

3.20 Millbrae Station Reduced Site Plan Design Variant

3.20.1 Purpose

This section of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the San Francisco to San Jose Project Section (Project Section, or project) evaluates the environmental impacts of a design variant for the Millbrae Station. This design variant, referred to as the Millbrae Station Reduced Site Plan Design Variant (RSP Design Variant), was developed to address stakeholder concerns and minimize impacts, to the degree feasible, on existing and planned development. Analysis of the RSP Design Variant was circulated for public review as part of the Revised/Supplemental Draft EIR/EIS and was subsequently incorporated into this section of the Final EIR/EIS.

3.20.2 Description of the Millbrae Station Reduced Site Plan Design Variant

The California High-Speed Rail Authority (Authority) developed the RSP Design Variant to address stakeholder concerns and evaluate a potentially feasible smaller footprint for the Millbrae Station that preserves high-speed rail (HSR) track and platform right-of-way needs but reconfigures station facilities, parking, and station access to reduce impacts on existing and planned development. Because Alternative A and Alternative B are the same in the San Bruno to San Mateo Subsection (including the Millbrae Station), the RSP Design Variant, if adopted, could apply to either project alternative.

The RSP Design Variant differs from the Millbrae Station evaluated in the Draft EIR/EIS and in Sections 3.2 to 3.18, Chapter 4, and Chapter 5 of this Final EIR/EIS (hereafter referred to as the Millbrae Station Design) by:

- Eliminating the four surface parking lots on the west side of the alignment that would have served as replacement parking for 175 Caltrain and 113 Bay Area Rapid Transit (BART) parking spaces that would be displaced by the project
- Relocating the new HSR station entrance hall to the northeast corner of El Camino Real and Millbrae Avenue
- Eliminating lane modifications but retaining signalization changes and pedestrian improvements on El Camino Real
- Eliminating the California Drive extension north of Linden Avenue to El Camino Real from the project

As illustrated in the site plan on Figure 3.20-1 and cross section on Figure 3.20-2, the RSP Design Variant would involve building new HSR station facilities on the west side of the existing Millbrae BART/Caltrain Intermodal Station, including a new station entrance hall with ticketing and support services at the intersection of El Camino Real and Millbrae Avenue. The station area design would provide intermodal connectivity with Caltrain and BART via an overhead pedestrian crossing that would extend from the new station entrance over California Drive, connecting to the existing station concourse with vertical circulation elements (stairs, escalators, and elevators) providing access to HSR, Caltrain, and BART platforms.

For ease of comparison, Figure 3.20-3 shows a plan view of the Millbrae Station Design. For more detail on the Millbrae Station Design, refer to Section 2.6.2, High-Speed Rail Alternatives for the San Francisco to San Jose Project Section, of the Final EIR/EIS.

The RSP Design Variant would realign California Drive slightly west from its current location between Murchison Drive and Linden Avenue to accommodate track and platform modifications. The California Drive extension from Linden Avenue to El Camino Real, including bike path, sidewalk improvements, and pick-up and drop-off, is anticipated to be constructed by others and

be in place at the time the RSP Design Variant would be constructed.¹ The RSP Design Variant would eliminate the four surface parking lots on the west side of the alignment that are associated with the Millbrae Station Design. Accordingly, the RSP Design Variant would not require the closure of Linden Avenue or Serra Avenue, unlike the Millbrae Station Design. As a result of the southward shift of the HSR station entrance hall, and provision of additional pick-up and drop-off areas on California Drive, the RSP Design Variant would not include a pick-up and drop-off area on El Camino Real, in contrast with the Millbrae Station Design. Without pick-up and drop-off facilities on El Camino Real, the RSP Design Variant would not require lane modifications on El Camino Real. However, both the Millbrae Station Design and the RSP Design Variant would include improvements at El Camino Real's intersection with Chadbourne Avenue. These improvements include signalization of the intersection, median breaks, crosswalks, and sidewalk enhancements. Collectively, these improvements would enhance pedestrian connections between bus stops at Chadbourne Avenue and the Millbrae Station entrance hall.

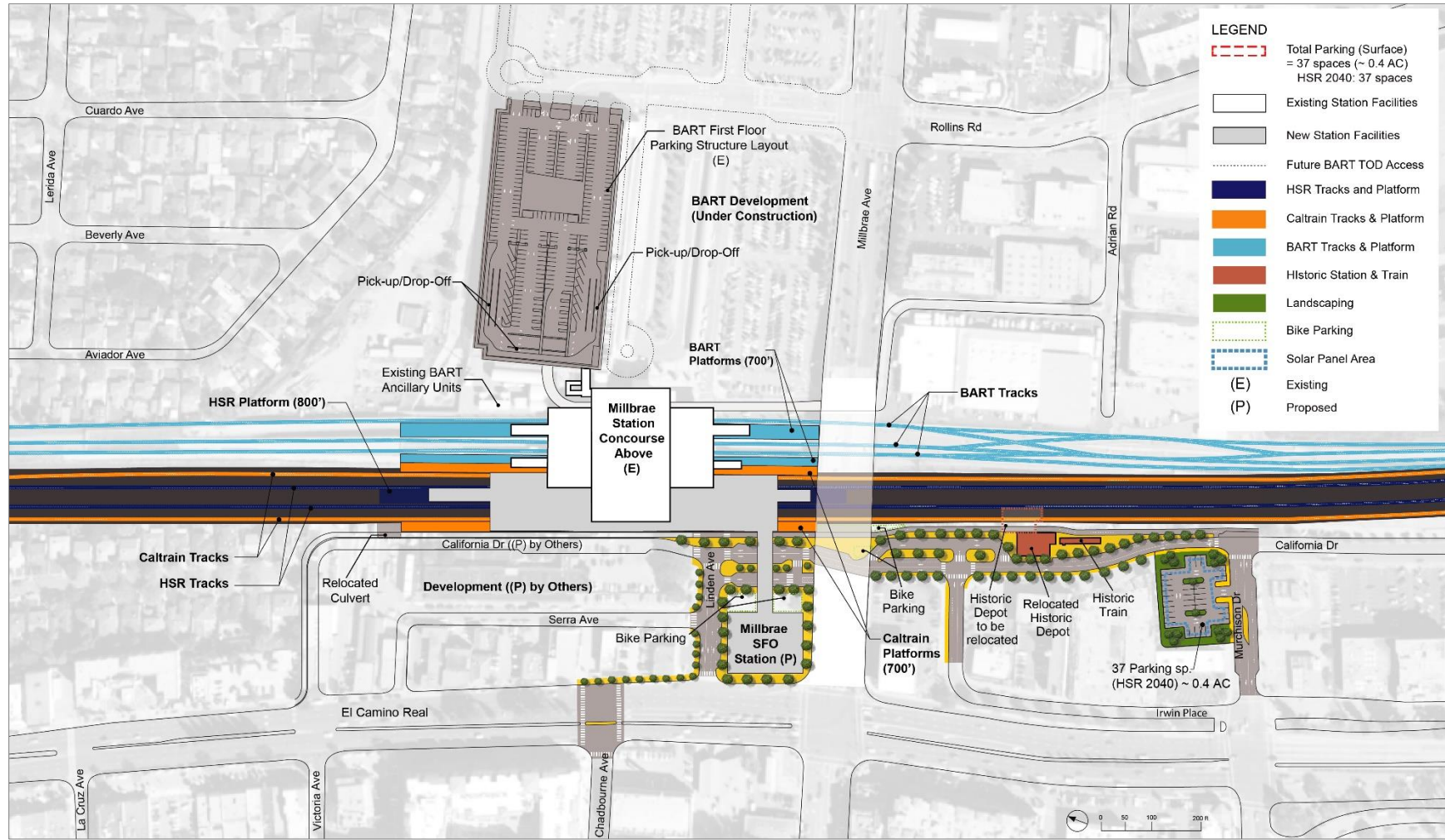
The primary access to the Millbrae Station is intended to be by transit (Caltrain, BART, San Mateo County Transit District [SamTrans]); bicycles; walking; and vehicle pick-up and drop-off. With both the Millbrae Station Design and the RSP Design Variant, SamTrans bus routes along El Camino Real would utilize a new southbound stop at Chadbourne Avenue associated with the new signalized intersection and pedestrian crossings. Both the Millbrae Station Design and the RSP Design Variant would also build a new dedicated bicycle path extending along California Drive between Murchison Drive and Linden Avenue as part of the project. Between Linden Avenue and El Camino Real, the RSP Design Variant assumes the bicycle path would be constructed by others as part of construction of the California Drive extension. In the Millbrae Station Design, the bicycle path between Linden Avenue and El Camino Real would be constructed as part of the project.

Pick-up and drop-off facilities for vehicles would accommodate shuttles, taxis, car sharing, transportation network companies (Uber/Lyft), and private vehicles. Curbside passenger pick-up and drop-off facilities on the west side of the tracks would be located along the east and west sides of California Drive from north of Linden Avenue to Murchison Drive, on the south side of Linden Avenue, and on the north side of Irwin Place; pick-up and drop-off facilities east of the tracks would be on the first level of the BART parking structure.

The RSP Design Variant would include a 37-spot automobile parking area at Murchison Drive intended for HSR passengers. In addition to this parking area, HSR passengers desiring to drive and park would be able to use available long-term commercial parking off-site or at San Francisco International Airport and reach the station by shuttle.

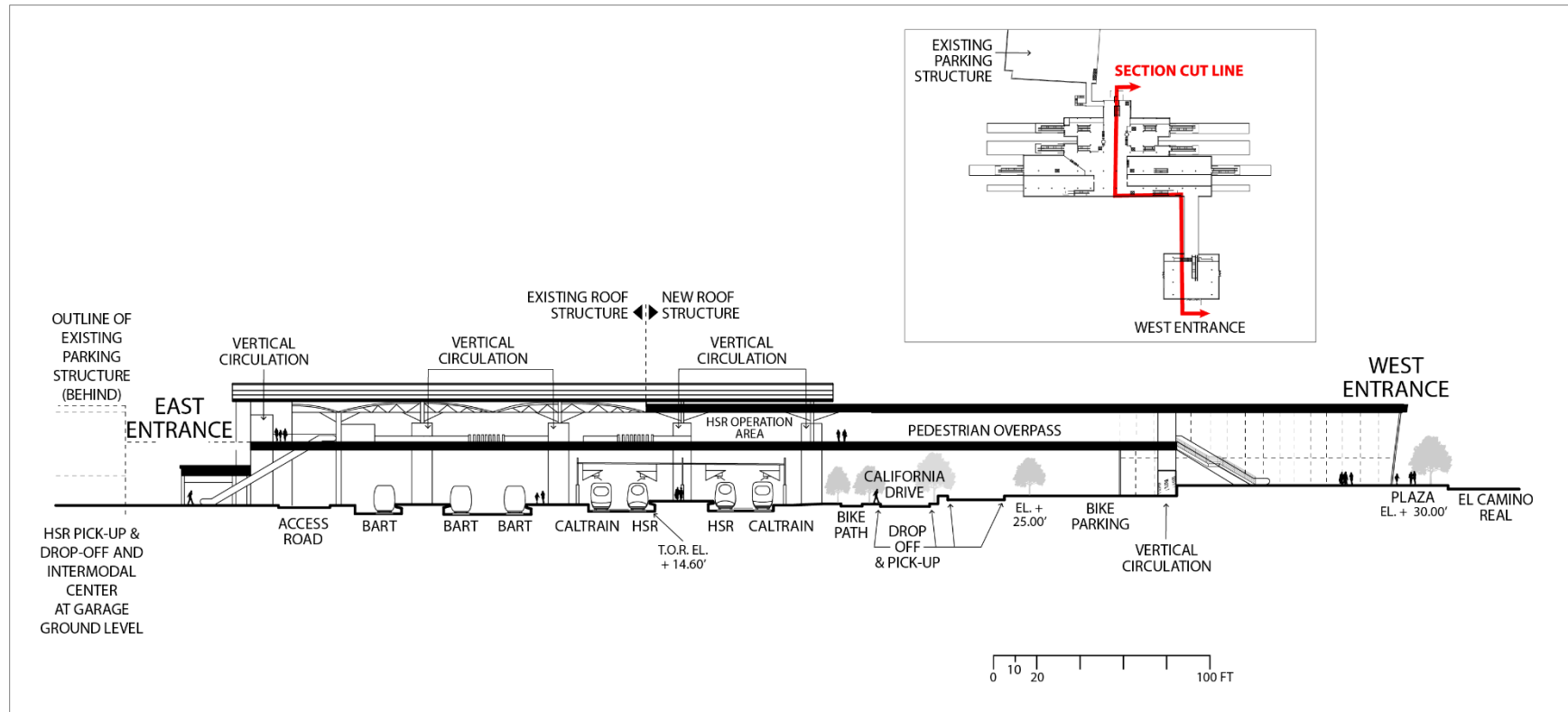
The RSP Design Variant's track and platform modifications approaching and at the Millbrae Station would be the same as the Millbrae Station Design (refer to the cross section on Figure 3.20-2). As with the Millbrae Station Design, the RSP Design Variant's track and platform modifications would require additional right-of-way along the west side of the Caltrain corridor as well as modification of existing Caltrain tracks, station platforms, and structures. The RSP Design Variant would require relocation of the historic Southern Pacific Railroad (SPRR) Depot/Millbrae Station to accommodate the track modifications, but to a slightly different location than the relocation associated the Millbrae Station Design. Specifically, the RSP Design Variant would relocate this resource approximately 30 feet west and 40 feet south of the location associated with the Millbrae Station Design. The RSP Design Variant would relocate this resource 23 feet west and 34 feet south of its existing location.

¹ As discussed in Section 3.20.3, Environmental Baseline for Analyses of the Millbrae Station Reduced Site Plan Design Variant, it is reasonable to assume that a transit-oriented development and the California Drive extension would be built west of the Millbrae Station by the time of HSR project construction and operation. However, if the California Drive extension is not built by the time of HSR project operation, the RSP Design Variant would provide circulation and access to Millbrae Station without an extension of California Drive.



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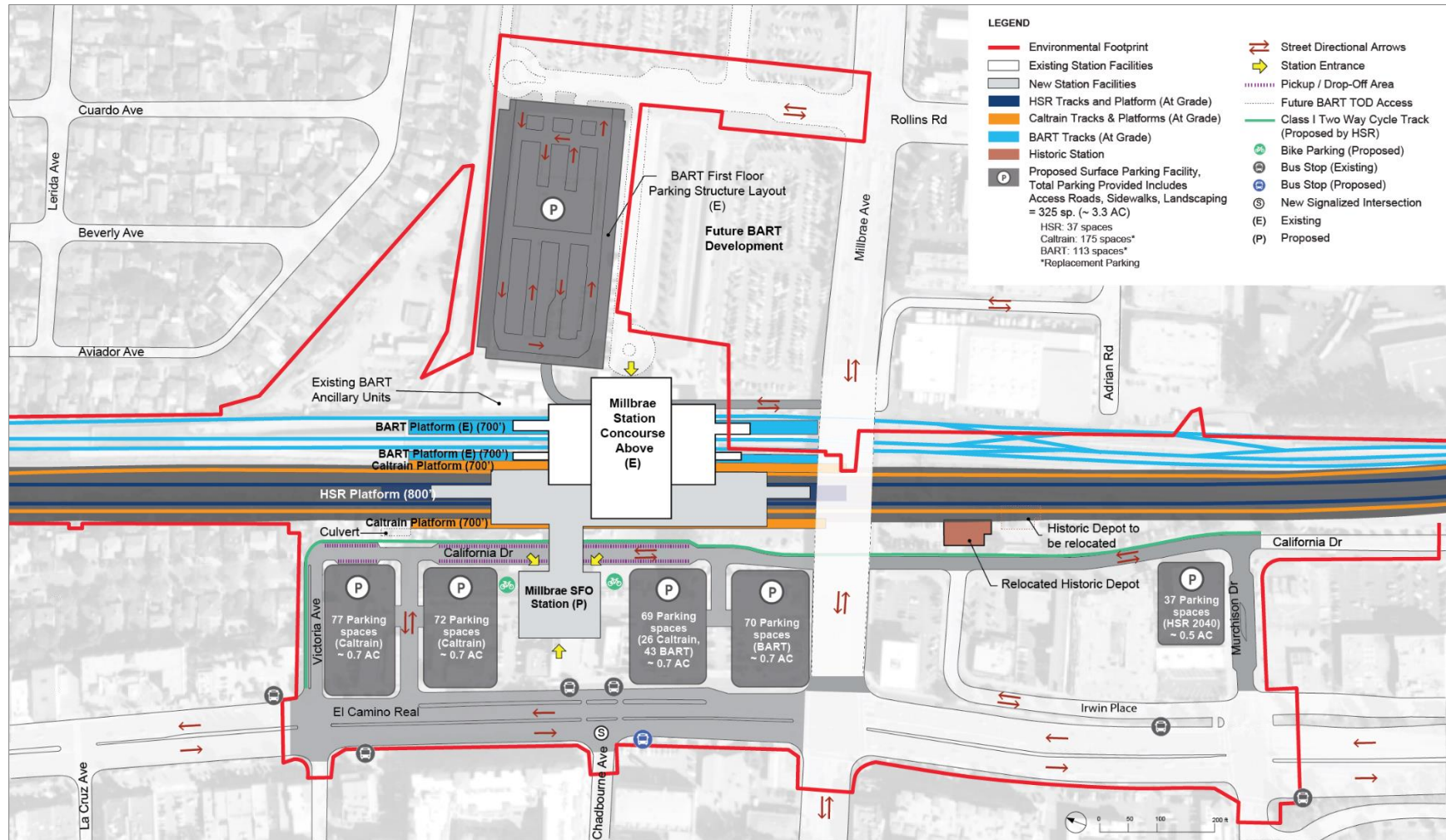
Figure 3.20-1 RSP Design Variant Site Plan



T.O.R. = top of rail
EL. = elevation

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Figure 3.20-2 RSP Design Variant Cross Section



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Figure 3.20-3 Millbrae Station Design Site Plan

3.20.3 Environmental Baseline for Analyses of the Millbrae Station Reduced Site Plan Design Variant

For most resource topics, this Final EIR/EIS uses an existing conditions baseline (which was established based on publication of the Notice of Preparation in May 2016) for the analysis of the Millbrae Station area, including the Millbrae Station Design. However, the Final EIR/EIS uses a future conditions baseline for a few resource topics, including transportation and aesthetics and visual quality.

