

**Peninsula Corridor Electrification Project
Addendum to the Final Environmental Impact Report
Paralleling Station 2 Variant A**

Prepared by ICF for the Peninsula Corridor Joint Powers Board, July 2018

The Peninsula Corridor Joint Power Board (JPB) certified the Peninsula Corridor Electrification Project (PCEP) Environmental Impact Report (EIR) on January 8, 2015. Since certification of the Final EIR, the JPB has identified one new potential site for Paralleling Station 2 (PS2). The environmental effects of the new PS2 Variant A compared with the environmental effects of the PS2 site evaluated in the certified 2015 Final EIR are examined in this addendum.

Under the California Environmental Quality Act (CEQA), an addendum to an EIR is needed if minor technical changes or modifications to a proposed project occur (CEQA Guidelines Section 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. An addendum does not need to be circulated for public review (CEQA Guidelines Section 15164(c)); however, an addendum is to be considered along with the Final EIR by the decision-making body prior to making a decision on a project (CEQA Guidelines Section 15164(d)). This addendum to the PCEP Final EIR (State Clearinghouse No. 2013012079) has been prepared in accordance with CEQA Guidelines Section 15164.

Project Background and Supplemental Environmental Review

In 2015, the JPB certified the Final EIR for the PCEP. The Proposed Project would require the installation of 130 to 140 single-track miles of overhead contact system (OCS) for the distribution of electrical power to the electric rolling stock. The OCS would be powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current (AC) supply system consisting of two traction power substations (TPSs), one switching station (SWS), and seven paralleling stations (PSs). The Final EIR evaluated environmental impacts associated with the four options for the site of the northern TPS (TPS1 in South San Francisco) and three options for the site of the southern TPS (TPS2 in San Jose). In addition, the Final EIR evaluated environmental impacts associated with one switching station (SWS1) (with two site location options) and seven paralleling stations (PS1 through PS7) at a spacing of approximately 5 miles. Two options were evaluated for the PS3 and PS6 sites and three options were evaluated for the PS4, PS5, and PS7 sites.

Since certification of the Final EIR, the JPB has proposed an alternative location for PS2 (Variant A). As the PS2 design progressed, the acquisition of private property was identified in order to accommodate the PS2 foundation footprint. The relocation of PS2 was required when the City and County of San Francisco (City) did not support JPB utilizing the City's condemnation authority for the additional private property acquisition. PS2 Variant A would be located at approximately Mile Post 5.1, east of the Caltrain tracks and west of Tunnel Avenue in San Francisco on a parcel of land that is currently used as a surface parking lot, providing 38 parking spaces for the Caltrain Bayshore Station. The 0.14 acre site would be located on the northern portion of the parking lot on land owned by JPB within the Caltrain

