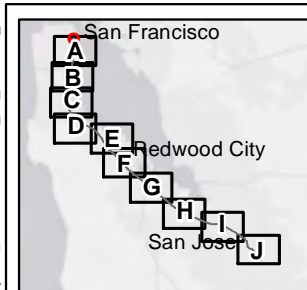
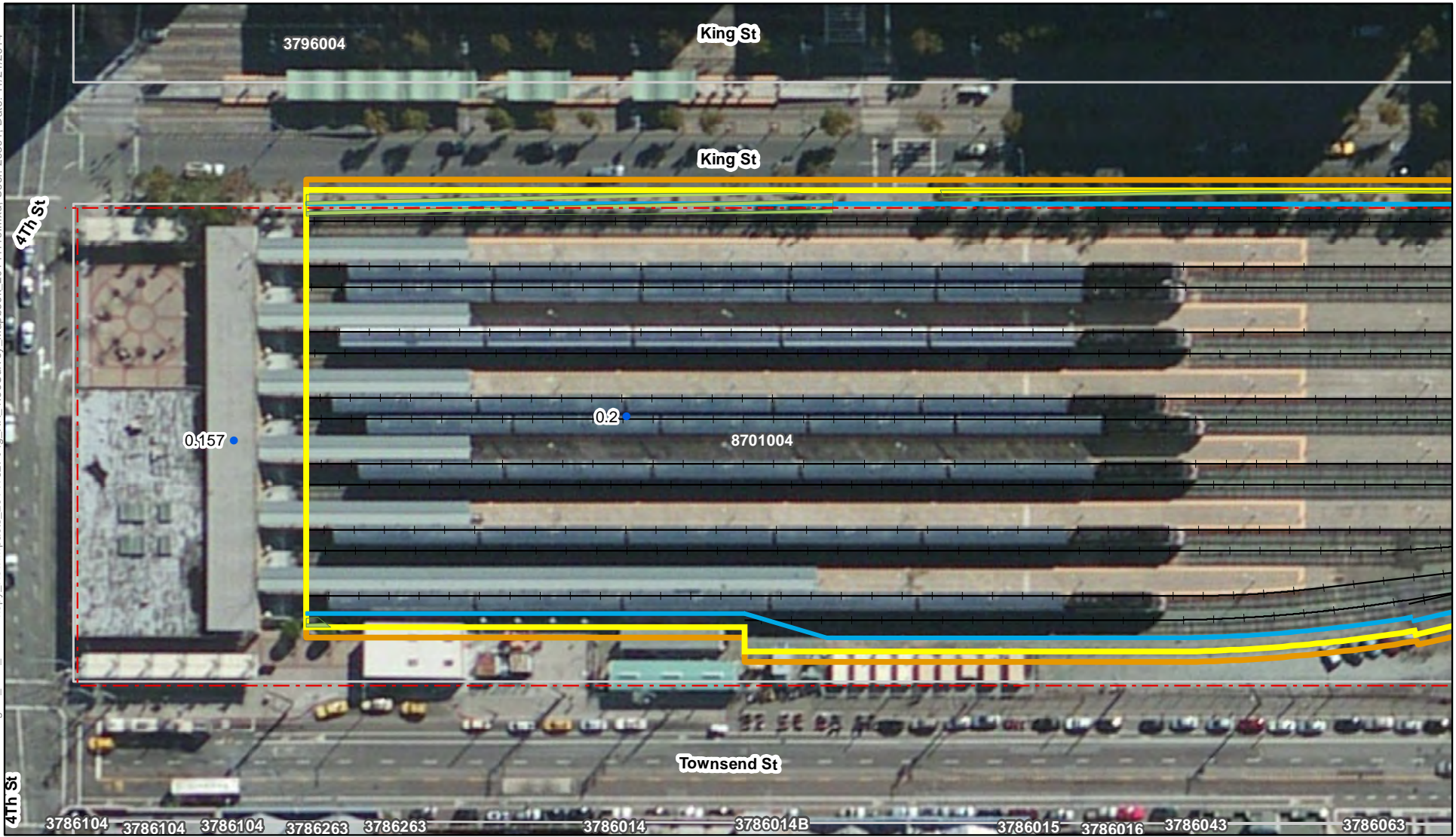


Appendix J
**Preliminary Overhead Contact System/Electrical Safety
Zone/Tree Impact Maps (Grid A)**



Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

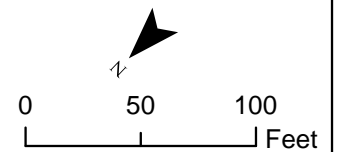
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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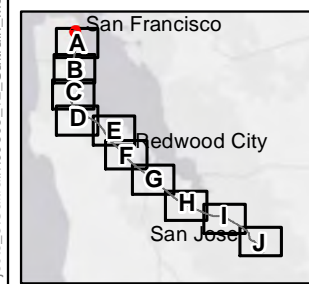
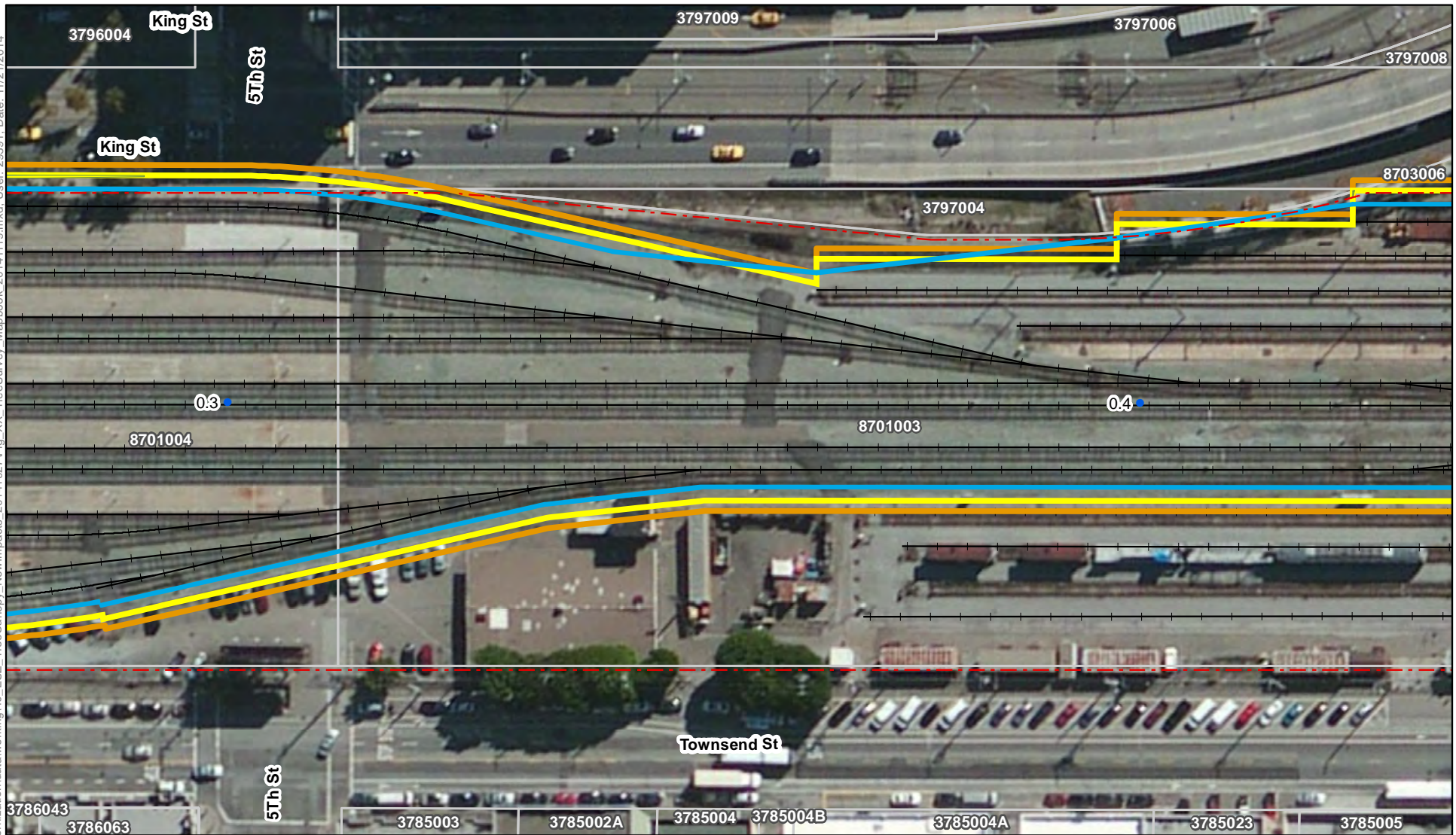
Grid Index: A

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_Moderation\data\working\40_ESZ_TreeCanopy_NewImpacts_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

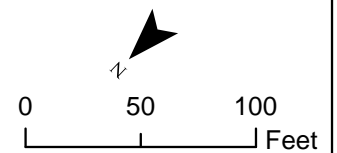
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

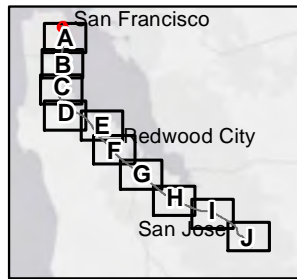
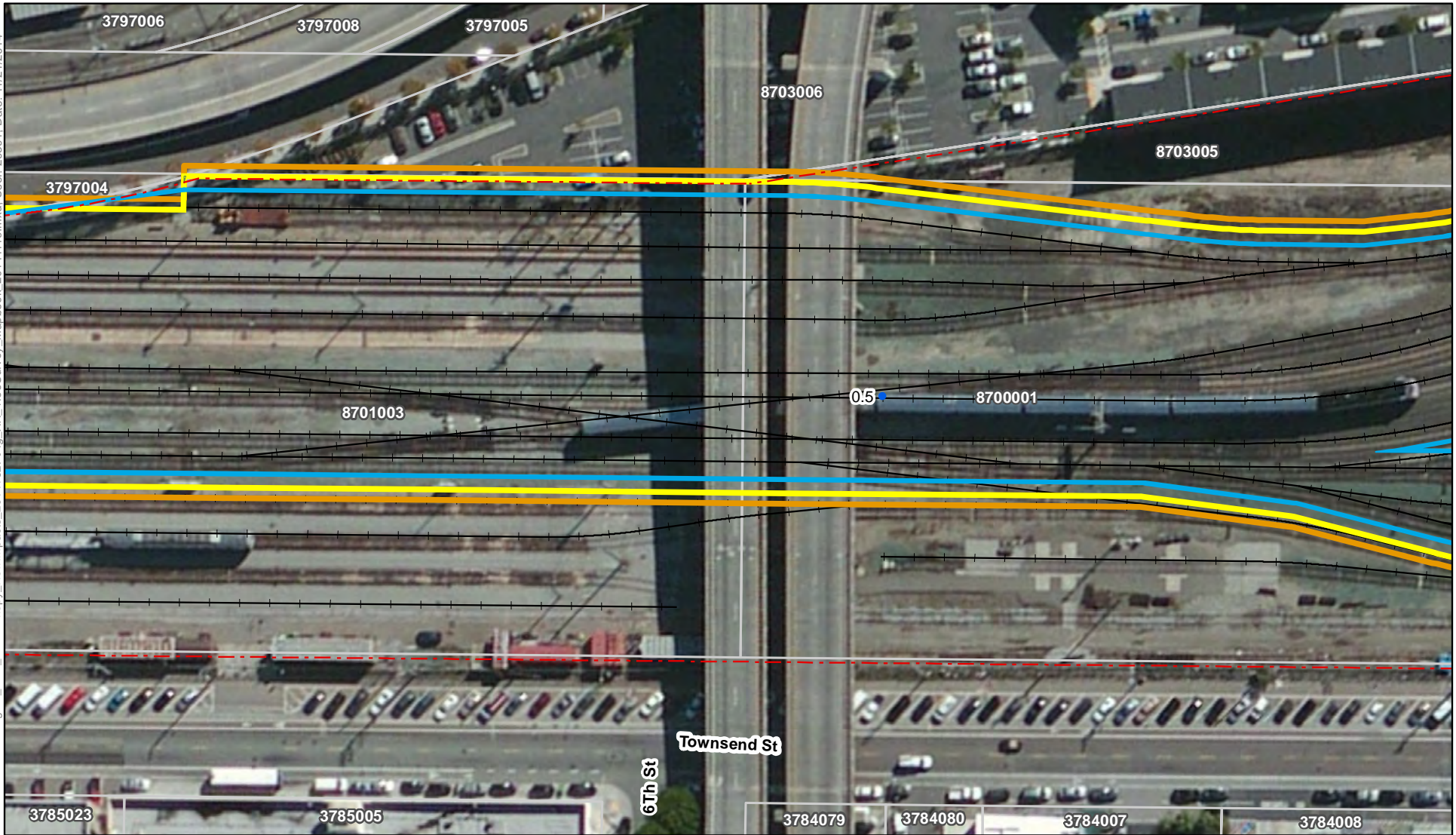
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Grid Index: A