Given several unique aspects and considerations described in this section, the analysis of the RSP Design Variant in this Final EIR/EIS uses a future conditions baseline. Specifically, the analysis assumes the prior construction of a modified version of the previously approved Millbrae Serra Station Development in conjunction with a realigned California Drive, shifted slightly westward of its location in the approved vesting tentative map for that project.

The RSP Design Variant would allow construction of a transit-oriented development (TOD) project west of the existing rail alignment consistent with the Millbrae Station Area Specific Plan (MSASP) (City of Millbrae 2016), but on a smaller footprint than the approved design of the Millbrae Serra Station Development. The smaller footprint is due to the loss of developable space from the realignment of the California Drive extension farther west. Therefore, for purposes of this analysis of the RSP Design Variant, the Authority assumed that the property developer would work with the City of Millbrae to revise the Millbrae Serra Station Development to fit within the remaining footprint to be consistent with the MSASP and the RSP Design Variant. This analysis assumes this revised development (hereafter referred to as the Revised Serra Station) would proceed in the near term and be occupied at the time of HSR project construction and operation.

The California Drive extension is required by the MSASP to be built in conjunction with TOD on the west side of the existing station, and it would be required for the Revised Serra Station to function. However, the approved alignment of California Drive as shown in the MSASP is not feasible because it would be partially located on land owned by the Peninsula Corridor Joint Powers Board (PCJPB) and SamTrans that is not available. PCJPB and SamTrans have previously conveyed to the City of Millbrae that this land is not available for the California Drive extension because this property is being reserved to support future operational needs of Caltrain and the blended system of shared operations of Caltrain and HSR trains. Accordingly, this analysis assumes that the California Drive extension would be built in connection with a Revised Serra Station, in an alignment that is shifted slightly westward from the alignment in the vesting tentative map for the Millbrae Serra Station Development.

Regarding the Revised Serra Station, analyses within this section are based on certain assumptions of how the Millbrae Serra Station Development would be constructed but modified to accommodate the relocated California Drive. The original development plans included three new buildings: two residential (buildings R-1 and R-2) and one commercial (building C-1). This analysis assumes that the R-1 residential building would be constructed in the same footprint location as originally planned. The analysis assumes that the R-2 residential building layout would be modified so that the façade closest to the tracks would be shifted farther back to accommodate California Drive, which would reduce the footprint of the building. The analysis also assumes that the C-1 commercial building layout would be modified so that the façade closest to the tracks would be shifted farther back to accommodate California Drive, which would reduce the footprint of the building.

The Authority believes it is reasonably foreseeable that a Revised Serra Station would proceed independent of and separate from improvements related to the project given that the Millbrae Serra Station Development was previously approved and that such a development is consistent with the City of Millbrae's MSASP. A Revised Serra Station is also consistent with State and Authority policies supporting infill development as a means to achieve greenhouse gas emissions reductions and reduce vehicle miles traveled. The MSASP is intended to guide development over a 25-year period and anticipated that the area immediately west of the station would be developed in the short term between 2015 and 2020. While the development of the site is subject to future market conditions and landowner decisions, developer interest and market conditions

indicate that it is reasonable to assume that development would occur prior to 2031 (the opening year for the Silicon Valley to Central Valley line of the HSR system). Accordingly, the Authority’s use of a modified baseline that assumes completion of construction of a Revised Serra Station provides a reasonably foreseeable description of environmental conditions expected to occur in the future when the project becomes operational that is more accurate than an existing conditions baseline for purposes of this variant analysis, and thus provides a more robust and accurate analysis of key environmental topics.

Further, use of this modified baseline is more informative and revealing than an existing-conditions baseline for this analysis because the environmental impacts of the HSR project construction and operations are assessed based on the presumed presence of the Revised Serra Station, whereas an existing-conditions baseline would not include the Revised Serra Station. The modified baseline results in a more accurate analysis and disclosure of the potential effects of the RSP Design Variant than an existing-conditions baseline, which would not recognize or evaluate impacts on a Revised Serra Station development. For example, with the modified baseline, the analysis of impacts related to air quality, electromagnetic fields (EMF)/electromagnetic interference (EMI), and noise and vibration assesses potential effects on the receptors at the Revised Serra Station; the analysis of aesthetics and visual quality evaluates the aesthetic effects of the RSP Design Variant in the context of the Revised Serra Station and assesses impacts on views from the adjacent development; and the traffic analysis assesses impacts considering higher traffic volumes associated with the Revised Serra Station.

In contrast, an existing-conditions baseline, which does not assume the presence of the Revised Serra Station and California Drive extension, would not disclose these potential construction and operational impacts on sensitive receptors. Therefore, use of an existing-conditions baseline would underestimate the potential impact of the HSR project and would be misleading and without informational value to the public and decision-makers. Therefore, the analysis of the RSP Design Variant uses a modified baseline that assumes the development of a Revised Serra Station and California Drive extension, which is a reasonably foreseeable change to environmental conditions expected to occur in the future before the RSP Design Variant would be built and operational, because such an analysis provides the most accurate picture of the impacts of the RSP Design Variant.

3.20.4 Environmental Impacts of the Millbrae Station Reduced Site Plan Design Variant and Comparison with the Millbrae Station Design

This section describes the environmental impacts of the RSP Design Variant in comparison to the Millbrae Station Design. Environmental topics are presented in the same order presented in the Final EIR/EIS.

As detailed in the summary discussions below, most of the RSP Design Variant’s impacts are similar or lesser in degree than impacts associated with the Millbrae Station Design. However, for the following topics, the RSP Design Variant would result in a somewhat greater degree of impact relative to the Millbrae Station Design:

- **Air quality**—Construction-period health risks
- **Noise and vibration**—Construction- and operational-period noise and vibration
- **Aesthetics and visual quality**—Construction-period visual quality

For ease of comparison, Table 3.20-10 at the end of this section summarizes the differences between the Millbrae Station Design and the RSP Design Variant by environmental topic area.²

² Unless otherwise noted, Table 3.20-10 reflects the CEQA conclusion for the topic/impact area of the entire alignment.

3.20.4.1 Transportation

Construction

The RSP Design Variant would have a smaller footprint than the Millbrae Station Design, and therefore would generate a lower level of construction traffic. Construction of the RSP Design Variant would affect the operations of transportation facilities in the vicinity of the station to a lesser extent and for a shorter duration than the Millbrae Station Design. Temporary transportation and circulation impacts around the station would involve fewer temporary roadway closures or modifications. For example, the RSP Design Variant would substantially reduce the extent of construction on El Camino Real, reducing the need for temporary road and lane closures. In addition, the RSP Design Variant would retain Serra Avenue and the one-block segment of Linden Avenue that connect to El Camino Real. Modifications to Linden Avenue would be largely within the existing footprint and involve providing curb and sidewalk improvements, reducing the need for modifications at the intersection with El Camino Real and associated temporary road and lane closures.

Surface transportation facilities that would be affected by the RSP Design Variant construction are similar to those affected by the Millbrae Station Design, and include the Millbrae Intermodal Station, its 175 daily parking spaces for Caltrain riders, two bus bays, a taxi stand, off-street parking spaces for pick-up/drop-off, and parking for 56 bicycles. In addition, construction of the RSP Design Variant would remove 32 short-term on-street parking spaces on California Drive, Linden Avenue, and Serra Avenue; 25 short-term off-street parking spaces in a city lot located between California Drive and Serra Avenue; and 113 spaces in the BART parking garage on the east side of the station platforms. The Millbrae Station Design would replace all of the parking spaces removed except 25 spaces in the city lot, 5 on-street spaces on Linden Avenue, and 4 on-street spaces on Serra Avenue.

The RSP Design Variant would permanently eliminate all 345 vehicle parking spaces described above, replacing them with approximately 1,840 linear feet of curb space for bus bays and curbside pick-up/drop-off spaces. The curb space for bus bays and curbside pick-up/drop-off spaces for the RSP Design Variant would be located along and adjacent to California Drive as well as along portions of Linden Avenue and Irwin Place. Unlike the Millbrae Station Design, the RSP Design Variant would not include reconstruction of several blocks of the east side of El Camino Real that would serve as frontage to the HSR station to provide curbside pick-up/drop-off spaces or construction of four surface parking lots on the west side of the alignment to provide replacement parking for the 175 Caltrain and 113 BART displaced parking spaces. As the RSP Design Variant would not include reconstruction of the east side of El Camino Real to provide curbside pick-up/drop-off spaces, existing SamTrans bus stops on El Camino Real would not need to be relocated during construction and there would be no temporary impacts on bus transit service associated with the RSP Design Variant as concluded for the Millbrae Station Design.

The RSP Design Variant will adhere to the same programmatic impact avoidance and minimization features (IAMF) as the Millbrae Station Design,³ including:

- TR-IAMF#2: Construction Transportation Plan, calls for preparation of a detailed construction transportation plan (CTP) to minimize the impact of construction and construction traffic on adjoining and nearby roadways in close consultation with the local jurisdiction having authority over the site. TR-IAMF#2 requires the Authority's construction contractor to provide a temporary bus stop if there is an existing bus stop within the work zone, as would be the case with either the Millbrae Station Design or the RSP Design Variant. The temporary bus stop will be constructed at a safe and convenient location away from the construction and

³ IAMFs are project features that the Authority has committed to implementing, consistent with the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System* (Authority and FRA 2005). Refer to Final EIR/EIS Section 2.6.2.3, High-Speed Rail Project Impact Avoidance and Minimization Features, for a further discussion of IAMFs and to Final EIR/EIS Volume 2, Appendix 2-E, Project Impact Avoidance and Minimization Features, for a complete list and description of all IAMFs.

should be designed in close coordination with the transit operator (i.e., SamTrans for the Millbrae Station). During construction, the two existing bus bays at the Millbrae Intermodal Station will be maintained.

- **TR-IAMF#5: Maintenance of Bicycle Access**, calls for the preparation of a construction management plan (CMP) to address maintenance of bicycle access during the construction period. The CMP will be addressed in the CTP. Bicycle access to the west side of the Millbrae Station is provided via California Drive. Shared lane markings are currently provided on California Drive between the Millbrae Intermodal Station and Murchison Drive. Shared lane markings, or “sharrows,” are road markings used to indicate a shared lane for bicycles and automobiles. A separated, Class IV bikeway exists on California Drive south of Murchison Drive. Parking for 56 bicycles is provided for Caltrain or BART riders on the west side of the Caltrain platforms. During construction of either the Millbrae Station Design or the RSP Design Variant, temporary parking facilities for 56 bicycles will be maintained in coordination with Caltrain. Bicycle access to the Millbrae Intermodal Station will be maintained during construction.
- **TR-IAMF#11: Maintenance of Transit Access**, calls for preparation of a CMP to address maintenance of transit access during the construction period. The CMP will be addressed in the CTP. The two bus bays at the Millbrae Intermodal Station currently serve SamTrans routes 397 and San Francisco International Airport as well as six public and private shuttle routes. The public shuttles serve Broadway/Millbrae, Burlingame Bayside Area, North Burlingame, and North Foster City, while private shuttles serve Genentech and Sierra Point. During construction of either the Millbrae Station Design or the RSP Design Variant, bus and shuttle access to the Millbrae Intermodal Station will be maintained.

As a result, while the RSP Design Variant would require the permanent relocation of existing bike parking and bus bays, the facilities and access to those locations would be maintained throughout construction until the new permanent facilities are complete and accessible.

The degree of construction-related transportation impacts associated with the RSP Design Variant would be less than those associated with the Millbrae Station Design. Automobile delay is not a significant environmental impact under CEQA. Therefore, effects on intersection operations due to construction closures, relocations, modifications, or construction vehicle traffic under CEQA is not considered a significant impact. Such effects are, however, considered adverse under NEPA.

The Millbrae Station Design would result in a significant and unavoidable temporary impact under CEQA on bus transit due to anticipated relocation of SamTrans bus stops due to reconstruction of the east side of El Camino Real to provide curbside pick-up/drop-off spaces. As the RSP Design Variant would not include reconstruction of the east side of El Camino Real and thus not require temporary relocation of SamTrans bus stops, the RSP Design Variant’s temporary impact on bus transit would be less than significant under CEQA.

Operations

The RSP Design Variant would involve building permanent roadway improvements on the west side of the existing Caltrain corridor that are similar to those for the Millbrae Station Design. This includes roadway improvements to California Drive between Murchison Drive and Linden Avenue as well as improvements to portions of Linden Avenue, Irwin Place, and Murchison Drive in the immediate station vicinity.

The RSP Design Variant street improvements would include new pick-up and drop-off zones along California Drive, Linden Avenue, and Irwin Place but not along El Camino Real as with the Millbrae Station Design. The RSP Design Variant pick-up and drop-off zones would accommodate buses, shuttles, taxis, car sharing, transportation network companies, and private vehicles similar to the Millbrae Station Design. Both the Millbrae Station Design and the RSP Design Variant would add a signalized pedestrian crossing at the intersection of El Camino Real and Chadbourne Avenue.

Unlike the Millbrae Station Design, the RSP Design Variant would not extend California Drive from Linden Avenue north to El Camino Real. The California Drive extension is anticipated to be built in connection with the Revised Serra Station as required by the City of Millbrae in the MSASP; it would be part of both the 2040 No Project transportation network and the 2040 Plus Project network with the RSP Design Variant. The alignment of California Drive in this segment with the RSP Design Variant varies slightly from the alignment in the Millbrae Serra Station vesting tentative map approved by the City of Millbrae in that it does not encroach on existing right-of-way owned by PCJPB and SamTrans.

The RSP Design Variant would include a 37-space surface parking lot for HSR passenger use at Murchison Drive as with the Millbrae Station Design. The RSP Design Variant is expected to have the same HSR ridership, modes of access, and vehicle trips as the Millbrae Station Design. As such, the project increment of vehicle traffic and delay at study intersections due to HSR riders would be the same.

The RSP Design Variant would not include replacement parking for 288 displaced Caltrain and BART parking spaces, which include 175 Caltrain spaces and 113 BART spaces. The RSP Design Variant would also remove 57 short-term parking spaces on the west side of the Caltrain platforms, replacing the spaces with approximately 1,840 linear feet of curb space for bus bays and curbside pick-up/drop-off spaces. The Millbrae Station Design would replace all of the parking spaces removed except 25 spaces in the city lot, 5 on-street spaces on Linden Avenue, and 4 on-street spaces on Serra Avenue. Therefore, the RSP Design Variant would result in 311 net fewer short-term and long-term parking spaces compared to the Millbrae Station Design.

The effect of the loss of 113 BART parking spaces on vehicle traffic and delay at study intersections in the Millbrae station vicinity was assessed using data from the BART TOD Access Model. The TOD Access Model was updated in 2020 based on new national, local, and BART-specific research data including recent research led by the University of California at Berkeley (Barajas et al. 2019) and prior research on replacement parking on BART properties (Willson 2005). The model includes a parking retention value for each of the 45 BART stations that identifies the percentage of riders that will find another access mode and continue to use BART if parking is removed. The parking retention values consider mode of access by distance “bins” for each station. Key metrics for the Millbrae BART park-and-ride riders are a current drive-and-park share of 48 percent, a 58 percent forecast retention rate for riders using the 113 displaced parking spaces, 1.1 cars parked per space daily, and 35 percent of daily trips occurring in the peak hours. The net effect of the loss of 113 BART parking spaces is that there would be about 10 fewer trips each during the AM and PM peak hours in the Millbrae Station vicinity with the RSP Design Variant compared to the Millbrae Station Design.