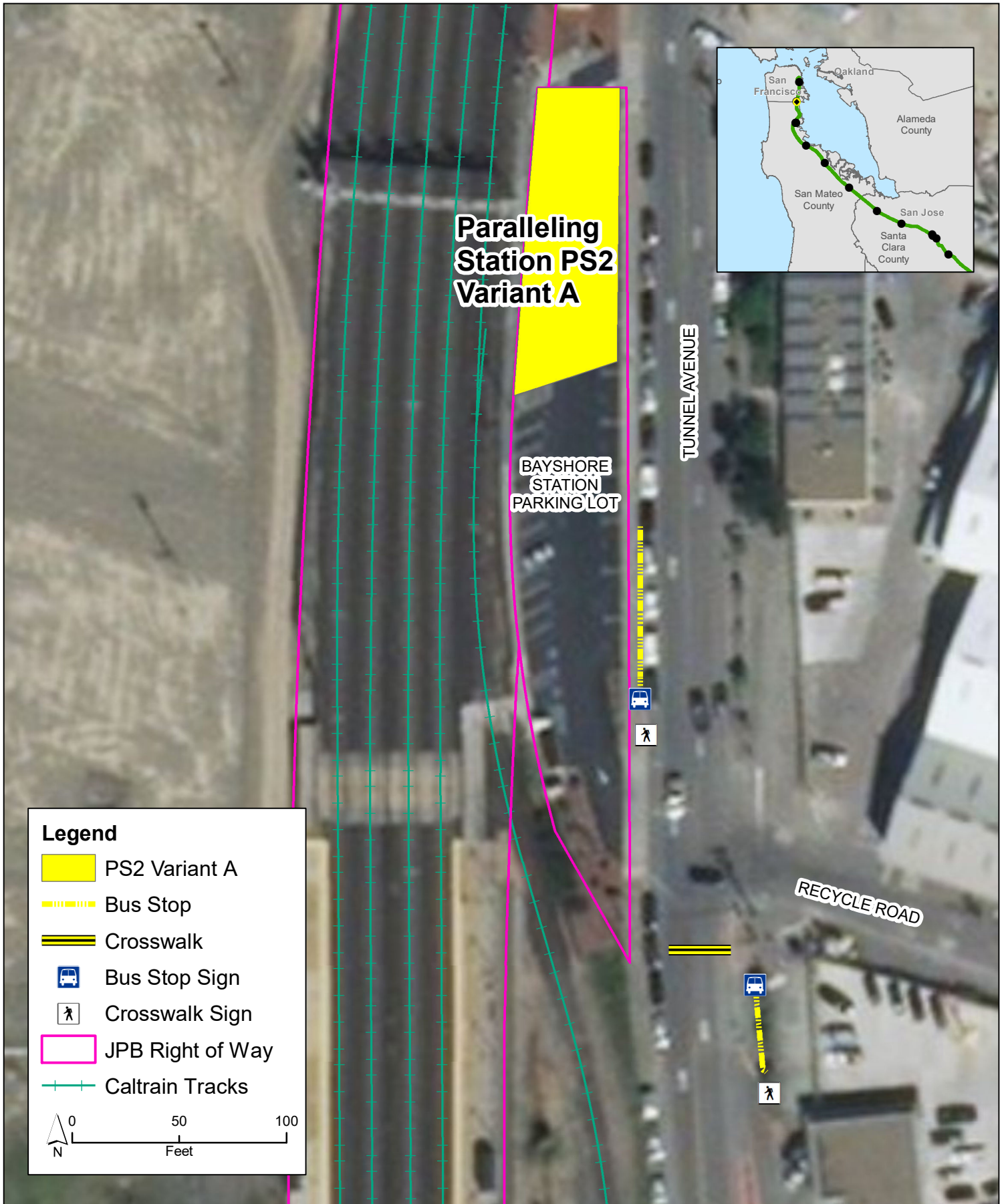
right-of-way, and would require the elimination of 19 parking spaces from the Bayshore Station parking lot. A new driveway would be constructed to the Bayshore Station parking lot approximately 140 feet south of the existing driveway, and a new landscaped perimeter island would provide a buffer between the sidewalk and the driveway. Access to PS2 Variant A for construction and operation would be provided via Tunnel Avenue. Figure 1 shows the location of PS2 Variant A.

Roadway improvements along Tunnel Avenue would also include implementation of signage and curb painting to designate two new bus shuttle stops along the northbound and southbound lanes, and striping of a new crosswalk from the northbound bus shuttle stop to the Bayshore Station. Figure 1 shows the roadway improvements along Tunnel Avenue.

The footprint of PS2 analyzed in the Final EIR was approximately 32 feet by 95 feet. The footprint of PS2 Variant A would be approximately 40 feet by 140 feet. A larger footprint is necessary for the following reasons:

1. To allow for driveway access within the site to facilitate maintenance and equipment replacement. This new access alleviates the need to perform work from the track. Additionally, the access road can also be used for maintenance vehicle parking, which removes maintenance vehicles from being parked along city streets, in front of residents.
2. Design progression included increased equipment separation and safety clearances. Additionally, the actual pieces of equipment (e.g., transformers) that will be installed are larger than previously contemplated.

Table 1 describes the potential environmental impacts of PS2 Variant A and analyzes any potential change in the level of significance as determined in the 2015 FEIR.