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

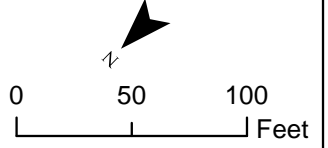


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

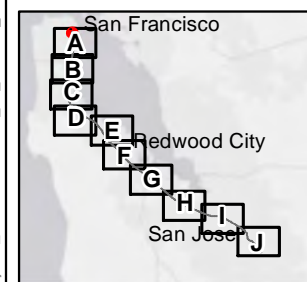
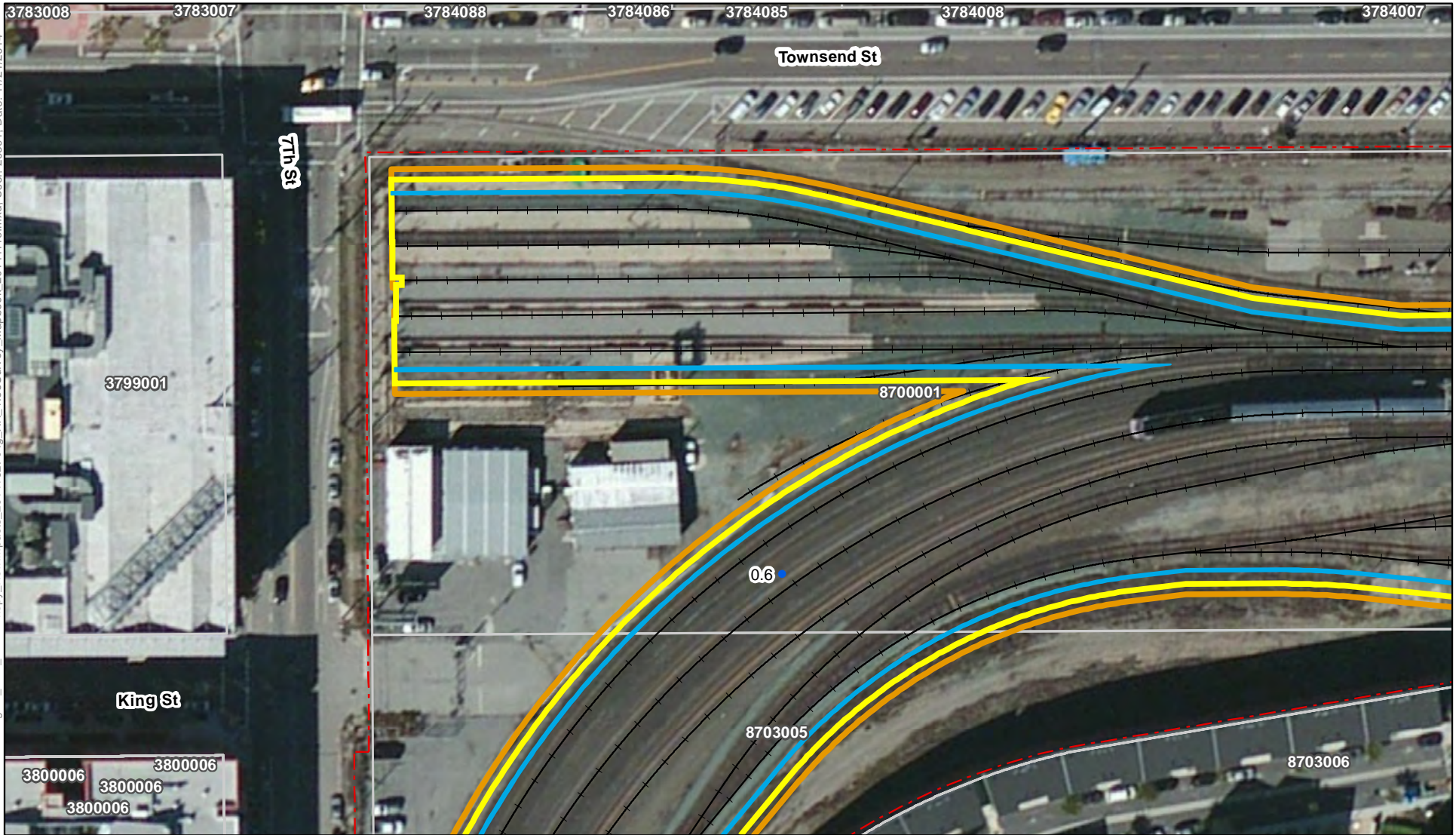
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 3 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_Moderization\data\working\40_ESZ_TreeCanopy_NewImpacts_201411027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

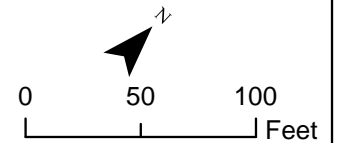
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

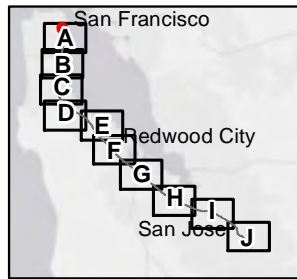
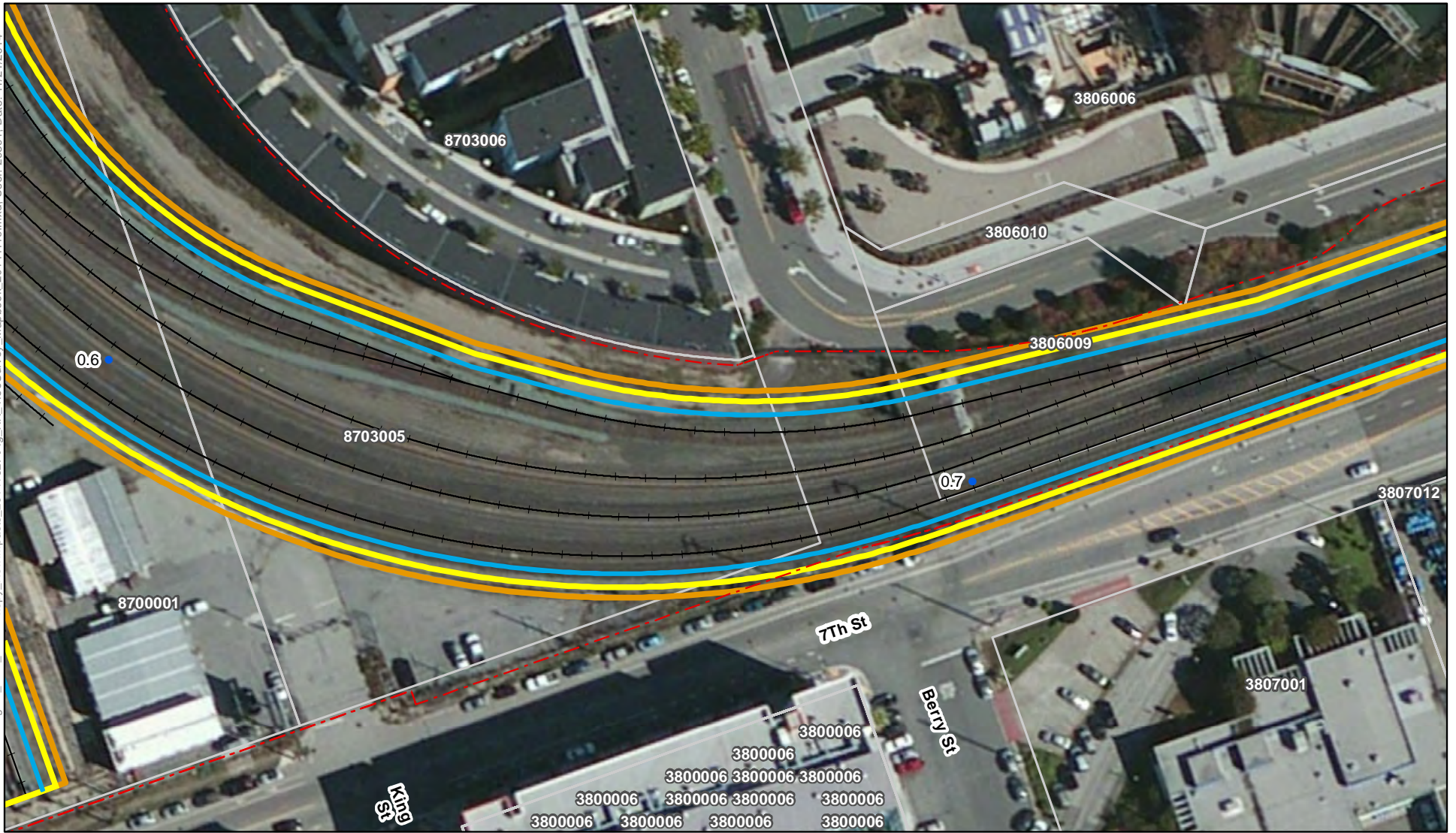
Page 4 of 359

Grid Index: A

San Francisco, San Francisco County



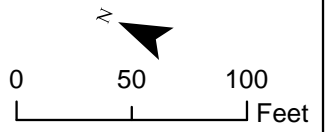
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



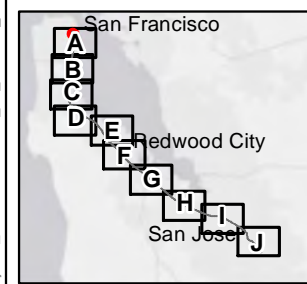
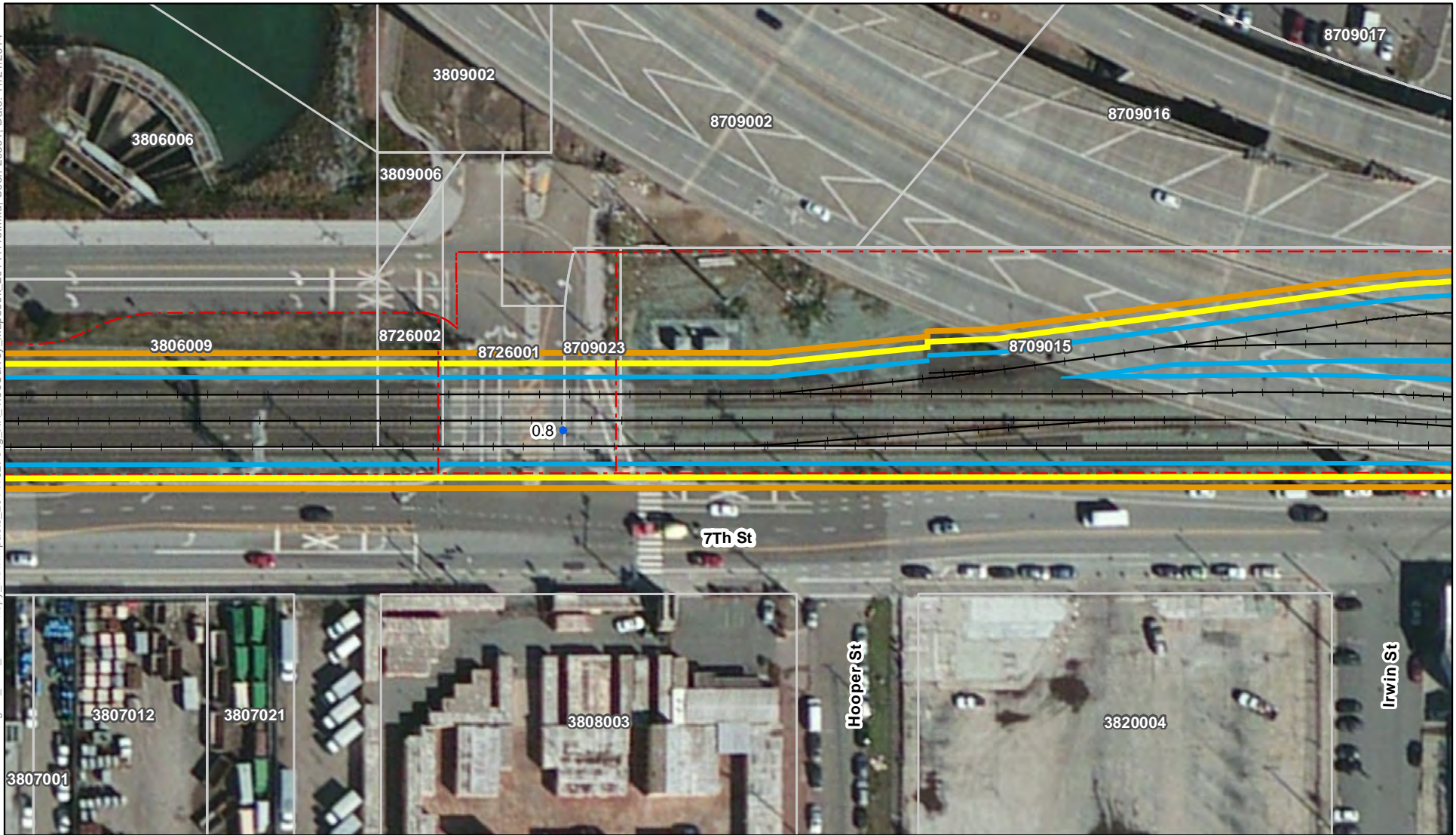
Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
 - - - JPB Right of Way
 - + Tracks
 - Parcel
 - OCS (outer pole alignment)
 - ESZ - 21/18' offset
 - ESZ - 24' offset
 - Tree Canopy within ESZ*
- Tree Impact **
 - No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
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 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

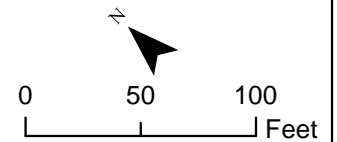
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