The effect of the loss of 175 Caltrain parking spaces on vehicle traffic and delay at study intersections in the Millbrae station vicinity was assessed using Caltrain ridership and mode of access data as well as research data from the BART TOD Access Model (Caltrain 2019a, 2019b). As the Millbrae Caltrain Station is located about 3 miles from each adjacent station (San Bruno to the north and Burlingame to the south), most riders who drive and park at the Millbrae Caltrain Station are assumed to originate at residences within 1–2 miles of the Millbrae Caltrain Station. A range of access modes are available to Millbrae Caltrain riders, as indicated by the fact that only 24 percent of Millbrae Caltrain riders drive and park. As such, rider origins and destinations are different for the Millbrae Caltrain Station than for the Millbrae BART Station. Because the Millbrae BART Station is the southern terminus of BART in San Mateo County, BART riders travel from a more expansive catchment area that extends farther south than is the case for Caltrain riders. A parking retention rate for the Millbrae Caltrain Station was derived from an average of analog infill BART stations (e.g., Ashby, Fruitvale, San Leandro) that yields a 74 percent value. Key metrics for Millbrae Caltrain park-and-ride riders are a 74 percent forecast retention rate for riders using the 175 displaced parking spaces, 1.1 cars parked per space daily, and 35 percent of daily trips occurring in the peak hours. The net effect of the loss of 175 Caltrain parking spaces is that there would be about 30 fewer Caltrain trips each during the AM and PM peak hours in the Millbrae Station vicinity with the RSP Design Variant compared to the Millbrae Station Design.

The effect of reduced BART and Caltrain park-and-ride parking with the RSP Design Variant described above would be a reduction of about 40 peak hour vehicle trips at the study intersections in the Millbrae Station vicinity as compared to the Millbrae Station Design. For context, HSR riders at the Millbrae station are forecast to generate 280 peak hour vehicle trips by 2040. As such, while there would be a small reduction in peak hour trips, the effect of the RSP Design Variant on traffic operations at the study intersections around the Millbrae Station would be approximately the same as with the Millbrae Station Design.

The 57 short-term parking spaces on the west side of the station that would be displaced with the RSP Design Variant include 32 on-street spaces and 25 spaces in an off-street lot. The 32 on-street spaces include 23 spaces with 4-hour limits and the remaining 9 spaces with 2-hour limits located on California Drive, Linden Avenue, and Serra Avenue. The 25 off-street spaces are located in a city lot on Serra Avenue with 2-hour limits. This parking is used by employees and customers of adjacent businesses located between El Camino Real and California Drive. Pre-pandemic peak parking occupancy levels are estimated at approximately 80 percent based on historic aerial photographs. About 30 percent of the occupied spaces are located adjacent and closest to the existing restaurant use that would be displaced for construction of the new HSR station building. The remaining approximately 30 vehicles would either use the new pick-up and drop-off zones provided by the HSR project that would serve a combination of 70+ vehicles/buses (i.e., those that are using the on-street parking for picking up or dropping off BART or Caltrain customers) or shift to adjacent parking spaces. The loss of 57 short-term parking spaces would thus yield a slightly lower number of peak-hour vehicle trips associated with those spaces, due to the reduced parking demand associated with the displaced restaurant use, when compared to the Millbrae Station Design. As such, the effect of the RSP Design Variant on traffic operations at the study intersections around the Millbrae Station would be approximately the same as with the Millbrae Station Design.

The RSP Design Variant's prioritization of alternative modes of station access would be consistent with the MSASP (City of Millbrae 2016) as well as the *Caltrain Comprehensive Access Program Policy Statement* (Peninsula Corridor Joint Powers Board 2010). Both the MSASP and the Caltrain access policy emphasize the use of modes other than personal vehicle parking to access the station. Having less parking with the RSP Design Variant would encourage riders to use alternative modes of transportation to arrive at and depart from the station, such as taxi, drop-off, transit, walking, and biking. Limiting parking supply, given alternative transit modes, would help reduce reliance on automobiles and reduce potential conflicts with other modes. The elimination of replacement parking with the RSP Design Variant is supported by local plans and policies and would not permanently alter adjacent land use patterns.

Based on the foregoing, the lesser amount of parking with the RSP Design Variant is not expected to substantially reduce ridership for HSR, Caltrain, or BART. There are 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). A high proportion of BART and Caltrain riders at the Millbrae Station—52 percent and 76 percent, respectively—use alternatives to station parking.

The RSP Design Variant would therefore have approximately the same adverse effects on intersection operations under NEPA as the Millbrae Station Design. Automobile delay is not a significant environmental impact under CEQA. Therefore, effects on intersection operations under CEQA is not considered a significant impact.

3.20.4.2 Air Quality

Construction

The RSP Design Variant would require less overall construction activity (e.g., demolition, grading, paving) than the Millbrae Station Design because the RSP Design Variant does not include replacement parking for Caltrain and BART in surface parking lots. As a result, the RSP Design Variant would have lower total construction emissions of all pollutants compared to the Millbrae Station Design. In terms of greenhouse gas construction emissions, the RSP Design Variant would result in 476 metric tons of carbon dioxide equivalent (MT CO_{2e}), compared to 493 MT CO_{2e} for the Millbrae Station Design.

Tables 3.20-1 through 3.20-3 show the modeled pollutant concentrations with the RSP Design Variant compared to the Millbrae Station Design. The RSP Design Variant would have slightly higher concentrations of some pollutants during construction and slightly lower concentrations of others, compared to the Millbrae Station Design. The increased concentrations would occur because of two opposing effects: reduced emissions of a particular pollutant would lead to lower concentrations at a receptor; however, because pollutants disperse with distance due to atmospheric turbulence and wind, a decrease in distance from construction activities to the receptor would decrease the distance available for pollutants to disperse, and so would lead to higher concentrations at the receptor. Where the decreased concentration due to reduced emissions is offset by the increased concentration due to reduced distance from construction activities, concentrations at the new nearest sensitive receptors located at the Revised Serra Station would be higher than at receptors associated with the Millbrae Station Design. As shown in Tables 3.20-1 through 3.20-3, the RSP Design Variant would not result in any new exceedance of the California ambient air quality standards (CAAQS), national ambient air quality standards (NAAQS), or Bay Area Air Quality Management District (BAAQMD) health risk thresholds.

Table 3.20-4 shows the modeled health risks for both the Millbrae Station Design and the RSP Design Variant. With the RSP Design Variant, the highest estimated construction health risk, which would be located at the Revised Serra Station, indicates a worst-case cancer risk of 2.3 per million, which is 23 percent of the BAAQMD's threshold of 10 per million. With the Millbrae Station Design, the worst-case cancer risk is 0.8 per million. Accordingly, there would be no exceedances of health risk thresholds with either the Millbrae Station Design or the RSP Design Variant.

Although there would be no new exceedances of the CAAQS, NAAQS, or BAAQMD health risk thresholds, construction-related air quality impacts of the RSP Design Variant would, like those of the Millbrae Station Design, be considered significant and unavoidable under CEQA because existing (background) concentrations of particulate matter 10 microns or less in diameter (PM₁₀) already exceed the CAAQS (Tables 3.20-1 and 3.20-3) and construction of either the Millbrae Station Design or the RSP Design Variant would add to the existing PM₁₀ concentrations.

Table 3.20-1 Criteria Pollutant Concentration Effects from Construction of Millbrae Station Design and RSP Design Variant ($\mu\text{g}/\text{m}^3$)¹ Compared to 1- to 24-hour California Ambient Air Quality Standards

| Description | CO | | | | NO ₂ | | PM _{2.5} | | PM ₁₀ | | SO ₂ | |
|------------------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|------------------------------|----------------------------|--------------------------------|------------------------------|-----------------------------|---------------------------|
| | Project 1-hour ² | Total 1-hour ³ | Project 8-hour ² | Total 8-hour ⁴ | Project 1-hour ² | Total 1-hour ⁵ | Project 24-hour ² | Total 24-hour ⁶ | Project 24-hour ^{2,7} | Total 24-hour ^{7,8} | Project 1-hour ² | Total 1-hour ⁹ |
| Millbrae Station Design | 181 | 3,045 | 51 | 1,655 | 29 | 166 | 0.05 | 2.95 | 6.5 | 75.5* | 0.37 | 9.8 |
| RSP Design Variant | 251 | 3,115 | 73 | 1,677 | 23 | 160 | 0.08 | 3.00 | 4.3 | 73.3* | 0.37 | 9.8 |
| PM ₁₀ SIL ¹⁰ | - | - | - | - | - | - | - | - | 10.4 | - | - | - |
| CAAQS | - | 23,000 | - | 10,000 | - | 339 | - | 105 | - | 50 | - | 655 |

< = less than

- = no threshold

$\mu\text{g}/\text{m}^3$ = micrograms of pollutant per cubic meter of air

CAAQS = California ambient air quality standards

CO = carbon monoxide

NO₂ = nitrogen dioxide

PM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter

SIL = significant impact level

SO₂ = sulfur dioxide

USEPA = U.S. Environmental Protection Agency

Exceedances of thresholds are shown in **bolded underline with an asterisk (*)**.

¹ Only the highest modeled concentration in the form of the standard is presented for each pollutant.

² Represents the maximum incremental off-site concentration in the form of the standard from project construction.

³ A background 1-hour CO concentration of 2,864 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁴ A background 8-hour CO concentration of 1,604 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁵ A background 1-hour NO₂ concentration of 137.2 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁶ A background 24-hour SO₂ concentration of 2.9 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁷ Background PM₁₀ concentration alone exceeds the CAAQS. Therefore, the incremental project increase in PM₁₀ concentrations should be compared to the applicable SIL as recommended by the BAAQMD (Kirk 2016). SILs for pollutants other than PM₁₀ are not shown.

⁸ A background 24-hour PM₁₀ concentration of 69.0 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁹ A background 1-hour SO₂ concentration of 9.4 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

¹⁰ USEPA SIL guidance (USEPA 2018).

Table 3.20-2 Criteria Pollutant Concentration Effects from Construction of Millbrae Station Design and RSP Design Variant ($\mu\text{g}/\text{m}^3$)¹ Compared to 1- to 24-hour National Ambient Air Quality Standards

| Description | CO | | | | NO ₂ | | PM _{2.5} | | PM ₁₀ | | SO ₂ | |
|-------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|------------------------------|----------------------------|------------------------------|----------------------------|-----------------------------|---------------------------|
| | Project 1-hour ² | Total 1-hour ³ | Project 8-hour ² | Total 8-hour ⁴ | Project 1-hour ² | Total 1-hour ⁵ | Project 24-hour ² | Total 24-hour ⁶ | Project 24-hour ² | Total 24-hour ⁷ | Project 1-hour ² | Total 1-hour ⁸ |
| Millbrae Station Design | 146 | 2,132 | 48 | 1,385 | 16.00 | 117 | 1.5 | 28 | 6.2 | 53 | 0.25 | 6.4 |
| RSP Design Variant | 251 | 2,237 | 73 | 1,410 | 22.66 | 124 | 1.1 | 27 | 4.3 | 51 | 0.37 | 6.5 |
| NAAQS | - | 40,000 | - | 10,000 | - | 188 | - | 35 | - | 150 | - | 196.0 |

< = less than

- = no threshold

$\mu\text{g}/\text{m}^3$ = micrograms of pollutant per cubic meter of air

CO = carbon monoxide

NAAQS = national ambient air quality standards

NO₂ = nitrogen dioxide

PM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter

SO₂ = sulfur dioxide

¹ Only the highest modeled concentration in the form of the standard is presented for each pollutant.

² Represents the maximum incremental off-site concentration in the form of the standard from project construction.

³ A background 1-hour CO concentration of 1,986 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁴ A background 8-hour CO concentration of 1,337 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁵ A background 1-hour NO₂ concentration of 101.8 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁶ A background 24-hour PM_{2.5} concentration in the form of the standard of 26.2 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁷ A background 24-hour PM₁₀ concentration of 47.0 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁸ A background 1-hour SO₂ concentration of 6.1 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

Table 3.20-3 Criteria Pollutant Concentration Effects from Construction of Millbrae Station Design and RSP Design Variant ($\mu\text{g}/\text{m}^3$)¹ Compared to Annual National Ambient Air Quality Standards and California Ambient Air Quality Standards

| Description | NO ₂ (CAAQS) | | NO ₂ (NAAQS) | | PM _{2.5} (CAAQS) | | PM _{2.5} (NAAQS) | | PM ₁₀ (CAAQS) | |
|-------------------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-------------------------------|-----------------------------|
| | Project Annual ² | Project Annual ³ | Project Annual ² | Total Annual ⁴ | Project Annual ² | Total Annual ⁵ | Project Annual ² | Total Annual ⁶ | Project Annual ^{2,7} | Total Annual ^{7,8} |
| Millbrae Station Design | 0.19 | 23 | 0.19 | 22 | 0.02 | 9.7 | 0.01 | 8.2 | 0.10 | <u>22*</u> |
| RSP Design Variant | 0.30 | 23 | 0.30 | 22 | 0.02 | 9.7 | 0.02 | 8.2 | 0.10 | <u>22*</u> |
| PM ₁₀ SIL ^{7,9} | - | - | - | - | - | - | - | - | 2.08 | - |
| CAAQS/NAAQS | - | 57 | - | 100 | - | 12 | - | 12 | - | 20 |

- = no threshold

$\mu\text{g}/\text{m}^3$ = micrograms of pollutant per cubic meter of air

BAAQMD = Bay Area Air Quality Management District

CAAQS = California ambient air quality standards

NAAQS = national ambient air quality standards

NO₂ = nitrogen dioxide

PM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter

SIL = significant impact level

USEPA = U.S. Environmental Protection Agency

Exceedances of CAAQS (for all pollutants) are shown in **bolded underline with an asterisk (*)**.

¹ Only the highest modeled concentration in the form of the applicable standard is presented for each pollutant.

² Represents the maximum incremental off-site concentration in the form of the standard from project construction.

³ A background annual NO₂ concentration in the form of the CAAQS standard of 22.6 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁴ A background annual NO₂ concentration in the form of the NAAQS standard of 21.3 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁵ A background annual PM_{2.5} concentration in the form of the CAAQS standard of 9.7 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁶ A background annual PM_{2.5} concentration in the form of the NAAQS standard of 8.2 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁷ Background PM₁₀ concentration alone exceeds the CAAQS. Therefore, the incremental project increase in PM₁₀ concentrations should be compared to the applicable USEPA SIL as recommended by the BAAQMD (Kirk 2016). SILs for pollutants other than PM₁₀ are not shown.

⁸ A background annual PM₁₀ concentration in the form of the CAAQS standard of 22.1 $\mu\text{g}/\text{m}^3$ from the San Francisco—Arkansas St. monitor was added to the maximum incremental off-site project contribution.

⁹ USEPA SIL guidance (USEPA 2018).

Table 3.20-4 Excess Cancer, Noncancer, and PM₁₀ Concentration Health Risks Associated with Construction of Millbrae Station Design and RSP Design Variant¹

| Description | Cancer (per million) ² | Chronic HI ³ | Acute HI ³ | PM _{2.5} (µg/m ³) |
|-------------------------|-----------------------------------|-------------------------|-----------------------|--|
| Millbrae Station Design | 0.8 | <0.1 | 0.10 | <0.1 |
| RSP Design Variant | 2.3 | <0.1 | 0.10 | <0.1 |
| BAAQMD Risk Threshold | 10.0 | 1.0 | 1.0 | 0.3 |

< = less than

µg/m³ = micrograms of pollutant per cubic meter of air

BAAQMD = Bay Area Air Quality Management District

HI = hazard index

LMF = light maintenance facility

PM_{2.5} = particulate matter 2.5 microns or less in diameter

¹ Only the highest modeled off-site risk is presented. The reported risk includes effects from combined construction of all features (e.g., at grade, embankment, station, LMF) in the subsection.

² Cancer risk represents the incremental increase in the number of cancers in a population of 1 million. Risks are cumulative of inhalation, dermal, soil, mother's milk, and crop pathways.

³ The HI is shown by pollutant contributions to the most affected organ system (respiratory).

Operations

Air pollutant concentrations during operation of the project with the RSP Design Variant would be similar to those for the Millbrae Station Design and would be less than the CAAQS and NAAQS, except that PM₁₀ concentrations would exceed the CAAQS because background PM₁₀ levels already exceed the CAAQS. BAAQMD guidance provides that if background levels already exceed a standard then the incremental impact of the project should be compared to the U.S. Environmental Protection Agency Significant Impact Level (SIL). The impact of the RSP Design Variant on PM₁₀ concentrations would be less than the SIL, and accordingly the PM₁₀ impact would be less than significant. The RSP Design Variant would not cause any new exceedances of the CAAQS or NAAQS. Health risks during operation of the RSP Design Variant would be similar to those for the Millbrae Station Design and would be less than the BAAQMD health risk thresholds. Therefore, the operational period impacts to air quality for the RSP Design Variant, like the Millbrae Station Design, would be less than significant under CEQA.

3.20.4.3 Noise and Vibration

Noise

Construction

The RSP Design Variant would require similar types of construction activities and amounts of construction equipment operating in approximately the same location as those required for construction of the Millbrae Station Design. Construction of the RSP Design Variant could result in the exceedance of the residential nighttime equivalent sound level criterion of 70 A-weighted decibels (dBA) up to 354 feet from the superstructure, building shell, and landscaping construction activity and as far away as 706 feet from the pile-driving activity during the foundation work, or 446 feet from non-pile-driving activity during foundation work.

