



Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR)

Transbay Transit Center

TJPA





Transbay Transit Center

The Project – Transformative!





Transbay Transit Center

Project Milestones

2004	Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final EIS/EIR Certified
2005	Record of Decision for Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final EIS/EIR issued
2006	First phase defined as the Transit Center, and second phase defined as Caltrain extension and the connection between the underground tracks and the train box under the Transit Center (Addendum)
2009	Draft Transit Center District Plan published, and recommends changes to zoning in a portion of the Transbay Program
2010	2004 EIS Reevaluation
2010	Demolition of Old Transbay Terminal; construction starts
2012	Transit Center District Plan Final EIR Certified



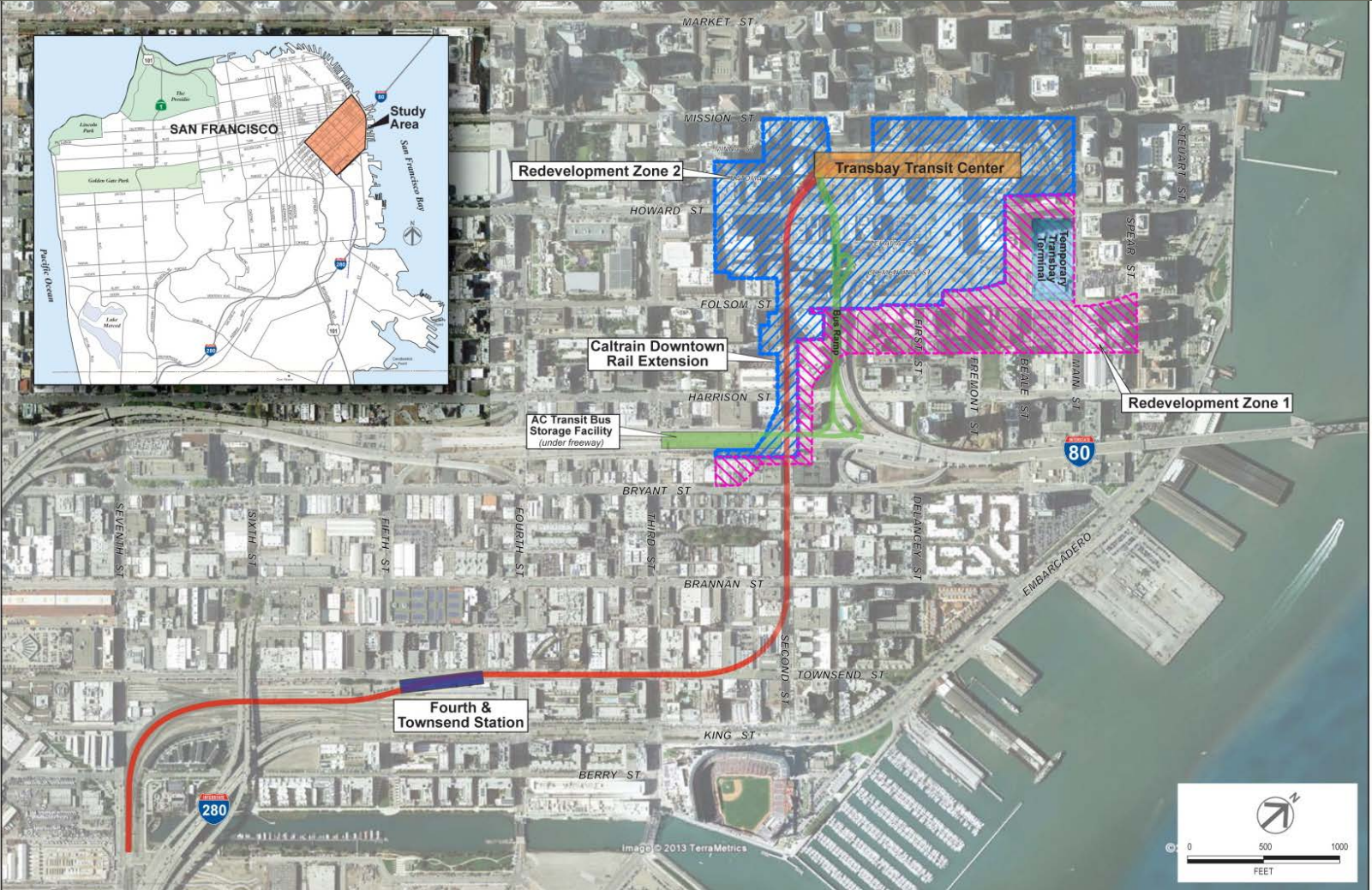
Why 2004/2005 Is So Important

- Transbay Program approved locally and by the federal agencies
- Phase 1: Temporary Terminal (completed)
Transit Center (under construction)
- Phase 2 : Downtown Rail Extension (DTX) - bring Caltrain from 4th and King Streets into the lower level of Transit Center, and accommodate future high-speed trains
- Redevelopment Plan around the Transit Center



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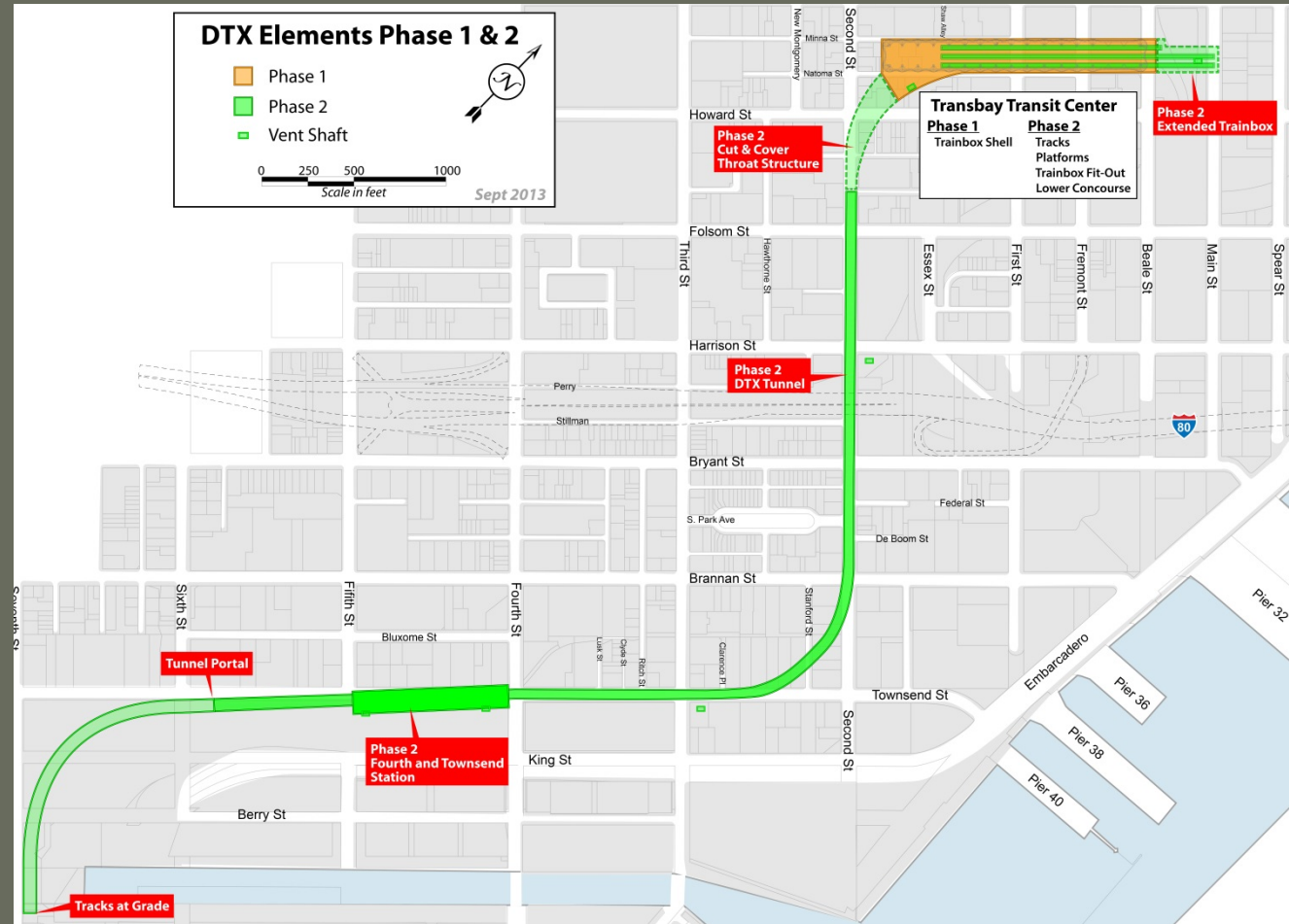
Approved Transbay Program





