

**Peninsula Corridor Electrification Project
Addendum to the Final Environmental Impact Report
Paralleling Station 7, Variant C**

Prepared by ICF for the Peninsula Corridor Joint Powers Board, December 2015

The Peninsula Corridor Joint Power Board (JPB) certified the Peninsula Corridor Electrification Project (PCEP) Environmental Impact Report (EIR) on January 8, 2015. Since certification of the Final EIR, the JPB has identified one new potential site for Paralleling Station 7 (PS7). The environmental effects of the new PS7 site (Variant C) compared with the environmental effects of the PCEP in the certified 2015 Final EIR are examined in this addendum.

Under the California Environmental Quality Act (CEQA), an addendum to an EIR is needed if minor technical changes or modifications to a proposed project occur (CEQA Guidelines Section 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. An addendum does not need to be circulated for public review (CEQA Guidelines Section 15164(c)); however, an addendum is to be considered along with the Final EIR by the decision-making body prior to making a decision on a project (CEQA Guidelines Section 15164(d)).

This addendum to the PCEP Final EIR (State Clearinghouse No. 2013012079) has been prepared in accordance with CEQA Guidelines Section 15164.

Project Background and Supplemental Environmental Review

In 2015, the JPB certified the Final EIR for the PCEP. The Proposed 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 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 two traction power substations (TPSs), one switching station (SWS), and seven paralleling stations (PSs). The Final EIR evaluated environmental impacts associated with the four options for the site of the northern TPS (TPS1 in South San Francisco) and three options for the site of the southern TPS (TPS2 in San Jose). In addition, the Final EIR evaluated environmental impacts associated with one switching station (SWS1) (with two site location options) and seven paralleling stations (PS1 through PS7) at a spacing of approximately 5 miles. Two options were evaluated for the PS3 and PS6 sites and three options were evaluated for the PS4, PS5, and PS7 sites.

Since certification of the Final EIR, the JPB has proposed one additional site location for PS7 (Variant C). PS7 Variant C would be located at approximately Mile Post 49.7, west of Almaden Road and south of Shadowgraph Road in San Jose on a small, triangular parcel of vacant land that currently has a homeless encampment. This site is approximately 0.11 acre and is currently owned by Union Pacific Railroad (UPRR). To access PS7, Variant C for construction and operation, the JPB would also acquire the parcel of land directly to the north on which there is an unnamed dirt path connecting to Almaden Road. The total

acreage of acquisition for PS7, Variant C would be approximately 1.24 acres. Figure 1 shows the location of PS7, Variant C and the associated access road.

Table 1 describes the potential environmental impacts of PS7, Variant C and analyzes any potential change in the level of significance as determined in the 2015 FEIR.

Table 1. Summary of Impacts of PS7, Variant C

Environmental Topic	Impact
Aesthetics	<ul style="list-style-type: none"> • PS7 Variant C would be located on undeveloped land on the east side of the Caltrain tracks, to the rear of an existing auto repair shop on Almaden Road in San Jose. There could be partial views of PS7, Variant C from the existing residences to the north of the site. These views of PS7 Variant C would be consistent with the existing views of industrial uses and would be mostly blocked by intervening vegetation. The auto repair shop blocks views of the site from Almaden Road. • PS7 Variant C would not be out of character with the surrounding transportation corridor or industrial uses. • Construction of PS7 Variant C could result in spillover light or glare in adjacent residential areas and new nighttime lighting for security purposed could spill outside of the site boundaries, creating a new source of nuisance lighting or glare to nearby residents • Mitigation Measures AES-2a, AES-2b, BIO-5, AES-4a, and AES-4b would apply to reduce impacts from the visual aesthetic of the PS, tree removal, and lighting; the impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding aesthetics that were analyzed in the Final EIR.
Air Quality	<ul style="list-style-type: none"> • No new air quality impacts are identified relative to PS7, Variant C because the amount of construction would be similar to the construction of the other paralleling stations. • Mitigation Measures AQ-2a, AQ-2b, and AQ-2c would apply to reduce construction impacts regarding criteria pollutants and toxic air contaminants (TACs) by requiring Bay Area Air Quality Management District (BAAQMD) BMPs and equipment requirements to reduce construction-related dust, reactive organic gasses (ROG), and NOx emissions. The impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding air quality that were analyzed in the Final EIR.

