Appendix A

NOP and Scoping Summary Report

Peninsula Corridor Electrification

Caltrain

PENINSULA CORRIDOR ELECTRIFICATION PROJECT

PUBLIC SCOPING MEETINGS

SCOPING REPORT

FOR THE ENVIRONMENTAL IMPACT REPORT

FEBRUARY-MARCH 2013

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Peninsula Corridor Joint Powers Board

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1.0 Introduction

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area population grows. The Caltrain Modernization Program, scheduled to be completed by 2019, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.

The Peninsula Corridor Electrification Project (PCEP) is a key component of the Caltrain Modernization Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between the Fourth and King Streets in San Francisco and approximately 2 miles south of the Tamien Station in San Jose. The project would include the installation of new electric power supply and distribution infrastructure (poles and wires), including traction power substations and other facilities needed to electrify the corridor and EMU vehicles.

On January 31, 2013, the Peninsula Corridor Joint Powers Board (JPB) issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the PCEP pursuant to the California Environmental Quality Act (CEQA).

In February and March 2013, Caltrain hosted four scoping meetings at key locations along the Caltrain Corridor. The intent of these meetings was to invite interested parties to provide input on the scope and content of the environmental information to be studied, including suggested alternatives.

2.0 Outreach

To notify interested parties of the opportunity to comment on the scope of the EIR, copies of the NOP were mailed to City and Agency officials in the 17 cities along the project corridor, regional and local transportation agencies, and community and environmental organizations. Libraries along the corridor were mailed copies of the NOP to provide at their reference desks, to be made available to the public upon request.
On January 31, 2013, half-page advertisements were placed in local and regional papers to announce the release of the NOP, scoping period, and scoping meetings. These advertisements ran in the San Francisco Examiner, Daily News Groups, and Bay Area News Group.

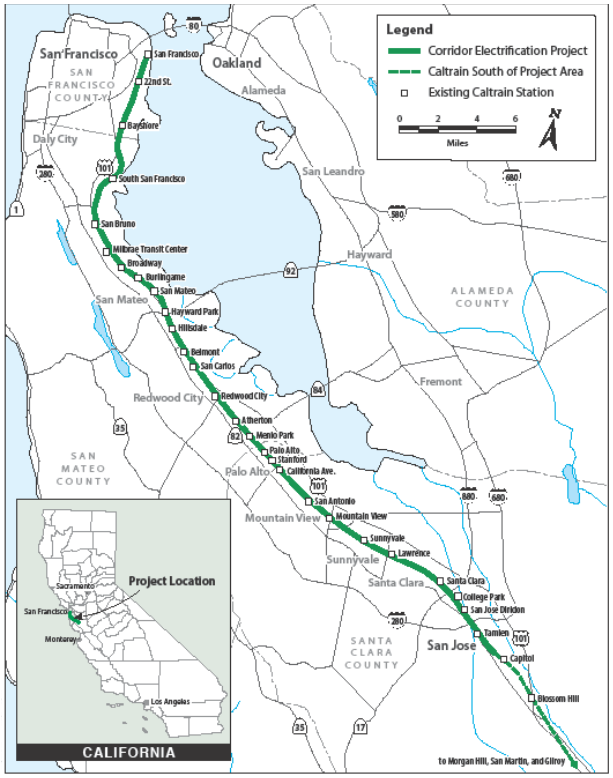

Figure 1
Project Location
Corridor Electrification Project

To notify property owners, residents, stakeholders, and all interested parties of the scoping meetings, the following methods were used.

Corridor Mailing: A formal, multilingual meeting announcement was sent to those living within 300 feet of the project corridor (or 500 feet within the corridor in the vicinity of the substations), and to those who expressed interest in the project during prior outreach efforts by Caltrain. The notice included instructions printed in Spanish, Vietnamese and Chinese to visit a web page with translations of the NOP and a hotline with messages translated into the three languages, with the opportunity for minority language speakers to request translation at a scoping meeting.

Website/Social Media: The Caltrain website, www.caltrain.com/electrification, served as a key portal for announcing the scoping meetings. A multilingual announcement was posted on the project website, as well as a link to the full NOP available in English, Spanish, Vietnamese and Chinese. The scoping meetings were announced on the Caltrain Twitter and Facebook pages.

Media: Caltrain distributed a press release to 150 reporters in print, radio, and television, including Chinese- and Spanish-language outlets. The meetings were announced or covered by Palo Alto Online News, Mountain View Voice, Almanac Online, the Loma Prieta Chapter of the Sierra Club, San Mateo Daily Journal, and posted to various City webpages.

Digital Displays: All Caltrain Stations featured displays announcing the public scoping meetings along the corridor through the visual message signs on the station platforms.

Agency Notification: The following agencies provided notices at Board meetings held in late February and early March.

- San Francisco County Transportation Authority
- Peninsula Corridor Joint Powers Board (JPB)
- JPB Citizens Advisory Committee
- Samtrans
- San Mateo County Economic Development Association

3.0 Meetings

Meeting Location	Meeting Date/Time	Estimated Number of Attendees
Caltrain Office, 2nd Floor Auditorium 1250 San Carlos Ave. San Carlos, CA ***(Spanish Interpreter provided)***	February 27, 2013 3pm-6pm* 6pm-8pm	68
Palo Alto City Hall, City Council Chambers 250 Hamilton Ave. Palo Alto, CA	February 28, 2013 6pm-8pm	38
Santa Clara VTA Headquarters, Auditorium 3331 North First St. San Jose, CA	March 5, 2013 6pm-8pm	25
San Francisco City Hall, Board of Supervisors Chambers 1 Dr Carlton B Goodlett Pl. San Francisco, CA	March 7, 2013 6pm-8pm	27
*Open House		

3.1 Meeting Format

The four Scoping Meetings (6pm-8pm) used a hybrid presentation/open house format, including a public comment period. Attendees were given an overview presentation that provided information on key project elements such as the blended system and the environmental process. After the presentation, attendees were invited to provide their scoping comments at a microphone, which were documented by the project team. An open house before the Scoping Meeting was held in San Carlos from 3pm – 6 pm.

During the open house period, attendees were invited to move around the room to view informational exhibits, express additional comments and concerns to project team members, and ask the project team questions about the project.

The open house followed the presentation at the meetings held in Palo Alto, San Jose, and San Francisco. At the San Carlos meeting, the open house portion was held from 3:00 p.m. to 6:00 p.m., prior to the start of the presentation. This offered attendees flexibility, allowing them to show up at any point during the three hour block, depending on their availability, to speak to the project team and provide scoping comments.

March 5, 2013 – Public Scoping M

The following informational materials were provided at the Scoping Meetings.

- **Presentation:** A PowerPoint presentation provided an overview of the project and discussed the blended system and the relationship between High-Speed Rail (HSR) and Caltrain, the environmental process and schedule, anticipated environmental issues, and a description of multiple methods to provide public comment. A video and audio narration of the presentation has been posted on the project webpage.

- **Handouts:** A fact sheet about the project was provided at each public meeting, in both English and Spanish. The agenda, also translated to and available in Spanish, provided attendees with information about the meeting format and ways to provide comments. Printouts of the NOP, the presentation, and exhibit boards were available to attendees upon request.

- **Exhibit Boards:** Exhibit boards were prepared for the informational open house portion of the public meetings to provide attendees with an overview of the project, details about the project, potential benefits and impacts of the project, and next steps in the environmental process.

All of The informational materials have been posted on the Caltrain website as a resource for those who could not attend the meetings. These materials can be found in the Appendix to this report.

4.0 Scoping Comments

At the Scoping Meetings, the following means to comment on the project were provided.

- Comment Forms
- Speaker Cards
- Flip Charts
- Information on how to provide comments later, via e-mail or mail

4.1 Key Themes

Although the team noted a wide range of issues and concerns, there were several key themes consistently identified by multiple commenters. These themes are summarized below.

- Noise due to train horns along the corridor
- Visual impacts to trees and due to overhead electrical wires
- Right-of-way takes in residential areas
- Traffic and safety impacts at at-grade crossings and need for grade separations
- Support for bikes on trains
- Diesel air pollution
- Impact on freight rail
- Parking accommodation for an increase in riders
- Impacts to emergency response time
- Land use compatibility
- Construction period impacts (service, noise, etc.)
- Project alternatives
- The relationship between High-Speed Rail and the Peninsula Corridor Electrification Project
- Support for the Peninsula Corridor Electrification Project

4.2 Summary of Scoping Comments

The following is a summary of the key issues, questions, and comments raised by community meeting attendees, provided in written and oral comment and expressed to the project team in sideline dialogues. This is not a comprehensive list of issues; the reader is referred to the actual comments.

General Questions/Comments

- Sign individual Community Development Agreements to mutually agree to the handling of each community's issues.
- Are switching and paralleling stations on top of berms where tracks are?
- Concern about metal theft.
- Traction power station should be relocated.
- If shoofly tracks are necessary, how long will they be?
- Will the trains have a battery back-up in case of a downed wire?

Caltrain Stations

- Provide separate northbound platform at the Atherton station not in the middle of the tracks.
- Consider a station at 4th and Townsend.
- Extend to Transbay Terminal.
- Trains storage near 4th and King should be moved.
- Station capacity should be increased, along with longer trains.
- Concern about platform heights.
- Level boarding should be provided.

Caltrain Service and Ridership

- Unnecessary work is being done to only provide one extra train a day.
- Passengers should not have to transfer at Tamien Station.
- Ensure that Caltrain service continues uninterrupted during construction.
- Don't eliminate any transfer stations during the electrification project.
- Restore/increase weekday service to Belmont, Broadway and Atherton Stations.
- Caltrain electrification will improve Amtrak ridership.
- Update ridership data/use independent modeling from High-Speed Rail.
- Impact of blended service on Baby Bullet service.

Funding and Costs

- Focus on elements of the project Caltrain can actually pay for with identified sources of funding.
- Is there a "Plan B" if use of Prop 1A funds are found to be "illegal"?
- Provide data on funding sources for the project.
- What are the projected changes in operating costs that will be achieved through electrification?

Relationship with other Railroad Tenants

- Consider Union Pacific's response to electrification and intercity commute use by HSR.
- Diesel moves freight, which keeps trucks off the road, while electrification might put more trucks on the road due to difficulty of operating freight (because of height restrictions, operating hours, and storage capacity of railcars).
- Consider economic and environmental benefits to maintaining and enhancing freight rail service.

Environmental Analysis

- Consider impacts that are commonly raised by Peninsula stakeholders (e.g., ridership, traffic congestion, boarding level, grade crossings, schedule types, Caltrain revenue).
- Carefully craft the scope of the EIR in a way that does not delay implementation of the project by 2019.
- As the details of the project design are determined, clarify which assumptions are specifically for the purpose of environmental clearance and how they may change in final design.
- Will JPB commit to following current EIR requirements regardless of future actions which may be taken by the Governor and State Legislature?
- To the extent allowed by CEQA, consider the economic implications of environmental impacts (e.g., lost commuter work hours resulting from traffic impacts of various alternatives).

Aesthetics

- Focus on making power stations as aesthetically pleasing as possible.
- Consider the visual impact of electrification infrastructure and the alternatives to the "Y" shaped electrification power poles.
- Proposed train design is not appealing.

Air Quality and Energy

- In the EIR baseline portion, consider air quality at the 4th and King Station and rail yard with a focus on diesel pollutants.
- Concerns about an increase in greenhouse gas emissions with implementation of electrification.
- Concern about diesel engine air pollution.
- Concerns about sufficient energy supplies for electrification in California.
- Analyze greenhouse gas emissions impacts (construction, operations, including indirect emissions from electricity)

Biological Resources

- Evaluate impacts to trees.
- Consider the impact to existing trees and the loss of heritage trees.
- Impacts to creek/riparian corridors.

Cultural Resources

- Consider the impact to the historically significant stations
- Consider impacts to historic trees/groves (Burlingame, Palo Alto)
- Consider impacts to other historic resources (Greenmeadow neighborhood; others within 0.5 mile)

Electromagnetic Fields/Interference

- Analyze Electromagnetic Field (EMF)/Electromagnetic Interference (EMI) impacts to adjacent areas
- Analyze stray current impacts and peak period power issues on BART

Hydrology and Water Quality

- Flooding impact on electrical infrastructure
- Sea level rise impact on tracks and stations

Land Use and Planning

- Ensure consistency with State Rail Plan.
- Consider the impacts to Atherton Town Center facilities.

Property Acquisition

- Identify the conditions necessitating grade separations and specific ROW property acquisition requirements.
- Include a study of impacts to home and property values along the Caltrain right-of-way.
- What project alternatives trigger

acquisition of additional right-of-way? Are less intrusive designs possible?
- When will official list of eminent domain properties be published?
- Farmers, land owners, and small communities are impacted by ROW acquisitions.
- Concern about eminent domain in Sunnyvale.
- Concern about right-of-way takes

Noise and Vibration

- Consider noise and vibration impacts through residential zones.
- Measure nighttime noise in the EIR baseline portion.
- Concern about increase in train horns along corridor.
- Analyze after-hour construction noise and impacts along the rail line and intersections.
- Who establishes quiet zones?
- Impact of tree removal on noise.
- Noise from electrical equipment?

Public Services and Utilities

- How will additional train traffic affect emergency response time, with regard to the Police Department, Fire Department, and ambulances?
- Analyze safety of new electrical lines, especially in case of downed wires due to earthquake or falling trees.
- Impact on San Francisco Public Utilities Commission (SFPUC) facilities

Transportation and Circulation

Traffic and Transportation

- Analyze impacts of increased gate down time and increased traffic to stations
- Analyze construction impacts to traffic
- Impact on BART facilities and system (including additional ridership)
- Impacts on the proposal to relocate the San Francisco 22-Fillmore trolley coach route from 17th and 18th street to 16th street
- Impacts on freight and freight yards

Safety

- Analyze impacts of increased service on safety
- Station access safety/American with Disabilities Act (ADA) access
- Analyze impacts on emergency access

Grade Separation

- Grade separation at at-grade crossings must be thoroughly analyzed, and related safety issues (including conflicts to pedestrians and other vehicles) must be mitigated.
- Grade-separations are needed at Castro St. and Rengstorff Ave. in Mountain View.
- If grade crossings are eliminated, put the train in a trench instead of building an over- or underpass at cross streets.
- Funds are needed for grade separation.
- Grade separation will decrease risk of suicide.
- Would grade separation eliminate need for horns?.
- Grade separation would lay groundwork for High-Speed Rail.
- Below grade separation is preferable.
- EIR should study putting trains underground to Mariposa St.
- Changes in San Francisco since the original EIR (such as industrial land that has been rezoned to residential) make tunneling more feasible.
- Grade separation is needed in Menlo Park and Santa Clara County.
- Install quad gates at Watkins Avenue grade crossing.

Bicycle/Pedestrian

- Study advantages of bringing bikes on the new electrified trains.
- Include bike capacity on trains.
- Construct a bicycle/pedestrian overpass to keep people separated from trains.

Parking

- Concern about parking accommodation once regular service is restored to Atherton station.
- Concern about access and parking for extra people riding Caltrain.

Cumulative

Blended Service/High Speed Rail

- What is the relationship between Caltrain and High-Speed Rail?
- Because the details of the blended system (Caltrain and High-Speed Rail) will not be precisely known during this period of environmental review, the study should concentrate on key components of the electrification project for the commuter rail system.
- Cooperation with the California High Speed Rail Authority should prioritize those elements of the blended system that will directly affect connectivity between Caltrain and High-Speed Rail.
- If the EIR studies possible passing tracks for High-Speed Rail, refer to prior experience with passing tracks for current baby bullet service (which had relatively minor impacts).
- Environmental analysis of the electrification component should address the cumulative effects of HSR as part of the analysis.
- Will "Y" shaped poles be compatible with HSR's catenaries across the entire right-of-way?
- Study the impacts of a three- or four-track system in Atherton.
- Oppose at-grade passing tracks in City (Belmont, Atherton, Burlingame, Menlo Park).
- Study the cumulative impact on freight operations.

Other Cumulative

- Analyze the following in the cumulative analysis:
    - BART to San Jose (Diridon) and Santa Clara
    - BART Millbrae short track extension
    - Transit Oriented Development (TOD) at Millbrae station
    - Brisbane Baylands
    - San Carlos Transit Village
    - Mt. View Moffett Blvd. Gateway
    - VTA Light Trail Train Efficiency Improvement
    - San Francisco planning (Central Corridor, Mission Bay, and others)
    - San Francisco Central Subway
    - San Francisco Downtown Extension project
    - Growth in freight traffic including freight due to port expansion (Redwood City, San Francisco)

Alternatives

- Consider alternative vehicle and propulsion systems.
- An economic analysis of electrification vs. EMU, Diesel Multiple Unit (DMU), and Diesel-Electric Multiple Unit (DEMU) alternatives should be done.
- Consider a landscape of solar photovoltaic (PV) and other renewable systems in the right-of-way, creating its own energy.
- Keeping diesel service is a mistake; funding should be sought to fully electrify by 2019.Consider modern diesel.
- Consider a project alternative that would raise areas of constrained clearance to 23 feet (tunnels, overcrossing).
- Couple an electric engine with a diesel engine to provide direct service from south of Tamien station.
- For blended service, study 8 Caltrain trains per hour per direction with possibility of only 1-2 High-Speed Rail trains per hour during peak hours. Include the Dumbarton corridor in the

modernization program, and study the impacts of building a holding track up to Fair Oaks Lane or beyond.
- Level boarding
- Common platform heights (Caltrain/CHSRA)
- Hybrid DMU (diesel/electric)
- Electric locomotives
- 23 feet clearance (for freight)
- Construction alternative ("factory trains", no night work, accelerated construction)
- Buried trench alternatives for parts of the route.
- Grade separate all at-grade crossings
- Third-Rail instead of Overhead Contact System (OCS)
- BART along Caltrain corridor
- Underground San Francisco 4th and King Station and back to 16th or 22nd street in SF
- Alternative alignment under 3rd Street in SF
- Full electrification in 2019 (or earlier)
- Design trains for 125 mph
- Diesel service stop at Bayshore/electric only in San Francisco
- Ped/bike tunnels or bridges to connect two side of right of way
- Consider relocating paralleling station PS5 to reduce impacts to Greenmeadow neighborhood

5.0 Next Steps

During the environmental review process, the team will keep stakeholders informed of project activities through the following methods.

- Working and coordinating with existing working groups
- Holding agency briefings, public hearings, and interim meetings
- Developing informational materials and FAQs over the course of the project

These outreach activities will correlate to milestones in the environmental process. Below is the anticipated schedule of the key steps of environmental review.

- **January 31, 2013 - March 18, 2013 – Scoping Period:** A 45-day scoping period allowed interested public agencies, organizations and community groups to submit comments on the NOP.
- **Fall 2013/Winter 2014 – Draft EIR Release:** The Draft EIR will be made available for public and agency comment.
- **Spring/Summer 2013 – Final EIR Release:** The Final EIR will address comments collected related to the Draft EIR and during the scoping period.
- **Summer/Fall 2014 - Project Approval:** After certifying a Final EIR, lead agency decision-makers are in a position to approve a project, if they so choose.

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Notice of Preparation

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR)

DATE January 31, 2013
TO Agencies, Organizations, and Interested Parties
SUBJECT Notice of Preparation of an Environmental Impact Report (EIR)
PROJECT TITLE Peninsula Corridor Electrification Project

The Peninsula Corridor Joint Powers Board (JPB) intends to prepare an Environmental Impact Report (EIR), consistent with requirements under the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements included in the Peninsula Corridor Electrification Project. The JPB will serve as the lead agency under CEQA for the EIR.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that JPB plans to prepare the EIR and to request input on the scope of the environmental analysis to be performed. From public agencies, we are inviting comments on the scope and content of the environmental information that is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

DATES

Written responses and comments on the scope of the Peninsula Corridor Electrification Project EIR will be accepted until 5 pm on March 18, 2013. Please send written comments to:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

Your comments may also be sent by email to electrification@caltrain.com. Please include the "Peninsula Corridor Electrification Project" in the subject heading. Public scoping meetings are scheduled in late February, at the times and dates listed below.

SCOPING MEETINGS

Four public scoping meetings will be held for the project at the following locations:

- Caltrain Office, 2nd Floor Auditorium, 1250 San Carlos Ave., San Carlos
  - Open House 3pm-6 pm, Wednesday, Feb. 27, 2013
  - Public Scoping Meeting 6pm-8 pm, Wednesday, Feb. 27, 2013
- Palo Alto City Hall, City Council Chambers, 250 Hamilton Ave., Palo Alto, 6pm-8pm, Thursday, Feb. 28, 2013
- Santa Clara Valley Transportation Authority Headquarters, Auditorium, 3331 N. First St., San Jose, 6pm-8pm, Tuesday, Mar. 5, 2013
- San Francisco City Hall, Board of Supervisors Chambers, 1 Dr. Carlton B. Goodlett Pl., San Francisco, 6pm-8pm, Thursday, Mar. 7, 2013

The scoping meetings will provide opportunities for the lead agency to explain the project and to give interested agencies, organizations and individuals additional opportunities to comment on the scope and content of the EIR.

PROJECT HISTORY

The proposed project is part of a program to modernize operation of the Caltrain rail corridor between San Jose and San Francisco. There is a lengthy history of planning for modernization of the Peninsula rail corridor. Modernization projects include the installation of an advanced signal system and the electrification of the rail line. The signal upgrade project (commonly referred to as CBOSS PTC or CBOSS), and corridor electrification are discussed below. Caltrain previously evaluated corridor electrification in a prior EIR, for which a draft was completed in 2004 and a final was completed in 2009. Caltrain did not certify the Final EIR due to the need for resolution of issues regarding joint planning for shared use of the Caltrain corridor for Caltrain service and for future high-speed rail (HSR) service.

Since 2009, Caltrain, the California High-Speed Rail Authority (CHSRA), the California Legislature, the Metropolitan Transportation Commission (MTC) and other parties have worked together to develop a vision of a "blended system" whereby both Caltrain and HSR would utilize the existing Caltrain Corridor on the San Francisco Peninsula. This vision for implementing blended service on the San Francisco Peninsula was included in the Revised 2012 Business Plan[1] that the CHSRA Board adopted in April 2012 for the California High-Speed Rail System.

Caltrain and the CHSRA are committed to advancing a blended system concept. This local vision was developed with stakeholders interested in the corridor. The blended system will remain substantially within the existing Caltrain right-of-way and accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula. The blended system will be primarily a two-track system shared by Caltrain, high-speed rail and existing tenant passenger and freight rail operators; however, as discussed below concerning cumulative analysis, a blended system may require passing tracks at certain locations in the Peninsula corridor.

Based on the blended system vision, the Caltrain Peninsula Corridor has been designated to receive an initial investment of Proposition 1A bond funds that would benefit Caltrain and its modernization program in the short term and HSR in the long run. Caltrain, CHSRA and seven other San Francisco Bay Area agencies (City and County of San Francisco, San Francisco County Transportation Authority, Transbay Joint Powers Authority, San Mateo County Transportation Authority, Santa Clara Valley Transportation Authority, City of San Jose, and the MTC) have approved a Memorandum of Understanding (MOU)[2] to pursue shared use of the corridor between San Jose and San Francisco to provide blended service of both Caltrain commuter rail service and HSR intercity service. The MOU includes agency and funding commitments toward making an initial investment of $1.5 billion in the corridor for purchasing and installing an advanced signal system, electrifying the rail line from San Francisco to San Jose, and purchasing electrified rolling stock. The MOU also conceptually outlines potential additional improvements needed beyond the first incremental investment of $1.5 billion to accommodate future high speed rail service in the corridor.

Corridor improvements identified in the MOU include the following:

- ***Advanced Signal System (commonly referred to as CBOSS PTC or CBOSS):*** Caltrain is presently in the design phase of this project. CBOSS stands for Communications Based Overlay Signal System and PTC stands for Positive Train Control. This project will increase the operating performance of the current signal system, improve the efficiency of grade crossing warning functions and automatically stop a train when there is violation of speed or route. This project, which includes implementation of safety improvements mandated by federal law, has already been cleared environmentally by Caltrain and is scheduled to be operational by 2015 as mandated by the Federal Railroad Administration (FRA).

- ***Corridor Electrification:*** Caltrain decided to prepare this new EIR for the corridor electrification due to the changes in existing conditions[3] that have occurred along the corridor since the prior EIR analyses was conducted, to update the environmental analysis, and to update the cumulative analysis of blended service and other cumulative developments along the corridor. Completion of a new EIR will also allow public agencies, stakeholders, the public and decision-maker's the opportunity to review and comment on the project's environmental effects in light of current information and analyses. This project will provide environmental approval for operation of up to 6 Caltrain trains per peak hour per direction (an increase from 5 trains per peak hour per direction at present). Electrification can be analyzed as a separate project under CEQA because it has independent utility (providing Caltrain electrified service) and logical termini (station end points). Electrification of the rail line is scheduled to be operational by 2019.

- ***Blended Service:*** Caltrain, CHSRA, and the MOU partners have agreed on shared use of the Caltrain corridor for use of up to 6 Caltrain trains per peak hour per direction and up to 4 HSR trains per peak hour per direction. The operational feasibility of blended service has been studied, but this project is presently only at the conceptual planning phase. The potential addition of HSR service to this corridor will be subject of a separate environmental review process that will be undertaken subsequent to the environmental process for the Peninsula Corridor Electrification Project. Based on the current CHSRA 2012 Business Plan, blended service along the Corridor is scheduled to commence sometime between 2026 and 2029.

PROJECT LOCATION

The proposed project is the electrification of the Caltrain Peninsula Corridor from its current northern terminus at the San Francisco Caltrain Station at Fourth and King Streets in the City of San Francisco to approximately 2 miles south of the Tamien Station in San Jose, a total distance of approximately 51 miles. The project location is shown in Figure 1. The project

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[1] See: http://www.cahighspeedrail.ca.gov/Business_Plan_reports.aspx

[2] See: http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Bay+Area+HSR+Early+Investment+MOU+JPB+Board+Resolution+2012.pdf

[3] For example, there have been changed physical conditions in terms of existing development adjacent to the Caltrain ROW and stations, levels of traffic as well as changes in terms of adopted land use planning around stations.

location includes the entire JPB-owned right-of-way (ROW) along this 51-mile segment, additional ROW for new facilities and operational requirements and for any construction or access areas located outside the ROW. This project does not include electrifying the corridor south of Tamien, which is owned by the Union Pacific Railroad.

PURPOSE AND NEED FOR THE PROJECT

The primary purposes of the Peninsula Corridor Electrification Project are to provide electrical infrastructure that will be compatible with separate later use for blended service, improve train performance, and reduce long-term environmental impact by reducing noise, improving regional air quality and reducing greenhouse gas emissions. An electrified Caltrain system would better address Peninsula commuters' vision of an environmentally friendly, fast, reliable service. This also is expected to help accommodate increase system ridership through improved system operations.

The population of the Bay Area is increasing and, with it, traffic congestion. Commute traffic between major employment centers in San Francisco and along the San Francisco Peninsula is growing, and there has been a substantial increase in "reverse commute" trips from San Francisco to Peninsula and South Bay locations over the past decade. Off-peak travel between San Francisco and Peninsula and South Bay locations is also on the rise. Caltrain has experienced substantial increases in ridership as people seek alternate ways to meet these travel needs.

Electrification would modernize Caltrain and make it possible to increase service levels and it offers several advantages in comparison with existing diesel power use, and these benefits serve the primary purposes of the Peninsula Corridor Electrification Project, as follows:

- ***Provide High-Speed Rail Compatible Electrical Infrastructure:*** An electrified Caltrain system would set the stage for an expanded modern regional electric express service and for future blended HSR service. While this project will not include all infrastructure necessary to implement high-speed rail service in the corridor (such as HSR maintenance facilities, station platform improvements, or passing tracks), the electrical infrastructure (such as overhead wire systems) will be compatible for later blended service.
- ***Improve Train Performance, Increase Ridership and Increase Service:*** The project envisions the use of Electric Multiple Units (EMUs), which are self-propelled electric rail vehicles, can accelerate and decelerate at faster rates than diesel-powered trains, even with longer trains.[4] With EMUs, Caltrain can run longer consists without degrading speeds, thus increasing peak-period capacity. Electrification performance allows increased peak service levels from the current 5 trains to 6 trains per peak hour per direction with existing trackage.

  A substantial portion of a Caltrain trip is spent accelerating and decelerating between stations, given Caltrain's close-set station stops. For the same service profile of stops, electric trains can provide travel time reductions. Alternatively, due to the time savings, additional stops could be added without delaying existing total transit time from San Jose to San Francisco. Local service travel time savings and/or additional stops, in addition to the reduced trip times of the express trains, are expected to stimulate additional Caltrain ridership.

  - ***Increase Revenue and Reduce Cost:*** Anticipated increased ridership will increase fare revenues and conversion from diesel to electricity will reduce fuel costs. These efforts will substantially reduce but not eliminate the need for financial subsidy.
  - ***Reduce Environmental Impact by reducing noise emanating from Trains:*** Noise emanating from the passage of electrified train sets is measurably less when compared with diesel operations.With the increases in peak and off-peak Caltrain service that are either underway or planned for implementation during the next decades, electrification becomes an important consideration for reducing noise of train passbys and maintaining Peninsula quality of life. Train horns will continue to be sounded at grade crossings, consistent with FRA and California Public Utilities Commission (CPUC) safety regulations, whether or not electrification is pursued.
  - ***Reduce Environmental Impact by improving regional air quality and reducing greenhouse gas emissions.*** Electric operations would produce substantial reductions in corridor air pollution emissions when compared with diesel locomotives, even when the indirect emissions from electrical power generation are included in the analysis. In addition, the increased ridership allowed by the project would reduce automobile usage, thereby resulting in additional air quality benefits. Electrically powered trains are also more energy efficient than diesel-electric trains. Reduced energy use also translates into reduced air emissions. Reductions in air pollutant emissions represent long-term health benefits for Caltrain riders, and residents and employees along the Caltrain corridor. In addition, reduction of greenhouse gas emissions with electrification versus diesel operations will help California to meet its goals under AB 32, the 2006 Global Warming Solutions Act as well as post-2020 state greenhouse gas emission reductions goals.

[4] The number of vehicles assembled together into a train is referred to as a train "consist."

PROJECT DESCRIPTION

The Peninsula Corridor Electrification Project consists of converting Caltrain from diesel-hauled to EMU trains for service between the Fourth and King Street Station in San Francisco and the Tamien Station in San Jose. Operating speed will be up to 79mph, which is what it is today.

In 2019 service between San Jose and San Francisco would utilize a mixed fleet of EMU's and diesel locomotives. After 2019, diesel locomotives will be replaced with EMUs over time as they reach the end of their service life.[5] Caltrain's diesel-powered locomotive service would continue to be used to provide service between the San Jose Diridon Station and Gilroy.[6] Fleet requirements under the proposed Project are presented in Table 1 (this data may be updated during further development of the project description as necessary).

TABLE 1: PRELIMINARY FLEET REQUIREMENTS PENINSULA CORRIDOR ELECTRIFICATION PROJECT

Year	Diesel Locomotives	EMUs	Trailer Cars	*Total Passenger Vehicles*
Year 2019[1] (Six trains per peak hour / direction)	11	96	60	167

[1] The majority of vehicles will be replaced in 2019 as they reach their design life. Additional vehicles would be replaced after 2019 as they reach their design life.
Source: PCJPB, 2013.

The level of Caltrain operations and therefore fleet requirements under the Peninsula Corridor Electrification Project would be six trains per peak hour per direction from Tamien Station in San Jose to San Francisco, with a mixed EMU and diesel locomotive fleet. Caltrain service will also include six diesel-powered trains per day in the San Jose to Gilroy segment, by 2019.

The project would require the installation of 130 to 140 single-track miles of overhead contact system (OCS) for the distribution of electrical power to the new electric rolling stock.The OCS would be powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current (AC) supply system consisting of traction power supply (TPS) substations, one switching station and paralleling stations. These facilities are described in more detail in the following pages. Figure 2 shows the general location of potential TPS substation, switching station and paralleling stations.

Overhead Contact System. An alternating current (AC) overhead catenary system (OCS) would be employed. For heavy-haul commuter rail systems, such as that operated by Caltrain, the voltage of choice today throughout Europe and the rest of the world is 25 kV at commercial frequencies (50 to 60 Hz), and this is the voltage proposed for the Project.

This power supply and distribution system and voltage are compatible with the requirements of HSR and will accommodate future development of HSR in the Caltrain corridor. Furthermore, the OCS conductors and traction power equipment will be sized and located based on a computerized analysis of traction power load flow requirements using the probable maximum capacity of the Peninsula Corridor alignment including Caltrain and HSR.

Clearances for maintenance and operation of the OCS will be designed to allow for existing freight railroad and tenant passenger rail clearances and operations. Normal design clearances would be provided in all open areas. Special designs may be employed in close clearance tunnels or under bridges in order to provide sufficient clearances to freights and diesel passenger trains.

The particular type of OCS support on a given segment is dependent upon the track segment's exact configuration (e.g., number of tracks) and other site-specific requirements and constraints.

Power would be supplied to the OCS at each of the traction power facilities, either by means of non-insulated aerial connections or by insulated underground connections. Power would be delivered to the OCS usually through a pole-mounted

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[5] This project only includes funding for EMUs representing approximately 75% of the operational fleet between San Jose and San Francisco. Funding for replacement of the remainder of the diesel fleet between San Jose and San Francisco would have to come from future funding sources. It is expected that 100% of the San Jose to San Francisco fleet would be EMUs between 2026 and 2029, as the fleet would need to be fully electrified to operate in a blended service environment with HSR.

[6] This project only includes electrification to a point approximately 2 miles south of Tamien Station. The Union Pacific Corridor south of this point will not be electrified by this project.

disconnect switch, which permits energization or de-energization of a particular section of the OCS conductors. The overhead electrical system would include an integrated bonding and grounding system to protect the public during all system operations.

The OCS poles nominally need to be approximately 10 feet from the centerline of the railway tracks. In addition, there needs to be clearance of vegetation within approximately 10 feet of the OCS poles and catenary system for electrical safety. In most cases, the OCS poles will be placed within the Caltrain ROW. In certain locations, there may be insufficient clearance from the railway track centerlines and Caltrain may need to acquire ROW for placement of poles and wires. Trimming or removal of trees will be required along the tracks and electrical facilities where they would otherwise pose a maintenance or safety concern including areas within 10 feet of OCS poles (areas within 20 feet of the railway track centerlines). Where electrical clearance is necessary outside the Caltrain ROW, Caltrain will need to obtain an electrical safety easement from property owners.

Auto-Transformer Power Feed Arrangement. The auto-transformer power feed system arrangement reduces the need for substations and would require the installation of only two supply substations spaced 36 miles apart. In addition, there would be one switching station and seven paralleling stations at a spacing of approximately 5 miles. The paralleling stations provide additional power support to the power distribution system and permit increased spacing of the primary substations. In addition to reducing the number of substations – and thereby minimizing the introduction of new, large equipment installations into the corridor – another advantage of the auto-transformer feed arrangement for implementation along the Caltrain corridor is its potential to reduce electromagnetic fields (EMF) and electromagnetic interference (EMI) because it includes two parallel aerial feeders, one on each side of the alignment. The currents in the parallel feeders flow in the opposite direction to that in the main catenary conductors, and this reduces the EMF/EMI effects created by current flow in the OCS.

Traction power facilities are likely to require new right-of-way (in some locations) and connections to the utility high-voltage transmission network. Alternate sites will be considered for the two substation facilities. Sites for intermediate paralleling and switching station facilities have been identified. These facilities do not require connection to the utility high-voltage system, or such large tracts. Final site selection will be coordinated with local authorities. Figure 2 shows the proposed general locations for potential traction power facilities.

Substations, Switching Station, and Paralleling Stations. The two substations would each include two 60MVA (million Volt-amperes) oil-filled transformers that will step down the power utility supplied voltage of 115kV to the 2 x 25 kV distribution voltage for the OCS. The source power utility would be requested to provide two incoming feeds, which would tap two phases of each three-phase transmission line. The substation compound would include circuit breakers and switching equipment that would feed power from the high-voltage lines to each line section of track. The lineside equipment would be designed to provide alternate switching arrangements in the event of a substation equipment outage. A substation compound would typically be approximately 150 feet by 200 feet in size.

At approximately the midpoint between substations, a switching station would be installed. At the switching station a phase break would be required to ensure the power supplies from each substation is isolated from each other in order to avoid a fault condition. In addition, switching would be installed to provide operating flexibility during equipment outages. In between the substations and the switching station, paralleling stations would be installed to maintain the autotransformer system and system operating voltages. The switching station would be equipped with two 10-MVA oil-filled auto-transformer units and the paralleling stations with either one or two 10-MVA oil-filled auto-transformer units. These facilities would contain a variety of circuit breakers and switching equipment but would be typically as shown in the proposed location drawings above. Switching station compound dimensions are typically 80 feet wide by 160 feet long; paralleling station compound dimensions are typically 40 feet wide by 80 feet long.

Overbridge Protection Structures. In addition to the electrical facilities themselves, electrification of the corridor would require the construction or enhancement of overbridge protection barriers on 47 roadway bridges across the Caltrain alignment. These barriers are necessary to prohibit access to the rail corridor and prevent objects from being thrown off the bridges in a manner that would damage or interfere with the electrical facilities. Fifteen of the existing bridges already have such barriers on both the north and south bridge face, six bridges have a barrier on only one bridge face, and 26 have no overbridge protection barriers. Overbridge protection barriers would be 6.5 feet high above sidewalk or pavement level, and placed along the parapet of the bridge at least 10 feet from the closest energized conductors crossing underneath. The existing barriers will be enhanced to meet these requirements.

For two-track segments, the length of the overbridge protection barrier would be about 35 to 40 feet long. For three- and four-track segments, the overbridge protection barrier would be from 65 to 80 feet long. Overbridge protection barriers may be constructed from a variety of materials, including timber, sheet metal, small mesh wire fabric, and concrete or other solid material.

Right of Way Needs. Based on the current system design, there would be a need for acquisition of approximately 1 acre of new right of way for traction power facilities. Caltrain is presently examining the design for project facilities and the amount of right of way may be more or less than 1 acre. As noted above, additional right of way may be needed for location of some OCS poles and wires and electrical safety clearance easements will need to be acquired where clearance of vegetation needs to occur outside the current Caltrain ROW.

PROJECT FINANCING AND FUNDING

The project is estimated to cost approximately $1.225 billion of which approximately $785 million is for infrastructure costs and the remaining $440 million is for rolling stock. The project will be financed through a combination of local, state, and federal sources. Based on the 9-party MOU, the breakdown of funding is as follows:

FUNDING SOURCES	MILLIONS ($, YEAR OF EXPENDITURE)
State Prop 1A[7], Prop 1B[8]	$620
JPB	$121
Regional (Bay Area Air Quality Management District, Tolls)	$ 31
Federal (Federal Transit Administration - FTA)[9]	$453
Total	**$1,225**

Other funding sources may be substituted for these sources if available. The project cost estimate and funding plan are being updated to reflect current designs and assumptions. The updated cost estimate and funding plan will be included in the Draft EIR.

PROJECT SCHEDULE

Although no decision has been made on contract procurement type, the preliminary schedule presented below assumes a "Design Bid Build" procurement process. Please note that this schedule is preliminary and subject to change.

The preliminary project schedule (subject to change) is as follows:

- Environmental/Design/Permitting: 1-2 years
- Construction: 3-4 years
- Testing: 1-2 years

The goal for electric revenue service is 2019. Project Delivery schedule has not been finalized yet.

POTENTIAL ENVIRONMENTAL EFFECTS

The lead agency has initially determined that the following topics will be included for evaluation in the EIR: Aesthetic/ Visual, Air Quality, Biological Resources, Archaeological-Historic Resources, Energy, Geology and Soils, Greenhouse Gas Emissions and Climate Change, Electromagnetic Interference/ Electromagnetic Fields (EMI/EMF), Hazardous Waste and Materials, Hydrology and Water Quality, Land Use and Planning (including parks and recreation), Noise and Vibration, Population and Housing, Public Services and Utilities, Safety, Socioeconomics and Environmental Justice, and Traffic and Circulation. The EIR will consider both temporary construction-period and permanent impacts.

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[7] Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century of 2008.
[8] The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.
[9] FTA has already completed an Environmental Assessment (EA) under the National Environmental Policy Act in 2009 for electrification of the Peninsula Corridor and issued a Finding of No Significant Impact (FONSI).

The EIR will also include a cumulative Impact analysis of the impacts of the Peninsula Corridor Electrification Project in combination with other planned railway projects in the corridor including blended service (up to 4 HSR trains per peak hour per direction). The cumulative analysis of blended service will include two scenarios: 1) up to 2 HSR trains per peak hour per direction in addition to 6 Caltrain trains per peak hour per direction (so-called "6-2" scenario); and 2) up to 4 HSR trains per peak hour per direction in addition to 6 Caltrain trains per peak hour per direction (so-called "6-4" scenario). Both blended service scenarios may require station improvements at HSR stops (such as the Millbrae Station), grade crossing improvements and maintenance facilities; only the "6-4" scenario would require additional passing tracks at certain locations. The HSR improvements will be reviewed at a conceptual level only as the project design of blended service will not be completed until after this environmental process is complete. Operational speeds up to 110 mph may be considered in the cumulative analysis.

The cumulative analysis will also take into consideration of the cumulative effects of this project in combination with the Downtown Extension of rail service from the Fourth and King Station to the new Transbay Transit Center in San Francisco, the Dumbarton Rail Corridor Project, improvements to the Altamont Corridor Express service and improvements to the Capitol Corridor service, as well as other transportation improvements included in MTC's Regional Transportation Plan and land use plans and projects in the various cities along the Caltrain corridor including transit-oriented development around Caltrain stations. As noted above, the cumulative analysis of blended service will be at a conceptual level using a combination of quantitative and qualitative analysis corresponding to the level of information available about blended service at this time.

Caltrain is seeking comments from agencies, stakeholders and the public regarding the environmental effects to be analyzed in the EIR.

ALTERNATIVES

As required by CEQA, the EIR will consider a reasonable range of alternatives in addition to the proposed project. At a minimum, the following two alternatives will be evaluated in detail the EIR: the No-Electrification (No-Project) Alternative and the Peninsula Corridor Electrification Project Alternative (Proposed Project).

Caltrain is seeking comments from agencies, stakeholders and the public regarding feasible alternatives for evaluation in the EIR. After consideration of input from project scoping and development of environmental analysis of the proposed project, Caltrain will consider the need for analysis of additional alternatives. Only alternatives that are feasible, meet the project purpose and need, and reduce one or more significant environmental impacts of the proposed project will be analyzed in detail. Alternatives that are infeasible, that do not meet the project purpose and need, or that do not reduce one or more significant environmental impacts of the proposed project will be discussed in the EIR but will not be analyzed in detail as allowed by the requirements of CEQA.

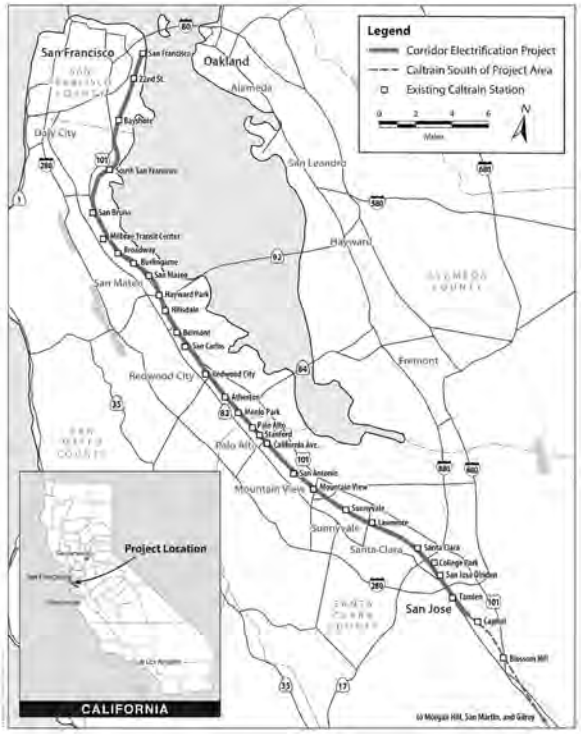


Figure 1
Project Location
Corridor Electrification Project

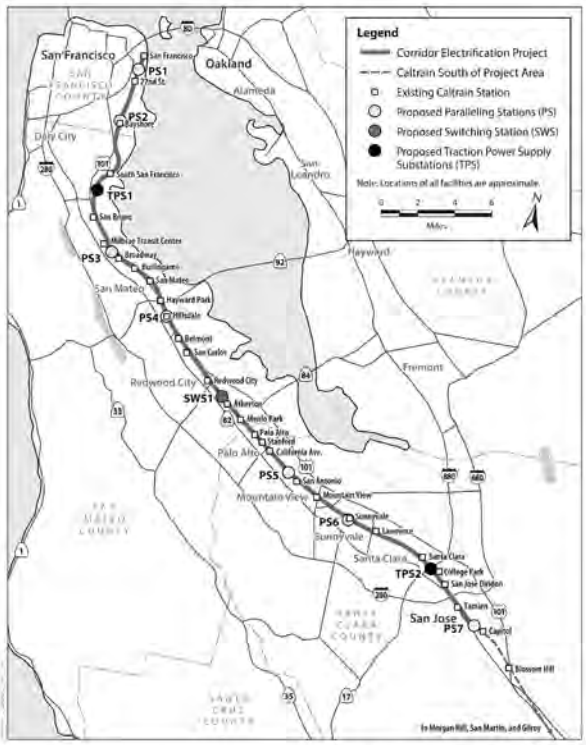


Figure 2
Traction Power Supply Facility Locations
Corridor Electrification Project

Noticing Materials

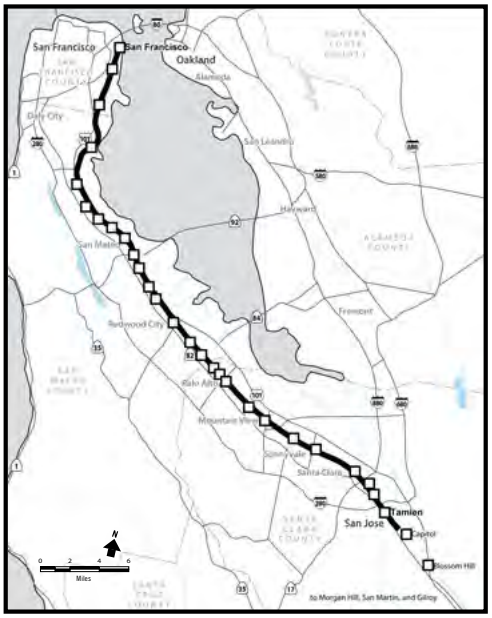
NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT

The Peninsula Corridor Joint Powers Board (Caltrain) has issued a Notice of Preparation of an Environmental Impact Report (EIR) for Caltrain's Peninsula Corridor Electrification Project pursuant to the California Environmental Quality Act (CEQA). The project would electrify the Peninsula Corridor from the San Francisco Caltrain Station at 4th and King to approximately the Tamien Caltrain Station, convert diesel-hauled to Electric Multiple Unit trains, and increase service up to six Caltrain trains per peak hour per direction by 2019.

In order to fully evaluate all impacts of this project, property owners, residents, public agencies, and all interested parties are invited to provide input on the scope and content of the environmental information to be studied including suggested alternatives. **Written responses and comments on the scope of the Peninsula Corridor Electrification Project will be accepted until 5pm on March 18, 2013,** at the following address:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos CA 94070-1306

Comments may also be sent by email to electrification@caltrain.com, with the subject line "Peninsula Corridor Electrification Project." Interested parties may provide comments in person, and learn more about the proposed project, at four public scoping meetings. Please see dates, times and locations below.



LEGEND
— Corridor Electrification Project
▫ Existing Caltrain Station

For more information, including the complete Notice of Preparation of an EIR:

Para información en Español, visíte:

Ñeå bieát theâm thoâng tin, xin vieáng

詳情可上網

(650) 622-7841 I TTY: (650) 508-6448 **www.caltrain.com/electrification**

PENINSULA CORRIDOR ELECTRIFICATION PROJECT: PUBLIC SCOPING MEETINGS

Caltrain Office, 2nd Floor Auditorium, 1250 San Carlos Ave., San Carlos

- Open House 3pm-6pm, Wednesday, Feb. 27, 2013
- Public Scoping Meeting 6pm-8pm, Wednesday, Feb. 27, 2013

Palo Alto City Hall, City Council Chambers, 250 Hamilton Ave., Palo Alto, 6pm-8pm, Thursday Feb. 28, 2013

Santa Clara VTA Headquarters, Auditorium, 3331 North First St., San Jose, 6pm-8pm, Tuesday Mar. 5, 2013

San Francisco City Hall, Board of Supervisors Chambers, 1 Dr Carlton B Goodlett Pl., San Francisco, 6pm-8pm, Thursday Mar. 7, 2013

To request translators or other accommodations for the meetings, please call the number below at least three days before the meeting.

Para solicitor servicios de traducción o acomodaciónes adicionales en una reunión pública, por favor llame al número siguiente a más tardar tres días antes de la reunión.

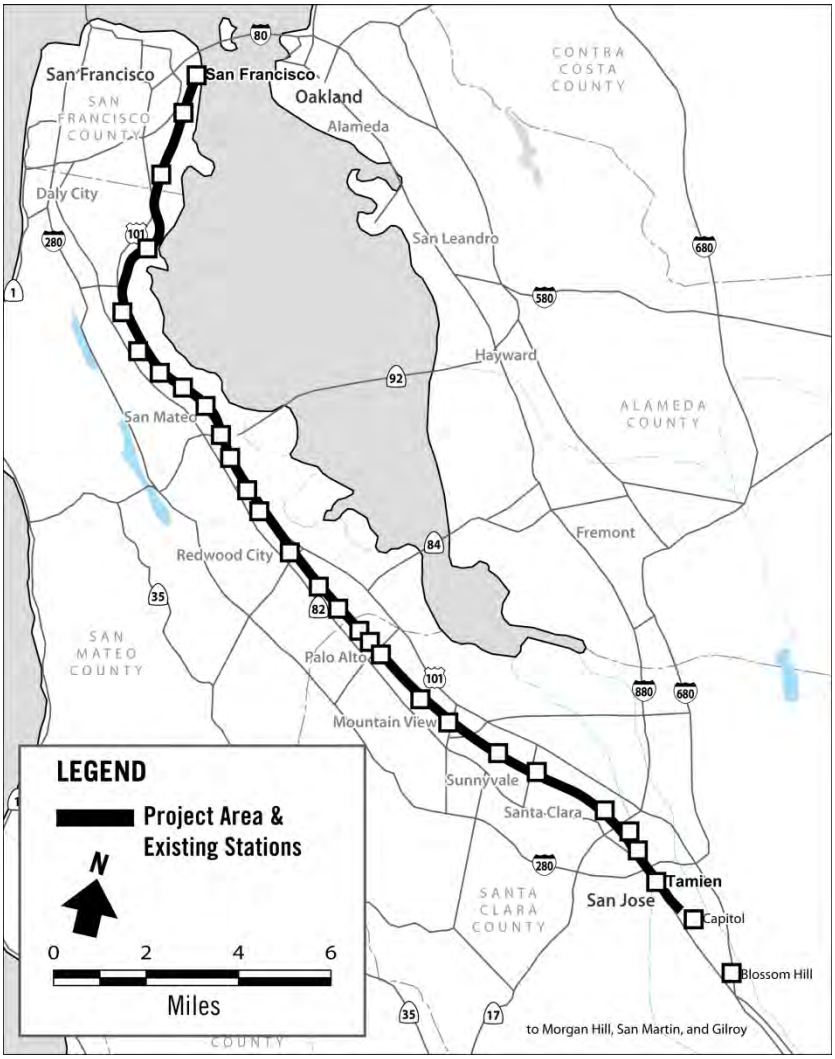
在公聽會上如需要翻譯或額外服務，請在會議前至少三天致電 以下號碼。

Để xin được phiên dịch hoặc có các thích nghi khác ở một buổi họp công cộng, xin gọi sô điện thoại sau đây không trễ hơn ba ngày trước buổi họp.

(650) 622-7841 TTY: (650) 508-6448

Aviso de Preparación de un Informe de Impacto Ambiental para el Proyecto Electrificación del Corredor Península

La Junta de Poderes Conjuntos del Corredor Península (Caltrain) ha publicado un Aviso de Preparación de un Informe de Impacto Ambiental para el Proyecto Electrificación del Corredor Península según la Acta de Calidad Ambiental de California (CEQA). El proyecto electrificaría el Corredor Península desde la Estación Caltrain San Francisco, ubicado a 4th y King, hasta, aproximadamente, la Estación Caltrain Tamien. El proyecto también convertiría los trenes dieseles a trenes de Unidades Múltiples Eléctricos, y aumentaría servicio para proporcionar seis trenes Caltrain cada hora en cada dirección antes de 2019.



Para evaluar totalmente todos los impactos del proyecto, los terratenientes, residentes, y otros partidos interestados están invitados a proporcionar sugerencias sobre el alcance y contenido de la información ambiental bajo estudio, incluso alternativas sugeridas. Respuestas escritas y comentarios sobre el alcance del Proyecto Electrificación del Corredor Península serán aceptados hasta las 5 de la tarde el 18 de Marzo, 2013, a la dirección siguiente:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos CA 94070-1306

Proyecto Electrificación del Corredor Península
Reuniones Públicas de Alcance

Caltrain Office
2nd Floor Auditorium, 1250 San Carlos Ave., San Carlos
Puertas Abiertas: 3pm-6pm, Miércoles, el 27 de Febrero, 2013

Reunión Pública de Alcance: 6pm-8pm, Miércoles, el 27 de Febrero, 2013

Palo Alto City Hall
City Council Chambers, 250 Hamilton Ave., Palo Alto
6pm-8pm, Jueves, el 28 de Febrero, 2013

Santa Clara VTA Headquarters
Auditorium, 3331 North First St., San Jose
6pm-8pm, Martes, el 5 de Marzo, 2013

San Francisco City Hall
Board of Supervisors Chambers, 1 Dr Carlton B Goodlett Pl., San Francisco
6pm-8pm, Jueves, el 7 de Marzo, 2013

*Para solicitor servicios de traducción o acomodaciónes adicionales en una reunión pública, por favor llame al número siguiente a más tardar tres días antes de la reunion: (650) 622-7841| TTY: (650) 508-6448

Comentarios también pueden ser mandados a **electrification@caltrain.com,** con la linea del sujeto "Proyecto Electrificación del Corredor Península". Los partidos interesados pueden proporcionar sus comentarios en persona, y aprender más sobre el proyecto propuesto, en las cuatro reuniones públicas de alcance. Por favor vea las fechas, horas, y localidades arriba.

