



# Peninsula Corridor Electrification Project EIR Certification/Project Approval

Board of Directors  
January 8, 2015  
Agenda Item 10



## Project Description

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

## PCEP Environmental Milestones

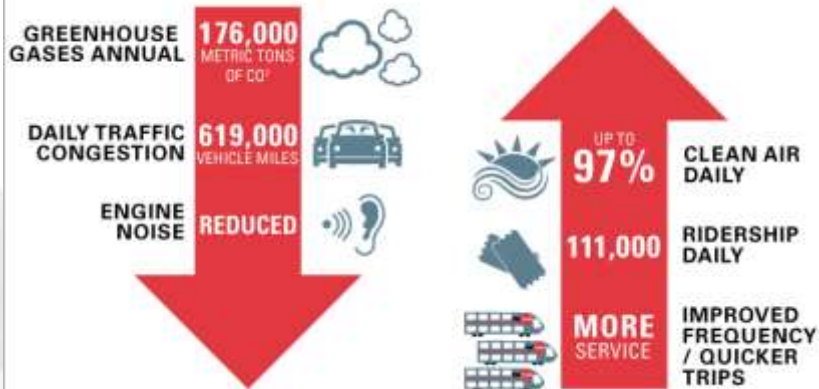
Description	Year
35% design	2008
Final EA/EIR <ul style="list-style-type: none"><li>• FONSI</li><li>• State clearance postponed</li></ul>	2009
Current EIR <ul style="list-style-type: none"><li>• NOP (Jan. 2013)</li><li>• DEIR (Feb. 2014)</li><li>• FEIR (Dec. 2014)</li><li>• Approval/Certification (Jan. 2015)</li></ul>	2013 - 2015



## 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)



## 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)

7

## 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 4<sup>th</sup> and King in cooperation with SF

8

## 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 16<sup>th</sup> 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)

11

## 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

12

## 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