



TJPA CAC SEIS/EIR Update

November 7, 2016

Transbay Transit Center

TJPA





AGENDA

- **SEIS/EIR Environmental Process**
 - Supplemental Environmental Impact Report (CEQA)
 - Supplemental Environmental Impact Statement (NEPA)
- **Proposed Phase 2 Refinements Evaluated in SEIS/EIR**
- **Impacts Identified in SEIS/EIR**



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SEIS/EIR Environmental Process



Board Action Requested

- 1. Certify the Final Supplemental Environmental Impact Statement/Environmental Impact Report** for refinements to the previously approved Phase 2, including Downtown Rail Extension component of the 2004 Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project Transbay Program, other transportation improvements associated with the Transbay Program, and future surplus land development adjacent to Transbay Program components (together, the “Project”);
- 2. Adopt California Environmental Quality Act Findings** for the Project, including a Statement of Overriding Considerations;
- 3. Adopt and incorporate into the Project all of the mitigation measures** within the responsibility and jurisdiction of the Transbay Joint Powers Authority that are identified in the Findings;
- 4. Adopt the Mitigation Monitoring and Reporting Program** for the Project;
- 5. Approve the Project.**



Prior Phase 2 Environmental Review

Environmentally cleared under:

- National Environmental Policy Act (NEPA) and
- California Environmental Quality Act (CEQA)

2004 Final EIS/EIR and six subsequent addenda (2006 – 2011) approved by TJPA under CEQA and Federal Transit Administration under NEPA

2010 Re-evaluation of 2004 Final EIS for High-Speed Rail by Federal Railroad Administration



Why a Supplemental EIS/EIR?

- Time lapsed since original EIS/EIR
2004
- Changes in circumstances and conditions under which the project would be implemented
evolving area with new land uses and transportation services; and new guidelines and regulations
- Potential effects related to proposed project
Transbay Program refinements



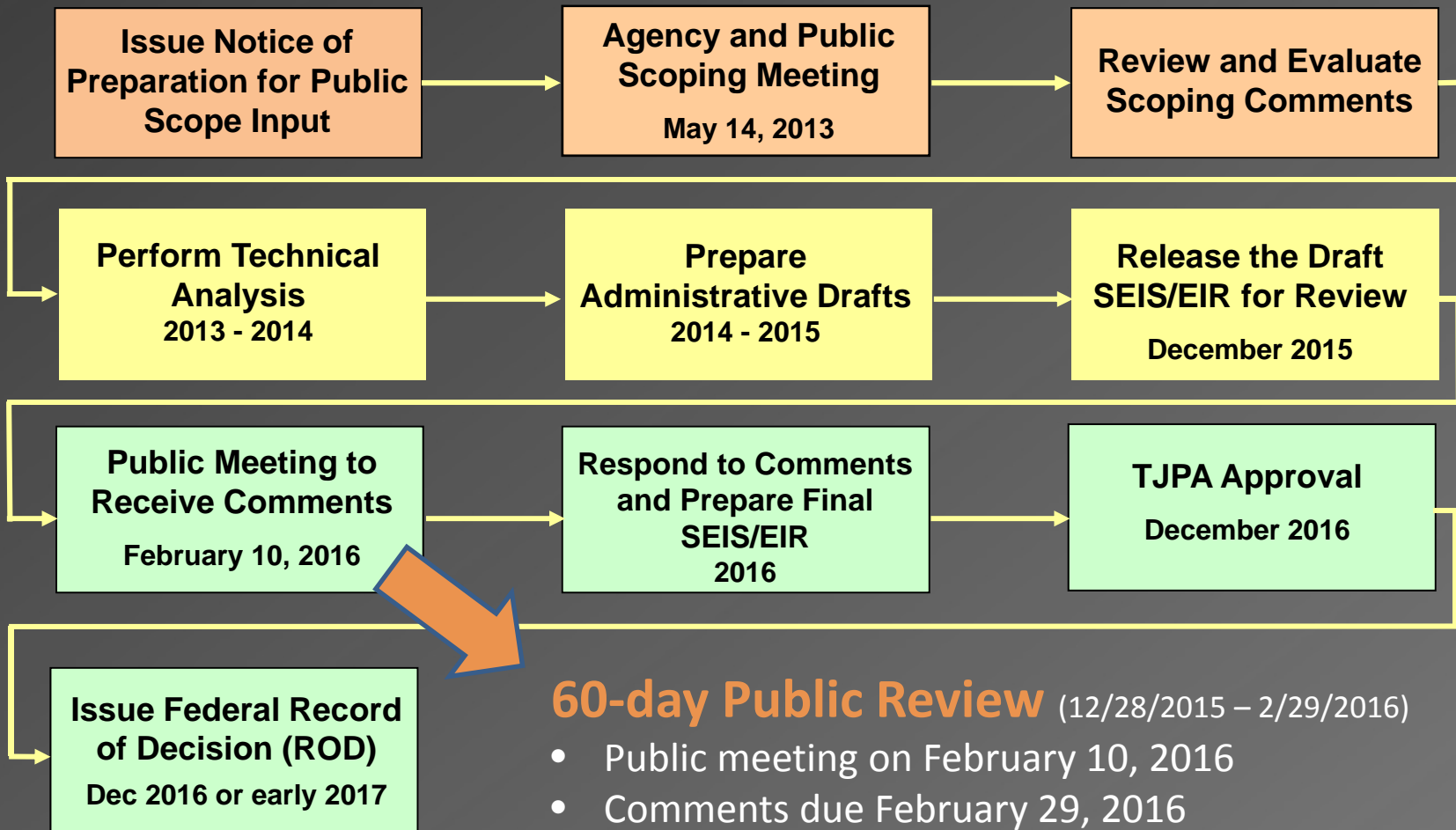
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SEIS/EIR Participating Agencies