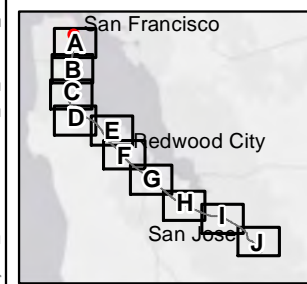
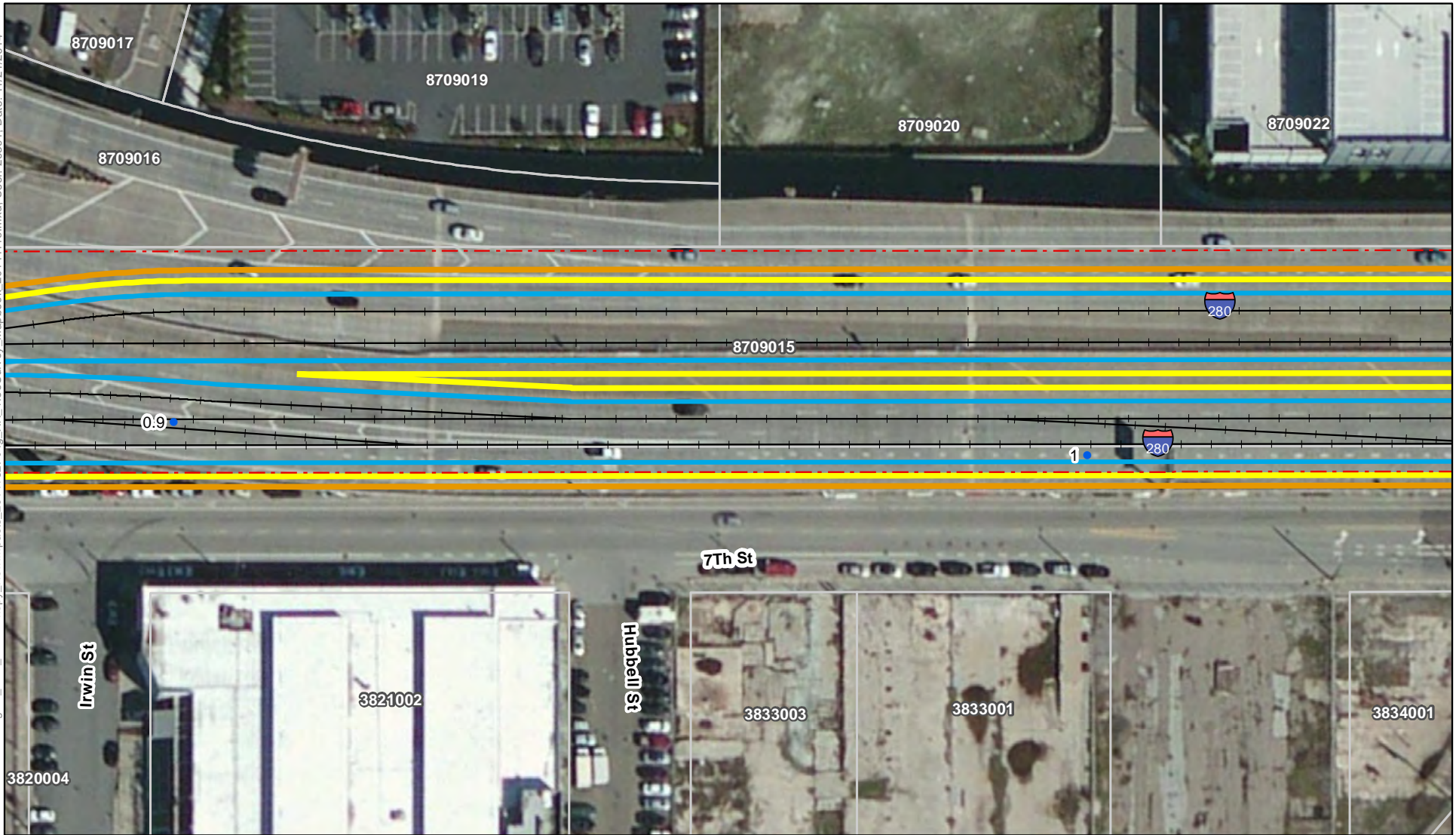
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San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

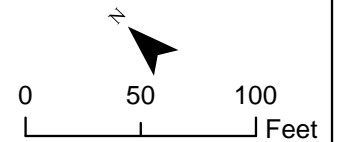
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- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

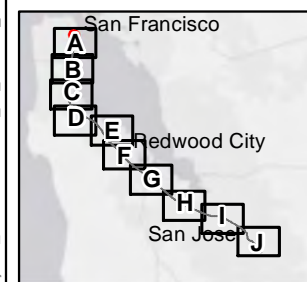
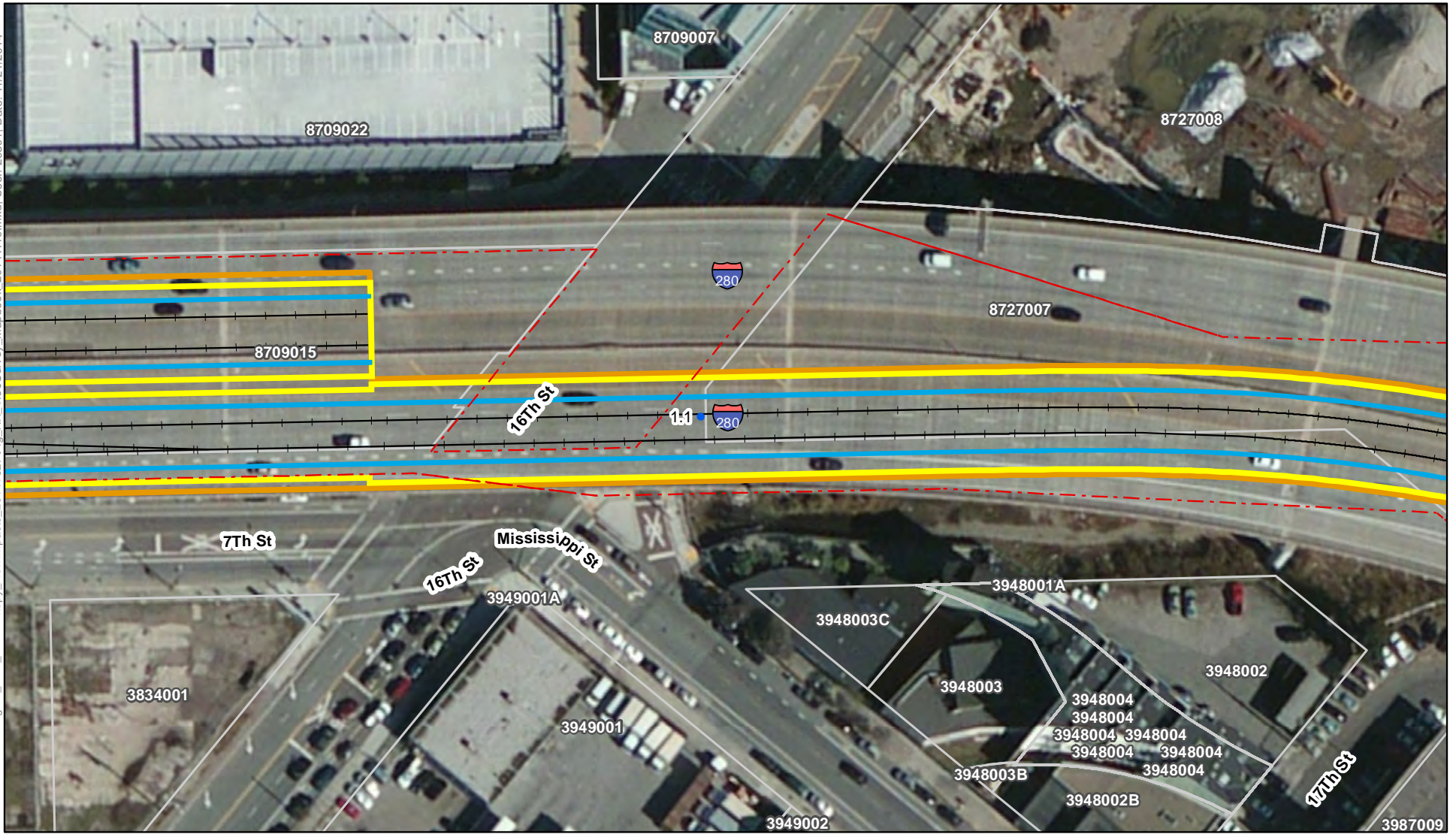
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San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

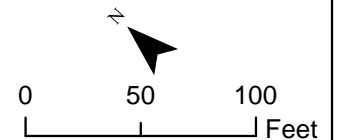
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- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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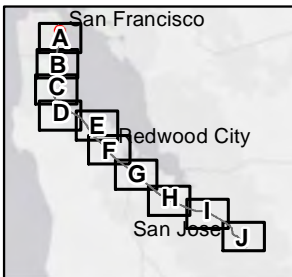
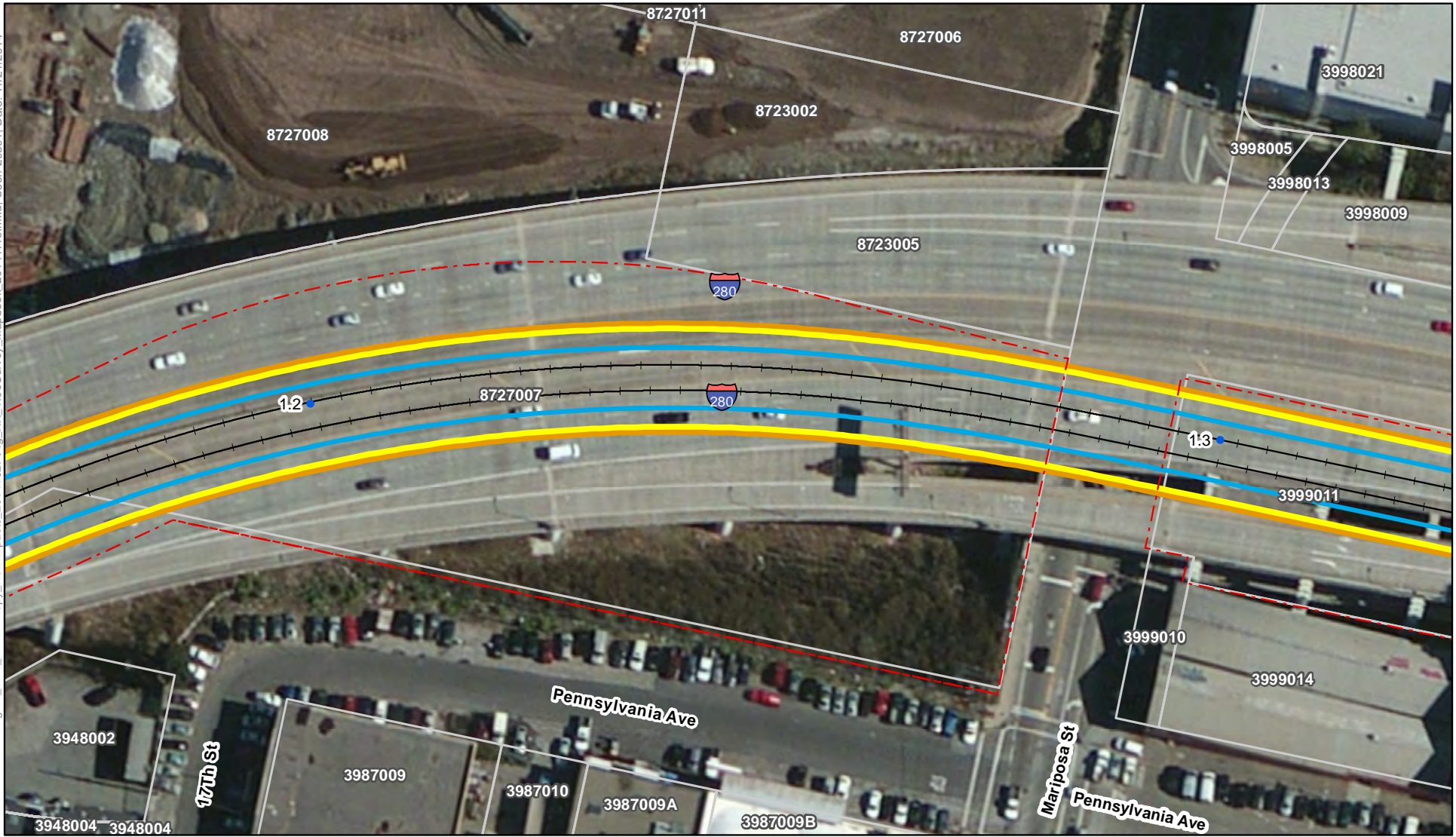
Grid Index: A

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_Moderization\data\working\40_ESZ_TreeCanopy_NewImpacts_20141102\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

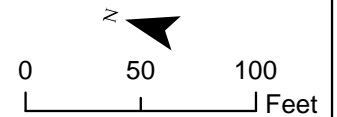
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

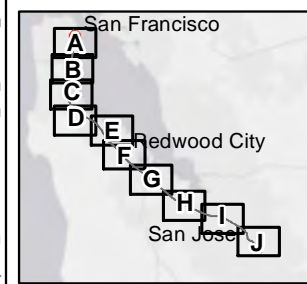
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San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

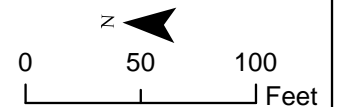


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

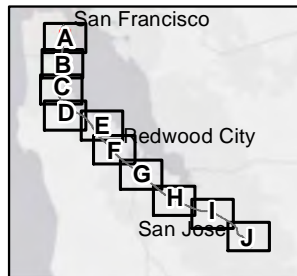
- Track Mile Post
- JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps



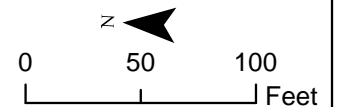
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