As with the Millbrae Station Design, sensitive receptors near the RSP Design Variant would be exposed to construction noise levels that exceed Federal Railroad Administration (FRA) construction noise impact criteria due to their proximity to construction activities. Eight commercial businesses and 1 residence in this area that would be displaced with the Millbrae Station Design would remain with the RSP Design Variant, and therefore, would be exposed to construction noise with the RSP Design Variant. In terms of noise-sensitive receptors, compared to the Millbrae Station Design, the RSP Design Variant would expose three new noise-sensitive receptors—a residence at 133 Serra Avenue, Revised Serra Station residential building R-1 at 200 El Camino Real, and Revised Serra Station residential building R-2 at 150 Serra Avenue—to

construction noise levels that could exceed FRA criteria. For either the Millbrae Station Design or the RSP Design Variant, the Authority would implement NV-MM#1: Construction Noise Mitigation Measures, which will require the contractor to prepare a noise monitoring program and noise control plan prior to construction to comply with the FRA construction noise limits wherever feasible. This mitigation measure will reduce construction noise levels but may not always reduce the noise below the FRA noise standards for residences of 70 dBA for nighttime work and 80 dBA for daytime work. Therefore, the construction noise impacts of the RSP Design Variant, like the Millbrae Station Design, would be significant and unavoidable under CEQA.

Operations

Compared to the Millbrae Station Design, it is anticipated that the operations of the RSP Design Variant would affect two additional noise-sensitive receptors. There would be a severe noise impact at the Revised Serra Station residential building R-2 and a moderate noise impact at the Revised Serra Station residential building R-1. Per NV-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines, Section 3.4 identifies a potential noise barrier location north of the Millbrae Station (noise barrier #7). This noise barrier will reduce noise levels at some but not all affected locations. This barrier will mitigate the moderate noise impact at the Revised Serra Station residential building R-1 but will not mitigate the severe noise impact at the Revised Serra Station residential building R-2, which is closer to the tracks and extends farther to the south.

Per NV-MM#3, if noise barriers are not proposed for receptors with severe impacts, or if proposed noise barriers will not reduce exterior sound levels to below a severe impact level, the Authority will consider providing sound insulation as a potential additional mitigation on a case-by-case basis. Appendix 3.4-B, Noise and Vibration Mitigation Guidelines, states that when considering building sound insulation improvements, an interior day-night sound level (L_{dn}) criterion of 45 dBA will apply. The approved Millbrae Serra Station Development includes requirements for residential development to conform to the City of Millbrae's outdoor noise level goal of 70 dBA L_{dn} and indoor noise levels of 45 dBA community noise equivalent level. It is reasonable to assume that a Revised Serra Station would have to conform to the same noise level requirements. Therefore, through these residential development conditions/mitigation, indoor noise levels of 45 dBA would be achieved. Accordingly, HSR project mitigation in the form of building sound insulation improvements would likely not be required to meet the indoor criterion.

Compared to the Millbrae Station Design, the RSP Design Variant would have less automobile parking. As a result, the noise contribution from parking facilities at nearby noise receptors with the RSP Design Variant is anticipated to be less than with the Millbrae Station Design. Any additional noise from parking facilities would be substantially lower than the projected L_{dn} from HSR train operations; therefore, there would be no additional noise impacts associated with parking at the Millbrae Station.

Based on the foregoing, project operations with the RSP Design Variant would result in two additional noise-affected buildings and would be subject to the same mitigation, but ultimately would result in the same CEQA conclusion for operational noise as the Millbrae Station Design (significant and unavoidable after mitigation).

Vibration

Construction

Construction of the RSP Design Variant, as with the Millbrae Station Design, could expose persons or buildings to excessive ground-borne vibration from pile driving and other vibration-intensive construction activities such as vibratory compaction and demolition. As described in the construction noise analysis above, 8 commercial businesses and 1 residence in this area that would be displaced with the Millbrae Station Design would remain with the RSP Design Variant, and therefore, would be exposed to construction vibration. Additionally, the Revised Serra Station buildings would be exposed to construction vibration.

For either the Millbrae Station Design or the RSP Design Variant, the Authority would implement NV-MM#2: Construction Vibration Mitigation Measures, to minimize vibration impacts from construction. As part of this mitigation measure, the contractor will develop and implement vibration-reduction methods to meet FRA vibration impact criteria when impact pile driving and other high-vibration-producing activity would occur within 50 feet of any building. Prior to starting pile driving and other high-vibration activities, the contractor will conduct pre-construction surveys within 50 feet of the activity to document the existing condition of buildings in case damage is reported during or after construction. If there is damage, the contractor will arrange for the repair of damaged buildings or would pay compensation to the property owner. These measures will avoid or offset vibration impacts from construction. Therefore, the construction vibration impact of the RSP Design Variant, like the Millbrae Station Design, would be less than significant under CEQA.

Operations

Compared to the Millbrae Station Design, the RSP Design Variant would expose one additional vibration-sensitive receptor (Revised Serra Station residential building R-2) to vibration impacts from project operations. The Authority would implement NV-MM#8: Project Vibration Mitigation Measures, which will require vibration mitigation measures to minimize vibration impacts from operations. The measure includes various options to reduce train vibration, though it may not be practicable in all instances to mitigate all vibration impacts due to cost-effectiveness or feasibility. The specific design and implementation of this mitigation measure will be identified during final design of the project. Therefore, the vibration impact from project operations with the RSP Design Variant would involve one additional vibration-sensitive building relative to the Millbrae Station Design. Accordingly, the RSP Design Variant's operational period vibration impact would, like the Millbrae Station Design, be significant and unavoidable after mitigation under CEQA.

3.20.4.4 Electromagnetic Fields/Electromagnetic Interference

Construction

Construction of the RSP Design Variant would require similar types of construction activities and similar amounts of construction equipment and communication equipment, operating in approximately the same location, as those required for construction of the Millbrae Station Design. Accordingly, the EMF generated intermittently during construction of the RSP Design Variant would be similar to that of the Millbrae Station Design—it would be below levels known to result in documented health risks and would not exceed the threshold of 2 milligauss for interference with sensitive equipment because such receptors would be more than 50 feet from the construction easements, even with the assumed presence of the Revised Serra Station. Accordingly, the RSP Design Variant construction-related EMF/EMI impacts, like the Millbrae Station Design, would be less than significant under CEQA.

Operations

The RSP Design Variant would not result in different project elements or train operations that would affect exposure of sensitive receptors to EMF and EMI, sensitive equipment, schools, underground pipelines and cables, adjacent railroads, or airport communication systems compared to the Millbrae Station Design. New receptors within the Revised Serra Station would not be located closer to electrical infrastructure than receptors for the Millbrae Station Design. Accordingly, the impacts related to EMF or EMI from operation of the RSP Design Variant, like the Millbrae Station Design, would be less than significant under CEQA.

3.20.4.5 Public Utilities and Energy

Construction

Construction of the Millbrae Station Design would entail working around existing major utilities; would require use of water and electricity; and would generate wastewater, stormwater, and solid waste. The RSP Design Variant would not affect any additional utilities beyond those associated with the Millbrae Station Design. Construction of the RSP Design Variant is expected to generate

a similar demand on water and electricity and is expected to generate a similar amount of wastewater and stormwater to the amounts associated with the Millbrae Station Design. Construction of the RSP Design Variant is anticipated to generate somewhat less solid waste than the Millbrae Station Design because it would require less building demolition.

Therefore, the RSP Design Variant construction-related utilities impacts, like the Millbrae Station Design, would be less than significant under CEQA.

Operations

With the RSP Design Variant, HSR train operations are expected to generate the same demand on electrical, water, wastewater, stormwater, and solid waste utilities/facilities, compared to the Millbrae Station Design. Therefore, operations-related public utility and energy impacts of the RSP Design Variant would, like the Millbrae Station Design, have a less-than-significant impact under CEQA.

3.20.4.6 Biological and Aquatic Resources

Construction

Construction of the RSP Design Variant would have the same biological and aquatic resources impacts as the Millbrae Station Design. The only habitat in the station area is associated with two constructed watercourses—Highline Creek and Drainage Ditch 8—located within or east of the existing Caltrain corridor, where there are no differences in the project footprint under the RSP Design Variant compared to the Millbrae Station Design. Mitigation identified in Section 3.7 will be equally applicable to both the Millbrae Station Design and the RSP Design Variant. Accordingly, the RSP Design Variant would, like the Millbrae Station Design, have a less-than-significant impact with mitigation under CEQA.

Operations

The RSP Design Variant would not involve different train operations or inspection and maintenance activities compared to the Millbrae Station Design that would affect operations-related impacts on biological and aquatic resources. The mitigation measures identified in Section 3.7 will apply equally for the Millbrae Station Design and the RSP Design Variant. Accordingly, the RSP Design Variant, like the Millbrae Station Design, would result in less-than-significant operational impacts on biological and aquatic resources with mitigation under CEQA.

3.20.4.7 Hydrology and Water Resources

Construction

The RSP Design Variant would have similar hydrologic impacts as the Millbrae Station Design. Temporary and permanent impacts on waterbodies would be the same because the project footprint or design in the vicinity of the two constructed watercourses in the station area—Highline Creek and Drainage Ditch 8—would be the same for the RSP Design Variant. Construction of the RSP Design Variant would result in a smaller area of soil disturbance than the Millbrae Station Design, resulting in less potential for temporary water quality impacts due to sediment and erosion. With the presence of the Revised Serra Station in lieu of several surface parking lots, the RSP Design Variant would be similarly “hardscaped” and thus there would not be any substantial difference in impervious surface area relative to the Millbrae Station Design. Finally, as there are no floodplains in the Millbrae Station area, the RSP Design Variant would not result in construction-related impacts on floodplains. Therefore, the RSP Design Variant would, like the Millbrae Station Design, have construction-related impacts on hydrology and water resources that are less than significant with mitigation under CEQA.

Operations

The RSP Design Variant would not involve different train operations or inspection and maintenance activities at the Millbrae Station than the Millbrae Station Design that would affect operations-related impacts on hydrology and water resources. The RSP Design Variant would incorporate the same features (IAMFs) as the Millbrae Station Design to avoid or minimize

operational period discharges of pollutants and sediment into waterbodies. Accordingly, the RSP Design Variant would, like the Millbrae Station Design result in less-than-significant operations-related hydrology and water resources impacts under CEQA.

3.20.4.8 Geology, Soils, Seismicity, and Paleontological Resources

Construction

Construction of the RSP Design Variant would require similar types of construction activities occurring in approximately the same locations as the Millbrae Station Design. However, the RSP Design Variant, owing to its smaller footprint, would result in less overall ground disturbance. Accordingly, the potential for construction of the RSP Design Variant to expose people or structures to geologic, soil, and seismic hazards; result in substantial erosion; or destroy paleontological resources would be incrementally less than such effects anticipated with construction of the Millbrae Station Design. Therefore, the RSP Design Variant would, like the Millbrae Station Design, result in less-than-significant construction-related impacts to geology and soils under CEQA.

Operations

Project operations with the RSP Design Variant would be the same as project operations for the Millbrae Station Design, and the RSP Design Variant would be located in the same geologic, soil, and seismic setting. As a result, the potential for seismic hazards and secondary seismic hazards to affect HSR operations would be the same. Therefore, the RSP Design Variant would, like the Millbrae Station Design, result in less-than-significant impacts for operations-related geology and soils under CEQA.

3.20.4.9 Hazardous Materials and Wastes

Construction

The RSP Design Variant would be in approximately the same location as the Millbrae Station Design and would require similar types of construction activity, albeit with a smaller footprint and with less demolition of existing buildings. Accordingly, the potential for construction of the RSP Design Variant to generate/transport contaminated soil and/or groundwater would be incrementally less than that for the Millbrae Station Design. Construction of the RSP Design Variant, like the Millbrae Station Design, would require use of hazardous materials (e.g., fuels, solvents). Therefore, the RSP Design Variant would, like the Millbrae Station Design, result in less-than-significant construction-related impacts for hazardous materials and wastes under CEQA.

Operations

Operations at all HSR stations, including Millbrae, would involve periodic inspection and maintenance activities, which would use and generate hazardous materials and wastes. Such operational activities would be identical with either the Millbrae Station Design or the RSP Design Variant because track alignments and rail operations would be the same. Accordingly, the Millbrae Station Design and the RSP Design Variant would have a similar degree of impact. Therefore, the RSP Design Variant, like the Millbrae Station Design, would result in a less-than-significant impact for operations-related hazardous materials and wastes under CEQA.

3.20.4.10 Safety and Security

Construction

Key construction-related safety and security issues for the project include temporary impediments to emergency access due to road closures/modifications or the presence of construction vehicles, as well as potential exposure to hazards associated with proximity to an active construction site.

The RSP Design Variant would be in approximately the same location as the Millbrae Station Design and would require similar types of construction activity. Although the RSP Design Variant assumes the Revised Serra Station would be occupied during HSR construction, there would be

no appreciable increased risk associated with proximity to construction sites because the RSP Design Variant would, like the Millbrae Station Design, incorporate the IAMFs identified in Section 3.11.4.2, Impact Avoidance and Minimization Features, to minimize substantial interference of construction vehicles with circulation of local vehicles, and therefore, would not cause substantial delays or reductions in levels of service, would not introduce substantial new hazards, and would not otherwise compromise access to residences or community facilities.

Vehicle access to the RSP Design Variant would be effectively the same as that for the Millbrae Station Design, and therefore, the potential for interference with emergency response access and emergency response times would be the same. The RSP Design Variant, like the Millbrae Station Design, would not affect service ratios, response times, or other performance objectives. Therefore, the RSP Design Variant would, like the Millbrae Station Design, result in less-than-significant construction-related impacts with mitigation on safety and security under CEQA.

Operations

Because rail operations would be the same for the RSP Design Variant as the Millbrae Station Design, there would be no substantial difference in degree of impact for several operations-related safety and security issues, including rail-related hazards, need for expanded fire/emergency service facilities, exposure to high-risk facilities and tall structures, exposure to criminal or terrorist activity, interference with airport safety, and safety hazards to schools.

The potential for operation of the RSP Design Variant to affect emergency response times related to station traffic would be similar to the Millbrae Station Design because vehicle access to the RSP Design Variant would be similar, and ridership and train service would be the same.

The RSP Design Variant, like the Millbrae Station Design, would bring HSR service to Millbrae Station, in turn resulting in increased automobile traffic on nearby streets that would have the potential to delay or interfere with the movement of emergency vehicles. The RSP Design Variant would generate the same number of new peak-hour automobile trips associated with HSR riders as the Millbrae Station Design, and thus affect intersection operations, particularly along El Camino Real, in the same way due to new HSR riders. The RSP Design Variant would result in a slight reduction in automobile traffic in the station area compared to the Millbrae Station Design because of its reduced surface parking (for BART and Caltrain riders). Most of these affected existing riders would shift to other station access modes, resulting in a slight reduction in overall peak-hour vehicle trips to the station. Nonetheless, increased automobile traffic from the RSP Design Variant, like the Millbrae Station Design, would be expected to delay emergency vehicle response times from Fire Station 37 in Millbrae, located about 0.5 mile north of the Millbrae Station. SS-MM#3: Install Emergency Vehicle Priority Treatments near HSR Stations, applicable to the Millbrae Station Design, will also apply to the RSP Design to reduce this impact on emergency response time. This measure will result in the installation of new emergency vehicle priority treatments along El Camino Real between Millwood Drive in Millbrae and Broadway in Burlingame, in coordination with the City of Millbrae and City of Burlingame. Accordingly, the RSP Design Variant would, like the Millbrae Station Design, result in less-than-significant operations impacts with mitigation on safety and security under CEQA.

3.20.4.11 Socioeconomics and Communities

Division or Disruption of Existing Communities

Construction

The RSP Design Variant would require similar types of construction activities but a lower level of overall construction activity than required for the Millbrae Station Design, which would generally reduce temporary construction impacts around the station. Temporary transportation and circulation impacts around the station would occur within a smaller area closer to the existing station and would involve fewer temporary construction easements (TCE) and temporary roadway closures or modifications. For example, the RSP Design Variant would substantially reduce the extent of construction on El Camino Real, reducing the need for temporary road and lane closures, as discussed in Section 3.20.4.1, Transportation. Temporary visual and noise

impacts would be similar to those of the Millbrae Station Design, except that additional residential receptors at the Revised Serra Station would be exposed to these temporary construction impacts.

Permanent construction impacts with the RSP Design Variant would be different than with the Millbrae Station Design because Serra Avenue would not be closed and a one-block segment of Linden Avenue between El Camino Real and California Drive would be retained. However, vehicle circulation around the station would effectively be the same as vehicle circulation for the Millbrae Station Design. In addition, there would be nine fewer displacements in Millbrae under the RSP Design Variant as compared to the Millbrae Station Design—one single-family residence and eight commercial businesses—which would have less effect on community character and cohesion in Millbrae as compared to the Millbrae Station Design and would avoid any long-term viability issues of the commercial area east of El Camino Real. Lastly, the overall visual quality around the Millbrae Station would be similar with either the RSP Design Variant or the Millbrae Station Design because the HSR station building would complement the scale and design of the Revised Serra Station buildings and, while there would be new residential viewers associated with the Revised Serra Station, there would be fewer permanent visual changes associated with the RSP Design Variant as compared to the Millbrae Station Design.

While the community would be temporarily inconvenienced by disruptions in access, construction-related noise and vibration increases, and visual changes, and community cohesion would be slightly weakened by displacements, the temporary and permanent construction impacts of the RSP Design Variant would not physically divide an established community. Therefore, while the construction-related community impacts of the RSP Design Variant would somewhat differ in degree from those of the Millbrae Station Design, it would, like the Millbrae Station Design, result in less-than-significant impacts under CEQA.

