PRP-1802-LTO-COBR-003

January 12, 2011

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

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 a program-level Environmental Impact Report/Environmental Impact Statement (EIR/EIS), adopted findings, and selected preferred alignment and station conceptual locations for the state-wide 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.

The Authority board has also adopted general policies for the development of the HST system including the following:

- Generally HST will have four tracks with grade separation
- General designations of at-grade, below-grade and above-grade portions of the system
- Within or along existing transportation rights of way
- Minimizing acquisitions of new rights of way
- Minimizing disturbance to communities and
- Minimizing environmental impacts

In August of 2010, the Authority published a "Supplemental Alternatives Analysis" that described design options for the four-track grade separated 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 maintenance facility (see attachment). The Authority will be considering other potential maintenance facility locations within the SF to SJ section; however the Authority wanted to make you aware that this site was under consideration as part of the project.

In order to make final alignment decisions and to identify precise rights-of-way needs, the Authority has started preparing a project-level EIR/EIS for the San Francisco to San Jose portion of the HST system. The analyses will include site specific project-level environmental review, engineering and design, and mitigation specifications. In addition, the EIR/EIS will address the placement of necessary accessory

structures, station buildings and parking facilities, maintenance facilities, grade separation details and designs, detailed mitigation measure specifications, and construction staging and easement areas.

The Authority is planning to receive a Record of Decision and a Notice of Determination in the next two years. However, until these detailed project level analyses have been completed, and necessary permits/approvals have been issued for specific portions of the system, the Authority will not be able to identify, with certainty, the exact additional right of way requirements.

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 Dominic Spaethling at (415) 243-4789 or spaethling@pbworld.com if you have any questions.

Sincerely,

Robert Doty
Director
Peninsula Rail Program

Attachment

CC: Doc. Control