Transbay Transit Center

Phase 2 Downtown Rail Extension



- 2-track lead to DTX tunnel
- Fourth/Townsend Underground Station
- 3 Track Tunnel on Townsend & 2nd Streets
- TTC with 3 Platforms and 6 Tracks

Start of construction dependent upon full funding



Key Environmental Laws

- **National Environmental Policy Act (NEPA)**
 - integrate environmental values into federal decision making processes
 - consider environmental impacts of proposed actions and reasonable alternatives
- **California Environmental Quality Act (CEQA)**
 - identify the significant environmental impacts and avoid or mitigate those impacts, if feasible



Key Similarities & Differences

	NEPA	CEQA
Document	Environmental Impact Statement (EIS)	Environmental Impact Report (EIR)
Areas of Interest	Physical and Socio-economic Environments	Physical Environment
Treatment of Alternatives	Equal Level of Analysis	Emphasis on the "Proposed Project"
Significance	Consider Context/ Intensity/Duration; Determines Type of Document	Consider Significance Thresholds; Identifies Significance for Each Issue
Interagency Coordination	Essential to Get Approval; Consideration of Executive Orders	Agencies Notified and Encouraged to Submit Comments



Why DTX Phase 2 SEIS/EIR Required

- Supplemental EIS/EIR - augments original document to address:
 - substantial project modifications / refinements / updates
 - new conditions / circumstances under which the project would be implemented
 - new significant environmental impacts that were not considered in the original environmental document
 - new effects that would be substantially more severe than in the original environmental document
 - mitigation measures or alternatives previously found to be infeasible but *are* feasible and would reduce significant effects



Purpose & Need



- Upgrade Intermodal Connections and Services
 - Enhance pedestrian connections, bicycle storage, intercity bus facilities, and taxi staging areas to reinforce transit and alternative local/regional travel



- Support High-Speed Train Service
 - Construct widened throat structure below grade at west entry to train box and extend train box eastward to Main Street to respond to design specifications issued by California High-Speed Rail Authority



Purpose & Need

- **Serve Growing Transportation Needs in the Area**
 - Provide improvements and facilities to support new land development; new venues for dining, entertainment, cultural, and athletic events; and citywide emphasis on safe bicycle and pedestrian circulation
- **Advance Regional Needs to Improve Transportation and Environmental Quality**
 - Support regional goals to integrate land use, affordable housing, transportation systems, and sustainability
- **Respond to Further System Safety Planning**
 - Comply with national, state, and local standards for life safety and emergency evacuation





Alternatives

No Action/No Project Alternative = “Previously Approved Locally Preferred Alternative”