Operations

Under the RSP Design Variant, vehicle circulation and access around the station would effectively be the same as the Millbrae Station Design. Operational noise impacts would be similar, but the RSP Design Variant would have an additional severe noise impact for a new residential building at the Revised Serra Station. The RSP Design Variant would require the installation of less lighting than the Millbrae Station Design, but the overall impact on visual quality due to project operations under the RSP Design Variant would be similar to that of the Millbrae Station Design. Therefore, while project operations under the RSP Design Variant would result in a small weakening of community cohesion, it would not physically divide an established community. Accordingly, the RSP Design Variant, like the Millbrae Station Design, would result in a less-than-significant impact under CEQA.

Children's Health and Safety Impacts

Construction

One school—Mills High School—is located within 1,000 feet of both the Millbrae Station Design and the RSP Design Variant and could experience adverse effects associated with project construction and operation. The RSP Design Variant would require less construction activity (e.g., demolition, grading, paving) than the Millbrae Station Design, but the distance of construction activities to the nearest school would be the same. The RSP Design Variant would result in the following construction-related effects on children's health and safety:

- **Air quality**—As discussed in Section 3.20.4.2, Air Quality, the RSP Design Variant would not result in any exceedances of health risk thresholds; accordingly, construction emissions would not compromise the health of children.
- **Noise and vibration**—Construction could temporarily expose Mills High School to construction noise exceeding FRA's construction noise guidelines, which could lead to increased stress affecting children's health. Mitigation to reduce noise and vibration during construction is discussed in Section 3.4.7, Mitigation Measures, of the Draft EIR/EIS.

- **EMF/EMI**—The levels of EMF/EMI outside the construction site would be below levels considered harmful to humans.
- **Hazardous materials and wastes**—Construction could require use and transport of hazardous materials near Mills High School. Mitigation to limit the use of hazardous substances or mixtures within 0.25 mile of a school is discussed in Section 3.10.7, Mitigation Measures, and will minimize the risks of accidental spills or releases near schools. These mitigation measures will apply equally to the RSP Design Variant and the Millbrae Station Design.
- **Safety and security**—The potential for exposure of children to construction-related safety hazards will be minimized through project features that would restrict access to construction areas and require a CTP and associated traffic control plan.

For these reasons, similar to the Millbrae Station Design, the construction of the RSP Design Variant would not result in disproportionate impacts on children’s health and safety.

Operations

Project operations with the RSP Design Variant would be the same as project operations for the Millbrae Station Design, and the distance of rail operations to the nearest school would be the same. Accordingly, the impacts on children’s health and safety from operation of the RSP Design Variant would be the same as those disclosed for the Millbrae Station Design. As with the Millbrae Station Design, operation of the RSP Design Variant would not result in disproportionate impacts on children’s health and safety from noise and vibration, air quality, EMF/EMI, hazardous materials and wastes, or safety and security.

Property Displacements and Relocations Impacts

Construction and Operations

One single-family residence and eight commercial businesses that would be displaced under the Millbrae Station Design would not be displaced by the RSP Design Variant.⁴ Table 3.20-5 provides details for these nine buildings that would not be displaced in the Millbrae Station area with implementation of the RSP Design Variant.

Table 3.20-5 Displacements Avoided by the RSP Design Variant

| APN | Street Address | Displacement Detail | Displacement Type |
|-----------|------------------------------|---------------------------|---------------------------|
| 024335120 | 133 Serra Ave, Millbrae | Single-family residential | Single-family residential |
| 024335050 | 148 El Camino Real, Millbrae | Restaurant | Commercial business |
| 024335150 | 140 El Camino Real, Millbrae | Dentist office | Commercial business |
| 024154450 | 186 El Camino Real, Millbrae | Kitchen and bath showroom | Commercial business |
| 024335100 | 100 El Camino Real, Millbrae | Restaurant | Commercial business |
| 024335080 | 109 Hemlock Ave, Millbrae | Autobody shop | Commercial business |
| 024335090 | 120 El Camino Real, Millbrae | | |
| 024335010 | 184 El Camino Real, Millbrae | Tire shop | Commercial business |
| 024335020 | 180 El Camino Real, Millbrae | Asian art store | Commercial business |
| 024335140 | 170 El Camino Real, Millbrae | Restaurant | Commercial business |

⁴ In addition, four commercial businesses that would have been displaced under the Millbrae Station Design are assumed to be displaced by the Revised Serra Station with implementation of the RSP Design Variant.

Displacements that would be associated with the RSP Design Variant are limited to two commercial businesses (a real estate office located at 199 California Drive and a restaurant located at 10 El Camino Real) and one public facility (the Millbrae Station Historic Depot, which would be relocated on the same property).

The RSP Design Variant would lessen the residential displacement impact in the Millbrae area relative to the Millbrae Station Design. Because the RSP Design Variant would not displace the single-family residence, the RSP Design Variant would not result in the displacement of a substantial number of existing housing units or necessitate the construction of replacement housing elsewhere. The RSP Design Variant would thus result in no impact under CEQA with respect to residential displacements, whereas the Millbrae Station Design would result in a less-than-significant impact under CEQA.

The RSP Design Variant would also have less commercial displacement impact in the Millbrae area compared to the Millbrae Station Design. Based on a review of available real estate, it is anticipated that there would be sufficient commercial relocation resources for the displaced commercial businesses to relocate in Millbrae. In accordance with Section 15064(e) of the CEQA Guidelines, “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” Therefore, no CEQA conclusions are made related to commercial and industrial business displacements and relocations.

Lastly, displacements of community, governmental, and public facilities is the same for both the Millbrae Station Design and the RSP Design Variant; there would be one displacement, the Millbrae Station Historic Depot. Therefore, similar to the Millbrae Station Design, the impact under CEQA would be less than significant because relocation of this public facility on the same property would not result in substantial physical impacts associated with the provision of new or physically altered governmental facilities. In addition, there would be no need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services, including fire protection, police protection, schools, parks, and other public facilities.

Economic Impacts

Construction and Operations

There would be minor differences in economic impacts under the RSP Design Variant compared to the Millbrae Station Design. There would be a slight reduction in local construction costs and the number of annual job-years under the RSP Design Variant, as compared to the Millbrae Station Design, due to the lower level of overall construction activity, which would result in a slight reduction in the benefits and total projected construction industry employment in San Mateo County.

Regarding impacts on school district funding, because the single residential displacement would be avoided in Millbrae under the RSP Design Variant, one fewer potential student would be relocated from the Millbrae Elementary School District and the San Mateo Union High School District. Therefore, with the RSP Design Variant, it is estimated that a total of 13 school-aged children (grades K–12) would be displaced under Alternative A, 28 would be displaced under Alternative B (Viaduct to Interstate [I-]880), and 38 would be displaced under Alternative B (Viaduct to Scott Boulevard).

Table 3.20-6 and Table 3.20-7 present the potential reductions in property tax revenues allocated for school districts affected by the RSP Design Variant and the Millbrae Station Design, respectively. The majority of the property tax reductions from Millbrae Elementary School District and San Mateo Union High School District that are anticipated with the Millbrae Station Design would be eliminated under the RSP Design Variant because there would be fewer residential and business acquisitions in Millbrae. The estimated school district funding losses associated with the RSP Design Variant in Millbrae Elementary School District would be \$24,272 compared to \$147,777 with the Millbrae Station Design, while the funding losses in the San Mateo Union School District with the RSP Design Variant would be \$32,168 (Alternative A) or \$232,554

(Alternative B) compared to \$155,674 (Alternative A) or \$356,056 (Alternative B) with the Millbrae Station Design.

With the RSP Design Variant, the overall estimated reduction in school district funding is a \$1,245,988 reduction in revenues for Alternative A, \$3,225,793 for Alternative B (Viaduct to I-880), and \$4,449,389 for Alternative B (Viaduct to Scott Boulevard). The combined estimated amount represents 0.107, 0.277, and 0.383 percent, respectively, of the total fiscal year (FY) 2015/2016 funding for all affected school districts in the resource study area.

Table 3.20-6 Estimated Annual School District Funding Losses from Acquisitions in School Districts Affected by the RSP Design Variant

| School District | School District 2015–2016 Funding | Property Tax Revenue Loss from Acquisitions (\$2015) | | Estimated School District Funding Loss from Acquisitions (Annual \$) ¹ | |
|--------------------------------------|-----------------------------------|--|---------------|---|---------------|
| | | Alternative A | Alternative B | Alternative A | Alternative B |
| Millbrae Elementary School District | \$17,694,808 | \$38,528 | \$38,528 | \$24,272 | \$24,272 |
| San Mateo Union High School District | \$86,414,190 | \$51,061 | \$369,133 | \$32,168 | \$232,554 |

Source: County of San Mateo, Treasurer-Tax Collector 2018

¹ Property tax reductions in San Mateo and Santa Clara Counties are calculated based on value of land and improvements of all acquired parcels multiplied by the 2014/2015 tax revenue allocation to schools in the county affected (63 percent in San Mateo County and 62 percent in Santa Clara County).

Table 3.20-7 Estimated Annual School District Funding Losses from Acquisitions in School Districts Affected by the Millbrae Station Design

| School District | School District 2015–2016 Funding | Property Tax Revenue Loss from Acquisitions (\$2015) | | Estimated School District Funding Loss from Acquisitions (Annual \$) ¹ | |
|--------------------------------------|-----------------------------------|--|---------------|---|---------------|
| | | Alternative A | Alternative B | Alternative A | Alternative B |
| Millbrae Elementary School District | \$17,694,808 | \$234,567 | \$234,567 | \$147,777 | \$147,777 |
| San Mateo Union High School District | \$86,414,190 | \$247,101 | \$565,173 | \$155,674 | \$356,059 |

Source: County of San Mateo, Treasurer-Tax Collector 2018

¹ Property tax reductions in San Mateo and Santa Clara Counties are calculated based on value of land and improvements of all acquired parcels multiplied by the 2014/2015 tax revenue allocation to schools in the county affected (63 percent in San Mateo County and 62 percent in Santa Clara County).

Similarly, San Mateo County and the overall region would experience a slightly smaller reduction in property tax revenues from the RSP Design Variant, as compared to the Millbrae Station Design, due to the reduction in residential and business acquisitions in Millbrae (see Tables 3.20-8 and 3.20-9, respectively). Under Alternative A with the RSP Design Variant, displacement of residences and businesses would result in estimated annual losses of approximately \$1,678,145 in property tax revenue to the three counties. These estimated amounts are equivalent to approximately 0.0002 percent of the total FY 2015/2016 property tax revenue for the three-county region. Under Alternative B (Viaduct to I-880) with the RSP Design Variant, displacement of residences and businesses would result in estimated annual losses of approximately \$4,285,334 in property tax revenue to the three counties. Alternative B (Viaduct to Scott Boulevard) with the RSP Design Variant would result in estimated annual losses of approximately \$6,367,479. These estimated amounts are equivalent to approximately 0.0006 percent for Alternative B (Viaduct to I-880) and 0.0009 percent for Alternative B (Viaduct to Scott Boulevard) of the total FY 2015/2016 property tax revenue for the three-county region.

Table 3.20-8 Annual Lost Property Tax Revenue (FY 2015/2016) for Project Alternatives with RSP Design Variant

| Location | Net Taxable Assessed Value (\$ FY 2015/2016) | Reduction in Property Tax Revenue ¹ | |
|--|--|--|--------------------------------|
| | | Alternative A | Alternative B ² |
| San Francisco County | \$181,810,000,000 | – | – |
| San Mateo County | \$166,387,000,000 | \$328,180 | \$888,887 |
| Santa Clara County | \$358,542,000,000 | \$1,349,965 | \$3,396,448/\$5,478,593 |
| Total Region | \$706,739,000,000 | \$1,678,145 | \$4,285,334/\$6,367,479 |
| % of FY 2015/2016 County General Fund Property Tax Revenues | – | 0.0002% | 0.0006%/0.0009% |

Sources: Authority 2019a, 2019b

FY = fiscal year

¹ Reduction in property tax revenues is based on the total amount of property taxes a property pays in a given year. Property taxes in California are limited by Proposition 13, which was passed in 1978. Proposition 13 decreased property taxes by assessing values at their 1976 value and restricting annual increases of assessed value of real property to an inflation factor, not to exceed 2 percent per year. It also prohibited reassessment of a new base year value except in cases of (a) change in ownership, or (b) completion of new construction. These rules apply equally to all real estate, residential and commercial—whether owned by individuals or corporations. This means that some properties, if they have been owned by the same owner for many years, would have a much lower property tax bill than properties recently sold at current market value.

² Values are presented for Alternative B (Viaduct to I-880) first, followed by Alternative B (Viaduct to Scott Boulevard).

Table 3.20-9 Annual Lost Property Tax Revenue (FY 2015/2016) for Project Alternatives with Millbrae Station Design

| Location | Net Taxable Assessed Value (\$ FY 2015/2016) | Reduction in Property Tax Revenue ¹ | |
|--|--|--|--------------------------------|
| | | Alternative A | Alternative B ² |
| San Francisco County | \$181,810,000,000 | – | – |
| San Mateo County | \$166,387,000,000 | \$524,220 | \$1,084,926 |
| Santa Clara County | \$358,542,000,000 | \$1,349,965 | \$3,396,448/\$5,478,593 |
| Total Region | \$706,739,000,000 | \$1,874,185 | \$4,481,374/\$6,563,519 |
| % of FY 2015/2016 County General Fund Property Tax Revenues | – | 0.0003% | 0.0006%/0.0009% |

Sources: Authority 2019a, 2019b

FY = fiscal year

¹ Reduction in property tax revenues is based on the total amount of property taxes a property pays in a given year. Property taxes in California are limited by Proposition 13, which was passed in 1978. Proposition 13 decreased property taxes by assessing values at their 1976 value and restricting annual increases of assessed value of real property to an inflation factor, not to exceed 2 percent per year. It also prohibited reassessment of a new base year value except in cases of (a) change in ownership, or (b) completion of new construction. These rules apply equally to all real estate, residential and commercial—whether owned by individuals or corporations. This means that some properties, if they have been owned by the same owner for many years, would have a much lower property tax bill than properties recently sold at current market value.

² Values are presented for Alternative B (Viaduct to I-880) first, followed by Alternative B (Viaduct to Scott Boulevard).

There may also be a slight reduction in construction expenditures for the RSP Design Variant compared to the Millbrae Station Design due to the lower level of overall construction activity required, which would slightly decrease the amount of sales tax revenue generated by the project. Permanent impacts on regional employment and permanent effects on property tax and sales tax revenues would be the same for the RSP Design Variant and the Millbrae Station Design because the HSR train operations and ridership levels at the Millbrae Station would be the same.

A fiscal impact analysis was completed for the Millbrae Serra Station Development (Brion Economic Team 2016), which assessed the potential General Fund revenues and expenditures associated with the development and identified that the development would result in net positive revenues to the City of Millbrae of \$199,000 (with base zoning assumptions) to \$441,400 (assuming a density bonus) annually. The exact character of the Revised Serra Station development on the west side of the Millbrae Station with the RSP Design Variant is not known, but in order to disclose a rough order of magnitude of effect, the Authority assumed that the change in net revenue would be proportional to the change in the available footprint for the development. With the RSP Design Variant, the land use development footprint on the west side of the Millbrae Station would be 39 percent less than the approved development footprint for the Millbrae Serra Station Development (see discussion under Section 3.20.4.12, Station Planning, Land Use, and Development). If the reduction in net revenue is proportional to the footprint reduction, the City's net revenue associated with the Revised Serra Station would be \$121,390 to \$269,010, which would be \$77,610 to \$171,990 less than if the entire Millbrae Serra Station Development were built. While less than under No Project conditions, since the City would still derive a net increase in revenue from future development, this is not considered a substantial adverse economic effect. Relative to new land use development, the Millbrae Station Design would result in the loss of all net revenue associated with potential development of the Millbrae Serra Station project. Thus, the RSP Design Variant would result in greater net revenues to the City of Millbrae compared to the Millbrae Station Design.

Overall, there would be minor differences in economic impacts as a result of the RSP Design Variant and the Millbrae Station Design, but the RSP Design Variant would result in less adverse economic impacts compared with the Millbrae Station Design. In accordance with Section 15064(e) of the CEQA Guidelines, "economic and social changes resulting from a project shall not be treated as significant effects on the environment." Therefore, no CEQA conclusions are made related to these economic effects.

3.20.4.12 Station Planning, Land Use, and Development

Construction

Construction of the RSP Design Variant would require TCEs both east and west of the existing Caltrain right-of-way, although the project footprint east of the existing Caltrain right-of-way would be the same as the Millbrae Station Design. West of the existing Caltrain right-of-way, TCEs would extend along El Camino Real and between Millbrae Avenue, Murchison Drive, and El Camino Real, in areas that are primarily roadway rights-of-way and commercial uses. These TCEs would be temporarily used for establishing equipment and materials storage areas close to construction sites, construction of a new HSR station concourse and platforms, construction of overhead circulation elements between the new station and platforms, construction of a small surface parking lot, and roadway modifications.

