Peninsula Corridor Electrification Project Final Environmental Impact Report

Board of Directors
December 4, 2014
Agenda Item 8

<table>
<thead>
<tr>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conceptual design</td>
<td>2002</td>
</tr>
<tr>
<td>Draft EA/EIR</td>
<td>2004</td>
</tr>
<tr>
<td>35% design</td>
<td>2008</td>
</tr>
<tr>
<td>Final EA/EIR</td>
<td>2009</td>
</tr>
<tr>
<td>• FONSI</td>
<td></td>
</tr>
<tr>
<td>• State clearance postponed</td>
<td></td>
</tr>
<tr>
<td>Current EIR</td>
<td>2013 - 2015</td>
</tr>
<tr>
<td>• NOP (January 2013)</td>
<td></td>
</tr>
<tr>
<td>• DEIR (February 2014)</td>
<td></td>
</tr>
<tr>
<td>• FEIR (December 2014)</td>
<td></td>
</tr>
</tbody>
</table>
California Environmental Quality Act (CEQA)

Environmental Impact Areas

- **Key Impact Areas**
  - Construction Noise; Operational Aesthetics; Traffic

- **Other CEQA Subject Areas**

- **Cumulative Impacts**
- **Alternative Analysis**
Project Purpose & Need/Objectives

• Improve Caltrain system performance
• Increase service & ridership
• Increase revenue & reduce fuel cost
• Reduce environmental impacts related to train noise, and air quality and greenhouse gas emissions
• HSR-compatible electrical infrastructure

Project Description

<table>
<thead>
<tr>
<th>Area</th>
<th>Project</th>
<th>Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>51+ miles</td>
<td>Overhead Contact System (OCS)</td>
<td>Up to 79 mph</td>
</tr>
<tr>
<td>San Francisco to San Jose (Tamien station)</td>
<td>Traction Power Facilities (TPF)</td>
<td>Service Increase</td>
</tr>
<tr>
<td></td>
<td>Electric Multiple Units (EMUs)</td>
<td>• 6 trains / hour / direction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• More station stops / reduced travel time</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Restore Atherton &amp; Broadway service</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mixed-fleet service (interim period)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue tenant service</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue diesel service to Gilroy</td>
</tr>
</tbody>
</table>
Key Regional Benefits (2040)

- Greenhouse gases annual: 176,000 metric tons of CO2
- Daily traffic congestion: 619,000 vehicle miles
- Engine noise: reduced
- Up to 97% clean air daily
- 111,000 ridership daily
- More service
- Improved frequency / quicker trips

Comments on the Draft EIR

- Comment Period of 60 days (exceeding 45-day required period)
- Commenters (230 Total)
  - 4 State Agencies
  - 5 Regional Agencies
  - 18 Local Agencies
  - 17 Organizations
  - 5 Private Companies
  - 180 Individuals

Note: All written comments received within DEIR comment period are responded to in FEIR.
Key Comments

- Visual Aesthetics (other than trees)
- Tree Removal
- Noise
- Local Traffic
- Traction Power Facilities
- Bikes on Board
- Freight
- Alternatives
- High-Speed Rail/“Segmentation”

Visual Aesthetics*

- Key Comments
  - OCS & Traction Power Facilities (TPF) impacts
- Key Responses
  - Existing transportation & utility corridor
  - Additional visual simulations
  - Revised mitigation for Traction Power Facilities
  - Tree mitigation will help OCS impacts

* Note: Other than trees
Trees

- **Key Comments:**
  - Tree removal

- **Key Responses:**
  - Five test cases of tree mitigation application
  - DEIR (worst-case) to FEIR (likely impact)*
    - Removal of 2,200 to 1,000 trees
    - Prune 3,600 to 3,200 trees
  - Tree mitigation measure

* Note: Electric Safety Zone (ESZ) in 2 track areas 24' to 21'; ESZ in multi track areas 24' to 18'; ROW needed for ESZ from 18 to 7 acres

Noise

- **Key Comments:**
  - Did analysis include all project noise sources?
  - Request for project mitigations (quiet zones & grade separations)

- **Key Responses:**
  - Horn, train, wheel-rail, ambient noise considered
    - No project-level significant impacts
  - TPF impacts
    - SSF & Palo Alto
    - Mitigations: design treatment, equipment/site relocation
Local Traffic

- Key Comments:
  - Specific location concerns
  - Support for grade separations
- Key Responses:
  - 10 new study locations added
  - No new significant impacts in FEIR
  - Grade separations
    - Not financially feasible for PCEP
    - Partner with local, regional, state, federal agencies, implement over time

Traction Power Facilities

- Key Comments:
  - Study additional options
- Key Responses:
  - Added options per city/county request*
    - TPS1, Option 4 (SSF)
    - PS3, Option 2 (Burlingame)
    - PS4, Option 3 (San Mateo City)
    - SWS, Option 2 (San Mateo County)
    - PS5, Option 1B (Palo Alto)

*PS = Paralleling Station & SWS = Switching Station

TPS = Traction Power Substation
Bikes on Board

- Key Comments:
  - Requested expanded onboard bicycle capacity
- Key Responses:
  - Continue bikes onboard program
  - Specific bicycle capacity not significant environmental impact
  - Separate EMU procurement input process

Freight

- Key Comments:
  - Vertical clearances, operational hours, EMI
- Key Responses:
  - Vertical clearances
    - Existing clearances accommodated
    - Limited cumulative effect
  - No temporal separation/operational hours same as today
  - EMI-proven controls from Northeast Corridor
Alternatives

- Key Comments:
  - Fully consider non-electrified vehicle alternatives

- Key Responses:
  - 52 alternatives considered
  - Screened alternatives
  - Four non-electrified alternatives analyzed:
    - No Project
    - Diesel Multiple Unit
    - Dual-mode Multiple Unit
    - Tier 4 Diesel Locomotive*

* Note: Added for FEIR

High-Speed Rail / “Segmentation”

- Key Comment:
  - Analyze High Speed Rail/Blended Service in PCEP EIR

- Key Responses:
  - High Speed Rail/Blended Service only at conceptual level
  - Analyzed in Cumulative Chapter
  - CEQA allows projects to be analyzed in separate environmental process
  - “Independent Utility”
    - Logical termini
    - Different proponents, different purposes
    - Environmental impacts can be fully disclosed
Other Additions

Cost Reduction Strategies

- Eliminate electrification of UP-owned MT-1 in South Terminal area
- Eliminate electrification beyond Michael Yard (move PS7 to just south of Tamien station) and defer electrification of Michael Yard
- Defer electrification of SF Yard storage tracks
- Use electric locomotives for protect sets
- Revise design concept to shared OCS pole foundations for Guy-wires
Legal Considerations

• The JPB is a federally regulated rail carrier, subject to the authority of the Surface Transportation Board (STB).
• Court rulings (past and recent) support argument that rail projects subject to STB jurisdiction are exempt from state environmental law, including CEQA.
• If EIR is legally challenged, JPB reserves the right to assert STB pre-emption of CEQA.
• JPB proposes to adhere to the mitigation identified in the EIR.

Next Steps
Key Milestones

FEIR Made Available (12/4/14)
- Notice of Availability, circulated widely (residents, CBOs, cities/counties, federal/local, agencies, individuals)
- FEIR available on website, at libraries & copymats

JPB to Consider (1/8/15)
- Certification of the EIR
- Adoption of findings, statement of overriding considerations
- Consider adoption project / mitigation monitoring and reporting program