



## Existing Conditions/Limitations

- Existing bridge does not meet existing State and Federal safety and seismic standards
- Each day 34 Caltrain trains use the bridge
- Lack of a tail track creates delays along corridor
- One track is owned by UPRR



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## Project Scope/Benefits

### Scope of the Project:

- Build a bridge compliant with current standards
- No interruption of Caltrain, Amtrak or UPRR operations
- Provide shoofly that becomes a permanent tail track

### Project Benefits:

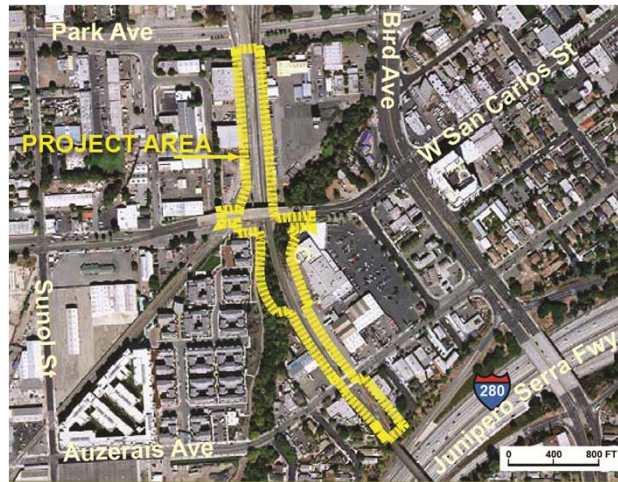
- Ensure safe rail travel for Caltrain and other rail services
- Decrease system-wide delays
- Improve operations to and from the San Jose Diridon station

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## Project Location

- In San Jose
- 2,000 ft. south of San Jose Diridon station
- Along Caltrain right of way



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## Project Scope

- Replace existing, aged bridge with a new, wider bridge
  - Meet current safety and seismic codes
  - Build shoofly (tail track) to maintain operations and service to Tamien and Gilroy during construction
- Shoofly retained as a tail track to improve rail operations from San Jose Diridon station and improve response to unforeseen events
- Overpass piers prevent construction of shoofly on the East side
- Combined project cost range \$40M - \$45M

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## Consideration of East Side Tail Track Alignment

- Staff considered the potential to construct shoofly/tail track east of the mainline as an alternative to the west side alignment
  - East side alignment would have fewer impacts to the creek and riparian habitat
  - East side alignment would have other substantial impacts, would significantly increase project cost, and significantly extend schedule
- By significantly extending schedule, east side alignment does not meet purpose and need

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## Impediments to East Side Tail Track Alignment

### City of San Jose-West San Carlos Street Overpass

- Pier in direct conflict with alignment
- City has no plans for overpass in next 15 years

### PG&E 115 kV Transmission Lines

- Would require relocation
- EIR required to relocate

### Land Acquisitions

- San Jose Fire Department Training Facility
- Orchard Supply Hardware/Lowes

### Diridon Track Configurations

- Requires full reconfiguration of track south of Diridon Station
- May require widening Park Avenue overpass
- May require station platform reconfiguration

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## Environmental Review Process

- Analysis of existing conditions, potential impacts, strategies to address impacts
- **NEPA: Documented Categorical Exclusion, Section 7 Biological Resources Formal Consultation**  
Lead Agency: Federal Transit Administration
- **CEQA: Initial Study/Mitigated Negative Declaration (IS/MND)**  
Lead Agency: Peninsula Corridor Joint Powers Board

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## Determining Appropriate Environmental Document

- Initial Study (IS) prepared to determine if project could result in significant impacts
- If significant impacts can be *avoided, minimized or mitigated* to less than significant impacts, Mitigated Negative Declaration (MND) is prepared
- If not, Environmental Impact Report is prepared
- Lead Agency shall adopt an MND if it finds
  - On the basis of the *whole record*, there is no substantial evidence that the project will have a significant effect on the environment and
  - It reflects the lead agency's independent judgment and analysis

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## CEQA Compliance Tasks

- Prepared and published a Draft IS/MND for public and regulatory review
- Addressed comments and re-circulated revised Draft IS/MND for additional public and regulatory review
- Compiled and addressed comments of second comment period
- Prepared Final MND and Mitigation Monitoring Reporting Plan (MMRP)
- Comprehensive public outreach and coordination with elected officials and the City of San Jose

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## Potential Impacts

**Noise and Vibration Impacts:** Temporary, during construction only

- Permissible hours coordinated with City of San Jose
- Operational measures to ensure construction equipment will not exceed noise and vibration thresholds

**Creek Impacts:**

- Potential impact of construction activities on creek and habitat
- Design and construction staging to minimize impacts
- Mitigation Plan



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## Findings of the Los Gatos Creek Bridge Project

With implementation of mitigation measures, the project **would not**:

1. Significantly impact the environment
2. Achieve short-term environmental goals to the disadvantage of long-term environmental goals
3. Have cumulative impacts
4. Cause substantial adverse effects on human beings
5. Have a substantive negative effect on the environment

Therefore, a **Mitigated Negative Declaration** is the appropriate CEQA clearance

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## Mitigation Commitments

The MMRP includes the following primary commitments to avoid, minimize, and mitigate potentially significant impacts:

- Construction work windows for protection of special-status species
- Restoration plan for loss of riparian habitat
- Mitigation for impacts to other biological and water resources
- Construction noise and vibration monitoring
- Best Management Practices for erosion control, dust control, stormwater runoff, and handling of hazardous materials