The RSP Design Variant would result in less temporary impacts than the Millbrae Station Design, reducing the total area used as TCEs for station construction from 8.0 acres to 7.5 acres. Both the Millbrae Station Design and the RSP Design Variant would include project features to restore areas used for construction (LU-IAMF#3: Restoration of Land Used Temporarily during Construction) and provide safe access for individuals to residences, commercial buildings, and other structures during construction (SS-IAMF#1: Construction Safety Transportation Management Plan, TR-IAMF#2). As with the Millbrae Station Design, TCEs required for construction of the RSP Design Variant would therefore not alter existing land use patterns because they would not physically affect any structures or prevent access to assumed existing uses (included the Revised Serra Station).

Construction of the RSP Design Variant would permanently affect less existing and planned land uses than the Millbrae Station Design. While the project footprint east of the existing Caltrain right-of-way would be the same as the Millbrae Station Design, the RSP Design Variant would require a smaller permanent project footprint west of the existing Caltrain right-of-way. The RSP Design Variant would reduce the total land use area that would be permanently converted for the project in the Millbrae Station area, from 7.8 acres to 4.7 acres. Of the acreage permanently

converted, 3.7 acres of land use conversion would be associated with the RSP Design Variant directly and 1.0 acre would be converted indirectly due to the need to realign the proposed California Drive extension between Linden Avenue and El Camino Real as a result of the HSR project.

The RSP Design Variant would require the direct permanent conversion of 3.7 acres, consisting predominantly of lands with transportation and commercial existing uses. As described in Section 3.20.4.11, Socioeconomics and Communities, displacements associated with the RSP Design Variant would be limited to two commercial businesses (a real estate office and a restaurant) and one public facility (Millbrae Station Historic Depot). The real estate office would be acquired to construct the small surface parking lot at the intersection of California Drive and Murchison Drive, while the restaurant would be acquired to construct the HSR station building at the corner of El Camino Real and Millbrae Avenue. Although the Millbrae Station Historic Depot would be displaced due to track expansion, it would be relocated on the same property; as such, this existing land use would be able to continue. Thus, the only permanent impacts of the RSP Design Variant on existing land uses would be from the conversion of two commercial businesses to a transportation use. These land use conversions would not cause a substantial change in existing land use patterns because they would represent small acquisitions adjacent to the existing railroad corridor. The RSP Design Variant would not substantially affect the overall existing land use pattern and would result in a less-than-significant impact under CEQA, whereas the change in existing land use patterns associated with the Millbrae Station Design would result in a significant and unavoidable impact.

Compared to the Millbrae Station Design, the RSP Design Variant would affect less land that is planned for TOD (i.e., land where the Millbrae Serra Station Development is located). The RSP Design Variant would require the direct permanent conversion of 0.3 acre within the limits of the approved Millbrae Serra Station Development to relocate a stormwater collection basin and construct an associated access road along the west side of the Caltrain corridor. The RSP Design Variant would also result in the indirect permanent conversion of an additional 1.0 acre within the approved Millbrae Serra Station Development to realign the proposed California Drive extension from Linden Avenue to El Camino Real. This would reduce the area of land available for the Millbrae Serra Station Development from 3.53 acres to 2.15 acres, which is a reduction of approximately 39 percent. Although implementation of the RSP Design Variant would result in a smaller development footprint, it is expected that a TOD project could nonetheless be built on the remaining 2.15 acres available in the proposed location, thereby allowing for the planned residential and commercial land uses next to the Millbrae Station.

While these aspects of the RSP Design Variant mean that the RSP Design Variant would have a lesser degree of conflict with an adopted land use plan (the MSASP) relative to the Millbrae Station Design, the reduced scale of development with the RSP Design Variant would still result in a substantial change in planned land use patterns and would, like the Millbrae Station Design, result in a significant and unavoidable impact under CEQA.

Operations

The RSP Design Variant would have the same train operations and inspection and maintenance activities as the Millbrae Station Design. These activities would not cause changes in land use patterns, such as the conversion of residential land uses to other land uses. Although the Revised Serra Station would be considered a new sensitive receptor that would be exposed to noise, light, and glare from train operations, these operational effects would be similar to existing levels and would not affect the habitability of the Revised Serra Station. The RSP Design Variant would not result in any changes to land use patterns from noise, light, and glare; therefore, the impacts on existing land uses due to project operation would be less than significant under CEQA.

Operations of the project with the RSP Design Variant would result in the same amount of induced population growth as the Millbrae Station Design.

3.20.4.13 Parks, Recreation, and Open Space

Construction and Operations

There are no parks, recreation, or open space resources in the Millbrae Station area. Accordingly, the RSP Design Variant would, like the Millbrae Station Design, result in a less-than-significant impact from both construction and operations on parks, recreation, or open space because there are no such resources in the vicinity that could be affected by project construction or operations.

3.20.4.14 Aesthetics and Visual Quality

Construction

The RSP Design Variant would require similar types of construction activities and amounts of construction equipment and vehicles, operating in approximately the same location, as those required for construction of the Millbrae Station Design. Compared to the Millbrae Station Design, the RSP Design Variant would not build surface parking lots north of Millbrae Avenue, nor would it remove the buildings lining the east side of El Camino Real. Construction activities would be largely screened from sight for viewers along El Camino Real and there would be no change to the visual quality for traveling viewers on El Camino Real with moderately low sensitivity. New residential and commercial viewers at the Revised Serra Station would have views of the construction activities on the site. SOCIO-IAMF#1: Construction Management Plan, which will apply to construction of the RSP Design Variant, requires the Authority and its contractors to develop a CMP that will include visual protection measures designed to minimize impacts on residents and businesses. This feature will be effective in partially screening the construction activities from sight, but some elements of the station modifications—like the extended mezzanine and west entry building—will be visible over screening fences. The station construction activity associated with the RSP Design Variant would temporarily decrease the visual quality for residential viewers at the Revised Serra Station with moderately high sensitivity during construction.

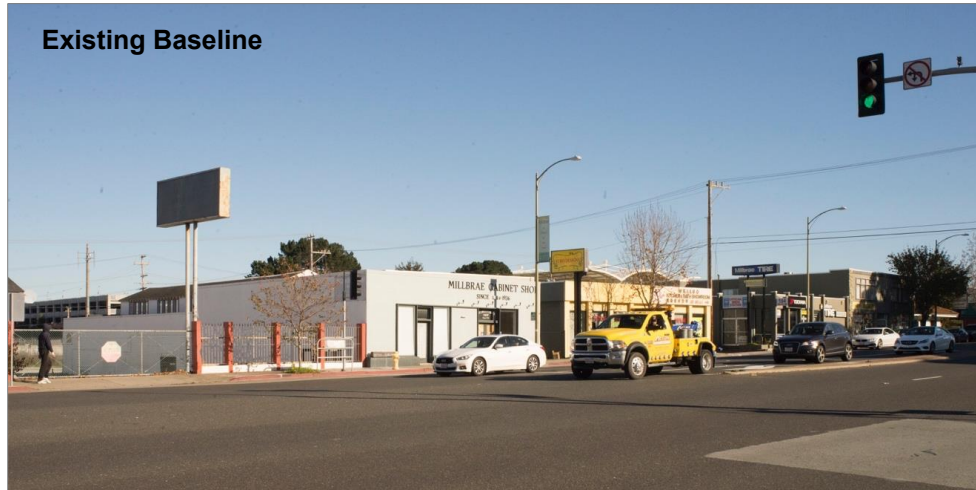
To assess the permanent impacts on visual quality within the San Bruno–Millbrae Landscape Unit, simulated views of the RSP Design Variant at two key viewpoints (KVP) were developed to illustrate views for travelers and residents with moderate to moderately high viewer sensitivity. For ease of comparison, this section also includes simulations from Section 3.15 illustrating the Millbrae Station Design.

Figure 3.20-4 shows KVP 5 under existing baseline conditions as well as simulated conditions with the Millbrae Station Design and the RSP Design Variant.⁵ As illustrated on Figure 3.20-4, with the Millbrae Station Design, existing commercial buildings along El Camino Real would be removed and replaced with parking lots. With the Millbrae Station Design, from KVP 5, the new HSR station entrance hall would be visible. This building would be a single large structure set at the northeast corner of El Camino Real and Millbrae Avenue.

With the RSP Design Variant, the small single-story commercial buildings lining the east side of El Camino Real would remain in place between Victoria Avenue and Linden Avenue with the addition of the buildings associated with the Revised Serra Station Development. The existing commercial building at the northeast corner of El Camino Real and Millbrae Avenue would be removed for the new HSR station entrance hall (visible in the Millbrae Station Design simulation but not visible with the RSP Design Variant). The new station building's footprint would be similar to the buildings of the Revised Serra Station, complementing their scale and design, but not necessarily their height.

The pattern, style, and scale of development on the east side of El Camino Real initiated by the assumed Revised Serra Station buildings would be similar to those of the new HSR station building, minimizing contrasts in design and scale with the new station building.

⁵ All simulations at KVPs in this document would be equally applicable to Alternatives A and B because the project alternatives would be identical in the Millbrae Station area.



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Figure 3.20-4 KVP 5—RSP Design Variant, El Camino Real, Millbrae

From KVP 5, with either the Millbrae Station Design or the RSP Design Variant, the cultural order would remain moderately high and the visual quality from the traveler's perspective would remain moderate.

With the RSP Design Variant, the concentration of new residential viewers in a Revised Serra Station development would experience an increase in views of railway infrastructure, with a new platform and two new railway tracks added between the existing Caltrain tracks and the extension of California Drive. Residential viewers on the first three floors would look out directly across California Drive to the new station platform canopy, while residents on higher floors would look over the railway tracks. The residential viewers with direct views from the lower floors would experience a decrease in visual quality. As they represent only a minority of the new residential viewers in the immediate area surrounding the Millbrae Station, the impact on visual quality experienced by these viewers would not substantially lessen the overall visual quality of the San Bruno–Millbrae Landscape Unit.

Figure 3.20-5 illustrates views of KVP 6, looking north from California Drive on the south side of Millbrae Avenue, in the vicinity of the current location of the historic Millbrae Depot building. With the Millbrae Station Design, relatively few visual changes would occur in this area. The Millbrae Station Design would relocate the historic Millbrae Depot building to the north and west; it is partially visible in the simulation of the Millbrae Station Design. Other HSR facilities north of Millbrae Avenue would generally not be visible from KVP 6.

With the RSP Design Variant, the reconfiguration of California Drive north of Murchison Drive would result in a narrower street with improved amenities, including underground utilities and a consistent landscape design along the eastern side of the street, due to the change in curblines. The west (left) sidewalk and curblines of California Drive would remain as is, but the street would be narrowed by 10 to 15 feet, removing on-street parking and moving the east curb to narrow the street. These changes would enable relocation of the historic depot and vintage passenger car to allow for additional tracks at the station, a drop-off area between the historic depot and the Millbrae Avenue overcrossing, and a Class I bike facility. These changes would also result in undergrounding of powerlines along California Drive and removal and replacement of the existing trees along the east side of the street, due to the reconfiguration of the street.

As with the Millbrae Station Design, the RSP Design Variant would relocate the historic Millbrae Depot building to accommodate track modifications as illustrated at KVP 6 (Figure 3.20-5). Relocation of the depot and displayed vintage rail passenger car would obscure views towards the railway. Landscaping, including new street trees, would add more vegetation along the reconfigured California Drive. Under the RSP Design Variant, the visual quality at KVP 6 from the perspective of residents with moderately high viewer sensitivity would increase from moderately low to moderate.



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Figure 3.20-5 KVP 6—RSP Design Variant, Historic Millbrae Depot Building, Millbrae

The change in visual quality at KVPs 5 and 6 with the RSP Design Variant would not represent a comparable change to visual quality for the San Bruno–Millbrae Landscape Unit because the Millbrae Station area is a small element of the overall landscape unit. Overall, visual quality for the San Bruno–Millbrae Landscape Unit would remain moderate with implementation of the RSP Design Variant, which is the same as with the Millbrae Station Design.

Based on the foregoing, the RSP Design Variant, like the Millbrae Station Design, would have less-than-significant construction-related aesthetics and visual quality impacts under CEQA.

Operations

Project operations and maintenance with the RSP Design Variant would be similar to that of the Millbrae Station Design, as there would be no difference in train operations or maintenance. Lights from HSR trains would be similar to existing light from BART and Caltrain services. With the RSP Design Variant, the elimination of the four new surface parking lots from the project west of the existing station would reduce the amount of lighting installed by the HSR project compared with the Millbrae Station Design. Project features limit light spillover from HSR station facilities into adjacent residential areas (AVQ-IAMF#1: Aesthetic Options). As with the Millbrae Station Design, lighting levels with the RSP Design Variant would not result in a decrease in visual quality. Accordingly, the RSP Design Variant, like the Millbrae Station Design, would have a less-than-significant operational impact on aesthetics and visual quality under CEQA.

3.20.4.15 Cultural Resources

Construction

The footprint of the RSP Design Variant would remain within the area of potential effects analyzed for the Millbrae Station Design. Because there are no known archaeological resources in the Millbrae Station area, the RSP Design Variant does not have the potential to affect known archaeological resources. Because of its smaller footprint, the RSP Design Variant has less potential than the Millbrae Station Design to encounter as-yet-unknown archaeological resources, somewhat reducing the degree of impact. This would be an adverse effect under Section 106 for both the Millbrae Station Design and the RSP Design Variant. The same mitigation measures identified for the Millbrae Station Design will apply to the RSP Design Variant such that its potential impacts on unknown archaeological resources will be mitigated to less than significant under CEQA.

Both the RSP Design Variant and the Millbrae Station Design would require relocating the historic SPRR Depot/Millbrae Station. While the RSP Design Variant involves moving the historic SPRR Depot/Millbrae Station approximately 30 feet west and 40 feet south of the relocated site under the Millbrae Station Design, this difference does not represent a substantial difference in impacts. Given the station has been moved previously, it already lacks integrity of location. Additional differences associated with the RSP Design Variant (elimination of replacement parking for displaced Caltrain and BART parking spaces; revised placement of the HSR station building; removal of the extension of California Drive from the project design; and elimination of lane modifications to El Camino Real) also do not represent a substantial difference in the degree of change to integrity of setting or introduce impacts on integrity of design, materials, workmanship, feeling or association for the SPRR Depot/Millbrae Station when compared with that of the Millbrae Station Design. As such, as with the Millbrae Station Design, the RSP Design Variant would not result in a significant impact under CEQA or an adverse effect under Section 106 on the historic SPRR Depot/Millbrae Station.

The RSP Design Variant eliminates some station-related construction that would occur with the Millbrae Station Design (e.g., demolition of residential and commercial buildings, construction of surface parking lots). As with the Millbrae Station Design, construction activities associated with the RSP Design Variant would not generate sufficient vibration to cause impacts on historic built resources.

Operations

The only operational difference of concern to cultural resources associated with the RSP Design Variant would be less surface parking than with the Millbrae Station Design. Because the RSP Design Variant would result in less vehicle parking activity than the Millbrae Station Design, operations of the RSP Design Variant would not result in noise or vibration impacts on historic built resources.

3.20.4.16 Regional Growth

Construction

HSR project construction in the Millbrae Station area would be substantially similar with both the Millbrae Station Design and the RSP Design Variant and thus construction-related regional growth impacts would be the same.

Operations

HSR project operations in the Millbrae Station area would be substantially similar with both the Millbrae Station Design and the RSP Design Variant and thus operations-period regional growth impacts would be the same.

3.20.4.17 Cumulative Impacts

For most resource topics, the RSP Design Variant would result in similar or a somewhat reduced degree of environmental impacts relative to the Millbrae Station Design. For such resource topics, the RSP Design Variant would have similar or slightly reduced contributions to significant cumulative impacts and thus not result in any difference in the cumulative impact conclusions for the Millbrae Station Design in Section 3.18, Cumulative Impacts. Therefore, these resource topics are not discussed further.

However, because the RSP Design Variant assumes the construction of a Revised Serra Station, the degree of certain construction-related impacts (air quality health risks, noise and vibration, and visual effects) would be somewhat increased relative to the Millbrae Station Design. In addition, operations-period noise and vibration impacts of the RSP Design Variant would be increased at the project level relative to those associated with the Millbrae Station Design. Accordingly, the potential for the RSP Design Variant to affect cumulative impact conclusions in these areas is discussed below.

Concerning air quality health risks associated with construction, Section 3.18.6.2, Air Quality and Greenhouse Gases, identifies a significant cumulative impact for the Millbrae Station Design from the combination of project construction and cumulative projects leading to local cancer risks and concentrations of particulate matter 2.5 microns or less in diameter that would be greater than the BAAQMD cumulative thresholds. The RSP Design Variant would slightly increase the project's contribution to this cumulative impact, but the contribution would still be considered small compared to health risks from existing sources. Therefore, the impact of project construction for the RSP Design Variant, like the Millbrae Station Design, would be cumulatively considerable because the BAAQMD cumulative thresholds would be exceeded. No further mitigation is available to address this cumulative impact, which would remain significant and unavoidable.