Source: Imagery, ESRI 2018

Figure 1, Proposed Paralleling Station 2 (PS2) Variant A and Roadway Improvements San Francisco

Table 1. Summary of Impacts of PS2 Variant A

Environmental Topic	Impact
Aesthetics	<ul style="list-style-type: none"> • PS2 Variant A would be located between the Caltrain tracks and Tunnel Avenue, on land used as a surface parking lot for the Caltrain Bayshore Station. There would be partial views of PS2 Variant A from several residences and a religious facility to the northeast of the site. Employees of and visitors to the Recology San Francisco Transfer Station and Hazardous Waste Facility to the west of the site, as well as rail users at Bayshore Station, and roadway users and recreationalists would experience altered views. Views of PS2 Variant A would be consistent with existing views that include wooden poles and electrical transmission lines paralleling the tracks, rail infrastructure such as a 30-foot high multi-track signal bridge extending across the tracks, and adjacent industrial uses. • PS2 Variant A would not be out of character with the surrounding transportation corridor or industrial uses and would not degrade the visual character. • Construction of PS2 Variant A could result in spillover light or glare, and new nighttime lighting for security purposes could spill outside of the site boundaries, creating a new source of nuisance lighting or glare. However, these effects would not affect residents. • Mitigation Measures AES-4a and AES-4b would apply to reduce impacts from lighting; the impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding aesthetics that were analyzed in the Final EIR.
Air Quality	<ul style="list-style-type: none"> • No new air quality impacts are identified relative to PS2 Variant A because the amount and duration of construction would be similar to the construction of the other paralleling stations. • Mitigation Measures AQ-2a, AQ-2b, and AQ-2c would apply to reduce construction impacts regarding criteria pollutants and toxic air contaminants (TACs) by requiring Bay Area Air Quality Management District (BAAQMD) best management practices (BMPs) and equipment requirements to reduce construction-related dust, reactive organic gasses (ROG), and nitrogen oxides (NOx) emissions. The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding air quality that were analyzed in the Final EIR.
Biological Resources	<ul style="list-style-type: none"> • The PS2 Variant A location is a paved surface parking lot. The lot is devoid of vegetation except along the eastern edge of the site where there is some perimeter landscaping with ornamental shrubbery. No waters of the U.S., including wetlands, or habitat for special-status species are present with the boundaries of the PS2 Variant A location. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding biological resources that were analyzed in the Final EIR.

Environmental Topic	Impact
Cultural Resources	<ul style="list-style-type: none"> • An ICF Architectural Historian reviewed the records for the PS2 Variant A site on April 23, 2018 and determined that there are no historic resources on or adjacent to the site. • An ICF Archaeologist reviewed the records for the PS2 Variant A site on April 23, 2018 and determined that there are no archaeological sites or areas or known archaeological sensitivity within the vicinity of the site and there would be no new archaeological effect related to selection of the variant. • Mitigation Measures CUL-2a through CUL-2f would apply to reduce potential impacts to unknown archaeological resources; the impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding cultural resources that were analyzed in the Final EIR.
Electromagnetic Fields (EMI)/Electromagnetic Interference (EMI)	<ul style="list-style-type: none"> • PS2 Variant A would not be any closer to sensitive receptors than the paralleling station sites included in the Final EIR and thus EMF/EMI impacts related to PS2 Variant A would also be below the EMF thresholds used in the Final EIR for the general public, workers, and individuals with pacemakers or implanted medical devices. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding EMI/EMF than were analyzed in the Final EIR.
Geology, Soils, Seismicity	<ul style="list-style-type: none"> • The soil underlying the PS2 Variant A site is 131 – Urban land • The site has low susceptibility to liquefaction and low susceptibility to landslides. • Expansive soil could exist on the site since specific soil sampling has not been completed. Mitigation Measures GEO-4a and GEO-4b requires identification and mitigation of expansive soils. • Mitigation Measure GEO-1 would require a site-specific geotechnical study for PS2 Variant A to reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides; the impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding geology, soils, and seismicity than were analyzed in the Final EIR.
Greenhouse Gas Emissions	<ul style="list-style-type: none"> • PS2 Variant A would not introduce any new construction impacts not previously analyzed in the Final EIR because the amount of construction would be the same as the PS2 site analyzed in the Final EIR. • With PS2 Variant A, there would be no changes to normal train operations, so there would be no change to operational emissions. • PS2 Variant A would not be more at risk to potential effects of climate change. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding greenhouse gas emissions than were analyzed in the Final EIR.

