



Peninsula Corridor Electrification Project Final Environmental Impact Report

Board of Directors
December 4, 2014
Agenda Item 8



PCEP Environmental Milestones

Description	Date
Conceptual design	2002
Draft EA/EIR	2004
35% design	2008
Final EA/EIR <ul style="list-style-type: none">• FONSI• State clearance postponed	2009
Current EIR <ul style="list-style-type: none">• NOP (January 2013)• DEIR (February 2014)• FEIR (December 2014)	2013 - 2015



California Environmental Quality Act (CEQA)

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Environmental Impact Areas

- Key Impact Areas
 - Construction Noise; Operational Aesthetics; Traffic
- Other CEQA Subject Areas
 - Air Quality, Biological Resources, Cultural Resources, Electromagnetic Fields/Interference, Energy, Geology, Seismicity and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Waste, Hydrology and Water Quality, Land Use and Recreation, Operational Noise; Population and Housing, Public Services and Utilities; Other Transportation
- Cumulative Impacts
- Alternative Analysis

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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

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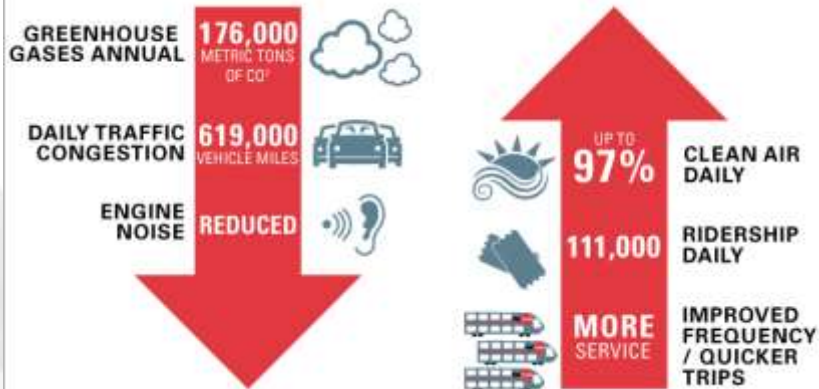


Project Description

Area	Project	Service
51+ miles San Francisco to San Jose (Tamien station)	Electrification: <ul style="list-style-type: none"> • Overhead Contact System (OCS) • Traction Power Facilities (TPF) Electric Multiple Units (EMUs)	Up to 79 mph Service Increase <ul style="list-style-type: none"> • 6 trains / hour / direction • More station stops / reduced travel time • Restore Atherton & Broadway service Mixed-fleet service (interim period) Continue tenant service Continue diesel service to Gilroy

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Key Regional Benefits (2040)



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

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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)

TPS = Traction Power Substation; PS = Paralleling Station & SWS = Switching Station

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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

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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

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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

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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

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Other Additions

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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

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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