SECOND ADDENDUM TO THE NEGATIVE DECLARATION

FOR THE

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS) ZERO EMISSIONS BUS IMPLEMENTATION PROJECT

San Mateo County Transit District

September 2026

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1.0 BACKGROUND AND PURPOSE

BACKGROUND

The San Mateo County Transit District (District) is the administrative body for the principal public transit and transportation programs in San Mateo County, comprising SamTrans bus service (SamTrans) and other services. This document is the District's California Environmental Quality Act (CEQA) addendum to the Zero Emissions Bus Implementation Project (ZEB Project) Initial Study/ Negative Declaration (IS-ND).

The District published the ZEB Project Draft IS-ND on September 6, 2022. During the 21-day public review period, the District received no comments on the Draft IS-ND. The District prepared the Final IS-ND. In December 2022, the District Board of Directors (Board) adopted the Negative Declaration, and the District filed a Notice of Determination with the San Mateo County Clerk.

In 2024 and in accordance with CEQA, the District prepared an addendum to the IS-ND (First Addendum) as the CEQA lead agency to evaluate proposed changes to the ZEB Project (Public Resources Code §21067; CEQA Guidelines §15367). The First Addendum addressed the District's acquisition of Assessor Parcels 015180200 and 015180110 in the City of South San Francisco to provide additional space for construction staging and laydown. The District Board adopted the First Addendum in December 2024.

In accordance with CEQA, the District has prepared this addendum to the ND (Second Addendum) as the CEQA lead agency to evaluate additional proposed changes to the ZEB Project.

The "Additional Project Modification" as described in this Second Addendum includes installation of a permanent hydrogen storage tanks and dispenser.

ADDENDUM PROCESS

When a proposed project is changed or there are changes in the environmental setting, the lead agency must determine whether or not an addendum or subsequent ND is prepared. CEQA Guidelines Sections 15162 and 15164 set forth criteria to assess which environmental document is appropriate. The criteria for determining whether an addendum or subsequent ND is prepared are outlined below. If the criteria below are true, then an addendum is the appropriate document:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of any environmental impacts will occur.
- No new feasible alternatives or mitigation measures that will reduce impacts previously found not to be feasible have, in fact, been found to be feasible.

Based upon the information provided in Sections 2.0 and 3.0 of this document, implementation of the Additional Project Modification will not result in new significant impacts or substantially increase the severity of impacts previously identified in the 2022 IS-ND or First Addendum, and there are no previously infeasible alternatives that are now feasible. None of the other factors set forth in Section 15162(a)(3) are present. As such, an addendum is appropriate, and this Second Addendum was prepared to address the environmental effects of the Additional Project Modifications.

An addendum need not be circulated for public review, but it can be included in, or attached to, the IS-ND. The decision-making body (the District Board) shall consider the addendum with the IS-ND prior to making a decision on the ZEB Project. Once adopted, the Second Addendum, along with the original IS-ND and First Addendum, is placed in the administrative record, and a Notice of Determination will be filed with the County Clerk and State Clearinghouse.

2.0 CHANGE IN PROPOSED PROJECT

2022 Project and First Addendum Project

The ZEB Project entails re-purposing the existing bus maintenance-operations facilities at SamTrans's North Base (South San Francisco) and South Base (San Carlos) from diesel fuel to zero-emissions infrastructure, which are intended to support battery electric buses (BEB) and fuel cell electric buses (FCEB). Key physical elements include installation of new at-grade, below-grade, and above-grade charging infrastructure; as well as maintenance bay improvements to address new bus types and maintenance needs. Construction sequencing at each base will depend on the size of the parking areas that can be made available while maintaining continuity of bus operations at each base.

As analyzed in the 2022 IS-ND, the ZEB Project would be built almost entirely within the boundaries of North Base and South Base, except for connection to PG&E primary services via local roadways. No property acquisition or use of other parcels would be required.

As analyzed in the First Addendum, the District has determined that additional construction staging and laydown space is required near North Base to implement the ZEB Project. Therefore, the District will acquire Assessor Parcels 015180200 and 015180110, and implement a lot line adjustment, in the City of South San Francisco. During construction of the ZEB Project, the District will use a portion of Assessor Parcel 015180200 for construction staging and laydown. The area used for staging and laydown is located directly adjacent to the existing North Base bus yard, and it is located more than 100 feet from the San Francisco Bay shoreline.

Additional Project Modification

The proposed project analyzed in this Second Addendum is the same as the proposed project described in the ND and First Addendum, with the exception of the addition of permanent hydrogen refueling infrastructure.

