Speed Train (HST) system in July 2008. This program-level EIR/EIS identified the Caltrain rights-of-way as a part of the preferred alignment in Brisbane.

In August of 2010, the Authority published a "Supplemental Alternatives Analysis" that described design options for the system that would serve both the Caltrain and High-Speed Train services between San Francisco and San Jose. It also identified a portion of the Brisbane Baylands as a potential site for a storage and maintenance facility (see attachment).

As part of the 2012 Revised Business Plan, the Authority has changed the basic assumptions for High-Speed Train (HST) construction and operation. The strategy shifts the initial construction segment to the Central Valley, and then connects to the "bookends" (i.e., San Francisco and Los Angeles). Additionally, the Business Plan introduced the concept of "blending" the HST service with existing rail operators as a cost-effective strategy to build and operate the HST in urban areas with constrained rights-of-way. Essentially, the plan promotes electrification of Caltrain and implementation of other infrastructure improvements that would enable HST to operate on the Caltrain tracks.

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These new concepts have lead to changes in previous assumptions regarding the location of HST operations and maintenance facilities. While train service will still be required to begin at the San Francisco terminal (Transbay Transit Center), the fleet size to be stored at a local facility can be reduced based on the adopted Business Plan, or from 27 trainsets previously recommended to less than half that number of trainsets as part of a blended system. The reduced number of trainsets thereby reduces the required storage yard size and footprint. The Authority is currently re-examining the corridor to identify site specific and operationally feasible locations which will meet maintenance and storage requirements. Suitable potential sites, in addition to Brisbane, will be evaluated through the NEPA and CEQA environmental processes.

We look forward to continuing our coordination with the City of Brisbane on our respective projects.

Please visit our website at http://www.cahighspeedrail.ca.gov for additional project information.

Please contact me at (408) 477-5631 or btripousis@hsr.ca.gov if you have any questions.

Sincerely,

Ben Tripousis
Northern California Regional Director
California High-Speed Rail Authority

Attachment

cc: D. Spaethling
R. Kohlstrand
B. Felker
L. Hames

Subsection #2

Length: 8.6 miles Land Use: Urban

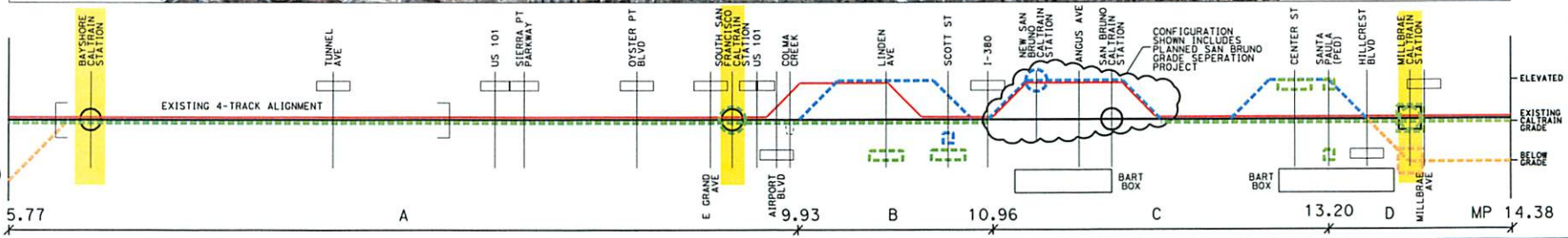
South Portal Tunnel No. 4 to South of Millbrae Avenue (MP. 5.77 to MP. 14.38)
This subsection is located in the Cities of Brisbane, South San Francisco, San Bruno and Millbrae. The existing Caltrain alignment is at-grade in this subsection and many crossings are grade separated. The northern portion of this subsection is completely grade separated and includes an existing 4-track segment in Brisbane. In the southern portion of the subsection, BART runs underneath and alongside the Caltrain tracks.

ELEVATED (AERIAL/BERM)
EXISTING CALTRAIN GRADE
BELOW GRADE (TRENCH/TUNNEL)

SAN FRANCISCO
SAN JOSE DIRIDON

POTENTIAL CONSTRAINTS
HST STATION DESIGN OPTION
CALTRAIN STATION DESIGN OPTION
ROADWAY DESIGN OPTION
EXISTING GRADE SEPARATION
EXISTING TRACK
PROGRAM EIR/EIS (REFERENCE ONLY)





CALIFORNIA HIGH SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion
February 1, 2010

NOT TO SCALE