Environmental Topic	Impact
Biological Resources	<ul style="list-style-type: none"> • The potential paralleling station location is a rectangular dirt lot with homeless camps and thus is heavily trampled and filled with debris. The lot is devoid of vegetation except along the edges. Approximately six to seven black walnut (<i>Juglans nigra</i>) trees line the western edge of the property at its boundary with the Caltrain right-of-way. A few coyote bush (<i>Baccharis pilularis</i>) shrubs, black acacia (<i>Acacia melanoxylon</i>) saplings, and some smilo grass (<i>Stipa milaceum</i>) are present along the chain-link fence separating the lot from the adjacent autobody shop. No waters of the U.S., including wetlands, or habitat for special-status species are present with the boundaries of the proposed PS location. • The accessway to the proposed PS location is similarly degraded and heavily trampled. It is also composed of dirt and contains little vegetation. Sparse walnut trees and tree of heaven line the edges of the road, as well as a cluster of redwood (<i>Sequoia sempervirens</i>), cedar (<i>Cedrus sp.</i>), and black walnut separating the accessway from Shadowgraph Drive. On the southern side of the accessway there is a swale approximately three feet wide which runs most of the length of the accessway but ends approximately ten feet before the paralleling station location. This feature is a potentially jurisdictional water of the U.S. but is unlikely to provide habitat for special-status species due to the degraded nature of the site and the surrounding urban area. The swale can be fully avoided so long as vehicles, equipment and personnel remain on the accessway at all times. • The trees provide suitable habitat for migratory birds during the breeding season (February 1 to August 31). No other habitat for special-status species are present with the boundaries of the PS7, Variant C site apart • Mitigation Measures BIO-1a, BIO-1g, and BIO-1j would apply to reduce potential impacts to nesting birds and Mitigation Measure BIO-5 would apply to reduce impacts from tree removal; the impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding biological resources that were analyzed in the Final EIR.
Cultural Resources	<ul style="list-style-type: none"> • An ICF Architectural Historian reviewed the PS7 Variant C site on November 25, 2015 and determined that there are no historic resources on or adjacent to the site. • An ICF Archaeologist reviewed the records for the PS7 Variant C site on November 23, 2015 and determined that there are no archaeological sites within the vicinity the Variant site and there would be no new archaeological effect related to selection of the Variant. • Mitigation Measures CUL-2a through CUL-2f would apply to reduce potential impacts to unknown archaeological resources; the impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding cultural resources that were analyzed in the Final EIR.

Environmental Topic	Impact
EMI/EMF	<ul style="list-style-type: none"> • PS7, Variant C would not be any closer to sensitive receptors than the paralleling station sites included in the Final EIR and thus EMF/EMI impacts related to PS7, Variant C would also be less than health guidelines. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding EMI/EMF that were analyzed in the Final EIR.
Geology, Soils, Seismicity	<ul style="list-style-type: none"> • The soil underlying the PS7 Variant C site is 130 – Urban land-Still Complex. • The site has moderate susceptibility to liquefaction and low susceptibility to landslides. • Expansive soil could exist on the site since specific soil sampling has not been completed. Mitigation Measures GEO-4a and GEO-4b requires identification and mitigation of expansive soils. • Mitigation Measure GEO-1 would require a site-specific geotechnical study for PS7 to reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides; the impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding geology, soils, and seismicity that were analyzed in the Final EIR.
Greenhouse Gas Emissions	<ul style="list-style-type: none"> • PS7, Variant C would not introduce any new construction impacts not previously analyzed in the Final EIR because the amount of construction would be the same as the prior PS7 options analyzed in the Final EIR. • With PS7, Variant C, there would be no changes to normal train operations, so there would be no change to operational emissions. • PS7, Variant C would not be susceptible to sea level rise inundation or be more at risk to other potential effects of climate change. • The impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding greenhouse gas emissions that were analyzed in the Final EIR.

Environmental Topic	Impact
Hazards and Hazardous Material	<ul style="list-style-type: none"> • Four hazardous materials sites are within 0.25 mile of PS7, Variant C. All four cases are closed and represent a low level of concern. • PS7 Variant C is not located within 0.25 mile of a school. • Mitigation Measures HAZ-2a and HAZ-2b would require additional actions for areas with a high likelihood of contaminated media and would control exposure of workers and the public to contamination where encountered. This mitigation would also control potential spills of hazardous material during construction, as well as potential effects on emergency plans. • The impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding hazards and hazardous materials that were analyzed in the Final EIR.
Hydrology and Water Quality	<ul style="list-style-type: none"> • PS7, Variant C would not be within the 100-year floodplain. • Access to the site would avoid the swale area on the southern edge of the access lot. PS7, Variant C would not be in proximity to any other waterways or other drainages. The nearest other waterway is the Guadalupe River, located approximately 0.20 mile west of the site, on the far side of the Caltrain tracks and State Route (SR) 87. • The impervious surface associated with PS7, Variant C would be the same as the impervious surface for the PS7 sites analyzed in the Final EIR. Any regulatory requirements that would apply to the prior three PS7 options would also apply to impervious surfaces and stormwater runoff at this site. • PS7, Variant C would not be located in an area vulnerable to potential sea level rise. • If groundwater is encountered during construction activities, dewatering may be required and Mitigation Measure HYD-1 would be implemented. • The impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding hydrology and water quality that were analyzed in the Final EIR.

