



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

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Project Limits



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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

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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

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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

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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

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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

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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

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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)

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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

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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

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Questions

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