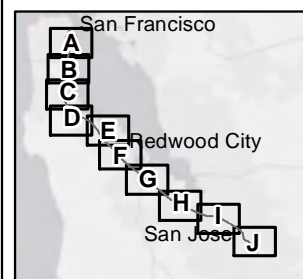
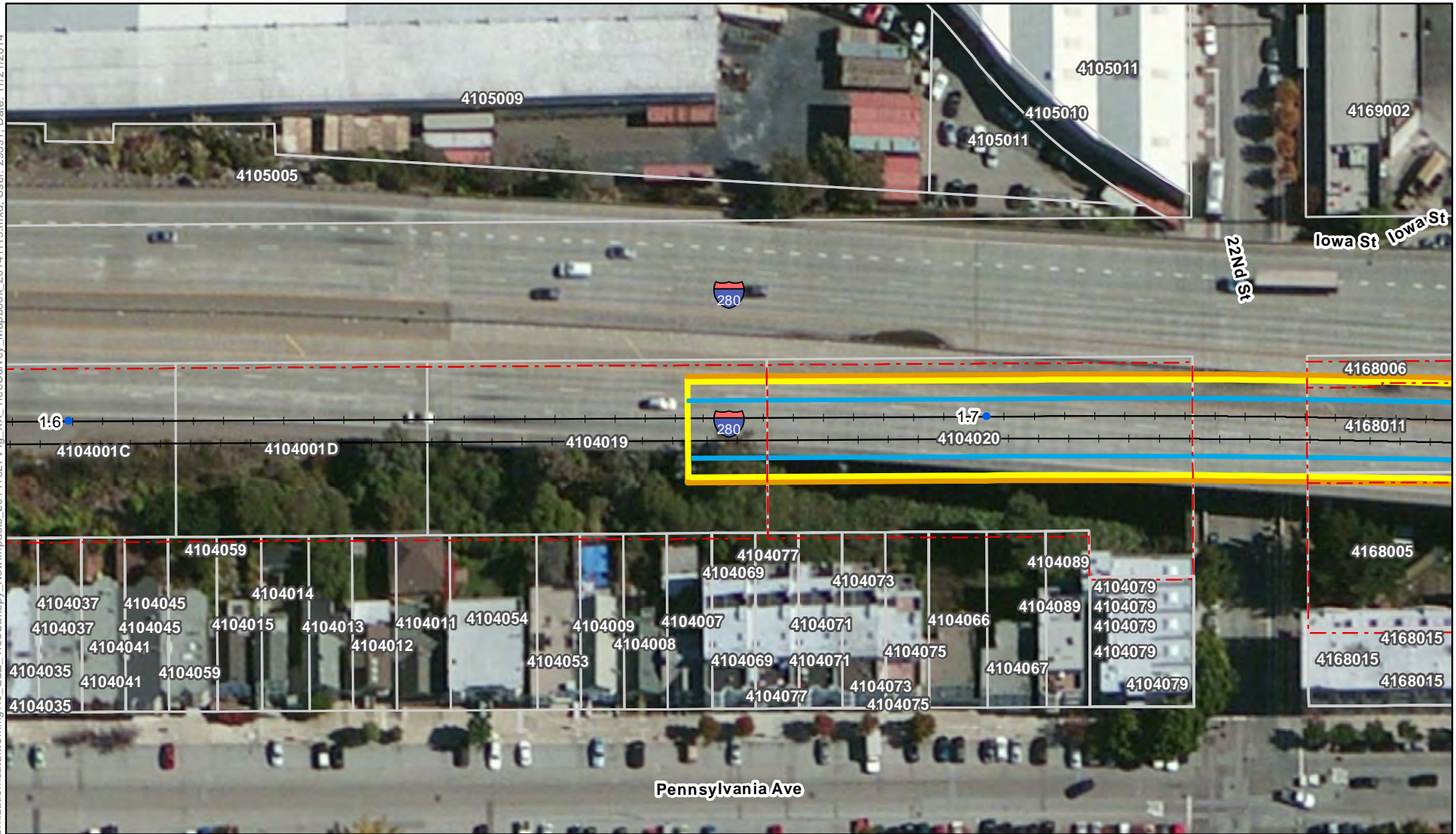
Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
 - JPB Right of Way
 - Tracks
 - Parcel
 - OCS (outer pole alignment)
 - ESZ - 21'/18' offset
 - ESZ - 24' offset
 - Tree Canopy within ESZ*
- Tree Impact **
 - No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
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 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

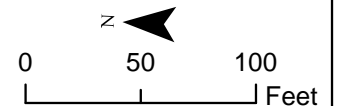


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

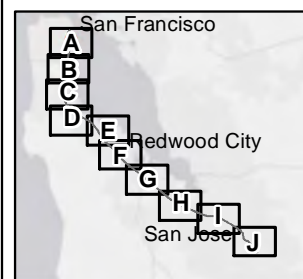
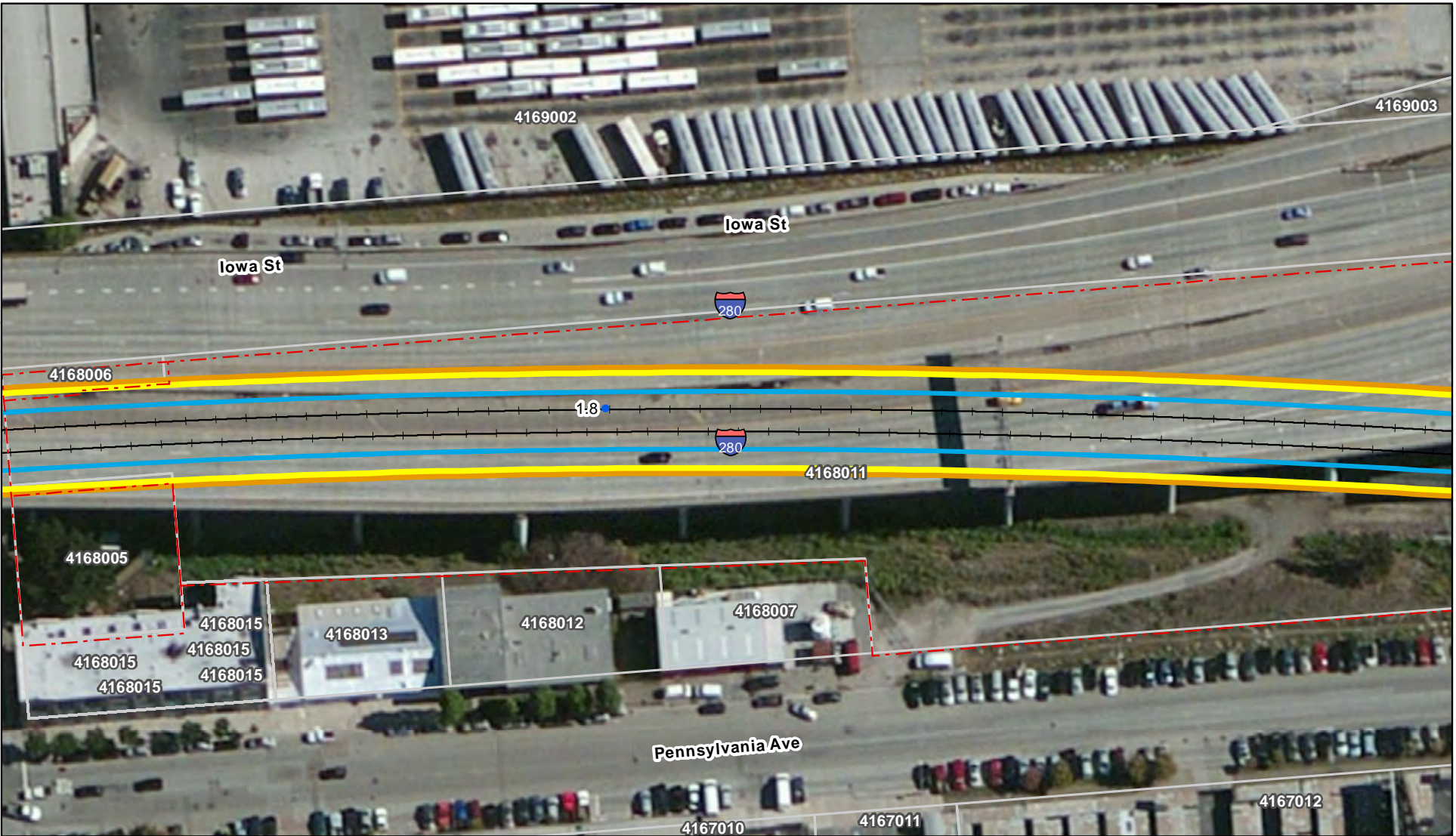
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
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 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

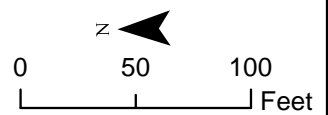


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

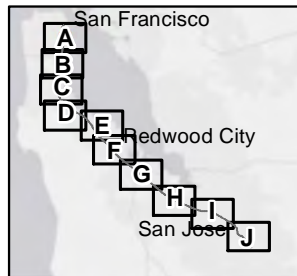
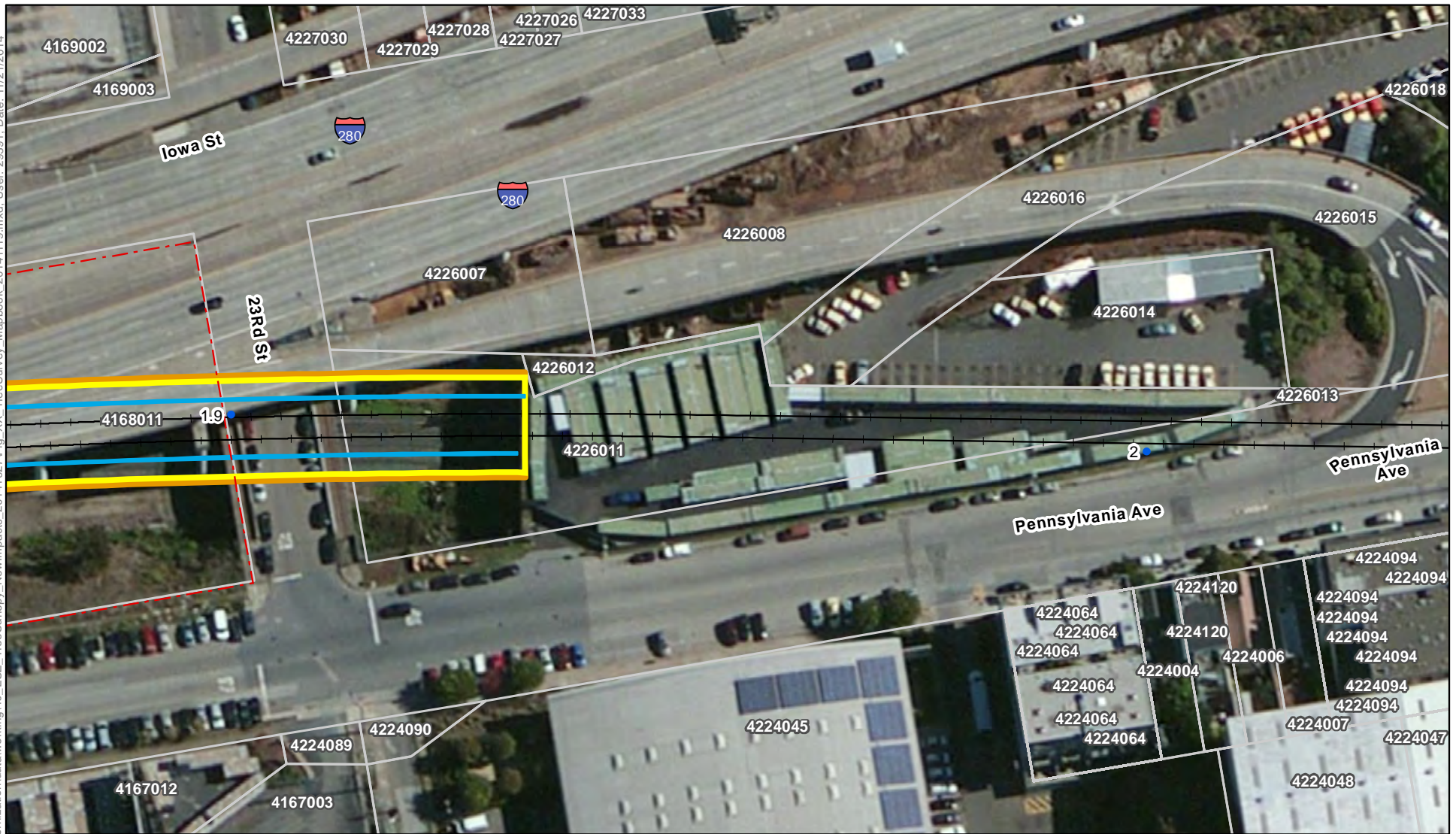
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
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 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

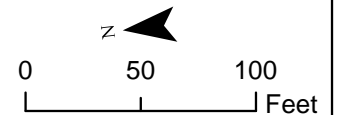


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

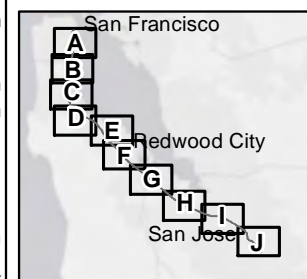
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 14 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

