

Dual-Mode Multiple Unit Alternative

Findings: The JPB hereby finds that this alternative is ultimately rejected as infeasible for the following reasons.

Facts in Support of Findings:

While the Dual-Mode Multiple Unit Alternative would increase ridership and revenue, it would not reduce operating fuel cost (FEIR, Table 5-4). Although the increased train service under this alternative would increase revenue, this alternative would also increase diesel fuel consumption compared with existing conditions which would increase operating costs.

Presuming the Dual Mode MU Alternative would have similar train noise as the DMU Alternative, it would increase noise levels at up to 44 out of 49 study locations compared to the No Project Conditions and at 40 locations compared to existing conditions compared to the Proposed Project which would lower noise levels at 36 out of 49 study locations compared to existing conditions. Therefore, this alternative would conflict with the project objective of reducing noise emanating from trains.

Presuming the Dual-Mode MU Alternative in diesel mode would have similar emissions to the DMU Alternative, it would improve air quality conditions relative to existing conditions, have lower criteria pollutant emissions of ROG, CO, and PM10 but higher NO_x emissions than No Project conditions. Compared to the Proposed Project, the Dual Mode MU Alternative would have substantially higher NO_x emissions as well. The Dual-Mode Alternative would have lower GHG emissions than existing conditions and No Project conditions, but substantially higher GHG emissions than the Proposed Project. Thus, the Dual Mode MU Alternative would not meet the objective of improving regional air quality *and* GHG emissions as well as the Proposed Project.

The Dual-Mode Multiple Unit Alternative would electrify only portions of the Caltrain line. This would conflict with MTC's adopted *Plan Bay Area (Plan Bay Area - Table 19: MTC Resolution 3434 Project Status, Page 79; Key Transit and Road Improvements, page 90)* which anticipates electrification of the entire line and connection to the TTC and DTX.

The Dual-Mode Multiple Unit Alternative would require the JPB to forgo \$705 million in state financing authorized by SB 1029 (Ch. 152, Stats. of 2012). The 2012 Budget Act provides these funds as part of the "blended service" portion of the high speed rail system for electrification of the Caltrain line for its future co-use by high speed rail. This would conflict with JPB policy, as reflected in the JPB's Capital Improvements Program that anticipates electrification of the line.

The Dual-Mode Multiple Unit Alternative would not meet the project's objective to provide electrical infrastructure compatible with high-speed rail. OCP would be installed only in areas adjoining stations and for access to the TTC and DTX. Most of the line would remain without electrification.

For all of the foregoing reasons, and any of them individually, the Dual-Mode Multiple Unit Alternative is determined to be infeasible.

Tier 4 Diesel Locomotive (T4DL) Alternative

Findings: The JPB hereby finds that this alternative is ultimately rejected for the following reasons.