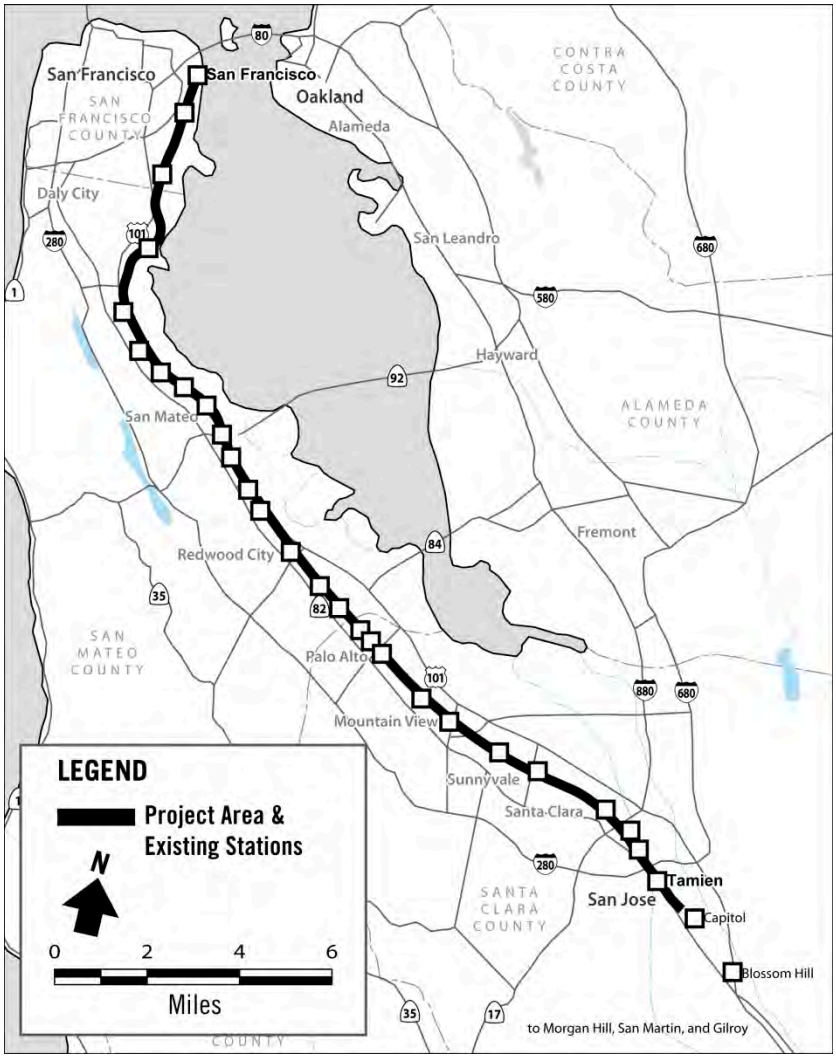
Para más información en Español, incluso el Aviso de Preparación de un EIR completo:
www.caltrain.com/electrification | (650) 622-7841 | TTY: (650) 508-6448

為半島走廊電氣化工程編制之
環境影響報告通知書

半島走廊聯合電力委員會（Caltrain）已根據加州環境質素法（CEQA），發出一份為Caltrain的半島走廊電氣化工程編制之環境影響報告書通知。該工程將會電氣化半島走廊從三藩市位於4TH街和King街的Caltrain車站至約近Tamien Caltrain的車站，由柴油火車改為電氣火車，在2019年前於每個繁忙小時增加Caltrain火車服務至六列次。

為充份評估此工程之所有影響，我們邀請物業東主、居民、公共機構、和所有有興趣的各方就研究環境資料之範圍和內容，包括建議的另類選擇，提供意見。我們將在下址於2013年三月十八日下午五時前，接受有關半島走廊電氣化工程之書面回應和意見：

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos CA 94070-1306



半島走廊電氣化工程
界定範圍公共會議

Caltrain 辦事處
二樓大堂，1250 San Carlos Ave., San Carlos
參觀時間：下午三時至六時，星期三，2013年二月二十七日
界定範圍公共會議：下午六時至八時，星期三，2013年二月二十七日

帕拉阿圖市市政廳
市議會會議室，250 Hamilton Ave., Palo Alto
下午六時至八時，星期四，2013年二月二十八日

聖他克拉拉VTA總部
禮堂，3331 North First St., San Jose
下午六時至八時，星期二，2013年三月五日

三藩市市政廳
市議會會議室，1 Dr Carlton B Goodlett Pl., San Francisco
下午六時至八時，星期四，2013年三月七日

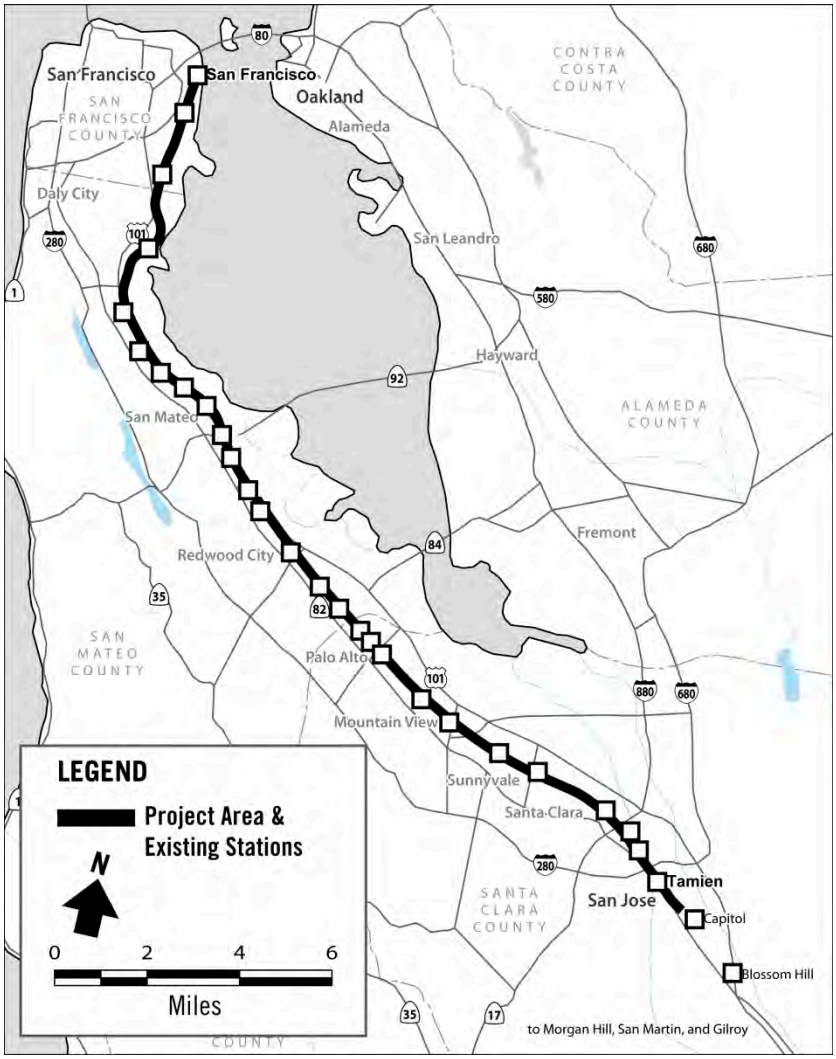
*如需翻譯或其他參加會議之其它服務，請在會議前至少三天來電要求：
(650) 622-7841 | TTY: (650) 508-6448

意見亦可用電郵方式發給**electrification@caltrain.com**，標題請寫「Peninsula Corridor Electrification Project」（半島走廊電氣化工程）。有興趣者可在我們舉行的四個界定範圍會議中親自提出意見，和了解建議工程詳情。請參看上述的日期、時間和地點。

如需更多有關中文詳情，包括查閱整份工程編制之環境影響報告通知書：
www.caltrain.com/electrification | (650) 622-7841 | TTY: (650) 508-6448

Thông Báo Việc Chuẩn Bị Bản Báo Cáo Ảnh Hưởng Đến Môi Trường cho Dự Án Đem Điện Lại Cho Hành Lang Bán Đảo

The Peninsula Corridor Joint Powers Ủy Ban Điện Năng Phối Hợp Thuộc Hàng Lang Bán Đảo (Caltrain) đã phát ra một Thông Báo Việc Chuẩn Bị Bản Báo Cáo Ảnh Hưởng Đến Môi Trường (EIR) cho Dự Án Đem Điện Lại Cho Hành Lang Bán Đảo của Caltrain chiếu theo Đạo Luật Chất Lượng Môi Trường California (CEQA). Dự án sẽ đem lại điện cho Hành Lang Bán Đảo từ Trạm San Francisco tại đường số 4 và King tới khoảng Trạm Tamien Caltrain, biến những chiếc xe lửa chạy bằng dầu cặn thành chạy điện, và gia tăng phục vụ lên đến sáu chiếc xe lửa Caltrain mỗi giờ cao điểm mỗi chiều trước năm 2019.



Để lượng định đầy đủ mọi ảnh hưởng của dự án này, mời các chủ tài sản, cư dân, các cơ quan công quyền, và tất cả các bên có lòng quan tâm đóng góp ý kiến về lãnh vực và nội dung thông tin về môi trường để nghiên cứu bao gồm các lựa chọn đề nghị. Các trả lời và góp ý trên văn bản về lãnh vực Dự Án Đem Lại Điện Cho Hành Lang Bán Đảo sẽ được nhận cho tới 5 giờ chiều ngày 18 Tháng Ba, 2013, tại địa chỉ sau đây:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos CA 94070-1306

Dự Án Đem Điện Lại Cho Hành Lang Bán Đảo
Các Buổi Họp Công Cộng về Lãnh Vực

Văn Phòng Caltrain
2nd Floor Auditorium (Thính Đường Lầu 2), 1250 San Carlos Ave., San Carlos
Giờ Mở Cửa: 3 chiều-6 chiều, Thứ Tư, Ngày 27 Tháng Hai, 2013
Các Buổi Họp Công Cộng về Lãnh Vực: 6 chiều-8 tối, Thứ Tư,
Ngày 27 Tháng Hai, 2013

Tòa Thị Sảnh Palo Alto
City Council Chambers (Phòng Hội Đồng Thành Phố), 250 Hamilton Ave., Palo Alto
6 chiều-8 tối, Thứ Năm, Ngày 28 Tháng Hai, 2013

Trụ Sở Chính Santa Clara VTA
Auditorium (Thính Đường), 3331 North First St., San Jose
6 chiều-8 tối, Thứ Ba, Ngày 5 Tháng Ba, 2013

Tòa Thị Sảnh San Francisco
Board of Supervisors Chambers (Phòng Ủy Ban Các Giám Đốc),
1 Dr Carlton B Goodlett Pl., San Francisco
6 chiều-8 tối, Thứ Năm, Ngày 7 Tháng Ba, 2013

*Để xin có người thông dịch hoặc các thích nghi khác cho các buổi họp này, xin gọi số điện thoại dưới đây ít nhất là trước buổi họp ba ngày: (650) 622-7841 | TTY: (650) 508-6448

Các góp ý cũng có thể được gửi qua email tới **electrification@caltrain.com**, với dòng chủ đề "Peninsula Corridor Electrification Project". Các bên có liên quan có thể góp ý tận nơi, và tìm hiểu thêm về dự án đề nghị, tại bốn buổi họp công cộng về lãnh vực. Xin xem ngày, giờ, và địa điểm nêu trên.

Để biết thêm thông tin bằng tiếng Việt, bao gồm bản Thông Báo Chuẩn Bị cho một EIR đầy đủ : **www.caltrain.com/electrification** | (650) 622-7841 | TTY: (650) 508-6448

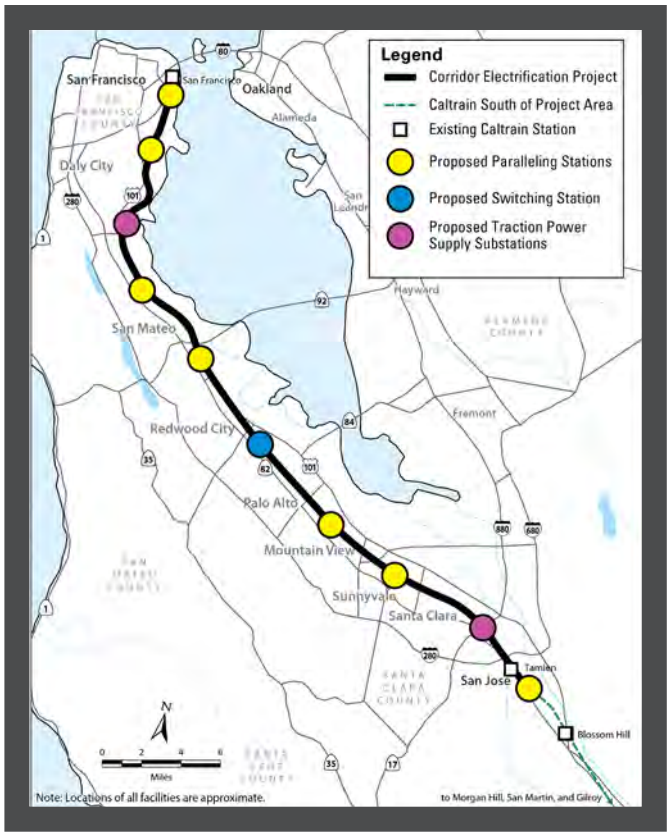
Fact Sheets

Peninsula Corridor Electrification

Fact Sheet | February 2013

PROJECT OVERVIEW

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area's population grows. The Caltrain Modernization Program, scheduled to be completed by 2019, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.



The Corridor Electrification Project is a key component of the Caltrain Modernization Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between the Fourth and King Street Station in San Francisco and the Tamien Station in San Jose. The project would include the installation of new electrical infrastructure and the purchase of electrified vehicles. Caltrain will continue Gilroy service and support existing tenants.

On January 31, 2013, Caltrain initiated environmental review to evaluate the environmental issues associated with proposed improvements included in the Peninsula Corridor Electrification Project. Caltrain previously evaluated corridor electrification in a prior Environmental Impact Report (EIR)[1], but decided to prepare this new EIR for the corridor electrification to update existing conditions, the environmental analysis, and the cumulative analysis. Completion of a new EIR will also allow public agencies, stakeholders, the public and decision-makers the opportunity to review and comment on the project's environmental effects in light of current information and analyses.

The Corridor Electrification Project will provide environmental approval for operation of up to 6 Caltrain trains per peak hour per direction (an increase from 5 currently) with operating speeds of up to 79 mph (same as today).

PROJECT GOALS

An electrified Caltrain would better address Peninsula commuters' vision of an environmentally friendly, fast, reliable service. The primary goals of the Peninsula Corridor Electrification Project include the following:

Improve Train Performance, Increase Ridership and Increase Service: Electrified trains can accelerate and decelerate more quickly than diesel-powered trains, even with longer trains, allowing Caltrain to run longer trains and increase capacity. Electrification performance allows increased peak service levels from the current 5 trains to 6 trains per peak hour per direction with existing tracks.

- **Increase Revenue and Reduce Cost:** Anticipated increased ridership will increase fare revenues and conversion from diesel to electricity will reduce fuel costs. These efforts will substantially reduce but not eliminate the need for financial subsidy.
- **Reduce Environmental Impact by Reducing Noise Emanating from Trains:** Noise from electrified trains is measurably less when compared with diesel trains. Train horns will continue to be sounded at grade crossings, consistent with safety regulations, whether or not electrification is pursued.
- **Reduce Environmental Impact by Improving Regional Air Quality and Reducing Greenhouse Gas Emissions:** Electric operations would produce substantial reductions in corridor air pollution emissions when compared with diesel locomotives, even when the indirect emissions from electrical power generation are included in the analysis. In addition, the increased ridership would reduce automobile usage, resulting in additional air quality benefits.

Provide High-Speed Rail (HSR) Compatible Electrical Infrastructure: An electrified Caltrain system would set the stage for an enhanced, modern commuter rail service and for future blended HSR service. While this project will not include or study all infrastructure necessary to implement high-speed rail service in the corridor (such as HSR maintenance facilities, station improvements, or passing tracks), the electrical infrastructure (such as overhead wire systems) will be compatible for later blended service[2].

[1] The Federal Transit Administration completed environmental review under the National Environmental Policy Act (NEPA) in 2009 for the electrification project.

[2] At a future date, the California High-Speed Rail Authority and the Federal Railroad Administration will conduct their own environmental review to approve running high-speed rail trains on the Caltrain corridor as part of blended service.

Peninsula Corridor Electrification

Fact Sheet | February 2013

FOR MORE INFORMATION

Visit: www.caltrain.org/electrification

Email: Electrification@Caltrain.org

Mail: Peninsula Corridor Joint Powers Board (Caltrain)

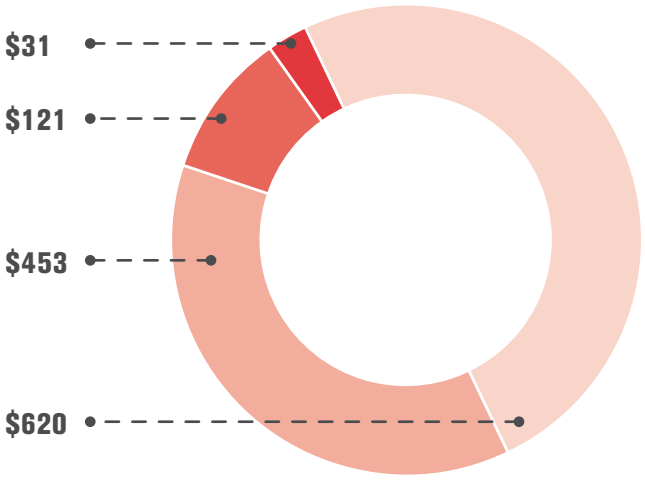
Attn: Stacy Cocke, Senior Planner

P.O. Box 3006

San Carlos, CA 94070-1306

Phone: 650.622.7841 | **TTY:** 650.508.6448

FUNDING: MILLIONS ($, YEAR OF EXPENDITURE)



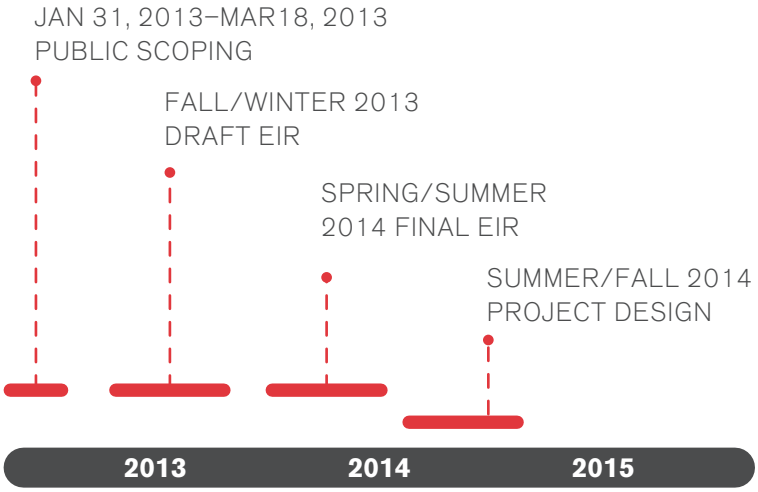
REGIONAL
Bay Area Air Quality Management District, Tolls

LOCAL
Peninsula Corridor Joint Powers Board

FEDERAL
Federal Transit Administration

STATE
Prop 1A, Prop 1B

ENVIRONMENTAL REVIEW SCHEDULE



Schedule subject to change

PROJECT SCHEDULE

The preliminary project schedule is as follows:

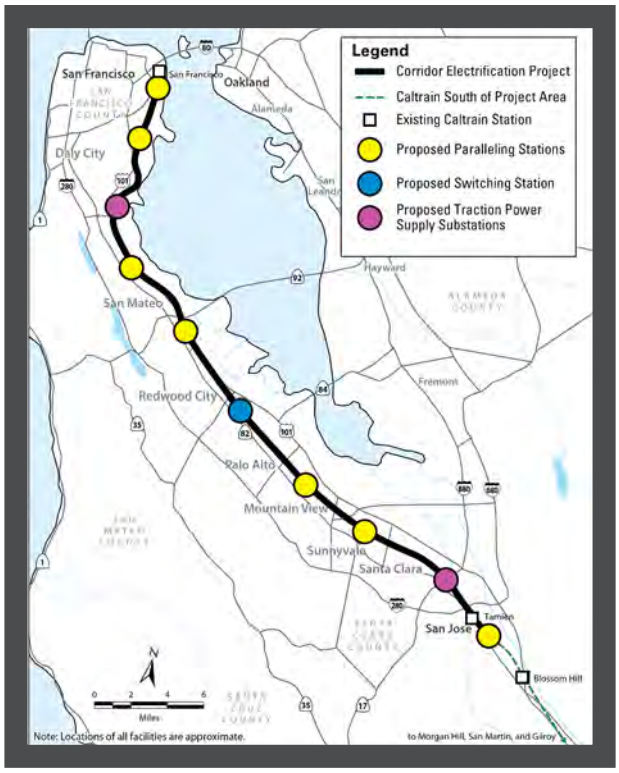
The goal for electric revenue service is 2019. Project Delivery schedule has not been finalized yet.

Electrificación del Corredor Península

Hoja de Datos | Febrero 2013

RESUMEN DEL PROYECTO

En la década pasada, Caltrain ha visto un gran aumento en la cantidad de pasajeros y espera que siga aumentando la cantidad como crece la población del Área Bahía. El Programa Modernización de Caltrain, programado para terminación en 2019, electrificará y mejorará el rendimiento, eficacia en operaciones, capacidad, seguridad, y fiabilidad del servicio de los trenes suburbanos.



El Proyecto Electrificación del Corredor es un componente clave del Programa Modernización de Caltrain y consiste en convertiendo los trenes diéseles a trenes Automotor Eléctrico Múltiple (EMU, por sus siglas en ingles) para servicios entre la Estación Cuarto y Calle King en San Francisco y la Estación Tamien en San José. Caltrain seguirá con servicio en Gilroy y apoyará a arrendatarios existentes.

El 31 de Enero, 2013, Caltrain inició revisión ambiental para evaluar los temas ambientales asociados con las mejoras propuestas incluídas en el Proyecto Electrificación del Corredor Península. Anteriormente, se analizó electrificación del corredor en un Reporte de Impacto Ambiental (EIR, por sus siglas en ingles[1]) anterior, pero Caltrain ha decidido preparar este nuevo EIR para la electrificación del corredor para actualizar condiciones existentes, el análisis ambiental, y el análisis acumulativo. La terminación de un nuevo EIR también dará la oportunidad a las agencias públicas, depositarios, el público general y ejecutivos para que revisen y hagan comentarios sobre los impactos ambientales del proyecto, teniendo en cuenta la información y análisis actual. El Proyecto Electrificación del Corredor proporcionará abprobación ambiental para operación de hasta 6 trenes Caltrain por hora pico por dirección (un aumento desde los 5 actuales) con velocidades de operación hasta 127 km/h (lo mismo como hoy).

OBJETIVOS DEL PROYECTO

Un Caltrain electrificado se dirigiría la visión de los pasajeros en la Península de un servicio ecológico, rápdio, y fiable. Los objetivos primarios del Proyecto Electrificación del Corredor Península incluyen lo siguiente:

Mejorar rendimiento, aumentar la cantidad de pasajeros, y aumentar servicio: Trenes Electrificados pueden acelerar y disminuar la velocidad más rapidamente que los trenes diéseles, a pesar de trenes más largos, permitiendo que Caltrain utilice trenes más largos para aumentar capacidad. El rendimiento de electrificación permite niveles aumentados de servicios picos desde los 5 trenes actuales hasta 6 trenes por hora pico por dirección con vías férreas existentes.

- **Aumentar Ingreso y Bajar Costos:** Un aumento de pasajeros aumentarán ingresos de pasaje y la conversión de diésel a eléctrico bajará los costos de combustible. Estos esfuerzos reducirán la necesidad de usar subsidios financiales, pero no la eliminarán**.**
- **Reducir Impactos Ambientales y Reducir Ruido de los Trenes:** Ruido de trenes electrificados es menos que el ruido de los trenes diéseles. Bocinas de trenes seguirán sonando en los cruces a nivel, consecuente con reglas de seguridad, a pesar de electrificación.
- **Reducir Impactos Ambientales, Mejorar la Calidad del Aire Regional, y Reducir Emisiones de Gases de Invernadero:** Operaciones eléctricos bajaría considerablemente la contaminación del aire en el corredor cuando comparado con locomotoras diéseles, a pesar de las emisiones indirectas de generación de electricidad. Además, el aumento de pasajeros reducirá el uso de automóviles, con beneficios adicionales de calidad de aire.
- **Proporcionar Infraestructura Eléctrica Compatible con Trenes de Alta Velocidad (HSR, por sus siglas en ingles):** Un sistema electrificado de Caltrain permitirá servicios modernos de trenes suburbanos y también servicio conjunto de HSR en el futuro. Este proyecto no incluirá todo la infraestructura necesaria para implementar servicio de HSR en el corredor (como instalaciones de mantenimiento de HSR, mejoras de estaciones, y vías de sobrepaso), pero la infraestructura eléctrica (como sistemas de cables elevados) estará compatible con servicio conjunto en el futuro[2].

[1] La Administración de Tránsito Federal finalizó revisión ambiental bajo el Acta Nacional de Política del Medio Ambiente (NEPA, por sus siglas en ingles) en 2009 para el proyecto de electrificación.

[2] En el futuro, La Autoridad Ferroviaria de Alta Velocidad de California y la Administración de Tránsito Federal harán su propio revisión ambiental para aprobar trenes de alta velocidad en el corredor Caltrain como servicio conjunto.

Electrificación del Corredor Península

Hoja de Datos | Febrero 2013

PARA MÁS INFORMACIÓN

Visíte: www.caltrain.org/electrification

Correo Electrónico: Electrification@Caltrain.org

Correo: Peninsula Corridor Joint Powers Board (Caltrain)

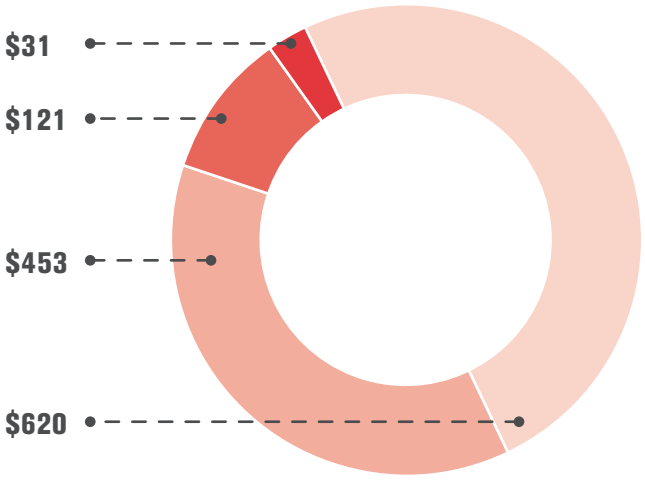
Attn: Stacy Cocke, Senior Planner

P.O. Box 3006

San Carlos, CA 94070-1306

Teléfono: 650.622.7841 | **TTY:** 650.508.6448

FINANCIAMIENTO: MILLONES ($, AÑO DE GASTO)



REGIONAL
El Distrito para el Control de la Calidad del Aire del Area de la Bahía, peaje

LOCAL
Junta de Poderes del Corredor Península

FEDERAL
Administración de Tránsito Federal

ESTATAL
Proposición 1A, Proposición 1B

CALENDARIO DE REVISIÓN AMBIENTAL

31 DE ENERO, 2013 – 18 DE MARZO, 2013
REVISIÓN PÚBLICA DEL ALCANCE

OTOÑO/INVIERNO 2013
BORRADOR DEL EIR

PRIMAVERA/VERANO
2014 EIR FINAL

VERANO/OTOÑO 2014
DISEÑO DEL PROYECTO

2013 **2014** **2015**

El Calendario está sujeto a cambios

EL CALENDARIO DEL PROYECTO

El plan preliminar del proyecto:

El objetivo para servicio de ingreso eléctrico es 2019. El Calendario del Proyecto no ha sido finalizado todavía.

Presentation

Peninsula Corridor Electrification Project

Public Scoping Meetings
February/March 2013

Today's Scoping Meeting

- **Purpose**
  - Provide an overview of the Project
  - Gather input on the scope of the environmental analysis
- **Agenda**
  - Sign-in (6pm-6:15pm)
  - Presentation (6:15pm-6:45pm)
  - Comment Period (6:45pm-7:45pm)

    (Please fill out speaker card now)
  - Open House (time permitting)

***Please turn off your cell phones**.

Meeting Guidelines

- Meeting purpose to obtain input on Scope of Environmental Impact Report
- Q & A: Questions can be discussed with staff *after* the formal meeting or put in written comments
- Please respect one another and provide constructive input
- Speakers will be called one person at a time after presentation
- Be aware of time constraints
- Focus comments on the Peninsula Corridor Electrification Project and environmental analysis
- Please no cell phone usage during meeting

Context

Key Facts

- Diesel commuter rail system
- San Francisco to Gilroy
- 77 mile corridor, 32 stations
- 92 trains on weekday / 36 Saturday / 32 Sunday
- Ridership: 50,000+ weekday

Beneficial Partnership

- Caltrain
  - Desires electrification
  - Owns corridor
  - Needs funding
- California High-Speed Rail Authority
  - Needs electrified corridor
  - Needs corridor to SF
  - Brings funding

Future Blended System

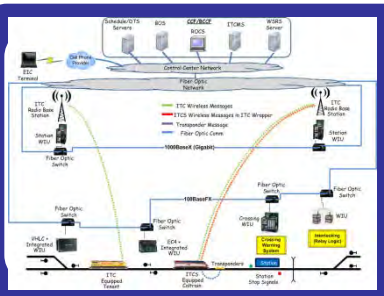
Community Driven Approach
2 Track System (Primarily)
Up to 110 mph
Partially Grade Separated
6 Caltrain / per peak hour per direction
Up to 4 HSR trains / per peak hour per direction*

*Based on LTK computer model simulation (March 2012)

Regional 9 – Party Funding Memorandum of Understanding

- Blended System Commitment
- First Incremental Investment
  - $1.5 billion for Caltrain Modernization
  - $705 million from High-Speed Rail (HSR) State Bond
  - Remainder from other local, regional, state and federal sources
  - Caltrain electric service by 2019
- Future Incremental Investments
  - Projects and funding to be determined
  - Blended HSR service by 2026-2029

Environmental Process Sequencing



Advanced Signals System (CBOSS)

CEQA: Adopted Categorical Exemption (Caltrain)

NEPA: Adopted Categorical Exclusion (Federal Transit Administration -FTA)

Planned In-Service Date: 2015

Peninsula Corridor Electrification Project

CEQA: Environmental Impact Report, (Caltrain: 2013 - 2014)

NEPA : Environmental Assessment/FONSI (FTA Completed)

Planned In-Service Date: 2019

Blended Service

CEQA/NEPA: Environmental Impact Report/Environmental Impact Statement

Lead Agencies CHSRA and Federal Railway Administration

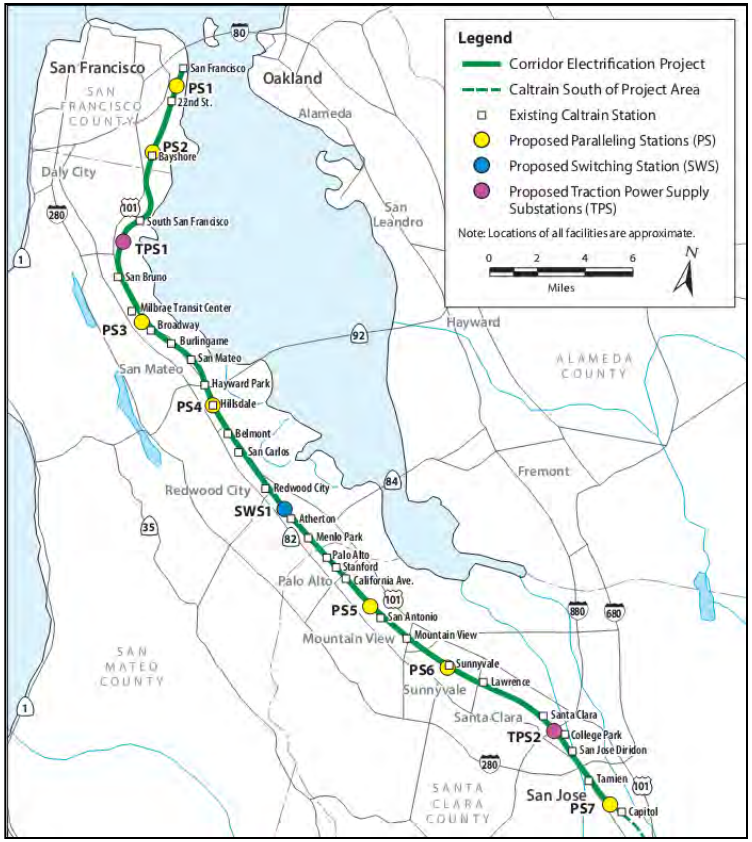
Planned In-Service Date: 2026/2029

The Peninsula Corridor Electrification Project

Project Overview

- Distance: 51 miles

  (SF to Tamien in SJ)
- Speed: Up to 79mph
- Service: 6 trains per peak hour per direction
- Infrastructure & Vehicles
  - Poles and Wires
  - Traction Power Facilities
  - Electric Powered Vehicles
- Maintain Caltrain Gilroy service & tenant use



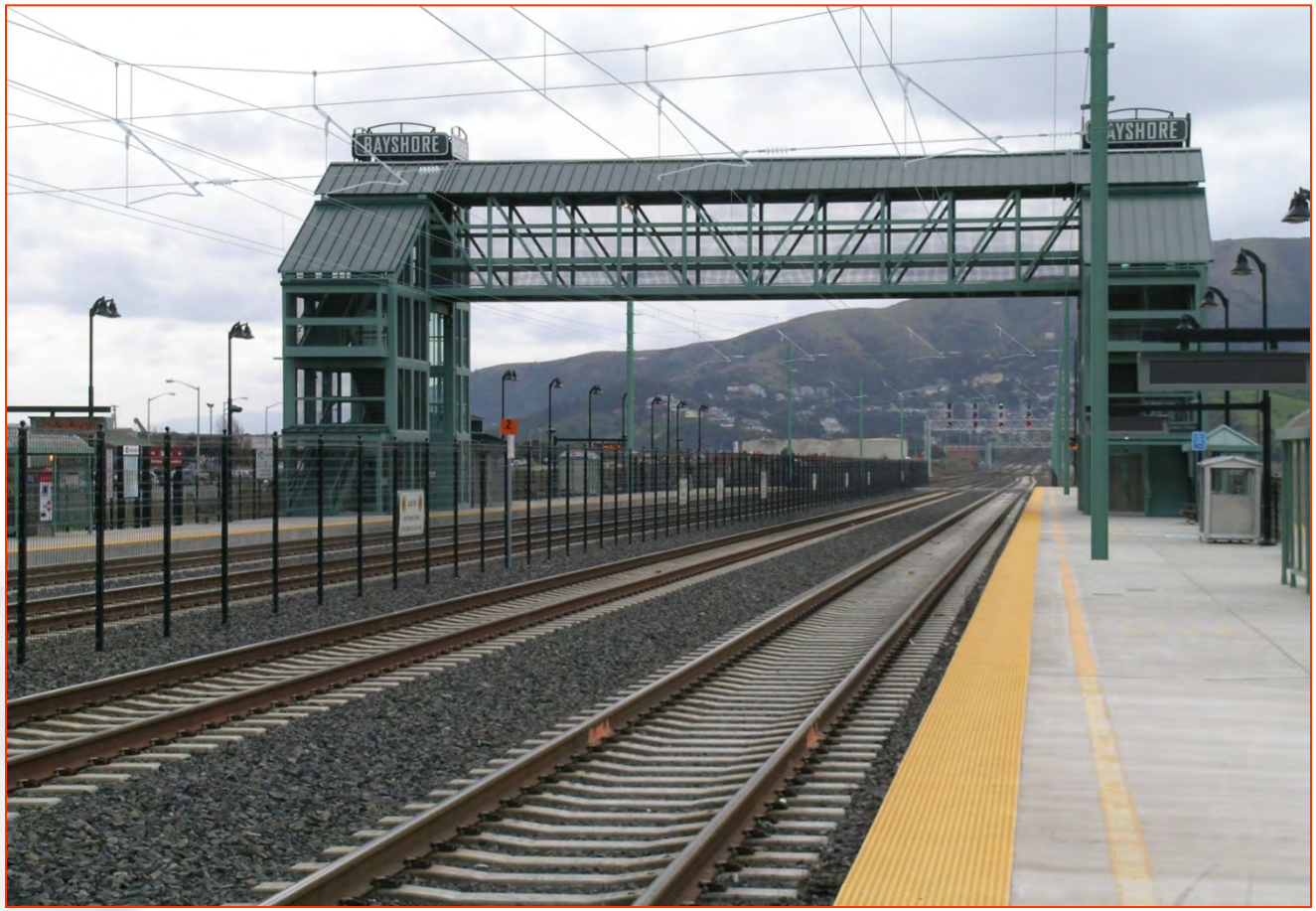
Project Purpose and Need

- Improve Train Performance
- Increase Service and Ridership
- Increase Revenue and Reduce Cost
- Reduce Environmental Impacts
  - Reduce Noise from Trains
  - Improve Regional Air Quality
  - Reduce Greenhouse Gas Emissions
- High-Speed Rail Compatible Electrical Infrastructure

Simulation: Main Line

Simulation: At Station

Simulation: At Station



Simulation: Traction Power Station

Environmental Process & Milestones

- **Public Scoping** **Jan. 31 – Mar. 18, 2013**
- **Draft EIR** Fall 2013 / Winter 2014
- **Final EIR** Spring / Summer 2014
- **Project Approval** Summer / Fall 2014

Positive Environmental Impacts

- Regional congestion reduction
- Energy consumption reduction
- Air pollutant reduction
- Greenhouse gas emission reduction
- Noise reduced from engines
- Vibration reduced from engines

Key Environmental Impact Issues

- Key Impact Areas
  - Noise, Traffic, Visual Aesthetics, Land Use Compatibility
- Other CEQA Subject Areas
  - Air Quality/Greenhouse gases, Biological Resources, Cultural Resources, Energy, Geology and Soils, Electromagnetic Interference/ Electromagnetic Fields (EMI/EMF), Hazardous Waste and Materials, Hydrology and Water Quality, Population and Housing, Public Services and Utilities and Safety

Cumulative Analysis

- Key Projects
  - HSR Blended Service (Up to 2 and 4 HSR trains)
  - MTC Regional Transportation Plan Improvements
  - SF Downtown Extension
  - Dumbarton Rail Corridor Project
  - Other Rail Improvement projects, such as Capitol Corridor and ACE
  - Local Station Development Plans, Specific Plans and General Plans

Public Scoping Meetings

Caltrain Office
Auditorium
1250 San Carlos Ave., San Carlos

Wednesday, ***Feb. 27, 2013***
Open House: 3pm-6pm
Public Scoping Meeting: 6pm-8pm

Palo Alto City Hall
City Council Chambers
250 Hamilton Ave.

Thursday, ***Feb. 28, 2013***
Public Scoping Meeting: 6pm-8pm

Santa Clara VTA Office
Auditorium
3331 North First St., San Jose

Tuesday, ***March 5, 2013***
Public Scoping Meeting: 6pm-8pm

San Francisco City Hall
Board of Supervisors Chambers
1 Dr. Carlton B Goodlett Place

Thursday, ***March 7, 2013***
Public Scoping Meeting: 6pm-8pm

For updates visit:
www.caltrain.com/electrification

Or send e-mail to:
electrification@caltrain.com

How to Provide Scoping Comments

- **Provide Comments Tonight**
  - Please use a Speaker Card if making oral comments.
  - May use written comment form and leave with us tonight.
- **Send Us Your Comments**
  - Written comments accepted until **5pm on March 18, 2013**.
  - Send written comments to:

    Caltrain
    Attn: Stacy Cocke, Senior Planner
    P.O. Box 3006
    San Carlos, CA 94070-1306
- **E-mail Comments**
  - Please send to: **electrification@caltrain.com** with the subject "Peninsula Corridor Electrification Project"

Exhibit Boards

What is the Peninsula Corridor Electrification Project (PCEP)?

Project Purpose and Need

- Improve Train Performance
- Increase Service and Ridership
- Increase Revenue and Reduce Cost
- Reduce Environmental Impacts
  - Reduce Noise from Trains
  - Improve Regional Air Quality
  - Reduce Greenhouse Gas Emissions
- High-speed Rail Compatible Electrical Infrastructure

Project Overview

- Distance: 51 miles (San Francisco Caltrain Station at 4th and King to south of Tamien Caltrain Station (San Jose))
- Speed: Up to 79 mph (same as present)
- Service: 6 trains per peak hour per direction (tpph/d) (current service is 5 tpph/d)
- Electrical Infrastructure and Vehicles
  - Poles and Wires (Overhead Contact System)
  - Traction Power Facilities (TPFs)
  - Replacement of approximately 75% of current diesel service with Electric Multiple Units (EMUs)
- Maintain Caltrain Gilroy service and tenant use

What is Scoping? Environmental Process? How do I Comment?

What is Scoping?

"Scoping" is the process of collecting input on the topics for study in the Environmental Impact Report (EIR).

Public Scoping : January 31 – March 18, 2013

Draft EIR: Fall 2013/Winter 2014

Final EIR: Spring/Summer 2014

Project Approval : Summer/Fall 2014

How to Provide Scoping Comments:

Provide Comments Tonight:

Please use a Speaker Card if making oral comments. May use written comment form and leave with us tonight.

Send us your comments:

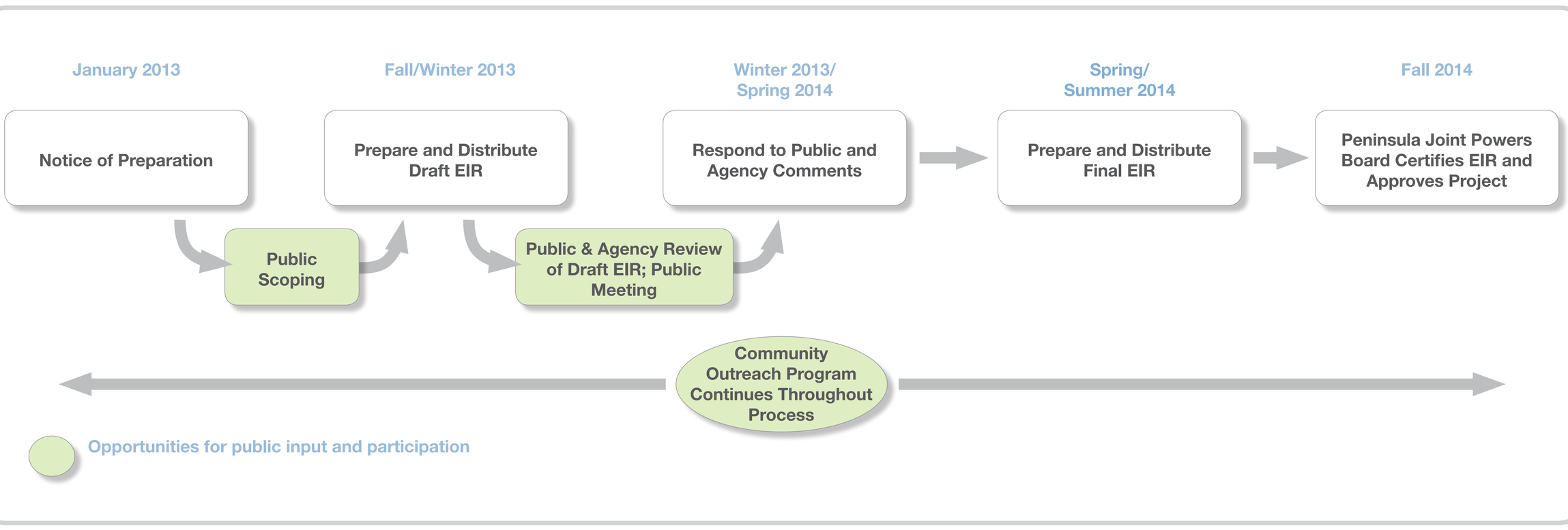
Written responses and comments on the scope of the Peninsula Corridor Electrification Project EIR will be accepted until 5 pm on March 18, 2013.
Send written comments to:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
P.O. Box 3006
San Carlos, CA 94070-1306

E-mail comments:

Please send to: electrification@caltrain.com with the subject "Peninsula Corridor Electrification Project"

The Environmental Process



Funding

The project is estimated to cost approximately $1.225 billion, of which approximately $785 million is for infrastructure costs and the remaining $440 million is for rolling stock. The project will be financed through a combination of local, state, and federal sources.

Funding Sources	Millions ($, year of expenditure)
State Prop 1A[1], Prop 1B[2]	$620
JPB Member Agenies	$121
Regional (Bay Area Air Quality Management District, Tolls)	$31
Federal (Federal Transit Administration – FTA)	$453
Total	$1,225

1 Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century of 2008.

2 The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Other funding sources may be substituted for these sources if available. The project cost estimate and funding plan are being updated to reflect current designs and assumptions.

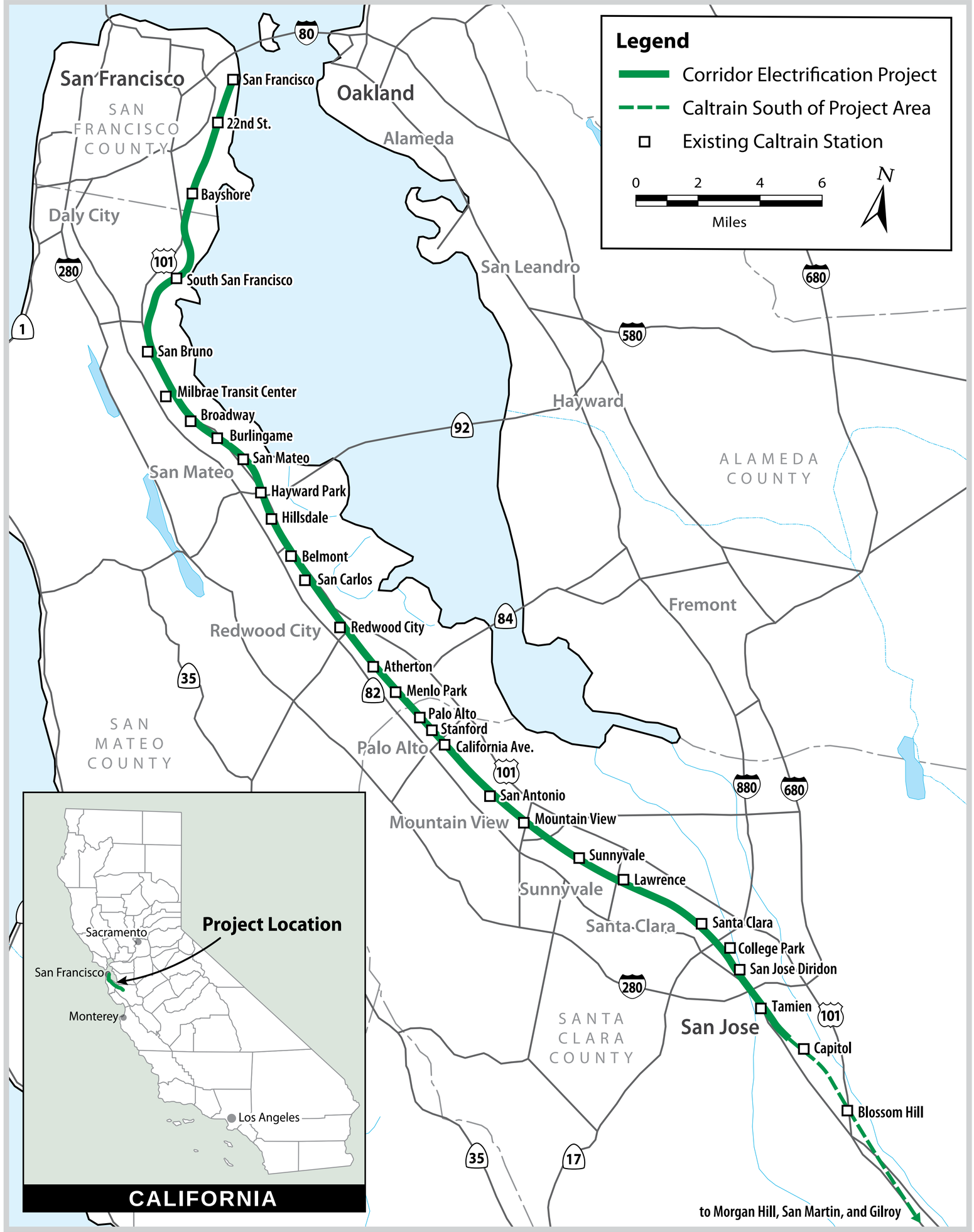
Schedule

The preliminary project schedule (subject to change) is as follows:

The goal for electric revenue service is 2019. Project Delivery schedule has not been finalized yet.

Project Route

Peninsula Corridor Electrification Project Route



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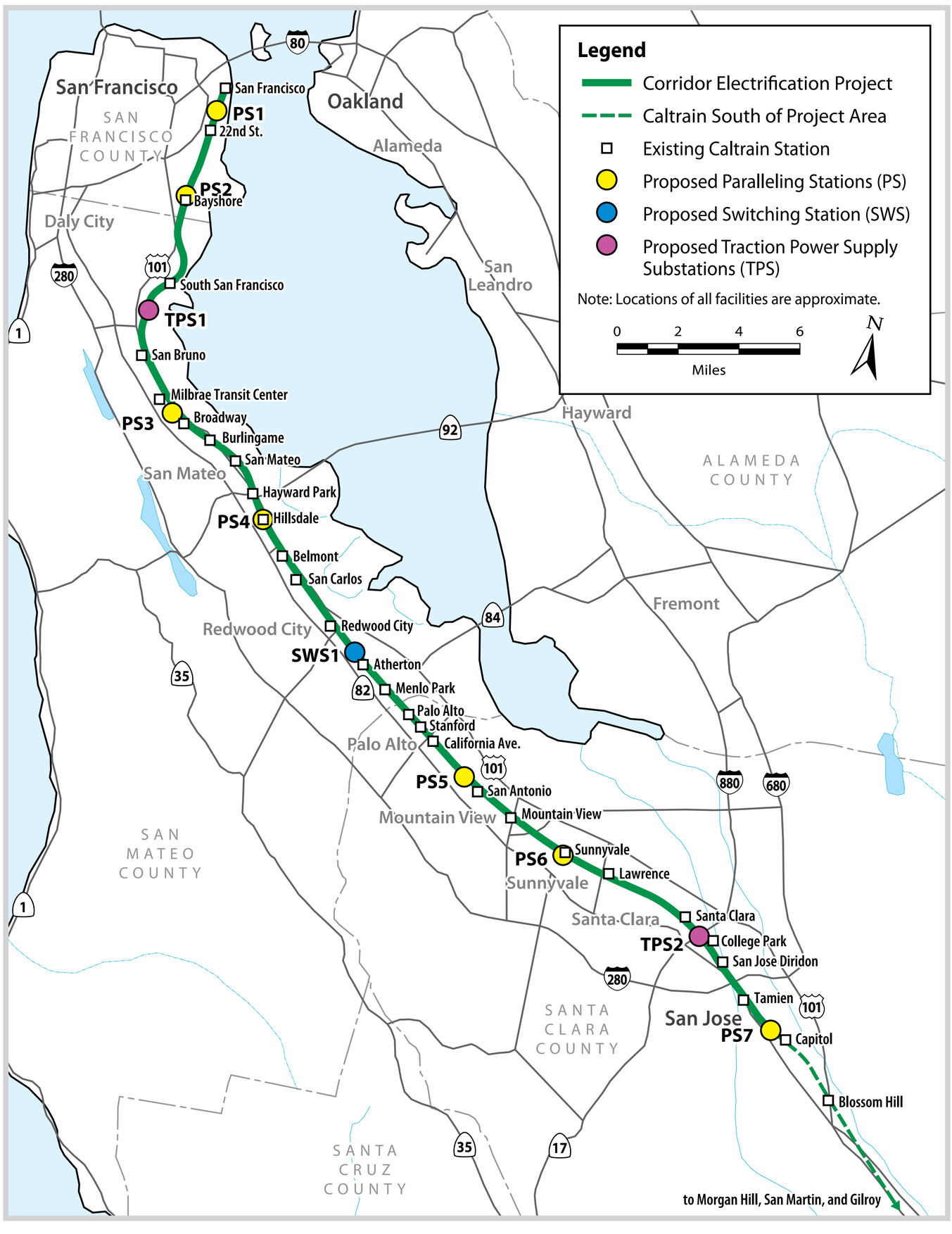
Potential Traction Power Station Sites

Power Station Sites Location Map



Peninsula Corridor Electrification System-wide Traction Power Facility Locations from 2009 EA/FEIR

TP Facility		Location		
Site	Type	MP	City/Town	Nearest Cross Street
PS-1	Paralleling Station	1.27	San Francisco	Pennsylvania Ave./ Mariposa St.
PS-2	Paralleling Station	4.95	San Francisco	Blanken Ave./ Tunnel Ave.
MSS-1	Traction Power Substation	8.65	South San Francisco	3 Alternatives - Gateway Blvd. (btwn E. Grand Ave. and Mitchell Ave.)
PS-3	Paralleling Station	15.02	Burlingame	California Dr./ Lincoln Ave.
PS-4	Paralleling Station	20.05	San Mateo	El Camino Real/31st Ave.
SWS-1	Switching Station	26.62	Redwood City	Opposite side of RR Tracks from Westmoreland Ave./ Buckingham Ave.
PS-5	Paralleling Station	33.55	Palo Alto/ Mountain View	Alma St./Green-meadow Way
PS-6	Paralleling Station	38.85	Sunnyvale	E. Hendy Ave./ N. Murphy Ave.
MSS-2	Traction Power Substation	45.85 45.95 46.80	San Jose	3 Alternatives (Newhall Dr./Newhall St., Stockton Ave./ Vermont St. & Lenzen Ave., Vermont St. & Lenzen Ave./ Caltrain ROW)
PS-7	Paralleling Station	51.02	San Jose	Communications Hill Blvd./Caltrain ROW

Notes:

PS – Paralleling Station (40ft x 80ft)

SWS – Switching Station (80ft x 160ft)

MSS – Main Substation (150ft x 200ft)

ROW – right of way

Traction Power Facility Examples

Example Main Substation

Example Switching Station

Example Main Substation

Example Paralleling Station

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Electric Multiple Unit Vehicles – Caltrain Renderings

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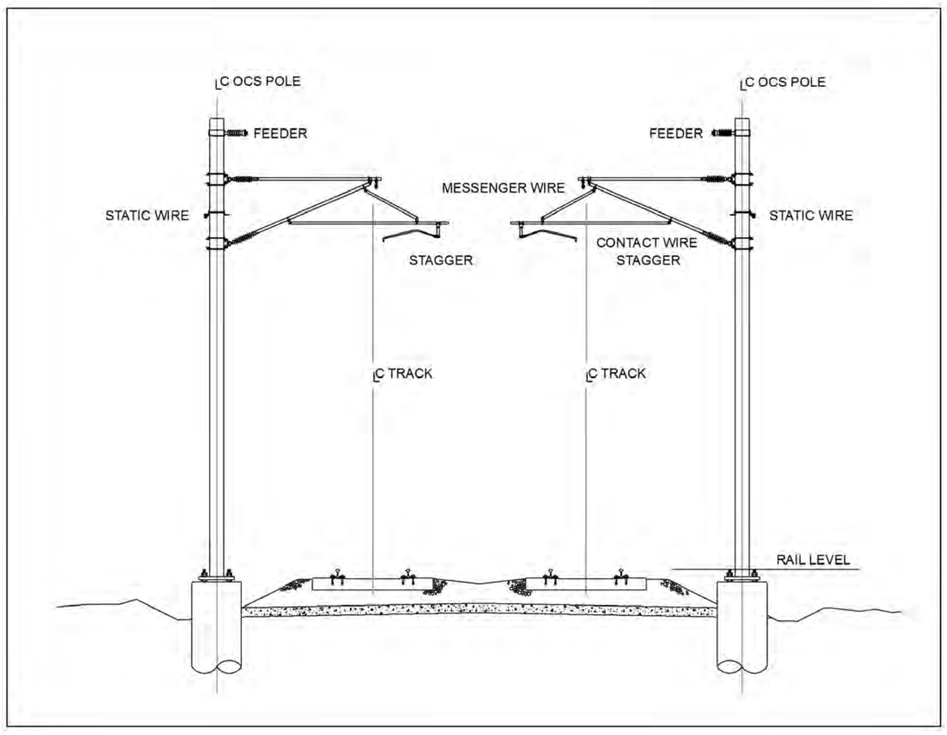
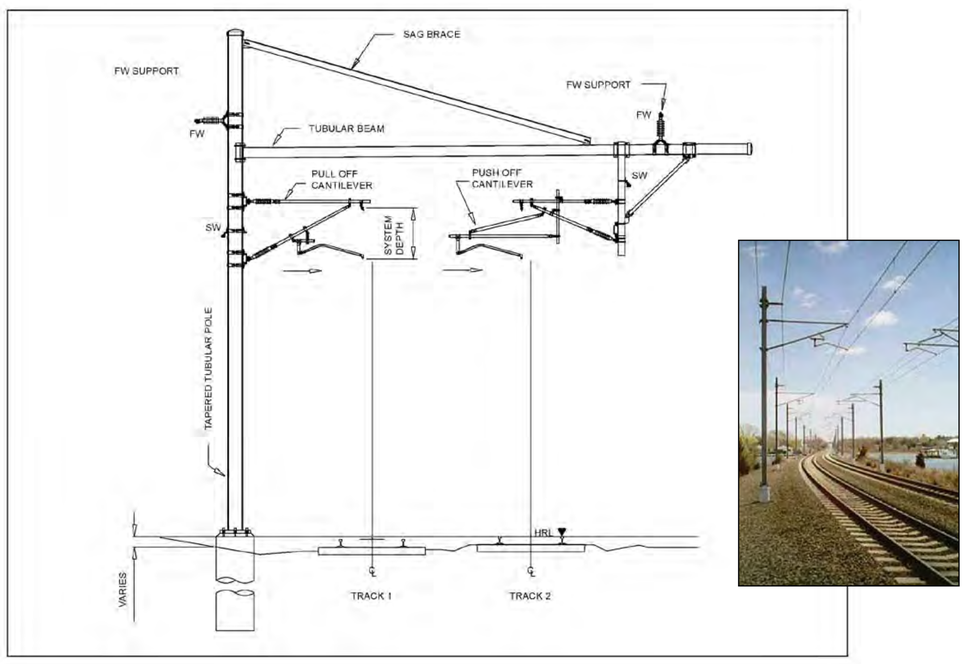
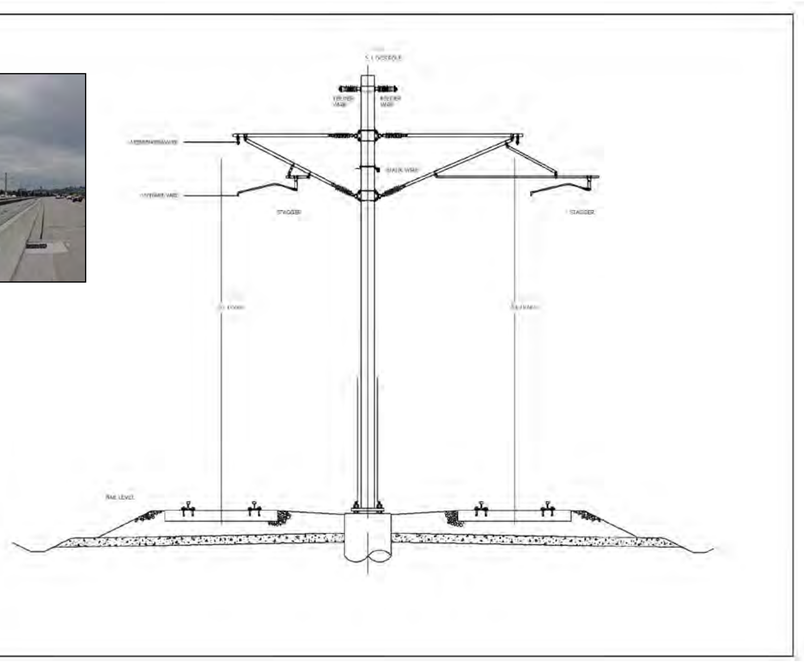
Overhead Contact System
Two-Track Arrangement



Two-track Arrangement with Side Pole Construction



Typical Two-track Cantilever



Two-track Arrangement with Center Pole Construction

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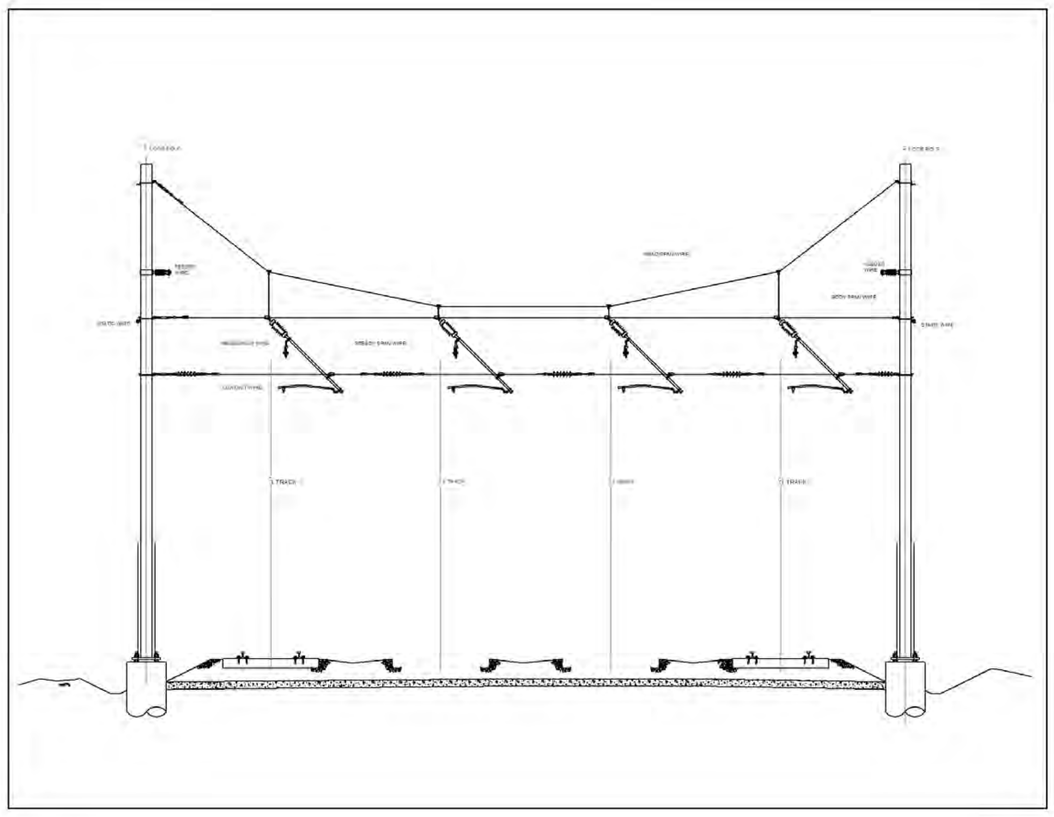
Overhead Contact System
Multi-Track Arrangement



Multi-track Arrangement with Headspan Construction

Sign-In Sheets

Peninsula Corridor Electrification

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John Swieck.		Burlingame CA 94009
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Jim Davis		

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Caltrain

Interested in Future Procurement Opportunities with PCEP?