In December 2023, the District Board authorized the purchase of an additional 108 FCEBs. The District subsequently determined that the portable/mobile hydrogen fueling system analyzed in the 2022 IS-ND does not provide sufficient capacity for the incoming FCEB fleet. Therefore, the District plans to add permanent hydrogen fueling infrastructure at North Base to support operation of the planned FCEB fleet, which would supplement and potentially replace the portable/mobile hydrogen fueling system analyzed in the 2022 IS-ND. The new permanent hydrogen fueling infrastructure will include cryogenic tanks, vaporizers, dispensers, and supporting electrical infrastructure. The permanent refueling station would be constructed along the eastern side of North Base. It would entail approximately 2,000 square feet of ground disturbance, and the majority of excavation would be between three and four feet deep. Canopy pile foundations would be up to 60 feet deep. See **Figure 1**.

No other substantial changes to the ZEB Project would occur.

3.0 UPDATED ENVIRONMENTAL IMPACT ANALYSES

AESTHETICS

The permanent hydrogen fueling infrastructure would be built entirely within the boundaries of North Base. Consistent with the canopies analyzed in the 2022 IS-ND, the permanent hydrogen fueling canopies will not block vistas of the San Francisco Bay from publicly accessible locations. Existing views of scenic trees, rock outcropping, historic buildings, or state scenic highways would be maintained. Light and glare conditions would be similar to those that already exist on the built-out North Base. Construction activities would be temporary and would not result in a substantial degradation of the project site, surrounding area, or significant aesthetic resources around the project site. Therefore, impacts to aesthetic resources would be less than significant, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

AIR QUALITY

The installation of new permanent hydrogen fueling infrastructure would include similar construction activities analyzed in the 2022 IS-ND. Temporary construction emissions would be substantially similar to those already analyzed, and the proposed project would result in a long-term reduction in operational emissions. The proposed project would incorporate construction air quality Best Management Practices (BMPs), such that substantial concentrations of pollutants will not occur near these receptors. Sensitive receptors would not be exposed to substantial pollutant concentrations, and diesel odors would be dispersed by prevailing meteorological conditions. Therefore, air quality impacts would be less than significant, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

BIOLOGICAL RESOURCES

The permanent hydrogen fueling infrastructure would be installed entirely within the confines of North Base, which is already built out with a surface parking lot and operations and maintenance facilities. No known sensitive biological resources are present in this area. There would be no impact to special-status species, riparian habitats or sensitive natural communities, federally protected wetlands, or migratory fish or wildlife species. The permanent fueling infrastructure will not conflict with local policies protecting biological resources or an adopted Habitat Conservation Plan. Impacts on biological resources would be less than significant, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

CULTURAL RESOURCES

As indicated in the 2022 IS-ND, there are no known archaeological resources at North Base. The nearest previously identified archaeological site, the North Colma Creek Site (P-41-002164; CA-SMA-000380), is more than 1,000 feet to the west. The installation of permanent fueling infrastructure would not disturb any archaeological resources. There are no historic buildings or other historic structures on the parcel. Therefore, there would be no impact on historic and archaeological resources, and the impact conclusions from the 2022 IS-ND and 2024 Addendum remain unchanged.

GEOLOGY AND SOILS

Active fault lines are located more than 3 miles away from North Base,[1] and North Base is not located in an area susceptible to landslides.[2] Therefore, there would be no impact from these hazards.

As indicated in the 2022 IS-ND, geotechnical testing was undertaken to evaluate the subsurface conditions at North Base.[3] The exploration entailed three borings. The investigation found that subsurface geologic units are not subject to landslide, lateral spread, subsidence, or collapse. Based on the borings, the geotechnical exploration made earthwork recommendations to address expansive soils, as well as recommendations for on-site clearing, grading, and fill where necessary. The exploration also recommended installation of cast-in-drilled-hole piers to support charging canopies to address structural loads and seismic stability, consistent with the canopies that will be installed for the permanent fueling infrastructure.

The ZEB Project, including permanent fueling infrastructure, would be installed in accordance with the earthwork recommendations and foundation recommendations included in the geotechnical report and the 2025 California Building Code. Conformance to the current building code and geotechnical recommendations does not constitute a guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, it is reasonable to expect that a well-designed and well-constructed structure would not collapse or cause loss of life in a major earthquake and related ground shaking or seismic-induced ground failure (including liquefaction).

Construction of the permanent fueling infrastructure would comply with all applicable stormwater pollution prevention requirements. It will not include septic tanks or wastewater disposal systems. And the site does not include known paleontological resources or geologic features.

There would be no impacts related to Geology and Soils, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

HAZARDS AND HAZARDOUS MATERIALS

An updated search of hazardous sites databases was undertaken for the project.[4, 5] At North Base, no federal National Priority List (Superfund) or Hazardous Waste sites were identified. North Base itself (site T0608100723) is the only known or potentially contaminated area of concern (AOC) identified nearby; the base was a leaking underground storage tank (LUST) cleanup site. The case was opened June 29, 1993, and closed on July 26, 2002. There are no other identified AOCs. Construction activities would be substantially similar to those described in the 2022 IS-ND.