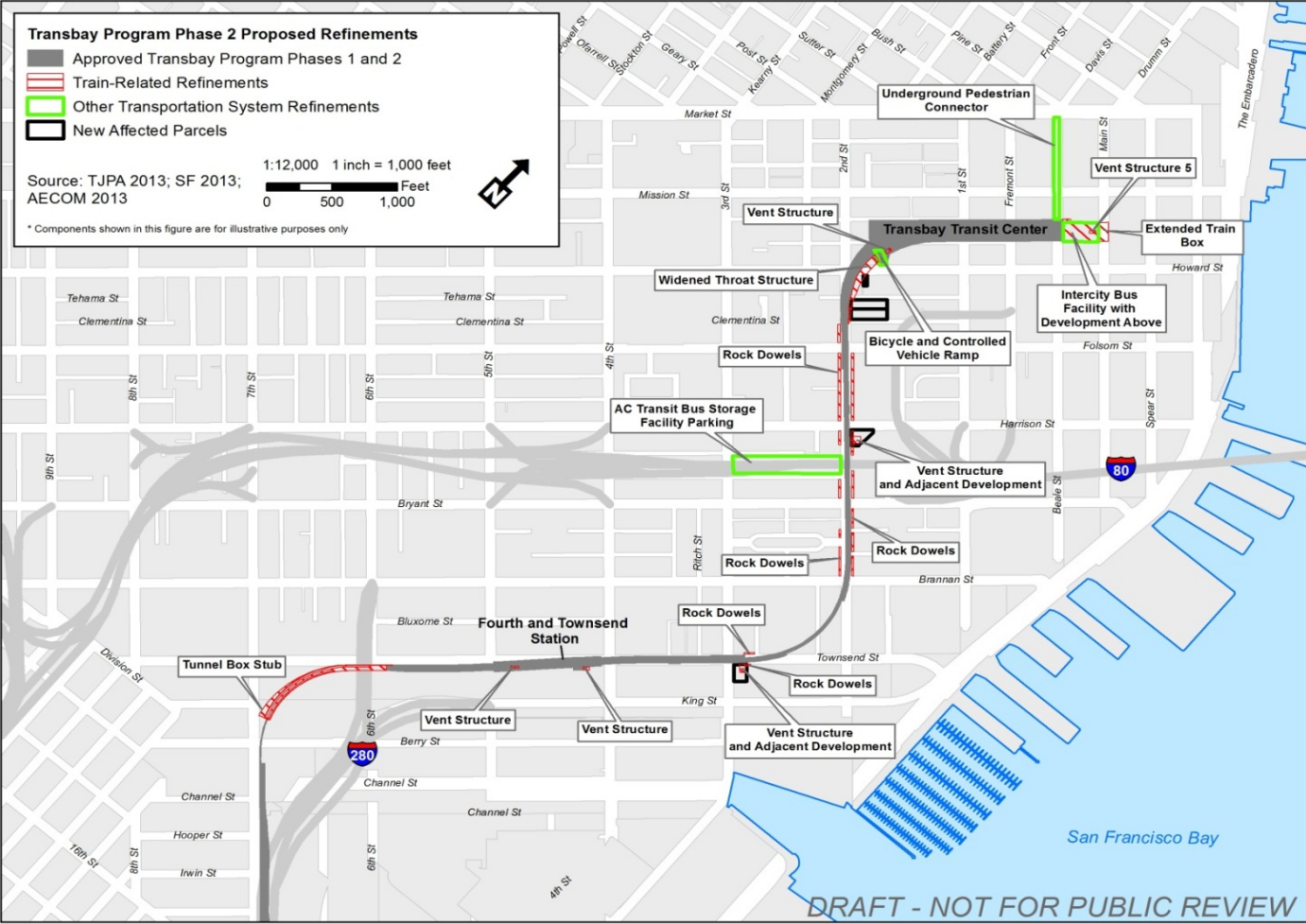
- What happens in the absence of the proposed project?
- Phase 1 of Transbay Program
- Approved Phase 2 DTX

Proposed Action/Proposed Project = “Refined LPA”

- Substantially similar to LPA, except for proposed refinements:
 - DTX / High-Speed Train “infrastructure” refinements
 - Other transportation improvements to foster connectivity
 - Adjacent land development