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Procurement Opportunities

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Agenda

Peninsula Corridor Electrification

PUBLIC SCOPING MEETING
WEDNESDAY, FEB. 27, 2013

AGENDA

3:00pm – 6:00pm	Open House
6:00pm – 6:15pm	Scoping Meeting Sign-in
6:15pm – 6:45pm	Introductions and Presentation
6:45pm – 8:00pm	Public Comment Period

- **Provide Verbal Comments at Scoping Meeting**
  - Fill out a Speaker Card. Each individual will be limited to 2 minutes.
- **Send us your comments:** Written responses and comments on the scope of the Peninsula Corridor Electrification Project EIR will be accepted until 5 pm on March 18, 2013.

  Send written comments to:

  Peninsula Corridor Joint Powers Board (Caltrain)
  Attn: Stacy Cocke, Senior Planner
  P.O. Box 3006
  San Carlos, CA 94070-1306
- **E-mail comments:** to **electrification@caltrain.com** with the subject "Peninsula Corridor Electrification Project"

For more information, visit www.caltrain.com/electrification, or call: (650) 622-7841 |TTY (650) 508-6448

Meeting Dates/Fechas de las Reuniones: 2/27/13 2/28/13 3/5/13 3/7/13

Peninsula Corridor Electrification

REUNION PUBLICA SOBRE EL ALCANCE
MIERCOLES, 27 DE FEBRERO, 2013

PROGRAMACIÓN

3:00pm – 6:00pm	Puertas Abiertas
6:00pm – 6:15pm	Registro de Entrada de la Reunión del Alcance
6:15pm – 6:45pm	Bienvenidos & Presentación
6:45pm – 8:00pm	Período de Comentario Público

- **Proporcionar Comentarios Verbales en la Reunión del Alcance**
  - Entrega una tarjeta hablante. Cada hablante tendrá 2 minutos.
- **Nos mande sus comentarios:** Comentarios escritos y comentarios sobre el alcance del EIR del Proyecto Electrificación del Corredor Península pueden serán aceptados hasta las 5 de la noche, el 18 de Marzo, 2013.

  Mande sus comentarios a:

  Peninsula Corridor Joint Powers Board (Caltrain)
  Attn: Stacy Cocke, Senior Planner
  P.O. Box 3006
  San Carlos, CA 94070-1306
- **Mande sus comentarios:** a electrification@caltrain.com con la línea de sujeto “Peninsula Corridor Electrification Project”

Para más información llame a (650) 622-7841 | TTY (650) 508-6448, o mande un mensaje por correo electrónico a electrification@caltrain.com

Meeting Dates/Fechas de las Reuniones: 2/27/13 2/28/13 3/5/13 3/7/13

Peninsula Corridor Electrification

PUBLIC SCOPING MEETING

AGENDA

6:00pm – 6:15pm	Scoping Meeting Sign-in
6:15pm – 6:45pm	Introductions and Presentation
6:45pm – 8:00pm	Public Comment Period

- **Provide Verbal Comments at Scoping Meeting**
  - Fill out a Speaker Card. Each individual will be limited to 2 minutes.
- **Send us your comments:** Written responses and comments on the scope of the Peninsula Corridor Electrification Project EIR will be accepted until 5 pm on March 18, 2013.

  Send written comments to:

  Peninsula Corridor Joint Powers Board (Caltrain)
  Attn: Stacy Cocke, Senior Planner
  P.O. Box 3006
  San Carlos, CA 94070-1306
- **E-mail comments:** to **electrification@caltrain.com** with the subject "Peninsula Corridor Electrification Project"

For more information, visit www.caltrain.com/electrification, or call: (650) 622-7841 |TTY (650) 508-6448

Meeting Dates/Fechas de las Reuniones: 2/27/13 2/28/13 3/5/13 3/7/13

Peninsula Corridor Electrification

REUNIÓN PÚBLICA SOBRE EL ALCANCE

PROGRAMACIÓN

6:00pm – 6:15pm	Registro de Entrada de la Reunión del Alcance
6:15pm – 6:45pm	Bienvenidos & Presentación
6:45pm – 8:00pm	Período de Comentario Público

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  - Entrega una tarjeta hablante. Cada hablante tendrá 2 minutos.
- **Nos mande sus comentarios:** Comentarios escritos y comentarios sobre el alcance del EIR del Proyecto Electrificación del Corredor Península pueden serán aceptados hasta las 5 de la noche, el 18 de Marzo, 2013.

  Mande sus comentarios a:

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Meeting Dates/Fechas de las Reuniones: 2/27/13 2/28/13 3/5/13 3/7/13

Comments received during the PCEP Scoping Period

Type	Last	First	Date	Form
State Agencies				
California Transportation Commission	Rhinehart	Bimla	5-Mar-13	Letter
Local Agencies				
Bay Area Rapid Transit (BART)	Menotti	Val	18-Mar-13	Letter
City of Atherton	Lewis	Elizabeth	15-Mar-13	Letter
City of Belmont	Wozniak	Christine	15-Mar-13	Letter
City of Brisbane	Swiecki	John	18-Mar-13	Letter
City of Burlingame	Keighran	Ann	13-Mar-13	Letter
City of Mountain View	Fuller	Michael	15-Mar-13	Letter
City of Palo Alto	Shepherd	Nancy	18-Mar-13	Letter
City of Palo Alto	Shepherd	Nancy	28-Feb-13	Speaker Card
City of San Carlos	Grassilli	Bob	13-Mar-13	Letter
City of Sunnyvale	Witthaus	Jack	15-Mar-13	Letter
Menlo Park	Keith	Kirsten	28-Feb-13	Speaker Card
Menlo Park City Council	Ohtaki	Peter	6-Mar-13	Letter
Menlo Park City Council	Schmidt	Steve	10-Mar-13	Letter
Office of the Mayor - San Francisco	Gillett	Gillian	18-Mar-13	Letter
Redwood City School District	Yarbrough	Scott	6-Mar-13	E-mail
SamTrans	Groom	Carole	18-Mar-13	Letter
San Francisco Water Power Sewer	Torrey	Irina	14-Mar-13	Letter
San Mateo County Transit District (SMCTD)			27-Feb-13	E-mail
Town of Atherton	Lewis	Elizabeth	27-Feb-13	Letter
Town of Atherton	Carlson	Jerry	27-Feb-13	Speaker Card
Organizations				
Atherton Rail Committee	Maulbetsch	Rosemary	27-Feb-13	Speaker Card
Bay Rail Alliance	Chow	Andy	27-Feb-13	Speaker Card
Belmont Chamber Transportation & Traffic Committee Chair and Board Member	Bigelow	Jim	18-Mar-13	2 E-mails
Chair, Mission Bay Citizens Advisory Committee	Woods	Corinne	18-Mar-13	Letter
Children's Hospital at Stanford University	Archibald	Elizabeth	27-Feb-13	E-mail
Community Coalition - High-Speed Rail (CC-HSR)	Hamilton	Kathy	28-Feb-13	Speaker Card

Type	Last	First	Date	Form
District 6 Neighborhood Leader's Group (D6NLG) vice-chair and a District 6 rep on SJ Neighborhoods Commission	Ames	Larry	10-Mar-13	E-mail
FENWICK & WEST LLP	Kahn	Rob	3-Mar-13	E-mail
Friends of Caltrain	Levin	Adina	7-Mar-13	Speaker Card
Friends of Caltrain	Levin	Adina	28-Feb-13	Speaker Card
Global Research	Gaur	Anurag	29-Jan-13	E-mail
Granite Rock & Peninsula Freight Rail Users Group	Slavin	Don	28-Feb-13	Speaker Card
Greenbelt Alliance	Hippard	Melissa	6-Mar-13	E-mail
Institute of Transportation Engineers (ITE)	Schwegel	David	11-Mar-13	E-mail
International Technical Assistant	Hunter	Leann	13-Mar-13	E-mail
League of Women Voters of the Bay Area	Taylor	Marion	14-Mar-13	Letter
Mission Bay Citizens Advisory Committee (CAC)	Levine	Toby	7-Mar-13	Speaker Card
Mission Bay Citizens Advisory Committee (CAC)	Woods	Corinne	7-Mar-13	Speaker Card
North Willow Glen Neighborhood Association	Darnell	Harvey	14-Mar-13	Letter
Peninsula Freight Rail Users Group (PFRUG)	Greenway	Greg	18-Mar-13	Letter
Redwood City - San Mateo County & Menlo Park Chambers	Bigelow	Jim	28-Feb-13	Speaker Card
Redwood City San Mateo County Chamber of Commerce	Wagner	Stacey	27-Feb-13	Letter
Redwood City/San Mateo County Chamber of Commerce/Peninsula Freight Users Group	Greenway	Greg	27-Feb-13	Speaker Card
Ryland Mews Homeowners Association	Nichols	Richard	5-Mar-13	Speaker Card
San Francisco Bay Railroad	Gavrich	David	7-Mar-13	Speaker Card
San Francisco Bicycle Coalition (SFBC)	Johnson	Shirley	7-Mar-13	Speaker Card
Stanford Management Company	Winsted	Carol	27-Feb-13	E-mail
Stanford University	Nachury	Maxence	3-Mar-13	E-mail
Stanford University	Klemmer	Scott	4-Mar-13	E-mail
Stanford University and Google, Inc.	Bowman	Samuel	1-Mar-13	E-mail
Transportation Solutions Defense and Education Fund (Transdef)	Schonbrunn	David	18-Mar-13	Letter
Union Pacific Railroad	Wilmoth	Jerry	18-Mar-13	Letter

Type	Last	First	Date	Form
Wittwer & Parkin, on behalf of Community Coalition - High-Speed Rail (CC-HSR)	Patton	Gary	19-Feb-13	Letter
Wittwer & Parkin, on behalf of Community Coalition - High-Speed Rail (CC-HSR)	Patton	Gary	23-Feb-13	Letter
Individuals				
Individual	Allen	Diane	15-Mar-13	E-mail
Individual	Allen	John	6-Mar-13	E-mail
Individual	Ames	Larry	5-Mar-13	Speaker Card
Individual	Bao	Susan	5-Feb-13	E-mail
Individual	Beasley	Lydia	14-Mar-13	E-mail
Individual	Benedicty	Amy	16-Mar-13	E-mail
Individual	Benedicty	Gustavo	18-Mar-13	E-mail
Individual	Brandt	Marc	17-Mar-13	E-mail
Individual	Brase	William	18-Mar-13	E-mail
Individual	Brown	Tom	8-Mar-13	E-mail
Individual	Caidoy	Kristal	12-Mar-13	E-mail
Individual	Cauthen	Gerald	7-Feb-13	E-mail
Individual	Chatty	Omar	18-Mar-13	E-mail
Individual	Cheung	Corey	4-Mar-13	E-mail
Individual	Chin	Connie	4-Mar-13	E-mail
Individual	Clark	Chris	18-Mar-13	E-mail
Individual	Collins	Carter	15-Mar-13	E-mail
Individual	Collins	Carter	7-Mar-13	Speaker Card
Individual	Connor	Greg	3-Mar-13	E-mail
Individual	Cutler	Bill	2-Mar-13	E-mail
Individual	Cutler	William	28-Feb-13	Speaker Card
Individual	Dawid	Irvin	3-Mar-13	E-mail
Individual	Dell'Era	Donna	19-Mar-13	E-mail
Individual	Devor	Bob	3-Mar-13	E-mail
Individual	Diaz	Peter	3-Mar-13	E-mail
Individual	Diger	Nathan	20-Mar-13	E-mail
Individual	Dresden	Jean	31-Jan-13	E-mail
Individual	Dunbar	Lotti	5-Mar-13	E-mail
Individual	Eittreim	Steve	21-Feb-13	E-mail
Individual	Eliot	Mark	3-Mar-13	E-mail
Individual	Elperin	Milena	15-Mar-13	E-mail
Individual	Espinosa	Jose	3-Mar-13	E-mail
Individual	Etemad	Elika	3-Mar-13	E-mail

Type	Last	First	Date	Form
Individual	Fahnestock	Peggy	15-Mar-13	E-mail
Individual	Fleming	Mary Louise	21-Mar-13	E-mail
Individual	Flores	Margaret	21-Feb-13	E-mail
Individual	Galde	Josh	3-Mar-13	E-mail
Individual	Garcia	Lorie	17-Mar-13	E-mail
Individual	Gaus	Stephanie	5-Mar-13	E-mail
Individual	Giorni	Pat	27-Feb-13	Speaker Card
Individual	Goldsmith	David	3-Mar-13	E-mail
Individual	Gonzales	Armando	5-Mar-13	Speaker Card
Individual	Grey	Paul	27-Feb-13	Speaker Card
Individual	Halet	George	16-Mar-13	E-mail
Individual	Halsey	Jason	4-Mar-13	E-mail
Individual	Hamburgen	Bill	4-Feb-13	E-mail
Individual	Harris	Jay	18-Mar-13	E-mail
Individual	Hennen	Lenore	1-Mar-13	Comment Form
Individual	Hennen	Lenore	1-Mar-13	E-mail
Individual	Hernandez	Ramon	1-Feb-13	E-mail
Individual	Hirsch	David	7-Feb-13	E-mail
Individual	Holland	Chris	3-Mar-13	E-mail
Individual	Hultgren	John	21-Feb-13	E-mail
Individual	Jawa	Amandeep	3-Mar-13	E-mail
Individual	Johnson	Reyn	4-Mar-13	E-mail
Individual	Johnson	Shirley	17-Mar-13	E-mail
Individual	Jones	Paul	28-Feb-13	Speaker Card
Individual	Jones	Paul	9-Mar-13	Letter
Individual	Kangas	Paul	11-Mar-13	E-mail
Individual	Karp	Peter	11-Feb-13	E-mail
Individual	Kehoe	Claudia	1-Feb-13	E-mail
Individual	Keith	Kirsten	28-Feb-13	Comment Form
Individual	Kirrene	Michelle	15-Mar-13	E-mail
Individual	Klenk	Matthew	3-Mar-13	E-mail
Individual	Langley	Donald	15-Mar-13	E-mail
Individual	Langley	Judy	15-Mar-13	E-mail
Individual	Lasensky	Elizabeth	28-Feb-13	E-mail
Individual	Lebrun	Roland	18-Mar-13	Letter
Individual	Leeder	Carolyn	17-Mar-13	E-mail
Individual	Leeder	Terry	16-Mar-13	E-mail
Individual	Leeder	Terry	7-Mar-13	Speaker Card
Individual	Leung	Ray	1-Feb-13	E-mail
Individual	Levin	Adina	18-Mar-13	E-mail

Type	Last	First	Date	Form
Individual	Levine	Toby	9-Mar-13	E-mail
Individual	Levine	Toby	7-Mar-13	Letter
Individual	Litzinger	John	5-Mar-13	Speaker Card
Individual	Llewellyn	Bryn	4-Mar-13	E-mail
Individual	Lockard	Tom	3-Mar-13	E-mail
Individual	Ludwig	Michael	5-Mar-13	4 Comment Forms
Individual	Ludwig	Michael	5-Mar-13	Speaker Card
Individual	Lundquist	Bruce	12-Mar-13	E-mail
Individual	Mack	Bob	18-Mar-13	E-mail
Individual	Mahley	Linda	24-Mar-13	E-mail
Individual	Mallard	Lerond	4-Mar-13	E-mail
Individual	Marangone	Frederic	4-Mar-13	E-mail
Individual	Marroquin	David	28-Feb-13	E-mail
Individual	Mather	Tim	3-Feb-13	E-mail
Individual	Maulbetsch	John	27-Feb-13	Speaker Card
Individual	May	Cindy	4-Mar-13	E-mail
Individual	McKnight	Jeff	7-Mar-13	E-mail
Individual	Moody	Sheri	28-Feb-13	Comment Form
Individual	Moody	Sheri	28-Feb-13	Speaker Card
Individual	Napoles	Juan	17-Mar-13	E-mail
Individual	Ness	Andrew	3-Mar-13	E-mail
Individual	Nickels	Paul	27-Feb-13	Speaker Card
Individual	Nissen	David	13-Mar-13	E-mail
Individual	Nuttall	Mike	3-Mar-12	E-mail
Individual	Oldham	Jeffrey	3-Mar-13	E-mail
Individual	Olsson	Brett	3-Mar-13	E-mail
Individual	Paksi	Brandon	4-Mar-13	E-mail
Individual	Palmer	Debbie	5-Mar-13	E-mail
Individual	Perry	Brian	27-Feb-13	Speaker Card
Individual	Perry	Karen	27-Feb-13	Speaker Card
Individual	Plock	Stew	1-Mar-13	E-mail
Individual	Plock	Stew	12-Mar-13	E-mail
Individual	Quinonez	Alan	3-Mar-13	E-mail
Individual	Ragan-Kelley	Jonathan	3-Mar-13	E-mail
Individual	Ramirez	Lucas	28-Feb-13	Comment Form
Individual	Ramirez	Lucas	28-Feb-13	Speaker Card
Individual	Riepe	Mike	18-Feb-13	E-mail
Individual	Rincon	Catalina	27-Feb-13	E-mail
Individual	Rodriguez	Torea	5-Mar-13	E-mail

Type	Last	First	Date	Form
Individual	Rosenblum	Stephen	21-Feb-03	E-mail
Individual	Rosenblum	Stephen	27-Feb-13	Speaker Card
Individual	Sack	Hinda	27-Feb-13	Speaker Card
Individual	Samuels	John	4-Mar-13	E-mail
Individual	Sasaki	Go	5-Mar-13	E-mail
Individual	Scales	Suzie	4-Mar-13	E-mail
Individual	Schrauth	AJ	4-Mar-13	E-mail
Individual	Schreiber	Paul	3-Mar-13	E-mail
Individual	Schultz	John	28-Feb-13	Comment Form
Individual	Schultz	John	28-Feb-13	Speaker Card
Individual	Schwartz	Greg	6-Mar-13	E-mail
Individual	Schwegel	David	7-Mar-13	Speaker Card
Individual	Skinner	Brian	17-Mar-13	10 E-mails
Individual	Skoog	Tammy	28-Feb-13	Speaker Card
Individual	Smith	Alice	12-Feb-13	E-mail
Individual	Sommer	Martin	23-Feb-13, 5-Mar-13, 5-Mar-13	4 E-mails
Individual	Sommer	Martin	28-Feb-13	Speaker Card
Individual	Springer	Matt	16-Mar-13	E-mail
Individual	Steiner	Faye	3-Mar-13	E-mail
Individual	Stephenson	Jim	2-Mar-13	E-mail
Individual	Swire	Mike	5-Mar-13	E-mail
Individual	Szaro	Matt	14-Feb-13	E-mail
Individual	Tulin	Chris	10-Mar-13	E-mail
Individual	VandeWater	Cor	1-Mar-13	E-mail
Individual	VanEvery	Benjamin	7-Mar-13	E-mail
Individual	Vestel	Michael	7-Feb-13	E-mail
Individual	Wade	Nick	22-Mar-13	E-mail
Individual	Wasiak	Martin	7-Feb-13	E-mail
Individual	Waugh	Chris	3-Mar-13	E-mail
Individual	White	Terry	15-Mar-13	E-mail
Individual	Willard	Pierre	3-Mar-13	E-mail
Individual	Williams	Bill	23-Mar-13	E-mail
Individual	Woods	Susann	12-Mar-13	E-mail
Individual	Wu	Mike	15-Mar-13	E-mail
Individual	Zajac	Frank	24-Feb-13	E-mail
Individual	Zeaphod		5-Mar-13	E-mail
Individual	Zhange	Teresa	3-Mar-13	E-mail
Individual		George	5-Feb-13	E-mail

Comment Forms

Peninsula Corridor Electrification

Caltrain

COMMENT FORM

Comment forms may be returned today or mailed/emailed to the address below:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: LENORE HENNEN **Date:** 3-1-13

Affiliation (if applicable):

Address: [redacted]

Comments:

See attached

Please continue on back if necessary.

For more information on the Peninsula Corridor Electrification Project, call (650) 622-7841 | TTY: (650) 508-6448, or e-mail **electrification@caltrain.com**

Meeting Dates: 2/27 2/28 3/5 3/7

To: Peninsula Corridor Joint Powers Board

Subject: Comments on Caltrain Electrification Project

I am a resident of Menlo Square, a condominium project directly across from the Menlo Park Caltrain Station. My unit is very near the tracks crossing Oak Grove Avenue, with my bedroom on the corner of Oak Grove and Merrill Street.

While I am highly opposed to the ill conceived high speed rail project, I am supportive of Caltrain's electrification process with one major concern. My concern is the impact on nearby residents during the construction phase of the project. A speaker last night at the Palo Alto meeting talked about his desire to see the project completed in three years rather than six by working at night and on weekends. I am very opposed to work on this project between 9:00 p.m. and 6:00 a.m. as it would clearly have a very detrimental impact on those who would not be able to sleep at night with work going on right outside our windows. I believe I would be severely impacted by construction noise during the night, and respectfully request that this not become a reality. Residents of Menlo Square already deal with a great deal of unnecessary horn blowing by Caltrain and freight trains during the night, and construction noise would be intolerable.

Peninsula Corridor Electrification

Caltrain

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P.O. Box 3006
San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: SHERI MOODY **Date:** 2-28-13

Affiliation (if applicable):

Address: [redacted]

Comments:

If grade crossings are eliminated I would prefer that the Train be put in a trench rather than having over or under passes/crossings at cross streets.

Please continue on back if necessary.

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Meeting Dates: 2/27 2/28 3/5 3/7

Peninsula Corridor Electrification

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San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: KIRSTEN KEITH **Date:** 02/28/13

Affiliation (if applicable): Menlo Park

Address: _____ **E-mail:** _____

Comments:

- Support electrification
- Need $ for grade separations.

Please continue on back if necessary.

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Meeting Dates: 2/27 2/28 3/5 3/7

Peninsula Corridor Electrification

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San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: Lucas Ramirez **Date:** 2/28/2013

Affiliation (if applicable):

Address: [redacted]

Comments:

Please ensure that grade-separations will be implemented as soon as possible at Castro St and Rengstorff Ave in Mountain View – traffic is already abysmal in those areas, and grade-seps would be immensely helpful in improving traffic and ped/bike safety.

Please continue on back if necessary.

For more information on the Peninsula Corridor Electrification Project, call (650) 622-7841 | TTY: (650) 508-6448, or e-mail **electrification@caltrain.com**

Meeting Dates: 2/27 (2/28) 3/5 3/7

Peninsula Corridor Electrification

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E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: John Schulz **Date:** _____

Affiliation (if applicable): _____

Address: _____ **E-mail:** _____

Comments: HOW WILL THE ADDITIONAL TRAIN TRAFFIC EFFECT EMERGENCY RESPONSE SERVICE TIME
P.D.
F.D
AMBULANCE

Please continue on back if necessary.

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Meeting Dates: 2/27 (2/28) 3/5 3/7

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P.O. Box 3006
San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: Michael Ludwig **Date:** 5 March 2013

Affiliation (if applicable): _____

Address: [redacted] **E-mail:** _____

Comments:

For service to/from South of Tamien station, Caltrain should set it up so passengers DON'T have to transfer at Tamien. The same train can have both an electric engine and a diesel engine — if need be, just couple them together. Then northbound trains would just turn off the diesel engine and turn on the electric engine at Tamien; and southbound trains would do the opposite there.

Please continue on back if necessary.

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Meeting Dates: 2/27 2/28 3/5 3/7

Peninsula Corridor Electrification

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P.O. Box 3006
San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: Michael Ludwig **Date:** 5 March 2013

Affiliation (if applicable): _____

Address: [redacted] **E-mail:** _____

Comments:

Here, I just want to say that this project should go forward and CalTrain must continue service. Those who advocate replacing CalTrain with BART aren't fully considering the extremely high cost of extending BART anywhere, as San Mateo County found out the hard way when it extended BART from Colma to Millbrae. Please remember that this is the most recent BART extension to be completed. There's also the issue of Pac Bell Park service — CalTrain currently comes within easy walking distance of the S.F. Giants'

Please continue on back if necessary.

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Meeting Dates: 2/27 2/28 3/5 3/7

home ballpark. BART would not come nearly as close if it replaced CalTrain.

Peninsula Corridor Electrification

Caltrain

COMMENT FORM

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1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: Michael Ludwig **Date:** 5 March 2013

Affiliation (if applicable): [redacted]

Address: [redacted]

Comments:

Here, I just want to mention the comment that I forgot to say at the microphone. I want to make sure that CalTrain service continues uninterrupted during construction of the electrification [redacted] infrastructure. Do the construction in a way that allows CalTrain to continue to run daily service, without any cancelled days of train service.

Please continue on back if necessary.

For more information on the Peninsula Corridor Electrification Project, call (650) 622-7841 | TTY: (650) 508-6448, or e-mail **electrification@caltrain.com**

Meeting Dates: 2/27 2/28 3/5 3/7

Peninsula Corridor Electrification

Caltrain

COMMENT FORM

Comment forms may be returned today or mailed/emailed to the address below:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306
E-mail: electrification@caltrain.com
(Please include the subject line "Peninsula Corridor Electrification Project")

Name: Michael Ludwig **Date:** 5 March 2013

Affiliation (if applicable):

Address: [redacted]

Comment:

Upon completion of the electrification project, please keep train service to all CalTrain ~~service~~ stations that are currently served. In other words, don't eliminate any stations. Also, please consider reinstating weekday service to the Broadway and Atherton stations — CalTrain will be more easily able to serve these stations every day of the week upon completion of electrification.

Please continue on back if necessary.

For more information on the Peninsula Corridor Electrification Project, call (650) 622-7841 | TTY: (650) 508-6448, or e-mail **electrification@caltrain.com**

Meeting Dates: 2/27 2/28 3/5 3/7

Comments received via e-mail

Date Submitted	Name	Affiliation	Comment
March 6, 2013	Scott Yarbrough	Redwood City School District	I wanted to express my thanks to you for your progressive approach to commuting that has included an on board option for cyclists commuting using Caltrain. Taking my bike on the train is essential if I am to commute to work without using a car, since I have 16 different school sites that I must serve in my work destination in Redwood City and require my bike at work in order to get my job done. Without a bike on board, I would have to drive and could not take Caltrain. I would probably seek a job in San Francisco if Caltrain's electrification upgrade fails to include an on-board bike option. Please factor in cyclists on board as you plan your electrification upgrade, and I will continue to be a loyal Caltrain customer!
March 11, 2013	David Schwegel	Institute of Transportation Engineers	Great Caltrain Meeting in San Francisco last night! Thank you for your valuable role in the meeting's success. Thank you for talking to Carter and me last night about Carter's brilliant ideas for the right-of-way. Here is the Institute of Transportation Engineers (ITE) (www.ite.org<http://www.ite.org>) Southern California Section (ITE So Cal) (www.itesocal.org<http://www.itesocal.org>) November 2012 Newsletter. Rufus' Jeffris (Bay Area Council Economic Institute) article on "The Economic Impact of Caltrain Modernization" begins on page 5.
March 10, 2013	Larry Ames	D6NLG vice-chair and a D6 rep on SJ Neighborhoods Commission	What happens if there's a downed power line? Do the cars have battery backup, so as to move forward to the next segment of the line?, Or, do they have a small diesel motor? As I had to leave early (another commitment), I asked some questions beforehand. These are some quick notes from those conversations, plus part of presentation. (Corrections welcomed!) Plan is to electrify CalTrain from Tamien to SF. Overhead lines, same voltage and configuration as for High Speed Rail (HSR): will support a future "blended system". New cars. No locomotives: each car is self-propelled. Yes, they will make some of the bike-cars. Won't be new track: still will have ~40 at-grade crossings in the 51 miles to SF: as per Fed rules, don't need grade separation if train's speed <110 mph. Current tracks are good for 79 mph: this is the speed current trains (diesel) do, and planned speed for new electric train. When HSR also uses line (w/ minor upgrades?), they'd go at up to 110 mph. [Electric CalTrain will still use slow at-grade tracks between Tamien and Diridon thru north Willow Glen; HSR will be separate, but years in the future.] "Beneficial Partnership w/ HSR" -- they pay some of the costs, and will be able to use system as early lead-in to future HSR to SF. Plans: 6 CalTrain / hr / direction, plus up to 4 HSR/hr/dir. (as per revised business plan); use current partially grade-separated, mainly 2-track line. (Might at parallel 4-track for short distances for "passing lane".) Will share tracks w/ freight. Freight generally goes at late night/early AM to avoid conflicts. Will also still be some diesel CalTrain trains, for the 3/day/direction service to/from Gilroy. Three EIRs in progress: * "CBOSS" -- Advanced Signalization System: EIR already done; to be in service 2015 * Peninsula Corridor Electrification: this EIR; to be in service ~2019 * Blended HSR Service: a future EIR; to be in service 2026 - 2029. Electrification did have an EIR started in 2008-9, but wasn't finished or filed, due to changing system -- the blending in of HSR. (Originally, HSR was going to be on separate tracks.)

			Environmental Impacts: * Noise: now 5 trains/hr/dir; planned 6 trains/hr/dir. Quieter operation, but more horns at grade-crossings. * Diesel will continue to run “under the wire”: Altamont and Cap Corridor (SJ - Santa Clara, then they peel off in other direction), plus freight -- “tenant use”. * 2 electric substations: South SF and SJ -- each needing an extra acre of ROW for station. (Also, 7 “paralleling stations” within the ROW). There will also be a “switching station” in Redwood City. * Aesthetics: overhead wires are not too pretty. Draft EIR to be out around fall 2013; final EIR by spring 2014. Other projects, considered and mentioned, but not to be approved by this EIR: * SF Downtown Extension * Dumbarton Rail Corridor * Blended HSR.
March 9, 2013	Toby Levine		I spoke at Wednesday night's session at the Board of Supervisors in San Francisco. I need to make a correction in my testimony, which is a bit embarrassing. There are 9,000 residents, not 19,000 in Mission Bay. I obtained my information from the City's Planning Department 2010 census profile. I can't seem to send the profile to you because it is a too large PDF. In general, Mission Bay residents are very enthusiastic about the electrification project, except of course, the two depressions being considered at 16th Street and 7th, and the second depression at Channel, 7th, and Berry. Residents in San Francisco really dislike the depression at Cesar Chavez and Potrero...it is very divisive, dangerous and also becomes a little pond in heavy rains. You should take a look at it, if you haven't already seen it. Depressions in Mission Bay are even worse...due to the high water table, the small amount of land in Mission Bay, and the damage to the UC Medical campus. Thank you for such an interesting scoping session, particularly the visuals. Also, I think that the public comments were very thoughtful.
March 8, 2013	Tom Brown		I'm very excited that planning for Caltrain electrification is moving forward, I think it is a smart investment for the regional transportation system. Thank you for accepting public input on the scope of the EIR. I have a few mile trip at each end of my Caltrain ride and a bicycle provides an easy way to go these distances. Your support for taking bikes on board is very important to my convenient use of Caltrain. Please make sure the new electrified trains (weeeee!) provide access for all passengers with bikes to reliably and rapidly board. Additional bike cars you have added in recent years help, but I am still occasionally unable to board. Please evaluate the impact and benefit of bikes on Caltrain during the EIR so they are given due consideration while upgrading the system.
March 7, 2013	Benjamin VanEvery		I first of all would like to thank Caltrain for accepting public input on the scope of the EIR. I'd next like to thank Caltrain for its current service to cyclists. I wanted to take a moment to talk about the consideration of bikes on board the proposed system. While the Caltrain's majority of passengers are non-cyclists, cyclists still contribute a large percentage of commuters. In fact, several Caltrain commuters would be unable to commute were they unable to bring their bikes on board. In my situation, I'll soon be moving houes and would have to walk 4+ miles to the train in the morning were I not able to bring my bike aboard. This is prohibitive. The only option would be the bus or riding my bike all the way to my work, which is a dangerous, time consuming ride. I would ask that Caltrain seriously consider the benefits of cyclists on board, both to the Caltrain organization as well as the cyclists themselves.
March 7, 2013	Jeff McKnight		I'd like to request the following features for bikes onboard Caltrain's electrified trains: - Onboard bicycle capacity for 20% of passengers - The option to easily expand to 35% bicycle capacity on demand (possibly with fold-up seats) - No extra fees for bikes - Random-access onboard bicycle storage; ie: no bike stacking (or two-deep, at most)

			- Real-time reporting of bicycle spaces available in each car (ideally, both on-line and on physical LED displays on the cars) - Seats reserved for cyclists within sight of bikes (one seat for each bike space) - Consistent bicycle capacity in every car
March 6, 2013	Greg Schwartz		Thank you for taking public input on the scope of the EIR. I strongly request that you look into the benefits of allowing bikes on board the trains. I was previously commuting to Mountain View by bike and Caltrain. If I had not been allowed to bring my bike on board, I would have been forced to either: - drive, which would take even longer, and led to more pollution and congestion on the freeways - take Muni to reach Caltrain, and had a much longer commute on both ends If you do decide to allow bikes on the trains, I hope there will be sufficient bike capacity. I know most days I commuted, the bike cars were full, and this would certainly help that. Currently around 1 in 10 of us bring bikes on board, but I know many of us get bumped or held back from boarding because the bike cars are full. I've read projections that 20+% of passengers will bring their bike by 2019. I can't wait to see so many cyclists on Caltrain! Thanks for what you do now, and I hope to see Caltrain become even more bike friendly in the future.
March 6, 2013	Melissa HIppard	Greenbelt Alliance	Thank you for accepting public input on the scope of the EIR. I am a daily bike commuter between Redwood City and San Francisco. I have been doing this for 3.5 years. It has only gotten better. I appreciate that we have two bike cars and few bumps. I also appreciate the conductors who help keep the bike car available for bike commuters. I am excited about and very supportive of the electrification of Caltrain. Please make sure the EIR evaluates the benefits of bikes onboard. It is critical that Caltrain ensures its electrified trains have sufficient bike capacity. Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. Today 10% bring a bike onboard, capped by limited onboard bike capacity.
March 6, 2013	Martin Sommer		Please confirm that the grove of tall pine trees, east of the north bound University Ave platform, is safe from the Caltrain electrification project? The trees range from about 50 - 60 feet tall.
March 6, 2013	Martin Sommer		In purchasing new rolling stock, I would think that a new type of horn could be purchased that is less intrusive to neighborhoods along the commuter rail line, rather than the current "freight train horns". Please research and include this as an option.
March 5, 2013	Lotti Dunbar		I'm taking this opportunity to ask for accepting bikes on the new planed EIR. I'm currently using Caltrain and my bike to commute to work, which is working out great for me. I'm also taking Caltrain with my bike to many outings, shopping and for recreation. I love having the opportunity to ride as far as I can by bike and then take the train home. If it was not possible to take the bike on the train, I would have to drive the congested HY101 with my car, which leads to aggravation, pollution, missing out in exercising and clearing my head while enjoying the beautiful bay. I urge for you to open the EIR to bikes and help reduce the crowded highways. It is important that there will be enough bike spaces so that no one gets bumped and one can count on EIR to take one to work on time. I'm looking forward to ride the EIR with my son and our bikes.
March 5, 2013	Debbie Palmer		I am very pleased overall that Caltrain is finally going to be electrified, for all the "Positive Environmental Impacts" reasons you state in your powerpoint presentation. My only concern has to do with HSR use of the electrified corridor -- specifically, I want to continued confirmation that HSR will NOT use the JPB Corridor tracks through North Willow Glen and Gardner neighborhoods (even though electrification will extend south from Diridon down to Tamien). At the final 2012 Diridon Station Design Meeting at San Jose City Hall, Gary Kennerly (of CHSRA) stated for the record that "HSR would NOT use the JPB Corridor tracks through North Willow Glen and Gardner, end of story." However, because the plan is for the electrified corridor to be designed to accommodate HSR trains, those of us who live in North Willow Glen and Gardner are highly concerned that for "value design" reasons, this "promise" may be revoked in the future. It is imperative that this promise be kept.
March 10, 2013	Chris Tulin		[redacted] adjacent to the railroad tracks north of Diridon station.

			We are very interested in knowing what kind of Power Stations are needed to run electrified trains. More importantly where will they be located? We want to understand how close these will be to neighborhoods, what kind of noise level and emissions they will produce.
March 6, 2013	John Allen		Will there be any impact on the integrity of the fence to prevent people from moving between the right of way and the college park neighborhood? The current fence is metal cyclone and needs frequent repair due to penetration mane by homeless people. A Masonry fence/sound wall would require less maintenance, and be more effective.
March 11, 2013	Paul Kangas		Re: cost savings for new electric trains. To make the new electric trains safer during an earth quake, we should incorporate a design than has solar panels lining the whole right-of-way. In this way the trains can be 100% solar powered. This will make them cheaper to run, plus if the grid goes down, during a quake, the trains will still run. This will save fuel costs from PG&E.
March 5, 2013	Zeaphod		Electrification of CalTrain is a wonderful idea if not essential for the future of the train. When it occurs the new trains must have at least and preferably increased on-board bicycle capacity. Encouraging commuters to abandon their cars is part of the package of measures needed to solve the traffic nightmare during commute times.
March 4, 2013	Cindy May		I understand there will be an EIR done soon on the electrification of Caltrain. Am I correct in assuming that an electrified Caltrain will have significant bicycle carrying capacity? (More than the current system since, during commute hours at least, the current capacity is not sufficient and bikes are left behind on a somewhat regular basis). Thanks, and don't forget the bikes! Bike commuting is growing by leaps and bounds!
March 1, 2013	Lenore Hennen		I am a resident of Menlo Square, a condominium project directly across from the Menlo Park Caltrain Station. My unit is very near the tracks crossing Oak Grove Avenue, with my bedroom on the corner of Oak Grove and Merrill Street. While I am highly opposed to the ill conceived high speed rail project, I am supportive of Caltrain's electrification process with one major concern. My concern is the impact on nearby residents during the construction phase of the project. A speaker last night at the Palo Alto meeting talked about his desire to see the project completed in three years rather than six by working at night and on weekends. I am very opposed to work on this project between 9:00 p.m. and 6:00 a.m. as it would clearly have a very detrimental impact on those who would not be able to sleep at night with work going on right ouside our windows. I believe I would be severely impacted by construction noise during the night, and respectfully request that this not become a reality. Residents of Menlo Square already deal with a great deal of unnecessary horn blowing by Caltrain and freight trains during the night, and construction noise would be intolerable.
March 5, 2013	Torea Rodriguez		First, thanks for accepting public input on the scope of the EIR. As an avid use of mulit-modal transportation, I don't use CalTrain unless I am able to takes bikes on. ie: I used to skip taking Caltrain because during commute times I never knew if there'd be 1 or 2 bike cars. Now that there are two on every train, I take it every time :) I feel that your EIR should include the benefits of bikes on the train. Not only are bikes a beneficial impact on the environment, that would only improve the results of your study. If for some reason the new trains would not be able to take bikes or if they were only able to take a reduced capacity, I would then have to choose not to take the train at all. Thus my overall impact to the environment would be higher as a result of that choice. With the projections of bikes being used for transportation only increasing in the future, it stands true that the # of people wanting to utilize multi-modal transportation, like myself, would also increase. Today the ridership of bikes is only 10% of your overall riders. This figure won't grow due to bike capacity on the trains, but I can only guess that riders would continue to increase to a larger percentage by 2019 if the new electric trains had increased capacity. This does not have to mean additional cars, but could mean more efficient methods of storing the bikes in the bike cars (the red Bombardier train cars are extremely inefficient in bike storage). For example, is there increased capacity if you do vertical storage? How about hanging storage under the top seat mezzanine in addition to the stacking below? These are just some of the things that I'd like you to consider during the EIR. Thank you for providing transportation services to the peninsula corridor! I really do love being able to travel in means not otherwise available (except by car, and well we know how cars are so damaging to the planet). Im a regular Sunnyvale <--> Palo Alto and Sunnyvale <--> San Carlos traveler.

March 5, 2013	Mike Swire		Thanks so much for your leadership in providing onboard bike service. I am writing to ask that your upcoming electrification EIR evaluate the benefits of bikes onboard and include sufficient bike capacity after the switch. Without onboard bike service, I would most likely take BART. BART is beginning to allow bikes on board and this would allow me to still get some exercise and quickly get to where I need to go on both ends of my commute. Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. I hope that Caltrain can continue to capture this sizable revenue stream post-electrification.
March 4, 2013	Scott Klemmer	Stanford University	I'm very excited about electrification. I'm writing to ask that you insure that electrified trains have a significant bicycle capacity. I ride Caltrain with my bike everyday from 22nd St to Palo Alto. Like a lot of Caltrain riders, I have a mile or two to go on both sides of the train. Because of that, bringing my bike on board is what enables me to take the train as opposed to drive. I hope to see this fantastic service continued and expanded on electrified trains,
March 5, 2013	Martin Sommer		Thank you for presenting in Palo Alto, on Feb 28, 2013. To followup on my verbal comments, here is a written summary. Please answer and include it in your final EIR. * I request that Caltrain study and present an "expedited" electrification project schedule option. * This expedited schedule, would deliver electrified Caltrain service in 3 years vs 6. * Initial electric trains would be in service by 2016. * To facilitate expedited construction, a) suspend all non-peak Caltrain service, and b) perform construction during the evenings and weekends. The added benefit to our community by getting an electrified Caltrain service three years early, would far outweigh the inconvenience of no evening and weekend trains. As you may recall, weekend Caltrain service was successfully suspended for two years (a few years back), for major track improvements. We can certainly do it again for electrification.
March 5, 2013	Stephanie Gaus		Thank you for accepting public input on the your electrification project. I would like to ask that you please ensure plenty of room for bikes onboard. I have commuted by bike on Caltrain for years, and this won't be possible if you don't include bikes in the future. The system is great now, thank you for allowing bikes currently; please continue to expand your bike capacity.
March 4, 2013	Suzie Scales		Many thanks for soliciting suggestions from your loyal riders for the eagerly awaited electrification project. I am a Caltrain commuter who travels by bicycle to and from the station (Hillsdale-SSF). The Bay Area will definitely continue to benefit from reduced congestion and pollution if you could continue accommodate bikes on your new trains (up to double the present numbers by current predictions). Biking is by far the most convenient and greenest way of getting to the station for the many of us who live and/or work more than a mile from a station, as well as being cheaper in the face of rising fuel prices. If I were not able to bring my bike on board, I would have to resort to driving to work by myself, as it is too far to walk from home to daycare and then to the station. This would drastically decrease my quality of life, as I would not only waste time driving, but also would not benefit from my current cycling exercise, ability to catch up on work on the train and the ease of transporting my 1 year old baby - she loves a ride on the back of my bike but hates being strapped in the carseat! Additionally it would cause gallons of gas wasted unnecessarily and an increase in traffic congestion leading to more accidents, road rage and overly tired drivers, not to mention the indirect effect of keeping the US at war over oil. Thank you in advance for considering increased bike capacity on the new train system.
March 4, 2013	Corey Cheung	Resident of South San Francisco	Thank you for accepting inputs on the Caltrain Electrification Project. The current proposed EIR scope does not include evaluation of bicycles onboard. I would like to request this to be included in the scope. EIR should evaluate the benefits of bikes onboard and the associated environmental impact. I and my fellow biker (current and future) will be forced to drive to work without the support of Caltrain. Based on current projections, there will be 20% increase in bike passengers by 2019 and today ~10% bike passengers are capped by limited onboard bike capacity (although I personally feel that the number is a much higher). Thank you again for accepting inputs from your loyal passengers.
March 4, 2013	John Samuels		Thank you for soliciting public feedback on the scope of the EIR. As a regular commuter using Caltrain between my residence on 1st st. in San Francisco and my office in San Mateo, I need to use my bicycle to complete my commute in a timely manner for the 1+ miles at either end of Caltrain ride. As it stands, I am often faced with challenges in my commute when a particular train has reached bike capacity, forcing me to take the next available departure, which can have a significant impact on my schedule. Should Caltrain further

			reduce or eliminate my ability to carry my bike onto the train, I would sadly have to return to my automobile commute. Please ensure that the electrified train program has greater bike capacity to allow increased ridership, giving users more range at either end of the commute to their homes or place of work. Thank you for your efforts in this regard.
March 4, 2013	Brandon Paksi		Hello, I am Brandon Paski, a daily Caltrain bike car commuter for over 5 years. I want to thank you for taking public comments and input on the upcoming electrification project. Since I ride my bicycle to and from Caltrain and bring my bike on board, I would like to request that the the EIR plan should evaluate the benefits of bikes onboard. Caltrain has been accommodating to bicyclists in the past and understanding of the demand of bike cars. I hope that Caltrain will keep their commitments to it's loyal riders and make sure the electrified trains will have sufficient bike capacity. I would like to thank Caltrain for its onboard bike service. I appreciate everyday I get to ride by bike into work, skipping traffic and the gas pump. Thank you for your time and feel free to contact me with any questions.
March 4, 2013	Bryn Llewellyn		I'd like to thank Caltrain for accepting public input on the scope of the EIR and suggest that this study should evaluate the benefits of bikes onboard. I presently commute from San Francisco to Redwood Shores, every day, using the Caltrain. I rely on taking my bicycle on the train to cycle between home and 4th & King, and between Hillsdale and my workplace (Oracle USA's HQ). I very much appreciate this commute option. Thank you for making it possible. If I was unable to take my bike onboard, then I could not use Caltrain. The extra time that this restriction would add to my daily commute would be unacceptable, and I'd have to commute by car instead. This would be a daily 50 mile round trip -- so not very nice for the environment! Please, therefore, make sure electrified trains have sufficient bike capacity. (Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. Today 10% bring a bike onboard, capped by limited onboard bike capacity.)
March 5, 2013	Go Sasaki		I read that you are accepting feedback for your EIR for the planned electrification of the railway. I have been riding Caltrain for a long time, first for pleasure as I rode to games, and for the last two years as a commuter. I ride from San Francisco to Mountain View and back 9 out of every 10 days. I also bring my bike on the train. My bike is very important to me because without it I would not be able to ride Caltrain. I love that I can get exercise as part of my commute. I would like to encourage Caltrain to include bikes on board as part of their EIR. If bikes were not allowed aboard the electrified trains, I would no longer take the train to work. I would also love to see Caltrain increase their bike capacity with electrified service. I often see bikes bumped at peak hours and imagine many more people would bike if they knew they could board the train without fear of being bumped.
March 4, 2013	Connie Chin		Thankyou for accepting public input on the scope of the EIR. I hope you will evaluate the benefits of bikes onboard the Caltrain. Since I need to connect to home and work at both ends of my commute, I would have difficulty if there were not sufficient places for bicycles on Caltrain. It would be great if you make sure that electrified trains have sufficient bike capacity. Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. Today 10% bring a bike onboard, capped by limited onboard bike capacity on many of the trains.. We bike/train commuters really hope and expect to continue our current healthy way of commuting to work.
March 3, 2013	Jose Espinosa		Building the EIR, it will help the Bay Area to modernise its transportation infrastructure. And thank you for taking input from its users.