Environmental Topic	Impact
Hazards and Hazardous Material	<ul style="list-style-type: none"> • Nine hazardous materials sites are within 0.25 mile of PS2 Variant A. Four of the nine cases are closed and represent a low level of concern, while the remaining five cases represent a medium or high level of concern. • PS2 Variant A is not located within 0.25 mile of a school. • Mitigation Measures HAZ-2a and HAZ-2b would require additional actions for areas with a high likelihood of contaminated media and would control exposure of workers and the public to contamination where encountered. This mitigation would also control potential spills of hazardous material during construction, as well as potential effects on emergency plans. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding hazards and hazardous materials that were analyzed in the Final EIR.
Hydrology and Water Quality	<ul style="list-style-type: none"> • PS2 Variant A would not be within the 100-year floodplain. • PS2 Variant A would not be in proximity to any waterways or other drainages. The nearest waterway is the Visitacion Creek, located approximately 1 mile south of the site, east of the Caltrain tracks. • PS2 Variant A would be located on a site that is currently paved, therefore no change in impervious surface area would occur; whereas the PS2 site analyzed in the Final EIR would increase the impervious surface area by developing barren land. Any regulatory requirements that would apply to the prior PS2 site would also apply to impervious surfaces and stormwater runoff at this site. • PS2 Variant A would not be located in an area vulnerable to potential sea level rise. • If groundwater is encountered during construction activities, dewatering may be required and Mitigation Measure HYD-1 would be implemented. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding hydrology and water quality than were analyzed in the Final EIR.

Environmental Topic	Impact
Land Use and Recreation	<ul style="list-style-type: none"> • The site for PS2 Variant A is zoned as Heavy Industrial (HI). • The site is owned by JPB and currently used as a surface parking lot for the Caltrain Bayshore Station. It is located within the existing Caltrain right-of-way between the Caltrain tracks on the west and Tunnel Avenue on the east. • Land uses west of the site consist of railroad right-of-way, and land uses east of the site are light and heavy industrial. The nearest residences are approximately 400 feet northeast of the site. • PS2 Variant A would not physically divide an established community and would be consistent with the existing Caltrain operations and compatible with the surrounding land uses. • The site is not within an existing specific, area, or precise plan. • The closest park is the Little Hollywood Park located approximately 0.15 mile east of the PS2 Variant A site. PS2 Variant A would not be visible from this park. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding land use and recreation than were analyzed in the Final EIR.
Noise and Vibration	<ul style="list-style-type: none"> • With PS2 Variant A, the character of construction and operational noise would be the same as disclosed in the Final EIR. • PS2 Variant A would be located approximately 400 feet from single-family residences. Due to the distance of the site from single-family residences (more than 250 feet farther from single-family residences than the PS2 site analyzed in the Final EIR), it is not anticipated that there would be significant impacts from noise at PS2 Variant A based on the analysis of other paralleling stations in the Final EIR. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding noise and vibration than were analyzed in the Final EIR.
Population and Housing	<ul style="list-style-type: none"> • No housing or other displacements would occur with PS2 Variant A. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding population and housing than were analyzed in the Final EIR.
Public Services and Utilities	<ul style="list-style-type: none"> • There would be no change in demand for public service or utilities with implementation of PS2 Variant A as the demand would be the same as the demand for the PS2 site analyzed in the Final EIR. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding public services and utilities than were analyzed in the Final EIR.