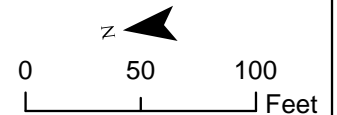


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

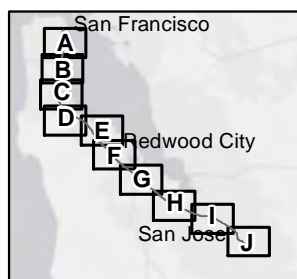
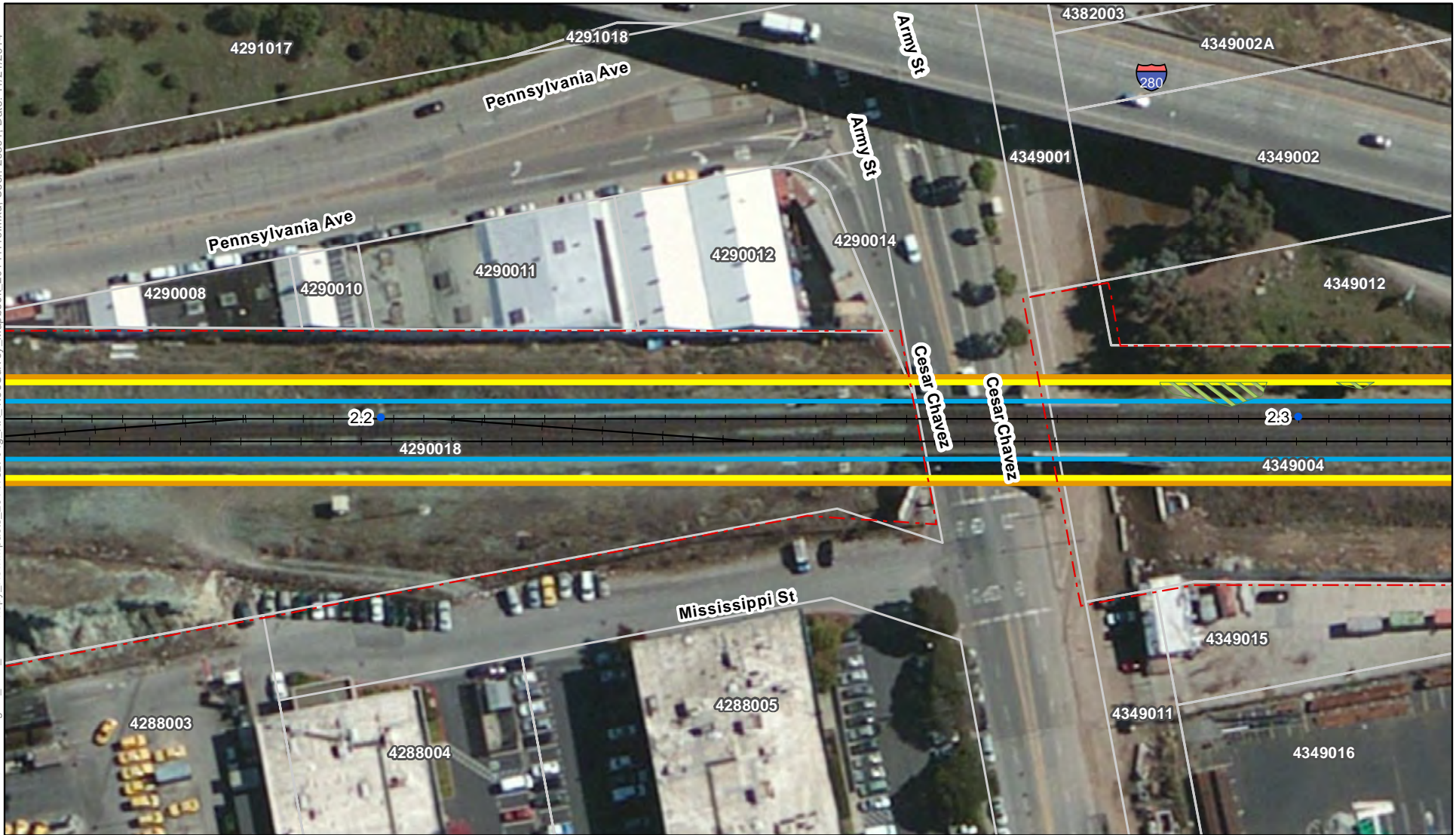
- Track Mile Post
- JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 15 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

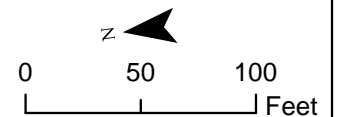


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

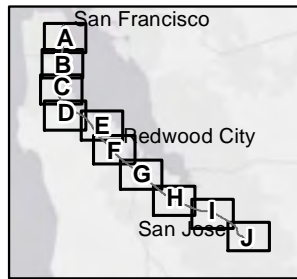
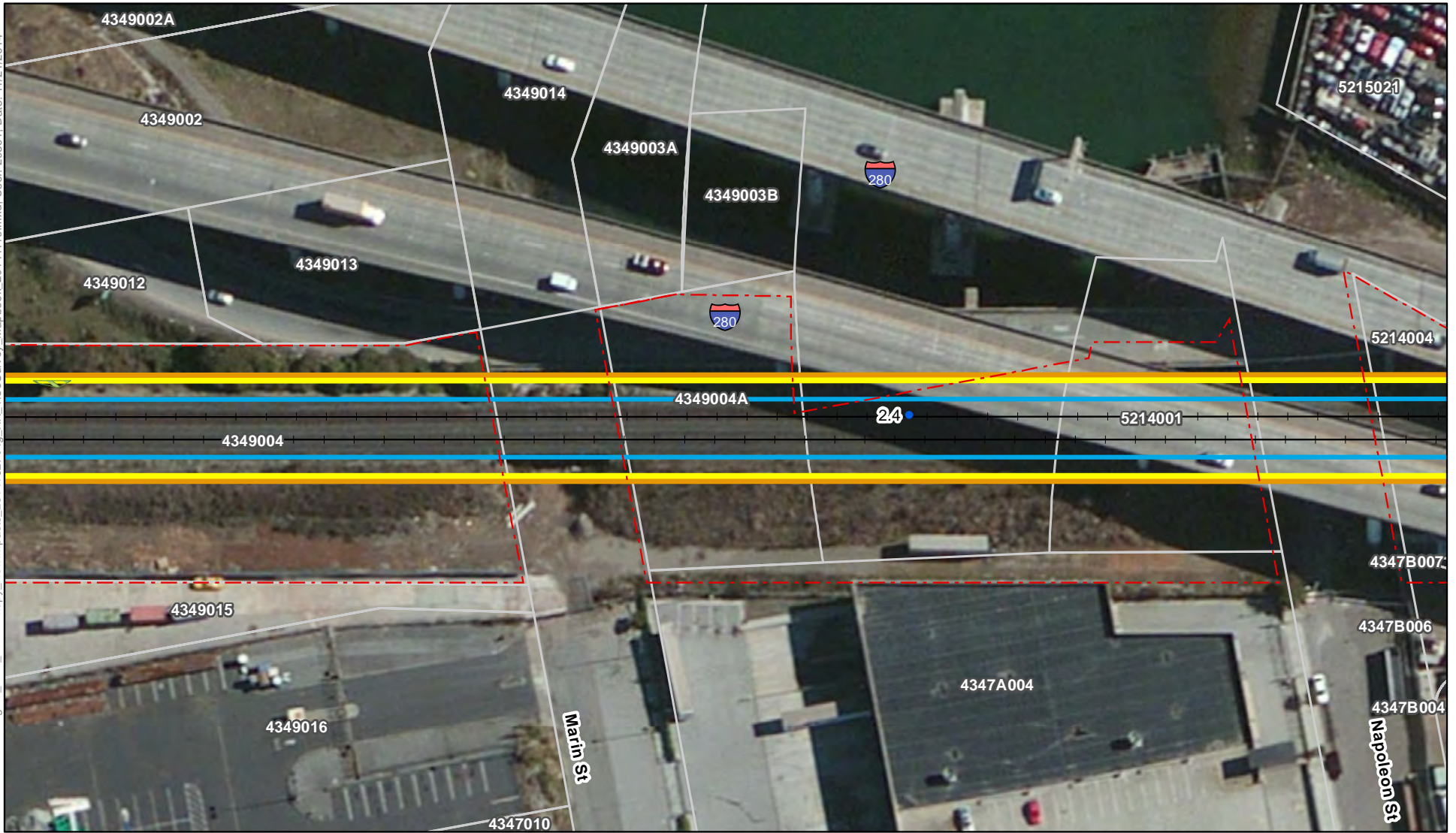
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 16 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_MoDERization\data\working\40_ESZ_TreeCanopy_NewImpacts_20141027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:
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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

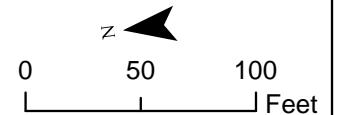
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

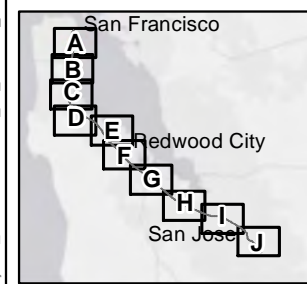
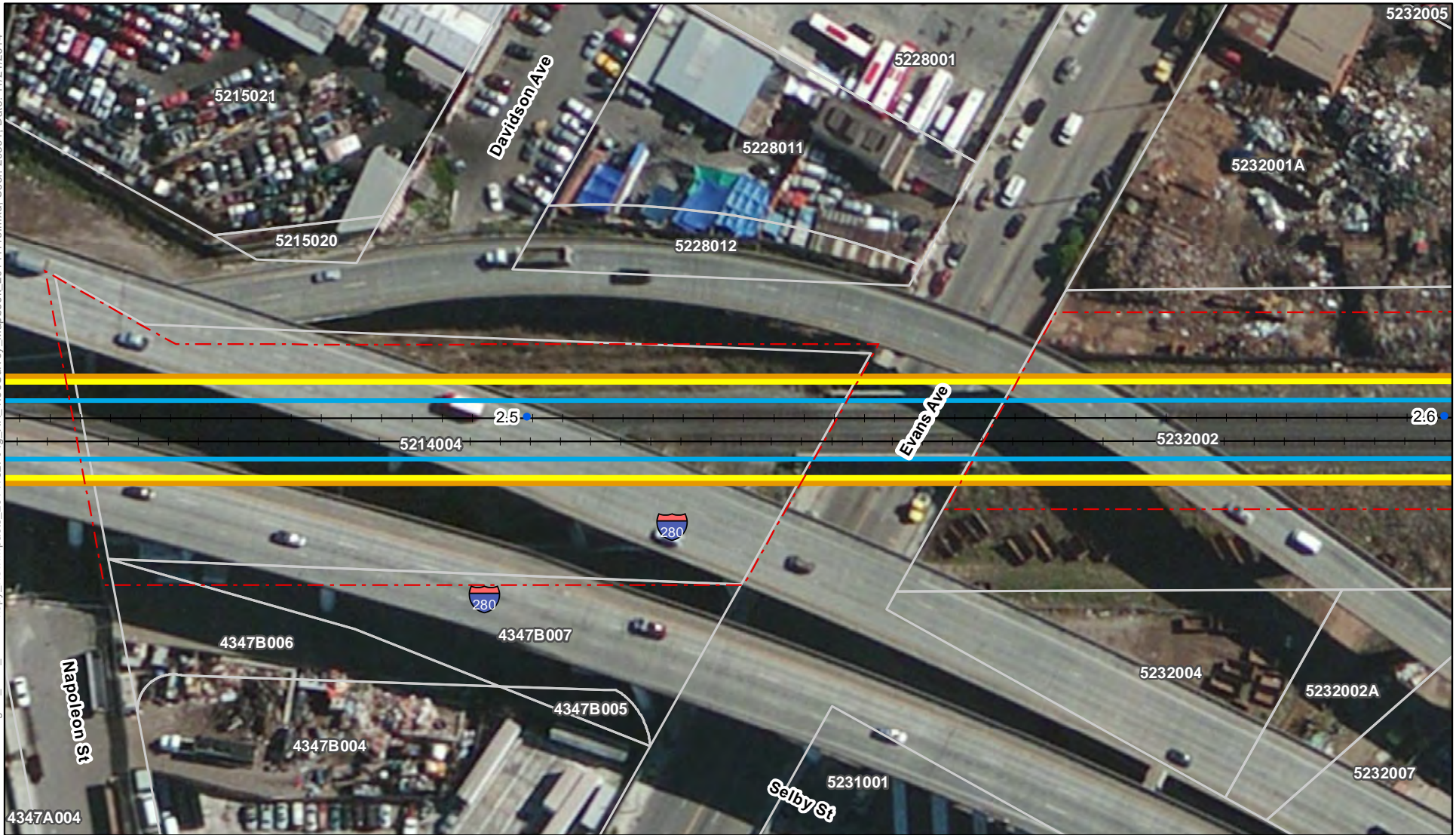
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Grid Index: A

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



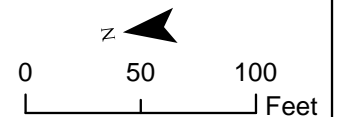
Notes:
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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