			I am writing you to evaluate the benefits of making bikes on board one of your firsts priority. Riding my bike allows me to get to Caltrain easily. If there were no bike allowed it will be hard to comute to the south bay and I might have to start driving instead. For all the bikers in the area it is very important to make sure that there are sufficient access to bikes on all Caltrain routes.
March 4, 2013	Frederic Marangone		Caltrain is WONDERFUL. But I could never ride it if it was not taking any bikes. Please, make sure that the electrification of Caltrain does include bikes. Not only includes, but increases the current bike capacity. Thank you For offering us this wonderful pucblic transportation system. Please, keep improve it but do not downgrade it …
March 3, 2013	Chris Holland		I am regular commuter on Caltrain 5 days a week. I start my commute in West San Jose and end up in the mid peninsula. To manage my commute, I pedal my bike about 3.5 miles to the VTA lite rail in Campbell, then catch Caltrain at Diordon to Palo Alto and then pedal another 1.5 miles making my commute time about 70 minutes. I am looking forward to the electrified system and assume that you will continue to provide bike space. Driving this distance during commute hours takes longer.
March 3, 2013	Mark Eliot		Having read the Caltrain electrification project description in the project's Notice of Preparation (January 31, 2013), I'm concerned that scope of the Environmental Impact Report for this project will not analyze the environmental effects of bicycles transported by Caltrain. First, I assume that any new electrically-powered rolling stock will include provisions for bicycles, since all current diesel-electric trains now carry bikes. Any new rolling stock designed without the ability to carry bikes would be a huge step backward for both Caltrain riders and the environment. As a regular Caltrain rider who cycles to and from stations at both ends of my work commute between San Mateo and Menlo Park, it's very important to me that the future electrified system have plenty of bicycle capacity. I also frequently take my bike on board to and from San Francisco. While I haven't been denied boarding in several years now, I'm always a little concerned from my experience farther in the past. The Transportation section of the EIR should include an analysis of the positive environmental contribution of a complete end-to-end solution for bicycle commuting using Caltrain.
March 3, 2013	Peter Diaz		Please include bikes onboard in its EIR! I have been riding my bike on Caltrain for these past seven years. Since then, I have noticed a spike in bicycle use on Caltrains! Leaving this information out on a report would be egregious. Thank you for your time and attention into this matter.
March 4, 2013	Reyn Johnson		Thank you for accepting public input on the scope of the EIR. My input is that the EIR should definitely evaluate the benefits of bikes onboard. These benefits help riders get to where they are going, for example, to work, to events, or to exercise in a variety of areas. Without bikes on-board, I would ride Caltrain infrequently. My commute requires a bike, and renting lockers for two bikes on either side would make life much more complicated...and perhaps too much so. Please ensure that electrified trains have sufficient bike capacity. At least the same capacity (two cars with the same capacity in racks as they do now. I believe that projections show that over 20% of passengers are expected to bring a bike on-board by 2019. Today 10% bring a bike on-board, capped by limited on-board bike capacity. This capacity, therefore, should double by 2019 on electrified trains. Thank you very much for your current on-board bike service. It is a lifesaver, saves on pollution, and helps me become a better commuter.
March 4, 2013	AJ Schrauth		I would like to urge you to include the effects of allowing bikes on Caltrain to be included in the EIR for the Caltrain Electrification project. I bring my bike on-board Caltrain everyday and if I could not, then I would drive alone in my car to work everyday. I imagine there are many other cyclists in a similar situation and supplying ample bullet/express train bike capacity is the only way to ensure that all these riders chose Caltrain instead of cars. Thanks for letting us bring bikes on Caltrain. It is infinitely more pleasant than driving and I will continue to do so as long as I can count on getting on a train.
March 4, 2013	Lerond Mallard		Thanks and appreciation is due to you for accepting public input. As a loyal customer who depends on Caltrain for my daily commute to Stanford University from the East Bay, I appreciate your service of allowing bikes on

			board and hope that this impact study takes credit for bikes on board. Furthermore, acknowledge that the bike ridership is fast growing and loyal, it should double by 2015. Please account for this in your assessment and make allowances for future growth.
March 4, 2013	Jason Halsey		Thank you for allowing the opportunity to comment on the scope of the Environmental Impact Assessment. I think it important that the EIR include an evaluation of the benefits of having bikes on board the new electrified trains. I find using Caltrain more convenient, and am more likely to use, when I can connect my home/destination and a Caltrain station using my bicycle. I would be less unlikely to use Caltrain if I could not bring my bike on board. Please consider to increase the capacity of bicycles aboard the new electrified trains.
March 3, 2013	Andrew Ness		I am writing in regards to the scope of the Environmental Impact Assessment (EIR) of the electrification of the train system. I am concerned that the planned scope does not include bringing bicycles on board the trains. Bringing bicycles on board the train enables many people to commute via Caltrain that otherwise would be forced to drive single occupant vehicles up and down the already congested US-101. This is an important issue personally as I have commuted via Caltrain with my bicycle from San Francisco to San Carlos for 3 years. Prior to that, I drove a single occupant vehicle up and down US-101 for 4 years. The current capacity for bicycles on board the trains is not enough and even in the cold of winter we are routinely denied service due to insufficient bicycle capacity. Bicycling is becoming increasingly popular as healthy, environmentally friendly mode of transportation. By 2019 (the time I understand electric trains will go into service), the demand for bicycle space will be significantly greater than it is today. We need to ensure that current paying customers are not forced off the trains and that there is sufficient space to welcome new customers who wish to commute via Caltrain with their bicycles. If I cannot reliably bring my bicycle on board, I will need to return to driving a single occupant vehicle up and down US-101 every workday. Parking my bicycle at a station is not a viable solution for me as it is only through the combined service of three stations (Hillsdale, Belmont, and San Carlos) that I am able to utilize Caltrain. Since I cannot rely on always using the same station, I need to bring my bicycle on board. Thank you for your continued support of customers with bicycles. Please add bringing bicycles on board to the scope of the EIR.
March 3, 2012	Mike Nuttall		I'm writing to request that you include the evaluation of bikes on board in the EIR. I commute everyday from SF to the South Bay and can make it work because of Caltrain and especially the ability to bring my bike on board. Thanks for your continued work and I look forward to being a long time Caltrain rider.
March 3, 2013	Greg Connor		Thank you for accepting public input on the scope of the EIR. I urge you to include evaluation of the benefits of allowing bikes on board - this is a critical component for many commuters and puts Caltrain at the forefront of innovation and green measures for transportation. If I couldn't take my bike aboard, I would drive to work. I have already seen dozens of my fellow biker commuters give up taking Caltrain because of the unpredictability of boarding the train with a bike. Fortunately, I have a little more flexibility and have been able to shift my schedule to take a later train. I know whenever the northbound morning train is a new bombadier, there is significant risk that I will get bumped. 48 spots is simply not enough for rush hour. I feel like there is a lot of pent-up demand from bikers who have given up on Caltrain, plus there is projected growth as more and more people become interested in biking as part of their commute. I urge you to consider expanding bike capacity, particularly on rush hour trains - this should be part of the evaluation done for the Electrification project. Lastly, I want to thank you for supporting bicycles on board for all these years. It makes me proud to live in California - this is something I expect from a forward-thinking state like ours.
March 3, 2013	Amandeep Jawa		I'm very excited about the Caltrain Electrification project & would like to thank you for accepting public input on the scope of the EIR. To that end I'd like to

			request that the EIR evaluates the benefits of bikes onboard. For many of us bikes are the critical "last mile" solution making Caltrain so attractive for our commutes. As Caltrain service improves with electrification, I expect demand for on board bike capacity will also grow, and as Caltrain is already at it's bike capacity limit, I hope that increased capacity is planned. Thanks for all you have done to accommodate bikes so far, and into the future!
March 3, 2013	Paul Schreiber		As you consider the environmental impact of the electrification project (which is terrific, and I'm excited to see happen), I strongly encourage you to include an evaluation of the benefits of bikes onboard trains in your EIR. The bike + Caltrain combination was essential to my commute — I had a one-mile ride from home to Caltrain and a 3.5-mile ride from the Caltrain station to my office. Starting and completing the journey by bicycle was not only great exercise and relaxing, but took some of the strain off the MTA/VTA buses and private shuttles. I see multimodal transit as being the *best* way to travel. It should be a key part of your future plans.
March 3, 2013	Jeffrey D. Oldham		Please ensure the impact of onboard bicycles is evaluated in the electrification environment impact report. Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. Today 10% bring a bike onboard, capped by limited onboard bike capacity. Electrified trains should serve as many customers as possible while minimizing environmental impact by including adequate onboard bicycle capacity.
March 3, 2013	Irvin Dawid		Two related issues to electrification that I hope you consider: 1. Level boarding, i.e. roll-on, roll-off for wheelchair users, strollers, bikes, etc. This is the third most important 'modernization' issue after electrification and positive train control. 2. Increased capacity for bicycles.
March 3, 2013	Chris Waugh		Thanks for your wonderful service. Two things to consider while you are planning electrification. 1. My wife and I moved to Burlingame knowing we could rely on the train to take us to SF and Palo Alto every day for work. In order to make that journey complete on both ends we bring our bikes on board. Since you've added two cars to every train we have become DAILY users of Cal Train. This is mainly due to the fact that we can use our bikes on both ends of the commute and reliably get them on the train. Can you do the same as you electrify? I've been noticing A LOT more bikes on the train over the past couple of years. I wonder if electric trains could stay ahead of the curve by supplying ample bike support. 2. We live near the train. We're VERY HOPEFUL the new trains will be quieter - but not just in an electrified way. Of course a dream come true would to have the conductors move from WAY TOO MANY HORN BLOWS to a few. If seems odd, in this awesome age of technology where cars will soon drive themselves, that we can't think of a better/safer way to get trains through intersections in any other method other than horn blasting. As an aside we rode BART the other day to go to a friends event. Holy cow the Caltrain experience blows the doors off BART. We're very grateful for your service and commend you for being so open to feedback.
March 3, 2013	Elika J. Etemad		Please be sure to include bicycling in your environmental impact report. I'm sure that having good capacity for bicyclists will improve the environmental impact of any Caltrain improvements, as it allows more people to take Caltrain and bike rather than drive. It should decrease the amount of parking and shuttles needed and increase the potential ridership, all of which is good for Caltrain and the Bay Area. And please plan to have enough bike capacity in the new trains for the increasing number of people who choose to bike+train. Spreading out the bike racks like you do on the newer trainsets will help keep loading times short, and the increase increase in bike space should help more people stop driving on their commutes!
March 3, 2013	David Goldsmith		Thanks for accepting public input on the upcoming electrification EIR.

			I am a frequent bike commuter on Caltrain. I ride Caltrain approximately 5 times per week, and I bring a bike on board 3-4 times per week. I live in the City and usually commute between 22nd Ave and Cal Ave. in Palo Alto. If I was not able to bring my bike on board, I would no longer be able to use Caltrain, since many of my commutes are one way SF-PA via bike, then return via Caltrain. I would probably opt for driving 101. It is extremely important to me that post-electrification, Caltrain maintains as much or greater bike capacity as it currently has. I really enjoy the current Caltrain bike on board service, and appreciate the added bike capacity in the last few years.
March 3, 2013	Teresa Zhange		I'm very excited about the planned electrification of Caltrain and sincerely hope that this giant leap forward will also be seized upon to make further leaps forward in the Bikes on Board program. I take Caltrain primarily because it is the most environmentally benign transportation option. However, it's not an option at all for me unless I can bring my bike on board. I appreciate the addition of bicycle accommodations aboard the trains over the last few years, and it has completely changed my perception of Caltrain. When I was frequently bumped, the experience was unreliable, hostile and stressful, but I now find it to a much more reliable and pleasant experience to ride Caltrain. I hope that you will have the foresight to understand that the evolving culture of the nation, and of the Bay Area in particular, will inevitably lead to greater bicycle use in conjunction with public transportation. The best and cheapest way to accommodate that demand is to build it into your plans now. Please learn from Caltrain's past experiences and don't get caught flat-footed in regards to your passengers' bicycle accommodations needs. I respectfully request that bicycle accommodations be made available on board for 75 percent of your anticipated passenger load. *Correction sent March 3, 2013: Please correct 75 percent to 25 percent in my email below. Also, I'd like to add that I live in San Francisco and travel to Mountain View.
March 3, 2013	Josh Galde		I am very excited about the future of Caltrain and I thank you for accepting public input into the scope of the EIR. I ask, as a daily bike commuter on Caltrain that bikes are considered as part of the EIR process in the adoption of new electrified trains and that you evaluate the benefits of bikes being a part of the EIR scope and work. As I mentioned, I am a daily bike rider from SF to my office in San Mateo. I purposefully got rid of my vehicle because I knew I could take my bike on Caltrain to get to my office. If I did not have this as an option, I would have been forced to keep my vehicle and drive every day. This is not the best option for my commute or for the environment. I hope that as you consider the plan for the electrified trains that bikes be included in that plan. In addition, I ask that you ensure that there are enough places to store bikes. Currently, the older Bombardier trains hold more bikes than the new ones and as a result I have been bumped many times from the new trains. Every time I ride Caltrain I see more and more bikes, currently at 10% of ridership but only limited due to capacity. Projections show that that trend is going to push the limits of Caltrain's bike capacity to overflowing by the 2019 launch of the new system to well over 20% of Caltrain's ridership. Including bikes as part of this plan is essential to Caltrain's future in providing an efficient and environmentally friendly commute for those riding now and in the future to come. It is worth noting that even BART is considering adding capacity to accommodate bike ridership during commute hours. The point is that these services are growing, not decreasing in support of bike ridership. It's what has made our area one of the top cities for bike commuting and bike ridership. As a bike commuter, I thank you for your ongoing support and even expanded support of bike service on Caltrain, and I look forward to Caltrain's exciting future ahead.
March 3, 2013	Pierre Willard		Please make sure that the future electrified trains have sufficient bike spaces and that the bike cars are well designed for this purpose. In particular the Bombardier cars with only 24 bicycle spaces and seating (in the way) in the middle is terrible. They are stressful, messy and inconvenient. The old gallery design with 40 spaces and a real open floor is so much better.

			So please don't design the bike cars as an afterthought. I go to San Francisco several times a week, using my bike on Caltrain, because it's convenient and somewhat stress-free. I would like to continue doing so in the future.
March 3, 2013	Alan Quinonez		I'd like to thank Caltrain for accepting public input on the scope of the EIR. As a Caltrain passenger with a bicycle I highly encourage the EIR to evaluate the benefits of bikes onboard. If could not bring my bike on board I'd be forced to go back to drive my own car, adding yet more traffic to the highways and pollution to the environment. I urge Caltrain to make sure electrified trains have sufficient bike capacity, and would like to thank Caltrain for its current onboard bike service.
March 3, 2013	Bob Devor		I just wanted to voice my support for the electrification of the Caltrain system. It would have many benefits, among them being - less pollution (the 22nd station is more enclosed than others so diesel fumes accumulate below the 280 highway above) - less noise (I get off at the 22nd station and it is very noise while you wait to take the stairs to get out and the train is getting started again to head to SF; you see that this bothers many people). I would tend to think that an electrified train system would just inherently be quieter. I also would like to note that I am among those that use Caltrain to commute to work down in the South Bay. And as a part of that commute, I need to take my bike onboard in order to commute from the train station to work. Since Caltrain has adopted the "2 bike car" system, this has enabled me to do this reliably (less chance of getting bumped during the commute hours). So this has been a great service that not only I but many fellow bikers benefit from. I definitely want to see this bike car service continue in the future. In fact I fully expect bike ridership to expand going forward as we continue to deal with the various aspect of car travel (gas to get more expensive, pollution continuing to be an issue, and just general car-travel commute times being long). So enabling more people/bikers to utilize the train as a means of getting to work has to really be a part of the whole planning process.
March 3, 2013	Rob Kahn	FENWICK & WEST LLP	I am writing to provide input that Caltrain fully incorporate bicycle commuters during its EIR of proposed electrified trains. Thanks for accepting public input on the EIR. It's nice to see how CalTrain has become more open to community involvement of the past few years. I write specifically to advocate serious consideration of bicycle commuting in the electrified train plan, including ensuring that there is sufficient capacity on the trains for bicycle commuters. As a bicycle commuter, I have suffered through the early years of inadequate bicycle accommodation on CalTrain. CalTrain has made great strides over the past few years in increasing bicycle capcity on its trains, and it would be detrimental to ridership if the switch to electrified trains put us back to low bike capacity, forcing commuters like me to opt for car transport out of fear of not being able to get on a train. Also, as the head of marketing of an employer in Mountain View which employs over 500 employees at our downtown Mountain View HQ three blocks from CalTrain, it is important to our recruiting effort that commuting to and from Mountain View is easy. Based on our bicycle parking capacity, we have seen a significant increase in bicycle commuters, and expect this trend to continue, so hope that CalTrain plans for an increase in the % of its riders using bicycles by the time the new electric trains come on line. The electric trains so very exciting, and I look forward to hearing more about these plans. And, thanks again for the great strides in your bike-friendly attitude and capacity over the past five years.
March 3, 2013	Brett Olsson		I want to start out by thanking you for accepting public input on the scope of the EIR. I am a daily bike commuter on Caltrain and allowing my bike on the train is crucial for my commute by train on the peninsula. The EIR should definitely evaluate the benefits of bikes on board. Without the option to bring my bike onboard I would have to drive down the peninsula because the Muni in the city and SamTrans in Menlo Park both would add significant time to my bike commute. Please be sure electrified trains have sufficient bike capacity. Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. Today 10% bring a bike onboard, capped by limited onboard bike capacity. Thank you for your onboard bike service. It is invaluable to me as a commuter.
March 3, 2013	Tom Lockard, Alix Marduel, Zoe Lockard and Brice		Thank you very much for soliciting commuter input on putting bikes on electrified trains. My wife, Dr. Alix Marduel, commutes to Stanford daily from San Francisco using Caltrain and her bike. I am a public finance banker and I use Caltrain and

	Lockard		bike to attend meetings on the peninsula from my office at the Ferry Building. Our children have also used their bikes and Caltrain to move up and down the peninsula from our home in North Beach. Without bike storage on trains we would not use Caltrain and would inevitably be in cars. We very much appreciate Caltrain's bike service and absolutely loathe being bumped. Please take bikes into consideration when designing new cars.
March 3, 2013	Jonathan Ragan-Kelley		I am writing to encourage you to evaluate the benefits of bikes on-board in your environmental impact report for the Peninsula Corridor Electrification Project. I also want CalTrain to be sure to plan for electrified trains to have sufficient bike capacity to meet the ever-growing demand. Even today, bike cars are constantly strained for capacity at many times of day, preventing many people from relying on bike + train commutes if they cannot adjust their schedules. I hugely appreciate even the current bike service. It is central to my commute. It's even central to where I can live and work. Without it, relying only on connecting bus services in San Francisco and on the peninsula, my commute would be constrained substantially in time of day (I could only travel at peak hours, where now I am able to travel mostly off-peak to avoid over-crowding the rush hour trains even more), and my commute would be dramatically longer (up to 50%). In practice, it would make my CalTrain based commutes untenable, and I would have to seek entirely different ways of commuting, and potentially move. In all cases, my use of CalTrain would fall to little or nothing. I appreciate that CalTrain is constantly working to improve service, and that it is responsive to public input.
March 3, 2013	Maxence Nachury	Stanford	Thank you for accepting public input on the scope of the EIR. As a frequent Caltrain user, I have come to appreciate the value of public transport over the alternative of driving on congested freeways. As a Stanford Faculty living in San Francisco, riding my bike to the 22nd street station, taking said bike on train and riding from the Palo Alto station to my office is FASTER than any other mean of transportation. Not being able to take my bike on the train would at least double my commute time using Caltrain and I would have no choice but to drive. I would therefore encourage the Caltrain leadership to evaluate the benefits of bikes onboard as part of its EIR review. It is essential that Caltrain ensures that electrified trains have sufficient bike capacity. Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. Today 10% bring a bike onboard, capped by limited onboard bike capacity. Having experienced "bumping" on trains that had reached the bike capacity made me realize how important it is for Caltrain to add enough bike capacity. Again, thank you for making my commute a more pleasant experience by enable onboard bike service .
March 3, 2013	Matthew Klenk		I ride Caltrain between San Francisco and Palo Alto. Currently I only ride once a week park my bike at the 22nd street station to avoid the anxiety of getting bumped. If I could have my bike in Palo Alto with less stress by bringing it on the train, I would take the train more often. I'm very excited about the prospect of caltrain being electrified and I hope that you all consider the bike's on board program in the environmental impact report.
March 1, 2013	Cor Van de Water		I read that you plan to conduct an EIR for the electrification of Caltrain. I regularly take my bicycle on Caltrain, so I an concerned about any service changes to bicyclists as there are still riders being bumped with today's service level. Can you make sure that the default service in the study is the same situation that exists today with typically 80 bicycle capacity per train, so that it can be clear if there is a change in service how much this impact is? As you can understand, I welcome increase in bicycle capacity.
March 1, 2013	Samuel Bowman	Stanford University and Google, Inc.	I am excited for electrification, but I want to ensure that the change in Caltrain railcars associated with electrification does not adversely effect bicycle capacity on the system. Many trains are already at capacity for bicycles, especially those using the newer Bombardier cars. While I am lucky to be able to use less full off-peak trains, my commute would become impossible if capacity were diminished further. An acquaintance of mine summarizes some related concerns that I think are quite relevant:

			There is absolutely no consideration given to the bicycle carriage on-boardthe new system. Write to say that each peak and shoulder scheduled trains must accommodate 80 bikes which is the current status quo. Ask that they study and list the impacts of carrying fewer or no bikes? There continues to be bumping NOW with 5 trains per hour in each direction during peak. The Electrified system will add a single train in each direction (6/hour) in order to accommodate blended system HSR, thus capping any latent demand which exists for walk-on as well as bike passengers. For every current or future on-board bike bumped, there is a return to cars which is environmently unsound because it contributes to negative air quality, and impedes or halts traffic congestion management programs.
March 3, 2013	Faye Steiner		I am writing to urge your continued support of bikes on trains. Being able to take my bike on the Caltrian has made my SF to Peninsula commute feasible over the years. Clearly, I am not the only one- the bike cars are always over-full during commute hours and are very often full even at off-peak times. As you proceed with the electrification project, I ask that you plan bike capacity, taking into account projections that bike-bearing ridership will increase to 20% of passengers. Without the ability to bring a bike on board, I could not work so from from home. Thanks for considering bikes on the prospective electrifed trains.
March 2, 2013	Jim Stephenson		Please have someone contact me about volume discounts. I am interested in purchasing at least 20 units this week.
March 2, 2013	Bill Cutler		This is the text submittal of oral comments I made at the Scoping meeting in Palo Alto on February 28. As a supporter and user of Caltrain services, I sincerely hope that the electrification project is successful in improving the level of service and financial stability of Caltrain. As the improvements take effect, grade crossings all along the line will need to be converted to grade separations because the frequency of trains will increase and traffic tie-ups at grade crossings will become more frequent. Therefore, it seems prudent to establish agreement with the public in host communities regarding the design criteria to be applied in determining the configurations of grade crossings in various neighborhoods all along the line, prior to the time when grade separation details are developed. I suggest the following as the main criteria of concern to host neighborhoods. 1. No out-of-scale above-ground structures that are incompatible with the nature of the surrounding neighborhood shall be constructed. 2. Existing street connectivity in the vicinity of the grade separation shall be maintained or improved. 3. Takings of private property shall be strictly avoided unless there is no viable alternative, and in that case the takings shall be kept to a minimum. 4. Safety for vehicles, bikers and pedestrians using the grade separation shall be of paramount importance. To illustrate the application of these criteria, I use the example of crossings in Palo Alto at Charleston, Meadow and Churchill, that are all near my home. Criterion 1 rules out elevated tracks on a viaduct or elevated crossing streets on an overpasses because the three crossings in the example are all in single-family residential neighborhoods where a large elevated structure would be an extreme imposition. Criterion 2 requires that Alma St. and side streets remain connected to the crossing streets. It also favors keeping all streets at surface level as opposed to placing the crossing streets on overpasses or underpasses, in order to avoid the closing of side streets that would be required by an overpass or underpass, and to maintain good visibility and freedom of movement at all intersections. Criterion 3 rules out cloverleafs to provide connection between Alma St. and the crossing streets because cloverleavs require large land area necessitating the taking of many homes. The expense of takings to Caltrain, the adverse impact on neighborhoods of the large area occupied and the closure of side streets, and the loss of residential units in a City already under pressure to build more homes, all argue against cloverleafs. Criterion 3 also rules out overpasses and underpasses which would require taking of private property that would be cut off from street access by the approach ramps to the overpasses or underpasses.

			Criterion 4 rules out overpasses and underpasses on grounds of the unsafe condition created for vehicles encountering an intersection and traffic signal at the top of an overpass or bottom of an underpass, as well as the fact that the three grade separations in close proximity along Alma St. would present drivers on that major arterial with a sequence of dipsy-doodles within a distance of a mile or so. Criterion 4 also rules out overpasses or underpasses as extremely unsafe for school children on foot or bike who will encounter the Alma St. intersection at top of an overpass or bottom of an underpass where visibility is limited. Moreover the underpass situation is particularly dangerous in that a rider on a bike, rolling down the ramp to the intersection, could loose control and roll out into traffic on Alma St. The only conclusion possible with application of the four criteria is to place tracks in a trench and keep all existing streets at surface level. While the cost of this option is somewhat higher than the alternatives, the benefits of doing it are so obvious and the drawbacks of the alternatives are so stark that the investment is justified, particularly considering the long time duration over which the effects of the decision will be felt.
February 24, 2013	Frank Zajac		Please take a moment to view this short news video from another metropolitan area that upgraded its rail line through a densely populated area. Pardon the advert at the beginning. My only concern is the above-ground versus below-ground crossings and station configurations. Is this what we really want? http://boston.cbslocal.com/video/8206706-mansfield-commuters-raise-concerns-over-speed-of-acela-train/
February 21, 2013	Steve Eittreim		As a regular user of Caltrain I want to thank you for shepherding us into a better age for Caltrain than existed a few years ago. Please keep up the good work. It's a wonderful train system, but of course it needs to be electrified. Most Palo Alto citizens would dearly love to see the train below-grounded. The 4 existing grade crossings are dangerous, and undergrounding would greatly improve the city by doing away with the east-west barrier that the city has always lived with. Somehow there should be found a way to parlay the very expensive real estate that would be made available for other uses, like parkland, into at least paying for part of the cost of undergrounding. Electification, without undergrounding, makes no sense and I would not support it.
February 27, 2013	Elizabeth K Archibald	Children's Hospital at Stanford University	Please make platforms level with the trains so that we can decrease on and off boarding and make it easier for bikes, strollers, and people with disabilities. Thank you,
February 18, 2013	Mike Riepe		My comments are written from the perspective of a private citizen who is a resident and a property owner in the City of San Jose, as well as in my capacity as the Shasta/Hanchette Park Neighborhood Association (S/HPNA) representative to the San Jose/Caltrain CEMOF Monitoring Committee. I am copying Eloy Wouters, the President of S/HPNA, Chris Tulin, Chair of the CEMOF Monitoring Committee, and Chris Escher, the Arena Neighborhood Association representative to the CEMOF Monitoring Committee. I read with great interest your Notice of Preparation document dated January 31st, 2013. It is my understanding and hope that the electrification project will contribute to a reduction of impact from Caltrain operations on nearby residential neighborhoods in such areas as noise pollution and diesel exhaust emissions. However, during preparation of the EIR I would like to request that attention be paid to several areas of potential impact that such operations will have on the residential neighborhoods that exist along and adjacent to the Caltrain right of way between the San Jose Diridon Station and Interstate 880 (the boundaries of the S/HPNA and College Park Neighborhoods.) 1) How will Electrification and the Blended System with HSR change and impact the operation of the CEMOF facility? Noise levels and diesel emissions from this facility already impact nearby residents at unacceptable levels. Sources of impact include, but are not limited to: diesel exhaust and noise emissions from idling locomotives, bell ringing and horn blasts from trains moving about the yard, noise from the drying fans of the train washer, screeching of wheel sets as trains negotiate a sharp corner North of the CEMOF facility, noise due to federally mandated horn testing, and mechanical grinding noises from wheel set maintenance. Many of these impacts were under-estimated, or failed to be anticipated, in the original MOU and the set of Shared Objectives that were negotiated between the City of San Jose, the JPB, and Caltrain. We request that the EIR include a detailed accounting of all impacts arising from construction and operations at CEMOF. In addition, we request assurance that the associated MOU and Shared Objectives will remain in effect during and after this project. 2) How will operation of the electrified trains impact nearby residents at the Diridon Station? Several units of apartments and condominiums are located immediately adjacent to Diridon, and residents are understandably concerned about any increased noise due to expansions of service. Here expansion of service could refer to an increase in the number of trains per hour, changes to the departure/arrival times of the first/last trains of the day, expanded

			storage of train sets at the facility, and increased traffic due to Hight Speed Rail service. 3) How will the installation of the high voltage Overhead Contact System (OCS) lines impact the views and sight lines of the residential neighborhoods adjacent to the right of way? How tall will they be, and will they significantly block pre-existing views of any residents or businesses? 4) Will the OCS lines present a electrocution danger to adults, children, pets, or wildlife? Such lines run considerably lower than ordinary high voltage transmission lines. 5) From the map on Page 7 of the Notice of Preparation document, it appears that one of the two large Traction Power Supply Substation (TPS) facilities will be constructed just north of the College Park station, and therefore within the boundaries of the College park neighborhood and near Bellarmine College Prep school. Precisely where will the TPS be located? Will it present any noise pollution or light pollution sources that will impact this neighborhood? Will it's construction and operation modify any roads, or otherwise present any access impacts or in other ways inconvenience it's neighbors? Thank you very much for giving me this opportunity to comment on the Notice of Preparation document. If you have any questions you may contact me at the address below. Please add me to your mailing list for all future communications on this project.
February 12, 2013	Alice Smith		Of course we need to electrify and use solar energy to achieve this.
February 14, 2013	Matt Szaro		Just wanted to drop a quick line saying that I support electrification strongly. I am a daily Caltrain commuter, between King and Palo Alto. Increased peak service would do some much needed good to relieve overcrowded trains... I also feel that with the skyrocketing costs of fossil fuels, that running a fully diesel operation in the future will become unmanageable without significant rate increases. Ten, twenty years down the road, you'd be caught in a vicious cycle of low ridership due to high costs, which in turn causes higher deficit, resulting in raised rates... And so on.
February 27, 2013	Carol Winsted	Stanford Management Company	Thank you so much for taking comments for Caltrain! For 22nd Street Station in San Francisco > More lights especially in the early mornings > 2 staircases vs. 1 (when exiting 22nd Street Station everyone has to onto pile on to one staircase (going northbound). > Train schedule displayed for both directions > Better PA System--it very hard to hear announcements > Have the train numbers flash when arriving at each station.
February 23, 2013	Martin Sommer		Could you also please confirm that the grove of tall pine trees, east of the north bound University Ave platform, is safe from the Caltrain electrification project? The trees range from about 50 - 60 feet tall. If you can, I would like to have confirmation before the 2/28 Caltrain presentation at Palo Alto City Hall.
February 21, 2013	John Hultgren		I don't know Stacy, but last saw Yoshi at the Palo Alto Town & Country Peets Coffee, when she was meeting with Liz Kniss, introducing my wife Debra. We attended the Mt. View HSRA meeting that Joe Simitian chaired, but since then have retreated from being involved in what Caltrain or HSRA are doing. I've loved the work Caltrain has done over the last 10-20 years, adding new tracks to provide Baby Bullet service, the new Caltrain maintenance yard, the renovated stations, the new cars, the new ticketing system, and Giants baseball trains. How anyone could even be discussing running High Speed Rail through disturbed me greatly, and I attended one HSRA meeting at Palo Alto City Council, speaking with Dominic, a consultant for HSRA, who explained that because the bond measure that was approved by the voters specified that the route go from San Jose to San Francisco, there was no way to, say end it in San Jose, or run it to Jack London square, (both in my mind, better plans). So eventually I gave up, being just one citizen. Until recently getting married and returning to driving a car, I had a monthly Caltrain pass from Zone 1 to IV which was great. I actually met my wife when I missed the train to attend a Caltrain meeting in San Carlos and we have moved out of Palo Alto to the Santa Cruz Mountains, frustrated with a lot of development projects that seem to get approved by legal technicalities and manuvers,

			What I think most people who use Caltrain would like to see, is completion, with one last move, replace all the old cars with the new kind. Every other idea to me, (including high speed rail and moving the 4th and King station) is over kill, and should be axed. Electrification makes sense from what I've heard, but these trains are not the cause of Bay Area air pollution, so that is not a very good platform to draw support from. What I think the people who ride Caltrain want, aside from not disrupting service, which will be a nightmare if High Speed Rail ever advances that far, is mostly comfort (the kind you get in the new cars), accessability to WIFI and maybe a lounge car or two in the furure for comuter trips. I called and suggested to put a Snoopy dog nose on the front of all trains, so soft that a suicide attempt would be embarassing, because I don't think enough is being tried to stop the deaths on the tracks, but didn't get far. I expressed to Art Lloyd during a lunch break at one Caltrain meeting I attended that all the used track lying mostly down in the Santa Clara area of the corridor, should be sold and all the debri ought to be cleaned up, making the landscaping look nice, but I might just as well have been talking to a tree stump. I've since learned that in Santa Cruz, with the help of U.S. House of Represenative, Sam Farr from Monterey, a rebirth of the Santa Cruz to Monterey railroad is in progress, so there might be a market for that stuff. (if you want to pass that along).
February 28, 2013	David Marroquin		Two observations: 1) Nowhere on the written plan is any kind of statement about addressing the increasing number of bike riders. This is a major problem already. 2) The statement on the website about the increased number of service during peak hours is confusing. Please be more specific. Are you referring to the number of baby bullet trains? If so, we're already up to 6 northbound in the AM and 5 in the PM. We're up to 5 southbound in the AM and 6 in the PM. So is the net result a total of 2 additional trains? How is that increasing capacity? Will each new train have additional cars? Again, please be more specific.
February 21, 2103	Stephen Rosenblum		As I component of the electrification project I demand that you include grade separation at all crossings of the tracks. This is a necessary condition for increasing the frequency of the train service as well as an required improvement to the safety of operation of the railroad. There have been too many suicides at the crossings to be tolerated into the future. The most desirable grade crossing is for the trains to be below grade as this will provide the least visual impact as well as preparing the way for the eventual high speed rail service which would require grade separation. If grade separation is not included, I will have to oppose the electrification project in its entirety. Thank you for your consideration.
February 1, 2013	Ray Leung		My name is Ray with Direct Mail Center. We are a certified small business, MBE and WBE. Our company specializes in radius mapping and residential/owner list generation. Also we do printing and mailing for many city and state agencies. If you need help with printing the Environmental Impact report or any public notice mailings, please let me know or pass my information along.
February 27, 2013	Catalina Rincon		One of the improvements many of us would like to see when Caltrain is electrfied and gets new trains is "level platform" - so that the train and the platform are on the same level. With no steps, bikes, strollers, wheel chairs and the rest of us could just get straight onto the trains. This would also save time in loading and unloading passengers, especially those in wheel chairs and others that find it hard to climb up steps. Thank you
February 11, 2013	Peter Karp		I support electrification of Caltrain because it will yield quieter, faster, more efficient trains. I am a long-time Caltrain rider, having ridden Caltrain most days since 1999.
February 28, 2013	Elizabeth Lasensky		I am a twice-daily Caltrain rider. Here are my suggestions for improved service with the modernization and electrification of Caltrain. * level platform - would save time in loading and unloading passengers, aid those in wheelchairs, with bikes or strollers or those of us who have trouble navigating those steps on the train. * have 6 trains an hour in each direction, running 10 minutes apart and making all stops, during the week. No schedules need to be printed if this is done. * have more frequent weekend service in each direction * in addition to the 6 trains an hour, have bullet trains that either look different or are clearly marked with which stops they make

			* expand the hours for Caltrain service, both week days and weekends, to start earlier and end later. This would be a boon for airport connections, attending concerts, etc * better connections to airports * consider charging for rides based on frequency of use, not zones, like New York City does. Passengers could buy a 15-ride ticket for $$ and they could go anywhere on Caltrain for each of those rides.
February 21, 2013	Margaret Flores		I fully support electrification of the Caltrain line. Please include my comments.
February 27, 2013	SMCTD		this is regarding the pink 1st class mailing for PCJPB that was rec'd Sat. 2-2. Your list must be old, Paul R Upchurch has not lived at this address since Sept. 2005. Our address and name is [redacted] Might you have someone correct your records? This is regarding Peninsula Corridor Joint Powers Board
March 1, 2013	Stew Plock		Please enter my letter that follows into the EIR.... I understand that the current EIR proposal for Caltrain electrification retains the grade-level crossings in Palo Alto, and in other county cities, as well. Members of my mid-Peninsula Men's group and I strongly oppose that strategy for the crossings. We can see many financial, safety, property value and esthetic advantages for Palo Alto and the Mid-Peninsula in particular to trenching Caltrain and the future high speed rail line and eliminating grade-level crossings, including; *elimination of the risk of suicides at grade-level crossings *increase in tax revenues from leases for commercial properties constructed over the existing right-of-way *potential for a bike and walking trail the full length of the Peninsula *increased property values (and taxes) for properties currently near the train tracks *integration of the currently separated sides of the tracks *allows Caltrain AND the high speed rail to speed through Palo Alto with the least amount of visual and noise disruption *eliminates the waste in fuel and time for traffic jams created at crossings during rush hours when cars and trains all come together We are hopeful that the evaluators will take these impacts into full consideration during the EIR process. And we are prepared to support the electrification of Caltrain IF redesigning the current 4 crossings is part of the final proposal. Please don't hesitate to ask for further clarification on our views and we would gladly attend meetings when this topic gets discussed. We can also assist in further research on a pro bono basis...our group of 11 seniors includes 5 PhDs and includes in-depth experience in engineering, science, law, business, commercial real estate and education.
February 7, 2013	Michael Vestel		Please study the effect of adding more bike cars. Adding bike capacity is sure to reduce pollution, greenhouse gasses, etc by removing cars from the road and getting more people to ride caltrain. please study this. Please also study adding more cars during rush hour. this is sure to get more ridership. currently rush hour trains, especially those during evening commutes, are so packed that bikes get "bumped" so cannot ride. in addition, regular riders cannot get seats because they are at capacity. so adding rider capacity during highest need rush hour keeps riders in the CalTrain, and stops them from being so frustrated by the overcrowded cars, that they get into their cars. And that keeps the freeways open (less cars from caltrain riders).
February 4, 2013	Bill Hamburgen		Modernization and electrification of Caltrain is anticipated to allow increased service to more stations while reducing greenhouse gas emissions by 90 percent. Is there a preliminary analysis you can provide that supports this claim? If not, please be sure the EIR carefully addresses greenhouse reduction claims for the entire project.

			Certainly electrification is better for air quality near the tracks than the current diesel-electric. But given electrical transmission losses, coal-generated electric power could actually increase total greenhouse gas emissions. Even natural gas -generated electricity will make less than a 50% difference vs. diesel. Unless the analysis assumes both that 80+% of the electricity for the new system is generated by renewables or nuclear, and that ridership will somehow increase simply because the trains are powered by electricity, it's hard to see how the conversion will reduce greenhouse emissions 90%. Of course this simple-analysis doesn't include the negative one-time greenhouse emissions of construction, which must also be considered. I'm looking forward to a preliminary answer, and to the complete EIR.
February 7, 2013	David Hirsch		If you change to electric trains please make it easier to board with a bike. Also,us old people have a hard time climbing stairs on to the current trains. Please keep the restrooms on the new trains. Please consider putting wi- fi on the new trains. As you may know AC transit already provides this feature on some of their busses.
February 1, 2013	Claudia B. Kehoe		I am a member of a family group that owns property along the railroad line in San Mateo and very near the downtown San Mateo station. Unfortunately I live out of state so attending the public meetings is impossible for me. I would like to know if any property would be placed under eminent domain to allow this project to proceed. Previous plans, studies and reports indicate that the rail corridor might have to be widened for high speed rail and I would like to know if the increased trips with modernized trains will require a similar widening or expansion. Can you please provide this information or tell me where it might be found online?
January 29, 2013	Anurag Gaur	Global Research	Global Research has released its first edition of Global Mobility Report which covers some very recent topical issues in the mass transit sector. Some of the key highlights include: Recap of year 2012 and forecasts for year 2013, automated fare systems market, future of electric buses & buses with high level of service, public transport energy efficiency, status of current and upcoming projects, capital investment impacts and financing, evolution to contactless payments, harmonisation of railways, opportunities in upcoming projects, sogr , market for intelligent transportation systems, its applications for sustainable buses. The 385 page report presents information on existing networks, stations, ridership, rolling stock, technology and fare systems. It highlights upcoming capital investment requirements and opportunities by focussing on extensions and upgrades of existing lines and stations, development of new lines and stations, rolling stock procurement and refurbishment, power and communications technology upgrades, and fare system developments. The report is indispensible for any organisation interested in the global mass transit industry - transport authorities, operators, service and technology providers, equipment manufacturers and suppliers, EPC contractors, investors/lenders, research organisations, industry consultants, regulatory agencies, development institutions, etc.
January 31, 2013	Jean Dresden		Marian's memo to this group on Jan 24 states that a draft CHSRA/JPB would be available with comments due Feb 13. Please send a copy of this draft MOU. Also, who is the San Jose rep to the Local Policy Maker Group?
February 5, 2013	Susan Bao		I just heard about this project today, as a resident in Palo Alto, I'm very worry about environmental impacts of new added high-voltage wire and increased high-density trains per peak hour. - The Caltrain rail is located already very close to residential houses. In every day, the noise of caltrain and its whistle can be heard several blocks away. With the 6 caltrain trains per peak hour per direction by 2019, that means we will hear the noise of caltrain every 5 mins in peak hour, this is unbearable! I believe if the caltrain can be build in semi-underground, the impact to the whole environment would be tremendously reduced, if this costs too much, then stop increasing caltrain trains to protect the peace of our environment. - Another concern is about high-voltage wire, will high-voltage wire be built along with the caltrain rail? if so, how about the radiation impact of the high-voltage wire to the residential houses nearby the caltrain rail? - The increased noise and high-voltage wire will reduce the value of the house, if the impacted residents can have any compensation?
February 3, 2013	Tim Mather		As a (weekday) daily CalTrain rider (from Mountain View to San Francisco and return), I think that the electrification project is a great idea! I see three positive changes resulting from electrification:

			1. Quieter changes - meaning less train noise for those people living close to CalTrain stations and tracks. 2. Opportunity for significantly increased use of sustainable energy (e.g., solar, wind). 3. Increased number of trains running to accommodate more riders. I am all in favor of this change. Thank you.
February 1, 2013	Ramon Hernandez		Hello, my name is Ramon Hernandez and I live [redacted] very close to the tracks. I'm all in for the Electrification Project except I would not like to see over head power lines. I think that would make the neighboorhood look ugly. I would want Caltrain to look into the possibilty of having the electrical power at rail level. Something similar to BART. Thanks for reading my comment.
February 7, 2013	Martin Wasiak		I'd like Caltrain to have a plan for level boarding. I understand that to get level boarding, we will need new platforms AND rail vehicles. Since Caltrain is getting new EMU sets for electrification, if those are NOT designed for level boarding, how are we going to get to level boarding? These vehicles last for 30 years. With electrification coming in 2019, is Caltrain planning to wait until 2050 before implementing level boarding when next opportunity to buy vehicles comes? Also, if HSR and Caltrain have different platform height, how will they share the new transbay terminal's 6 tracks? I heard that Caltrain will only get 2 tracks. How could that possibly work with current 5tph? The blended system proposes 6tph for Caltrain and 2tph for HSR. It sounds like Caltrain should have more tracks at that terminal. Anyway, please discuss level boarding in context of buying new EMUs and tell me if I need to wait until 2050 to get it.
February 7, 2013	Gerald Cauthen		Electrifying Caltrain may or may not produce the hoped for operational and other benefits. When preparing the EIR Contractor's scope, the following should be considered: 1.) Interior Noise Levels: There should be specific information about the interior noise level of the proposed EMU's compared to the noise levels experienced by today's Caltrain riders. BART's EMU riders suffer MUCH greater interior noise than today's Caltrain riders do. This condition which come at least in part from the cars themselves (as opposed to poor rail and wheel maintenance), seems to get worse as the BART cars age. 2.) Interior Comfort: There should also be precise information and discussion of the long term smoothness of the acceleration and deceleration of the proposed trains versus today's Caltrain trains. (BART, with its EMU's, is MUCH less comfortable for standees than Caltrain is, and this also appears to be getting worse as the propulsion systems age) 3.) Exterior Noise and Vibration: After the locomotives pass, an observer hears and feels only what emanates from the wheel/rail interface. With EMU trains one hears propulsion system noise as each car passes. The exterior noise levels of the proposed EMU's, compared to the exterior noise of today's Caltrain trains, should be should be described and discussed. This will be of particular importance to nearby residents. 4.) Bi-Level Cars versus Single Level Cars: If a single level car system is anticipated, it will be important to compare the relative effects on the cross traffic, particularly on busy streets such as in downtown San Mateo. 5.) Comparative Trip Times: To ensure an accurate picture of the relative benefits of electrification (exclusive of dwell time improvements which could be achieved regardless of propulsion system), it is essential to compare the trip times of an EMU operation with those of an improved diesel operation. (On the face of it, It seems unlikely that electrifying Caltrain could produce anywhere near the time savings that were achieved by Caltrain's successful Baby Bullet operation) 6.) Comparative Fossil Fuel Equivalents: When totaling up the fossil fuel equivalent consumed by the proposed electrified trains compared to that of a modern diesel-operated passenger train, the energy consumed in creating and then transporting the electric power to the EMU's should be included in the totals. GHG effects should be acknowledged and described, regardless of location. 7.) Comparative Maintenance Costs: In recent months there have been many wildly inaccurate claims made about the lower maintenance costs of EMU

			trains compared to diesel-driven trains. When comparing the maintenance costs of EMU's to diesel-operated trains, it will be necessary to take fully into account the costs of maintaining the overhead contact system and other wayside features (a few years down the road after things begin to show signs of wear), as well as the costs of maintaining propulsion systems in every car as opposed to just in the locomotives. 8.) Financial Feasibility: Despite the importance on any large project of alternative analyses, capital cost estimates, O&M cost estimates, life cycle cost estimates and funding plans, these critical elements tend to get buried and often downplayed in EIR's. Ideally financial feasibility would be highlighted in a separate companion report. In any event, these elements should be developed and broken out in detail by individuals with the capability and experience required to do justice to the assignment. 9.) Completeness of Project: The system described should be a complete one. The Electrification Project should therefore include coverage of any required new vehicle storage, servicing and maintenance facilities. It should also show how in the future the system would accommodate and otherwise relate to the Caltrain extension into downtown San Francisco, HSR, and the potential use of the Caltrain ROW by ACE and Del Monte trains. 10.) A Proper Alternative Analysis: In recent years project sponsors have often ignored promising alternatives while setting up "straw men" ripe for easy toppling. The Alternative Analysis should include at least: o Electrified EMU, extended to Transbay Terminal o Electrified EMU, terminating at 4th and King o Electric locomotive, extended to Transbay Terminal o Electric locomotive, terminating at 4th and King o Improved diesel, extended (with dual mode locomotives) to Transbay Terminal o Improved diesel, terminating at 4th and King 11.) Ensuring a Readable Final Product: To help ensure a well-organized, well written, well thought out final product, it is recommended that the Prime Consultant's name appear prominently on the cover of each of the reports it produces.
February 5, 2013	George		Why overhead wires? Why not a hot third rail like in many other systems?
March 13, 2013	Leann Hunter	International Technical Assistant	I am writing to find out who is the responsible Director for the Peninsula Corridor Electrification Project (PCEP). If you have any question feel free to contact me.
March 12, 2013	Stew Plock		I understand that the current EIR proposal for Caltrain electrification retains the grade-level crossings in Palo Alto, and in other county cities, as well. Members of my mid-Peninsula Men's group and I strongly oppose that strategy for the crossings. We can see many financial, safety, property value and esthetic advantages for Palo Alto and the Mid-Peninsula in particular to trenching Caltrain and the future high speed rail line and eliminating grade-level crossings, including; *elimination of the risk of suicides at grade-level crossings *increase in tax revenues from leases for commercial properties constructed over the existing right-of-way *potential for a bike and walking trail the full length of the Peninsula *increased property values (and taxes) for properties currently near the train tracks *integration of the currently separated sides of the tracks *allows for Caltrain AND the high speed rail to speed through Palo Alto with the least amount of visual and noise disruption *eliminates the waste in fuel and time for traffic jams created at crossings during rush hours when cars and trains all come together today at the crossings We are hopeful that the evaluators will take these impacts into full consideration during the EIR process. And we are prepared to support the electrification of Caltrain IF redesigning the current 4 crossings is part of the final proposal.
March 13, 2013	David Nissen		Thank you for accepting public input on the scope of the EIR. I am writing to ask that the EIR evaluate the benefits of bikes onboard. I currently commute from San Francisco to Redwood City by Caltrain however if I could not take my bike onboard I would likely have to return to driving. I already get bumped from a train on occasion and the problem seems to be getting worse as more bikes are being taken onboard with capacity being limited.

March 12, 2013	Bruce Lundquist		Thank you for soliciting input on the CalTrain electrification EIR. Its very exciting to see progress in the electrification program. I was concerned not to see any mention of bikes in the Increase Ridership/Increase Service section. Bicycle accommodation is a key part of CalTrain service and should be addressed early in the electrification design process. I depend on bringing my bike on CalTrain—I would not be able to use CalTrain otherwise.
March 12, 2013	Susann Woods		Thanks for asking your customers for feedback and ideas. Just a note to gently ask you to include your riders who also use bikes in their daily commute. Please complete a smart evaluation of the costs and benefits of continuing your practice of allowing and encouraging bikes aboard the train. Make sure to add a growth component to your analysis as more and more people on the Peninsula are actively implementing healthier lifestyles and reducing behaviors that increase pollution/gridlock in our communities. You can continue to be a powerful leader in these efforts. Many of us no longer even have cars and choose bike+public transportation for all our travels on the peninsula today, be it to getting to work or for fun in the city in the eve and on weekends. If I could no longer take my bike on the train, I would not make it to my job on time in the mornings. There is no shuttle service, the bus connection does not cinque up and it is too far to walk and arrive on time. It would also mean a woman alone on a daily scheduled 2 mile walk, most months of the year, in the dark, back and forth from my home to the train, as again, the bus system does not cinque with the trains. I would not travel to SF on the weekends for fun like riding on the golden gate bridge and taking the ferry back from Sausalito. I would no longer meet my husband or friends in Mountain View or Sunnyvale after work for dinners and socializing. I know Caltrain wants their riders to use the train for more than a commute vehicle. Look at this courageously. If the peninsula had an equally expanding number of disabled people requesting additional room for their equipment, Caltrain would definitely make sure their services were available because thinking about the needs of this customer group has rightfully just become second nature in this world. It is the "right thing to do" for the community. Gone are the thoughts that these people are demanding or a burden or too costly to serve. You just do the right thing by this customer. I do look forward to the day when planning for the provision of room for people who use bike equipment on the train also evolves to being just the "right thing to do" for the community. Please keep broadening your perspective. Please include bicyclists in your planning for the peninsula corridor electrification project.
March 12, 2013	Kristal Caidoy		I am excited for Caltrain for pursuing the peninsula corridor electrification project. I would like to see more shrubs and trees along the corridor and the stations. I think the project can promote affordable housing along the corridor. Is there a train design for the electrification project?
March 15, 2013	Judy Langley, Amy Benedicty, Carolyn Leeder, Gustavo Benedicty, Donna Dell'Era, Nathan Diger, Mary Louise Fleming, Nick Wade, Bill Williams, Linda Mahley		As a resident of Mission Bay, I am joining my neighbors in asking you to consider placing the CalTrain tracks underground through San Francisco as part of your process to electrify CalTrain. We are also in favor of your relocating your rail yard away from 4th & King Street . Mission Bay is a developing community that will be living with the impact of your decisions for years to come. We believe it is crucial that you work closely with the High Speed Rail project to ensure that your 2 projects are compatible and to maximize the success of future rail transportation into San Francisco.
March 15, 2013	Michelle Kirrene,		As a resident of SOMA,I am joining my neighbors to ask that you to consider placing the CalTrain tracks underground through San Francisco as part of your process to electrify CalTrain. While the electrification of CalTrain is essential for the health & well-being of Mission Bay residents and visitors, we must urge that where trains and city streets cross, it be the trains that are undergrounded, not the streets.

			The EIR must consider the impacts on pedestrian and bicycle safety and the devastating economic impact on major parcels of Mission Bay/SOMA property that would result from the undergrounding of the 16th Street and Berry Street crossings. The EIR should also consider finding an alternate to the Fourth and King Street yard for train storage, making that land available for more appropriate development and reducing the tens of millions of dollars that would be necessary to electrify it as is. We are also in favor of your relocating your rail yard away from 4th & King Street . SOMA is a developing community that will be living with the impact of your decisions for years to come. We believe it is crucial that you work closely with the High Speed Rail project to ensure that your 2 projects are compatible and to maximize the success of future rail transportation into San Francisco.
March 15, 2013	Peggy Fahnestock		I have been a San Francisco resident for nearly 30 years and a resident of Mission Bay for the last 3 1/2 years. I think that the Peninsula Corridor Electrification Project should be considered within the overall plan for Mission Bay. The following scoping considerations should be included in the study: Please assess placing the CalTrain tracks underground through San Francisco, starting at Mariposa Street. This would eliminate the need for depressing local streets in Mission Bay (16th Street and also Mission Bay Boulevard). Depressing the streets would split the Mission Bay neighborhood in two. This fledging neighborhood could be destroyed by that decision. Please assess the option of relocating the current rail yards at 4th and King to another location on the CalTrain corridor. This is a valuable piece of land which right now divides Mission Bay from the SOMA and South Beach neighborhoods. The City of San Francisco has grown up around the rail yards and the land could be used for development. While I support the electrification of CalTrain and think it should be done as soon as is expedient I think very careful planning has to take place, especially in light of the overall development of Mission Bay as a vital urban neighborhood. CalTrain also needs to work closely with the High Speed Rail project, ensuring that the two projects are mutually compatible. Millions of dollars will be spent in this process and it is your responsibility to do it right.
March 14, 2013	Lydia Beasley		Thanks for accepting public input on the scope of the Environmental Impact Assessment! I think the EIR should evaluate the benefits of having bikes onboard trains. The onboard bike service helps make Caltrain a more attractive option than taking a car. If I couldn't bring my bike on the train, I would have to spend an additional 45 minutes/day and an additional $4/day just to get to/from Caltrain stations. So thank you for your onboard bike service! I would like to add, please also make sure that the electrified trains have enough bike capacity. In my mind, this will help keep Caltrain as a more competitive option compared to taking a car.
March 15, 2013	Milena Elperin		I am the property manager at Crescent Cove an low-income apartment complex located at 420 Berry St. in the Mission Bay. I and all of the 236 low-income families that reside at the property join together in asking you to consider placing the CalTrain tracks underground through San Francisco as part of your process to electrify CalTrain. We already have a sound proof wall between our property and the current Caltrain tracks, but to depress 16th and Berry St. which leads directly to our property would be a huge mistake for the overall feel of the neighborhood and would seperate us even further from the rest of San Francisco. We are also in favor of your relocating your rail yard away from 4th & King Street . Mission Bay is a developing community that will be living with the impact of your decisions for years to come. We believe it is crucial that you work closely with the High Speed Rail project to ensure that your 2 projects are compatible and to maximize the success of future rail transportation into San Francisco. Thank you in advance for your careful consideration of this matter that's so important to our neighborhood.
March 16, 2013	Terry Leeder		I am a condo owner in Mission Bay and I attended your EIR presentation at San Francisco City Hall on March 7. I am also a Caltrain user and a strong proponent of your plans to finally electrify Caltrain and get rid of the dirty, noisy and slow diesel engines. While I understand the current EIR is addressing electrification only, as a Mission Bay resident I am very concerned that you take a longer term view of what

			happens north of the 22nd street station in San Francisco. I am absolutely not in favor of the concept plans that force 16th street and 7th street rail crossing roads to be tunneled under a ground level train track. Mission Bay 15 years ago was a light industry area, now it is a high tech, high density residential and research center. In addition we have the new UCSF hospital on the east side of your tracks, and plans for a new large Kaiser facility at 16th and Texas. All of us will be significantly adversely affected if you attempt to maintain the train tracks at grade level. We are already relatively isolated to the west and north by your tracks, and more trains, and high speed trains will make that worse. Tunneling the roads under your tracks will effectively preclude bicycle and pedestrian crossings as underpasses will not be acceptable to them and lead to even greater isolation of our community from the rest of San Francisco In addition, you have a very valuable piece of property in the 4th/King rail yards. Again, when this area was warehouses, a rail yard made sense here. Now with all the development going on in SOMA, Mission Bay and the Eastern Corridor project, and with build-able land being scarce in San Francisco, to leave this property as a rail yard is a complete misuse of the land. Removing this rail yard, building an underground station at 4th and Townsend, and taking the train line underground, as you have to, to get to the Transbay Center would enable a dramatic opening up of this whole area. My understanding is that the development value of this property is in excess of $250M, and that money could be used for further Caltrain improvements. If the city is willing to tear down the 280 spur freeway at 16th street and convert 7th street to a "King Street like" boulevard in order to facilitate the tunneling of the train tracks, you should very seriously comprehend this in your EIR thinking.
March 15, 2013	Mike Wu		Just want to voice my opinion that I am in favor of electrify Caltrain and that you work closely with the high speed rail project to maximize the success and usefulness of both projects. I would also be in favor of moving the rail yard away from 4th & King so that Mission bay can be connected to the rest of the city.
March 15, 2013	Donald Langley		Electrification of CalTrain will benefit Mission Bay by reducing significant amounts of diesel dust pollution and 24-hour noise pollution. We urge that where trains and city streets cross, it be the trains that are undergrounded, not the streets. The EIR must consider the impacts on pedestrian and bicycle safety and the devastating economic impact on major parcels of Mission Bay/SOMA property that would result from the undergrounding of the 16th Street and Berry Street crossings. The EIR must also consider finding an alternate to the Fourth and King Street yard for train storage, making that land available for more appropriate development and reducing the tens of millions of dollars that would be necessary to electrify it as is.
March 15, 2013	Terry B. White		We have reviewed the documents that you have provided and most specifically the plan related to the proposed power traction power facilities and alternatives. Consistent with my comments when we last spoke, the City of South San Francisco would favor the preferred location as opposed to site B or the TPS1 alternate site as shown on your drawing Figure 2.3-8. I would like to make clear that it is not our first choice to have any of these facilities within our City as it removes developable properties from the grid if you will of business that can provide the City with potential tax revenues. Be that as it may, the City is desirous of cooperating with the Caltrain improvements primarily in the hope that South San Francisco will see station improvements within our city to increase ridership to Caltrain, make the station much safer and user friendly, and in support of our downtown master plan to improve transportation alternatives and our east/west connections between business and our historic downtown Grand Ave. We have other concerns related to the location of High Speed Rail Tracks, Passing Tracks and the like as it once again impacts the existing design for improvements of our proposed relocated station. Please contact me if you need more information. Thanks. It was nice meeting you.
March 17, 2013	Lorie Garcia		As the Covenant Representative for the South Bay Historic Railroad Society (SBHRS), I would like to submit the following Comments: The SBHRS is the Convenant holder on six of the eight depots on the Caltrain line whish are listed on the National Register of Historic Places (NRHP), Milbrae, San Carlos, Burlingame, Menlo Park, Santa Clara and Diridon. As such we are responsible for ensuring that no adverse effects occur to these depots. In 2002, a proposed project, coordinated by JPB in coordination with the Federal Transit Administration (FTA), to electrify the Caltrain system from San Francisco to Gilroy was developed, reviewed and approved by us and the chosen alternative submitted to the State Office of Historic Preservation (SHPO) by FTA. SHPO's comments on FTA's determination of the effects the proposed project would have on historic properties included the determination of the eligibility of 94 previously unevaluated pre-1956 architectural properties for inclusion in the NRHP, determining that of these, 12 railroad related and 1 non-railroad related properties were eleigible for inclusion on the NRHP. (See December 9, 2002 letter to Lesile T. Rogers, Regional Administrator Federal Highway Admionstration, Region IX from Dr. Know Mellon, State Historic Preservation Officer.) As we are unsure if the current proposed electrification project is a re-evaluation or re-design of the orignal proposed project, the SBHRS wants to ensure that the proposal and any alternatives include the original project submitted to SHPO in 2002 and the possible effects on historic properties on the Caltrain line include not only those listed on the National Register of Historic Places but also those determined by Dr. Mellon (SHPO) to be eligible for the NRHP.