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Transportation	<ul style="list-style-type: none"> • Impacts to transportation during construction would be similar to those described in the Final EIR. Mitigation Measure TRA-1 would reduce temporary construction impacts on roadway traffic; the impact determinations identified in the Final EIR would not change. • PS2 Variant A would require reconfiguration of the existing Bayshore Station parking lot and driveway and the removal of 19 parking spaces (50 percent of the total existing spaces). According to Appendix D of the Final EIR, the existing average daily parking occupancy at the Bayshore Station is only 13 percent of capacity. In the Final EIR, the projected demand in 2020 with project would be 67 spaces and in 2040 with project would be 114 spaces, so there would be deficits of 48 spaces in 2020 and 93 spaces in 2040. As explained in the Final EIR, a parking deficit in and of itself, or the need to find a parking space off-site, while inconvenient, is not inherently a significant physical impact on the environment. Some station users unaware of the parking deficits may circle, but experienced station users will modify their behavior to take into account the parking deficits and take alternative actions. Those actions may include arriving earlier, using other nearby stations with available parking, using the kiss-and-ride, using parking areas farther from the station, or accessing the station via other modes such as transit, biking or walking. At the extreme, lack of vehicle parking could result in some riders deciding to use an alternative transit system, carpool, or drive to their destination alone. This could result in a slight decrease in Caltrain ridership than estimated in the Final EIR. Given that the Proposed Project would still result in substantial ridership increases (approximately 11,000 in 2020 compared with the No Project, compared to a deficit of 48 spaces in 2020 or 67 in 2040 at Bayshore), the Proposed Project's benefits to regional traffic, noise, air quality, and greenhouse gases would be substantial with the PS2 Variant A (even though these benefits would be slightly less than those that would occur with the PS2 site evaluated in the Final EIR). In this scenario, if there is lower station ridership at the Bayshore station, then localized traffic around the station would also be lower.. • PS2 Variant A would have no adverse operational impact on transportation (traffic, transit, bicycle and pedestrian facilities) because it would be located within the Caltrain ROW and because it is not anticipated to result in a parking deficit that has the potential to affect Caltrain ridership. • PS2 Variant A would include roadway improvements (e.g., signage and striping of two shuttle stops and a crosswalk) along Tunnel Avenue that would permanently enhance the safety for transit users and pedestrians at the Bayshore Station. These safety improvements would not occur with the PS2 site evaluated in the Final EIR. • PS2 Variant A would not change any conditions for freight operations. • The impact determinations identified in the Final EIR would not change. • PS2 Variant A would not result in new significant impacts or a substantial increase in the severity of impacts regarding transportation than were analyzed in the Final EIR.

Environmental Topic	Impact
Cumulative	<ul style="list-style-type: none">• No new impacts associated with PS2 Variant A have been identified. Therefore, there would be no change to the cumulative analysis.• The impact determinations identified in the Final EIR would not change.• PS2 Variant A would not result in new cumulative significant impacts or a substantial increase in the severity of cumulative impacts that were analyzed in the Final EIR.
Alternatives	<ul style="list-style-type: none">• No new alternatives identified relative to PS2 are proposed. The Final EIR together with this addendum consider two potential sites for PS2. No new or substantially more severe impacts were identified with implementation of PS2 Variant A compared to the prior option. Therefore, two options for PS2 is sufficient and additional alternatives are not warranted.

Conclusion

This addendum analyzes the proposed PS2 Variant A and compares the potential impacts to the conclusions of the 2015 Final EIR. This analysis was completed to determine the requirement for further environmental documentation pursuant to the State CEQA Guidelines sections 15162, 15163 and 15164. This analysis has identified no new or substantially more severe impacts of the proposed PS2 Variant A compared with those identified and evaluated in the 2015 Final EIR. Mitigation measures identified in the 2015 Final EIR would be applied to PS2 Variant A, as proposed, to reduce or avoid significant impacts. With the application of these previously-identified mitigation measures, no new significant impacts or substantial increases in the severity of previously identified impacts requiring revisions to the 2015 Final EIR would occur. No new mitigation measures are required for the adoption and implementation of the proposed PS2 Variant A.