Concerning construction-period noise and vibration impacts, Section 3.18.6.3, Noise and Vibration, does not identify significant cumulative construction-period effects, because it is anticipated construction activities would not occur simultaneously near sensitive receptors such that they would combine to create noise and/or vibration levels exceeding federal (i.e., FRA and Federal Highway Administration) or state standards. Although the RSP Design Variant would result in an increased degree of construction period noise and vibration impacts relative to the Millbrae Station Design, there would be no difference in the expectation that cumulative construction projects would not occur simultaneously near sensitive receptors to combine and result in noise or vibration levels exceeding relevant federal or state standards.

For operations-period noise and vibration, Section 3.18.6.3 identifies significant cumulative operational impacts regarding both noise and vibration for the Millbrae Station Design. These significant impacts were based on the conclusion that the combination of project operations with operations of the cumulative projects would result in permanent noise and vibration effects exceeding relevant FRA impact criteria. The RSP Design Variant would slightly increase the project's contribution to these cumulative impacts relative to the Millbrae Station Design because it would involve additional noise- and vibration-sensitive receptors experiencing impacts based on relevant FRA criteria. Although the RSP Design Variant would be subject to the same operations-period noise and vibration mitigation as the Millbrae Station Design (NV-MM#3: Vehicle Noise Specification; NV-MM#6: Special Trackwork at Crossovers, Turnouts, and Insulated Joints; and NV-MM#7: Additional Noise Analysis during Final Design), and the mitigation will somewhat lessen the degree of impact, the project's contributions to these significant cumulative impacts would remain considerable. No further feasible mitigations are available to address these cumulative impacts. Accordingly, similar to the Millbrae Station Design, the RSP Design Variant's contribution to these significant cumulative impacts is considerable.

Regarding construction-period visual impacts, Section 3.18.6.14, Aesthetics and Visual Quality, does not identify any significant cumulative construction-period effects for the Millbrae Station Design because construction of cumulative projects is anticipated to be both temporary and geographically dispersed. While the RSP Design Variant would increase the number of viewers in the immediate Millbrae Station area relative to the Millbrae Station Design (insofar that the RSP Design Variant assumes the Revised Serra Station would be occupied during HSR project construction), HSR project construction would still be temporary and geographically dispersed from other construction projects and thus no significant cumulative construction-period visual impact would occur.

3.20.4.18 Section 4(f)/6(f)

Construction and Operations

Like the Millbrae Station Design, the RSP Design Variant would not result in impacts on parks, recreation areas, or wildlife and waterfowl refuges considered Section 4(f) and/or Section 6(f) resources because none of these resources are present in or in visual proximity to the Millbrae Station area.

As described in Section 3.20.4.15, both the Millbrae Station Design and the RSP Design Variant would require relocation of the SPRR Depot/Millbrae Station, but there would be no Section 106 adverse effect associated with relocation. The RSP Design Variant would not result in change of use or destruction of this resource and would not adversely affect any of the activities, features, attributes that qualify it for protection under Section 4(f). Moreover, HSR operations would be identical for the Millbrae Station Design and the RSP Design Variant. Accordingly, the use of the SPRR Depot/Millbrae Station under the RSP Design Variant would be a *de minimis* impact.

3.20.4.19 Environmental Justice

As discussed in Chapter 5, Environmental Justice, the determination of whether an alternative would have a disproportionately high and adverse effect on minority populations and low-income populations is made considering the effects along the entire Project Section. As shown in Figures 5-5 and 5-11 and discussed in Chapter 5, the Millbrae Station resource study area is 14.4 percent low-income and 56.1 percent minority, relative to the reference community, which is 23.9 percent low-income and 62.6 percent minority. Accordingly, the Millbrae Station area does not have environmental justice communities and thus neither the Millbrae Station Design nor the RSP Design Variant would cause or contribute to any disproportionately high or adverse effect on minority populations or low-income populations.

3.20.4.20 Impact Summary

Table 3.20-10 summarizes the differences between the Millbrae Station Design and the RSP Design Variant by environmental topic area.

Table 3.20-10 Summary Comparison of Impacts between Millbrae Station Design and RSP Design Variant