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## Construction Sequence

### Creek Access:

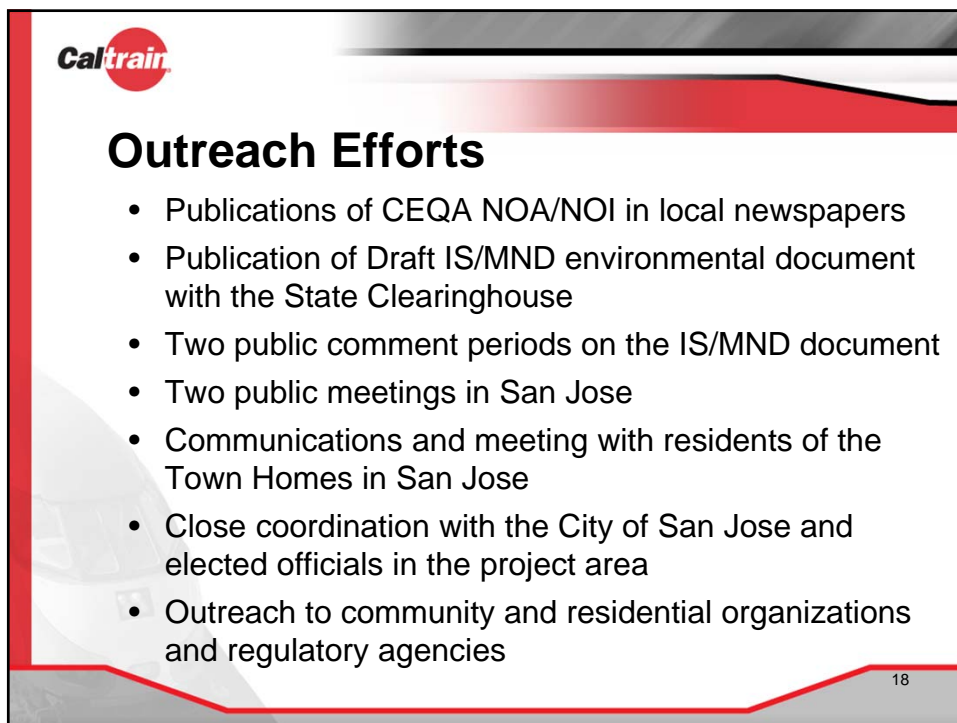
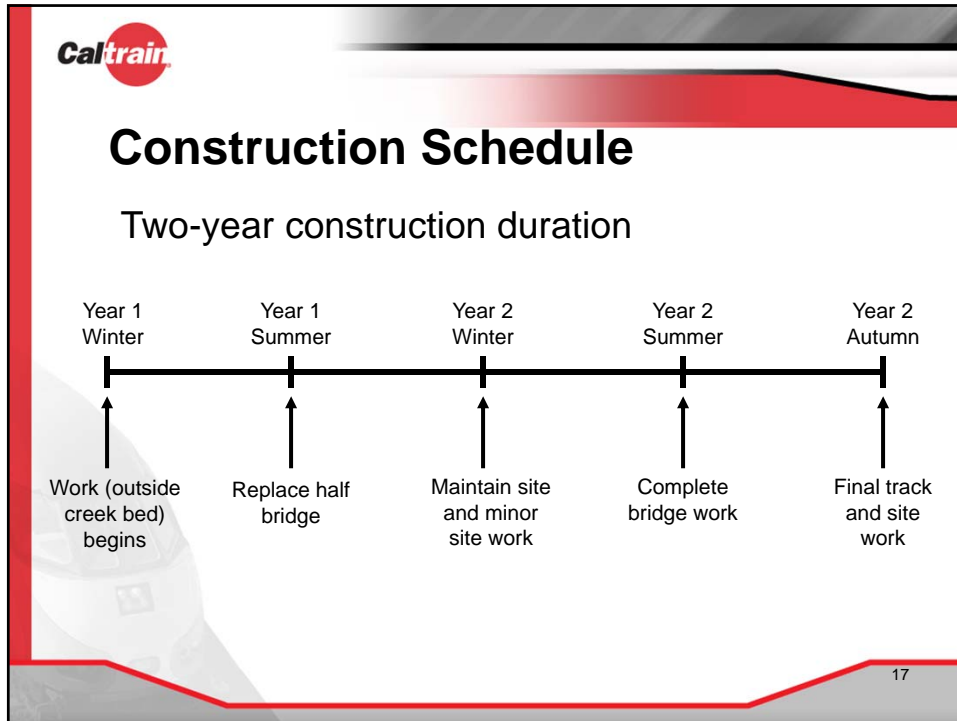
- Limited to July through October (window)
- Requires special measures to protect creek habitat and species

### Construction:

- Will take two windows to complete
- Perform work in creek **only** during window
- Other work outside window

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## Tasks Accomplished

- Preliminary engineering design (35%)
- Initiated NEPA & CEQA review processes
- Prepared and published Draft IS/MND
- Compiled and answered public comments
- Prepared and re-circulated Revised Draft IS/MND
- Addressed comments to re-circulated Draft IS/MND and prepared Final MND and MMRP
- Created the Los Gatos Creek Bridge/Trail Projects Working Committee with the City of San Jose
- Coordinated regularly with regulatory agencies

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## Next Steps

- Request Board approval of the Los Gatos Creek Bridge Replacement project and adoption of the Final Mitigated Negative Declaration document
- Complete the NEPA review process- Summer 2014
- Proceed with Engineering Design in coordination with relevant permitting regulatory agencies
- Obtain environmental permits
- Continue coordination with the City of San Jose and the Trail project
- Provide public project updates

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