March 16, 2013	George Halet		I've been using Caltrain to get from Hillsdale to South SF or San Bruno to work at Genentech for a decade. It is an amazing resource and I pay a premium on housing to avoid having to drive to work. Thank you for this service and for accepting public input on the scope of the EIR. I remember when gas prices went up suddenly a few years ago, bikes started getting bumped and it was a serious threat to this great service. I bought a folding bike and started putting in the luggage rack. Luckily that time came and went and you started having 2 bike cars on every train. I rarely take bullet trains, so I never have a problem bringing my bike on board, but I hope that when you upgrade the cars, you plan for a potential increase in ridership. If I were to lose the ability to take my bike on the train, it would be a devastating change to my commute. The independence from a car and bit of exercise before and after doing my sedentary job are precious. Hope you can continue to accommodate bikes on Caltrain after the electrification!
March 16, 2013	Matt Springer		I live in San Francisco on [redacted] in Mission Bay. Berry (via its connector at Mission Bay Drive) is one of the two streets that currently intersect 7th St, the other is 16th St. I understand that these two intersections are planned to accommodate grade separation with the train tracks by undergrounding the intersections. I have seen the plans for these and am quite alarmed at the prospect. This would create huge pedestrian-unfriendly dead zones for both key gateways into Mission Bay from the west, and would make a mess out of the Berry st connection with its "silly straw" design. Whatever plans are made for high speed rail and electrification of Caltrain must not put the streets underground in this fashion. That would undo years of planning to make Mission Bay a vital part of San Francisco that is inviting for pedestrians, rather than a concrete jungle such as that which exists around Cesar Chavez at 101 and at Geary by Fillmore.
March 15, 2013	Diane Allen		Issues to be addressed: * level boarding for new trains * how much noise and equipment near residences during installation of poles and wires * location of power stations * increase in gate down time for 6 trains per hour and longer trains * impact of construction on running freight trains at night * impact of construction on Alma St traffic in Palo Alto * impact on Gilroy ridership of having to change to diesel trains at Tamien * configuration of interiors of new trains: upstairs? single seats? more bike cars? wi-fi?
March 17, 2013	Juan Napoles		For aesthetics reasons the third rail system for electrification should be considered instead of the catenary system which is the only one being considered right now. Even though noise from electrified trains is measurably less then diesel trains there will be an increase in the amount of noise due to the anticipated increase of more trains traveling the corridor. What would mitigate that? When will homeowners know which properties will be taken by eminent domain? There should be one EIR for both the Caltrain corridor electrification and HSR to prevent waste of money. There should also be grade separation at all crossings since we know that all of these things would be necessary for a future blended HSR system.
March 17, 2013	Brian Skinner		My spouse and I own a home directly adjacent to the Caltrain right-of-way between Burlingame and San Mateo. I am writing to request that the Environmental Impact Report (EIR) include information about the following six questions: (1) Will the right-of-way need to be widened between the Burlingame and San Mateo stations, and if so, where it will need to be widened? (2) In cases where the right-of-way does need to be widened, how will Caltrain go about purchasing the necessary land from the adjacent property owners? (3) What type of OCS support poles will be used the Burlingame and San Mateo stations: side poles, center poles, or cantilever poles?

			(4) How high will the OCS support poles be, and how high will the wires be? (5) Will the trees on our property need to be trimmed or removed? (6) In cases where trees need to be removed or trimmed outside the Caltrain right-of-way, how will Caltrain obtain electrical safety easements from property owners, will replacement trees be planted, and how will property owners be compensated for the loss of the trees?
March 18, 2013	Bob Mack		I am sorry that I was not able to attend the public meeting for the Peninsula Corridor Electrification Project EIR. It is very important that the EIR includes an evaluation of the benefits of bringing bicycles on board Caltrain. The reasons are simple, but critical. People who bring bikes on the train, take cars off the road. Bikes on the train, take cars out of the parking lots, making room for other Caltrain customers to park. Caltrain has seen consistent increases in ridership from passengers who bring bikes on the train, even when overall ridership dropped. Every time additional bicycle carriage space has been added on the trains, it fills beyond cpacity at peak travel times. This shows the customer demand for the service. I use Caltrain for business and personal travel on a regular basis. Due the the nature of my travel I use different destinations almost every time I board the train, making bringing my by a necessity. Without the Bikes on Board program I would be forced back into my car for these trips, costing Caltrain a regular fare, and adding another car to our congested roads. Please include an evaluation of bringing bike on board in the EIR for electrification.
March 17, 2013	Shirley Johnson		Thank you for accepting input on the EIR scope. Please evaluate bikes onboard in the EIR. Bikes onboard have the following environmental benefits: 1. Bikes onboard increase ridership. Most passengers who currently bring a bike onboard would not ride Caltrain and drive alone instead, if they couldn't bring their bikes onboard. 2. Bikes onboard allow passengers to reach the station and their final destination without using motorized transportation on either end of their commutes. 3. Short automobile trips cause excessive pollution, because pollution control devices do not reach optimal operating temperature. These short trips are avoided when passengers bike to the station. 4. Bikes onboard reduce traffic congestion, which shortens driving time for commuters who drive, thereby reducing pollution. 5. Bikes onboard reduce the need for parking spaces at stations, so drivers will be able to find a parking space more easily and spend less time circling in search of a parking space. 6. Bikes onboard reduce demand for new parking lots or parking structures. Impermeable surfaces of parking lots damage the environment by sealing the soil surface, preventing rain water infiltration and depriving tree roots of aeration. The EIR can be used as justification to increase bike capacity to meet demand. Projections show that over 20% of Caltrain passengers would bring a bike onboard in 2019, if there will be adequate onboard bike capacity. (see section 4.3 of SFBC Plan for Bicycle Carriage on Caltrain, http://tinyurl.com/SFBC-Plan). Furthermore, economic analysis shows that Caltrain's bikes onboard program saves the transit system money, because passengers who bring a bike onboard do not use heavily subsidized shuttles, buses, or parking lots (see section 5.2 of SFBC Plan for Bicycle Carriage on Caltrain, http://tinyurl.com/SFBC-Plan). Please include bikes onboard in the EIR for electrification; it would be a glaring omission not to.
March 17, 2013	Marc Brandt		Thanks for accepting public input on the scope of the EIR. The EIR should evaluate the benefits of bikes on board the train, for true last-mile connectivity. Regardless of other train-bike means such as bike storage at stations, either public of private, the vast majority of cyclists get the most effective intermodal

			commute via taking their bikes onboard the train. Please make sure electrified trains have sufficient bike capacity. Projections show that over 20% of passengers are expected to bring a bike onboard by 2019. Today 10% bring a bike onboard, capped by limited onboard bike capacity. Thank you for onboard bike service. I have been riding the line since the SP days, bikes are good. Thanks again.
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: (1) Exploration of alternatives for how residents and property owners within 100 feet of the right-of-way could be compensated for the economic externalities of this project resulting from both the increased noise and the visual aesthetic impact of the OCS support poles. (2) A comparison of the costs of: (a) doing both full-grade separation and electrification as a single coordinated project, at the same time (b) initially doing just the corridor electrification, and then a few years later doing the full-grade separation (with all the necessary changes to the OCS at all the places where the track is re-graded) My spouse and I own a home directly adjacent to the Caltrain right-of-way between Burlingame and San Mateo, and we are worried that both the electrification plan and the blended service plan may substantially reduce our property value and may make it difficult to sell our property when we want to retire. The plans may impact our property value both because of the visual aesthetic impact of the overhead contact system (OCS) and because of the increased horn noise if there are 10 trains per peak hour per direction rather than the current 5 trains per peak hour per direction. We would very much prefer to see Caltrain do a below-ground full-grade separation as part of the electrification plan. The below-ground full-grade separation could be done with an open trench, a covered trench, or a tunnel. Any of these options would eliminate the horn noise, and would greatly improve the visual impact of the OCS.
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: (1) Exploration of design alternatives for providing free Wi-Fi on the new Electric Multiple Unit (EMU) vehicles. (2) Exploration of design alternatives that would allow passengers to pay their fares after boarding the trains, rather than needing to pay before boarding. (3) Exploration of design alternatives for providing web-based real-time maps that show the current locations of each EMU train.
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: A variety of alternative designs for the train horns to try to mitigate the negative quality-of-life impact of the horns. Design alternatives might include: (1) using quieter horns (2) using horns that focus the horn noise in a narrow forward beam, with less noise pollution spreading sideways (3) using automated horns that sound for exactly 1 second at each level crossing, rather than having a human operate the horn manually for some inconsistent and potentially long time span (4) using horns that give a harmonic chord sound rather than the current discordant horn sound (and going a step further perhaps, when passing a few level crossings in a row, sound a different harmonic chord at each crossing, so that you get a short melody)
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: (1) A quantitative breakdown of the amount of noise that comes from one of the current diesel trains when it nears a level crossing at full speed, comparing the decibel levels caused by:

			* the train horn * the diesel engine * the wheels on the track * the air flow around the train (2) A quantitative breakdown of the amount of noise that would come from one of the new EMU trains when it nears a level crossing at full speed, also comparing the decibel levels caused by: * the train horn * the electric motor * the wheels on the track * the air flow around the train (3) A quantitative comparison that shows the total noise caused in each of these three cases: * 5 diesel trains per hour * 6 EMU trains per hour * 10 trains per hour (6 EMU trains plus 4 HSR trains) I also want to request that the Caltrain stop publishing documents that make misleading statements such as "Noise from electrified trains is measurably less when compared with diesel trains", and instead always make statements that compare the total train noise (including the noise from horns): statements such as "total noise from each electrified train is expected to be 6% less than each diesel train, and the total noise from 6 electric trains is expected to be 13% greater than the noise from 5 diesel trains".
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: Exploration of design alternatives for the Electric Multiple Unit (EMU) vehicles that would allow the EMUs to accommodate not just road bikes and mountain bikes, but also recumbent bikes.
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: Exploration of an alternative in which trains run more frequently. In converting from diesel-hauled to Electric Multiple Unit (EMU) trains, there may be an opportunity to have a large number of short trains rather than a small number of long trains, so that trains arrive at the stations every 10 to 15 minutes all day long, passengers don't need to plan their trips around the train schedule, and passengers don't ever need to wait more than a few minutes for a train.
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: A variety of alternative designs for the Electric Multiple Units (EMUs) to try to mitigate the visual aesthetic impact of the new EMU vehicles. Design alternatives might include EMUs that have a retro or steampunk look, rather than a modern utilitarian appearance. One source of inspiration might be San Francisco Muni's decision to use vintage streetcars on the F line -- see: http://www.streetcar.org/streetcars/
March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: A variety of alternative designs for the overhead contact system (OCS) support poles to try to mitigate the visual aesthetic impact of OCS support poles along the sections of the track that are in tree-lined areas away from stations. Design alternatives might include: (1) using anodized steel poles or painted steel poles, so that the poles are an earth-tone color rather than metallic silver (2) using poles that curve over at the top to support the wires, rather than having a separate horizontal arm that reaches out from a vertical pole (3) using "camouflaged" poles, designed to blend in with the surrounding trees and look somewhat like trees themselves, perhaps by having the pole be a simulated tree trunk, and the top of the pole having a few branches with simulated metal leaves (4) planting trees next to the poles

March 17, 2013	Brian Skinner		I am writing to request that the Environmental Impact Report (EIR) include: High resolution maps and/or satellite photos, either using Google Maps or something similar to what is available on Google Maps, that have been annotated to show both the current right-of-way boundaries and the proposed new right-of-way boundaries.
March 15, 2013	Carter Collins		I was pleased that when David Schwegel and I met you at the Caltrain meeting last week, you were informed and optimistic. It was also great to find that you had already reviewed my letter to Jeff Morales of HSR. I'd like to share some of the value and core benefits inherent in my idea to solarize Caltrain's blended-use corridor. For example, in the spirit of cooperation, the contracted developer/builder could offer the following as win-win negotiating points with those ranchers, farmers, and land owners directly impacted by the path: • If HSR elects to solarize their right-of-way, then your corridor and your trains will have already been fully modernized and rendered electrically compatible with HSR's energy system. • A 51-mile swath of solar and water harvesting infrastructure along the proposed corridor would generate such an extraordinary amount of electricity that those stakeholders whose land would be disrupted, could receive free electricity for life. • For their agreement, property owners directly affected by the development of a solarized corridor could enjoy reduced water costs in perpetuity. • While the water harvesting system simultaneously charges community water storage reservoirs to capacity over the next two to three decades, farmers and ranchers could (as necessary) also receive an early apportionment of clean water for livestock or crops. • This strategy affords that Caltrain utilize a technology that pays for itself as it provides carbon-free energy to the trains and to much of the citizenry living in that region. These two energy resources, clean electricity and water, could become the bargaining chips that help calm the considerable public opposition as they offer a more meaningful and responsible right-of-way development for Caltrain. Over the last 50 years, nearly all solar products have been designed and manufactured for application to either rooftops or more recently, the sides of buildings. However, may I suggest that your team consider investigating an innovative technology from the company "Solar Roadways, Inc." based in Northern Idaho (see link: http://www.youtube.com/watch?v=Ep4L18zOEYI). Their flat drive-on glass panels could offer Caltrain an extremely elegant means from which to derive its energy. Such panels will also allow a practical surface for all of the train's service vehicles. Additionally, to apply this technology to all of the station's access roads and parking lots would help Caltrain to establish an extraordinarily robust energy platform, thereby creating two new income streams for Caltrain over the next 100 years. This strategy, with its ability to generate new revenues from the sale of excess energy and clean water, could further serve the general public, as it could help to finally stabilize ridership fares... another big win for Caltrain. If you find merit in my proposal, then please share it with the appropriate agencies working together on the Caltrain modernization and electrification programs.
March 18, 2013	Jim Bigelow	Belmont Chamber Transportation & Traffic Committee Chair and Board	We have been attending recent outreach Scoping meetings on Caltrain Electrification and have provided oral comments at the Open House at SamTrans and other meetings. The Belmont Chamber Board is in support of the merits of Caltrain Electrification and the improvements that EMU train sets will provide for

		Member	the future of rail transportation on the Caltrain Corridor. We also support the CBOSS train control system which is part of the Caltrain upgrades. The Caltrain/CHSRA MOU with Caltrain as the lead agency for these two projects is supported by our Chamber. An electrified Caltrain will be more environmentally friendly and hopefully the noise from operations will be less. We look forward to improved rail service for our employees and residents as a result of this project. We look forward to working on the implementation as this Electrification Project moves ahead with the funding identified to complete the improvements. Care should be taken to continue to work with residents, business owners and other stake holders including the Cities along the Caltrain Corridor on design, overhead power systems and station impacts as the new electric trains begin service. We understand that it is your goal to complete the Caltrain Electrification by 2019. We also understand that preparing for joint operations of both Caltrain and CHSR on the Caltrain Corridor will require and EIR to clear that future project in the late 2020's and any future efforts on that would be of interest to our Chamber. We do understand that this is the "Blended System" only, with CHSRA Early Investment on the existing two track system and Caltrain Baby Bullet passing tracks used currently for express service. We also understand that the new Caltrain/CHSRA does not allow for a four track system from San Francisco to San Jose as originally envisioned by CHSRA.
March 18, 2013	Chris Clark		I'm sorry for the last minute feedback. Please consider studying the addition of some sort of bike/pedestrian pathway along the Caltrain cooridor. It is the perfect place for a bike/ped trail connecting the various peninsula and south bay cities, even if it isn't very wide. I'm sure we can find a way to create a safe bike/ped thoroughfare alongside the train tracks. Please let me know if I can be of assistance during this process, and thank you for considering this feedback. I hope you will at least study this option in the EIR.
March 18, 2013	Omar Chatty		Here are some comments and questions to address in the EIR: Please compare Caltrain trains with prospective BART (which is already electric) in the corridor section between the Millbrae station and south to the currently planned BART terminus at Santa Clara (SCU). Compare cost, number of vehicles, maintenance and operations. Also, consider Caltrain's conversion of the Dumbarton Rail corridor into a BART Around the Bay funds since the Dumbarton Rail will no longer be needed and the existing 1910 vintage rail pylons can be removed thus restoring the South Bay to its natural habitat in the Don Edwards Wildlife Refuge. BART up the Peninsula from San Jose will complete the original BART plan to circle the Bay with a one seat ride. I believe planning to replace Caltrain train sets with BART train sets up the corridor, electrified, will be the same cost as electrifying Caltrain since no further electrification—or construction-- is needed for BART north of Millbrae. BART will require 4 tracks if HSR comes up the Peninsula, but BART can be stacked above or below HSR trackage in the urban communities that require tunnels or trenching, or, elevated, just as many multi-modal stations exist today around the world with stacked rail in stations. BART electrification up the Peninsula does not require overhead catenary electric posts and wires. Please count the deaths and accidents per mile or passenger count (or as FPA measures deaths) on Caltrain's electrictrification based on the current death rate on Caltrain tracks and also compare to BART track deaths. Caltrain has killed 190 persons since 1995, 30 since 1/1/2011 to this date.
March 18, 2013	H. William Brase		Subject: Peninsula Corridor Electrification Project I am a long time resident of San Francisco, arriving here Chinese New Year of 1967. I've lived all over the city, lately Mt. Olympus neighborhood and for the past 4 ½ years in the south section of Mission Bay. I've worked in project management on large infrastructure projects in the US and around the world. We in Mission Bay are very concerned about San Francisco's newest neighborhood remaining viable and pollution free. We also do not want to see the neighborhood cut off from the rest of the city. I support the Peninsula Corridor Electrification Project whole heartedly. Along with that I expect it and the High Speed Rail Project to revitalize and keep San Francisco strong for many decades to come. I have been a participant in many of the area events and associations including those with UCSF, CAC Mission Bay and new construction proposals as the Giants Mission Rock Project, Pier 70 Project, along with Crane Park and others. Putting the CalTrain system underground, along with the same for High Speed Rail, from Mariposa on north would go a long way toward keeping Mission Bay a part of the city. It would also keep completed projects intact (especially UCSF) and allow for existing new projects to go forth on the west and east side of the track area. Putting the tracks underground would also cut sound pollution considerably. If Sixteenth Street and the new Mission Bay Boulevard were to be put under the tracks, it would further isolate us by erecting even more barriers and taking up more valuable development and open space which could be used for our neighborhood. Along with the above, and for many of the same reasons, it would seem to make a lot of overall economic sense over future years to relocate the rail yards

			at King & Fourth Streets. This would further enable Mission Bay to grow and reinvest in new building projects and open space. Imagine the future with continuous trains along the western edge of Mission Bay on the existing layout. Unimaginable. Thank you for your considering all these options and the money that could be saved jointly by working with all the different partners to construct a beautiful project.
March 18, 2013	Jim Bigelow		I have attended some of the Peninsula Corridor Electrification EIR Scoping meeting and have made some verbal remarks. I would like to make some written remarks to be considered as part of the work on the Caltrain Electrification Project and new EIR. First of all I strongly support Caltrain Electrification as a necessary to improve our regional rail commuter system that will meet the growing ridership needs of our area and the very positive environmental aspects of the improvements. I also support the new Caltrain/CHSRA MOU for the Blended System and CHSRA Early Investment which is key to Caltrain Electrification. I am affiliated with a number of business organizations and rail supporters who have encouraged these improvements for many years. The following are some items I would like you to consider: There should be train noise information for existing diesel both Caltrain and Union Pacific as well as the new EMU train sets both in areas of that are grade separated areas/elevated and at ground level. Request you show the reduced noise levels of EMU's compared to existing train operations other noise events near the rail corridor. With the growth of Caltrain passenger loads particularly at the current 5 train peak hour operations in each direction will 6 trains Caltrain's in each direction meet the 2035 passenger needs? What will increased TOD development of housing and commercial intensified uses have on future demands for Caltrain service in the Caltrain Corridor? A number of Cities along the rail corridor are or have developed plans for increased density near or along the Caltrain Station areas and some have built a number of TOD Projects. Will Caltrain Electrification reduce or improve the challenges of level boarding and if so how could that be accomplished to reduce dwell times at Caltrain Stations? Will all the current "Hold Out" stations be modified to enhance Caltrain Electrification, maximize the speed of train operations plus improve rail safety? What impact will ridership from the Caltrain Electrification Project have on parking capacity and/or transit feeder systems with the new improved rail service? How will schedule changes and frequency of service to current Caltrain Stations be determined for Caltrain EMU's and remaining diesel commuter operations as the Caltrain Electrification Project is phased into service? What are the Caltrain and freight service operating impacts during the Caltrain Electrification Project construction? Will there be new innovative ticketing procedures and fare schedules to accomodate Caltrain riders as the new electrification is implemented for the planning period through 2035? Current Caltrain Capacity Studies have indicated that Dumbarton Commuter Rail service can be accomodate on the Caltrain Corridor after electrification is completed and will that allow diesel commuter rail equipment such as that to Gilroy after electrification to operate and that of Dumbarton Commuter Rail in future years? Will the Electrified Caltrain EMU's provide greater bicycle and baggage capability for Caltrain riders and if so how much? Will there be any additional safety improvements to the Caltrain at grade crossings in the current equipment such as improvements to fencing, pedestrian gates and crossing arms as part of the Electrification Project? How will Caltrain ensure that there is adequate future electric power to meet the needs of electric train operations?

			This morning the California High Speed Rail Authority Board did approve the new updated MOU between Caltrain/CHSRA. This was a key update which supports Caltrain Electrification and Positive Train Control CBOSS. As you are aware I work with a number of business groups and rail supporters but I am expressing these items as my own views. Please keep the Electrification Project of Caltrain moving ahead as fast as possible as the diesel system needs to be replaced as soon as possible. The Peninsula Corridor Joint Powers Board (Caltrain) unanimous approval of Caltrain/CHSRA MOU is much appreciated!
March 18, 2013	Adina Levin		Thank you for the opportunity to provide scoping comments for the Peninsula Corridor Electrification Project. Friends of Caltrain strongly supports the electrification project. We are eager to see the project done quickly and effectively, with the greatest benefits of increased ridership, reduced pollution and greenhouse gases, and improved financial stability as soon as possible. Caltrain should study alternatives that lead to an earlier project delivery date. a) investigate installing electrification efficiently using high-output factory trains b) Investigate phasing out diesel north of San Jose more quickly. c) Report on operating cost benefits of eliminating diesel service between San Francisco and San Jose more quickly d) Measure reduced emissions on a cumulative sum basis, instead of an annual basis, to account for the increased benefit of earlier project completion. Caltrain should study alternatives that provide material improvements in ridership which correspond to improved environmental benefits. a) Include an alternative that incorporates level boarding. Electrification will require the purchase of new trainsets. The EIR should include an alternative that incorporates level boarding and shows the increased ridership from shorter station stops and higher reliability due to ease of boarding ADA passengers. b) Include an alternative which allows higher Caltrain capacity by using longer trains for baby bullet schedule and lengthening relevant platforms. c) Include the Central Subway as a connecting transit option in ridership forecasting Caltrain should study alternatives that meet demand for Caltrain service in the cumulative time frame. a) In the cumulative section, analyze whether 6 trains in each direction by Caltrain meet the 2035 passenger projects b) In the cumulative section, model a scenario including up to 8 trains per hour for Caltrain. Caltrain should disclose and mitigate impacts on facilities for station access a) Disclose impact on demand for transit feeder systems b) Disclose impact on demand for vehicle parking capacity c) Maintain and increase bike and pedestrian access mode share d) Assume equal or better bikes on board capacity. Caltrain's analysis of TOD impacts should accurately incorporate cities' TOD plans Caltrain is considering Transit Oriented Developments in assessing environmental impacts. According to staff, the ridership impacts of TOD are being

			assessed via the MTC's overall ridership model. However, the impacts on sensitive receptors (noise, pollution, etc) are being assessed based on final TOD plans from cities. It will require judgement calls as to which plans to include. Some projects that are entitled are not moving forward. Other projects are not yet fully entitled but are highly likely to be built by the time electrification arrives. Therefore: a) Caltrain should create a complete inventory of all station area projects that to be covered for electrification impact b) Caltrain should review with cities the list of Station Area Plans and TOD projects that should be considered for the assessment of environmental impacts. Disclose passing track ROW potential impacts The cumulative section will include scenarios for passing tracks. Caltrain has created a limited number of scenarios for passing track segments. Cities are currently holding off on local infrastructure plans based on uncertainty about potential right of way increases. Therefore: a) Caltrain should publish the right of way requirements for all options currently being considered for passing tracks. Disclose impacts on trees and landscape Impacts on trees and landscape are important to residents along the corridor. Therefore, visualization of the electrical wires for the overhead power system should be clearly illustrated to show examples: a) where the rail right-of-way for the existing track system are in relatively open areas b) where trees are close to the right-of-way c) where Caltrain stations are elevated d) where Caltrain stations are at ground level ground level. e) Show examples before and after picture of impacts where trees will be trimmed. f) Consider mitigations of burying wires Disclose noise impacts for key scenarios Electrification is expected to change the amount of noise generated by train service. In planning for future grade separation designs in the "cumulative" time frame, some residents are concerned that above ground alignments will have excessive noise levels. Therefore the EIR should report on train noise information for: a) Existing diesel Caltrain trains b) Union Pacific Trains c) New EMU train sets d) Noise in areas at grade. e) Noise levels in grade separated areas - above ground (e.g. Belmont/San Carlos) f) Noise levels in grade separated areas - underpass (e.g. Jefferson/Redwood City) Thank you very much for moving the electrification project forward. We look forward to an electrified system soon.

March 18, 2013	Jay Harris		I'm so glad you're accepting public input on the scope of the EIR! You should definitely evaluate the benefits of bikes on board. Bikes on trains is a huge factor for me and my friends and coworkers when considering commuting options. I live in San Francisco and I would hate to have to sit in traffic (and cause others to do the same) because I couldn't bring a bike on board a train, or because bringing a bike on board was just too much of a pain. I sincerely hope that electrified trains have increased capacity for bikes on board compared to today's trains.

Letters

February 19, 2013

Mr. Gary Patton, Counsel
Wittwer & Parkin, LLP
147 South River Street, Suite 221
Santa Cruz, CA 95060

Dear Mr. Patton,

Thank you for your January 23, 2013 letter, on behalf of the Community Coalition on High Speed Rail (CC-HSR) regarding Caltrain's Peninsula Corridor Electrification Environmental Impact Report (EIR).

We are in receipt of your letter and encourage the CC-HSR to participate in the upcoming public scoping meetings. Attached is the Peninsula Corridor Electrification Project Notice of Preparation that provides information about the scoping meetings and invites comments from agencies, organizations, and individuals on the scope and content of the environmental document. The public scoping period began on January 31, 2013 and will end on March 18, 2013 at 5 p.m. If you would like your letter to be included in the EIR Administrative Record, please resubmit your comments via email at electrification@caltrain.com, at an upcoming public meeting or to:

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

Thank you again for your participation.

Sincerely,

Marian Lee, AICP
Executive Officer, Caltrain Modernization Program

cc: Congress Member Anna Eshoo
State Senators Jerry Hill and Leland Yee
Assembly Members Richard Gordon and Kevin Mullin
Local Elected Officials, Peninsula Cities and Counties

Enclosure

2/24/13

REPLY: Pursuant to this letter, I am resubmitting our letter of 1/23/2013. I anticipate we will make additional comments, as well.

WITTWER & PARKIN, LLP
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OF COUNSEL
Gary A. Patton

January 23, 2013

Board of Directors
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Proposed Caltrain Electrification/Modernization Project EIR/EIS

Dear Members of the Board:

I am writing on behalf of the Community Coalition on High Speed Rail (CC-HSR). As its name implies, CC-HSR is focused on high-speed rail issues, and has paid particular attention to how the proposed statewide high-speed train project might affect the San Francisco Peninsula. This letter addresses the proposed Caltrain Electrification/Modernization project, which has direct links to the proposed high-speed train project. I wrote to your Board about this matter some time ago, on March 31, 2010. A copy of my March 2010 letter is attached for your convenience. Many of the concerns I then outlined continue to be concerns for CC-HSR, and we urge the Joint Powers Board to take these concerns into account, as the Board commences a new environmental review process.

CC-HSR does understand that your Board is about to embark on a new environmental review process, and we understand that a number of "scoping sessions" will be held in the next month or so, following the release of a Notice of Preparation, or NOP, which "kicks off" the environmental review process under the California Environmental Quality Act (CEQA). Current estimates are that the NOP will be released on or about January 31, 2013. CC-HSR expects to play an active role in the scoping process, and in the environmental review process to follow. I am writing this letter, in advance of the release of the NOP, so that the Board and its staff can take account of CC-HSR's concerns at the earliest time possible.

CC-HSR strongly believes that the NOP and the subsequent environmental review process should reflect all of the following concerns (these being a "partial list" of the most important concerns that CC-HSR has identified):

1. The environmental review undertaken should be a "new" environmental review, not an environmental review that attempts simply to "update" earlier environmental review documents. The last EIR prepared on the proposed Caltrain electrification project was prepared in 2004, almost ten years ago. Conditions have substantially changed.

2. The environmental review undertaken should analyze the "whole project" that is ultimately being considered, which includes electrification not only for the purpose of a modernization of current Caltrain service, but for the eventual use of the Caltrain

right of way by the state's proposed high-speed train system. This point is particularly emphasized by the fact that, as we understand it, the funding for the proposed electrification project will come, in significant part, from monies provided by Proposition 1A, and these funds are legally available *only* for the purpose of constructing a high-speed train system.

3. The "project" analyzed should be a project that is consistent with what have been called the "Simitian/Eshoo/Gordon" or "SEG" principles. In other words, the project that the Joint Powers Board should be seeking to fund and implement should (1) be designed to stay within the existing Caltrain right of way; (2) not allow for aerial track structures on the Peninsula, except when specifically requested by a local government agency with jurisdiction over the area in which such an aerial structure would be built. In addition (3), the project, meeting the above criteria, should be "the project" upon which environmental review is undertaken, and if approved, that project should not be subject to modification in the future unless the Joint Powers Board goes through a completely new project approval and environmental review process. Again, these three points are the "SEG" principles, and CC-HSR strongly believes that these three principles must be "minimum standards" for the modernization of the Caltrain right of way. By adhering to these three principles, the Joint Powers Board will make certain that any future use of the right of way by high-speed trains is more acceptable to local communities.

4. The EIR/EIS should consider and analyze all possible alternatives, including electrification alternatives that would not need the construction of overhead catenary facilities at this time.

5. The Caltrain Joint Powers Board must be the "Lead Agency," and take responsibility for the project.

6. Finally, as the Joint Powers Board concludes the project review and environmental review process, we believe that any ultimate project approval should be structured and conditioned so as to require a vote of the people, in each of the three affected counties, should any future modification of the project be proposed, either by the Joint Powers Board or by the California High Speed Rail Authority.

Thank you for taking these concerns and suggestions into account, along with the concerns outlined in our earlier letter.

Very truly yours,

Gary A. Patton, Of Counsel
WITTWER & PARKIN, LLP

cc: Congress Member Anna Eshoo
State Senators Jerry Hill and Leland Yee
Assembly Members Richard Gordon and Kevin Mullin
Local Elected Officials, Peninsula Cities and Counties

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Jerry S. Wilmoth General Manager Network Infrastructure

March 18, 2013

Peninsula Joint Powers Board
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Re: Notice of Preparation of an Environmental Impact Report – Peninsula Corridor Electrification Project

Dear Ms. Cocke:

Union Pacific Railroad Company (UP) submits the following comments to the Peninsula Corridor Joint Powers Board (JPB) in response to the January 31, 2013 Notice of Preparation (NOP) for a proposed Environmental Impact Report (EIR) for the Peninsula Corridor Electrification Project.

UP owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's network in the Bay Area is vital to the economic health of California and the nation as a whole, and its rail service to Bay Area customers is crucial to the future success and growth of those customers.

Comment 1: UP previously submitted comments on the previously released, but never certified, Draft EIR for the Electrification Project, by letter dated May 25, 2004 (copy attached). Those comments remain in effect and are incorporated by reference in this letter, except that the electrical system design and vertical clearance must comply with the 2012 version of American Railway Engineering and Maintenance-of-Way Association's Manual for Railway Engineering.

Comment 2: The NOP notes that: "Normal design clearances would be provided in all open areas" but "[s]pecial designs may be employed in close clearance tunnels or under bridges in order to provide sufficient clearances to freights and diesel passenger trains." In addition, ancillary facilities such as substations and switching stations will be installed in or adjacent to the corridor, and additional right of way may be required. It is critically important that a safe and operationally functional vertical and horizontal distance be maintained between the right of way on which UP operates and all electrical equipment, ancillary facilities and other structures installed for the Electrification Project.

Comment 3: The NOP indicates that the cumulative impact analysis in the EIR will study "a two-track system shared by Caltrain, high-speed rail and existing tenant passenger and freight rail operators" – referred to as "blended service" – as well as other cumulative developments in the Peninsula corridor. In this context, JPB should be aware that, on July 11, 2012, the California High Speed Rail Authority (CHSRA) and UP entered into a "Memorandum of Understanding and Implementing Agreement Related to High-Speed Rail Development in California" (MOU). The MOU established terms and a coordination process for development of the High Speed Rail (HSR) system affecting rights of way that UP owns or on which it operates. Since the execution of the MOU, UP and CHSRA have been working cooperatively to address a variety of HSR issues, including issues arising from blended service. We are currently engaging with CHSRA to develop modeling that will identify necessary improvements to preserve UP's capacity

and opportunities for growth with the introduction of blended service. All assumptions regarding blended service that may be incorporated into the cumulative impact analysis in the Electrification Project EIR must be consistent with the work being done by CHSRA and UP in this ongoing coordination process.

Comment 4: We understand that the EIR's cumulative impact analysis will consider the HSR project as a separate but reasonably foreseeable future project, to be fully studied in a future project-level EIR/EIS by CHSRA, but meanwhile included in the Electrification Project EIR as a contributor to cumulative impacts. However, it is unclear what cumulative analysis is contemplated. The NOP offers only the vague statement that this evaluation "will be at a conceptual level using a combination of quantitative and qualitative analysis." In any case, the cumulative impact analysis of blended service must include potentially significant impacts on freight rail service, including operational safety. Impacts on freight rail, as a key component of the overall transportation system, are environmental impacts which must be fully evaluated under CEQA. Moreover, direct impacts on the freight rail transportation system may divert freight traffic to more polluting modes such as truck transport, with secondary adverse environmental impacts. The cumulative impact analysis of blended service in JPB's Electrification Project EIR should address such impacts and include mitigation measures as necessary to reduce or avoid impacts on freight capacity and operational safety.

Comment 5: The NOP indicates that blended service under the "6-4" scenario (up to six Caltrain trains and four HSR trains per peak hour per direction) may require construction of passing tracks at some locations in the corridor. In addition, both scenarios may require station and grade crossing improvements and maintenance facilities. Any new tracks or other construction must not interfere with UP's operations or ability to access existing and new customers.

Comment 6: By agreement with the JPB, UP retains a permanent exclusive easement for the operation of freight trains and delivery of common carrier rail service, and also retains all rights and obligations relating to intercity passenger service (other than Caltrain service), on the Peninsula Main Line (Caltrain) right of way. UP reserves these valuable property and operational rights, which must not be impaired by the Electrification Project. The EIR should specifically address how UP's rights will be protected between CP Coast and CP Lick.

Comment 7: CHSRA has applied to the California Public Utilities Commission (CPUC) to open a rulemaking related to the creation of standards for construction of 25kv catenary. The CPUC is expected to soon open the requested rulemaking as proceeding 12-10-001. The JPB's EIR must address how any rule issued through the CPUC's proceeding will apply to this proposed project and how an EIR can be adopted before the engineering standards related its construction are known.

Thank you for the opportunity to comment on the NOP. Please contact me if you have any questions.

Sincerely,

Jerry S. Wilmoth

Attachment: UP's May 25, 2004 EIR Comments on EA/DEIR for Caltrain Electrification Program

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May 25, 2004

Mr. Erik Olafsson, Senior Planner
San Mateo County Transit District
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

SUBJECT: ***Comments on EA/DEIR for the CALTRAIN Electrification Program***

Dear Mr. Olafsson,

The Union Pacific Railroad appreciates the opportunity to comment on the proposed CALTRAIN Electrification Program. The proposed project has significant impact to the railroad and will require extensive coordination between the Peninsula Corridor Joint Powers Board and the Union Pacific Railroad.

In response to your request for comments, we submit the following:

1. The project must not impact or preclude the Union Pacific's responsibility to fulfill its common carrier obligations either by limiting our ability to serve existing and future customers or by limiting future expansion capabilities.

2. The report indicates the design of the electrical distribution system and overhead electrical supply system will follow the National Electric Safety Code. The design must also follow the guidance of the American Railway Engineering and Maintenance-of-Way Association (AREMA) 2002 Manual for Railway Engineering, Chapter 33, Electrical Energy Utilization.

3. Along trackage where the Union Pacific has operating rights as well as any operation proposed for Union Pacific track, adequate vertical clearance from top of rail and lateral clearance from centerline of track must be provided in accordance with AREMA standard clearances for overhead electrification as shown in the 2002 Manual for Railway Engineering, Chapter 28, Section 1.8, Figure 28-1-7.

4. The signal system and crossing warning systems shall be designed and installed to continue to support Union Pacific Railroad train operations.

5. Replacement of crossing warning equipment shall be approved by regulating state and local authorities, where required.

6. Replacement, modification, installation, operation and maintenance costs of signal and crossing system facilities required for UPRR train service operations shall be included in scope of project costs

7. Installation, operation and maintenance of signal and crossing system facilities shall be reviewed and approved by Union Pacific Railroad prior to implementation.

8. Proposed designs of the electrification system shall be submitted to the Union Pacific Railroad engineering department for review and approval prior to construction.

Yours truly,

Tom Ogee

CALTRAIN.doc

Town of Atherton

Town Administrative Offices
91 Ashfield Road
Atherton, California 94027
650-752-0500
Fax 650-688-6528

March 15, 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P. O. Box 3006
San Carlos, CA 94070-1306

Subject: Town of Atherton Supplemental Comments Re: Notice of Preparation

Dear Ms. Cocke:

The Town of Atherton submitted a letter of response to the Caltrain Notice of Preparation on February 27, 2013. This letter provides further comments and supplements the February 27 letter.

THE NOTICE OF PREPARATION

- Caltrain's Modernization Program should consider not only EMUs, but all other feasible alternatives as well. Electrification is only one of several alternatives that should be analyzed since it is requires more capital to implement and a higher on-going maintenance cost than some other alternatives, while, providing equal or similar environmental and operational benefits.
- The title and purpose of the project should use such terms as "Infrastructure Modernization" to include non-electrified power alternatives and improvements not necessarily related to locomotion.
- The statement in the NOP, "The project will....convert diesel hauled to Electric Multiple Unit trains...." appears to be a means to circumvent CEQA and Federal requirements for an Alternative Analysis process to select a preferred alternative. All feasible locomotion alternatives should be analyzed in detail.
- An economic analysis of alternatives should compare costs and benefits using a conventional Discounted Cash Flow method on an "apples to apples" basis with equal levels of detail for each alternative. This was not evident in previous EIRs when considering alternatives.
- A 1992 Morrison Knudsen "Feasibility Study for Electrifying the Caltrain/ PCS Railroad" included electric locomotive and EMU options (and diesel). The 1992 study's Discounted Cash Flow analysis found that capital and operating costs for EMU operations were significantly higher than for electric locomotive service at all service levels analyzed (66 to 158 trains per day). This analysis should be updated.

- The Electrified power alternative has significant environmental impacts, including tree removal plus the unsightly visual impacts of overhead wires and supporting structures.
- Non-Electric Alternatives should include diesel locomotives hauling conventional railcars, DMUs and DEMUs. Diesel alternatives should be based on current fuel-efficient, low emissions, low noise equipment. Also considered should be the emerging liquefied natural gas (LNG) technology which is becoming increasingly cost competitive with other fuels.

LEVEL BOARDING

- Effective March 12, 2012, USDOT regulations requires new level boarding be provided on commuter railroads for disabled passengers to access any passenger car. These regulations apply to new platform construction, addition or modification, but do not require retrofit of existing platforms. There are exceptions for stations like Caltrain's where freight trains run on tracks adjacent to passenger platforms. These exceptions require non-level boarding alternative plans to be approved by FRA and FTA. For alternatives other than car-borne lifts, USDOT requires a cost/benefit analysis of car-borne lifts versus the other technique.
- Level boarding speeds up the on and off boarding process, not only for disabled, but for all passengers and bikes. Caltrain's Project 2025 included plans for level boarding, but not until after electrification. Level boarding could potentially bring a greater reduction in time per station stop than faster acceleration and deceleration of trains.
- Level boarding could be achieved by using new railcar designs analyzing rail car configurations, including floor levels or car-borne lifts. It should be analyzed in the EIR.

ENVIRONMENT AND COST IMPACTS

- Electrified alternatives have unique impacts, associated with their overhead wire infrastructure that non-electrified alternatives do not have. These include tree removal, visual blight, and capital costs at least a half billion dollars more than non-electrified alternatives.
- In 2003, HortScience, Inc. conducted a Tree Survey and Assessment for the Caltrain Electrification Project. This Study recommended removal of 1,727 trees along the Caltrain corridor including 87 in Atherton. Despite Atherton challenges. the 2004 and 2009 EIRs declared that this had "no significant impact". The HortScience Study is ten years old and should be updated for the San Francisco – San Jose Corridor.
- Indemnification costs to compensate property owners for loss of valuable trees and loss of property during overhead infrastructure construction should be covered. Caltrain ongoing tree trimming costs should be included.
- Visual impacts, which previous EIRs have declared to be insignificant, should be evaluated objectively.
- Construction impacts, including the location and impacts of constructing shooflies must be included in the study.
- The cost of alternatives should include a comparison to the cost of constructing additional grade separations along the corridor.

TRENCH OR TUNNEL

- Mitigation of electrified overhead wire impacts must be addressed. One way would put tracks and wires below grade in a trench or tunnel. This involves added capital costs, but

has other advantages such as noise reduction and elimination of traffic delays at street-level track crossings.

- In evaluating cost of alignment options, the savings generated by not having to build grade crossings including securing additional land and mitigating the impact on nearby streets and driveways need to be taken into account.

INCREASING CALTRAIN CAPACITY BETWEEN NOW AND 2026

- Significant ridership increases are taxing the current Caltrain capacity to meet demand. The EIR should address Caltrain adding additional trains, and cars, to meet the needs.
- Because of the increase in South bound riders out of San Francisco going to jobs or schools on the mid-Peninsula, the EIR should consider reinstating some weekday service to the Atherton station to relieve overcrowding, at peak hours, at both the Menlo Park and Palo Alto University stations, where both north and south bound commuters, including employees and students, are now being served. Atherton's station has easy access to Middlefield/Marsh and El Camino Real along with an ample parking and waiting area. The station is actually closer to the Facebook campuses and other nearby employers and schools than the other stations. This would relieve the congestion caused by vans and buses at the Menlo Park and Palo Alto University Ave. stations currently serving south bound commuters. Atherton's Bike and Pedestrian Master Plan will take into consideration providing greater and safer bike and walking access to nearby employers and schools. A number of the modernization goals could be achieved in the short term by implementing the above suggestions.
- North bound evening commutes could use the Atherton station to pick up riders to take back to San Francisco and other northern areas.
- The EIR could look at using a separate protected portion of the Dumbarton ROW to provide easier bike access from Marsh road to the Facebook campus.

BLENDED SYSTEM MAY NOT SUPPORT RIDERSHIP GROWTH

- Caltrain's 2004-2023 Strategic Plan Buildout Scenario D is based on HSR using the Caltrain Corridor. 2015 projections for Caltrain were 104 weekday trains per day and average weekday ridership of 50,700. Caltrain's 2023 projections were 138 trains per weekday and average weekday ridership of 72,000. Caltrain's actual weekday ridership in October 2012 was 51,716. This exceeds the 2015 projection and indicates that Caltrain ridership is growing significantly faster than Strategic Plan projections.
- Details of the blended system, including passing track configurations, are still under development. Recent planning indicates the blended system could accommodate a maximum of 4 HSR trains per direction per peak hour in addition to 6 Caltrain trains per peak hour per direction. Whether 4 HSR trains per peak hour would be adequate for initial HSR 2026 to 2029 service and future growth won't be known for many years until HSR requirements are developed.
- The capacity of the blended system to meet future Caltrain and HSR ridership should be analyzed. This includes ridership forecasts (Caltrain & HSR), alternatives, such as longer trains, and determining the ultimate limits of the blended system including timing.

Thank you for your consideration of these points.

Sincerely,

Elizabeth Lewis
Mayor, Town of Atherton

George Rodericks
City Manager

Cc: Atherton City Council
Atherton Rail Committee
Michael Kashiwagi, Atherton Director of Public Works
Neal Martin, Atherton Town Planner
Lisa Costa Sanders, Atherton Deputy Town Planner

March 15, 2013

Stacy Cocke, Senior Planner
Caltrain/Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Subject: City of Belmont Comments
EIR Scope - Caltrain Peninsula Corridor Electrification Project

Dear Ms. Cocke:

The City of Belmont appreciates the opportunity to provide comments on the January 2013 Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the Caltrain Peninsula Corridor Electrification Project. Our comments on the EIR Scope follow on Page 2.

Preservation of local transit opportunities for the San Francisco Bay Area and the Belmont community is critical. Furthermore, to ensure that the Caltrain Right-of-Way (ROW) continues to serve the three bay area counties, electrification upgrades to the system should begin expeditiously.

The City of Belmont, however, continues to affirm its opposition to the California High Speed Rail (CHSR) project both from a local and a statewide perspective. These concerns have consistently been reiterated in comment letters regarding the 2012 Draft High Speed Rail Business Plan and Caltrain Modernization/CHSR Blended Operations Analysis. Should the CHSR project continue to move forward within the San Francisco-San Jose segment (in concert with the Caltrain Modernization/Blended System Program), Belmont continues to request the following:

- Guarantee that there will be no modifications of any kind to the California Environmental Quality Act (CEQA) process, either now or in the future, for the CHSR project; and,

- Guarantee that any Caltrain or CHSR development through Belmont will remain within the current existing right-of-way, and that additional passing overtake tracks will not be added in Belmont for either Caltrain Bullet or CHSR trains; and,

- Caltrain shall be identified as the lead agency for the planning and construction of both Caltrain Modernization and CHSR in the Peninsula segment (San Francisco to San Jose); and,

- Guarantee that any necessary grade separations in Belmont must be approved by the Belmont City Council and fully funded by the California High Speed Rail Authority.

Caltrain Electrification Project - EIR Scope Comments

Air Quality & Greenhouse Gas Emissions

- The EIR should evaluate potential air quality improvements and greenhouse gas emissions reductions when comparing the current Caltrain Diesel System to the proposed electrified system.

Belmont Creek Impacts

- Evaluate impacts on Belmont Creek with regard to riparian habitat and creek flows.

Economic Impacts

- Evaluate economic impacts to Belmont business areas (Ralston Avenue, Old County Road, and El Camino Real Corridors) that may occur both during construction due to reduced access or traffic detours, and after construction.

- Address impacts to Belmont's tax base during and after construction resulting from the project.

- The City has within the last five years experienced a continual Caltrain service cutback of 35-40% at the Belmont Station. Restore regular Caltrain service to serve the Belmont community.

Noise & Vibration

- Provide details, specifics and comparison of the noise and vibration levels between the current Caltrain system and the proposed electrified system. The study should confirm a reduction in the dB levels between the current conditions and the proposed electrified system.

- The City of Belmont has adopted a Noise Ordinance (2006), in accordance with adopted goals and policies of the general plan that calls for *"a noise environment that maintains a healthy living environment; fosters relaxation and recreation; is conducive to the work environment; and provides pleasant living conditions. It is declared to be the policy of the city to protect the peace, health and safety of its citizens from unreasonable noise..."* This Ordinance also defines maximum allowable decibel limits within the City both during construction and in everyday operational capacities. Please evaluate the Caltrain Electrification project for consistency/compliance with the City's Noise Ordinance.

Profile and Right-of-Way

- The EIR should detail areas where additional right of way is needed and the property impacts. Evaluate alternatives that would eliminate or substantially minimize the need to acquire additional right-of-way.

- The negative visual appearance of overhead electrical power systems for the project including but not limited to: wires, mast arms, and support poles may raise significant concerns. Evaluate all feasible technologies to minimize overhead construction of these electrical systems for the project within Belmont. Also look at ways to shield the community from the visual impact by planting trees to screen the system.

Public Services/Utilities

- Evaluate the Caltrain electrification impact on 1) Belmont utility rates, and 2) the City's current P.G.E. substation (which may be outdated and has provided inadequate and non-timely service restoration during power outages).

Traffic Circulation

- Analyze traffic impacts to City streets affected during construction, and specifically identify any streets that would be detoured or closed during construction of the project. Evaluate the impact of any reconstruction of the rail crossings on the Ralston Avenue and El Camino intersection.

Trees and Vegetation

- Analyze and mitigate the impacts of loss (removal or trimming) of significant trees and vegetation screening along the Caltrain right-of-way.

The City of Belmont appreciates the opportunity to provide these EIR Scoping comments on the Caltrain Peninsula Corridor Electrification Project. The City looks forward to working with Caltrain staff on an ongoing basis to review alternatives, impacts and mitigation measures for the project in Belmont.

Sincerely,

Christine Wozniak
Mayor, City of Belmont

cc: Belmont City Council
Belmont City Manager
Congress Member Anna Eshoo
Congress Member Jackie Speier
State Senator Jerry Hill
State Senator Rich Gordon
Assembly Member Kevin Mullin
Board of Directors, Caltrain/Peninsula Joint Powers Board
Mike Scanlon, CEO, Caltrain/Peninsula Joint Powers Board
Jeff Morales, CEO, California High Speed Rail Authority
Ben Tripousis, Northern Regional Director, California High Speed Rail Authority
Dominic Spaethling, Regional Manager, California High Speed Rail Authority

City of Palo Alto
Office of the Mayor and City Council

March 18, 2013

Peninsula Corridor Joint Powers Board
ATTN: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

RE: Scoping Comments in Response to Notice of Preparation of an Environmental Impact Report (EIR) for the Caltrain Peninsula Corridor Electrification Project

Dear Ms. Cocke:

Thank you for the opportunity to provide input into the issues to be discussed in the Draft Environmental Impact Report (EIR) for the proposed Caltrain Peninsula Corridor Electrification Project. As you know, the City of Palo Alto had previously provided comments on the 2009 Final EIR prepared for the Electrification Project. The City appreciates the Peninsula Corridor Joint Powers Board studying the potential project impacts within a new EIR, rather than simply re-circulating the older version. With that in mind, the City of Palo Alto submits the following new set of comments based on the Notice of Preparation, recent meetings with Caltrain staff and general knowledge of the project.

At a minimum, the following potential impacts need to be addressed in the Draft EIR:

1. **Analysis of Future Improvements:** The Notice of Preparation (NOP) states that this blended project will only be assessed under cumulative conditions. However, this obviously will present some practical difficulties, as it appears that this is the first phase of a multi-phase project. Therefore, some degree of analysis, beyond the typical cumulative analysis should be completed, in order to realistically examine the future impacts this project.

2. **Impacts on Local Traffic:** The City understands that the increase in the number of trains proposed will result in longer gate down times. The longer gates times will obviously impact traffic at the immediate intersections. An examination of these impacts and potential mitigation measures will need to be addressed in the report. Furthermore, a complete analysis of the impacts increased gate times will have on the local street network must also be addressed. This includes potential impacts to nearby residential and commercial neighborhoods. While this may be an extensive task for Caltrain to undertake, it is critically important and should be required within scope of the EIR analysis, given the proximity of these neighborhoods to the grade crossings. This proximity allows there to be true nexus between the proposed project and potential impacts in these neighborhoods. This should be a comprehensive, multi-modal analysis of the impact to automobile, bicycle and pedestrian traffic.

3. **Catenary Wire Installation:** The installation of catenary wires could have a significant impact of the surrounding environment. Furthermore, installing catenary wires will require the removal of a substantial number of trees and other significant vegetation.

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Palo Alto, CA 94303
650.329.2477
650.328.3631 fax

This tree and vegetation removal may result in a variety of impacts such as aesthetics, biology (removal of nesting habitats), increase in noise (trees act as noise barriers), etc. These impacts need to be analyzed with appropriate mitigations considered. However, it will be difficult to measure the exact impact in advance of the tree and vegetation removal, especially as it relates to noise. Therefore, the City requests that the EIR analyze how these impacts can be measured and monitored after removal, and how mitigation measures will be scaled appropriately. Finally, different catenary wire designs should be analyzed for comparison purposes and the least impactful option should be selected and mitigated.

4. **Pedestrian Accessibility:** The trimming of existing vegetation proposed as a part of the project provides an opportunity to introduce joint-use trail segments through the City of Palo Alto similar to the existing trail that traverses the border between the existing Caltrain tracks and Palo Alto High School. The 2009 Final EIR did not include a discussion of this type of benefit and opportunity. A discussion of potential trail opportunities as mitigation for the loss of trees and vegetation should be included in the Draft EIR.

5. **Ridership Estimates and Impacts to Caltrain Service:** Caltrain is a critical part of the Peninsula transportation system and provides a valuable service to its residents. The introduction of High Speed Rail (HSR) into the equation as a part of the "Blended System" could constrain Caltrain from servicing future demand. For every potential Caltrain rider that cannot be accommodated, another driver will be on the road, which will lead to additional automobile traffic. Therefore, the EIR should determine if HSR will restrict Caltrain's ability to accommodate demand, and thereby increase automobile local and regional traffic. In addition, the EIR should determine whether current platforms are large enough to accommodate future demand, particularly in the high ridership stations. Finally, the EIR should determine whether platform extensions would have a positive impact of projected increased ridership.

6. **Construction Impacts.** The Draft EIR should contain a thorough analysis of construction impacts, including any disruptions to traffic and other vital services, as well as an analysis of the noise and dust impacts. This will be a highly visible project that will take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction impacts in the project's vicinity.

7. **Visual Impact of Paralleling Station PS-5:** The potential visual impact of PS-5 on nearby residential neighbors in the Greenmeadow neighborhood is a significant concern. Existing vegetation is to be removed for the installation of the Paralleling Station, and based on the visual simulation provided in the 2009 Final EIR, it appears that there is inadequate vegetation remaining to screen this paralleling station from the neighborhood. Furthermore, the City of Palo Alto believes an alternative location for the station should be proposed just south of the proposed location, as it is more appropriate within a non-residential context.

8. **Noise at Paralleling Station PS-5:** PS-5 is located within 150 feet of the Greenmeadow neighborhood, which would be impacted by noise from this station. Unfortunately, 2009 Final EIR project failed to indicate operational noise levels in the vicinity of each

paralleling station. Although mitigation measures were proposed in the previous EIR, there was no analysis that indicated that the mitigation would adequately reduce the noise levels. This analysis should be included in the Draft EIR to be prepared.

9. **Horn Noise vs. Rail Noise:** Residents near the Caltrain tracks already experience noise impacts from horns, particularly in the late evening hours. While the previous EIR addressed the impacts of rail noise with electrification, there was no analysis given of the increase in noise that would be experienced from train horns based on the increased number of trains to run each day. The EIR should analyze and discuss this impact and acknowledge that this is a significant impact, and consider alternatives that will reduce this impact.

10. **Freight Train Noise:** The EIR needs to provide information regarding any changes in freight train operations that might result from the electrification project, particularly to the hours of operation of the freight trains. Increases in freight trains, or the operation of freight trains in later evening hours, may result in increased noise impacts to residential neighborhoods. Any increase in the number of freight trains or changes in hours of operation should be addressed in the EIR.

