

**APPENDIX G:
SCOPING MEETING
HANDOUT MATERIALS
PRESENTATION**



SCOPING MEETING

Welcome . . .

The purpose of our scoping meeting is to provide you with an opportunity to learn about the California High-Speed Rail Authority's (CHSRA) project segment between San Francisco and San Jose, with preferred station stops in San Francisco (Transbay Transit Center), Millbrae (existing Millbrae BART/Caltrain Station) and San Jose (Diridon Station), as well as a potential station stop in either Palo Alto (existing Caltrain Station) or Redwood City (existing Caltrain Station).

We encourage you to provide your feedback on areas of interest or focus as it pertains to the Environmental Impact Report/Statement.

Your comments and ideas are important to us, so please visit the **Comment Stations** to learn more about the proposed project and provide us with your feedback!

Open House and Presentation Schedule

3:00 – 8:00 p.m. **Open House** – Visit information stations, speak with project staff, provide comments. **Comments will be taken throughout the evening at comment stations.

4:00 p.m. **Presentation** – Project overview provided

6:00 p.m. **Presentation** – Project overview provided

8:00 pm **Meeting Concludes**

Comment Stations

- ✓ Station – Public Participation - How to Comment
- ✓ Station – Project Process
- ✓ Station – Statewide High-Speed Rail Route
- ✓ Station – San Francisco to San Jose Section Map
- ✓ Station – What Are High-Speed Trains
- ✓ Station – Purpose and Need
- ✓ Station – Caltrain Corridor
- ✓ Station – Key Issues
- ✓ Station – Environmental Issues of Concern
- ✓ Station – Project Alternatives to Discuss in EIR/EIS
- ✓ Station – Grade Separations
- ✓ Station – Typical Structure Along Alignment
- ✓ Station – ROW Corridor (Plan/Profile Books)
- ✓ Station – Provide Verbal comments (court reporter)

Comment sheets are available at the *Comment Stations*. **Please fill out a comment sheet.** Completed forms may be handed to any staff member, deposited in comment boxes, or mailed by March 6, 2009 to the address listed below. **You may also provide your feedback verbally to the court reporter.**

To submit comment sheets by mail send to:

Mr. Dan Leavitt - Deputy Director
ATTN: San Francisco to San Jose HST Project
EIR/EIS
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

For more information:

www.cahighspeedrail.ca.gov

Thank you for coming!

Scoping Period Comment Form



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

c/o **HNTB**

1330 Broadway, Suite 1630
Oakland, CA 94612

Place
Stamp
Here

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

San Francisco to San Jose High-Speed Train Project EIR/EIS



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AUTHORITY

The Environmental Review Process—Where Are We Now?

In July 2008, the California High-Speed Rail Authority (Authority) selected the Pacheco Pass–San Francisco and San Jose alternative as the preferred corridor and alignment for the future High-Speed Train (HST) service. The selected alignment uses the Caltrain rail right-of-way, between San Francisco and San Jose along the San Francisco Peninsula. Stations are proposed in San Francisco, Millbrae, and San Jose, with another potential station in either Redwood City or Palo Alto. In December 2008, the Authority issued a Notice of Preparation (NOP) and the FRA issued a Notice of Intent (NOI) for a Project EIR/EIS for the San Francisco to San Jose section of the HST system initiating the state environmental review process under the California Environmental Quality Act (CEQA) and the federal environmental review process under the National Environmental Policy Act (NEPA). The Project EIR/EIS will examine site-specific impacts of the preferred alignment, station locations, and HST operations between San Francisco and San Jose, and will identify specific mitigation measures as necessary. This public scoping effort is intended to collect information on potential impacts, mitigation measures, and project alternatives to help define the scope of evaluation of the project.



Where will the High-Speed Train run?

The Authority is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from the San Francisco Bay Area and Sacramento in the north, through the Central Valley to Los Angeles, Orange County and San Diego in the south. This fast, safe and reliable system is forecast to carry 93 million passengers annually by the year 2030.