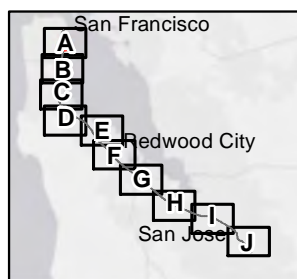
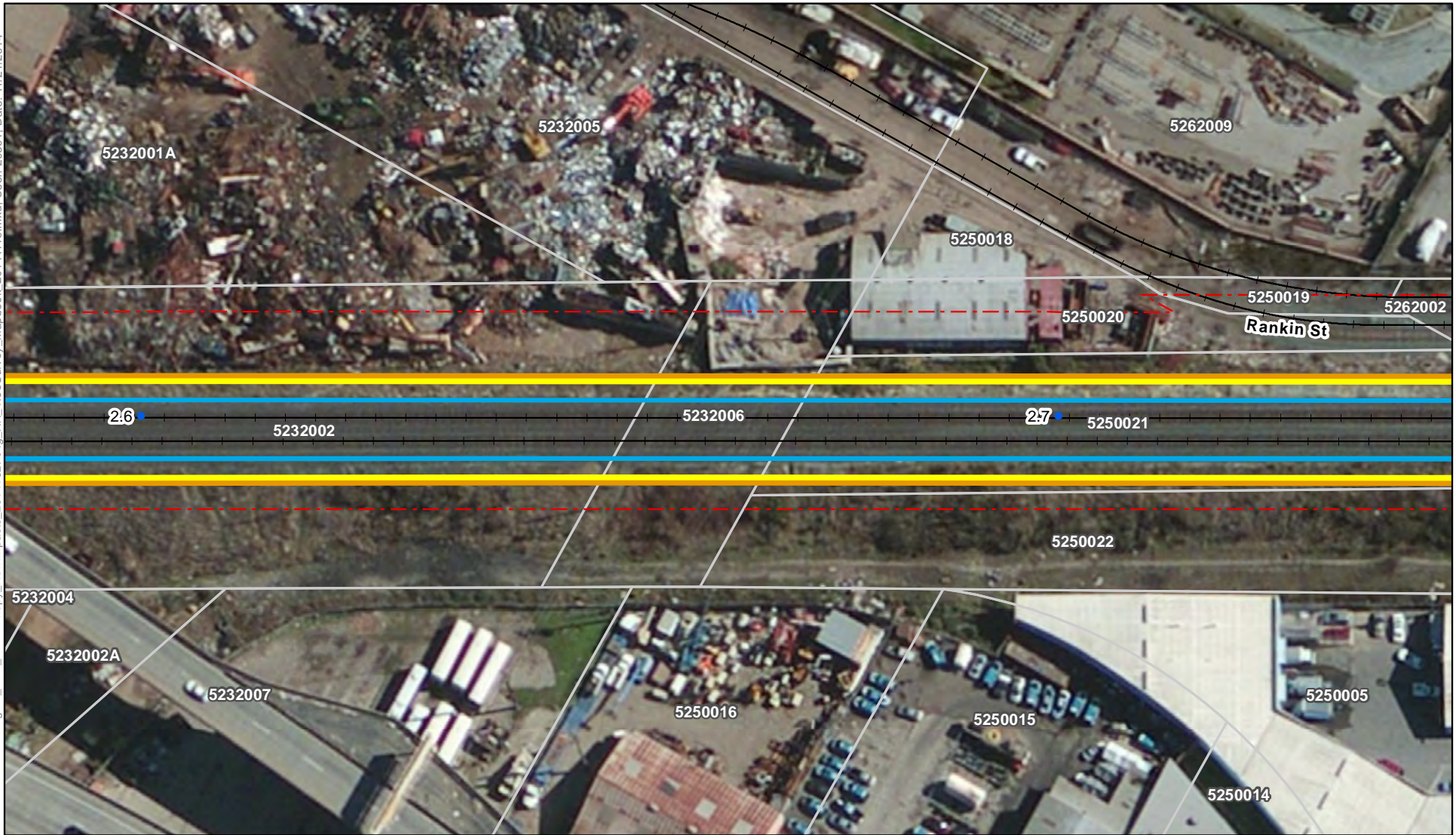
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

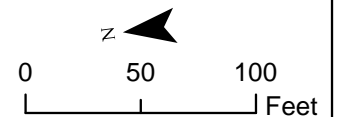


Notes:
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 For restrictions on use of parcel data see the Notes section of the index map.

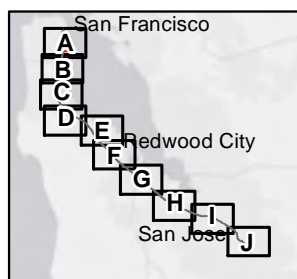
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps



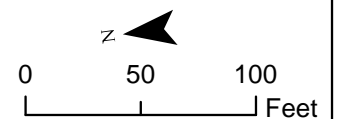
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



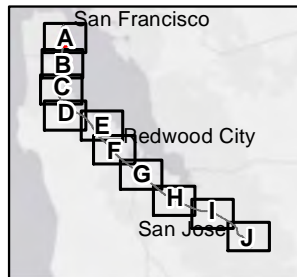
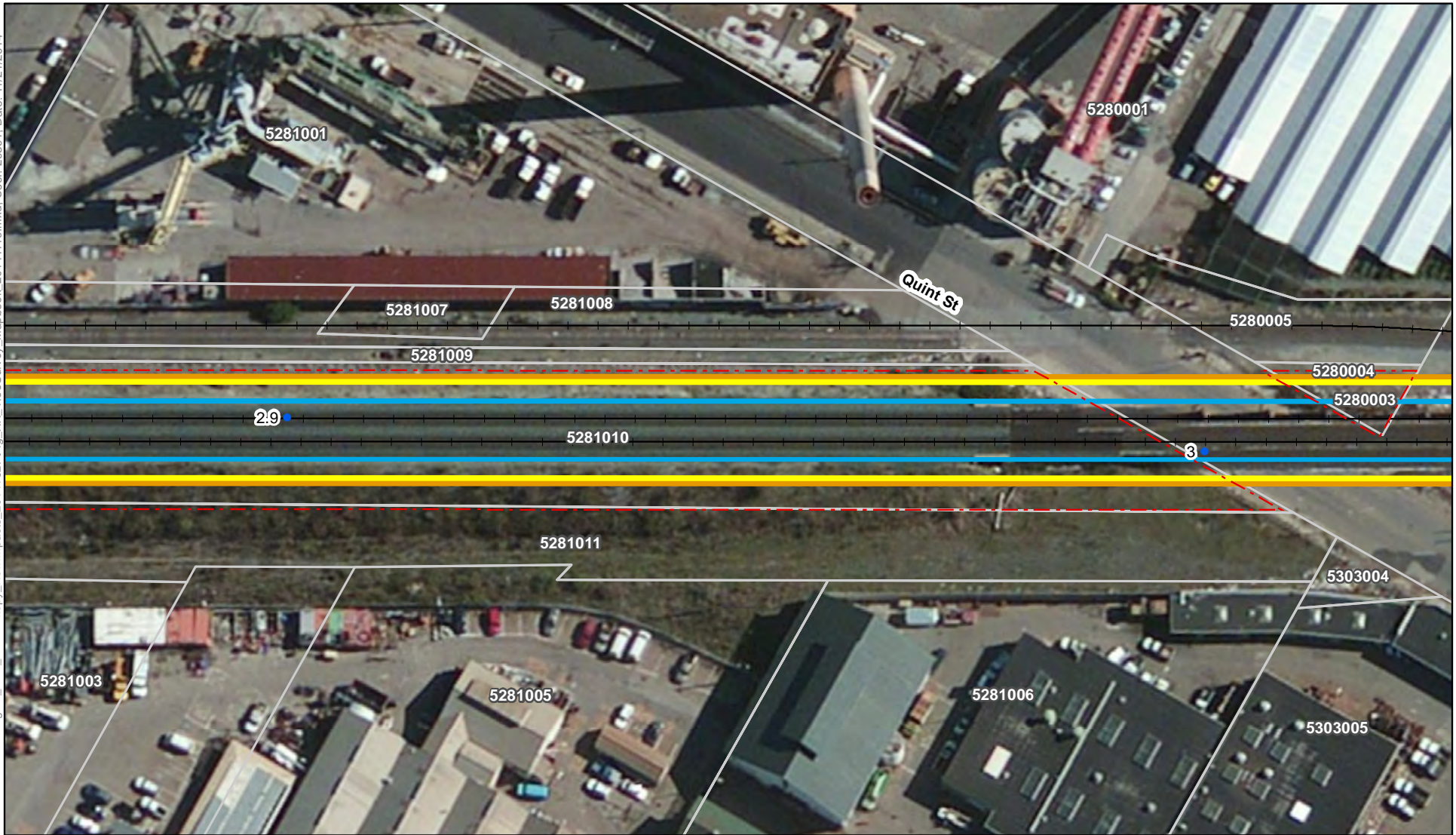
Notes:
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- Track Mile Post
 - - - JPB Right of Way
 - + Tracks
 - Parcel
 - OCS (outer pole alignment)
 - ESZ - 21'/18' offset
 - ESZ - 24' offset
 - Tree Canopy within ESZ*
- Tree Impact **
 - No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

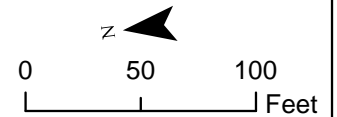
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

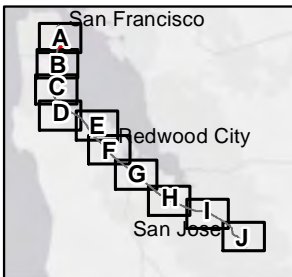
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Grid Index: A

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

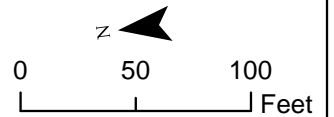


Notes:
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 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

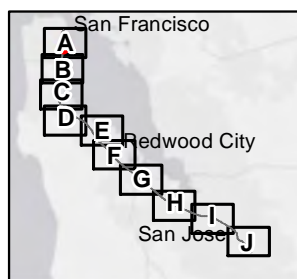
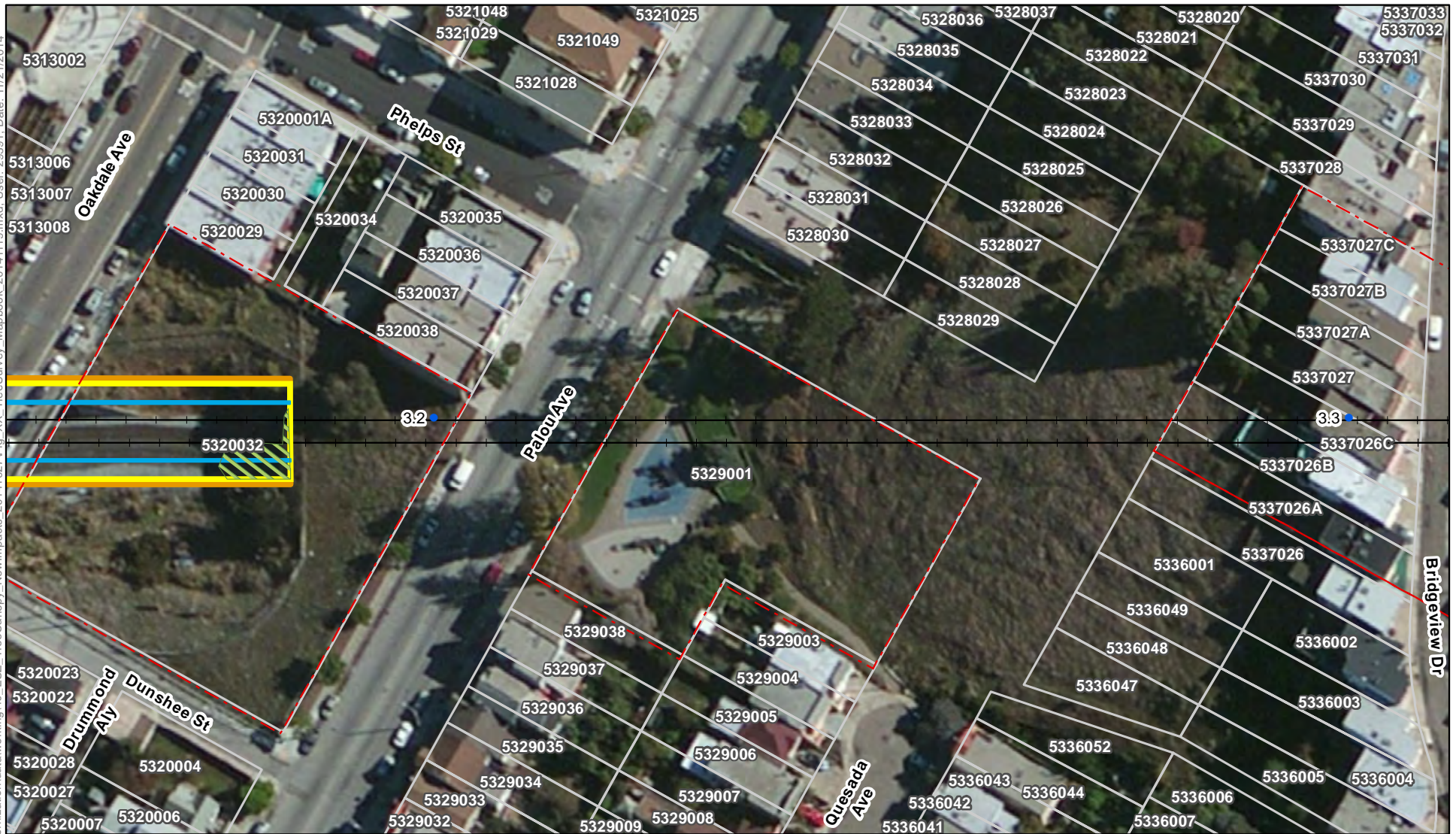
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_3\Caltrain_00606_12_Caltrain_Moderization\data\working\40_ESZ_TreeCanopy_NewImpacts_201411027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- ▭ OCS (outer pole alignment)
- ▭ ESZ - 21'/18' offset
- ▭ ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

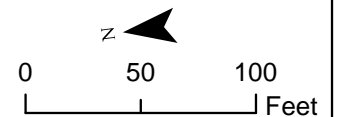
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

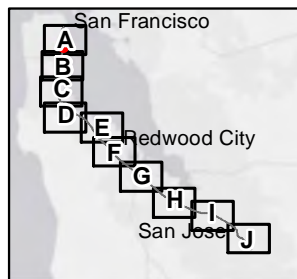
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Grid Index: A

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

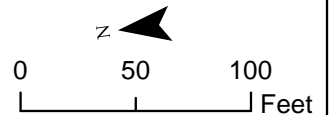


Notes:
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- Track Mile Post
- JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

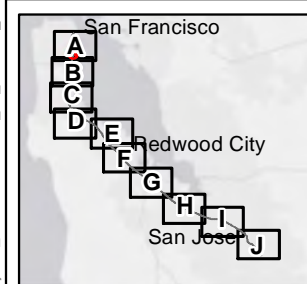
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_3\Caltrain\00606_12_Caltrain_Moderization\data\working\40_ESZ_TreeCanopy_NewImpacts_20141027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014

