Corridor Electrification
Environmental Process

Board of Directors
January 3, 2013

Context
Peninsula Vision

- **Blended System**
- **Concept**
  - Electrify / Upgrade railroad
  - Maximize use of existing tracks
  - Caltrain and HSR on shared tracks
  - Support freight and other passenger services

- **Key Benefits**
  - Minimize community impact
  - Lower project cost
  - Advance project delivery

Operational Analysis (LTK Engineering)

- Blended system concept has merit
- Capacity: Up to 10 trains / hour / direction
- Speed: Up to 79mph and 110mph

<table>
<thead>
<tr>
<th># of Trains</th>
<th>Without Passing Tracks</th>
<th>With Passing Tracks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrain</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>HSR</td>
<td>2</td>
<td>4</td>
</tr>
</tbody>
</table>
Regional 9 Party Funding MOU

- Blended System Commitment
- 1st Incremental Investment
  - $1.5 billion for Corridor Electrification
  - $705 million from HSR State Bond
  - Remainder from other local, regional, state and federal sources
  - Caltrain electric service by 2019

- Future Incremental Investments
  - Projects and funding TBD
  - Blended HSR service by 2026-2029

Environmental Process
ICF: Environmental Program Manager

- ICF has been a SamTrans on-call environmental contractors
- Prior rail and transit CEQA/NEPA experience in California and with FTA
- Locally-based program manager and staff with Peninsula experience.

Corridor Improvement Plan: Environmental Process Sequencing

<table>
<thead>
<tr>
<th>Project</th>
<th>Environmental Document</th>
<th>Lead Agencies</th>
<th>Environmental Schedule</th>
<th>Project In-Service Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Signals (PTC/CBOSS)</td>
<td>Categorical Exemption/Categorical Exclusion</td>
<td>Caltrain and FTA</td>
<td>Completed</td>
<td>2015</td>
</tr>
<tr>
<td>Corridor Electrification (6 Caltrain per peak hour = “6-0”)</td>
<td>Environmental Impact Report/Environmental Assessment</td>
<td>Caltrain and FTA</td>
<td>2013 - 2014</td>
<td>2019</td>
</tr>
<tr>
<td>Blended Service (6 Caltrain + Up to 4 High-Speed Rail = “6 + up to 4”)</td>
<td>Environmental Impact Report/Environmental Impact Statement</td>
<td>CHSRA and FRA</td>
<td>TBD</td>
<td>2026/2029</td>
</tr>
</tbody>
</table>
Electrification Environmental Clearance

- Distance: 51 miles (San Francisco to Tamien)
- Speed: Up to 79 mph
- Service: 6 trains / ph / pd
- Infrastructure / Vehicles
  - Poles and Wires (OCS)
  - Traction Power Facilities (TPF)
  - Electric Powered Vehicles (EMU)

Cumulative Analysis

- For future anticipated / related projects
- Key projects:
  - MTC Regional Transportation Plan
  - Blended Service (Up to 2 and 4 HSR trains)
  - SF Downtown Extension
  - Local Development Plans
Simulation: Main Line

Simulation: At Station
Simulation: At Station

Simulation: Traction Power Station
Positive Environmental Impacts

- Regional congestion
- Energy consumption
- Air pollutants
- Greenhouse gas emissions
- Noise
- Vibration

Environmental Impact Issues

- Noise
- Traffic
- Visual Aesthetics
- Land Use Compatibility
- Other CEQA/NEPA Subjects
- Cumulative Impacts
Key Schedule Milestones

- January/February 2013: Public Scoping
- Fall/Winter 2013: Draft EIR/EA
- Spring/Summer 2014: Final EIR/EA
- Summer/Fall 2014: Project Approval

Q & A