South Terminal Phase II Project

PCJPB Board of Directors
August 4, 2016
Agenda Item 10

Overview

• Project Location
• Current Track Layout and Operations
• Project Scope
• Project Benefits
• Environmental Process
• Public and Regulatory Outreach
• Next Steps
Project Location

- City of San Jose

- Project Limits
  - Between south end of CEMOF and north end of San Jose Diridon Station
  - North end of CEMOF

Project Limits
Current Track Layout and Operations

- Three mainline tracks between CEMOF and Diridon Station (MT-1, MT-2, and MT-3)
- Revenue service for Caltrain, ACE, Capitol Corridor, Amtrak and UPRR
- Non-revenue moves to and from CEMOF
- Operational bottleneck between CEMOF and Diridon Station

Project Scope

- Construct a fourth Track (approx. 2,000 feet) between CEMOF and Diridon Station
- Install a crossover north of CEMOF and additional crossovers between CEMOF and Diridon Station
- Install new signal bridges
- Reconstruct interlocking and signal systems
- Reconstruct and realign existing tracks
Project Benefits

- Provides operational flexibility and minimizes delays by allowing parallel revenue and non-revenue train moves
- Improves service reliability by providing ability for Caltrain service to respond to unplanned events
- Facilitates capacity increase for Caltrain and Caltrain’s tenants

Environmental Process

- Purpose: Obtain CEQA and NEPA clearances
- Lead Agencies:
  - CEQA: PCJPB
  - NEPA: FTA
- Environmental Analysis – all subject areas studied
- Status:
  - CEQA: Analysis complete; proposed JPB action
  - NEPA: In progress
Environmental Analysis

• Right-of-Way Acquisition
  - Acquire three parcels for a total of 15,703 square feet
  - No building displacements or alterations
  - Impact to parking spaces at the City of San Jose SAP Center
    - Coordination with City of San Jose to mitigate parking impacts

Environmental Analysis

• Noise:
  - Construction noise
    - Mitigate by monitoring and outreach
  - Additional track noise
    - Mitigate by relocating existing and installing additional track lubricators

• Cultural Resources:
  - No adverse effect on Diridon Station Historic District
  - Potential archaeological resources
    - Mitigate by monitoring during excavation
CEQA Compliance

- Prepared and published a Draft Initial Study/Mitigated Negative Declaration (IS/MND)
- Compiled and addressed public comments
- Prepared Final MND and Mitigation Monitoring Reporting Plan (MMRP)
- Performed public outreach (throughout process)
- Coordinated with the City of San Jose (throughout process)

Public and Regulatory Outreach

- Publication of CEQA Notice of Availability/Notice of Intent (NOA/NOI) in local newspapers (April 8, 2016)
- Publication of Draft IS/MND environmental document with the State Clearinghouse (April 8, 2016)
- Public comment period on the IS/MND document (April 11 to May 10, 2016)
- Public meeting in San Jose (April 21, 2016)
- Project website, email address and telephone hotline
Next Steps

- Request Board adoption of the Final Mitigated Declaration document and Mitigation Monitoring Reporting Plan (MMRP)
- Complete NEPA review process – Winter 2016
- Identify funding sources for final design and construction phases
- Continue coordination with City of San Jose
- Provide project updates to the public

Questions