11. **Vibration:** The 2009 Final EIR indicated that electrification of Caltrain service would result in reduced vibration, but no analysis was done explaining how this would be accomplished. This analysis should be included in the Draft EIR.

12. **Greenhouse Gas Emissions:** The 2009 Final EIR did not include an analysis of the projects impacts related to Greenhouse Gas Emissions. This analysis should be included in the new Draft EIR.

13. **Train Speed:** It is understood that train speeds will generally increase as a result of the project. An analysis of the impact of these train speed changes beyond the enhanced ability for trains to accelerate and decelerate needs to be discussed in the EIR. This would result in the need for Advanced Detection or some other method to provide for safety due to the increased train speeds. Appropriate mitigation needs to be developed including traffic signal modifications necessary to address these safety concerns.

14. **Utilities:** The 2009 Final EIR did not include discussion of all of the utilities potentially impacted by the electrification plans. An evaluation of all utilities and improvement plans to ensure that city utilities are not impacted should be included in the Draft EIR.

15. **Mitigation:** Make sure that all mitigation measures are identified and that there is consistency between the summary of mitigation measures and those listed in each of the sections. Furthermore, a discussion regarding the appropriate type of environmental review for the implementation of mitigation measure should also be included. The mitigation measures in the 2009 Final EIR were not clearly identified, and the summary table provided did not reflect the language which was included in each of the impact sections.

16. **EIR Age:** There was a concern that the 2009 EIR relied on data that was not current at the time the Final EIR was published. It is assumed that the Draft EIR being prepared will gather new data; since it has been four years since the previous Final EIR was completed and considerably longer since the original data was compiled.

17. **Hazardous Waste:** The Hazards and Hazardous Materials section of the 2009 Final EIR was considered to be out of date. It is recommended that new Phase I Environmental Site Assessments be performed for all of the traction power facility sites.

18. **Historic Resources:** The Greenmeadows neighborhood received historic status in 2005. Palo Alto had recommended that the 2009 Final EIR be revised to address any impacts to the historical integrity of the Greenmeadow neighborhood. This analysis should be included in the new Draft EIR. Furthermore, the Draft EIR should study potential impacts to all historic resources within one-third mile of the Caltrain right-of-way, both visual impacts and physical impacts such as from increased vibration.

19. **Biological Resources:** There were three biological reports prepared in 2008 to update the EIR for the electrification project. At that time, this appeared to be current for CEQA purposes. However, given the time that has passed since their preparation, it is recommended that these reports be updated for the Draft EIR to be prepared.

Thank you for the opportunity to comment on the scope of the Draft Environmental Impact Report to be prepared for this important project. We look forward to continuing to provide comments and input as the environmental review of the project is completed. If you have any questions regarding the comments, you may direct them to Aaron Aknin, Assistant Director of Planning and Community Environment at (650) 329-2679 or by email at aaron.aknin@cityofpaloalto.org.

Sincerely,

Nancy Shepherd
Vice Mayor

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

"Solutions Is Our Middle Name"

March 18, 2013
By E-Mail to
electrification
@caltrain.com

Peninsula Corridor Joint Powers Board
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P .O. Box 3006
San Carlos, CA 94070-1306

Re: Peninsula Corridor Electrification Project NOP

Dear Stacy:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is a Bay Area environmental non-profit advocating the regional planning of transportation, land use and air quality. We strongly support Caltrain, but are concerned about the soundness of its current planning. We strongly support high-speed rail for California, but are convinced that the current plans for HSR are economically infeasible and will not lead to a working system. We have every expectation that the CHSRA project will fail, and are actively doing our part to assist in its demise. As a result, we seek to add a different and highly critical perspective to the electrification project. We offer the following comments on the complex issues raised by the Notice of Preparation:

Questions

Is it even feasible to run HSR on tracks used by heavy freight trains? Would this require unreasonably frequent and costly maintenance efforts?

What is the impact of blended service on Caltrain's ability to expand service in the future? We are aware that past Caltrain long-range planning had forecast future demand requiring 10 trains per peak hour. What are the cumulative transportation impacts of Caltrain having a maximum capacity of only 6 trains per hour per direction? Will this result in unmet passenger demand?

The attached "Evaluation of Caltrain/HSR Initial Simulation" establishes the fact that blended service will result in the abandonment of Baby Bullet service. Because this service has been vital to the financial performance of Caltrain, what are the impacts of

eliminating Baby Bullet service? Will Caltrain be able to survive financially, or will it be unable to operate, thereby transferring its passengers to the auto mode and creating significant transportation impacts?

Please evaluate the transportation impacts of transferring Baby Bullet passengers to HSR service, at what is expected to be a significant increase in fare. Will so many passengers be deterred from using Caltrain/HSR that a substantial increase in auto mode occurs? We suggest that such an impact could be mitigated by a permanent fare agreement with CHSRA that accommodates current Baby Bullet passengers at commuter-level fares.

Please evaluate whether the no-interference conditions assumed in the recent Blended System memo from CHSRA will reduce Caltrain's capacity below the 6 trains per peak hour found feasible by LTK in their preliminary study of the blended approach.

Please perform a full operations simulation to determine the actual capacity for Caltrain when sharing tracks with HSR. What is the impact of the CHSRA's assumption that "Caltrain ... will allow for a high-speed express train to run unimpeded between SF and SJ" on Caltrain capacity?

What are realistic ridership projections for 2050, assuming a year-of-expenditure gas price equivalent to $10.00/gal. in 2013? How many trains per peak hour would be needed to carry that ridership?

In evaluating the efficiency of an EMU operation, please be sure to include electrical distribution losses between the generation site and the EMU.

Please analyze how many trees would be removed or trimmed by over 30% of their canopy to accommodate the OCS.

Please evaluate the impact of the remaining at-grade crossings on local auto traffic, when the maximum projected train traffic causes the gates to go down frequently.

Please discuss the potential impacts of a Union Pacific RR veto of HSR intercity service.

Please discuss the failure of Caltrain and CHSRA to agree on a common platform height, and how this will be resolved, when sharing stations.

Please discuss how the Proposition 1A requirement for bypass tracks around stations will be accommodated. Please discuss the safety of passengers on the platforms when HSR trains pass by at full corridor speed.

Please explain why Caltrain decided to develop its own PTC system, rather than contract for an off-the-shelf system that is already in use in Europe?

We incorporate by reference our comments on the prior uncertified Electrification DEIR.

Alternatives

Caltrain needs a backup plan in case the CHSRA project does not go forward. We are involved in a lawsuit, *Tos v. CHSRA*, that seeks to block the release of Prop. 1A bond funds. If the Court grants our motion, Caltrain electrification will likely be collateral damage. We suggest the EIR carry a DMU alternative. In addition to being a pragmatic fallback strategy, using DMUs would avoid the local aesthetic impact and community character impact of extensive tree removal.

The most appropriate DMU technology would be dual-mode with regenerative storage. This would allow the DMUs to operate from catenary wherever it exists, such as in tunnels. Energy stored from braking, when added to the diesel generator output, would allow acceleration equivalent to that expected from EMUs. Catenary erected in the proximity of stations might be able to serve as a cost-effective alternative to energy storage, for enhanced acceleration from stations. We would be pleased to discuss such an alternative with your engineers.

We appreciate this opportunity to comment on the electrification project's NOP. Because we fully recognize that the decisions made on this project are make-or-break for Caltrain, we want to ensure that a full range of issues is considered.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

Attachment

Evaluation of Caltrain/HSR Initial Simulation

Evaluation of Caltrain/HSR Initial Simulation

Anthony E. Waller, Railroad Operations Consultant

The initial simulation of joint operations of the Caltrain corridor carried out by LTK was deliberately couched in somewhat ambiguous language. It stated that blended operations were "conceptually" possible dependent on other factors that are yet to be determined. This will include more detailed engineering, the layout of the passing sidings and operating and scheduling tactics.

One factor that stands out is that at this phase of the blended operations study, a decision/recommendation/sketch plan/trial balloon has been put forth to eliminate, without actually saying so, the "Baby Bullet" schedules. The operations concepts put forth in the document tout the positive changes proposed for Caltrain service that are said to be byproducts of electrification and blended operations. These include six trains per peak hour in each direction instead of the present five; most (but not all) stations receiving more numerous train stops during the peak; and restoration of weekday service to Broadway and Atherton. It also includes a claim that is directly contradicted elsewhere in the text that overall SF-SJ travel time will be reduced by the more frequently stopping peak period trains.

There are sample peak period schedules for both peak directions: positive peak direction (toward San Francisco in the AM) and reverse (Silicon valley/San Jose oriented). All trains are proposed to stop more often than present Baby Bullet services. These new patterns were instigated directly by the need to slow down and bunch up Caltrain operations to keep HSR moving by allowing multiple overtakes in the passing sidings under planning. In addition, the only mentioned overtakes of trains at passing sidings is of Caltrain service by HSR. Baby Bullets presently overtake slower Caltrain schedules in these locations. Hence, if there are no Caltrain schedules overtaking others, there can be no Baby Bullets.

The following tables compare the different peak period schedules for both AM peak directions:

Present AM Peak Schedules

Train Class	# of Stops San Jose-San Francisco	Train #s	Runtime SJ-SF
Baby Bullet I	4	305, 313, 323	57 min.
Baby Bullet II	5 (also serves Tamien)	309, 319, 329	59 min.
"Skip Stop"express	9	215, 225	67 min.
Outer Zone trains	12 (some from Gilroy)	207, 217, 227	82 min.
Inner Zone trains	17 or 18 (one from Gilroy)	211, 221, 231	88 min.

Proposed AM Peak Schedules

Train Class	# of Stops San Jose-San Francisco	Runtime SJ-SF
A	11 (this type operates twice per hour)	64 min.
B	11 (also twice hourly, serves Tamien)	64 min.
C	11 or 12 (each subtype operating once per hour)	62 or 63 min.

Present AM Peak Reverse Commute Schedules

Train Class	# of Stops San Jose-San Francisco	Train #s	Runtime SJ-SF
Baby Bullet I	5	314, 324	59 min.
Baby Bullet II	6	312, 322, 332	61 min.
"Skip Stop" express	9 or 11	206 (11 stops) 216, 226	83 (11)/ 69 min.
Outer Zone trains	13 (plus Tamien)	210, 220, 230	82 min.
Inner Zone trains	14 (plus Tamien)	208, 218, 228	79 min.

Proposed AM Peak Reverse Commute Schedules

Train Class	# of Stops San Jose-San Francisco	Runtime SJ-SF
A	10	67 min.
B	12	68 min.
C	10	69 min.
D	11	68 min.
E	11	67 min.
F	11	70 min.

897 Delmas Av
San Jose, Ca 95125
March 14, 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, Ca 94070-1306

Dear Ms. Cocke:

I am writing to you today representing the North Willow Glen Neighborhood Association in San Jose. We appreciate the outreach effort Mirian Lee, Executive Officer, Caltrain Modernization Program has made to our association over the last 6 months, including her presentation of your project details at our September 2012 General Meeting. We also appreciate your input and assistance at the two Peninsula Corridor Electrification Project Public Scoping Meetings which we attended in Palo Alto and San Jose and at which we had the pleasure to meet you and speak to you in person.

To refresh your memory, North Willow Glen is a neighborhood of approximately 750 homes which were built from 1888 to approximately 1950, the majority of which were built from 1890 to 1940 and which currently has a Historic Planning Report sitting in the office of the Assistant Director of San Jose Planning Department which states that much of the area qualifies to be designated as an Historic Conservation Area with 29 homes eligible to be listed on the San Jose City Landmark register. The neighborhood was transected by the Southern Pacific Railroad in the early 1930's and the neighborhood has worked hard especially over the last 13 years to mitigate the lasting damage from the creation of the railroad line through our neighborhood. A two acre linear strip of land along the Joint Powers Board Right of way along Fuller Av, was improved and dedicated in 2006 by the City of San Jose as Fuller Park, joining city surplus property left over from the railroad building with a 50 year lease from the Joint Powers Board for the right of way from the railroad berm to the now 80 year old trees. The had been planted by the Southern Pacific Railroad as partial mitigation for the railroad incursion into the neighborhood.

For approximately 20 years before the Parkland dedication the local neighbors had struggled with private efforts to keep the land clear of abandoned cars, furniture, garbage, weeds and general refuse as the land was neglected. Starting in 2000, the community was actively involved with the City of San Jose, San Jose Redevelopment Agency through the Strong Neighborhoods Initiative, Greater Gardner Coalition driving the creation of this now popular park. Many other improvements were made to the surrounding neighborhood through this joint Strong Neighborhoods Initiative, creating the inviting restored historic family oriented neighborhood it now has become. The neighborhood jealously guards the existence of this park, its signature trees and other features. It is of upmost importance to us that nothing degrades the experience of using the park and living around this area.

The North Willow Glen Neighborhood Association welcomes the Peninsula Corridor Electrification Project and supports the Joint Powers Board in its efforts to electrify Caltrain through our neighborhood. We feel that the project can bring many positive results to our Neighborhood. However, having experienced the unintended consequences of the right of way incursion into our neighborhood in the 1930's and only recently having mitigated them, we are wary of unintended consequences from any further activity on this corridor. It is in the spirit of preventing further unintended consequences which may degrade our recently restored neighborhood that we submit the following 4 pages of scoping questions and comments. It is our hope that we can identify issues before they occur and prevent Neighborhood degradation before it occurs and when it is less expensive to mitigate. The alternative is to proceed blindly and then have to correct problems after the project is built, when they are far more expensive to correct both monetarily and socially. Proceeding blindly is unacceptable to us so we ask our questions and make our comments.

We look forward to working closely with you in the future as this project unfolds.

Sincerely,

Harvey Darnell
President, North Willow Glen Neighborhood Association

Scoping Questions and Comments from the North Willow Glen Neighborhood Association for the Peninsula Corridor Electrification Project:

What is the planned Train Speed on the Right of way from Diridon Station to Tamien Station? Are there any plans to change the track to allow for higher speeds on the straightaways and curves in this Section? We oppose any plans to change the track to allow for higher speeds on the straightaways and curves in this Section.

Are there plans to create any grade separations from Diridon Station to Tamien Station including Underpasses, overpasses or street closures at W. Virginia Av.? We oppose any such plans which may affect the adjacent residences or affect the access to that part of the neighborhood which has very limited street access.

Are there any plans to change or widen the elevated Berm supporting the Joint Powers Board's Tracks currently running along Fuller Av including changes to accommodate extra tracks or to support the poles for the catenary contact system and overhead wires? We oppose any plans to change or widen the elevated Berm supporting the Joint Powers Board's Tracks currently running along Fuller Av including changes to accommodate extra tracks or to support the poles for the catenary contact system and overhead wires as this would negatively affect the usability of Fuller Park and nearby residences and house of worship.

What will be the required clearance for the catenary contact system and overhead wires on the Right of way from Diridon Station to Tamien Station? We oppose any designs for the catenary contact system and overhead wires on the Right of way from Diridon Station to Tamien Station that creates any impacts to trees and structures along this right of way, particularly trees in Fuller Park and in the backyards of private residences and to the San Jose Word of Faith Christian Center, 873 Delmas Av.

The Heritage Catalina Ironwood Trees in Fuller Park were planted by the Southern Pacific Railroad in the 1930's as visual and noise mitigation from the impact of placing the railroad right of way transecting the then continuous existing neighborhood. How will you prevent any impact to these Heritage Trees in Fuller Park due to the construction? What accommodations will be made to prevent compaction of the tree roots, damage to the tree trunks or other damage to the trees during construction and ensure the viability of these Heritage Trees?

We oppose any storage of construction equipment, vehicles and materials in Fuller Park and/or in the right of way near W. Virginia Av. How will you store construction equipment, vehicles and materials so you protect the usability and maintenance of Fuller Park and prevent inconvenience to the neighbors near any storage? Where will the Laydown Area be for storage of construction equipment, vehicles and materials for the Right of way from Diridon Station to Tamien Station?

Will there need to be any changes to the permanent access, currently in Fuller Park, to the Joint Powers Board right of way to the tracks, the new signal system and the catenary contact system and overhead

wires? If so, how will you protect the usability and maintainability of Fuller Park? We oppose any changes to permanent access, currently in Fuller Park, to the tracks, the new signal system and the catenary contact system and overhead wires planned which could affect the usability and maintainability of Fuller Park by the residents and the maintenance workers.

We oppose any other changes planned which we are unaware of which could affect the usability and maintainability of Fuller Park by the residents and the maintenance workers.

Are there plans to locate any Electrical substations, Parallel stations, Traction Power Stations or any other large electrical facilities in the Right of way from Diridon Station to Tamien Station? We oppose the location of any Electrical substations, Parallel stations, Traction Power Stations or any other large electrical facilities in the Right of way from Diridon Station to Tamien Station.

Will there be any Electromagnetic Field Effects or electrical hazards from the catenary contact system and overhead wires? Please include any effects or electrical hazards to People and animals given the close proximity of the backyards of Fuller Av, Harrison St, W. Virginia St and Jerome Av., the San Jose Word of Faith Christian Center, 873 Delmas Av. and Fuller Park. We oppose any Electromagnetic Field Effects or electrical hazards which could affect the health and safety of people and animals on adjoining properties or Fuller Park in the the Right of way from Diridon Station to Tamien Station. Any such effects or hazards are totally unacceptable and we request special measures be taken in this section of the corridor to totally eliminate such effects or hazards given the close proximity to the right of way of homes, parkland and a house of worship.

Will there be any Electromagnetic interference or Electromagnetic Field Effects to electronic equipment on adjoining properties or Fuller Park in the the Right of way from Diridon Station to Tamien Station? Please include effects on computers, Radio and TV reception, Mobile Phone reception, interference with portable/cordless phones and effects on medical equipment including pacemakers or automatic implanted defibrillators. We feel that Electromagnetic inference or Electromagnetic Field Effects to electronic equipment on adjoining properties or Fuller Park in the the Right of way from Diridon Station to Tamien Station is totally unacceptable and request special measures be taken in this section of the corridor to totally eliminate such effects given the close proximity of homes, parkland and a house of worship to the right of way.

The homes along the right of way from Diridon Station to Tamien Station are generally built from 1900 to 1950 with few modern accommodations for noise, vibration and light insulation. What will be the noise and vibration impacts during construction in the Right of way from Diridon Station to Tamien Station? How will you mitigate the effects of such noise and vibrations to prevent loss of sleep or usability of the private residences and Fuller Park due to such noise and vibrations?

The homes along the right of way from Diridon Station to Tamien Station are generally built from 1900 to 1950 on former swamp land which was Drained in the 1860's. The San Jose Redevelopment Agency funded a study of this neighborhood in 2002 which showed a high water table and high chance of liquefaction and soil movement due to vibration in the area. The reconstruction of Highway 87 nearby after 2000, due to significant post construction settling of this swampland under its berm, caused

damage to the foundations, footings and walls of adjacent homes for which there was legal action in the last 5 years or so. There is high potential for damage to the foundations, footings, chimneys and walls of the homes along the right of way from Diridon Station to Tamien Station due to construction vibrations impacts. How will you survey the adjacent homes for construction vibration damage potential prior to the construction? We request that you design your construction plans and methods to minimize such vibration related damage. In the case of construction vibration damage to private homes or public property how will you mitigate such damage. We request you design and publish a neighbor friendly methodology to pursue such construction related damage claims prior to the start of construction.

We request you schedule/phase the construction work in the Right of way from Diridon Station to Tamien Station to minimize the inconvenience and/or loss of full use of the private residences, San Jose Word of Faith Christian Center and Fuller Park during construction and compact the timeline for such construction. What measures will you take to accommodate this request?

The homes along the right of way from Diridon Station to Tamien Station are generally built from 1900 to 1950 with few modern accommodations for noise, vibration and light insulation. Nighttime construction activity in the Right of way from Diridon Station to Tamien Station with heavy construction equipment and lighting would seriously degrade the health and wellbeing of the adjacent residents, due to noise, vibration and lighting causing the loss of sleep and rest to the adjacent residents. How will you minimize the duration and impacts of construction noise and construction lighting on the ability of the residents lining this corridor to obtain appropriate rest and sleep during construction? We request you consider a train-bus bridge as an alternative to night work to allow daytime only construction along this section of the corridor. We oppose Nighttime construction activity in the Right of way from Diridon Station to Tamien Station as we feel the effects are not mitigatable.

Will there be any increase in wheel noise from the new electrified train sets especially on the curves? If so, how will this be mitigated? We request any increase in wheel noise from the new electrified train sets especially on the curves be mitigated.

We are opposed to the taking of private or parkland property to complete this construction along the Right of way from Diridon Station to Tamien Station. Will there be any plans for taking of private or parkland property to complete this construction along the Right of way from Diridon Station to Tamien Station?

How will the planned changes affect train horn blowing in the Right of way from Diridon Station to Tamien Station? We request there be provisions for operator guidelines for use of the train horns, especially at night, consistent with Federal and State regulations to lessen the impact of such horn blowing. We also request a Neighborhood Friendly system to report complaints and receive appropriate responses about unnecessary horn blowing which disturbs the neighbors rest and sleep.

We oppose any plans to add permanent or temporary storage areas for train equipment in the Right of way from Diridon Station to Tamien Station. Are there any plans to add permanent or temporary storage areas for train equipment in the Right of way from Diridon Station to Tamien Station? If so where?

The poles for the catenary contact system and overhead wires will have a strong visual impact in the Right of way from Diridon Station to Tamien Station, especially in the section along Fuller Park. What aesthetic treatments to the catenary contact system and overhead wires are contemplated in the mitigations to minimize these visual impacts? We strongly request such aesthetic treatments which would not detract from the historic character of the neighborhood along the Right of way from Diridon Station to Tamien Station.

The current railroad bridges over Delmas Av and Prevost Av have historic facades which must be preserved. How will you place the poles for the catenary contact system and overhead wires to prevent destroying the historic impact of these facades?

We feel the plans for electrification should be designed to not affect the ability of the Union Pacific Railroad and/or other Freight Carriers, Amtrak, Ace Train or Capitol Corridor Intercity Rail Service to operate in the Right of way from Diridon Station to Tamien Station. If there are restrictions to current rail traffic due to your electrification plans, are there any plans to add any alternative trackage to accommodate such non-Caltrain equipment? We oppose any plans to add any alternative trackage to accommodate any train equipment in the Right of way from Diridon Station to Tamien Station.

We oppose any changes to the nighttime lighting level intrusions into the nearby residences in the Right of way from Diridon Station to Tamien Station, especially in the section along Fuller Park. Please include any lighting changes due to the new signals, new train sets and any lighting required for the catenary contact system and overhead wires or its maintenance in your analysis. If there are lighting intrusions, how will these lighting changes be mitigated?

March 15, 2013

Marian Lee, Executive Officer
Caltrain Modernization Program
Peninsula Corridor Joint Powers Board
1250, San Carlos Avenue
P.O.Box 3006
San Carlos, CA 94070-1306

SUBJECT: SCOPING COMMENTS FOR PENINSULA CORRIDOR ELECTRIFICATION PROJECT

Dear Marian Lee,

Thank you for the opportunity to provide comments on the scope and content of the environmental report for Caltrain Modernization Program. The comments are provided to highlight potential environmental impacts as well as benefits of the project and ensure that the environmental review for this project is conducted as thoroughly as possible.

The City looks forward to the opportunity to review the draft environmental report for this project.

Sincerely,

Jack Witthaus, Transportation/Traffic Manager
City of Sunnyvale

Peninsula Corridor Electrification Project Scoping Comments

Noise and Vibration:

- The detailed information on NOP states that noise from electrified trains is much less as compared to the diesel trains, but the noise from train horns will continue to be sounded. With the increase in the number of trains from 5 to 6 per peak hour per direction, the problem of noise from train horns will be a major concern for the residents living adjacent to the train tracks and Caltrain station. Also, noise, vibrations and aesthetics due to the paralleling station PS6 proposed in Sunnyvale cannot be ignored. There would be additional noise and vibrations generated during the construction period. The EIR should assess the impact of noise and vibrations that will be generated due to increased level of service, paralleling station and construction activities on the residents adjoining the Caltrain right-of-way and evaluate whether these noise and vibrations are within the maximum allowable limits as defined by local agency General Plan Noise Element standards. The EIR should also study and come up with mitigation as necessary to reduce the noise, vibration and aesthetic especially due to paralleling station and construction activities as much as possible.

- The passenger environment of an EMU will experience more noise and vibrations as compared to that of a locomotive hauled train. The impact of the noise and vibrations on the traveling passengers should be discussed in the EIR.

Aesthetic/Visual Impacts:

- There likely will be some site clearance required to construct the substations and the Overhead Contact System (OCS). The EIR should clearly demonstrate how many trees would be removed, simulate the visual impacts of tree removal combined with the OCS and the substations, and develop mitigation as necessary consistent with local General Plan or Code requirements for tree removal.

- Another concern that the City has is the aesthetic impacts due to the OCS, substations and the Overbridge Protection Barriers especially in the Sunnyvale downtown area. The cluster of overhead wires, poles of OCS and the substations would become more visible with the trees coming down and will affect the downtown view. The EIR should emphasize on mitigation that will maintain the OCS, substations and the Overbridge Protection Barriers in harmony with other downtown features.

Hazardous Waste and Air Quality:

- The construction of electrified rail infrastructure (OCS and power stations) may lead to exposure to contaminated soils and other hazardous materials such as asbestos thus impacting the air quality. The EIR should suggest mitigation to minimize these adverse effects of construction.

Traffic and Circulation:

- The EIR needs to describe how the construction of electrified rail infrastructure will impact the traffic. The delivery of equipment and materials to and from the construction site, the arrival of workforce etc. should be discussed in detail.

- Traffic impact, especially at the grade crossings at Sunnyvale Avenue and at Mary Avenue should be explained in the EIR. The increased traffic delays caused at the grade crossings with the increase in the level of service from 5 to 6 trains per peak hour per direction and up to 4 HSR trains per peak hour per direction should be quantified and mitigation up to and include grade separation shall be considered. It is recommended that grade separation at Sunnyvale Avenue and Mary Ave in Sunnyvale be coordinated with the electrification project so as to minimize the environmental problems due to extended construction impacts.

- It is proposed to construct the Overbridge Protection Barriers at various existing bridge crossings. The barriers should be such that it does not cause distraction to the drivers and should not have any adverse visual impacts. The EIR should discuss the impact of constructing Overbridge Protection Barriers on roadway traffic and pedestrian traffic on the bridge and proper mitigation should be identified.

Electromagnetic Interference:

- The EIR should specify the effect of Electromagnetic Interference on local neighboring businesses and suggest mitigation for the same.

Socioeconomics and Environmental Justice:

- The February 2013 fact sheet states that electrified Caltrain would provide a reliable and fast service. However, at the scoping meeting it was mentioned that Caltrain would be operating at the same speed as today (79 mph). It was also mentioned that the electrified trains would accelerate and decelerate faster as compared to the diesel-operated trains resulting in faster service. The EIR should explain how Caltrain service would be faster if they are planning to operate at the same speed as today. How much travel time would be saved with faster accelerating and decelerating trains?

- The EIR should include a detailed Economic Analysis of the project demonstrating that the owning, operating and maintaining costs would be less as compared to the tangible and in-tangible benefits anticipated from the electrification project. The results of this Economic Analysis should be compared with other non-electrification alternatives and their benefits.
- The EIR should quantify traffic impacts incurring due to disruption in Caltrain services during construction period and develop appropriate mitigation.
- The EIR should provide information about what would be the back-up plan in case of power failure due to some major technical fault.

300 Channel Street, Box 10
San Francisco, CA 94158-1520

March 18, 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn. Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P. O. Box 3006 via email to: electrification@caltrain.com
San Carlos, CA 94070-1306

RE: Peninsula Corridor Electrification Project

To Whom It May Concern:

The Caltrain Electrification project needs to be studied in context, both of the substantial changes in land use north of the 22nd Street station in San Francisco and the cumulative impacts of electrification and the blended system agreement with High Speed Rail (HSR), which was approved by the Caltrain JPB in early March, and is expected to be approved by the HSRA board in April, 2013.

The neighborhoods north of the 22nd Street Caltrain station have significantly changed since the original EIR was drafted. What was an industrial area with few residential/office uses has evolved into a dense mixed-use area, with thousands of new residents and businesses, including a hub of bioscience research and a new UCSF research campus and medical center. Section 3.9 of the original EIR is seriously out of date. The impacts on these neighborhoods need in depth analysis, including measurement of diesel pollution in new high-density residential areas around the 4th & King railyard (King, Berry, 16th, 4th and 7th Streets).

Since the blended Caltrain/HSR project will share tracks, a multi-million dollar investment in "at grade" Caltrain tracks and continued storage of trains at the 4th and King railyards may be wasted, or preclude changes that respond to known future conditions. The EIR needs to study alternatives that consider the cumulative impacts. The planned "undergrounding" of 16th Street at 7th and of Mission Bay Boulevard at 7th contemplated by HSR, while leaving Caltrain tracks on the surface, is flawed, as it negatively impacts the connectivity between Mission Bay and Showplace Square, and separates these growing neighborhoods, particularly when the plan includes increased service both on Caltrain and ultimately on HSR.

While an EIR doesn't address the financial consequences of various alternatives, multi-million dollar investments in Mission Bay, SOMA, Showplace Square and Potrero that may be destroyed at significant cost should be factored in to the feasibility analysis to make a reasonable comparison with the direct cost of tunneling.

The Caltrain Electrification EIR should study:

- Undergrounding of Caltrain tracks from the 22nd Street Station north to 4th & King (with an underground station) and on to the Transbay Transit Terminal.
- An alternative Caltrain/HSR alignment under 3rd Street with an underground stop in Mission Bay South that extends to the Transbay Transit Center, to avoid anticipated (and expensive) surface, above grade and subsurface obstructions.

While Caltrain hopes to complete electrification by 2019, the benefits (such as reduced noise and pollution) will not be achieved until the diesel engines are completely replaced by electric engines (EMUs). The timeframe for transitioning to full electric operation needs to be accelerated so that planning can be integrated with HSR and alternatives to "at grade" operation north of 22nd Street can be considered.

An alternative location to the 4th & King railyards for train storage needs to be identified and studied. The 4th & King railyards are no longer at the industrial edge of San Francisco, and far better uses can be found for this land. Adaptive reuse of this property could help fund other aspects of the plan.

A short-term solution that doesn't consider the longer term impacts of decisions is a waste of resources. Please incorporate studying alternatives that realistically incorporate long term plans.

Sincerely yours,

Corinne Woods
Chair, Mission Bay Citizens Advisory Committee
25 year neighbor of Caltrain
Cell – 415-902-7635

CITY OF MENLO PARK

City Council

March 6, 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Avenue.
P.O. Box 3006
San Carlos, CA 94070-1306

Subject: City of Menlo Park Comments on the Notice of Preparation (NOP) for the Peninsula Corridor Electrification Project Environmental Impact Report (EIR)

Dear Ms. Cocke,

The City of Menlo Park has continued concerns about Caltrain and High Speed Rail (HSR) sharing the tracks along the Peninsula. The electrification of the corridor is a first step toward the future of Caltrain, but also the blended approach with HSR. The EIR for the electrification project needs to reflect the probability of the future use of the rail line with HSR and how all the components fit together.

The EIR should provide sufficient information to fully evaluate and reach a conclusion regarding the electrification of the corridor and its impacts and mitigation measures on Menlo Park. Caltrain should make all efforts to analyze alternates in order to avoid significant adverse impacts to the Peninsula area from electrification and the affects of a blended HSR.

The City is only interested in a two-track blended system, without passing tracks, in Menlo Park within the existing Caltrain right-of-way or the system in an underground configuration. The City is not interested in

1. Any system, which is on an elevated structure, and
2. Any system which would allow expansion to four-tracks for any phase of the project unless in an underground configuration.

701 Laurel Street - Menlo Park, CA 94025
Phone: (650) 330-6600 - Fax: (650) 328-7935

The City of Menlo Park expects that each of the following items are clearly and fully studied, addressed and mitigated in the EIR:

1. Caltrain Service Levels – The project is intended to provide a better level of service for Caltrain. The project should address what type of increased service will be provided including an increase in service for the Menlo Park Caltrain station. The community will likely have impacts associated with the project and with the increase in the number of trains and the ability for the electrified trains to start and stop more quickly, increased service needs to be provided.

2. Traffic Analysis – The NOP for the electrification project indicates that there will be one additional train per hour per direction for a total of six trains during the peak hour in each direction. The additional trains may cause more gate downtime along the roadways intersecting the tracks. The affect of the project needs to be fully analyzed and mitigated. The mitigation should not include the closure of any crossings, as a crossing closure would affect the public's ability to move through the community and create its own significant impacts. All roadways that would be affected by additional traffic delay need to be analyzed including any roadways that may experience additional traffic due to delay and rerouting. Also, the affect of various schedules and additional stops of the train should be analyzed with respect to traffic impacts and any other impacts.

3. Ridership Estimates – Ridership is the foundation for rail infrastructure planning which drives key decisions and system costs. It is critically important for determining the appropriate level of service for the system and the overall revenue associated with the system. The EIR should include new information regarding ridership along the corridor including HSR. The City of Menlo Park recommends a new demand model be developed by an independent group.

4. Blended System – The EIR should include an analysis of the blended system of Caltrain and HSR. The system should only include two tracks within Menlo Park unless in an underground configuration. The "blended" approach meets the goals of Caltrain and HSR, while minimizing the impacts to Menlo Park's downtown area and to the overall character of the community. The City is also firmly opposed to Caltrain transferring any real estate interest or lead agency status to the HSR Authority.

5. Grade Separation – It is unclear if grade separations will be necessary to mitigate the any impacts of the Electrification project. If grade separations are proposed, then a detailed analysis of the potential impacts at each roadway crossing needs to be included. Grade separations on the Caltrain mainline will create impacts due to the constrained nature of the development in Menlo Park. One likely alternative for grade separation would include raising the tracks. This particular alternative has another unique issue of creating a "wall effect" within the community and dividing the City. As stated earlier Menlo Park is strongly opposed to raising the tracks and only supports a two track system or an underground system. Menlo Park would be willing to discuss a grade separation at Ravenswood, but the City would need to maintain full authority over

the design. The City recently submitted a letter of interest to the San Mateo County Transportation Authority for the Ravenswood grade separation with Caltrain.

6. Historic Structure(s) – The City of Menlo Park Caltrain station has been listed on the National Register of Historic Places since 1974. The impacts to the existing train station need to be analyzed in the EIR. The EIR should clearly analyze the impacts to this structure along with any other historic structures that may be impacted by the project and provide mitigation measures to address any impacts.

7. Aesthetics –The appearance of overhead electric power supply for the trains, including the wires, supporting poles, mast arms and insulations, is a matter of significant concern. The poles should be the least intrusive types of poles and the design should be aesthetically pleasing. The EIR needs to analyze the impacts associated with electrification of the system for all vertical and horizontal alignments. If the system becomes completely electrified, the EIR should consider the relative impacts of diesel vs. Hybrid vs. all electric engines for freight trains running on the corridor.

8. Trees – The poles and wires will affect numerous trees along the corridor. Care should be taken to avoid as many trees as possible for the project. The EIR should indicate all trees that will need to be removed, their species, health, size and why the design cannot be modified to allow the tree to remain. If any trees are proposed to be removed, a full replacement schedule should be provided with locations, species, size and number of replacement trees.

9. View Corridors – The poles and wires will have an effect on the view corridors in many areas of the City. The beautiful natural surroundings in the area add to the vibrancy of the community. These views are important to the overall look and feel of the community. A full analysis of these impacts and mitigations measures needs to be included.

10. Noise and vibration mitigation – The EIR needs to include a noise and vibration analysis. The additional noise and vibration caused by the project needs to be clearly stated and addressed. Any noise and/or vibration impacts need to be mitigated as part of the project. Such measures should be included as integral components of the project. These measures should not create other impacts such as construction of a sound wall that might divide the City and adversely affect the residential character of the community.

11. Freight – Menlo Park is concerned about the current and increased freight traffic using the Caltrain mainline and its impact on residents and traffic in the area. Freight traffic and its impacts on the community should be clearly analyzed and mitigated as part of the EIR. The potential increase in freight is not only related to Caltrain, but a function of the HSR project due to amenities proposed as part of these projects.

12. Property Impacts – The EIR needs to analyze the impacts to any properties that may be affected by the project. The impacts due to the project such as noise, vibration, and aesthetics will have wide reach and affect many properties adjacent to and further from

the system. The specific distance should be based on the increased impacts and how far they may reach and could vary based on terrain and the specifics of the area.

13. Construction Impacts – The construction of the project would create many impacts within the City of Menlo Park. The construction may cause traffic diversion, construction noise, etc. The affect of the construction on residents and businesses needs to be clearly analyzed, both physical and financial. Many businesses cannot remain closed for extended periods and be viable. The affect on the businesses could create an economic impact on the City that needs to be clearly addressed in the EIR.

14. Existing Crossings – The current pedestrian, bicycle and vehicular crossing of the current Caltrain tracks are essential for the movement of people and goods. Caltrain needs to commit to maintaining all of the current crossings completely open with no closures. At a minimum, the crossings need to continue to operate with the same level and types of traffic as they do today. Beyond the current crossings, Caltrain should resolve to increase connectivity across the railroad tracks with better crossings, and more pedestrian and bicycle crossings.

15. Safety – The safety of the electric wires and poles needs to be thoroughly analyzed and mitigated in the EIR. Also, the safety of adjacent and nearby neighbors and how the wires may affect the safety in the yards. Also, any changes in property rights and regulations for adjacent and nearby property owners due to the wires and poles such as the affect on current swimming poles, prohibition on new swimming pools or further yard setbacks for construction. Also, will the electrification components increase safety concerns with relation to a disaster such as an earthquake. These issues need to be addressed in the EIR.

Finally, the City of Menlo Park would reiterate the concerns raised above and the fact that this information is necessary to make an informed decision on the project. The City expects to have these items addressed as part of the EIR for the project and looks forward to a continued discussion with Caltrain. The City will continue to participate in the EIR process to review any impacts and proposed mitigation measures within Menlo Park.

Sincerely,

Peter Ohtaki
Mayor

Cc: Members of the City Council
City Manager
City Attorney
Assistant City Manager
Public Works Director

Paul S. Jones
99 Moulton Drive
Atherton, CA 94027

March 9, 2013

Ms. Marian Lee
Executive Director, Caltrain Modernization Program
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, California 94070

Subject: Scoping comments for the Caltrain Modernization Program and Electrification Project Environmental Impact Study

Dear Ms. Lee:

After a great deal of thought about the nature, objectives, and scope of the Environmental Impact Report (EIR) for your Caltrain Modernization Program, I invite your attention to the following suggestions.

It is my strongly held opinion that the Caltrain Modernization Study is obliged to give careful and objective consideration to non electric train alternatives. No consideration has been given to non electric alternatives for service on Caltrain since the 1992 Morrison Knudsen study sponsored by CalTrans. This was long before Caltrain obtained a waver to allow it to consider light weight rolling stock. The 2004, and revised 2009, Environmental Impact Reports dismissed non electric service for "not being electric". By any reasonable logic, this is not suitable basis for dismissing a non electric option. The performance that can be obtained by modern diesel electric trainsets is in all ways comparable to what you can get from electric trainsets. Differences in running times are of no consequence. The huge saving in infrastructure cost will pay for more than 100 years of difference in energy cost.

I am deeply concerned about the ability of your present track structure to support future Caltrain demand without adding high speed rail trains to muck up your schedules. I have watched your passenger growth for a number of years and do not believe that you can meet your 2019 needs without running at least eight trains per hour, each way, during peak hours, leaving no capacity for high speed rail. Unfortunately, Caltrain's long collaboration with high speed rail has been prompted by a desire to have CHSRA pay for your electrification. In my view, this has been a costly mistake.

It seems clear that Santa Clara County's population growth over the next decade, or more, will be toward the south, putting great stress on your Gilroy service, which will not be electrified. At some point, when your San Francisco to San Jose service is fully electrified, you will need to deal with transfers at San Jose between electric and diesel

trainsets. The resulting delays will degrade the new, important service to all who use the Gilroy extension.

In addition, when scoping your EIR, I urge you to include the following studies in a careful, objective manner:

Compare both low level and level boarding platform alternatives. It is probable that level boarding platforms will reduce travel time by more than the introduction of electric propulsion. This is particularly true as the bicycle traffic continues to grow. The problem of variable floor heights among the cars in Caltrain's fleet should also be addressed.

The use of light weight cars will require much more accurate rail alignment and gauge maintenance. This will increase maintenance costs, particularly in view of continuing freight traffic. Early experiments with light weight rail cars on U. S. tracks were a colossal failure because of the vibrations induced by rail irregularities.

In the noise analysis, please include both wheel/rail and horn noise. These are a substantial part of the noise that we experience. For this reason, noise measurements should be made at a number of different locations. Only actual measurements should be used, not manufacturer's data.

Water quality studies should take into account the grit worn off of the pantograph contact pads of electric locomotives or EMUs.

The EIR should include a careful assessment of trees and shrubs that will have to be severely trimmed or removed to accommodate electrification. A competent arborist should make this determination. Overly severe pruning would kill many of the trees.

The EIR should pay careful attention to the structures and activities within 300 feet of the Caltrain right of way. In Atherton, we are particularly concerned about the town center, Holbrook-Palmer Park, and schools. There have been a number of significant changes in recent years

All costs associated with the EIT should be compared in terms of time sensitive measures like discounted cash flow.

It would be very helpful if the work included information on origin-destination use of Caltrain service. The February boarding counts are useful in assessing station activity, and fares give some information about trip length. A passenger survey of actual origins and destinations would give very useful information when comparing services. The intra-peninsula service has already been down graded by the introduction of the baby bullet trains. It would be unfortunate to introduce further degradation.

Ms. Lee, you have been most considerate in listening to your different stakeholders and in attempting to accommodate their needs. I am most appreciative of all that you have done and what you are doing. I hope that you will be kind enough to give consideration to the above suggestions.

Sincerely,

Paul S. Jones

Peninsula Freight Rail Users Group

Port of Redwood City
Port of San Francisco
Seaport Industrial Association
San Francisco Bay Railroad
SF Chamber of Commerce
SF Dept. of the Environment
ILWU Local 10
BAE Systems SF Ship Repair
Calstone
CEMEX
Central Concrete
Clean Harbors Environmental
Darling International
Dean's Services
Graniterock
Lehigh Hanson
Lyngso Garden Materials
Marine Highways, LLC
METRO Ports
Operating Engineers Local 3
Pacific Agri-Products
Peninsula Building Materials
Pine Cone Lumber
Sheedy Drayage Co.
Sierra Point Lumber
Sims Metal Management
South City Lumber
Summit Signal
The Pasha Group
Unilever
Univar
Waste Solutions Group

March 18, 2013 DELIVERED BY EMAIL

Ken Yeager, Chairman
Peninsula Corridor Joint Powers Board (Caltrain)
1250 San Carlos Ave.
P.O. Box 3006
San Carlos CA 94070-1306

cc: Mike Scanlon
Marian Lee
Stacy Cocke

Re: Peninsula Corridor Electrification Project EIR

Dear Chairman Yeager and Members of the Board of Directors:

Following are comments from the Peninsula Freight Rail Users Group (PFRUG) on the Peninsula Corridor Electrification Project Environmental Impact Report (EIR). PFRUG is an industry association whose members include the freight rail shippers on the Caltrain corridor, as well as the two public ports on the Peninsula (San Francisco and Redwood City) and other business and labor stakeholders.

PFRUG has participated actively in the planning process for Caltrain modernization and California High Speed Rail (HSR) since 2009, and our members have participated individually and collectively in planning on the rail corridor for many years prior. We appreciate Caltrain staff members making themselves available to discuss freight rail issues with our members, and those conversations have informed our comments here.

The Mutual Benefits of Passenger and Freight Rail

PFRUG supports Caltrain's effort to modernize passenger rail. There is also a vital public interest in preserving the viability of freight rail service on the Peninsula. Local freight rail shippers generate thousands of jobs and significantly reduce traffic congestion and air pollution by using rail instead of trucks alone to move goods that are essential to our regional economy.

A guiding principle in the Caltrain Strategic Plan 2004-2023 is "Promote regional connectivity and cooperation with other transit providers." With respect to freight and goods movement, the Plan notes: "The Caltrain right-of-way provides the only freight rail access to the Peninsula and San Francisco. It plays a key role in goods movement and alleviating truck traffic congestion on local roads and highways. Understanding freight needs is essential for Caltrain to continue improving regional mobility and supporting local businesses" (p. 12).

Because the advantages of passenger and freight rail are complementary and reinforcing, planning on the Caltrain corridor should maximize the long-term public benefits of both.

As an introduction to these PFRUG comments on the EIR, we will reiterate some of the core planning principles for the Caltrain corridor that we expressed in our comments on the capacity analysis last year, and again in our verbal testimony at the EIR scoping hearings over the past month. These principles represent guidelines for all passenger rail improvements on the Peninsula to ensure they are compatible with continued freight rail operations.

Core Planning Principles for the Caltrain Corridor

1. Consider the need to plan for freight rail to be an opportunity rather than simply a constraint. Goods movement by rail brings the same public benefits as passenger service by rail, including economic development and environmental protection.

2. Consider the "freight status quo" to be the actual operational reality on the Peninsula. It is unrealistic to plan for the least freight service allowable by the terms of existing contracts, agreements or regulation.

3. Consider enhanced freight service in addition to current service in order to meet rising demand for freight rail. To design a sustainable system, plan for freight rail capacity and coming technology for the long term.

Project Description in the EIR

The Project Description is a key element of the EIR. In order to conduct the environmental analysis, Caltrain will make choices and assumptions about some design features of the electrification project that have not previously been determined during the public planning process. From the perspective of freight rail shippers, assumptions about freight operating hours and the height of the overhead contact system (OCS) are critical design factors that affect the way impacts are analyzed in the EIR.

PFRUG urges you to make the following assumptions about the electrification project:

- Freight rail service will continue to operate between 8:00pm-5:00am (and daytime in places)
- The height of the overhead contact system will provide a vertical clearance of 23 feet

The assumption about freight operating hours implies that an electrified passenger system provides service at a level and at hours that are compatible with diesel trains operating during late night and early morning hours, when commute trains are least likely to operate. PFRUG believes this is consistent with the goals of the Caltrain modernization program. If Caltrain also believes its program for passenger service can be achieved without limiting the actually existing hours of freight service, the agency should make this assumption for the purpose of environmental review.

While Caltrain's 2009 application to the Federal Railroad Administration (FRA) for a safety waiver stipulated a shorter window for freight, that request was based on an entirely different vision of HSR than the current "blended system." PFRUG urges you not to assume a smaller freight window merely because of the FRA waiver and without explicit rationale. Instead, we encourage you to approach the FRA with an updated temporal separation plan that preserves current freight operating hours while also facilitating implementation of the Caltrain electrification program.

The design feature related to the height of the overhead contact system is necessary to allow sufficient clearance for freight rail cars. Describing the project in this way is consistent with current State regulation (CPUC G.O. 95), the 2009 adopted electrification EIR, and the stated intent of Caltrain staff.

Impacts of the Project

The EIR should study the impacts of the project on freight rail capacity and operations. Examples of areas of potential impact that we have discussed in the public record include:

- Operating hours for freight
- Height of the overhead contact system
- Freight rail yard space
- Interruption of freight service during construction

To the extent that the project is determined to have potential impacts on freight rail capacity and/or operations, the EIR should consider the environmental impacts of any potential reduction in freight volumes. These impacts should include increased traffic congestion and greenhouse gas emissions resulting from any shift in cargo movement from trains to trucks.

If the EIR examines the cumulative impacts of electrified Caltrain service alongside future HSR, it should consider impacts on freight rail capacity and/or operations, along with the traffic and emission impacts associated with any estimated reduction in freight rail volume as a result of the blended system.

The NOP refers to "existing" freight rail operators and operations. While it is practical to consider impacts on current operators and operations, PFRUG encourages you to take into account the concept of existing freight rail capacity. This is because specific shippers, and even the freight rail operator, might change over the timeframe of the EIR analysis (projections through 2040), and because market conditions and cargo volumes change over time. It is appropriate for an EIR to consider capacity in addition to existing conditions.

In discussing the need to "build adequate facilities for joint use," the Caltrain Strategic Plan emphasizes capacity: "Factor track capacity needs of other transit providers and freight operators that use the Caltrain right-of-way." (p. 13)

Capacity refers to the current and potential cargo volumes over this period of time given the existing freight rail infrastructure. Following the economic downturn of the past five years, it is foreseeable that freight volumes will expand significantly over the coming decades, even without any expansion of infrastructure. Regional plans assume this, and the recent experience of local ports reflects it. We strongly encourage you to work closely with PFRUG members to get a realistic view of expanding markets, and to use appropriate data to describe "existing" conditions for freight, and to "build adequate facilities" for freight operators in accordance with that information.

Relevant Plans & Studies

- Transportation 2035 Plan for the San Francisco Bay Area, April 2009 (MTC)

This plan identifies "Efficient Freight Travel" as one of eight key goals to support a "prosperous and globally competitive economy." It emphasizes the importance of goods movement and industrial jobs to the region's economy and environment, and the negative consequences of displacing goods movement businesses and shifting transportation more heavily toward trucks alone. The Regional Goods Movement Study for the San Francisco Bay Area (December 2004) informed the plan, and is a potential source of analytical information for the EIR.

- San Francisco Bay Area Regional Rail Plan, September 2007 (MTC, Caltrain, BART, CHSRA)

One of the three main goals of the plan is "to create a safe, fast, reliable, and integrated passenger and freight rail network that addresses the tremendous growth anticipated in transportation demand" (p.1). The EIR should reference the plan to estimate freight volume between now and 2040. The Plan anticipates that "freight traffic demand is expected to grow in excess of 350 percent over the next 50 years. Expanded and improved rail infrastructure will be needed to support the demands of freight and passenger growth to mitigate the explosive growth of truck traffic on our roads" (p. 2).

This suggests not only that projections of expanded freight volumes on the Peninsula (and to/from San Francisco, the largest urban center in the region) are foreseeable, but also that macroeconomic factors and growing constraints on roadway capacity should be taken into account when forecasting future freight rail tonnage. Plans for any rail infrastructure along the Peninsula must accommodate the anticipated growth of freight rail, ensuring access for San Francisco and the Peninsula to the most efficient and environmentally responsible way of moving goods in the future.

- Bay Area Seaport Plan, April 1996 (BCDC)

The Seaport Plan is based on long-term forecasts of cargo demand in the Bay Area. It is a useful source of data related to future goods movement capacity on the Peninsula. To the extent that the project impacts freight rail capacity, the EIR should also consider the impact on local ports as multi-modal goods movement facilities and their ability to function as envisioned in the Seaport Plan.

- California State Rail Plan, Draft February 2013 (Caltrans)

The current draft Rail Plan includes a report of freight rail operational trends and issues. It forecasts significant growth in freight rail tonnage through 2040, including a greater proportion of rail traffic through ports. Tonnage at the ports of Oakland and San Francisco is expected to increase 2.5 times between 2007 and 2040. The report on trends and issues affecting freight rail traffic in the future (Chapter 6), and on the integration of passenger and freight rail systems on shared tracks (Chapter 7), should inform the EIR.

- National Rail Plan (Preliminary), October 2009 (FRA)

The federal government is calling for greater inclusion of rail in the national transportation system. The current Plan begins with the assumption that, "Passenger and freight transportation are closely interlinked in that people and goods use the same infrastructure for transportation by highway and rail. Therefore, a National Rail Plan must be developed with an awareness of the transportation needs of both passengers and freight…" (p.1)

One of the goals of the Preliminary National Rail Plan is to "Support the current freight rail market share and growth." The analysis suggests that capacity enhancements should be assumed between now and 2040. Demand for freight rail will increase in the future, and normal business practices will cause railroad operators to meet that demand. According to the Plan's Progress Report in September 2010, "Compared with other major industries, today's freight railroads invest one of the highest percentages of revenues to maintain and add capacity to their system (p. 15)." The federal plan recognizes the certainty of long term growth: "The growth in freight in future years is an estimate; however, there is no doubt that freight demands will increase and the need to safely and efficiently move freight will grow significantly (p. 16)."

Alternatives to the Project

Depending on how the project is described, the EIR should consider alternatives that include greater freight rail volume:

- If the project assumes a freight operating window of 12:00am-5:00am, the EIR should study an alternative that includes longer evening hours and daytime hours for freight. (PFRUG strongly supports a project description that assumes these longer hours, as discussed above.)

- If the project assumes an OCS clearance of 17-23 feet (as in the 2009 EIR), the EIR must study the impact on freight at every point where clearance is less than 23 feet (e.g., tunnels). The EIR should also study an alternative in which clearance at all points on the corridor is at least 23 feet. At a minimum, the EIR should study an alternative in which all overhead clearances are at least equal to their current heights.

Such alternatives could have fewer environmental impacts than the project if the positive environmental effects of moving more cargo by rail are taken into account (significantly less traffic congestion, reduced greenhouse gas emissions, and more efficient use of fuel). Given the environmental benefits of freight rail, alternatives that improve freight capacity have potentially fewer negative impacts than the project and therefore warrant study under CEQA.

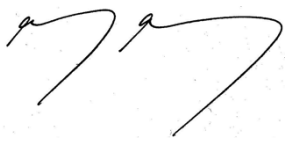
Impacts Outside the Scope of the EIR

CEQA requires that Caltrain study environmental impacts, as legally defined, but it does not require analysis of all relevant impacts of the project. However, to evaluate a project of this scale, policymakers will require important information that is not revealed by the EIR (e.g., economic, fiscal and social impacts). These additional analyses are part of realistic planning for large projects.

Caltrain should assure the community that decision makers intend to address key issues outside the scope of the EIR during a broader public process. In particular, PFRUG strongly encourages you to weigh heavily the potential economic impacts of the project (i.e. potential impacts on freight rail) as you design and implement the project, regardless of whether those impacts are "environmental" in the context of CEQA.

In conclusion, PFRUG reiterates its support for modernization of the Peninsula rail corridor. We appreciate our constructive working relationship with Caltrain staff, and the leadership the Joint Powers Board has shown in balancing multiple interests around this complex project. We look forward to continued participation in the planning process and a successful project, in which passenger and freight rail work together for the future of the region.

Thank you very much,



Greg Greenway
Executive Director

San Francisco
Water Power Sewer
Services of the San Francisco Public Utilities Commission

Bureau of Environmental Management
525 Golden Gate Avenue, 6th Floor
San Francisco, CA 94102
T (415).934-5700
F (415).934-5750

March 14, 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

RE: Notice of Preparation of an Environmental Impact Report for Caltrain's Peninsula Corridor Electrification Project

Dear Ms. Cocke:

Thank you for the opportunity to provide input on the scope and content of the environmental information to be studied in the Environmental Impact Report (EIR) for Caltrain's Peninsula Corridor Electrification Project. The San Francisco Public Utilities Commission (SFPUC) offers the following comments:

1) The EIR should analyze the effects of project construction and operation on the SFPUC Pipeline Right of Way. Project construction and operation taking place within 10 feet of the SFPUC Right of Way will be subject to the attached SFPUC Pipeline Right of Way Requirements (see Attachment A).

2) All SFPUC-Wastewater Enterprise (WWE) infrastructure within the project area, the expanded Right of Way, and the area of influence (including WWE infrastructure on bridges crossing tracks and within easements under tracks) should be identified and potential impacts analyzed and properly mitigated in coordination with WWE. Additionally, the potential cumulative impacts of the San Francisco Downtown Extension on WWE infrastructure should be analyzed and mitigated, if needed, in coordination with WWE. Please contact Bestey Eagon, P.E. at (415) 554-1871 or BEagon@sfwater.org for SFPUC-WWE coordination efforts.

3) Potential impacts of construction activities, including vibration effects (from activities such as pile driving, compaction, and excavation) on SFPUC infrastructure within the project's area of influence should be analyzed. If the EIR identifies any potential impacts on SFPUC infrastructure, we recommend that the mitigation measures be

developed in coordination with WWE and include preparation and implementation of a vibration monitoring plan and a pre- and post-project condition assessment of SFPUC infrastructure. These plans should identify affected infrastructure, protection measures, and methods to video, inspect, and test this infrastructure to ensure that it has been adequately protected during construction.

