Peninsula Corridor Electrification Project
EIR Certification/Project Approval

Board of Directors
January 8, 2015
Agenda Item 10

Project Description

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Year</th>
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<tbody>
<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>
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<tr>
<td>• State clearance postponed</td>
<td></td>
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<tr>
<td>Current EIR</td>
<td>2013 - 2015</td>
</tr>
<tr>
<td>• NOP (Jan. 2013)</td>
<td></td>
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<tr>
<td>• DEIR (Feb. 2014)</td>
<td></td>
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<tr>
<td>• FEIR (Dec. 2014)</td>
<td></td>
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<tr>
<td>• Approval/Certification (Jan. 2015)</td>
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## Key EIR Issues (Recap)

- Visual Aesthetics (other than trees)
- Tree Removal
- Noise
- Local Traffic
- Traction Power Facilities
- Bikes on Board
- Freight
- Alternatives
- High-speed Rail / “Segmentation”
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
- More Service: 111,000 ridership daily
- Improved frequency / Quicker Trips

Key Operational Mitigation

- Aesthetics/Trees
  - Alternative pole designs to minimize tree removal
  - Replace trees where removal necessary
  - Vegetative screening for TPF
  - Consult with local cities during tree mitigation development, TPF aesthetic design, and OCS pole design for stations

- Biological Resources
  - Avoid/Minimize effects on sensitive species and habitats
  - Alternative pole designs to minimize tree removal
Key Operational Mitigation continued

• Cultural Resources
  - Pole design at historic stations
  - Documentation of all affected resources

• Electromagnetic Interference
  - Apply proven designs to provide electromagnetic control
  - Monitor system and remediate (if necessary)

Key Operational Mitigation continued

• Hydrology/Water Quality
  - Minimize new impervious areas
  - Flood proof TPF facilities in flood prone areas
  - Sea level rise adaptation plan

• Transportation
  - Signal and roadway improvements for traffic
  - Continue work on bicycle facilities
  - Pedestrian improvements at 4th and King in cooperation with SF
Key Construction Mitigation
(Temporary)

- Manage light and glare
- Apply best management practices for dust control
- Equipment controls for criteria pollutants
- Monitor/Avoid cultural resources
- Control erosion/sedimentation
- Work with utility providers on relocation efforts
- Noise control plan (equipment controls, noise barriers, communication)
- Traffic control plan (cooperation with local jurisdictions, transit providers, and freight)

Key Cumulative Mitigation

- Noise
  - Fully electrify operations (San Jose to SF) or
  - Contribute fair-share to cumulative noise and vibration mitigation at certain locations (quiet zones, grade separations, or building insulation)
- Transportation
  - Project mitigation at roadways (signals, geometry)
  - Support local, regional efforts on grade separations
  - Implement technical solution for the 22-Fillmore trolleybus crossing at 16th Street
  - Provide Plate H clearance at Lafayette overpass (Santa Clara)
Significant Unavoidable Impacts

- **Construction**
  - Cultural Resources (one SF tunnel)
  - Noise (certain locations)
- **Operations**
  - Aesthetics due to tree removal (certain locations)
  - Potential flooding due to sea level rise
  - Localized traffic (certain locations)
  - Cumulative noise
  - Cumulative traffic (certain locations)
  - Localized noise/traffic due to limited potential freight diversion from rail to truck (certain locations)

Overriding Considerations

- Improved Caltrain service and ridership to serve growing regional demand
- Electrification has best performance characteristics of feasible alternatives
- Reduction of air pollution in support of regional air quality goals and to improve local health conditions along the corridor
- Reduction of greenhouse gas emissions in support of state goals (AB 32)
- Reduction of vehicle miles travelled and support for transit-oriented development in support of SB 375 and regional transportation plan goals
- Consistent with planning for Downtown Extension/Transbay Transit Center and future high-speed rail
Resolutions

• Resolution #1
  - EIR Certification

• Resolution #2
  - Adoption of findings, statement of overriding considerations
  - Adoption of mitigation monitoring and reporting program
  - Approval of project

• Surface Transportation Board Pre-Emption
  - JPB subject to STB jurisdiction
  - JPB reserves right to assert STB pre-emption of CEQA
  - JPB adheres to mitigation regardless