Phase 2 DTX Proposed Refinements

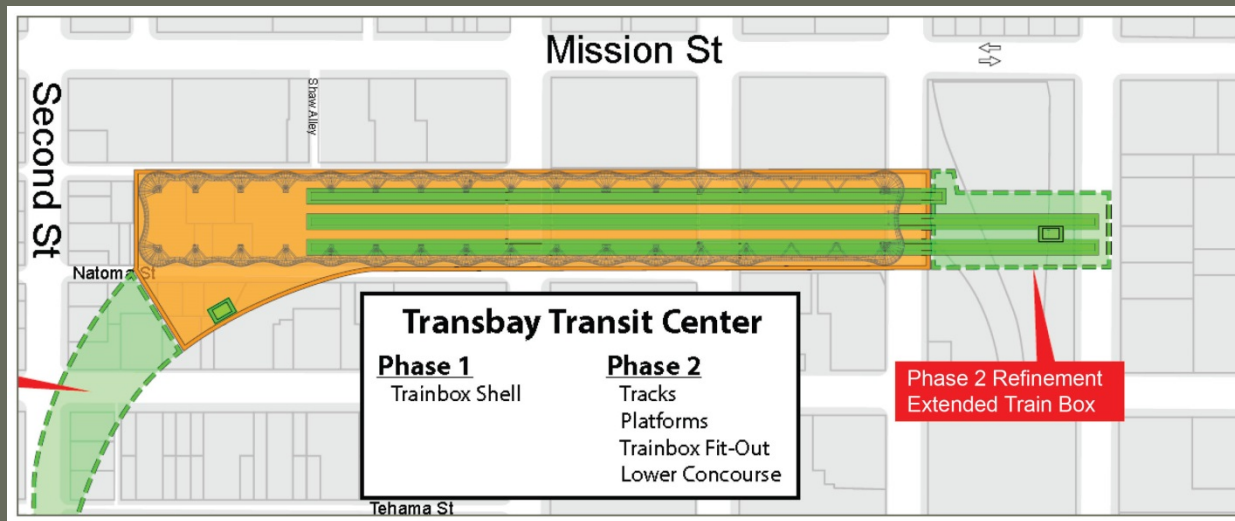
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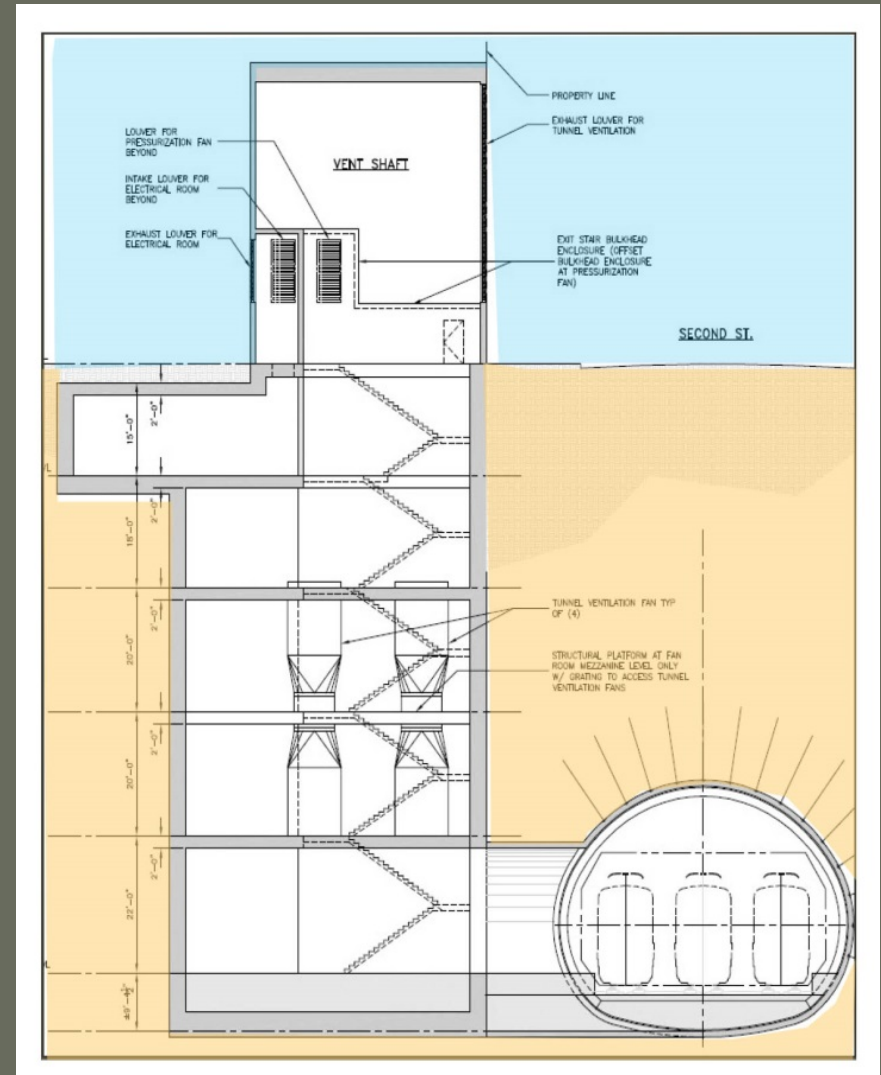
Phase 2 DTX Proposed Refinements