Purpose of High-Speed Train System

- Provide a new mode of high-speed intercity travel to link major metropolitan areas.
- Interface with international airports, mass transit and highways.
- Offer alternative transportation in a manner sensitive to and protective of the State's unique natural resources.
- Develop a practical and economically viable transportation system, with phased implementation that would generate revenues in excess of operations and maintenance costs.

Need for the High-Speed Train System

- Forecasted 40-50% state population growth by 2030.
- Increased demand for region-to-region transportation.
- Travel delays and traffic congestion on local highways and at airports at a cost of \$20 billion per year.
- Poor and deteriorating air quality and pressure on natural resources as a result of expanded highways and airports.
- Congestion costs approximately \$20 billion annually in wasted fuel and lost time for commuters.

Existing High-Speed Trains



Britain, France, Belgium—Eurostar



Germany—ICE



Japan—Shinkansen

System Benefits

High-speed trains will have many benefits.

- **Protecting our environment:** by eliminating over 12 billion pounds of greenhouse gas emissions.
- **Reduce dependency on fossil fuels:** up to 12 million barrels per year.
- **Enhancing the economy:** by creating as many as 450,000 permanent jobs in California by 2035 through the anticipated economic growth brought by train system.
- **Making better connections:** by providing a safer, faster and more cost efficient alternative to air travel and will help relieve overcrowding at local airports.
- **Improve existing infrastructure:** by removing existing at-grade crossings, installing fencing, new signaling systems, and additional tracks.
- **Providing passenger cost savings:** by providing lower intercity passenger costs than travel by air or auto.

Environmental Issues to Be Analyzed Include:

- Air Quality
- Noise / Vibration
- Traffic and Circulation
- Land Use, Development, Planning, & Growth
- Biological Resources—Section 7 or Section 10, 2081 Permit
- Wetlands / Waters of the U.S.—Sections 401 & 404, 1600
- Community Impacts / Environmental Justice
- Parks and Recreational Facilities—Section 4(f)
- Historic / Archeological Resources—Section 106
- Construction Impacts
- Cumulative Impacts
- Visual Quality & Aesthetics
- Hazards and Hazardous Materials
- Flood Hazards, Floodplains, and Water Quality

California High-Speed Rail Authority

925 L Street, Suite 1425
Sacramento, CA 95814
p: (916) 324-1541
f: (916) 322-0827
e: comments@hsr.ca.gov
www.cahighspeedrail.ca.gov



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Federal Railroad Administration

1200 New Jersey Avenue, SE (Mail Stop 20)
Washington, DC 20590
p: (202) 493-6368
www.fra.dot.gov



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Get Involved

The California High Speed Rail Authority has initiated a project environmental review for the HST from San Francisco to San Jose. Scoping meetings are an opportunity to learn about the project, and to provide input on issues and alternatives to be considered in the environmental document.

You can also provide written and e-mailed comments to the California High-Speed Rail Authority.