- 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 San Francisco Redevelopment Agency
- City and County of San Francisco, Planning Department



Environmental Process

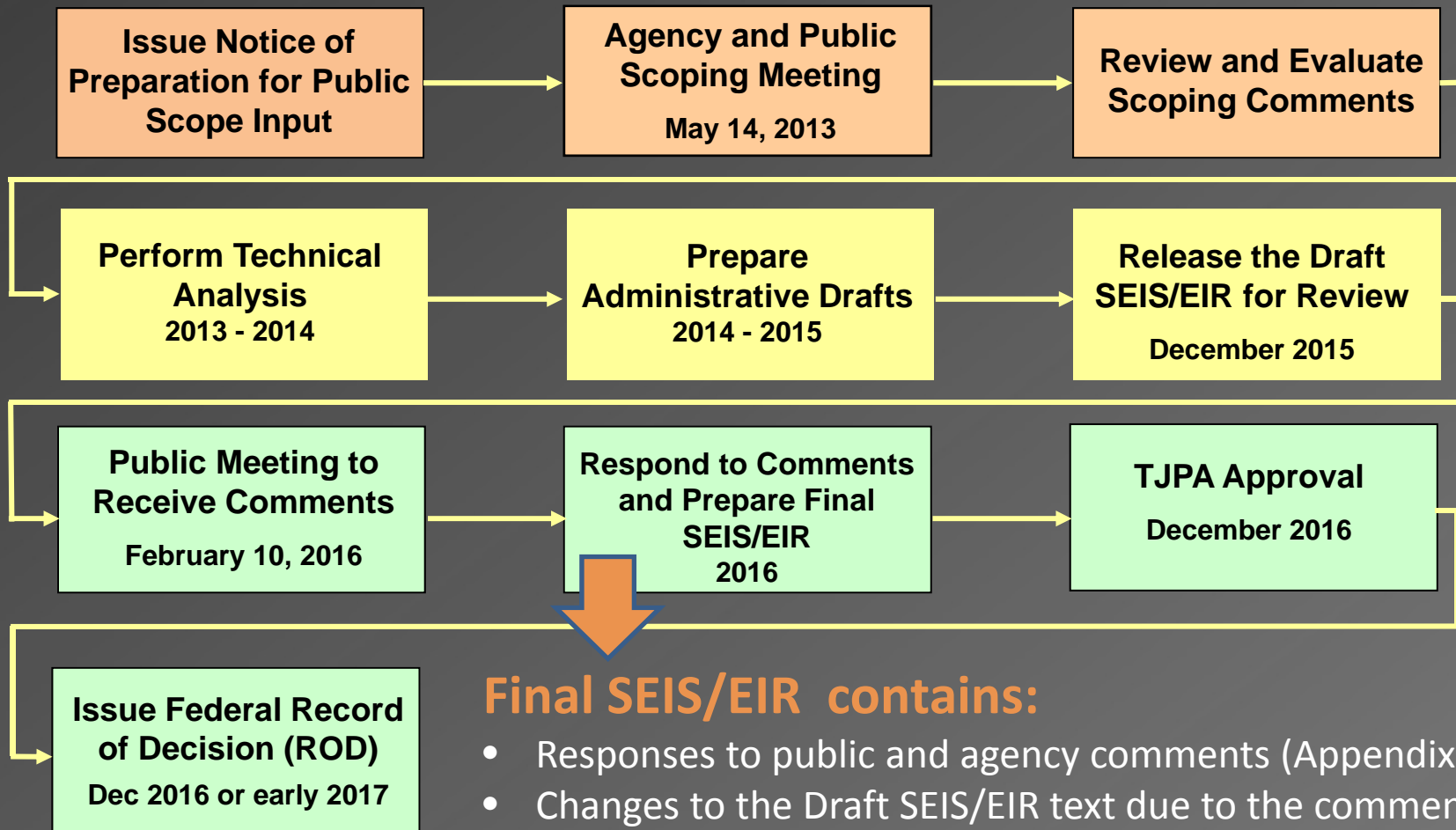


60-day Public Review (12/28/2015 – 2/29/2016)

