SCH No._____

CALTRAIN ELECTRIFICATION PROGRAM

in the City and County of San Francisco, San Mateo and Santa Clara Counties

ENVIRONMENTAL ASSESSMENT/ DRAFT ENVIRONMENTAL IMPACT REPORT

Pursuant to
National Environmental Policy Act (42 USC §4332) 49 USC Chapter 53, 16 USC §470, 23 CFR Part 771, 23 CFR Part 450, Executive Order 12898; and California Environmental Quality Act, PRC 21000 *et seq.*; and the State of California CEQA Guidelines, California Administrative Code, 15000 *et seq.*

by the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

and the

PENINSULA CORRIDOR JOINT POWERS BOARD

For JPB: MJ Scanlon 3/5/04
Michael J. Scanlon
Date
Executive Director
Peninsula Corridor Joint Powers Board

For FTA: Leslie T. Rogers 3/11/04
Leslie T. Rogers Date
Region IX Administrator
Federal Transit Administration

The following persons may be contacted for additional information concerning this document:

Erik Ólafsson
Senior Planner
San Mateo County Transit District
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306
(650) 508-6368

Mr. Jerome Wiggins
Program Specialist, Office of Planning and Programming
U.S. Department of Transportation
Federal Transit Administration, Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105
(415) 744-3115

ABSTRACT: The Peninsula Corridor Joint Powers Board proposes to convert the Peninsula Commute Service (Caltrain) from diesel-hauled to electric-hauled trains and install some 180 to 200 single-track miles of overhead contact system and approximately 13 traction power station facilities for the distribution of electrical power to the electric rolling stock consisting of electric locomotives or electric multiple units. The purposes of this project are to improve Caltrain performance, reduce noise, improve regional air quality, and modernize Caltrain. Increases in Caltrain ridership, reductions in automobile congestion on parallel routes, reductions in energy consumption, reductions in train noise, and improvements in regional air quality are expected to result. Impacts include minor loss of land currently in agricultural use, the potential for encountering hazardous wastes, noise impacts of traction power stations, visual changes, and impacts during construction. Proposed mitigation measures include notification and approvals as required by Williamson Act, traction power station enclosures and adjustments to ventilation systems, use of on-track construction approach for archaeologically sensitive areas, avoidance of habitat areas, coordination with utility providers and advance notice to customers, a Worker Health and Safety Plan and management practices during construction.