- Infrastructure Improvements
 - Widened Throat Structure
 - Train Box Extension



Phase 2 DTX Proposed Refinements

- Infrastructure improvements
 - Emergency Ventilation/Smoke Evacuation Structures
 - Rock Dowels





Phase 2 DTX Proposed Refinements

- **Transportation System Improvements**
 - Intercity bus facility
 - Bicycle ramp into bicycle storage facility in the Transit Center
 - Taxi staging areas around the Transit Center
 - BART/Muni underground pedestrian connector along Beale
 - Nighttime and event parking at the AC Transit bus storage facility under I-80
- **Adjacent Land Development**
 - Possible development on land not fully used for DTX facilities; e.g., next to a vent shaft or above the intercity bus facility



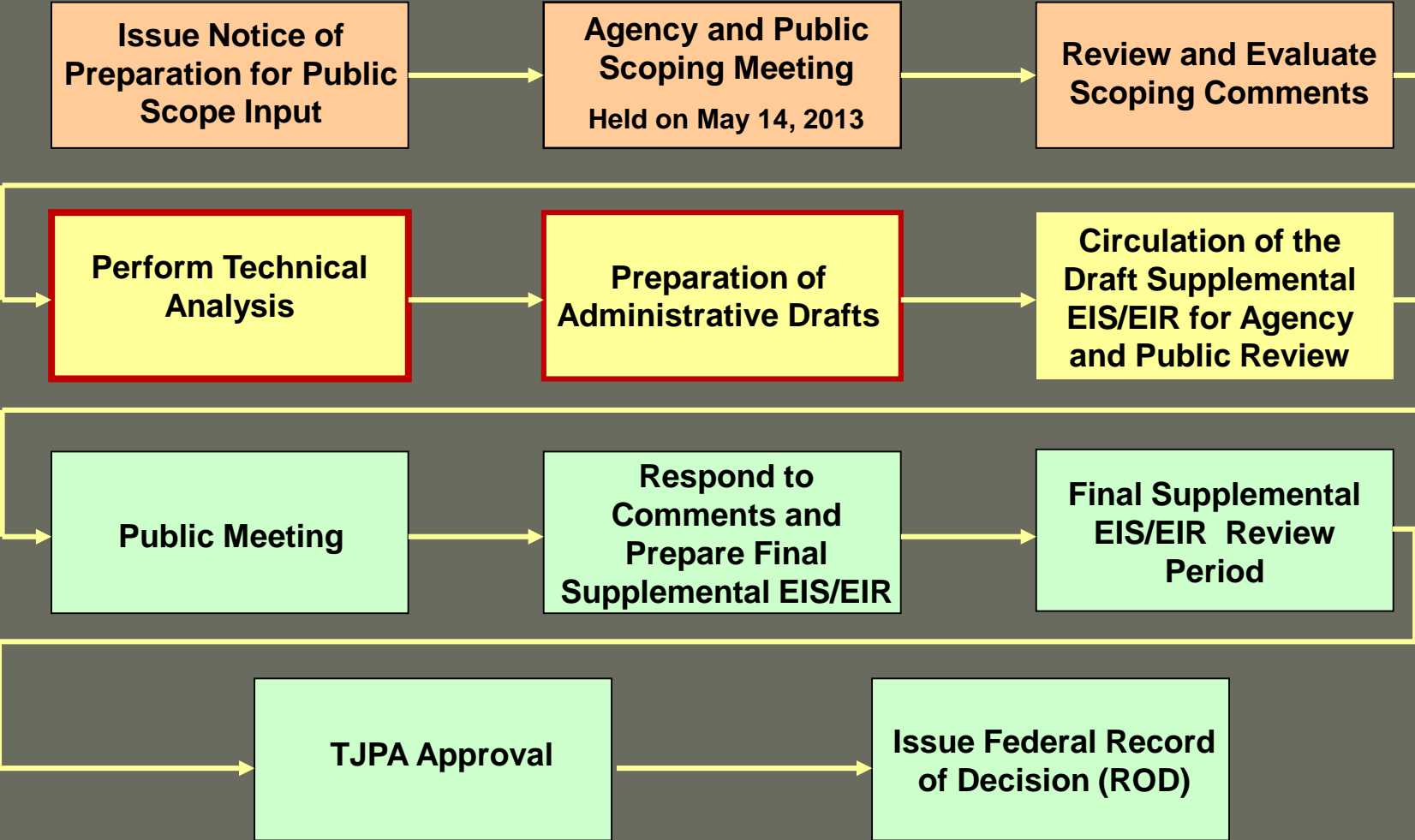
SEIS/EIR Topics

- Transportation
- Land Use
- Socioeconomics
- Visual/Aesthetics
- Cultural Resources
- Paleontological Resources
- Biological Resources
- Water Resources
- Geology and Seismicity
- Hazardous Materials
- Electromagnetic Fields
- Public Services
- Noise & Vibration
- Air Quality
- Climate Change/
Greenhouse Gas
Emissions
- Energy
- Parklands
- Safety and Security
- Utilities
- Construction Impacts
- Environmental Justice



Transbay Transit Center

ENVIRONMENTAL PROCESS





Public Process

Opportunities for Input

- TJPA, FTA and FRA invited other federal / non-federal agencies to become "participating agencies"
- Public Scoping Period: April 30 – June 13, 2013
- Public Scoping Meeting: May 14, 2013
- **Draft SEIS/EIR Review Period : Summer 2014**
- Public Hearing on Draft SEIS/EIR: Approx. 30 days after release
- Final SEIS/EIR and CEQA/NEPA Decisions : Approx. End of 2014



Participating Agencies

- Transbay Joint Powers Authority (local CEQA lead agency)
- Federal Transit Administration (federal NEPA lead agency)
- Federal Railroad Administration (federal cooperating agency)
- United States Department of Interior, Office of Environmental Policy and Compliance
- United States Environmental Protection Agency (Region 9)
- California Department of Transportation – District 4
- San Mateo County Transit District/SamTrans
- Alameda-Contra Costa Transit District
- California High-Speed Rail Authority
- Caltrain/Peninsula Corridor Joint Powers Board
- Golden Gate Bridge, Highway and Transportation District
- Office of Community Investment and Infrastructure - Successor Agency to the Redevelopment Agency
- City and County of San Francisco, Planning Department



Questions & Answers



Downtown Core

Transbay Transit Center

Existing Caltrain Station