Environmental Topic	Impact
Land Use and Recreation	<ul style="list-style-type: none"> • The site for PS7, Variant C is zoned as Heavy Industrial (HI). • The site is currently vacant and owned by UPRR. It is located between the Caltrain tracks and an existing industrial/commercial use. • There is an existing residential neighborhood to the north of the site. • PS7, Variant C would not physically divide an established community and would be compatible with the surrounding existing land uses. • The site would be located within an area covered by the Santa Clara Valley Habitat Plan, but not within an area designated as a preservation area or otherwise containing habitat for special-status wildlife species. • The closest park is the Kyva Park located approximately 0.23 mile west of the PS7, Variant C site, on the far side of the Caltrain tracks. PS7, Variant C would not be visible from this park. • There is a proposed eastern extension to the Three Creeks Trail with an alignment along the elongated part of the PS7 property between Almaden Road and the railroad tracks. The proposed trail alignment is not in the area proposed for the PS7 facility itself. This trail does not exist at present and there is no existing trail use. As noted above, the site is designated for heavy industrial use, not recreational use. Nevertheless, should the proposed trail come to fruition in the future, the construction and operation of PS7 would not preclude future trail completion because the only proposed improvement along the proposed trail alignment would be the access road to PS7. PS7 could be fenced off separately from any future public trail access, if realized. The property is currently in private use. Site acquisition by JPB would lower the property acquisition costs to complete the trail extension, if realized. The JPB is willing to work with the City of San Jose and trail proponents to allow trail access across the property in the future, provided safety and operational needs of the JPB and for trail users can be satisfied. Since the trail does not exist at present, the site is currently in private ownership and designated for heavy industrial use, and the construction of PS7 and an access road would not preclude a future trail and could actually facilitate the trail completion due to lowering of acquisition costs to the trail project, no new impact to recreation is identified relative to the proposed trail extension. • The impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding land use and recreation that were analyzed in the Final EIR.
Noise and Vibration	<ul style="list-style-type: none"> • With PS7, Variant C, the character of construction and operational noise would be the same as disclosed in the Final EIR. • PS7, Variant C would be located approximately 275 feet from single-family residences. Due to the proximity of the proposed site from single-family residences (greater than 55 feet), it is not anticipated that there would be significant impacts from TPF noise at PS7 Variant C based on the analysis of other paralleling stations in the Final EIR. • The impact determinations identified in the Final EIR would not change. • PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding noise and vibration that were analyzed in the Final EIR.

Environmental Topic	Impact
Population and Housing	<ul style="list-style-type: none"> No housing or other displacements would occur with PS7, Variant C. The impact determinations identified in the Final EIR would not change. PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding population and house that were analyzed in the Final EIR.
Public Services and Utilities	<ul style="list-style-type: none"> There would be no change in demand for public service or utilities with implementation of PS7, Variant C as the demand would be the same as previously analyzed options. The impact determinations identified in the Final EIR would not change. PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding public services and utilities that were analyzed in the Final EIR.
Transportation	<ul style="list-style-type: none"> Impacts to transportation during construction would be similar to those described in the Final EIR for the other PS7 locations. PS7, Variant C would have no operational impact on transportation (traffic, transit, bicycle and pedestrian facilities) because it would be located adjacent to the Caltrain ROW and not along an existing roadway. PS7, Variant C would not change any conditions for freight operations. The impact determinations identified in the Final EIR would not change. PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding transportation that were analyzed in the Final EIR.
Cumulative	<ul style="list-style-type: none"> No new impacts associated with PS7, Variant C have been identified. Therefore, there would be no change to the cumulative analysis. The impact determinations identified in the Final EIR would not change. PS7, Variant C would not result in new cumulative significant impacts or a substantial increase in the severity of cumulative impacts that were analyzed in the Final EIR.
Alternatives	<ul style="list-style-type: none"> No new alternatives identified relative to PS7 are proposed. The Final EIR together with this addendum consider four potential sites for PS7. No new or substantially more severe impacts were identified with implementation of PS7 Variant C compared to the prior three options. Therefore, four options for PS7 is sufficient and additional alternatives are not warranted.

Conclusion

This addendum analyzes the proposed PS7, Variant C and compares the potential impacts to the conclusions of the 2015 Final EIR. This analysis was completed to determine the requirement for further environmental documentation pursuant to the State CEQA Guidelines sections 15162, 15163 and 15164. This analysis has identified no new or substantially more severe impacts of the proposed PS7 Variant C compared with those identified and evaluated in the 2015 Final EIR. Mitigation measures identified in the 2015 Final EIR would be applied to PS7, Variant C, as proposed, to reduce or avoid significant impacts. With the application of these previously-identified mitigation measures, no new significant impacts or substantial increases in the severity of previously identified impacts requiring revisions to the 2015 Final EIR would occur. No new mitigation measures are required for the adoption and implementation of the proposed PS7 Variant C.

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Source: Imagery, ESRI 2013

Figure 1
Proposed Paralleling Station 7 (PS 7), San Jose
Peninsula Corridor Electrification Project