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SCOPING MEETING

*San Francisco to San Jose
High-Speed Train Project EIR/EIS*

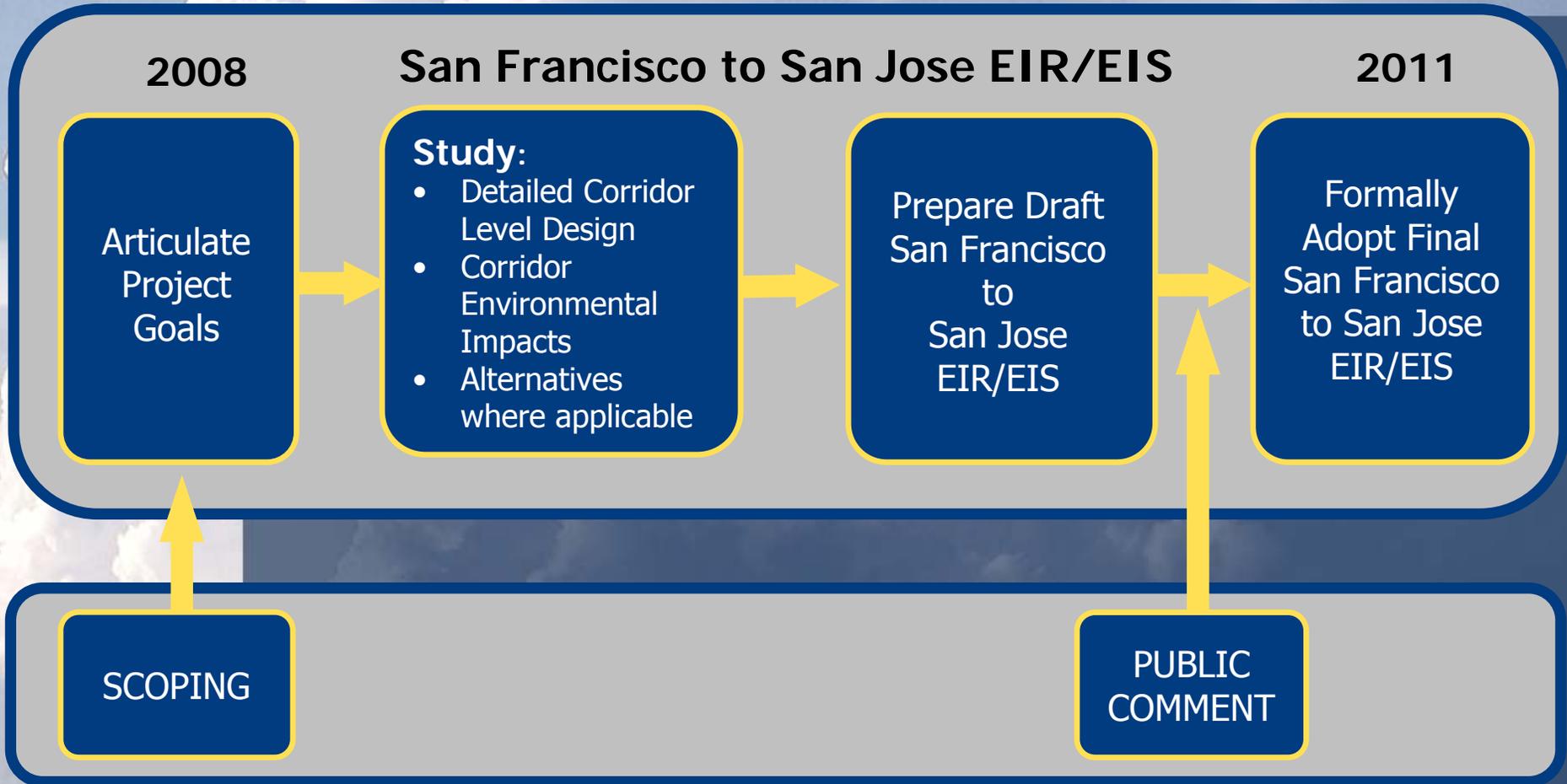


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SCOPING PROCESS





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SCOPING PROCESS

Scoping Objectives

- Identifies Affected Public / Agency Issues
- Addresses Environmental Impacts and Mitigation
- Outlines the Key Steps in the Environmental Process

Comment Period: Open through March 6, 2009

- Receive Written Comments
- Web-Based Commenting (Send to: comments@hsr.ca.gov)
- Develop Scoping Report





STATEWIDE PROGRAM EIR/EIS

- 800 miles
- Connects Northern and Southern California
 - Service to:
 - Los Angeles
 - Orange County
 - Inland Empire
 - San Diego
 - Central Valley
 - San Francisco Bay Area
 - Sacramento
- San Francisco to Los Angeles: about 2.5 Hrs.