Operational impacts on SFPUC infrastructure should be analyzed and mitigation measures should include adequate protection of this infrastructure. Analysis should consider the effects on SFPUC infrastructure under the tracks from additional weight, load, and vibration.

The SFPUC appreciates the opportunity to comment on the scope of the EIR for the Peninsula Corridor Electrification Project.

Sincerely,

Irina Torrey, AICP, Bureau Manager
SFPUC Bureau of Environmental Management

San Francisco
Water Power Sewer
Services of the San Francisco Public Utilities Commission

Attachment A - San Francisco Public Utilities Commission
Pipeline Right of Way Requirements

- *Utilities*
    - No utility may be installed along, rather than across, the Right of Way. Only perpendicular crossings are permitted.
    - No aerial utility crossing over the Right of Way is permitted except in city streets.
- *Land Use, Structures, and Accessibility*
    - *Structures on the Right of Way are strictly prohibited.* No one shall construct or place any temporary or permanent structure or improvement in, on, under or about the Right of Way. For the SFPUC's purposes, asphalt, concrete and cementitious concrete driveways, sidewalks and parking areas, and fences are deemed "improvements," and are subject to SFPUC review and approval.
    - No use is permitted that would restrict access to Right of Way at any time by SFPUC staff, construction equipment or vehicles. This means that structures on adjacent property must be setback at least 10 feet from the Right of Way.
    - An adjacent property owner or tenant may not use the Right of Way fulfill its open space, setback, emergency access or other development requirements.
    - Any use where the Right of Way would provide an adjacent owner, tenant or licensee with its sole emergency access to the tenant or licensee's property is prohibited.
    - No use that would cause ponding on the Right of Way is permitted.
    - Any use that cannot effectively be displaced in a timely manner upon the SFPUC's request is disfavored.
    - Any use that may contaminate with hazardous materials the soils, water or natural habitat of SFPUC property is prohibited.

- Any use that would increase the SFPUC's potential liability or diminish its security is disfavored.

- Any use inconsistent with any existing or future policies adopted by the SFPUC, as they may be amended or modified from time to time, is disfavored.

- *Restoration*

  The SFPUC is not responsible for restoring or replacing any vegetation or improvement on the Right of Way damaged or demolished so that the SFPUC may access, maintain or repair its pipelines. The SFPUC will restore the ground with soil compacted to SFPUC standards. The vegetation or improvement owner is responsible any additional work or the restoration.

- *Vegetation*

  No trees or large shrubs may be planted within the Right of Way. Other vegetation may only be installed with the SFPUC's prior written consent. For a list of plants that may be permitted in the Right of Way, please refer to SFPUC Integrated Vegetation Management Policy Section 13.005 at http://www.sfwater.org/index.aspx?page=431. The tenant or licensee is responsible for vegetation maintenance and removal.

- *Right of Way Loading Restrictions*

  The maximum loading on the Right of Way should not exceed traffic loading HS-20 on the paved surfaces when the pipeline has a minimum four-foot cover. Overburdened or additional live or dead loads such as load-bearing footings, pole foundations, or large boulders within the influence line of the pipe trench is prohibited.

- *Right of Way Cover Requirements*

  To prevent damage to the PUC's underground pipelines, an adjacent owner or tenant's use of vehicles and equipment within twenty feet (20') of each side of the centerline of the PUC's pipelines (measured on the surface) are subject to the restrictions stated in Exhibit B.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2013

March 18, 2013

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
PO Box 3006
San Carlos, CA 94070-1306

Attn: Stacy Cocke

Re: BART District Scoping Comments on the Peninsula Corridor Electrification Project

Dear Ms Cocke:

The San Francisco Bay Area Rapid Transit District (BART) has reviewed the Notice of Preparation for an Environmental Impact Report (EIR) for the Peninsula Corridor Electrification Project. We are submitting the following comments to the Peninsula Corridor Joint Powers Board (JPB) for your consideration in proceeding with preparation of the document.

Overall Comments - Process

- BART's Strategic Plan supports improved rail linkages in the region, and BART has supported the development of the blended system on the Peninsula for High Speed Rail and Caltrain. The Electrification Project is a key element of the blended system, and BART supports the electrification project, and suggests that BART and JPB establish an official working relationship for the engineering work on the elements of the project that touch the Millbrae Station, or are adjacent to other elements of the BART system between San Bruno and Burlingame. This will facilitate BART review and approval of any portions of the project over which BART has permitting or approval authority.
- The operation and maintenance of Millbrae Station and the adjacent BART and Caltrain rights-of-way between San Bruno and Burlingame are governed by the "Use, Operating and Maintenance (UOM) Agreement for the Millbrae Station and BART/JPB/Samtrans Facilities Related to the BART SFO Extension Project", last approved by the signatory agencies in February 2005. Per the UOM agreement (Section 4.4.), alterations to the Millbrae Station or the Caltrain system within the area covered by the UOM require consultation with BART, at a minimum, and may require a BART permit if the modification involves any activities on, under, over, or access onto the BART system. Potential activities

in the vicinity of San Bruno, where BART goes under the Caltrain ROW, are also specifically called out as requiring either agency to receive a permit from the other agency in order to undertake alterations in this area. Activities requiring a BART permit are subject to BART review and approval of all engineering plans and specifications. Section 4.4 also provides for cost reimbursement for plan review and job inspection by the proposing entity to the reviewing entity. JPB should plan for this review and expense as part of the project schedule and budget.

- In issuing a permit or approval for project activities under the UOM Agreement, BART will need to rely on JPB's EIR to satisfy its own CEQA obligations. Accordingly, BART should be identified in the EIR and consulted as a Responsible Agency under CEQA.

Specific Comments

Project Description

- In order to provide a sufficient basis for analysis of environmental impacts and necessary mitigation, the Project Description in the EIR should establish with reasonable accuracy the location of all aspects of Caltrain's electrification system and related equipment, including overhead catenary system (OCS) masts, substations, feeder cables, signal equipment, duct banks, etc., especially in relation to BART's facilities. If any access through or under BART's property is needed, this should be described and the impact evaluated.
- The EIR should describe in detail any modifications needed to Millbrae Station to install OCS masts, hangers, wires, signal equipment, and any additional safety features or intrusion protection needed at the station to protect passengers and employees from potential electrification hazards. It is likely that, in order to provide a sufficient basis for impact analysis, the level of engineering detail needed for Millbrae Station will be higher than the typical preliminary engineering for the alignment in general, due to the operational complexities of the two adjacent systems at this station.
- The Santa Clara Valley Transportation Authority (VTA) is developing a BART extension to Silicon Valley, including future phases extending to downtown San Jose and Santa Clara. VTA's plans include new BART stations to be integrated with the existing San Jose (Diridon) and Santa Clara Caltrain stations, and a proposed alignment between the stations that appears to run in close proximity to the Caltrain right of way. See http://www.vta.org/bart/stationsfuturephase.html . The design and construction of electrification project components (including ancillary facilities such as substations and switching stations) along this segment of the Caltrain right of way and at the Diridon and Santa Clara stations should leave sufficient clearance so as to not preclude or adversely impact VTA's planned BART project.
- In addition, BART anticipates extending the Millbrae tail tracks by an additional 200-300 feet southerly into Burlingame to accommodate all 10-car trains on these tail tracks at some point in the near future. JPB should design the electrification project in such a way as to not preclude or adversely impact the planned tail track extension. This area is currently fenced and is referenced on the UOM Exhibit A drawings, and thus any impact to this area is subject to BART's approval per the UOM Agreement. Funding for this project has been programmed by the California Transportation Commission (CTC) at their meeting in June 2012.

Potential Impacts on BART's Facilities

- The EIR should evaluate the potential impacts of the construction, operation and maintenance of the electrification system on BART's facilities, system and operations. This should include the potential impact of OCS masts, substations, feeder systems, and duct banks adjacent to the BART alignment between San Bruno and Burlingame, through the Millbrae Station, and over BART's tunnels and subsurface facilities. We have attached a listing of BART's major facilities and alignment features between San Bruno and Burlingame.
- The NOP project map shows that, as part of the power distribution system, Caltrain will install a paralleling station south of Millbrae Station. The relationship of this station to BART's facilities should be described and evaluated.

Potential Impacts on BART Operations

- Regular BART operations must be maintained at all times during project construction, and access to BART's tail tracks in Millbrae must be maintained at all times. To the extent that access may be required to BART facilities or right-of-way temporarily during construction, the EIR should analyze the potential for disruptions to BART service and provide mitigation.
- BART has many maintenance access points to the BART ROW and BART facilities in the section between San Bruno and Burlingame. These are indicated on the attached list headed "Quick Access to System Elevation and Wayside Areas". These locations on the W-line and the Y-line are keyed to BART mileposts. All areas with current BART maintenance access must be maintained permanently, as well as at all times during project construction, except as may be agreed upon jointly between JPB and BART for temporary interruptions for construction. To the extent that temporary interruptions may be required during construction, the impact should be evaluated and mitigations provided in the EIR.

Transportation

- Travel demand modeling sufficient to understand the ridership changes that may occur on Caltrain and BART as a result of the project should be performed as part of the EIR. The travel demand modeling should include station-by-station detail for BART, and include breakdown by time periods, including detail for the peak hour.
- The EIR should evaluate any ridership changes that may be reasonably anticipated on Caltrain as a result of faster services provided by electrified train service, and any increased transfer activity to and from BART at Millbrae as a result. Several segments of the BART system, especially downtown San Francisco stations, are currently near capacity. The impact of the additional riders transferring to BART and entering/exiting at these stations should be evaluated and mitigation provided for any significant impacts.

Circulation and Parking

- Any modifications needed to the traffic circulation or parking at Millbrae Station, either on the west side or the east side, should be evaluated and any impacts mitigated, both during construction and during operation.

Energy and Power

- BART currently experiences stray current issues at Millbrae Station and in the vicinity of the Millbrae tail tracks that result in the corrosion of structures. The EIR should analyze and mitigate any additional stray current impacts that may be created with the introduction of 25kv electrification for Caltrain, including potential acceleration of corrosion of structures such as stations and tunnels.
- BART's experience is that power distribution reliability on the northern Peninsula is poor. The EIR should examine the reliability of the power supply on the Peninsula, and evaluate the potential impact of the additional power demand on BART's operation, Caltrain's future operation, and on the area in general.
- VTA's Final Environmental Impact Statement for the Silicon Valley Rapid Transit Corridor (2010) for the extension of BART to San Jose identified potential peak period power distribution reliability problems in the San Jose area. The EIR should evaluate the impact of adding an electrified Caltrain in this context.

Electromagnetic Interference (EMI)

- The EIR should evaluate any potential EMI impacts to signaling systems or train control systems with the two adjacent electrification systems, for either BART or Caltrain, and provide mitigation for any significant impacts.

Geology/Soil Stability

- BART has significant subsurface structures adjacent to or underneath the Caltrain ROW between San Bruno and Burlingame. The EIR should evaluate the project's potential impacts on BART's subsurface facilities, including any actions that could increase groundwater intrusion, and provide mitigation for any significant impacts.

Safety and Security

- All of BART's stations operate pursuant to Public Utilities Commission-required emergency response and evacuation plans that establish the maximum number of passengers that can be processed through the stations in a given period. The EIR should address any impacts to these plans based on the project and any increased ridership resulting from the project, or from any station alterations required as part of the project, and provide mitigation for any significant impacts.
- The BART right-of-way between San Bruno and Millbrae has fire department access doors located in the wall between the BART and Caltrain tracks, for fire department access to the

BART system. Accessing these doors requires fire departments to cross Caltrain's ROW at-grade. The EIR should consider how electrification may affect this emergency access, both during construction and during operation, and provide mitigation for any significant impacts.

- BART has experienced theft of copper wiring from our electrification system. Caltrain may experience similar problems, and the EIR should evaluate Caltrain's ability to respond to such situations, and the potential impact of such theft on Caltrain operations.

Construction Impacts

- BART safety monitors will be required whenever project construction workers are working on or around BART's tracks, facilities or stations. These should be included in the project description of construction activities and/or in mitigation measures for construction impacts.

Cumulative Impacts

- As indicated above, VTA's Silicon Valley BART extension includes new BART stations to be integrated with the existing San Jose (Diridon) and Santa Clara Caltrain stations, and a proposed alignment between the stations that runs in close proximity to the Caltrain right of way. The EIR should include this reasonably foreseeable future project in the Cumulative Impacts analysis. As noted previously, JPB should design the electrification project in this vicinity in such a way as to not preclude the BART extension.
- BART anticipates extending the Millbrae tail tracks by an additional 200-300 feet southerly into Burlingame to accommodate all 10-car trains, within the fenced area shown on the UOM Exhibit A. Funds for this project have been programmed by CTC at their meeting in June 2012. The EIR should include this reasonably foreseeable future project in the Cumulative Impacts analysis. As noted previously, JPB should design the electrification project in this vicinity in such a way as to not preclude the future tail track extension.
- BART is currently negotiating with a developer for a Transit-Oriented Development (TOD) project on the Millbrae Station property, with approximately 350 residential units and approximately 160,000 sq. ft. of office and commercial space proposed. Such mixed-use development at the BART station is already included in the adopted Millbrae Station Area Specific Plan, although the project will require an updated Specific Plan, to be completed over the next 18 months. The project includes replacement parking for the BART station and may include other improvements to station access, and is also likely to include moving the current bus transfer area on the east side of the station to the west side of the station, for quicker access to El Camino Real. The Electrification Project EIR should include this reasonably foreseeable future project in the Cumulative Impacts analysis.

Thank you for the opportunity to comment on this Notice of Preparation. Please call Duncan Watry in BART Planning at (510) 287-4840 if you have any questions.

Sincerely,

Val Menotti
Manager, BART Planning

cc: Robert Powers, AGM, BART Planning & Development
Molly Burke, BART Government & Community Relations
Jeff Ordway, BART Property Development
Ellen Smith, BART Planning
Duncan Watry, BART Planning

Comments on PRP 15% Design Drawings
BART Facilities

City	Structure	Position	BART Milepost
San Bruno	Hermann Vent Structure	West side of CT ROW	W-line 21.5
San Bruno	BART tunnel structure	Underneath Caltrain ROW, crossing from west side of ROW to east side	W-line 21.5 - 22.42
San Bruno	Sylvan Vent Structure	West side of CT ROW	W-line 22.1
San Bruno	Traction Power Substation & Train Control	East side of CT ROW	W-line 22.2
San Bruno	Florida Avenue Sump Pump	East side of CT ROW	W-line 22.2
San Bruno	Portal Structure	East side of CT ROW	W-line 22.44
San Bruno	Gap Breaker Station and MOW Access	East side of BART ROW	W-line 22.5
San Bruno	BART elevated structure for SFO Wye, and crash barrier wall	East side of CT ROW	W-line 22.42 - 23.28
Millbrae	Portal Structure	East side of CT ROW	W-line 23.28
Millbrae	Traction Power Substation	East side of CT ROW	W-line 23.4
Millbrae	Santa Paula Vent Structure	East side of CT ROW	W-line 23.6
Millbrae	Santa Paula Bulk Supply Station (Traction Power)	East side of CT ROW	W-line 23.7
Millbrae	Hillcrest Gap Breaker and Sump Pump	East side of CT ROW	W-line 23.9
Millbrae	Backflow Preventer	East side of BART ROW	W-line 23.9
Millbrae	Portal Structure	East side of CT ROW	W-line 24.1
Millbrae	Auxiliary Substation	East side of CT ROW	W-line 24.1
Millbrae/Burlingame	BART Millbrae Station and Millbrae Yard	East side of CT ROW	W-line 24.1-24.7
Millbrae/Burlingame	Gap Breaker Station	East side of BART ROW	W-line 24.4
Burlingame	BART MOW Access	East side of BART ROW	W-line 24.6
Burlingame	BART Property - future tail track extensions	East side of CT ROW	W-line 24.7+

Quick Access to System Elevation & Wayside Areas

R-Line

Mile Post	Access Description	Pg. Ref.
Access		
12.57	**RICHMOND STA. (R60)**	R14
12.64	Gate 4', R1, R2 Sides	R14, R16
12.68	RRI, Richmond Substation	R14, R28
12.82	4' Gate (access to RYE Sta.)	R16
12.94	RYE, Gap Breaker Station	R16, R29
13.15	RZB, Gap Breaker Station	R16, R30
13.28	RRY, Richmond Yard Substation	R16, R31
13.30	Gate 20', (access to ORY)	R16
13.40	Gate 20', (access to ORY)	R16
13.50	Gate 12', (access to ORY)	R16

W-Line

Mile Post	Access Description	Page Ref.
Elevation		
16.54 to 16.60 Portal Subway		*W1*
16.60 to 17.08 Grade		*W1*
Access		
16.59	Gate 10', W2 Side	W2
16.79	**COLMA STA. (W10)**	**W2**
16.80	Gate 24', Access to ODY	W2
16.98	WCR, Camino Real Substation	W1, W20
17.07	Gate 12', W2 Side	W2
17.00	MW20	W2
Elevation		
17.10 to 22.44 Portal Subway		*W2*
Access		
17.58	EE-38	W2A

W-Line

Mile Post	Access Description	Pg. Ref.
Access		
17.59	Vent. Structure SES	W2A
17.60	Line Fans WV11, 12	W2A
17.99	Vent. Structure MIS	W2B
18.00	Line Fans WV13, 14	W2B
18.01	EE-39	W2B
18.60	Line Fans WV21, 22	W4
18.64	EE-40	W4
18.64	Substation WSS	W4, W51
18.73	EE-42	W4
18.79	EE-41	W4
18.80	Vent. Structure SSS	W4
18.80	Line Fans WV23, 24	W4
19.30	Line Fans WV25, 26	W4B
19.34	EE-43	W4B
19.34	Vent. Structure CHS	W4B
19.80	Line Fans WV27, 28	W4C
19.85	Vent. Structure ORS	W4C
19.86	EE-44	W4C
19.97	Line Sump Sta. WOA	W4C
20.23	Line Sump Sta. WSA	W6
20.34	Vent. Structure SAS	W6
20.35	EE-45	W6
20.37	Substation WSA	W6, W52
20.40	Line Fans WV29, 30, 31	W6
20.40	Dampers WD27, 28	W6
20.90	Line Fans WV32, 33	W10
20.94	Vent. Structure TAS	W10
20.94	EE-46	W10
20.95	Gap Bkr. Sta. WXA	W10, W53
21.15	EE-47	W10
21.20	Line Fans WV34, 35	W10
21.23	Vent. Structure BVS	W10
21.25	EE-48	W10
21.46	Vent. Structure HSS	W12
21.46	EE-49 (Two EE Accesses)	W12

Mile Post	Access Description	Pg. Ref.
Access		
21.50	High Voltage Substation WSR	W12, W54A
21.50	Substation WSB	W12, W54
21.50	Dampers WD31, 32	W12
21.50	Line Fans WV36, 37, 38	W12
22.10	Dampers WD33, 34	W12B
22.10	Line Fans WV39, 40, 41	W12B
22.13	Vent. Structure SYS	W12B
22.13	EE-50	W12B
Elevation		
22.44 to 23.27 Portal -Grade (W1 & 2)		*W13*
01.00 Aerial to SFO (Y1)		*W11B, Y15*
00.57 Aerial to SFO (Y2)		*W13, Y15*
Access		
22.45	Maint. of Way #21	W14
22.50	Gap Bkr. Sta. WXB	W14, W55
22.20	Line Sump Sta. WFA	W14
Elevation		
23.27 to 24.10 Portal - Subway (W1 & 2)		*W17*
Access		
23.34	EE-26	W18
23.39	Gap Bkr. Sta./Sectionalizing Sta. WCS	W18, W56
23.60	EE-52	W20
23.60	Vent. Structure SPS	W20
23.60	Line Fans WV46, 47, 48, 49	W20
23.72	High Voltage Substation WPA	W20,W57A
23.72	Switching Sta. WSP	W20, W57
23.92	Line Sump Sta. WHB	W22
23.93	Gap Bkr. Sta. WXD	W22, W58

Quick Access to System Elevation & Wayside Areas

W/Y-Line

Mile Post	Access Description	Pg. Ref.
Elevation		
24.10 to 24.70	*Portal -Grade (W2, 4, 3, 1)*	*W23*
Access		
24.15	EE-53	W24
24.15	Substation WMI	W24, W59
24.28	EE-54	W24
24.28	Drain Pump Sta. WMA	W24
24.40	Gap Bkr. Sta. WXE	W26, W60
24.42	EE-55	W26
24.42	Drain Pump Sta. WMD	W26
24.62	Maint. of Way #22	W26

Y-Line

Access		
22.70	EE-23	Y16
22.70	Misc. Access Plans	Y16
22.87	EE-24	Y16
23.07	EE-25	Y16
23.07	Misc. Access Plans	Y16
Elevation		
01.00	*Grade -> Aerial to SFO (Y1) North Side*	*Y15,W11B*
00.57	*Grade -> Aerial to SFO (Y2) North Side*	*Y15, W13*
00.83	*Subway -> Aerial to SFO (Y3) South Side*	*Y15, W17*
00.84	*Subway -> Aerail to SFO (Y4) South Side*	*Y15, W19*
Access		
00.03	Substation YSF	Y18, Y61
00.03	Gap Bkr. Sta. YXC	Y18, Y61
00.01	EE-51	Y18
00.01	Dampers YD10, 13, 14	SL11B
00.01	Dampers YD11, 19, 15	SL11B

Y-Line

Mile Post	Access Description	Pg. Ref.
Access		
00.01	Dampers YD12, 18, 20	SL11B
00.01	Dampers YD16 21	SL11B
00.01	Dampers YD17 22	SL11B
00.01	Dampers YD18 23	SL11B
00.01	Line Fans YV16, Damper YD24	SL11B
00.01	Line Fan YV17	
00.01	Line Fan YV18	

Future

CITY OF BRISBANE

50 Park Place
Brisbane, California 94005-1310
(415) 508-2100
Fax (415) 467-4989

March 18. 2013

Stacy Cocke, Senior Planner
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave
San Carlos CA 94070-1306

Re: NOP- Peninsula Corridor Electrification Project EIR

Dear Ms. Cocke:

Thank you for the opportunity to comment on the above-referenced NOP. Please note that the City of Brisbane is currently preparing a draft EIR for the Brisbane Baylands project which surrounds the Caltrain corridor. The cumulative analysis in the forthcoming Electrification Project should recognize the proposed Baylands development. Additionally, it is unclear if proposed Paralleling Station #2 is located within Brisbane. If so the City will be interested in reviewing the impacts of this facility, including but not limited to aesthetics, land use compatibility, safety, and noise.

We look forward to reviewing the Draft EIR when available. Please contact me at 415.508,2120 or jswiecki@ci.brisbane.ca.us should you have any questions regarding this matter.

Sincerely,

John A. Swiecki, AICP
Community Development Director

Providing Quality Services

City Hall – 501 Primrose Road
Burlingame, California 94010-3997
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City of Burlingame

March 13, 2013

Peninsula Corridor Joint Powers Board
ATTN: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P. O. Box 3006
San Carlos, California 94070-1306

RE: SCOPING COMMENTS – Notice of Preparation of an Environmental Impact Report (EIR) for the Peninsula Corridor Electrification Project

Dear Ms. Cocke:

The City of Burlingame continues to have concerns regarding the construction of the high-speed rail (HSR) system within our community, and on the Peninsula generally. We remain skeptical that the State will grade separate the Caltrain tracks via a below grade system on the Peninsula and we do not believe that the impacts of an above-ground design between Broadway and Peninsula Avenue can be adequately mitigated. In sum, we believe that an above grade or aerial bypass is the most likely means for HSR to traverse the Peninsula, and we believe that such a design will be ruinous to our city. This EIR must not in any way allow for such a contingency to occur without further study and express approval by our city and by our neighboring cities.

Therefore, as we comment on the Notice of Preparation (NOP) for the Peninsula Corridor Electrification Project, we believe it is critical to have a clear understanding of the tipping point that would require grade separation. The EIR must assess the total maximum number of trains, not just Caltrain's six train per hour allotment, and it must analyze whether grade separation would be required by its potential capacity, not just by Caltrain's upfront utilization plans.

The City is only interested in a two-track blended system within the existing right-of-way in Burlingame or an underground configuration. The City is not interested in: 1) any system on an elevated structure between Peninsula Avenue and Broadway; and 2) any system that would accommodate expansion to four-tracks for any phase of the project in Burlingame unless in an underground configuration.

The City of Burlingame expects that each of the following items are clearly and fully studied, addressed and mitigated in the EIR:

1. **Traffic and Circulation Impacts:** The NOP for the electrification project indicates that there will be six trains during the peak hour in each direction. The City of Burlingame believes that the EIR should study the effects of eight trains running during peak hours. The EIR should provide an analysis of traffic and circulation impacts (including bicycle and pedestrian circulation systems) caused by at-grade and/or grade-separation options at all points within the City where the local circulation systems traverse the railroad right-of-way. The analysis should include evaluation of gate-down times upon traffic circulation in the vicinity of the railroad crossings where grade separation is not proposed. In addition, it is our understanding that the project is expected to restore weekday train service at Broadway station and will eliminate the hold-out conditions; the City requests that Caltrain identify and mitigate all traffic circulation impacts in the vicinity of the crossing.

2. **Ridership Estimates and Caltrain Business Model:** Ridership is the foundation for rail infrastructure planning; it drives key decisions and system costs and cost-recovery calculations. It is critically important for determining the appropriate level of service for the system and the overall revenue associated with the system. The City of Burlingame requests that a new demand model be developed by an independent group that would model Caltrain only and then Caltrain and HSR blended services. Based on that analysis, the City of Burlingame believes that Caltrain should estimate the impact to its future "Profit and Loss" (P&L) calculation if HSR were to divert traffic from Caltrain's highly popular and lucrative "baby bullet" service onto HSR's P&L statement. In other words, if HSR captures "baby bullet" revenue between San Jose and San Francisco, what happens to Caltrain's operating deficits, presently estimated at $45 million/year (according to Marian Lee in remarks to the Burlingame City Council on February 18, 2013) – do Caltrain deficits grow and if so, by how much, and if so, then how will those future deficits be covered? It is a significant negative impact to all Peninsula residents if the operating subsidy to our local train service (Caltrain), which is taxpayer-funded, must be increased to make up for cannibalization of riders and revenue by HSR service.

3. **Blended System:** The EIR should include an analysis of the blended system of Caltrain and HSR. The system should only include two tracks within Burlingame unless in an underground configuration. The "blended" approach meets the goals of Caltrain and HSR, while minimizing the impacts to Burlingame's Downtown area and to the overall character of the community. The City is firmly opposed to Caltrain transferring any real estate interest or lead agency status to the HSR Authority. The EIR is nominally about electrifying the Caltrain corridor. Apparently the EIR authors do not wish to assess what running HSR would mean in terms of additional platform extensions, passing tracks, and

so on. Certainly we can appreciate that the question of passing tracks is enormously controversial for many communities. To prepare an EIR about electrification without taking account of what HSR may need by way of platform and other amendments is inappropriate, inasmuch as it is HSR money that is paying for Caltrain electrification.

4. **Grade Separation:** It is unclear if grade separations will be necessary to mitigate impacts of the Electrification project. If grade separations are proposed, then a detailed analysis of the potential impacts at each roadway crossing needs to be included. Grade separations on the Caltrain mainline will create impacts due to the constrained nature of the development in Burlingame. One likely alternative for grade separation would include raising the tracks. This particular alternative has another unique issue of creating a "wall effect" within the community and dividing the City. As stated earlier Burlingame is strongly opposed to raising the tracks and only supports a two track system or an underground system for the portion between Peninsula Avenue and Broadway (we are open to reviewing alternatives from Broadway north to Millbrae). Burlingame supports a grade separation at Broadway, one of the worst intersections at present in the State in terms of auto traffic impacts, but the City would need to maintain full review authority over the design.

5. **Service Level Changes:** Provide a detailed description and analysis of any and all proposed service-level changes (i.e. increases or decreases in service) upon traffic and circulation, as well as upon the anticipated level of transit usage in the vicinity of all grade crossings in Burlingame.

6. **Freight:** Burlingame is concerned about the current and increased freight traffic using the Caltrain mainline and its impact on residents and traffic in the area. This is especially related to the matter of train horns. The EIR should clearly analyze whether the project (including a blended system with HSR) would tend to increase freight traffic or whether the two services are wholly uncorrelated. The EIR should also consider the relative impacts of diesel vs. hybrid vs. all electric engines for freight trains running on the corridor. Also provide an evaluation of the impact of project implementation upon freight train service that utilizes the corridor.

7. **Aesthetics:** Fully detail and provide an analysis of all aesthetic characteristics of the proposed project including, but not limited to: grade separation element designs, fencing, lighting, appearance of electrical delivery elements (catenary cables/wires, poles, accessory equipment cabinets, paralleling equipment, substations, etc.). Further, provide an analysis of the impact of the physical and visual barrier(s) that would segregate the eastern areas of Burlingame from those areas lying to the west of the railroad right-of-way.

8. **Economics/Property Impacts:** The EIR needs to analyze the impacts to any properties that may be affected by the project. The impacts due to the project such as noise, vibration, and aesthetics will have wide reach and affect many properties adjacent to and further from the system. The specific distance should be based on the increased impacts and how far they may reach and could vary based on terrain and the specifics of the area.

9. **Historic Resources:** Assess the impact of the project upon the historic Downtown Burlingame Train Depot at California Drive and Burlingame Avenue, the historic Broadway Train Depot at Broadway and California Drive, upon the historic Jules Francard Grove that flanks the railroad right-of-way within the City of Burlingame, and upon any historic resource that lies within one-half mile of the corridor.

10. **Other Trees/Vegetation:** The poles and wires will affect numerous other trees and shrubs along the corridor. At present, much of the Caltrain line is pleasantly screened for residents throughout Burlingame. Care should be taken to avoid as many trees as possible for the project. The EIR should an early analysis of the feasibility of the operation of the catenary wire system under trees that flank the corridor. The EIR should indicate all trees/shrubs that will need to be removed and seek to minimize such removal. If and where any trees/shrubs are proposed to be removed, a full replacement schedule should be provided with locations, species, size and number of replacement trees, with an emphasis on fast growing species.

11. **Noise and Vibration:** Describe and assess the impacts of the project upon the noise and vibration experienced by local sensitive land-uses within the City, particularly: public parks, schools, churches, residential uses, nursing homes and assisted living facilities in the vicinity of the project area. The City of Burlingame hopes that, with electrification, noise impacts will actually decrease, but that is not a given and we expect the EIR to fully report on this. We would also appreciate consideration to the creation of "quiet zones" in which train horns could be mitigated between midnight and 6 am without extending legal liability to the City.

12. **Air Quality:** Provide an assessment of any potential air quality impacts implementation of the project may have upon the City. In particular, provide an assessment of any beneficial air quality impacts attributable to electrification when contrasted against adverse impacts upon vehicular circulation systems in the area that may be attributed to longer gate-down times at non-grade separated railroad crossings.

13. **Utilities:** Assess any and all potential impacts upon City utility systems that traverse the railroad right-of-way serving both eastern and western areas of Burlingame.

14. **Construction Impacts:** Provide a detailed assessment of the impacts of construction of the project upon Caltrain service, traffic and circulation in the vicinity of the project, and upon all nearby sensitive land-uses during construction of the project. The construction may cause traffic diversion, construction noise, etc. The effect of the construction on residents and businesses needs to be clearly analyzed, both physical and financial. Many businesses cannot remain closed for extended periods and remain viable. The effect on the businesses could create an economic impact on the City that needs to be clearly addressed in the EIR.

15. **Relationship to High-Speed Rail:** Describe and assess the inter-relationship between the project and the future high-speed-rail project. Assess impacts to local service levels in the event that high-speed rail becomes a reality.

16. **Property Acquisition:** Describe and assess the potential for the project to require additional land acquisition for the segment traversing the City of Burlingame, and assess all impacts related to any land acquisitions. Identify the purpose of any acquisition and fully explain the need for any expansions of the right-of-way (e.g. additional rail lines, etc.).

17. **Design, Construction and Mitigation Costs:** Identify any expected costs for mitigation of project impacts and identify the entities that will be responsible for covering these mitigation costs. It is the expectation that the City of Burlingame will not be responsible for any aspect of the costs related to design, construction and mitigation for the project.

18. **Safety:** The safety of the electric wires and poles needs to be thoroughly analyzed and mitigated in the EIR. The Caltrain corridor bisects Burlingame and if the lines were to come down (e.g. in an earthquake) and block east/west access that could be a significant impact to our City.

We thank you for affording the City of Burlingame the opportunity to provide input regarding the scope of this important project. We look forward to the opportunity to continue to provide input as the environmental assessment progresses.

Sincerely,

Ann Keighran

Ann Keighran
Mayor

LEAGUE OF WOMEN VOTERS OF THE BAY AREA

An Inter-League Organization of the San Francisco Bay Area

March 14, 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Re: **Peninsula Corridor Electrification Project EIR**

The Leagues of Women Voters of San Francisco, San Mateo, and Santa Clara Counties have commented extensively on proposals for Caltrain services and system improvements since the 1980's. We have supported Caltrain as part of a regional transportation network with intermodal connections. We have urged that electrification of the system be a priority in order to improve service, reduce energy consumption, operating cost, regional air pollution, and engine noise, and to be compatible with High Speed Rail.

The Notice of Preparation describes the Purpose and Need for the Project. Most of the goals of this EIR update study are very much the same as in the 2000-2004 EIR study. The notable addition, as the first listed purpose, is to Provide High-Speed Rail Compatible Electrical Infrastructure. However, in the event that High-Speed Rail does not come to the Peninsula Corridor, **the case for Electrification must be able to stand alone** and must examine every physical, social, and economic impact on the Right-of-Way and the communities, businesses, and properties touching and near the Right-of-Way during construction and as long-term impacts. The **financial feasibility** of Caltrain electrification is a primary concern.

We are concerned that mitigations for negative impacts should be analyzed for their costs and environmental effects. The cumulative impacts of every aspect of the project must be documented.

Caltrain, with its present service levels, has already nearly achieved ridership levels predicted for years beyond 2013 in the original EIR. More accurate assessments of ridership projections must be made, in order to evaluate the cost effectiveness and environmental benefits of the project. The planned small incremental addition of train capacity taking a calculated number of cars off the roads must be justified for congestion reduction benefits.

The economy of the Peninsula Corridor has experienced expansions and contractions since the EIR was begun in 2000. Transit oriented development (TOD) and the Grand Boulevard plan for El Camino Real have not progressed as rapidly as hoped for. The extent of both TOD and Transportation Demand Measures (TDM) affect Caltrain ridership, linked to expansion of Silicon Valley industries. Therefore, the need for the service improvements provided by the project must be documented.

The Project Description shows that considerable improvements have been made in the details of the electric systems needed for the project. There is still uncertainty about the locations of the three types of electric power stations and the amount of additional property that will be required for their construction. These uncertainties must be resolved at once, to allay fears about takings through Eminent Domain and fears about neighborhood impacts due to construction and placement of the facilities.

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LEAGUE OF WOMEN VOTERS OF THE BAY AREA

An Inter-League Organization of the San Francisco Bay Area

The Leagues of Women Voters will scrutinize the details of the Potential Environmental Effects mentioned in the NOP, with particular attention to Air Quality; Energy Sources, Costs, and Consumption; Greenhouse Gas Emissions and Climate Change; EMI/EMF; Hazardous Waste and Materials; Hydrology and Water Quality; Land Use and Planning; Noise and Vibration; Visual Impacts; Housing; Safety; Socioeconomics and Environmental Justice; and Traffic and Circulation, including parking. We are especially concerned about the cumulative regional effects of this project in combination with other transportation projects, both rail and road, in all the Alternatives that will be studied, and in conjunction with land use plans and projects along the Caltrain corridor.

The updated EIR must unequivocally demonstrate that the Caltrain Electrification Project is financially feasible and will serve the needs of the Peninsula Corridor as an environmentally superior alternative to any other use of the corridor.

Sincerely,

Marion Taylor
President

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Roland Lebrun
CCSS@MSN.COM
March 18 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Cocke,

Thank you for the opportunity to comment on the scope and content of the forthcoming Caltrain Electrification EIR. I understand that, while the scope of this EIR will be limited to a maximum operating speed of 79 MPH, the cumulative analysis may consider operating speeds up to 110 MPH. Given that it would be unreasonable to have to redesign the entire system at a later date to accommodate higher operating speeds and that it is common practice to add a 10% safety margin when designing this kind of system, the comments below pertain to a design speed of 125 MPH, the same design speed as the Caltrain Advanced Signal System (CBOSS) project.

Design & Construction

- Consider minimizing impacts on Caltrain and other tenant operations as well as to adjacent properties by using high-output electrification factory trains capable of constructing and testing one mile of electrified track in an 8 hour shift without trackside staging areas: http://www.europeanrailwayreview.com/11534/rail-industry-news/electrification-train-to-transform-railway-improvements/
Video: http://www.youtube.com/watch?v=xFg0EOUJNrc

- Consider shorter (5-mile) sections to avoid stranding multiple trains when a section loses power.

- Consider mitigating impacts of third-party utilities accidentally getting into contact with the OCS by relocating overhead utilities below ground and locating dead and neutral OCS sections under high-voltage transmission lines.

- Consider future CEMOF relocation, including electrifying CEMOF Yard Tracks #7 and #8 only and open them to blended electrified traffic while continuing to take diesel traffic around the existing MT-2/MT-3 loop.

- Consider electrifying Diridon MT7-MT12 only.

- Follow CHSRA design for 125 MPH criteria, specifically Technical Memorandum 3.2.1 (OCS Requirements) http://www.cahighspeedrail.ca.gov/assets/0/152/301/14b5227c-9334-45d9-8d61-4a86a79356ac.pdf. Pay particular attention to the directive drawings on page 41 and drawing TM 3.2.1-H "Typical OCS Support Structure for Four Tracks Intermediate Station - Speed up to 125 MPH". Please note that back-to-back cantilevers on a common center pole should only be installed in 4-track intermediate stations with outside boarding passenger platforms.

- Do not consider cable headspans for sections of tracks where speeds will exceed 80 MPH. Cable headspans could be considered as an alternative to back-to-back cantilevers for the North and South termini and the storage yard south of Tamien. Cable headspans should not be considered for intermediate stations such as Bayshore.

- Recalculate power requirements for 6 trains/hour as per EIR scope (+/- 2 x 20 MVA, not 2 X 60 MVA). Note that it is appropriate to size locations for traction power equipment based on expected combined Caltrain/HSR requirements but it is not appropriate to install the maximum capacity until required. The EIR should consider a phased implementation whereby the equipment being installed will not exceed short-term capacity requirements by more than 50% and will allow upgrades as and when required.

- Consider delivering sufficient traction power capacity to both Transbay and 4th & King during the transition period when designing the approach to San Francisco.

- Consider installing removable pole bases to mitigate impacts in areas where tracks are likely to be reconfigured at a later date.

- Do not electrify maintenance facilities. A single electrified test track is normally sufficient.

- Suspend any further retracking activities in the Peninsula until the work can be certified for 125 MPH or maximum speed + 10%.

- Consider mitigating additional train horn noise by laying the foundations for quiet zones via an upgrade of the entire corridor to Class 7 including quad gates, intrusion detection and impenetrable barriers at level grade crossings.

- The EIR should consider accommodating time-separated 20-foot-high double-stack container freight south of De La Cruz. Please give due consideration to the 21'6" catenary height on sections of the North East Corridor (NEC) and high-reach pantographs designs (http://www.worldrecordacademy.com/technology/high_reach_pantograph-world_record_set_by_Stone_India_90314.htm)

Aesthetics:

- Please consider following best practices reducing the visual impact of overhead contact systems (http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_07-a.pdf), in particular:

- Avoid square poles.

- Consider using multi-face poles in public areas such as station platforms etc.

- Consider integrating electrification poles with light poles on station platforms (avoid clutter).

- Use engineered poles with a reduced diameter and increased thickness based on engineering requirements. Consider housing wire tensioning weights inside larger diameter poles.

- Consider running the feed and return wires underground or on the track side of the poles where undergrounding is not feasible.

- Caltrain's proposal to clear vegetation within 20 feet of track center lines is excessive and could result in the unnecessary removal of heritage trees. The EIR should consider adhering to existing vegetation clearance regulations, specifically:

PRC 4293 – Utility Vegetation Management - Tree Pruning/Removal
PRC 4292 – Utility Vegetation Management – Pole Clearing
CPUC G.O. 95 Rule 35 – Utility Vegetation Management – Tree Pruning/Removal
NERC Standard FAC-003-1 – Vegetation Management Requirements for Transmission

- Consider trail easements as mitigation for vegetation clearance.

Rolling stock
- Trains must be capable of a minimum speed of 125 MPH to successfully blend with HSR without the need for miles of passing tracks.

- Consider Bi-mode (AKA hybrid) EMUs capable of providing seamless transition to non-electrified sections (Gilroy and Menlo Park Facebook), backup power for light and HVAC and sufficient traction power to move a train at a minimum of 30 MPH in case of a power failure and for shunting in and out of maintenance facilities.

- Trains must be pressurized and capable of meeting at 125 MPH inside a two-track tunnel without causing passenger discomfort caused by excessive air pressure fluctuations.

- Consider single-level trains capable of consistent sub-30-second dwells through additional doors (longer trains) while halving the number of passengers having to go through a single door.

- Trains must have built-in WiFi.

- Trains sets should be capable of sub-60-second automated coupling/decoupling.

Level of Service
- Consider additional service (26 trains/day between San Jose and Gilroy by 2019).

- Consider Dumbarton Rail service between Redwood Junction and Menlo Park Facebook timed to provide additional capacity during special events instead of idling empty south of Redwood City.

Operations
- Consider turning trains around in Gilroy or Blossom Hill instead of Tamien to avoid AMTRAK/ACE/Capitol Corridor bottleneck south of Tamien.

- Consider extending blended system operations from north of Santa Clara to south of Tamien up to Monterey Highway as part of the South Terminal improvement project.

Thank you in advance for your considerations

Roland Lebrun

CITY OF SAN CARLOS

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March 13, 2013

Ms. Stacy Cocke
Senior Planner, Caltrain Peninsula Corridor Electrification Project
Caltrain/Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, PO Box 3006
San Carlos, CA 94070-1306

Re: City of San Carlos Comments – EIR Scoping – Caltrain Peninsula Corridor Electrification Project

Dear Ms. Cocke,

On behalf of the City Council of the City of San Carlos, I am writing to comment on the Public Scoping process that initiates the Environmental Review of the proposed Caltrain Peninsula Corridor Electrification project from San Francisco to San Jose.

The City Council has reviewed the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) that Caltrain issued on January 31, 2013. City Staff was also present during the EIR Scoping Public Workshop held at Caltrain Offices at 1250 San Carlos Avenue in San Carlos on February 27, 2013 where a few San Carlos residents were in attendance and offered their comments on the proposed project and questions related to the EIR.

This matter was presented to the City Council at its March 11, 2013 meeting and this letter reflects the City Council's comments on the EIR Scoping process. The comments and questions include input from the San Carlos residents at the EIR Scoping workshop in San Carlos and input from the City Staff.

The City Council recognizes that the issues and questions surrounding Caltrain Electrification and the potential of future Blended Systems between an electrified Caltrain system and California High Speed Rail (CHSR) differ, so we offer comments on both proposals in this letter.

CalTrain Electrification

The City Council is supportive of Caltrain Corridor Electrification and has previously indicated this support in a letter from the City last year. Here are areas that the City Council would like to see covered in the EIR for this project:

1. **Reduced Noise & Vibration**
   The project goals and benefits discuss a reduction in noise and vibration from an electrified Caltrain system when compared to today's diesel-based Caltrain services. The EIR needs to provide detail and specifics and compare the noise and vibration levels

3. **Service Levels**
The combination of electrified service and advanced signal systems (Communications Based Overlay Signal System or "CBOSS") are said to result in more efficient operations. The EIR should analyze and specify improvements that will occur with the new electrified operations and an increase from 5 to 6 Caltrain stops per hour per direction at peak.

4. **Improved Air Quality & Reduced Greenhouse Gas Emissions**
The proposed Caltrain Electrification project is envisioned to improve air quality and reduce greenhouse gas emissions compared to the current diesel-engine based Caltrain system. The EIR should quantify these air quality improvements and greenhouse gas emissions reductions compared to the current system.

5. **Alternatives to Overhead Contact System (OCS)**
The City Council has received concerns about the visual impacts of an OCS approach to Caltrain Electrification. There is a desire to see the EIR explore options for electrification that do not have these visual impacts.

   The prior EIR prepared for Caltrain Electrification considered an electrified 3rd Rail System as an alternative to using an Overhead Contact System for electrified Caltrain services. It cited issues including cost, safety, the need for more grade separations and additional right of way requirements as key reasons for selecting OCS over a 3rd Rail approach.

   The EIR should provide an extensive look at alternatives to OCS, including 3rd Rail system – and any other possibilities – before settling on this approach for future Caltrain Electrification.

6. **Appearance of Overhead Contact System (OCS)**
There are concerns about the design and appearance of an OCS System for Caltrain Electrification. If OCS is the selected method of electrification, the EIR should detail what the overhead OCS frames and wires will look like and discuss options, such as system design and wire color, which may minimize the visual impacts of these systems. For example, during the earlier High Speed Rail planning sessions, former Peninsula Rail Project Chief Bob Doty talked about approaches used in Europe to minimize the visual impact of OCS systems. These options to reduce the visual impacts of the OCS poles, contacts and wires should also be explored for the Caltrain Electrification project.

7. **Height & Dimensions of Overhead Contact System (OCS)**
In the 2009 EIR and earlier studies of Caltrain Electrification and OCS, there is some indication that the OCS poles would be 30 feet to 40 feet high. However, most drawings of the system to date have focused more on track width than OCS components and their height. The EIR should include drawings that show a typical OCS design with poles, contacts, wires, etc. and the relative appearance and height of each.

8. **Existing Trees and Landscape - Compatibility with OCS**
The proposed Caltrain Electrification project overview indicates that trees and landscaping must be trimmed and kept at least 10 feet away from the OCS poles and wires to avoid interference and interruption of service. The EIR should provide specifics on areas where existing trees and landscaping may have to be trimmed back, altered or removed to accommodate the proposed project designs.

9. **Proposed San Carlos Transit Village Trees & Landscaping**
The City is in the process of reviewing the proposed San Carlos Transit Village development which is parallel to the Caltrain corridor along El Camino Real. The Transit Village envisions a landscape plan for both the proposed development and the full site. The EIR should address potential impacts of the 10 foot clearance requirement of the OCS equipment and wires with trees and landscaping that would be added as part of the Transit Village development proposal and site development in San Carlos.

10. **Power Stations, Paralleling Stations & System Design**
The EIR needs to address the Power Stations and Paralleling Stations needed for OCS or other approach to Caltrain Electrification. It is our understanding that the current OCS system design includes 2 Power Stations (one every 36 miles) and 7 Parallel Stations (one every 5 miles). The EIR should address questions including:
    - What do the Power and Paralleling Stations look like? What are the features of these stations, their size and dimensions? Are the buildings and equipment covered or exposed in the open?
    - How are the Power and Paralleling Station locations decided? Is it primarily a function of the route length and the need for these stations every X number of miles?
    - If the current design of the OCS system changes, would this change the location of these stations along the route?
    - If so, where would the Power and Paralleling Stations move to?
    - Are there areas along the route where the need for these stations will require property acquisition due to the lack of space adjacent to Caltrain tracks in today's rail system?
    - The NOP says there will be a need to acquire about 1 acre of new right of way for traction power facilities. The location of this acre of new property should be indicated in the EIR.

11. **Right of Way Needs and Impacts**
The Notice of Preparation indicates that the electrification project will occur primarily within the existing Caltrain right of way. However, the NOP also says additional right of way may be needed for the location of some OCS poles and wires as well as right of way for electrical safety clearance easements where the clearance needs are outside the Caltrain right of way. The EIR should detail the areas where this additional right of way needs to be acquired and the properties to be impacted.

12. **Outreach Process**
The City Council encourages extensive outreach with the public, local businesses and interested parties during the EIR and subsequent phases of the Caltrain Electrification Corridor project. As noted in the City's recent comments on the Caltrain JPB/CHSR JPA, this area has improved in the last year and we would like to see that continue.

Blended Systems Operations with Caltrain Electrification & High Speed Rail

The NOP indicates that the EIR for the Caltrain Electrification project will discuss, but not clear, the potential for the Blended Systems Operation of Caltrain Electrification and High Speed Rail as a foreseeable project in the cumulative condition. The City Council believes that it is highly likely that Blended Systems operations of both Caltrain Electrification and California High Speed Rail will be funded and become a reality in the not too distant future.

With that in mind, the City Council wants to highlight some of its questions and comments in this area which could be addressed in this EIR as well as the EIR that will be prepared if funding for Blended Systems is obtained and that project moves ahead in the future.

1. **Foreclosing Options**
   The EIR should address how decisions made during the Caltrain Electrification project may influence or impact options to construct Blended Systems at a later date. There is concern that initial decisions on this project may impact potential project alternatives for Blended Systems later on.

2. **Expansion of OCS Facilities – 2 Track System to Blended Operations**
   In areas where passing tracks (1 or 2 additional tracks) would be constructed to allow for Blended System Operations, how would this affect the OCS poles and wires that are being designed and constructed for 2-track Caltrain Electrification? Would the initial OCS installation be capable of being supplemented at a later date to also serve a 3 or 4 track system for both Caltrain and CHSR? Would the OCS design change if one or two tracks were added later?

3. **Timing of Decision on Location of Passing Tracks**
   Another key question is when would a decision be reached on the location of passing tracks needed for Caltrain and CHSR Blended Operations, assuming a 6 + 4 design (6 Caltrain, 4 CHSR trains per hour at peak)?

4. **Height of Facilities**
   The initial design of a 4-track CHSR and Caltrain project showed the height of Grade Separations in San Carlos increasing by 10 feet. Is this still the case? What is the total height of the facilities needed for a 3 or 4 track segment taking into account the Grade Separation plus the height of the OCS poles and wires (perhaps 30 to 40 feet in height)? Would it be a total of 40 to 50 feet above the current bridge heights in San Carlos?

5. **Right of Way Needs and Impacts**
   Defining the location and amount of right of way required to construct passing tracks for a Blended Operations System will be key if this phase of modernization in the Caltrain Peninsula Corridor is ultimately funded and moves forward. This will definitely need to be addressed during the Blended Operations EIR phase. To the extent that some of these impacts can be analyzed as part of the cumulative condition that would be beneficial as well.

The City of San Carlos plans to continue to be an active participant in the planning and environmental process for CalTrain Electrification and California High Speed Rail as these projects continue their review and engineering work. We appreciate your support and work on this project. If you have any questions, please contact me or Brian Moura, Assistant City Manager, at (650) 802-4210.

Sincerely,

Bob Grassilli
Mayor

cc: City Council
City Manager
Assistant City Manager
State Senator Jerry Hill
Assembly Member Kevin Mullin
Congress Member Jackie Speier
State Senator Rich Gordon
Congress Member Anna Eshoo
Board of Directors, CalTrain/Peninsula Joint Powers Board
Mike Scanlon, CEO, CalTrain/Peninsula Joint Powers Board
Marian Lee, Executive Officer, Caltrain Modernization, CalTrain/Peninsula Joint Powers Board
Jeff Morales, CEO, California High Speed Rail Authority
Ben Tripousis, Northern Regional Director, California High Speed Rail Authority
Dominic Spaethling, Regional Manager, California High Speed Rail Authority

CITY OF MOUNTAIN VIEW

PUBLIC WORKS DEPARTMENT
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March 15, 2013

MS STACY COCKE – SENIOR PLANNER
PENINSULA CORRIDOR JOINT POWERS BOARD (CALTRAIN)
PO BOX 3006 – 1250 SAN CARLOS AVENUE
SAN CARLOS CA 94070-1306

CITY OF MOUNTAIN VIEW SCOPING COMMENTS ON THE NOTICE OF PREPARATION (NOP) FOR THE CALTRAIN PENINSULA CORRIDOR ELECTRIFICATION/BLENDED SERVICE PROJECT ENVIRONMENTAL IMPACT REPORT (EIR)

Dear Ms. Cocke:

City of Mountain View (City) staff has reviewed the Peninsula Corridor Joint Power Board's (Caltrain's) Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Caltrain Peninsula Corridor Electrification/Blended Service Project (Project) dated January 31, 2013. The Project proposes to electrify the Peninsula Corridor from the San Francisco Caltrain Station at Fourth Street and King Street to approximately two miles south of the Tamien Caltrain Station in San Jose (51 miles), convert from diesel-hauled to electric multiple-unit trains, increase service up to six Caltrain trains per peak hour per direction by 2019, and provide electrical infrastructure that will be compatible for a future blended Caltrain/High-Speed Rail service.

The City requests the following concerns and topics be fully analyzed and addressed during the environmental review of the proposed Project.

GENERAL

Executive Summaries. The EIR should include an Executive Summary for each City along the Peninsula Corridor, which includes localized Project information, summarizes project impacts, and lists proposed mitigation measures to each affected City in an easily accessible and readable format.

Mitigation Measures. The EIR should identify mitigation measures where Project implementation is expected to have a significant impact. Mitigation measures should

be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

Infrastructure Impacts. The EIR should analyze how the Project may impact existing City infrastructure systems (roads, sidewalks, trails, sewer, water, stormwater, etc.), existing utilities (cable, fiber, electric, gas, etc.), and proposed and planned City capital projects for these systems, and should identify appropriate mitigation measures.

Project Ridership. The EIR should provide information on how projected Caltrain ridership numbers for the Castro and San Antonio Stations compare to existing travel along the Corridor in Mountain View, including any new information regarding ridership and demand model.

Caltrain Stations. The Project proposes to increase service from five to six trains during peak hour in each direction. The EIR should analyze how the existing Castro Street and San Antonio Road Stations will be impacted by the additional trains, including the need for longer/additional platforms, ensure transit services and street grid serving the stations are maintained, and how increased number of passengers will be accommodated at the stations and then dispersed to their desired locations throughout the City.

LAND USE/TRANSPORTATION INTEGRATION

Avoid Dividing the Community. The Caltrain Corridor already creates a physical and visual barrier to the movement of pedestrians, bicycles, and vehicles in the community. Residential and commercial areas exist on both sides of the Corridor and the free flow of pedestrians, bicyclists, and vehicles is essential to maintain a connected community. Over the years, the City has mitigated some of the impacts of this barrier through investments in improved bicycle and pedestrian connections across the rail corridor, but much more can and should be done. Improving connectivity across the rail tracks must be considered as part of Project's analysis and EIR process.

The City is concerned that the Project will include additional visual and physical barriers that will further divide the community. The EIR should identify and analyze the impacts of visual and physical barriers that may be proposed as mitigation measures and avoid such structures that appear to or actually divide the community.

Land Use Growth Assumptions. The EIR should provide the methodology and data sources for land use growth assumptions, including the City's 2030 General Plan growth assumptions, recently constructed projects, and projects in the planning stages

growth assumptions, recently constructed projects, and projects in the planning stages along the Mountain View Corridor. The EIR should also analyze how the anticipated growth in the North Bayshore (NBS) Area will be serviced by the Project. Both existing and projected NBS Area ridership and service levels for trains, buses, shuttles, etc., should be provided.

CASTRO STREET/MOFFETT BOULEVARD AREA

The heart of Mountain View is a vibrant, historic downtown with a successful multi-modal Transit Center adjacent to the Castro Street/Moffett Boulevard at-grade crossing of the Corridor. The potential impacts of the Project on the City's downtown may be significant. Castro Street/Moffett Boulevard is a major north/south arterial for pedestrians, bicycles, and vehicles. Public, commercial, and residential uses are along Castro Street and Moffett Boulevard near the Corridor.

Economic/Gateway Impacts. The City's 2030 General Plan has identified Moffett Boulevard as an important gateway into the downtown area. The EIR should consider the impact of the Project on the gateway status of the Moffett Boulevard/Castro Street/ Central Expressway intersections, and the Project should not detract from potential gateway improvements and opportunities in this area.

Downtown Historic Resource. The 100 Castro Street block includes a number of historically significant buildings. These buildings are valued by the community and contribute to the charm of downtown Mountain View. On the Moffett Boulevard side of the Corridor, the Adobe Building (157 Moffett Boulevard) is also an historic resource that the City renovated for community use. The EIR should consider the impact of the Project on historic resources and the Project should not adversely impact the historic setting of the 100 block of Castro Street or the Adobe Building.