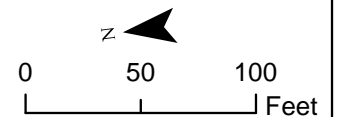


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- JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

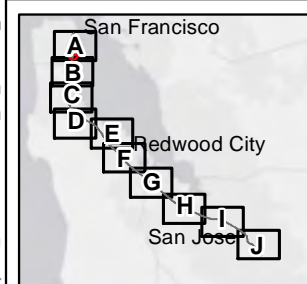
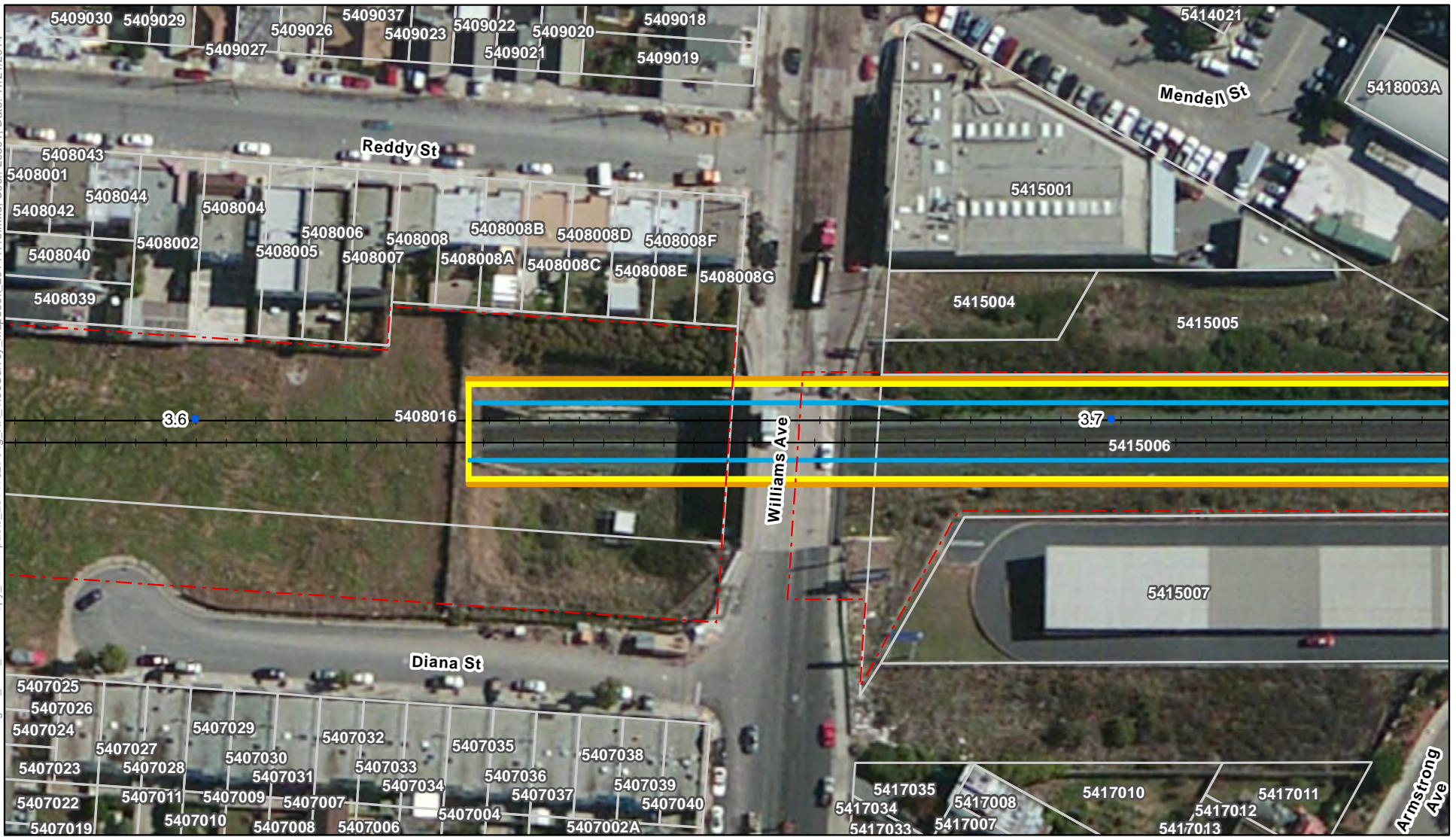
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 25 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

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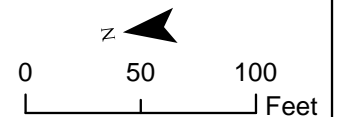


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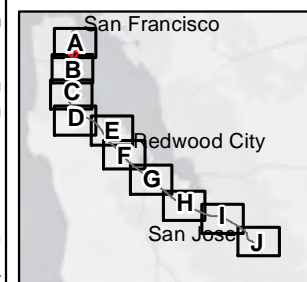
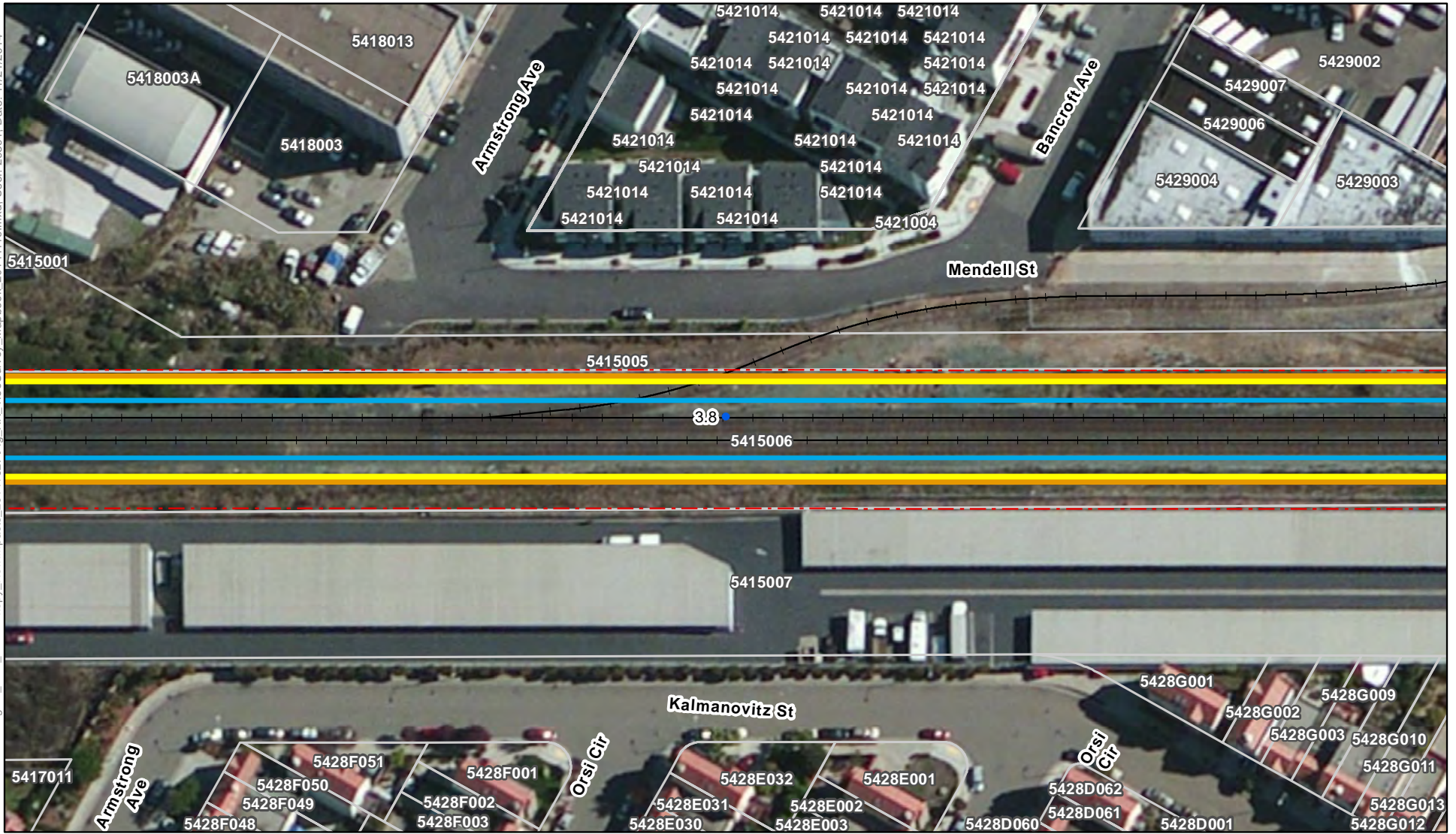
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 26 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

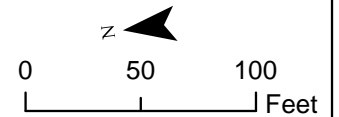


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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

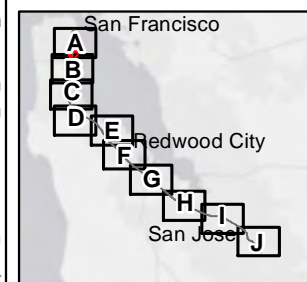
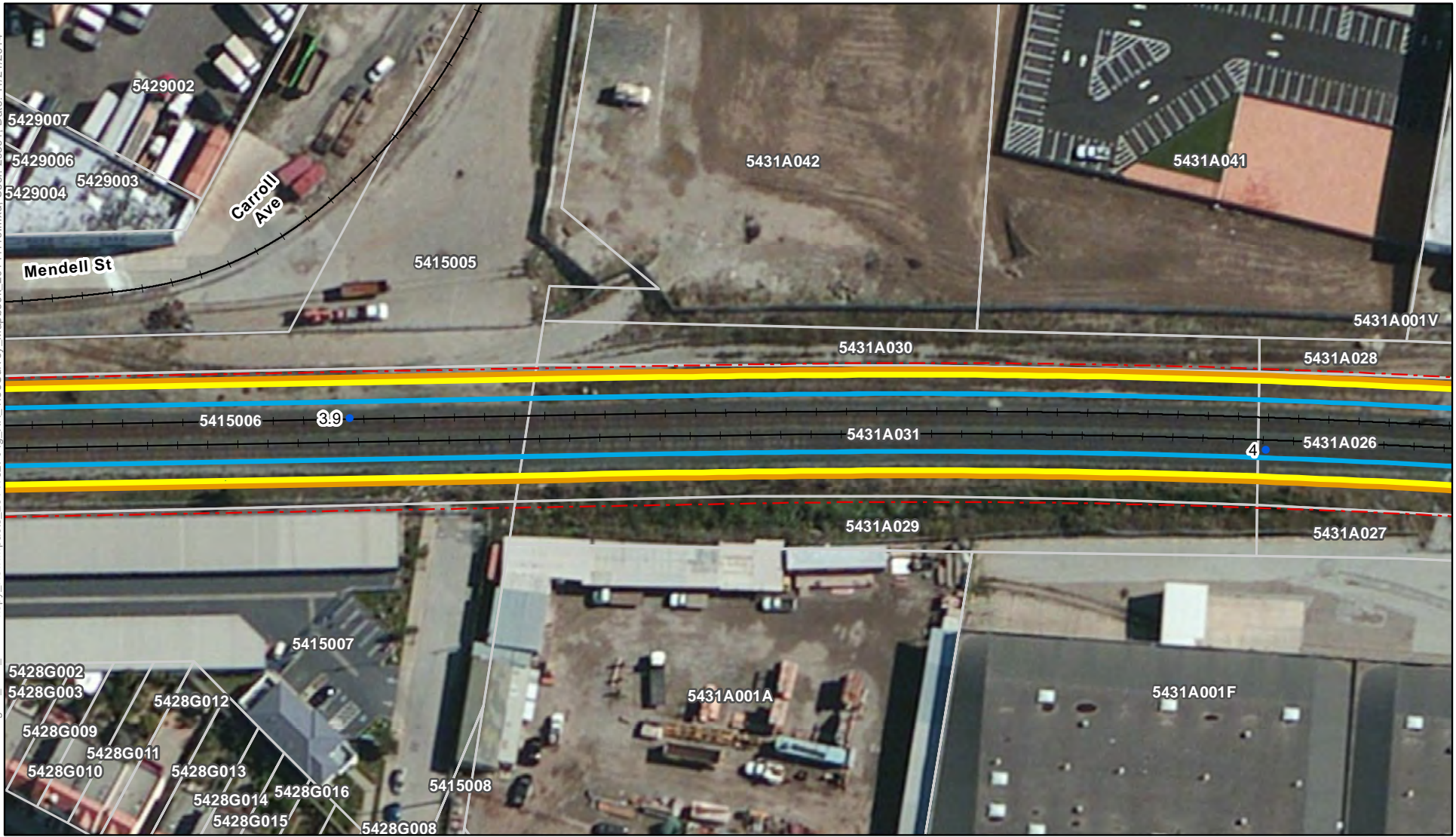
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 27 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_3\Caltrain_00606_12_Caltrain_MoDerization\data\working\40_ESZ_TreeCanopy_NewImpacts_20141027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014