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LEAD AGENCIES

STATE

- **California High-Speed Rail Authority**
 - California Environmental Quality Act (CEQA)
Lead Agency

FEDERAL

- **Federal Railroad Administration**
 - National Environmental Policy Act (NEPA)
Lead Agency



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HIGH-SPEED TRAINS - TECHNOLOGY

- State-of-the-art System
- Electric-powered
 - Steel-wheel-on-steel-rail
- Fully Grade Separated
 - No vehicles/No pedestrians
- Double tracked with offline stations allowing for express service
- Proven reliable/safe technology
 - Operational throughout Europe and Asia
- HST trains will operate at reduced speeds between San Francisco and San Jose





SAN FRANCISCO TO SAN JOSE STUDY AREA & EXPRESS TRAVEL TIMES



San Francisco
to
San Jose

30 minutes





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WHY A PROJECT-LEVEL EIR/EIS?

- Tiers from approved statewide program EIR/EIS and approved Bay Area to Central Valley HST program EIR/EIS
- Addresses State/Federal environmental requirements
- Considers environmental impacts at a site-specific level of detail
- Evaluates the corridor alignment selected in the Bay Area to Central Valley HST Program EIR/EIS
- Analyzes various project alternatives (including numerous local grade separation projects)
- Provides for Transit Hubs/Intermodal Centers at:
 - Preferred Stations at **Transbay Transit Center, Millbrae, Diridon**
 - Potential Station at either Redwood City or Palo Alto



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TOPICAL ISSUES TO BE ANALYZED IN THE EIR/EIS INCLUDE:

- Air Quality
- Noise/Vibration
- Traffic and Circulation
- Land Use, Development, Planning, & Growth
- Biological Resources—Section 7 or Section 10, 2081 Permit
- Wetlands/Waters of the United States—Sections 401 & 404, 1600
- Community Impacts/Environmental Justice
- Parks and Recreational Facilities—Section 4(f)
- Historic/Archeological Resources—Section 106
- Construction Impacts
- Cumulative Impacts
- Visual Quality & Aesthetics
- Hazards and Hazardous Materials
- Flood Hazards, Floodplains, and Water Quality





PROJECT ALTERNATIVES TO BE DISCUSSED IN EIR/EIS

- **No-Build/No-Project Alternative**
 - No Major Capacity Enhancement
 - Implement Funded Improvements Only
- **High-Speed Train Alternatives**
 - Statewide HST Alternative (Linking Entire System)
 - HST Alignment and Station Options
 - Provides for Local Grade Separations





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KEY HIGH-SPEED TRAIN ISSUES

- Historical and Cultural Resources, including train stations
- Community Character – visual, land use and noise compatibility
- Accessibility of Stations from Local Communities
- Connectivity with Other Modes of Travel
- Constructability of the HST System
- Power Supply / Energy Requirements
- Right-of-Way Constraints
- Safety and Security
- Station Development



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PROJECT-LEVEL EIR/EIS EVENTUAL OUTCOME ?

- Authority/FRA - Approves Project-level CEQA/NEPA Documentation
- Provides for a Precise Corridor Alignment
- Provides for Several Stations to be Developed
- Identifies Corridor/Right-of-Way Requirements
- Supports Local Community Land Planning
- Avoids/Reduces/Mitigates Environmental Impacts





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CONTACT INFORMATION

Comment by Mail/Fax

Attn: San Francisco to San Jose HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814
Fax (916) 322-0827

Comment by E-mail

Email: comments@hsr.ca.gov

Subject line: San Francisco to San Jose HST

For questions, call project information line at
(510) 587-8640



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CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

California High-Speed Rail – Scoping Meeting Tuesday, January 27, 2009 – San Francisco County (San Francisco)

PLEASE PRINT CLEARLY

SIGN – IN

Name	Title	Organization	Mailing Address	E-mail	Add to Mailing List?
					YES / NO
					YES / NO
					YES / NO
					YES / NO
					YES / NO
					YES / NO
					YES / NO