Downtown Circulation. The City's downtown street network provides convenient and accessible vehicle and bicycle access in an interconnected grid system of streets. This grid system disperses traffic throughout the grid with multiple access points, ensuring relatively free-flowing traffic. Beyond Castro Street, many downtown streets are narrow residential streets and residents are sensitive to increased traffic volume and speed. Downtown residents and businesses depend on easy pedestrian access to businesses throughout the downtown and across the Corridor and Central Expressway. The EIR should consider the impact of the Project on the downtown Mountain View network and the Project should not disrupt the flow and access of pedestrians, bicyclists, and vehicles in the area or create other adverse impacts to residents and downtown businesses.

Caltrain Station and Service Integration. The existing Downtown Transit Center and service are a vital component to the City's existing transportation system. The station includes stops for Caltrain, Caltrain Baby Bullet, VTA Light Rail, VTA buses, and private shuttles. Maintaining the level of service at the Mountain View Transit Center, both during and after construction of the Project, is essential to the City. The EIR should consider the impacts of the Project on the various transit services, including existing shuttles and expected growth in shuttles provided at the Downtown Transit Center, the current and planned 2014 and 2017 VTA Light Rail Train Efficiency Improvements, and the Project should not adversely impact the convenience or level of service of the station.

Downtown Caltrain Station Parking Lot. The 330-space Caltrain parking lot is full by 8:00 a.m. every weekday morning. Spillover parking can have significant negative impacts in the surrounding neighborhood. Additional parking is urgently needed for transit service to flourish. The EIR should consider the impact to the existing Downtown Caltrain Station parking lot and develop measures to mitigate negative impacts to the station as well as the surrounding neighborhood. The Project should preserve the parking lot for a future parking structure. The City has funded and entered into a contract with VTA for their consultants to perform environmental clearance and preliminary engineering for a parking garage at the station. The track alignment should not prohibit construction of the parking garage and should integrate it into the design of any station reconfiguration.

Traffic Analysis. The Project proposes up to six trains during the peak hour in each direction. The additional trains will cause more gate downtime along the roadways intersecting the tracks. The impacts of the Project need to be fully analyzed and mitigated. All roadways that would be impacted by the additional traffic delay need to be fully analyzed, including Central Expressway, Castro Street, Moffett Boulevard, Evelyn Avenue, Villa Street, and other nearby residential streets.

RENGSTORFF AVENUE AREA

The City performed a grade separation feasibility study at Rengstorff Avenue, with the City Council endorsing the option to maintain the tracks at their current elevation while depressing Rengstorff Avenue. On May 8, 2012, the Mountain View City Council adopted a policy statement supporting grade separation of the rail crossing at Rengstorff Avenue. The Policy statement directs grade separation of the rail crossing be designed to support improved connectivity across the rail tracks for all modes of transportation—pedestrians, bicyclists, and motorists alike—and the design of the grade separation focus on the goals of minimizing disruption to the neighborhood

grade separation focus on the goals of minimizing disruption to the neighborhood context, improving the sense of place, encouraging multimodal use, and improving the safety of all users. Also, at its May 25, 2010 meeting, the City Council expressed preference for a trenched Caltrain/High-Speed Rail service. The EIR must take into account Mountain View's preference and stated grade-separation goals.

Rengstorff Park Area/Maintain Access. Rengstorff Avenue is a major north/south arterial for pedestrians, bicycles, and vehicles providing access to Rengstorff Park, the Aquatic Center, the Community Center, and retail/service businesses. Beyond Rengstorff Avenue, many neighborhood streets are narrow residential streets and residents are sensitive to increased traffic volume and speed.

Also, many residents in the area do not own vehicles and depend on easy pedestrian/bicycle access to businesses throughout the area and across the rail track Corridor and Central Expressway. The EIR should consider the impacts of the Project and should not disrupt the flow and access of pedestrians, bicycles, and vehicles in the area or create other adverse impacts to residents, businesses, and services.

Traffic Analysis. The Project proposes up to six trains during the peak hour in each direction. The additional trains will cause more gate downtime along the roadways intersecting the tracks. The impacts of the Project need to be fully analyzed and mitigated. All roadways that would be impacted by the additional traffic delay need to be fully analyzed, including Central Expressway, Rengstorff Avenue, Crisanto Avenue, Leland Avenue, and other nearby residential streets.

OVERHEAD CONTACT SYSTEM

The Project requires overhead contact system (OCS) for distribution of electrical power, including poles and wires. The EIR should analyze the visual impacts, including any fencing/barriers required as mitigation for safety/security to existing trees/vegetation, Corridor views and right-of-way, and include appropriate mitigation measures.

CONSTRUCTION

The EIR should analyze how the Project construction impacts existing pedestrian, bicycle, and vehicle travel (including emergency vehicles), existing business operations along the Corridor, existing transit service, and location/impact of storage/staging areas during construction. The EIR should also identify plans to restrict, detour, or close existing routes during and after construction, and include appropriate mitigation measures.

AIR QUALITY/HERITAGE TREES

Air Quality. The EIR should analyze how air quality conditions are affected along the corridor and to adjacent neighborhoods, and identify appropriate mitigation measures.

Heritage Trees. The EIR should identify impacts to Heritage trees (Mountain View City Code, Chapter 32, Article II) and other City trees, and should identify appropriate mitigation measures to the removal of existing trees which currently screen the tracks from adjacent neighborhoods along the Corridor.

NOISE AND VIBRATION

The City is concerned about the noise and vibration impacts of the Project. This concern has been raised repeatedly for the community. The EIR should analyze the expected noise and vibration impacts of the Project and all alternatives, and identify appropriate mitigation measures.

BLENDED SYSTEM

With two existing at-grade Caltrain crossings at Castro Street and Rengstorff Avenue, and the possibility that blended Caltrain and High-Speed Rail operations will result in as many as 10 trains using the Peninsula Corridor tracks per peak hour per direction, the impacts of the extended gate down time on the community will be significant. The EIR must fully analyze and identify potential mitigation measures, including grade separated solutions.

Bypass Tracks/Overtake Options. Caltrain's November 2011 blended operations analysis identified four potential overtake or passing track locations for the Peninsula Corridor. One of the options, the South Overtake Option, includes the possible addition of overtake tracks between the San Antonio and Lawrence Stations. Mountain View requests Caltrain remove the proposed South Overtake Option from the EIR. The width of the existing right-of-way in Mountain View is already very constrained, particularly where there are also VTA light rail tracks, and may not be able to accommodate the addition of overtake tracks. The City is also concerned that the additional tracks will make the Caltrain Corridor an even more significant visual and physical barrier in the community.

Grade Separation. With the possibility of trains traveling at higher speeds along the Peninsula Corridor and through stations under a blended system operation scenario,

the EIR must fully analyze the need for grade separation, platform, or other station-related improvements to ensure the safety of rail passengers as well as pedestrians, bicyclists, and motorists interacting with the rail system.

Traffic Impacts at Castro Street and Rengstorff Avenue. The EIR should evaluate all potential grade-separation solutions, including train service below grade or City streets below grade, at Castro Street and Rengstorff Avenue and should analyze the following impacts: impacts to the Mountain View Downtown Transit Center and transit service trips; impacts to surrounding streets and intersections and connectivity of streets which are impacted due to the changes in street elevations; impacts to businesses and access to properties due to street elevation changes; impacts to pedestrian and bicycle circulation across the tracks and Central Expressway; impacts on the 2014 and 2017 VTA Light Rail Train Efficiency Improvements; impacts on the future Downtown Caltrain Station Parking Garage; and how Castro Street/Moffett Boulevard and Rengstorff Avenue areas remain connected and connections are improved/enhanced across the Corridor tracks.

CUMULATIVE ANALYSIS

Under the cumulative analysis, Caltrain will review a six Caltrain/two High-Speed Rail trains, six Caltrain/four High-Speed Rail trains, up to 110 mph operational speed, and freight service. Increased service will increase gate downtime and cause further congestion at Castro Street and Rengstorff Avenue. The EIR should evaluate the blended system based on the cumulative effects of both Caltrain and High-Speed Rail systems, as both are being planned to use/share the same tracks. The EIR should analyze and mitigate the cumulative crossing/traffic impacts at Castro Street and Rengstorff Avenue, including any additional physical impacts at the crossings. If passing track is proposed in Mountain View, the EIR should analyze and identify appropriate mitigation measures for grade-separation solutions, including depressing Castro Street and Rengstorff Avenue crossings as well as below-grade Caltrain/High-Speed Rail service options.

2009 CALTRAIN ELECTRIFICATION EA/EIR – IMPACTS AND MITIGATION MEASURES

Caltrain previously evaluated corridor electrification in a Draft EIR completed in 2004 and a Final EIR completed in 2009. However, Caltrain did not certify the Final EIR because of the need to resolve the issues of shared use of the Caltrain corridor for Caltran service and high-speed rail service. The City requests Caltrain expand the impacts and mitigation measures identified in the 2009 EIR by fully analyzing and

addressing the following additional concerns and topics during the environmental review of the proposed Caltrain/Blended Service Project EIR for Mountain View and public to review:

Section 3.1 – Aesthetics:

- Map all areas where major landscape removal is anticipated.
- Because fencing along the entire track line will impact appearance greatly, describe the design, material, and height of the security fencing, including analysis under cumulative impact of blended Caltrain/high-speed rail service.
- Identify all major electrical equipment which will require structures or screening.
- Identify all additional visual impacts if the traffic evaluation or safety concerns require grade separation at Castro Street and Rengstorff Avenue.

Section 3.4 – Biological Resources:

- If passing track is proposed in Mountain View, fully analyze impact to Stevens Creek.
- Analyze electrification impact to all species, particularly birds and fish.
- If a subgrade solution is required and/or proposed, fully analyze the impact to Stevens Creek and wildlife.

Section 3.6 – Geology, Soils, and Seismicity:

- If a subgrade solution is required and/or proposed for other reasons, fully analyze the impacts.

Section 3.8 – Hydrology, Floodplain, and Water Quality:

- Analyze if the ground water impacts/mitigation evaluation will be changed due to expanded service and traffic impacts requiring a subgrade solution.

Section 3.11—Noise and Vibration

- With more frequent service if the at-grade crossings are not separated, analyze the impact of additional train horn noise and warnings required at the Castro Street and Rengstorff Avenue at-grade crossings. The analysis should also include the impact of future anticipated high-speed rail service.

- Substation noise may require being placed in a structure to mitigate noise. This mitigation should be considered as an option.

Section 3.13—Public Services and Facilities

- With more trains for both Caltrain and high-speed rail services, a major accident plan may require expanded service from local public safety organizations (police and fire). Analyze the impact for additional City services.

- Analyze how the expanded rail service will impact existing public transit services, including traffic impacts at Castro Street and Rengstorff Avenue at-grade crossings.

Section 3.14—Recreation

- With increased rail service and more frequent at-grade crossings by pedestrians, bicyclists, and motorists, analyze the impacts to Rengstorff Park and neighborhood area without grade separations.

Section 3.18—Cumulative Impacts

- High-speed rail service and the added trains, crossings, etc., must be fully evaluated in the cumulative impact analysis. The high-speed rail services with expanded Caltrain service may have major physical design and construction implications which should be evaluated and mitigated prior to the proposed electrification Project.

Section 4.2.3—Construction Impacts—Biological Resources

- Analyze the impacts of construction or the potential expansion of facilities for the passing track, if proposed in Mountain View, to Stevens Creek.

Section 4.2.7 – Construction Impacts – Neighborhoods and Businesses

- Analyze the Project impacts during and after construction to local neighborhoods and businesses at Castro Street and Rengstorff Avenue at-grade crossings, including potential grade separation solutions.

The City is submitting these comments to ensure the California Environmental Quality Act (CEQA) review process for the proposed Caltrain Electrification/Blended Service Project is conducted thoroughly with all potential environmental impacts and benefits of the Project within Mountain View fully and accurately analyzed and disclosed.

The City requests notification of additional opportunities to provide input into and review the Draft EIR documents as they are being prepared.

Please contact the Project Manager, Helen Kim (*helen.kim@mountainview.gov*) or Transportation and Business Manager, Linda Forsberg (*linda.forsberg@mountainview.gov*) to coordinate future City participation and input into the environmental process for the proposed Caltrain Electrification/Blended Service Project.

Sincerely,

Michael A. Fuller
Public Works Director

MAF/HK/7/PWK
905-03-14-13L-E

cc: City Council

CM, CDD, APWD – Solomon, TBM, PM – Kim, PP, TE, Chron/File

OFFICE OF THE MAYOR
SAN FRANCISCO

EDWIN M. LEE
MAYOR

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
PO Box 3006
San Carlos CA 94070-1306
Electrification@caltrain.com

March 18, 2013

Peninsula Corridor Electrification Project Environmental Impact Report

Thank you for the opportunity to comment on your Notice of Preparation for the Peninsula Corridor Electrification Project Environmental Impact Report (EIR). We have reviewed the NOP and have the following comments to offer:

Project Description

The original purpose of the project as stated in the draft 2009 EIR was: to electrify Caltrain. Now Caltrain wishes to issue a new EIR based on that same purpose. However, the purpose of the project has changed. In April 2012 a nine-party regional MOU established the High-Speed-Rail (HSR) early investment strategy for a blended system in the San Francisco Peninsula. With that MOU, the purpose of the project became: to electrify Caltrain in support of a blended system. In order to truly support a blended system, the design criteria for Caltrain Electrification must be compatible with the HSR design criteria. This means that, as a minimum, features such as platform heights and train widths must be compatible.

The need for platform height compatibility is manifestly evident at the Transbay Transit Center, where the need for dedicated platforms would diminish operability and flexibility, and at the Millbrae Station, where HSR is contemplating adding an underground level -- at a cost of $356 million in 2009 dollars, not including ROW--to account for different-height platforms (source: CHSRA Preliminary Alternatives Analysis Report April 2010, and supplemental, August 2010). In addition, compatible train widths will allow for a consistent gap between the trains and the platforms without the need for mechanical bridges.

Compatibility also means that the electrified alignment must be able to support speeds of up to 110mph. We understand that Caltrain does not intend to run at speeds in excess of 79mph, but HSR will, so the electrification infrastructure must be able to support the higher speeds without the need for re-work.

Pursuing incompatible systems would be inconsistent with the basic premise of the MOU, which formed the basis for the funding agreement. From a CEQA perspective, these changes and future projects should be considered and incorporated into the project design in order to avoid significant impacts that will result from these incompatibilities. If these design changes and future projects are not considered in the project design, then the EIR should include analysis of the future construction projects that will be required to resolve these incompatibilities in the future.

Land Use and Land Use Planning

The City of San Francisco believes that in order to meet regional smart growth mandates as well as assure the City's continued economic health, it must preserve the development potential represented by the 4th and King Railyards and portions of the I-280 right-of-way. Further, as the Mission Bay and SOMA neighborhoods continue to densify, the long-term existence and enhancement of the at-grade facility at 4th and King is increasingly incompatible with our adopted land use and transportation plans, the General Plan and Phase II of the environmentally cleared Transbay Terminal/Caltrain Downtown

Extension/Redevopment Project. The EIR must consider the impacts of full electrification and train storage on the vastly changed circumstances surrounding the project site.

Once largely industrial, the neighborhood surrounding 4th and King is now significantly residential, office and mixed use, with many restaurants as well as AT&T Park located nearby. San Francisco has projections regarding the number of jobs, residents and trips that are very different from those in the 2009 Caltrain Electrification EA/Final Environmental Impact Report.

Access to this emerging community is limited, with access from the west being limited to Mission Bay Drive, 16th Street, and Mariposa Street. From the north, 3rd and 4th streets are the only streets that provide direct access to the downtown. The EIR must analyze the potential impacts of the proposed project to the Mission Bay community, especially focusing on transportation and accessibility to the area, including transit, pedestrians, bicycles, and vehicular traffic, and any potential changes to the street system, such as undergrounding 16th Street and Mission Bay Drive that would result from the cumulative impact of the Caltrain electrification project with the DTX and the High Speed Rail project. The potential use of the railyards for alternative uses must also be analyzed, with attention given to the consistency with existing plans and the surrounding character of existing and planned development. These areas need to be studied to ensure that the Caltrain electrification project does not preclude creative approaches to allow the DTX and the future High Speed Rail project to proceed without negatively impacting the community.

The EIR should analyze conflicts with San Francisco's planning efforts that are adopted (such as Mission Bay Redevelopment Plan, Transit Center District Plan, Visitacion Valley/Schlage Lock Plan, Hunters Point Shipyard Redevelopment Plan, Executive Park Neighborhood Plan and Western SoMa Area Plan) and those currently under environmental review (such as Central Corridor, Pier 70, SWL 337 and SWL 330, the Transit Effectiveness Project) or planned (such as a potential Oakdale Station) or underway (such as the Waterfront Transportation Assessment). Both the Land Use and Planning section as well as the cumulative impacts analysis need to acknowledge the proposed project's conflicts with these plans and policies.

The EIR's analysis must also incorporate the most recent San Francisco demographics, growth projections, and adopted land use and transportation plans along the Caltrain alignment. Much has changed since data was last gathered in 2000 or 2001 for the prior draft EIR. Further, with ABAG's PDA strategy, Plan Bay Area and the required Sustainable Communities Strategy, prioritizing growth in the PDAs and opportunity sites (such as 4th and King) close to the Caltrain alignment to leverage the transportation is needed to ensure capacity for growth. The City of San Francisco is committed to working with you to update your population, housing and circulation analysis. This updated data will be essential to an adequate and accurate environmental analysis, not just of land use and planning impacts, but also of population and housing, transporation, and air quality impacts, among others, as well as to an adequate description of the project setting and cumulative impacts.

Transportation and Circulation

San Francisco will need additional Caltrain service. Six trains/hour at peak is barely an increase over existing conditions. Given the popularity of Caltrain service, the fact that people are standing in the aisles on the Baby Bullets and that some riders are walking close to a mile to get to stations, how will you meet the demand, and how will you do so in a way that doesn't degrade the effectiveness or the environment of the circulation system at intersections or along your alignment? Do you have the right alignment in San Francisco to deliver the level of service our adopted land use plans are being built out to, or to meet planned regional growth? Are there modifications to the proposed alignment in San Francisco that would improve train performance and reduce operation costs, and /or noise and vibration? How will you accommodate the supportive pedestrian and bicycle infrastructure needed to run the 22 Fillmore Trolley Coach along 16th Street into Mission Bay? Analysis of the changed demographics and socioeconomics in Mission Bay and its surrounding neighborhoods may indicate that an alternative alignment would result in reduced environmental impacts than the proposed project. Caltrain should consider including an analysis of proposed service plans, with scheduled frequency & hours of operation, for each SF station. What are

any proposed changes to service plans proposed for other stations in SF and the "in-pipeline" changing land uses adjacent to them as a result of this investment?

If the tracks stay at grade north of Tunnel No. 1, construction of the environmentally cleared 22-Fillmore trolley coach extension will be very challengingand bicycle and pedestrians hazards will be greating increased. 16th Street is a bike route. Based on assumed future Caltrain schedules, retaining the track crossing at grade on 16th St. would result in the crossing gates being down much of the time at peak periods, creating back-ups of traffic and transit. Trucks use this route extensively. It is the only east/west corridor in this area, and it will be used even more extensively as Mission Bay continues to be built out per our adopted land use and transportation plans. The EIR must analyze these conflicts and propose mitigation measures and alternatives the project that would reduce or eliminate them. A better approach may be to modify the proposed project to stage and store trains at points south of 16th Street to avoid the "double move" that would be required to take a train stored at the surface station into the DTX to commence a run at the Transbay Transit Center.

The EIR should consider the impacts that increased Caltrain service and ridership will cause pedestrian and bicyclist activity around your stations in San Francisco. The existing lack of sidewalk along Townsend Street and compromised pedestrian and bicyclist access may become more of a barrier as Caltrain service and ridership increase. There is no ADA compliant access to the popular and growing 22nd Street station. The EIR should analyze safety and access improvements to the 22nd Street station and must analyze whether there will be adequate platform and vertical circulation capacity at all Caltrain stations in San Francisco.

The EIR should also consider necessary improvements to any right-of-ways adjacent to Caltrain properties, including but not limited to constructing new sidewalks, accessibility upgrades (e.g., curb ramps, etc.). Any improvements or excavation within the public right-of-way will require additional review and permits from the Bureau of Street Use and Mapping at the Department of Public Works and participation in Envista and the Five-Year Plan.

To insure accessibility for the transit service, Caltrain should consider adopting the US Access Board's proposed Public Right of Way Guidelines (PROWAG). Title II already states that where there is no technical guidance from the agencies that have regulatory authority to develop standards under the Americans with Disabilities Act, the entity shall use other technical guidelines that are available in the public realm: i.e. PROWAG (http://www.access-board.gov/prowac). Caltrain should also consider adopting the Department of Transportation proposed ADA Circular C4710.1, "Americans with Disabilities Act Requirements- Vehicle Acquisition." (http://www.fta.dot.gov/legislation_law/12349_14860.html) This Federal Transit Administration notice was published in the Federal Register on October 2, 2012 (&& FR 60170). The goal is to ensure diligence for accessibility in vehicle acquisition, including acquisition of newly constructed, re-purposed or rehabilitated vehicles.

The proposed project should be designed to ensure level boarding at transit platforms (many of the other architectural issues for detectable warnings are already covered by State and Federal accessibility standards). If this is not included in project design, the EIR will need to analyze impacts to pedestrians and those with mobility impairments. Pedestrian protection at pedestrian crossings, particularly as service, ridership and associated pedestrian and bicycle activity increases must be analyzed and addressed through project design or mitigation measures. If these crossings do not meet current ADA Standards, Caltrain should invest in targeted public outreach to individuals with disabilities and groups that represent individuals with disabilities. Due to high rates of unemployment, and low pay rates, this disenfranchised group rarely has an opportunity to provide public comment in a unified voice. Primary issues are design for individuals with low vision or whom are blind, and the timing or railroad crossing guarding and sound for an approaching train. For pedestrians in general, physical separation at rail crossings critical for pedestrian safety and protection. Glendale and Burbank did a very good job in creating a handsome but very serious safety barrier between its tracks and where it passes through these cities. All of these pedestrian safety and disability access issues must be considered both in project design and in the EIR's transportation and circulation analysis.

The EIR should consider the interoperability in equipment selection and the project design should pursue equipment that will have a common boarding height with CHSRA – and, to the best of your ability, uniform vehicle widths – so that platforms can be shared without requiring mechanical gap closures. If there is not platform height compatibility, the EIR should analyse whether the Millbrae SFO station will need an underground level to accommodate High Speed Rail because of insufficient right of way to accommodate additional tracks at the same level and what the resulting impacts of any such modifications may be.

In planning and programming for the future of the surface station at 4th and King, the EIR should consider that the construction of the DTX may require trackwork modifications within the approach to the station and that those modifications would likely impact the surface station. The sequencing of construction could in fact require multiple configurations. Also, the needs of the railyard – both for passenger service and storage – will be diminished after completion of the DTX. For all of these reasons, investment in the existing station and yards should be minimized until the DTX is complete, the Caltrain fleet fully electrified, and the operational requirements and physical layout have settled into more stable "final" patterns.

The EIR analysis should take into account freight rail on the Peninsula corridor. The Port of San Francisco is anxious to avoid any loss to freight rail capacity to and from the Port and would like planned expansion to Port operations to be considered in Caltrain modernization planning. Freight rail shipments to and from the Port of San Francisco have increased dramatically in the past few years, from 410 railcars in 2010 to 1,186 in 2011 to 1,950 in 2012, and the Port expects that growth to continue. The analysis should consider the importance of maintaining sufficient operating windows for current and future freight rail operations and should affirm the protection of existing storage yards for freight railcars in South San Francisco and elsewhere on the corridor. Designs for tunnels and overhead catenary systems should consider the needs of current and future freight rail service in terms of heights and widths. Union Pacific is the common carrier that operates freight rail on the corridor under a perpetual rights agreement with the Peninsula Corridor Joint Powers Board and serves freight rail customers along the Peninsula corridor, including the Port of San Francisco.

Air Quality

The EIR must consider how to run an all-electric fleet within San Francisco because diesel trains will not be compatible with the environmentally cleared Downtown Extension of Caltrain (DTX). Diesel trains operating from Gilroy (or other diesel trains operators such as Amtrak) should only operate as far north as Bayshore station. If Caltrain does not have sufficient funding to purchase enough EMU trains to operate an all-electric fleet within San Francisco, then the EIR must analyze the impacts associated with operating both diesel and EMUs. Between the densifying area surrounding 4th and King, the new UCSF Hospital, and related medical facilities in Mission Bay and the planned and adopted mixed use neighborhood at the Schlage Lock site, thousands of sensitive receptors in the neighborhoods adjacent to Caltrain will be effected by ongoing use of diesel trains. Caltrain should consider service plans that would prioritize the implementation of a 100% electric fleet in San Francisco.

Utilities and Service Systems

The EIR must analyze the effects of sea level rise on the railyard. A significant portion of the existing 4th & King Railyard is a flood risk. How susceptible is the railyard to sea level rise, high tide, and storm surges over time? The EIR should analyze whether there are any measures proposed with electrification that could protect the railyard, and if so, how would these interact with the environmentally cleared DTX. What would be the environmental consequences of flooding on Caltrain's tracks, station, rolling stock and electrical system and what are the impacts associated with protecting against such consequences? Is this an appropriate or best performing location for train storage?

The EIR must also analyze the power demands of the DTX in the siting and capacity of substations.

Alternatives Analysis

The alternatives analysis should include a reduced railyard facility alternative. This alternative would include new transit-oriented development on a portion of the current 4th and King Railyards,as described

in the 4th and King Street Railyards Study. Such an alternative could reduce or eliminate the proposed project's likely impacts to land use, aesthetics, hazards, and noise, among others, while still meeting the majority of Caltrain's goals.

If the interim and projected future train storage and layover needs cannot be fully met with a reduced railyard facility, this alternative could also include (either as part of the alternative or as a variant to the alternative) construction of siding tracks along the rail right-of-way within San Francisco that could provide additional train storage space away from the 4th and King Railyards site.

Another alternative that should be analyzed in the EIR is the total abandonment of the 4th and King railyards as an above-ground facility, with only an underground Caltrain station at 4th and Townsend. As noted above, the railyard site represents a key part of San Francisco's long term planning efforts to meet growth needs. The DTX project, which has completed environmental review and is partially funded, would obviate the need for the above-ground 4th and King Railyards. Conversion of this site to residential and mixed uses, while including an underground Caltrain station, could reduce or eliminate the proposed project's likely impacts to land use, aesthetics, hazards, and noise, among others, while still meeting the majority of Caltrain's goals.

We look forward to reviewing the DEIR for this project.

Should you require further information or have any questions regarding this letter, please feel free to contact the undersigned.

Sincerely,

Gillian Gillett
Director of Transportation Policy

March 18, 2013

The Honorable Ken Yeager, Chair
The Peninsula Corridor Joint Powers Board
P.O. Box 3006
San Carlos, CA 94070-1306

RE: **Peninsula Corridor Electrification Project**

Dear Chair Yeager,

The San Mateo County Transit District (SamTrans) is writing to express our continuing support for the Peninsula Corridor Electrification Project and the process the JPB is undertaking to update the project environmental documents.

The recent Caltrain Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Peninsula Corridor Electrification Project is an important first step. A new EIR will reflect the changes that have occurred along the corridor since the prior EIR analyses and provide the public and communities along the corridor with the opportunity to review and comment on the Project.

We are supportive of the Peninsula Corridor Electrification Project because it will help modernize Caltrain and deliver significant benefits for the Peninsula communities this agency serves and this Board represents.

There are several benefits to the Caltrain Electrification Project that prompt the support of this Board, beginning with enhanced rail service, which presents an opportunity for a significant increase in connectivity between Caltrain and SamTrans and the further development of an effective and meaningful mass transit system.

The project calls for the replacement of the current fleet of diesel trains with electric trains that produce significantly less air pollution and greenhouse gas emissions. Due to the expected increase in Caltrain ridership from the project, there will be additional air quality benefits from the thousands of cars that will be taken off our congested roads.

Electric trains are considerably quieter than diesel trains, providing further benefits to the communities along the corridor. By using electric trains, that can accelerate and decelerate more quickly than diesel trains even with longer train sets, riders will benefit because Caltrain will be able to increase capacity, train performance, and provide opportunities for reduced travel times or additional stops with the same service times in place today.

Through increased ridership and fare revenue, as well as reduced fuel costs, the Peninsula Corridor Electrification Project will also help support the financial sustainability of the system, affording the possibility of significant fiscal relief to SamTrans as a funding partner in the Caltrain system.

San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070
(650) 508-6242

Finally, the Peninsula Corridor Electrification Project will create regional job opportunities and other valuable economic benefits that are critical to the economic health of our region and our state. According to the Bay Area Council Economic Institute, modernizing Caltrain would create the equivalent of almost 9,600 jobs, increase property values, and generate overall economic benefits of up to $2.5 billion.

We are eager to support the Peninsula Corridor Electrification Project and offer our assistance in any capacity you deem necessary.

Regards,

Carole Groom

Carole Groom
Chair
Board of Directors

Cc: San Mateo County Transit District Board
M. Scanlon
M. Lee

Peninsula Joint Powers Board (Caltrain)
Stacy Cocke
1250 San Carlos Avenue
POB 3006
San Carlos, CA 94070-1306

March 10, 2013

Subject: Comments on EIR Notice of Preparation for Caltrain Electrification

Dear Ms. Cocke:

The City of Menlo Park has stated that their preference for an electrified Caltrain/High Speed Rail EIR is the Blended Plan (two tracks at existing alignment) or an impossibly expensive underground configuration. This is the City's current position.

My observation is that this preference is based on years of misinformation, fear mongering, frivolous legal action and intimidation by a few residents living near the Caltrain tracks. These residents have not limited their mischief to Caltrain and HSR; they have opposed commercial and residential infill T.O.D. projects throughout Menlo Park as well as other transportation improvements. The bottom line: These residents want nothing to change. They have been often been successful in their opposition because of an unfortunate tradition in Menlo Park known as "listening to the residents". City Councils have often based their policy decisions on the political power of these periodic outbursts, rather than a recognition of established policies and the rational long-range goals for the City.

Contrast Menlo Park's indecision with the action taken years ago cooperatively by the Cities of San Carlos and Belmont and Caltrain to raise their tracks to a 3/4 up-1/4 down configuration. The benefits of this moderate configuration are obvious: Brittan, Howard, Holly and Ralston in Belmont are grade separated, the station areas are open from both sides and there are two simple at-grade bicycle and pedestrian undercrossings of the tracks. Now Caltrain is less of a physical barrier and the aesthetics are better than before.

The Electrification EIR is an opportunity to analyze the real effects of alternatives for a modernized Caltrain/HSR system.

As a member of the JPB, I supported Caltrain Electrification and was the deciding vote in favor of making it the highest priority for the JPB. I stipulated that electrification was to be compatible with HSR. To achieve this end I suggest that the EIR consider and analyze an elevated alignment for Caltrain/HSR between San Francisquito Creek past Encinal Avenue through the southern limit of the Town of Atherton:

1. To facilitate grade separations at Ravenswood, Oak Grove, Glenwood and Encinal Avenues with minimal disruptions of the existing surface streets, pedestrian & bicycle circulation and developed property near Caltrain.
2. To enable and simplify improved east-west pedestrian and bicycle connectivity as stated in the recently adopted El Camino/Downtown Specific Plan.
3. To eliminate horn noise from all trains stopping and passing through Menlo Park.
4. To improve surface traffic flow and safety in the vicinity of Caltrain.
5. To meet the expectations and conditions that HSR service between San Jose and San Francisco travel at appropriate speeds without risks of tragic and disruptive collisions with vehicles or persons at grade crossings.

Building an elevated alignment for a modernized Caltrain compatible with HSR is common sense. If we are to have an effective regional and state-wide rail system, this is the way to do it. We don't want to rip out the poles and wires and start over again simply because misguided politicians, who were intimidated by chronic complainers fearful of change, pursued half-measures to meet this grand challenge.

I urge you to do the right thing the first time. Analyze and pursue the most practical and cost effective alternatives for this part of our future transportation system.

Steve Schmidt,
former Menlo Park Council Member & Mayor, 1997 & 2002
Samtrans & Caltrain JPB Board Member, 1998-2002

CC: Menlo Park City Council

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 5, 2013

Reference No.: 2.2a. (2)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **NOTICE OF PREPARATION – ENVIRONMENTAL IMPACT REPORT FOR THE PENINSULA JOINT POWERS BOARD CALTRAIN PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the Notice of Preparation (NOP) that an Environmental Impact Report (EIR) will be prepared for the Peninsula Joint Powers Board Caltrain Peninsula Corridor Electrification Project (Project)?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues to be addressed in the EIR. However, staff recommends that a letter be sent to the Peninsula Corridor Joint Powers Board (JPB) that states:

- The Commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used.
- The Commission recommends that in light of the previous environmental review conducted for this project and due to the environmental benefits of the proposed project to reduce noise, improve regional air quality and reduce regional greenhouse gas emissions, the JPB place as much reliance as practicable on the previous EIR to reduce project costs and ensure timely delivery of the electrification infrastructure and service.
- The Commission recommends that the JPB and its partners identify and secure the necessary funding to complete the project.
- If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

The JPB is the designated lead agency overseeing the environmental review for this project. In 2004 a Draft EIR was completed for the project and in 2009 a final EIR was completed. The 2009 FEIR was not certified due to the need to resolve issues regarding joint planning for shared use of the Caltrain corridor for Caltrain service and for future high-speed rail (HSR) service. The purpose of

this NOP is to gain input into the scope and environmental information for the project due to changes in the existing conditions along the corridor since prior EIR analyses were conducted. The purpose of the NOP is also to update the environmental and cumulative analysis of blended service with HSR and existing tenant passenger and freight rail operators.

The proposed project consists of electrification of the Caltrain Peninsula Corridor, a total distance of approximately 51 miles, from its current northern terminus at the San Francisco Caltrain Station at Fourth and King Streets in the City of San Francisco to approximately 2 miles south of the Tamien Station in San Jose. The proposed project will install electrification infrastructure to convert Caltrain from diesel hauled units to Electric Multiple Units (EMU).

In addition to the proposed project, a No-Electrification (no project) alternative will also be considered. The lead agency has initially determined that the following topics will be included for evaluation in the DEIR: Aesthetics/Visual Resources, Air Quality, Biological Resources, Archaeological/Historic Resources, Energy, Geology and Soils, Greenhouse Gas Emissions and Climate Change, Electromagnetic Interference/Electromagnetic Fields, Hazardous Waste and Materials, Hydrology and Water Quality, Land Use and Planning, Noise and Vibration, Population and Housing, Public Services and Utilities, Safety, Socioeconomics and Environmental Justice, and Traffic and Circulation.

The environmental phase of the project is funded with a combination of Federal Transit Administration (FTA) and local funds. The entire project is estimated to cost approximately $1.225 billion, of which approximately $785 million will fund infrastructure costs and approximately $440 million will fund rolling stock acquisition. The project will be financed through a combination of local, state, and federal sources.

Attachment:
Notice of Preparation

Town of Atherton

Town Administrative Offices
91 Ashfield Road
Atherton, California 94027
650-752-0500
Fax 650-688-6528

February 27, 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Avenue
P. O. Box 3006
San Carlos, CA 94070-1306

Subject: Town of Atherton Response to Notice of Preparation

Dear Ms. Cocke:

The Town of Atherton has several issues and concerns related to the Caltrain Modernization Project. We respectfully request these issues and concerns be included and addressed in the CEQA Environmental Impact Report that Caltrain will be preparing for the Peninsula Corridor Electrification Project.

It is our understanding that the Peninsula Corridor Joint Powers Board has decided to prepare an Environmental Impact Report complying with the California Environmental Quality Act.

Caltrain representatives have stated that the proposed electrification project would be the first phase for the potential construction and operation of HSR in the Peninsula Caltrain Corridor. Therefore, we believe that any environmental analysis of the electrification component should address the cumulative effects of HSR as part of the analysis. In particular, the analysis should address:

1. The fulfillment of Caltrain promises for restoration of service to the Atherton station with estimates of timing and process. The fulfillment of Caltrain promises for restoration of service to the Atherton Station, including protection of passengers at the Station by dividing northbound and southbound platforms, and the protection of the Watkins Avenue grade crossing by the installation of quad gates.
2. The number of tracks in addition to the two existing through Atherton and the impacts of a three-track and possibly a four-track alternative through the Town.
3. The possibility that the modernization program would require grade separation of existing at-grade crossings or other improvements must be thoroughly studied, analyzed, and mitigated to address safety issues associated with the increased potential of life threatening train, vehicle, and pedestrian conflicts, including additional crossing downtime that may delay emergency service response. Identify the conditions necessitating grade separations and specific ROW property acquisition requirements.

4. The visual impact of the electrification infrastructure and the alternatives to the proposed Caltrain "Y" shaped electrification power poles. Will the "Y" shaped electrification power poles and their amperage and voltage usage be compatible with HSR's catenaries across the entire right-of-way and the HSR system's different electrical specifications?
5. The impacts to the existing Town Center facilities and operations. The Town's Corporation Yard and Permit Center (housing the Building, Public Works and Planning Departments) are located adjacent to the existing Caltrain tracks. In addition, the Town is in the initial stages of master planning for a new and expanded Town Center complex. Therefore, impacts and potential constraints must also be identified, studied and assessed, including the potential construction phase impacts.
6. What project alternatives trigger acquisition of additional right-of-way within the Town, including the location of electrical equipment? Are less intrusive designs possible?
7. The impact to existing trees and the loss of heritage trees. In Atherton, a heritage tree is defined as one with a circumference of 48". The analysis should address ongoing maintenance requirements.
8. The impact to the historically significant Atherton Train Station.
9. The plan for accommodating parking once regular service is restored to Atherton.
10. Alternative vehicle and propulsion systems. There should be a separate credible economic analysis of electrification vs. EMU, DMU, and DEMU alternatives. Modern state-of-the -art conventional diesel-electric locomotives (low emission, fuel efficient) hauling light weight passenger cars (with waiver similar to that granted to Caltrain for EMUs).
11. Noise and vibration impacts through this residential zone.
12. A separate study of impacts to Atherton home and property values along the Caltrain right-of-way.
13. The Dumbarton corridor must be included in the modernization program. The impacts of that option should be analyzed including plans for building a holding track up to Fair Oaks Lane or beyond.

In addition to the environmental issues and concerns stated above, we have the following questions related to funding, process and timing:

1. What is the current status of funding necessary to construct the electrification and modernization project? Please provide data on the sources and uses of funds for the construction and capitalization of the project.
2.
3. What are the projected changes in operating costs that will be achieved through electrification?
4. Will JPB commit to following current EIR requirements regardless of future actions which may be taken by the Governor and State Legislature?
5. Union Pacific's response to electrification and intercity commute use by HSR. Future plans for increased freight usage.
6. Signing of individual community Development Agreements to mutually agree to the handling of each community's issues
7. Is there a "Plan B" if use of Prop 1A funds are found to be "illegal"

Thank you for your attention to this matter. We will be happy to meet with you at your convenience to discuss our issues and concerns in more detail.

Sincerely,

Elizabeth Lewis
Mayor, Town of Atherton

George Rodericks
City Manager

Cc: Atherton City Council
Atherton Rail Committee
Michael Kashiwagi, Atherton Director of Public Works
Neal Martin, Atherton Town Planner
Lisa Costa Sanders, Atherton Deputy Town Planner

REDWOOD CITY
SAN MATEO COUNTY
Chamber of Commerce

February 27, 2013

Ken Yeager, Chairman
Peninsula Corridor Joint Powers Board (Caltrain)
1250 San Carlos Ave.
P.O. Box 3006
San Carlos CA 94070-1306

Re: Peninsula Corridor Electrification Project EIR

Dear Chairman Yeager and Members of the Board of Directors:

The Redwood City/San Mateo County Chamber of Commerce offers the following comments on the Peninsula Corridor Electrification Project EIR. Ours is the third largest chamber of commerce in the Bay Area, representing approximately 1,000 businesses that employ more than 45,000 workers, including many of the largest employers on the Peninsula. The Chamber has long supported Caltrain modernization. We recognize the start of the EIR as an important and positive milestone for this project that is vital to the sustainability of our regional commuter rail system.

The EIR should take into account the following issues raised by the Chamber board and its members:

- Carefully craft the scope of the EIR in a way that does not delay implementation of the project by 2019. In particular, it should be limited to those elements of the project that Caltrain can actually pay for with identified sources of funding.
- Because the details of the blended system (Caltrain and high speed rail) will not be precisely known during this period of environmental review, the study should concentrate on key components of the electrification project for the commuter rail system. Cooperation with the California High Speed Rail Authority should prioritize those elements of the blended system that will directly affect connectivity between Caltrain and high speed rail.
- As the details of the project design are determined, clarify which assumptions are specifically for the purpose of environmental clearance and how they may change in final design.
- If the EIR studies possible passing tracks for high speed rail, refer to prior experience with passing tracks for current baby bullet service (which had relatively minor impacts).
- To the extent allowed by CEQA, consider the economic implications of environmental impacts (e.g., lost commuter work hours resulting from traffic impacts of various alternatives).
- Consider the impacts of project alternatives on freight rail and goods movement.
- Consider impacts that are commonly raised by Peninsula stakeholders (e.g., ridership, traffic congestion, boarding level, grade crossings, schedule types, Caltrain revenue)

The Chamber is confident that Caltrain will conduct a study that clears the project for implementation.

Sincerely,

Stacey Wagner
Chairman of the Board

cc: Mike Scanlon, CEO
Marian Lee, Project Director
Stacy Cocke, Senior Planner

1450 Veterans Boulevard • Suite 125 • Redwood City, California 94063 • (650) 364-1722 • Fax (650) 364-1729
www.redwoodcitychamber.com • info@redwoodcitychamber.com

M. Toby Levine
255 Berry Street, #609
San Francisco, Ca., 94158
415-647-3052
tobylevine@earthlink.net

Scoping Program
Caltrain EIR

March 7, 2013

My name is M. Toby Levine and my husband and I have been living in Mission Bay for the last 5 ½ years. When first moving here, we quickly became aware of the severe air pollution problem in terms of diesel dust emanating from the railyard. This material has recently been declared a carcinogen by the World Health Organization.

Many of my neighbors were also concerned. We began working with Caltrain Officers and BAAQMD to discuss the problem. Caltrain agreed to begin using ground power and reworking their fueling schedules to reduce idling noise and the pollutants. But, they also found that they were unable to use filters on their diesel engines due to the low height of the existing tunnels, and they could not afford to buy newer engines that would be less polluting. For a period of time, noise and pollution seemed to diminish. However, in the last year, the pollution and noise from the engines, not running on ground power and jockeying to fuel their engines at night has grown worse. I have been told by a Caltrain officer, that these are the oldest passenger engines in the States. And, of course there are many more residents in the neighborhood, some 19,000.

We realize that with electrification, these problems will become moot. However, in the meantime, we want the existing conditions portion (baseline) of the EIR, it cover two topics.

1. Air Quality at the Rail Yard with a focus on the diesel pollutants. We realize that Mission Bay has strong westerly winds which blow the diesel dust around the neighborhood, but if the contaminants are measured at the source….that is the diesel engines themselves, one would be able to determine the quantity of diesel pollutants being spewed into the neighborhood and the potential damage to the respiratory system.

2. Nightime noise needs to be measured. During the day, the coming and going of the trains is not disturbing. However, after 11PM, when the railyard should be quiet, it is not. After 11PM the yard becomes very noisy, with the trains being moved back and forth from 4th to 7th for refueling. Each train has to be refueld and this takes 45 minutes per train and the engines seem to be running the entire time. I am certain that we would be able to find a suitable listening post in one of the residential buildings facing the railyard if these tests were required.

I have a few artifacts for you. We have 5 podicarpus trees growing on our balcony two blocks from the rail yard.. Every few weeks we have to give them a hand bath to remove the diesel dust.

The second artifact is a photograph of the drain on our balcony, which we need to clean very week due to the accumulated diesel dust, which also covers our stucco building. From there, the diesel dust moves into the sewer system to be treated.

Finally, we urge you to include these two studies as a part of the baseline for The Caltrain Electrification EIR…which we do really support.

Thank you,

M. Toby Levine

Diesel Soot on Podocarpus

Diesel Soot on Balcony near drain

Speaker Cards

✓

SPEAKER CARD / TARJETA HABLANTE

(1)

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutes para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: William Cutler

Affiliation/conexión: Self

Address/dirección: [redacted]

Email/correo electró

Phone/teléfono:

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

Grade separations are major design and cost drivers. They need to be considered early on. Establish community consensus on criteria now.

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: SHERI MOODY

Affiliation/conexión: _____

Address/dirección: _____

Email/correo electrónico: _____

Phone/teléfono: _____

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

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(3)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: PAUL JONES

Affiliation/conexión: [redacted]

Address/dirección: [redacted]

Email/correo electrónico: [redacted]

Phone/teléfono: [redacted]

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

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(4)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Nancy Shepherd, Vice MAyor

Affiliation/conexión: City of PALO ALTO

Address/dirección: [redacted]

Email/correo electró

Phone/teléfono:

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

(5)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: JIM BIGELOW

Affiliation/conexión: REDWOOD CITY - SAN MATEO COUNTY & MENLO PARK CHAMBERS

Address/dirección: [redacted]

Email/correo electró

Phone/teléfono:

[x] I would like to speak / Me gustaría hablar

[ ] I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

WE STRONGLY SUPPORT CALTRAIN ELECTRIFICATION AND THE BLENDED SYSTEM

SPEAKER CARD / TARJETA HABLANTE

6

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: MARTIN SOMMER

Affiliation/conexión:

Address/dirección: PALO ALTO, CA

Email/correo electrónico: [redacted]

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

(7)

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: DAN SLAVIN

Affiliation/conexión: GRANITE ROCK & PENINSULA FREIGHT RAIL USERS GROUP

Address/direcci[redacted]

Email/correo ele

Phone/teléfono:

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

VALUE OF FREIGHT RAIL TO PENINSULA ECONOMY

CHALLENGE CALTRAIN TO MAINTAIN VITALITY OF PENINSULA FREIGHT RAIL SERVICE AS PLANS CONTINUE

FREIGHT RAIL CONCERNS: * OPERATING WINDOWS (NO LESS THAN CURRENT 8PM - 5AM)

* OVERHEAD CONTACT SYSTEM @ 22.5 ft

* NO IMPACTS TO CURRENT RAIL FREIGHT YARDS

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Lucas Ramirez

Affiliation/conexión:

Address/dirección [redacted]

Email/correo ele

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

Grade-separations at Rengstorff Ave + Castro St. in Mountain View are essential - please implement as soon as possible.

(9)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Adina Levin

Affiliation/conexión: Friends of Caltrain

Address/dirección: [redacted]

Email/correo electrónico [redacted]

Phone/teléfono: [redacted]

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

(10)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: TAMMY SKOOG

Affiliation/conexión: [redacted]

Address/dirección: [redacted]

Email/correo electrónic[redacted]

Phone/teléfono: [redacted]

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

PUT BICYCLE/WALKING TUNNEL UNDER TRACK - LESS COST. OR WALKING OVERPASS OVER ALMA / TRACKS.

(11)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Kathy Hamelton

Affiliation/conexión: CC-HSR

Address/dirección: [redacted]

Email/correo electrón

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario: Reference should be stated just before delivery track #s What agency

Question regarding Who makes quiet zone rules regarding feasibility -

Doesn't the HSR system have to be built LOS Sweet -

Very STRANGE that we're taking HSR $$ & not studying it in more depth.

✓

(12)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: John Schultz

Affiliation/conexión: _____

Address/dirección: _____

Email/correo electrónico: _____

Phone/teléfono: _____

☐ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

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(13)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Kirsten Keefe

Affiliation/conexión:

Address/dirección: Menlo Park

Email/correo electrónico: [redacted]

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

(1)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Paula Grey

Affiliation/conexión:

Address/dirección:

Email/correo electrónico:

Phone/teléfono: [redacted]

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

Horn at Hayward Park (San Mateo -

Hayward Park) San Mateo - Horns

* (Loudest decibel allowed)

2

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Jerry Carlson

Affiliation/conexión: TOWN of ATHERTON - VICE MAYOR

Address/dirección: Atherton

Email/correo electrónico:

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

(3)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Greg Greenway

Affiliation/conexión: RWC/SMC Chamber of Commerce / Peninsula Freight Rail Users Group

Address/dirección: [redacted]

Email/correo elect [redacted]

Phone/teléfono: [redacted]

☑ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

4

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: JOHN MAULBETSCH

Affiliation/conexión: RESIDENT

Address/dirección: [redacted]

Email/correo electrónic

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

I hope the assessments of noises and pollution will be realistic.

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Rosemary Maulbetsch

Affiliation/conexión: Atherton Rail Committee but speaking for self

Address/dirección: [redacted]

Email/correo electrónico: _____

Phone/teléfono: _____

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

I would appreciate receiving written responses to my questions.

Thank you.

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Karen Perry

Affiliation/conexión: None ours

Address/dirección: [redacted]

Email/correo electrónic

Phone/teléfono:

6

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

I will speak regarding tree deforestation,

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: BRIAN PERRY

Affiliation/conexión:

Address/dirección: BURLINGAME, CA

Email/correo electrónico:

Phone/teléfono:

7

☐ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

E.I.R. ISSUES - SEVERAL POINTS I WOULD LIKE TO HAVE ANSWERED OR ADDRESSED

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: STEPHEN ROSENBAUM

Affiliation/conexión: CALTRAIN USER/NEIGHBOR

Address/direcci[redacted]

Email/correo ele[redacted]

Phone/teléfono:[redacted]

☒ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

4

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Name/nombre: PAUL NICHELS

Affiliation/conexión: CONCERNED CITIZEN

Address/dirección: [redacted]

Email/correo electróni

Phone/teléfono:

☐ I would like to speak / Me gustaría hablar — MAYBE LATER

☑ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

1) WHAT IS THE RELATIONSHIP BETWEEN H.S.R.A & CALTRAIN ELECTRIFICATION TEAM

2) WHEN CAN SOMEONE COMMIT TO USING ONLY THE 2 EXISTING TRACKS? AERIAL VIADUCTS TO SUPPORT 4 TRACKS WOULD CAUSE AN UNACCEPTABLE LEVEL OF EMINENT DOMAIN SEIZURES. USE 2 TRACKS ONLY!!!

3) WHEN WILL AN OFFICIAL LIST OF EMINENT DOMAIN PROPERTIES BE PUBLISHED?

4) HOW MANY PEOPLE HERE ARE IN RISK OF PROPERTY LOSS OR BUSINESS CLOSURES DUE TO H.S.R. TRACK EXPANSION — RAISE YOUR HANDS.

Caltrain Electrification Project Public Scoping Meeting/Reunión del Alcance del EIR del Proyecto Electrificación de Caltrain

SO WE GET A PULSE. ≈ 45 PEOPLE ARE HERE

SPEAKER CARD / TARJETA HABLANTE

10

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Name/nombre: PAT GIORNI

Affiliation/conexió [redacted]

Address/dirección [redacted]

Email/correo elect [redacted]

Phone/teléfono: [redacted]

☒ I would like to speak / Me gustaría hablar

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Comment / Comentario:

(11)

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Linda Sack

Affiliation/conexión: Resident Menlo Park

Address/dirección: [redacted]

Email/correo electrón

Phone/teléfono:

☐ I would like to speak / Me gustaría hablar

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Comment / Comentario:

(1) Address whistle abatement

(2) # trains per day, max # cars & whether this represents an increase.

(3) hours of operation

(4) ~~THRU GATE OPTION~~

(5) hours of construction / length of time you expect construction crews at any given cross section.

Caltrain Electrification Project Public Scoping Meeting/Reunión del Alcance del EIR del Proyecto Electrificación de Caltrain

SPEAKER CARD / TARJETA HABLANTE

12

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Andy Chow

Affiliation/conexión: Bay Rail Alliance

Address/dirección: _____

Email/correo electrónico: _____

Phone/teléfono: _____

☒ I would like to speak / Me gustaría hablar

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Comment / Comentario:

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SPEAKER CARD / TARJETA HABLANTE

1

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: SHIRLEY JOHNSON

Affiliation/conexión: SFBC

Address/dirección: [redacted]

Email/correo elect

Phone/teléfono:

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Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: LARRY AMES

Affiliation/conexión:

Address/dirección [redacted]

Email/correo elect

Phone/teléfono:

☐ I would like to speak / Me gustaría hablar

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Comment / Comentario:

WILL THE TRAINS HAVE BATTERY BACKUPS
WILL TRAINS BE ABLE TO MOVE ACROSS A GAP IN CASE OF DOWNED OVERHEAD WIRES

SPEAKER CARD / TARJETA HABLANTE

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: ARMANDO GONZALEZ

Affiliation/conexión:

Address/dirección:

Email/correo electr[redacted]

Phone/teléfono: [redacted]

☒ I would like to speak / Me gustaría hablar

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Comment / Comentario: EMINENT DOMAIN QUESTION

SPEAKER CARD / TARJETA HABLANTE

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Name/nombre: JOHN LITRINGER

Affiliation/conexión:

Address/dirección: [redacted]

Email/correo electr

Phone/teléfono:

☐ I would like to speak / Me gustaría hablar

☒ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

1) Gilroy and South of TAMIEN STATION RIDERS CURRENTLY ENJOY A "ONE-SEAT-RIDE" TO SF (OR STATIONS NORTH OF TAMIEN). WILL THAT SERVICE BE IMPACTED? IF SO, HOW?

2) ONCE HSR SERVICE IS IN PLACE, WOULD CALTRAIN EXTEND ELECTRIFIED COMMUTER SERVICE TO THE SOUTH OF TAMIEN RIDERS?

I SUPPORT THE ELECTRIFICATION OF CALTRAIN!! ☺♥

SPEAKER CARD / TARJETA HABLANTE

1

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Name/nombre: Richard Nichols

Affiliation/conexión: HOA

Address/dirección: [redacted]

Email/correo electr

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

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Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

(2)

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Michael Ludwig

Affiliation/conexión: [redacted]

Address/dirección:

Email/correo electrónico:

Phone/teléfono:

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Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

(2)

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Name/nombre: Carter Collins

Affiliation/conexión: _____

Address/dirección: [redacted]

Email/correo electrón

Phone/teléfono:

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☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

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Name/nombre: Corinne Woods

Affiliation/conexión: Mission Bay OAC

Address/dirección: [redacted]

Email/correo electró[redacted]

Phone/teléfono: [redacted]

☒ I would like to speak / Me gustaría hablar

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Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

(7)

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: David Schwegel

Affiliation/conexión:

Address/dirección: [redacted]

Email/correo electrón

Phone/teléfono:

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☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

5

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: Toby Levine

Affiliation/conexión: Mission Bay CAC

Address/dirección [redacted]

Email/correo elec

Phone/teléfono:

☑ I would like to speak / Me gustaría hablar

☑ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

6

Each speaker will have 2 minutes to provide their comment/Cada hablante tendrá 2 minutos para dar su comentario. Si requiere los servicios de un traductor, avise al equipo de proyecto.

Name/nombre: DAVID GAVRICH

Affiliation/conexión: SAN FRANCISCO BAY RAILROAD

Address/dirección: [redacted]

Email/correo electrón

Phone/teléfono:

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Comment / Comentario:

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(7)

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Name/nombre: Advalorn

Affiliation/conexión: Friends of Caltrain

Address/dirección: [redacted]

Email/correo electrónico:

Phone/teléfono:

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Comment / Comentario:

SPEAKER CARD / TARJETA HABLANTE

8

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Name/nombre: TERRY LEEDER

Affiliation/conexión: SAN FRANCISCO RESIDENT

Address/dirección: [redacted]

Email/correo electrón

Phone/teléfono:

☐ I would like to speak / Me gustaría hablar

☐ I would like my comments to be read by the team / Me gustaría que el equipo lea mis comentarios

Comment / Comentario:

I WOULD REQUEST THAT ELECTRIFICATION OF THE TRACK FROM 22ND STREET NORTH TAKE INTO ACCOUNT POTENTIAL GRADE CHANGE / TUNNELING OPTIONS FOR THE FUTURE INCLUSION OF HSR AND CONNECTION TO THE NEW TRANSBAY CENTER. MY CONCERN IS TO AVOID THE EAST-WEST ISOLATION OF MISSIONBAY.