As indicated in the 2022 IS-ND, SamTrans's operation of FCEBs would require that hydrogen is delivered to both North Base and South Base on a regular basis. The hydrogen would be stored in on-site tanks. Hydrogen would be transported and stored in accordance with proper and established safety protocols.

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[1] USGS. The San Andreas Fault and Other Bay Area Faults. Available at https://earthquake.usgs.gov/earthquakes/events/1906calif/virtualtour/bayarea.php, accessed September 29, 2026.

[2] Metropolitan Transportation Commission and Association of Bay Area Governments (MTA/ABAG). MTA/ABAG Hazard Viewer (Map). Available ahttps://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8t, accessed September 29, 2026.

[3] ENGEO. 2022. SamTrans Preliminary Design of Electrical Infrastructure Upgrades for Bus Maintenance Facilities: Geotechnical Exploration. January 12.

[4] State Water Resources Control Board, 2026. GeoTracker. Available online: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=sfo. Accessed August 13, 2026.

[5] Department of Toxic Substances Control. 2026. EnviroStor. Available online: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=sfo. Accessed August 13, 2026.

Regarding location within an airport land use plan, North Base is located within the San Francisco International Airport Land Use Compatibility Plan (ALUCP) Zone 3 – Inner Turning Zone. In Zone 3, schools, hospitals/nursing homes, day care centers, stadiums, biosafety facilities, and critical public utilities are considered incompatible uses.[6] The District's safety plan will address the operation, diagnosis, troubleshooting, repair, and preventative maintenance of the permanent fueling infrastructure. Hydrogen would be transported, handled, and stored in accordance with proper and established safety protocols.

The permanent fueling infrastructure would not result in any activity that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and the site is not located in or near wildfire hazard severity zones.

There would be no impact related to hazards and hazardous materials, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

HYDROLOGY AND WATER QUALITY

As indicated in the 2022 IS-ND, in accordance with National Pollutant Discharge Elimination System (NPDES) General Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented for project construction. The SWPPP will identify BMPs to address pollutant source reduction and provide measures and controls necessary to address potential pollutant sources. North Base is not located in the 100-year floodplain. Construction activities would be substantially similar to those described in the 2022 IS-ND, and there would be no changes in ZEB Project operations that would increase risk to flood. The permanent fueling infrastructure would not increase water demand, interfere with groundwater recharge, or substantially alter site drainage. As a result, impacts to hydrology and water quality would be less than significant, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

NOISE

These temporary noise and vibration increases would be substantially similar to those already analyzed in the 2022 IS-ND for construction activity within the existing boundaries of North Base. There would be no operational noise impacts. The impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

RECREATION

The permanent fueling infrastructure would be installed entirely within the built-out confines of North Base. There is no residential or commercial development planned that would increase park demand, and no new recreational facilities would be built. As a result, impacts to recreation would be less than significant, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

TRANSPORTATION

Installation and use of the permanent fueling infrastructure would not conflict with transportation plans or programs, increase operational Vehicle Miles Travelled (VMT), induce hazards due to design features, or otherwise result in emergency access. Construction and operational activities would be substantially similar to those described in the 2022 IS-ND. Therefore, impacts to transportation and traffic would be less than significant, and the impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

[6] Critical public utilities are facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They are electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.

OTHER ENVIRONMENTAL TOPICS

North Base does not contain agricultural, forestry, or mineral uses, and it is not zoned for such use. It contains no existing housing units and no known tribal cultural resources. Existing land use plans and zoning allow for installation and use of permanent refueling infrastructure. Construction and operational activities for the permanent fueling infrastructure would be substantially similar to those described in the 2022 IS-ND. Therefore, installation and use of the permanent fueling infrastructure would not result in significant impacts to agricultural and forestry resources, energy, greenhouse gases, land use and planning, mineral resources, population and housing, public services, utilities and service systems, or wildfire. The impact conclusions from the 2022 IS-ND and 2024 First Addendum remain unchanged.

MANDATORY FINDINGS OF SIGNIFICANCE

With incorporation of identified BMPs as identified in the 2022 IS-ND, 2024 First Addendum, and this Second Addendum, the proposed project is not anticipated to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The proposed project does not have impacts that are individually limited but cumulatively considerable, and the proposed project does not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. As a result, the impact determinations the 2022 IS-ND and 2024 First Addendum remain unchanged.

Bo Baney _____ 10/7/2026

Signature Date

Bo Baney,

Environmental and Sustainability Planning Manager

Figure 1


North Base
North Base Perimeter
Area for Potential Construction Staging
Assessors Parcels to Be Acquired
Lot Line Adjustment
Mobile Refueling Station
Permanent Refueling Station
Station Power Underground Conduits
August 2026
Coordinate System:
State Plane California III, Feet
Datum: NAD1983
Sources: SamTrans, City of South San Francisco, ESRI
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri
Zero Emission Bus Implementation Plan
Project Location
N
0 100 200
Feet