

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

SUPPLEMENTAL ALTERNATIVES ANALYSIS REPORT ADDENDUM

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Presentation Outline

- Brief update on developments since August 8 presentation
- Project and Deliverable Schedule



San Francisco

 City has asked for additional study of design options at 16th Street and Mission Bay Drive.

Staff is working with the city on refining alignment

options.





Maintenance Facility

- Reconsideration of the San Francisco International Airport (SFO) site as possible maintenance facility site.
 - According to SFO, sites at airport could be available for use as HST maintenance and storage facilities. SFO offers land use compatibility and good potential long-term job creation and retention.
 - Brisbane has concerns that the maintenance facility would have land use compatibility and physical site (seismic and remediation) issues.



- Initial analysis of trench in Redwood City showed trench infeasible based on certain restrictions.
- Upon further analysis, the city relaxed certain roadway and creek restrictions. Based on these changes a trench with a HST station could be feasible through downtown

Redwood City.

101



City of Santa Clara

 Initial design option resulted in high aerial structure (over 50' total height) over existing roadway bridges.

 Upon further analysis, the city relaxed certain roadway restrictions. Based on these changes a lower aerial and partially at grade option could be

feasible through the city.





City of San Mateo

 Corrected tables to reflect city policies on preferred design options in the tables of the document.

CALIFORITA HIGH-SPEED TRAIN PROJECT BIRDS
SUPPLEMENTAL ALTERNATIVES ANALYSIS
SUPPLEMENTAL ALTERNATIVES ANALYSIS

	subsection	3	continued
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Evaluation Measure				3E - North of Hayward Park Station to North of Highway 92				
			Aerial Viaduct	Berm	Open Trench	Covered Trench/Tunnel	Hybrid	At Grade
Mi ac Design Objectives	Maximize ridership / revenue potential	Travel time	Same for all options		-		20	Same for all options
		Route length	Same for all options	Same for all options				
	Maximize connectivity and accessibility	Intermodal connections	Not applicable	Not applicable				
	Minimize operating and	Operating and Maintenance (O&M) costs (relative costs associated with different vertical alignment options)	Higher than Berm option, due to aerial structure	Lowest	Higher than Berm option, due to retaining walls, drainage, etc	Higher than Open Trench option, due to ventilation, life safety, etc	Higher than Open Trench option, due to ventilation, life safety, etc	Low
	capital costs	Capital cost (\$ 2009), does not include ROW	238 million	(4)	405 million	894 million	1,116 million	30 million
		Acquisition cost of additional ROW	Medium	Medium	Lowest	Medium	Medium (affects other subsection)	Highest
	Development potential for TOD within walking distance of station	Development potential for TOD within 1/2 mile of station location	Not applicable	Not applicable				
Land Use	Consistency with other planning efforts and adopted plans	Qualitative analysis of applicable planning and policy documents	Consistent with adopted plans and policies Inconsistent with adopted plans and policies	Consistent with adopted plans and policies Inconsistent with adopted plans and policies; strong local opposition to this type of structure; the berm structure (wall) would create a perceived barrier through this area which is not consistent with the local communities' character and land uses	Inconsistent with adopted plupolicies	nt with adopted plans and	Consistent with adopted plans and policies	
Constructability	Constructability, access for construction, within existing transportation ROW (does not include station constructability impacts)	Need for temporary construction easements (TCE)	High; Nominal width with TCE for this option is 103'. Approximately 70% of existing ROW less than 100'	High; Nominal width with TCE for this option is 109'. Approximately 70% of existing ROW less than 100'	High; Nominal width with TCE for this option is 120'. Approximately 70% of existing ROW less than 100'	High; Nominal width with TCE for this option is 120'. Approximately 70% of existing ROW less than 100'	High; Nominal width with TCE for this option is 120'. Approximately 70% of existing ROW less than 100'	Low; Construction would primarily occur within ultimate ROW
	Disruption to existing railroads	Identify existing freight rail and other rail service connections	None					None
	Disruption / relocation of utilities	Identify major utilities requiring relocation	None		10' wide storm drain near Villa Terrace			None









- Publish Supplemental AA Addendum Mid-November, 2010.
- Incorporate changes into the EIR/EIS process including design and environmental studies.