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|---|---|--|
| Transportation | | |
| Construction Traffic Congestion/Intersection Delays | <p>Traffic generated during construction would interfere with local vehicle circulation. Vehicle delays are not considered a significant impact under CEQA.</p> <p>CEQA Conclusion¹: Not a significant impact</p> | <p>The RSP Design Variant would have a smaller construction footprint than the Millbrae Station Design and would require fewer temporary road and lane closures, and thus would result in lesser effects on traffic congestion due to construction-related traffic.</p> <p>Degree of impact would be similar. Under CEQA, automobile delay is not a significant environmental impact thus no change to the CEQA conclusion of no significant impact</p> |
| Construction Impacts on Bus Transit | <p>Project-related construction and modifications to El Camino Real would interfere with bus transit along roadways including at the Millbrae Station. SamTrans bus stops would be temporarily relocated during construction of improvements. Notwithstanding the construction management plan, material decreases in performance of certain bus routes in the Millbrae Station area are expected to occur.</p> <p>CEQA Conclusion¹: Significant and unavoidable impact</p> | <p>The RSP Design Variant would require less construction disruption on El Camino Real and would not require temporary relocation of SamTrans bus stops. Accordingly, material decreases in performance of bus routes in the Millbrae Station area is not anticipated to occur.</p> <p>Degree of impact would be reduced to a CEQA conclusion of less than significant</p> |
| Construction Pedestrian and Bicycle Access | <p>Construction of the Millbrae Station Design would not decrease the performance of pedestrian and bicycle facilities, because safe and adequate access would be maintained.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would similarly maintain safe and adequate pedestrian and bicycle access to the Millbrae Station during construction.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |
| Operational Traffic Congestion/Intersection Delays | <p>Traffic generated by the Millbrae Station Design would interfere with local vehicle circulation. Vehicle delays are not considered a significant impact under CEQA.</p> <p>CEQA Conclusion¹: Not a significant impact</p> | <p>The RSP Design Variant would result in substantially similar traffic volumes in the station area for the 2040 horizon year as the Millbrae Station Design and therefore result in similar intersection delays around the Millbrae Station.</p> <p>Degree of impact would be similar. Under CEQA, automobile delay is not a significant environmental impact, thus no change to the CEQA conclusion of no significant impact</p> |
| Operational Pedestrian and Bicycle Access | <p>HSR operations would not decrease the performance of pedestrian and bicycle facilities, because the Millbrae Station Design would provide safe and adequate bicycle and pedestrian facilities.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would provide safe and adequate bicycle and pedestrian facilities at the Millbrae Station.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|----------------------------------|---|---|
| Air Quality | | |
| Construction-Period Air Quality | <p>Air pollutant concentrations during construction of the Millbrae Station Design would be less than the CAAQS and NAAQS, except that PM₁₀ concentrations would exceed the CAAQS because background PM₁₀ levels already exceed the CAAQS. BAAQMD guidance provides that if background levels already exceed a standard then the incremental impact of the project should be compared to the USEPA SIL. The impact of the Millbrae Station Design on PM₁₀ concentrations would be less than the SIL, and accordingly the PM₁₀ impact would be less than significant under CEQA. There would be no new exceedances of the CAAQS or NAAQS.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Air pollutant concentrations during construction of the RSP Design Variant would be slightly higher for some pollutants during construction and slightly lower for others, compared to the Millbrae Station Design. PM₁₀ concentrations would exceed the CAAQS because background PM₁₀ levels already exceed the CAAQS. BAAQMD guidance provides that if background levels already exceed a standard then the incremental impact of the project should be compared to the USEPA SIL. The impact of the RSP Design Variant on PM₁₀ concentrations would be less than the SIL, and accordingly the PM₁₀ impact would be less than significant under CEQA. There would be no new exceedances of the CAAQS or NAAQS.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |
| Construction-Period Health Risks | <p>Health risks during construction of the Millbrae Station Design would be less than BAAQMD health risk thresholds.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Health risks during construction of the RSP Design Variant would be slightly greater than for the Millbrae Station Design but would still be less than the BAAQMD health risk thresholds.</p> <p>Degree of impact would be slightly greater but still less than BAAQMD health risk thresholds, thus no change to the CEQA conclusion of less than significant</p> |
| Operations-Period Air Quality | <p>Air pollutant concentrations during operation of the Millbrae Station Design would be less than the CAAQS and NAAQS, except that PM₁₀ concentrations would exceed the CAAQS because background PM₁₀ levels already exceed the CAAQS. BAAQMD guidance provides that if background levels already exceed a standard then the incremental impact of the project should be compared to the USEPA SIL. The impact of the Millbrae Station Design on PM₁₀ concentrations would be less than the SIL, and accordingly the PM₁₀ impact would be less than significant under CEQA. There would be no new exceedances of the CAAQS or NAAQS.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Air pollutant concentrations during operation of the RSP Design Variant would be similar to those for the Millbrae Station Design and would be less than the CAAQS and NAAQS, except that PM₁₀ concentrations would exceed the CAAQS because background PM₁₀ levels already exceed the CAAQS. BAAQMD guidance provides that if background levels already exceed a standard then the incremental impact of the project should be compared to the USEPA SIL. The impact of the RSP Design Variant on PM₁₀ concentrations would be less than the SIL, and accordingly the PM₁₀ impact would be less than significant under CEQA. There would be no new exceedances of the CAAQS or NAAQS.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|--------------------------------|---|---|
| Operations-Period Health Risks | Health risks during operation of the Millbrae Station Design would be less than the BAAQMD health risk thresholds. CEQA Conclusion¹: Less than significant | Health risks during operation of the RSP Design Variant would be similar to those for the Millbrae Station Design and would also be less than the BAAQMD health risk thresholds. Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant |
| Noise and Vibration | | |
| Construction Noise | Construction activity noise would exceed FRA standards at sensitive receptors. CEQA Conclusion¹: Significant and unavoidable after mitigation | The RSP Design Variant would require similar types of construction activities and locations as those required for construction of the Millbrae Station Design. However, there would be three new buildings exposed to noise levels exceeding FRA standards. There are also 8 commercial businesses and 1 residence in this area that would be displacements with the Millbrae Station Design but would not be displaced with the RSP Design Variant and would be exposed to construction noise. Degree of impact would be increased; no change to the CEQA conclusion of significant and unavoidable after mitigation |
| Operational Noise | Project operations would exceed FRA standards at sensitive receptors. CEQA Conclusion¹: Significant and unavoidable after mitigation | The RSP Design Variant would not change the operations noise; however, there would be two additional noise-sensitive receptor buildings that would be noise impacts. There would be a severe noise impact at the Revised Serra Station residential building R-2 and a moderate noise impact at the Revised Serra Station residential building R-1. Degree of impact would be increased; no change to the CEQA conclusion of significant and unavoidable after mitigation |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|--|--|--|
| Construction Vibration | <p>Construction of the project could expose persons or buildings to excessive ground-borne vibration.</p> <p>CEQA Conclusion¹: Less than significant with mitigation</p> | <p>The RSP Design Variant would require similar types of construction activities and locations as those required for construction of the Millbrae Station Design. However, there would be three new buildings exposed to construction vibration. There are also 8 commercial businesses and 1 residence in this area that would be displacements with the Millbrae Station Design but would not be with the RSP Design Variant and would be exposed to construction vibration.</p> <p>Degree of impact would be increased; however, no change to the CEQA conclusion of less than significant with mitigation</p> |
| Operational Vibration | <p>Project operations would generate ground-borne vibration impacts on nearby vibration sensitive receptors.</p> <p>CEQA Conclusion¹: Significant and unavoidable after mitigation</p> | <p>The RSP Design Variant would not change the operational vibration levels relative to the Millbrae Station Design, however there would be one additional vibration-sensitive receptor building that would be a vibration impact at the Revised Serra Station residential building R-2.</p> <p>Degree of impact would be increased; however, no change to the CEQA conclusion of significant and unavoidable after mitigation</p> |
| Electromagnetic Fields and Electromagnetic Interference | | |
| Construction-Period EMF/EMI | <p>EMF generated during construction would be below levels known to result in a documented health risk.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Although the Revised Serra Station is assumed to be occupied during construction with the RSP Design Variant, there would be no change in EMF generated during construction relative to the Millbrae Station Design, which would remain below levels known to result in a documented health risk and similar construction easements would be maintained.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |
| Operations-Period EMF/EMI | <p>Anticipated magnetic and electric fields would be below the maximum permissible exposure limit for exposure of the general public to magnetic fields of 9,040 milligauss and to electric fields of 5,000 V/m and there would be no significant risk of exposure or interference.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would not substantially change any EMF/EMI exposure level or potential for interference relative to the Millbrae Station Design.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|---|---|--|
| Public Utilities and Energy | | |
| Construction-Period Public Utilities and Energy | Construction of the Millbrae Station Design would require use of water and electricity and would generate wastewater, stormwater, and solid waste associated with demolition of existing buildings. CEQA Conclusion¹: Less than significant | Construction of the RSP Design Variant is expected to generate a similar demand on water and electricity and is expected to generate a similar amount of wastewater and stormwater to the Millbrae Station Design. Construction of the RSP Design Variant is anticipated to generate less solid waste than the Millbrae Station Design because it would require less building demolition. Degree of impact would be similar or slightly lessened, thus no change to the CEQA conclusion of less than significant |
| Operations-Period Public Utilities and Energy | HSR operations would require use of water and electricity and would generate wastewater, stormwater, and solid waste. CEQA Conclusion¹: Less than significant | HSR train operations would be the same with the RSP Design Variant as with the Millbrae Station Design. The RSP Design Variant is expected to generate the same demand on electrical, water, wastewater, stormwater, and solid waste utilities/facilities as the Millbrae Station Design. Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant |
| Biological and Aquatic Resources | | |
| Construction Impacts | The footprint for the Millbrae Station Design would overlap with habitat areas associated with two constructed watercourses—Highline Creek and Drainage Ditch 8. CEQA Conclusion¹: Less than significant with mitigation | The RSP Design Variant would similarly overlap with the same habitat areas associated with the same two constructed watercourses. Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant with mitigation |
| Operational Impacts | Operations at all HSR stations, including Millbrae, would involve periodic inspection and maintenance activities, which could result in impacts to nearby habitat areas/aquatic resources. CEQA Conclusion¹: Less than significant with mitigation | The RSP Design Variant would have same nature and frequency of periodic inspection and maintenance activities at the Millbrae HSR Station. Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant with mitigation |
| Hydrology and Water Resources | | |
| Construction Impacts | Construction of the Millbrae Station Design would result in temporary and permanent impacts on waterbodies and groundwater. CEQA Conclusion¹: Less than significant with mitigation | The footprint of the RSP Design Variant would be reduced but would include the same constructed watercourses as in the footprint of the Millbrae Station Design. Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant with mitigation |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|--|---|--|
| Operational Impacts | <p>The Millbrae Station Design would incorporate features that will avoid substantial discharges of sediment, pesticides, and other pollutants into receiving waters, as well as stormwater BMPs to avoid substantial surface-water quality impacts.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would incorporate the same features concerning sediment, pesticides, and pollutants as well as the same stormwater BMPs.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |
| Geology, Soils, Seismicity, and Paleontological Resources | | |
| Construction Impacts | <p>Construction of the Millbrae Station Design would have limited potential to expose people or structures to geologic, soil, and seismic hazards, result in substantial erosion, or destroy paleontological resources because project features will avoid or lessen such potential.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Construction of the RSP Design Variant would have similarly limited potential to expose people or structures to geologic, soil, and seismic hazards or result in substantial erosion. Because of the smaller footprint, the RSP Design Variant would have less potential to destroy paleontological resources.</p> <p>Degree of impact would be similar but somewhat reduced, thus no change to the CEQA conclusion of less than significant</p> |
| Operational Impacts | <p>The Millbrae Station Design would operate in a geologic and soils setting that would have potential to be affected by primary and secondary seismic hazards. Project features will reduce this potential.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Like the Millbrae Station Design, the RSP Design Variant would operate in a geologic and soils setting that would have potential to be affected by primary and secondary seismic hazards. Project features will also reduce this potential.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |
| Hazardous Materials and Wastes | | |
| Construction-Period Impacts | <p>The Millbrae Station Design would require excavation in an area with potential to encounter soil and/or groundwater contamination, use and transport of hazardous materials, and demolition of existing buildings.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would occur in the same location as the Millbrae Station Design and would thus have similar potential to encounter contaminated soil and/or groundwater. However, owing to the smaller footprint, the RSP Design Variant would have incrementally less potential to encounter contaminated soil/groundwater, would require less use/transport of hazardous materials, and would require less building demolition relative to the Millbrae Station Design.</p> <p>Degree of impact would be similar or slightly lessened, thus no change to the CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|--|--|--|
| Operations-Period Impacts | <p>Operations at all HSR Stations, including Millbrae, would involve periodic inspection and maintenance activities, which would use/generate hazardous materials/waste.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would have the same nature and frequency of periodic inspection and maintenance activities at the Millbrae HSR station.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant</p> |
| Safety and Security | | |
| Construction-Period Impacts | <p>Construction of the Millbrae Station Design would potentially pose an impediment to emergency access and expose people nearby to risks associated with proximity to active construction areas.</p> <p>CEQA Conclusion¹: Less than significant with mitigation</p> | <p>Construction of the RSP Design Variant would pose similar impediments to emergency access and would incorporate the same mitigation that will similarly reduce risks associated with proximity to active construction areas.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant with mitigation</p> |
| Operations-Period Impacts | <p>HSR operations would induce peak hour automobile traffic in the Millbrae Station area, thus potentially impeding the movement of emergency vehicles.</p> <p>CEQA Conclusion¹: Less than significant with mitigation</p> | <p>The RSP Design Variant would result in substantially similar traffic volumes in the station area for the 2040 horizon year as the Millbrae Station Design and thus would have similar potential as the Millbrae Station Design to impede the movement of emergency vehicles.</p> <p>Degree of impact would be similar, thus no change to the CEQA conclusion of less than significant with mitigation</p> |
| Socioeconomics and Communities | | |
| Division or Disruption of Existing Communities due to Construction | <p>Construction of the Millbrae Station Design would result in changes in access, noise and vibration impacts, visual changes, and the displacement of residences and businesses. These changes would temporarily inconvenience communities and would have a minor effect on community cohesion but would not result in the physical division of a community or permanent disruption to community cohesion.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Construction of the RSP Design Variant would result in fewer changes in access and fewer displacements of residences and businesses compared to the Millbrae Station Design. Construction-related noise and visual impacts of the RSP Design Variant would be similar to those of the Millbrae Station Design but would affect additional residential receptors at the Revised Serra Station. Construction of the RSP Design Variant would temporarily inconvenience the community and would have a minor effect on community cohesion but would not result in the physical division of a community or permanent disruption to community cohesion.</p> <p>Degree of impact would be similar to somewhat reduced, but no change to the CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|--|--|--|
| Division or Disruption of Existing Communities due to Operations | <p>HSR operations would not physically divide the communities along the project corridor, although a small weakening of community cohesion would result.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Similar to the Millbrae Station Design, HSR project operations with the RSP Design Variant would not physically divide the communities along the project corridor, although a small weakening of community cohesion would result.</p> <p>Degree of impact would be somewhat reduced, but no change to the CEQA conclusion of less than significant</p> |
| Children's Health and Safety Impacts | <p>No disproportionate impacts on children's health and safety would occur from air quality, noise and vibration, EMF/EMI, hazardous materials and wastes, or safety and security because of project construction or project operations.</p> <p>No CEQA significance conclusions are required related to this specific impact</p> | <p>Similar to the Millbrae Station Design, there would be no disproportionate impacts on children's health and safety from air quality, noise and vibration, EMF/EMI, hazardous materials and wastes, or safety and security because of project construction or project operations with the RSP Design Variant.</p> <p>Degree of impact would be similar. No CEQA significance conclusions are required related to this specific impact</p> |
| Property Displacements and Relocation Impacts | <p>Construction of the Millbrae Station Design would displace 1 residence. Sufficient available relocation properties exist so the displaced residents could relocate within the same community.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Construction of the RSP Design Variant would displace 0 residences.</p> <p>Degree of impact would be less, and the CEQA significance conclusion would be revised to no impact</p> |
| | <p>Construction of the Millbrae Station Design would displace 14 commercial businesses. Insufficient available relocation properties exist, so some displaced commercial businesses may need to relocate to a neighboring community, where more commercial facilities are available for sale or lease.</p> <p>No CEQA significance conclusions are required related to this specific impact</p> | <p>Construction of the RSP Design Variant would displace 2 businesses. Sufficient available relocation properties exist so the displaced commercial businesses could relocate within the same community.</p> <p>Although degree of impact would be less, no CEQA significance conclusions are required related to this specific impact</p> |
| | <p>Construction of the Millbrae Station Design would displace 1 community facility.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Construction of the RSP Design Variant would displace 1 community facility.</p> <p>Degree of impact would be the same, thus no change to the CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|---|---|---|
| Economic Impacts | <p>Construction of the Millbrae Station Design would:</p> <ul style="list-style-type: none"> ▪ Generate direct and indirect jobs from project construction ▪ Result in 1 residential displacement, which would not materially affect school district funding ▪ Reduce school district funding in Millbrae Elementary School District and San Mateo Union High School District due to reductions in property taxes from displacements and student relocations ▪ Reduce property tax revenues collected by San Mateo County ▪ Conflict with the Millbrae Serra Station Development, which was estimated by others to result in net positive revenues to the City of Millbrae of \$199,000 to \$441,400 annually. <p>No CEQA significance conclusions are required related to this specific impact</p> | <p>Compared to the Millbrae Station Design, the RSP Design Variant would:</p> <ul style="list-style-type: none"> ▪ Generate slightly fewer direct and indirect jobs from project construction ▪ Result in no residential displacements, which would not affect school district funding ▪ Result in fewer reductions to school district funding in Millbrae Elementary School District and San Mateo Union High School District due to fewer displacements ▪ Result in fewer reductions to property tax revenues collected by San Mateo County due to fewer displacements ▪ Reduce the development potential for a Revised Serra Station by 39 percent; assuming the net revenue would be proportional to the footprint reduction, the City of Millbrae’s net revenue would be \$121,390 to \$269,010 annually. <p>No CEQA significance conclusions are required related to this specific impact</p> |
| Station Planning, Land Use, and Development | | |
| Temporary Alteration of Land Use Patterns due to Construction | <p>Construction of the Millbrae Station Design would temporarily convert 8.0 acres. Lands would be restored to their pre-construction condition, and land use patterns would not be substantially altered.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Similar to the Millbrae Station Design, but construction of the RSP Design Variant would temporarily convert 7.5 acres.</p> <p>Degree of impact would be slightly lessened, thus no change to CEQA conclusion of less than significant</p> |
| Permanent Alteration of Land Use Patterns due to Construction | <p>Construction of the Millbrae Station Design would:</p> <ul style="list-style-type: none"> ▪ Permanently convert 7.8 acres for the HSR modifications ▪ Displace 1 residence and 14 businesses, resulting in a substantial change in existing land uses due to the conversion of commercial buildings to transportation uses. ▪ Conflict with the approved Millbrae Serra Station Development, resulting in a substantial change in planned land use patterns. <p>CEQA Conclusion: Significant and unavoidable</p> | <p>Construction of the RSP Design Variant would:</p> <ul style="list-style-type: none"> ▪ Permanently convert 3.7 acres directly, and indirectly convert 1 additional acre due to the realignment of the California Drive extension. ▪ Displace 2 commercial businesses, which would not result in a substantial change in existing land uses. ▪ Reduce the amount of land available for a Revised Serra Station from 3.53 acres to 2.15 acres (a reduction of 39 percent), resulting in a substantial change in planned land use patterns. <p>Degree of impact would be slightly lessened, but no change to the CEQA conclusion of significant and unavoidable</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
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| Parks, Recreation, and Open Space | | |
| Construction and Operational Impacts | <p>No parks, recreation, or open space areas are present in the Millbrae Station area.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would be located in the same area as the Millbrae Station Design, which lacks parks, recreation, and open space areas.</p> <p>Degree of impact would be similar, thus no change to CEQA conclusion less than significant</p> |
| Aesthetics and Visual Quality | | |
| Temporary Direct Impacts on Visual Quality and Scenic Vistas | <p>Construction of the Millbrae Station Design, track shifts and other modifications within and adjacent to existing railway facilities would not substantially degrade the existing visual quality.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Similar to the Millbrae Station Design, but construction of the RSP Design Variant would entail construction activity in a smaller area in the vicinity of the Millbrae Station. This reduces the area subject to changes in visual quality due to construction activity. Sensitive viewers increase in the area, due to the Revised Serra Station, but those with a view of construction activities are limited to residents with a view to the Millbrae Station.</p> <p>Degree of impact would be slightly increased, but not by a significant amount, thus no change to CEQA conclusion of less than significant</p> |
| Permanent Direct Impacts on Visual Quality—San Bruno—Millbrae Landscape Unit | <p>Construction of the Millbrae Station Design would expand the tracks and station facilities at the Millbrae Station and would decrease the visual quality by one level (from moderate to moderately low) for travelers along El Camino Real and would decrease the visual quality by one level (from moderately low to low) for residential viewers along California Drive. It would not substantially degrade the existing visual character or quality in the San Bruno—Millbrae Landscape Unit for most viewers.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>Similar to the Millbrae Station Design, but the RSP Design Variant would not be visible from El Camino Real, so there would be no reduction in visual quality. Sensitive viewers with direct views to the Millbrae Station would increase in the area due to the Revised Serra Station, but the HSR station features of the RSP Design Variant would be similar to those of the Millbrae Station Design, with no change in visual quality.</p> <p>The reconstruction of California Drive south of Millbrae Avenue, including narrowing of the roadway and new landscaping, would increase visual quality by one level (from moderately low to moderate).</p> <p>Degree of impact would be slightly lessened, thus no change to CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
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| Indirect Impacts on Visual Quality from HSR Stations | <p>The project features provide high design standards for development around the HSR stations. Construction of the Millbrae Station Design would conform to applicable zoning and other regulations governing scenic quality, maintaining the existing or planned visual character of the local communities.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would follow the same standards.</p> <p>Degree of impact would be similar, thus no change to CEQA conclusion of less than significant</p> |
| Temporary and Permanent Direct Impacts on Nighttime Light Levels from Fixed Sources and Trains | <p>Construction lighting practices and project features of the Millbrae Station Design will minimize impacts through visually sensitive lighting design. Because existing light levels are moderate in the area, train operations would not increase light levels.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would follow the same standards. Station lighting would thus be similar to but less extensive than the Millbrae Station Design; rail operations would also be the same and would thus produce the same level of light as in a moderately lit area.</p> <p>Degree of impact would be similar, thus no change to CEQA conclusion of less than significant</p> |
| Cultural Resources | | |
| Construction-Related Impacts—Archaeology | <p>The Millbrae Station Design would occur in an area without any known archaeological resources but the potential for unknown resources.</p> <p>CEQA Conclusion¹: Less than significant with mitigation</p> | <p>The RSP Design Variant would occur in same area as the Millbrae Station Design but would have a smaller footprint and thus incrementally reduced potential to encounter unknown archaeological resources.</p> <p>Degree of impact would be slightly lessened, but no change to CEQA conclusion of less than significant with mitigation</p> |
| Construction-Related Impacts—Historic Built Resources | <p>The Millbrae Station Design would require relocation of the SPRR Depot/Millbrae Station but would have no adverse effect on this resource under Section 106. Construction would result in some construction-related vibration, but would not be at a substantial level.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>The RSP Design Variant would also require relocation of the SPRR Depot/Millbrae Station to a location approximately 30 feet west and 40 feet south of the location associated with the Millbrae Station Design. As with the Millbrae Station Design, there would be no adverse effect on this resource. Construction of the RSP Design Variant would also entail vibration, but not appreciably different from that associated with the Millbrae Station Design.</p> <p>Degree of impact would be similar, thus no change to CEQA conclusion of less than significant</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
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| Operations-Related Impacts | <p>The SPRR Depot/Millbrae Station would be subject to noise and vibration associated with HSR operations, but not at substantial levels.</p> <p>CEQA Conclusion¹: Less than significant</p> | <p>With the RSP Design Variant, the SPRR Depot/Millbrae Station would remain subject to noise and vibration associated with HSR operations, but not at substantial levels. The RSP Design Variant would have less on-site parking and thus generate incrementally less noise than the Millbrae Station Design.</p> <p>Degree of impact would be slightly lessened, but no change to CEQA conclusion of less than significant</p> |
| Regional Growth | | |
| Construction- and Operations-Period Impacts | <p>Neither construction nor operation of the project with the Millbrae Station Design would induce employment or population growth substantially beyond what is projected, and no adverse growth-related impacts are anticipated.</p> <p>No CEQA significance conclusions are required related to this specific impact</p> | <p>Because project construction and operations would be largely similar to those of the Millbrae Station Design, construction and operation of the project with the RSP Design Variant would not be expected to induce employment or population growth substantially beyond what is projected, and no adverse growth-related impacts are anticipated.</p> <p>No CEQA significance conclusions are required related to this specific impact</p> |
| Cumulative Impacts² | | |
| Construction-Related Health Risks (Air Quality) | <p>Overall project construction (with the Millbrae Station Design) would combine with the construction of other cumulative projects leading to local cancer risks and PM_{2.5} concentrations exceeding BAAQMD thresholds. The project's contribution to this cumulative impact would be considerable.</p> <p>CEQA Conclusion¹: Considerable contribution to a significant cumulative impact</p> | <p>The RSP Design Variant would have slightly greater contribution to this significant cumulative impact relative to the Millbrae Station Design, but the overall contribution would still be considered small relative to health risks originating from other existing sources.</p> <p>Degree of contribution would be slightly increased and would thus remain a considerable contribution to a significant cumulative impact</p> |
| Construction-Related Noise and Vibration | <p>Overall project construction (with the Millbrae Station Design) would not combine with the construction of other cumulative projects to create cumulatively significant noise/vibration impacts because such construction activities are not expected to occur simultaneously and would be geographically separated.</p> <p>CEQA Conclusion¹: No significant cumulative impact</p> | <p>Although construction of the project with the RSP Design Variant would result in greater construction-period noise and vibration impacts than the Millbrae Station Design due to the assumed occupied status of the Revised Serra Station, construction of the project with the RSP Design Variant would still be expected to be separated in space and time from the construction of other cumulative projects.</p> <p>The degree of increased construction period impact would not result in a new significant cumulative impact related to construction-period noise and vibration</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|---|---|---|
| <p>Operations-Period Noise and Vibration</p> | <p>Project operations (with the Millbrae Station Design) would combine with the operations of other cumulative projects leading to noise and vibration levels exceeding relevant FRA criteria. These exceedances would remain even after the application of feasible mitigation. The project’s contribution to this cumulative impact would be considerable.</p> <p>CEQA Conclusion¹: Considerable contribution to a significant cumulative impact</p> | <p>The RSP Design Variant would result in additional noise and vibration sensitive receptors relative to the Millbrae Station Design. Although the RSP Design Variant would be subject to the same mitigation measures as the Millbrae Station Design, impacts would remain significant and unavoidable at the project level and would therefore increase the contribution to this significant cumulative impact relative to the Millbrae Station Design.</p> <p>The degree of contribution would be slightly increased and would thus remain a considerable contribution to a significant cumulative impact</p> |
| <p>Construction-Related Visual Effects</p> | <p>Overall project construction (with the Millbrae Station Design) would not combine with the construction of other cumulative projects to create cumulatively significant visual impacts because such construction activities would be both temporary and geographically separated.</p> <p>CEQA Conclusion¹: No significant cumulative impact</p> | <p>Although project construction with the RSP Design Variant would have more viewers in the immediate Millbrae Station area than the Millbrae Station Design due to the assumed occupied status of the Revised Serra Station, HSR project construction would be temporary in nature and geographically separated from other cumulative construction projects such that no significant cumulative impact would result.</p> <p>The degree of increased construction period impact would not result in a new significant cumulative impact related to construction-period visual effects</p> |
| <p>Section 4(f)/6(f) Resources</p> | | |
| <p>Construction and Operations</p> | <p>The only Section 4(f)–eligible property associated with the Millbrae Station Design is the SPRR Depot/Millbrae Station, which would be relocated. This relocation would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). Noise, vibration, and visual impacts would not substantially impair the protected attributes that qualify the SPRR Depot/Millbrae Station for protection under Section 4(f), and no constructive use would result.</p> <p>Section 4(f) Determination for the SPRR Depot/Millbrae Station: <i>De minimis</i> impact</p> | <p>The only Section 4(f)–eligible property associated with the RSP Design Variant is the SPRR Depot/Millbrae Station. The relocation would be slightly different than that associated with the Millbrae Station Design, but it would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). The RSP Design Variant would result in similar noise, vibration, and visual effects concerning the SPRR Depot/Millbrae Station, and thus the RSP Design Variant would not result in any constructive use of this resource.</p> <p>Section 4(f) Determination for the SPRR Depot/Millbrae Station: <i>De minimis</i> impact</p> |

| Resource Topic | Millbrae Station Design | RSP Design Variant |
|------------------------------------|---|---|
| Environmental Justice | | |
| Construction and Operations | There are no environmental justice communities in the Millbrae Station area, so the Millbrae Station Design would not result in any disproportionately high or adverse effects on such communities. | Because the RSP Design Variant would be in the same location as the Millbrae Station Design (which lacks environmental justice communities), the RSP Design Variant would not result in any disproportionately high or adverse effects on such communities. |

BAAQMD = Bay Area Air Quality Management District

BART = Bay Area Rapid Transit

BMP = best management practice

CAAQS = California ambient air quality standards

CEQA = California Environmental Quality Act

EIR = environmental impact report

EIS = environmental impact statement

EMF = electromagnetic field

EMI = electromagnetic interference

FRA = Federal Railroad Administration

HSR = high-speed rail

NAAQS = national ambient air quality standards

PM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter

RSP = Millbrae Station Reduced Site Plan

SIL = significant impact level

SPRR = Southern Pacific Railroad

USEPA = U.S. Environmental Protection Agency

¹ Unless otherwise noted, reflects the CEQA Conclusion for the topic/impact area of the entire alignment.

² For cumulative impacts, table summarizes only resource topics for which the RSP Design Variant would result in an increased degree of project level impact. Because the RSP Design Variant would result in similar or lesser impacts for all other resources topics, the RSP Design Variant would result in similar or slightly reduced degrees of cumulative effects.

