



# Peninsula Corridor Electrification Project Final Environmental Impact Report

LPMG  
December 18, 2014



## PCEP Environmental Milestones

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



## California Environmental Quality Act (CEQA)

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## Environmental Impact Areas

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

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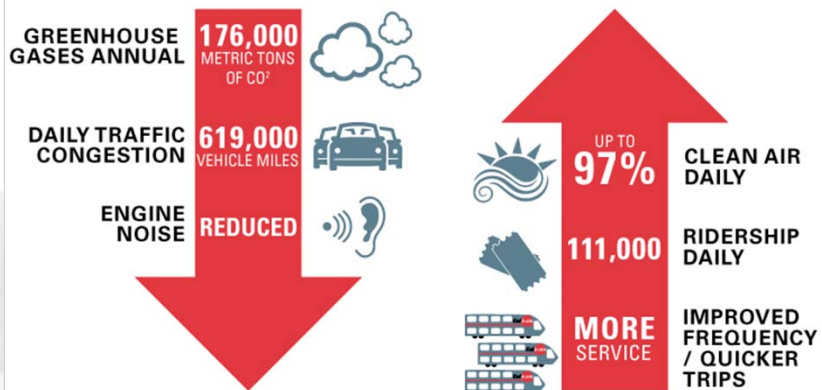
## Project Purpose & Need/Objectives

- Improve Caltrain system performance
- Increase service & ridership
- Increase revenue & reduce fuel cost
- Reduce environmental impacts related to train noise, and air quality and greenhouse gas emissions
- HSR-compatible electrical infrastructure

## Project Description

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

## Key Regional Benefits (2040)



## Comments on the Draft EIR

- Comment Period of 60 days (exceeding 45-day required period)
- Commenters (230 Total)
  - 4 State Agencies
  - 5 Regional Agencies
  - 18 Local Agencies
  - 17 Organizations
  - 5 Private Companies
  - 180 Individuals

Note: All written comments received within DEIR comment period are responded to in FEIR.

## Key Comments

- Visual Aesthetics (other than trees)
- Tree Removal
- Noise
- Local Traffic
- Traction Power Facilities
- Bikes on Board
- Freight
- Alternatives
- High-Speed Rail/“Segmentation”

## Visual Aesthetics\*

- Key Comments
  - OCS & Traction Power Facilities (TPF) impacts
- Key Responses
  - Existing transportation & utility corridor
  - Additional visual simulations
  - Revised mitigation for Traction Power Facilities
  - Tree mitigation will help OCS impacts

\* Note: Other than trees

## Trees

- Key Comments:
  - Tree removal
- Key Responses:
  - Five test cases of tree mitigation application
  - DEIR (worst-case) to FEIR(likely impact)\*
    - Removal of 2,200 to 1,000 trees
    - Prune 3,600 to 3,200 trees
  - Tree mitigation measure

\* Note: Electric Safety Zone (ESZ) in 2 track areas 24' to 21'; ESZ in multi track areas 24' to 18'; ROW needed for ESZ from 18 to 7 acres

## Noise

- Key Comments:
  - Did analysis include all project noise sources?
  - Request for project mitigations (quiet zones & grade separations)
- Key Responses:
  - Horn, train, wheel-rail, ambient noise considered
    - No project-level significant impacts
  - TPF impacts
    - SSF & Palo Alto
    - Mitigations: design treatment, equipment/site relocation

## Local Traffic

- Key Comments:
  - Specific location concerns
  - Support for grade separations
- Key Responses:
  - 10 new study locations added
  - No new significant impacts in FEIR
  - Grade separations
    - Not financially feasible for PCEP
    - Partner with local, regional, state, federal agencies, implement over time

## Traction Power Facilities

- Key Comments:
  - Study additional options
- Key Responses:
  - Added options per city/county request\*
    - TPS1, Option 4 (SSF)
    - PS3, Option 2 (Burlingame)
    - PS4, Option 3 (San Mateo City)
    - SWS, Option 2 (San Mateo County)
    - PS5, Option 1B (Palo Alto)

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

## Bikes on Board

- Key Comments:
  - Requested expanded onboard bicycle capacity
- Key Responses:
  - Continue bikes onboard program
  - Specific bicycle capacity not significant environmental impact
  - Separate EMU procurement input process

## Freight

- Key Comments:
  - Vertical clearances, operational hours, EMI
- Key Responses:
  - Vertical clearances
    - Existing clearances accommodated
    - Limited cumulative effect
  - No temporal separation/operational hours same as today
  - EMI-proven controls from Northeast Corridor



## Alternatives

- Key Comments:
  - Fully consider non-electrified vehicle alternatives
- Key Responses:
  - 52 alternatives considered
  - Screened alternatives
  - Four non-electrified alternatives analyzed:
    - No Project
    - Diesel Multiple Unit
    - Dual-mode Multiple Unit
    - Tier 4 Diesel Locomotive\*

\* Note: Added for FEIR

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## High-Speed Rail / “Segmentation”

- Key Comment:
  - Analyze High Speed Rail/Blended Service in PCEP EIR
- Key Responses:
  - High Speed Rail/Blended Service only at conceptual level
  - Analyzed in Cumulative Chapter
  - CEQA allows projects to be analyzed in separate environmental process
  - “Independent Utility”
    - Logical termini
    - Different proponents, different purposes
    - Environmental impacts can be fully disclosed

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## Other Additions

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## Cost Reduction Strategies

- Eliminate electrification of UP-owned MT-1 in South Terminal area
- Eliminate electrification beyond Michael Yard (move PS7 to just south of Tamien station) and defer electrification of Michael Yard
- Defer electrification of SF Yard storage tracks
- Use electric locomotives for protect sets
- Revise design concept to shared OCS pole foundations for Guy-wires

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## Legal Considerations

- The JPB is a federally regulated rail carrier, subject to the authority of the Surface Transportation Board (STB).
- Court rulings (past and recent) support argument that rail projects subject to STB jurisdiction are exempt from state environmental law, including CEQA.
- If EIR is legally challenged, JPB reserves the right to assert STB pre-emption of CEQA.
- JPB proposes to adhere to the mitigation identified in the EIR.

## Next Steps

## Key Milestones

### → FEIR Made Available (12/4/14)

- Notice of Availability, circulated widely (residents, CBOs, cities/counties, federal/local, agencies, individuals)
- FEIR available on website, at libraries & copymats

### • JPB to Consider (1/8/15)

- Certification of the EIR
- Adoption of findings, statement of overriding considerations
- Consider adoption project / mitigation monitoring and reporting program