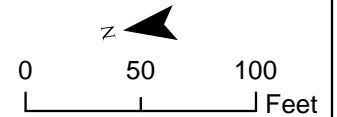


Notes:
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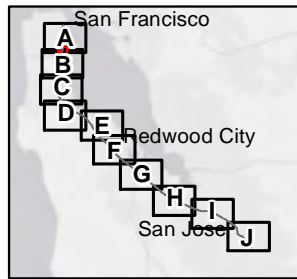
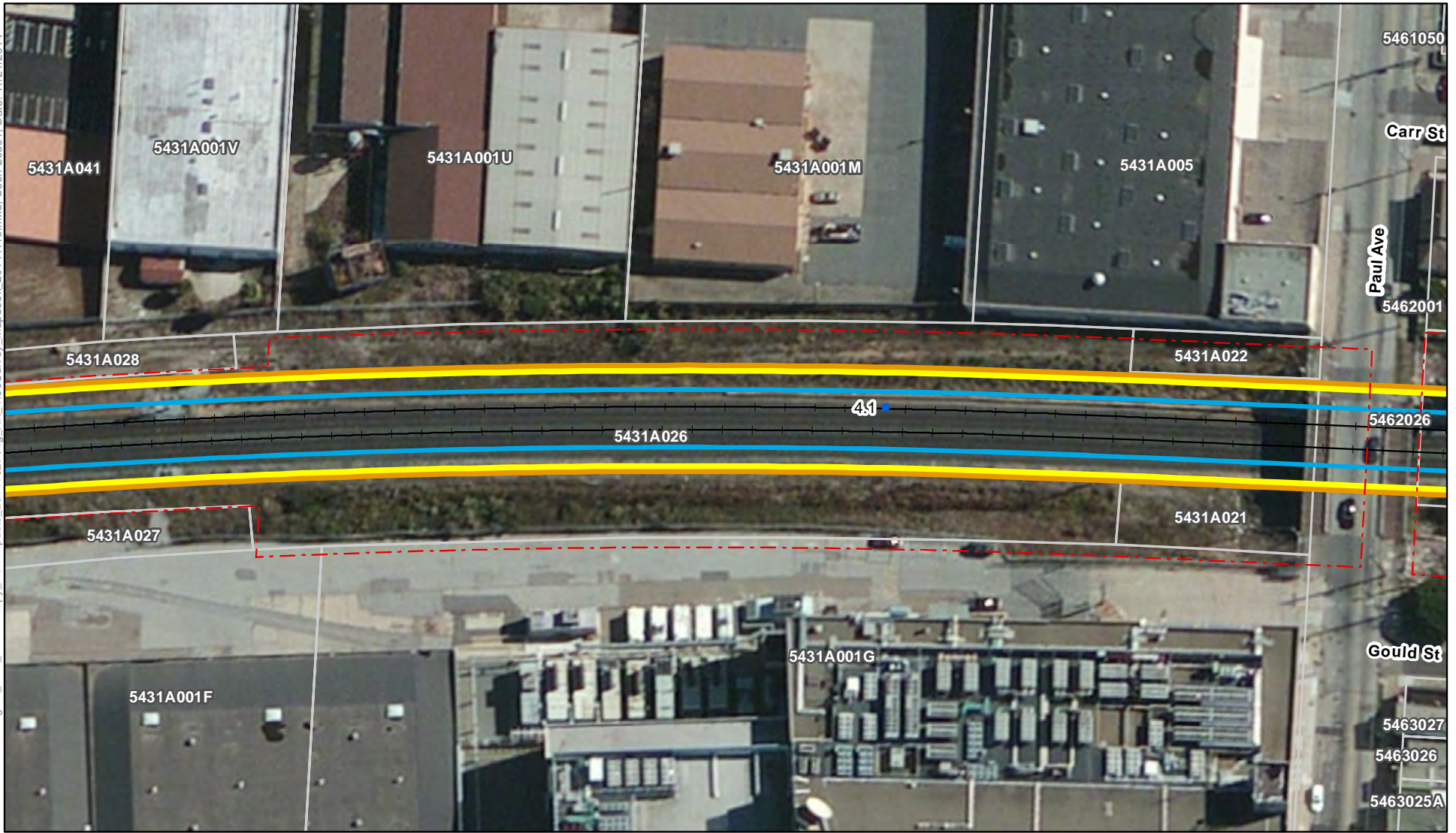
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 28 of 359
 Grid Index: A
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

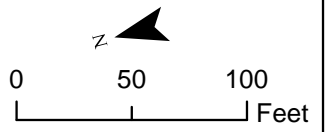


Notes:
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 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

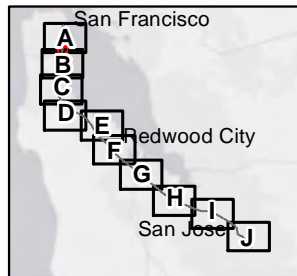
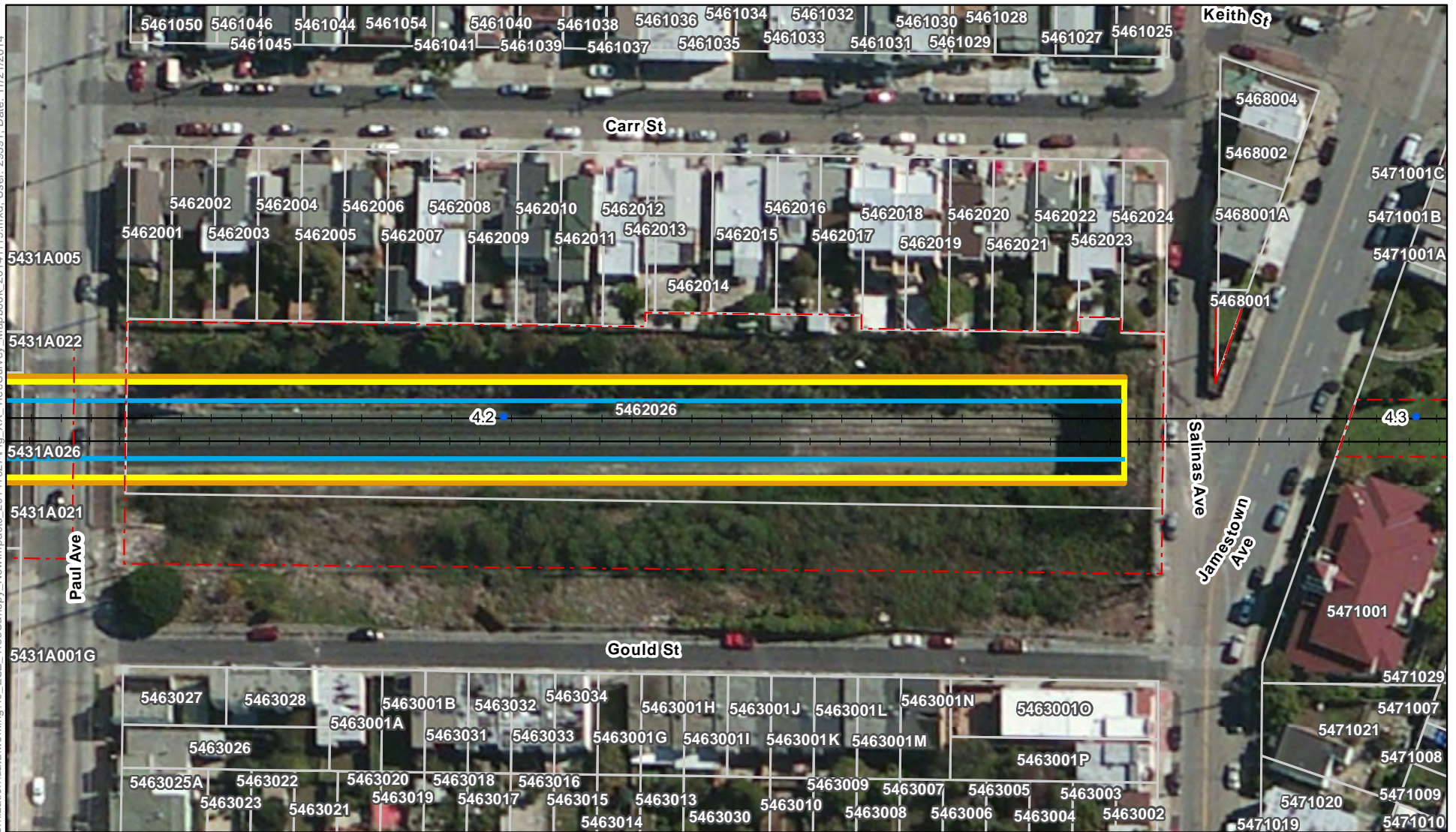
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Page 29 of 359
 Grid Index: A and B
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_MoDerization\data\working\40_ESZ_TreeCanopy_NewImpacts_201411027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014

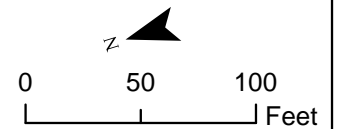


Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ*

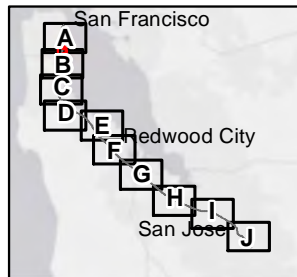
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
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 Grid Index: A and B
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_MoDerization\data\working\40_ESZ_TreeCanopy_NewImpacts_201411027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:
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 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

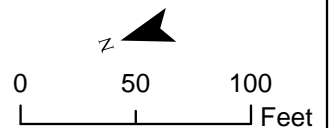
- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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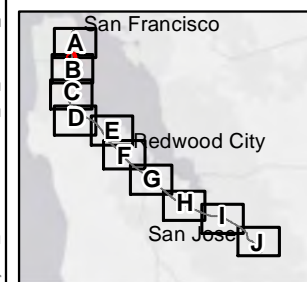
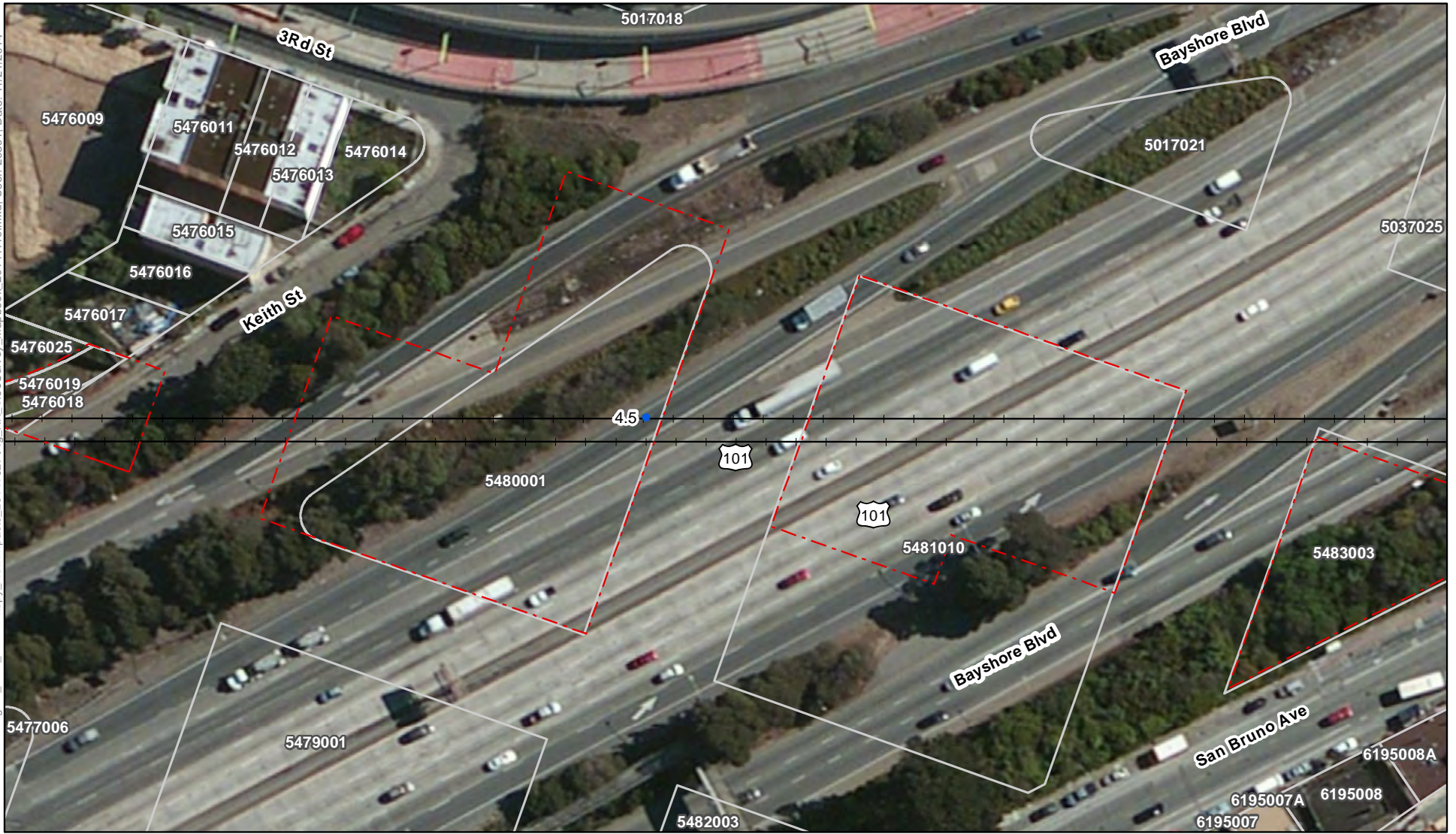
Grid Index: A and B

San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects_3\Caltrain_Moderization\data\working\40_ESZ_TreeCanopy_NewImpacts_20141102\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014



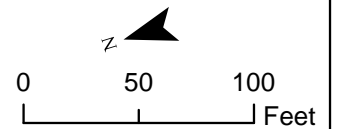
Notes:
 * Tree canopy was determined from NAIP 2009 data.
 ** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

- Tree Impact ****
- No Impact
 - 50% Prune
 - Prune
 - 25% Remove
 - 50% Remove
 - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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 Grid Index: A and B
 San Francisco, San Francisco County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.