- Public meeting on February 10, 2016
- Comments due February 29, 2016
- Comments received from:
 - 2 federal agencies
 - 3 local agencies
 - 3 state agencies
 - 11 individuals and organizations



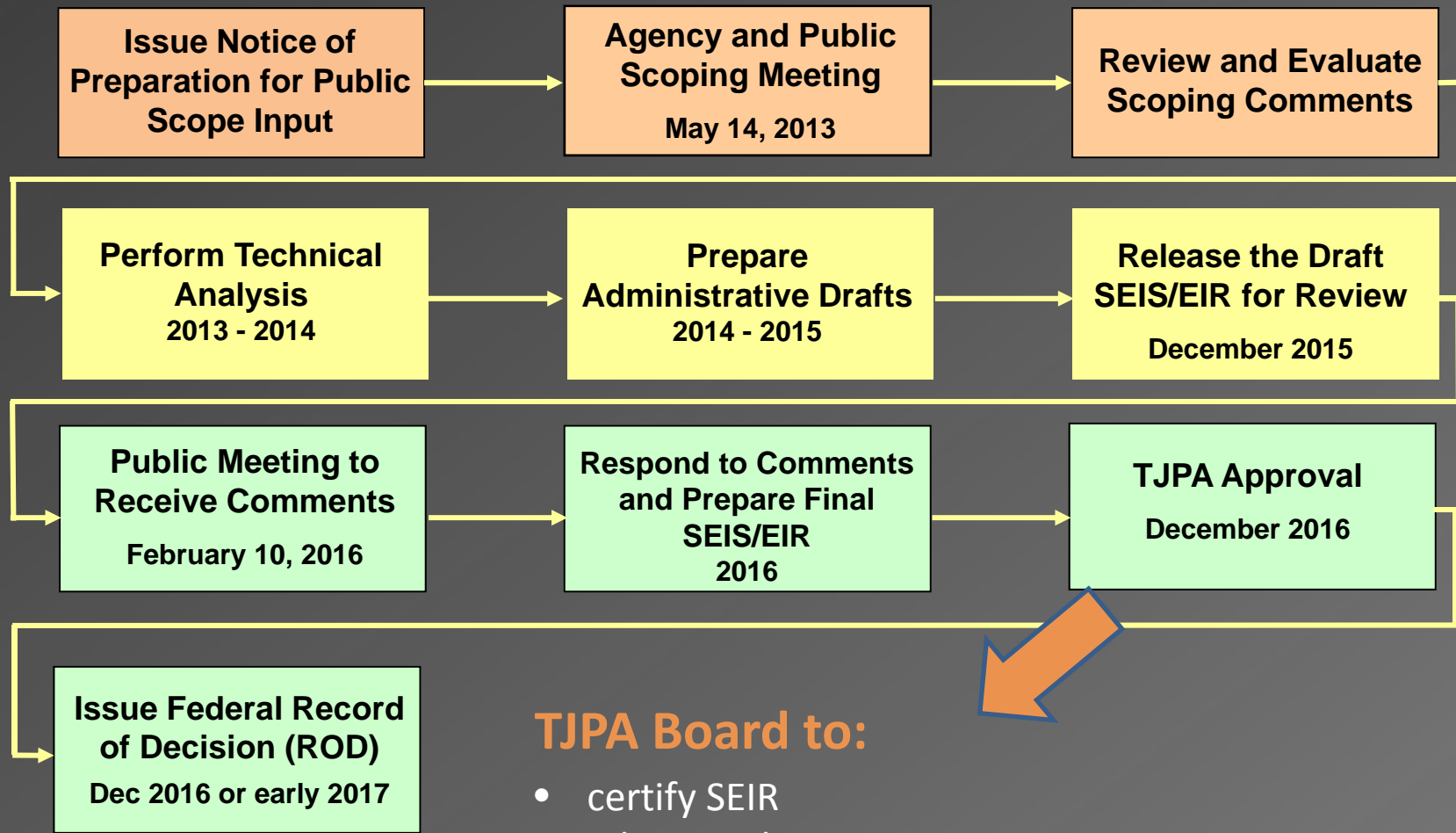
Environmental Process



Final SEIS/EIR contains:

- Responses to public and agency comments (Appendix A)
- Changes to the Draft SEIS/EIR text due to the comments (Chapter 2 and Appendix B)
- Changes to the previously approved Mitigation Monitoring and Reporting Program (Appendix E)

Environmental Process

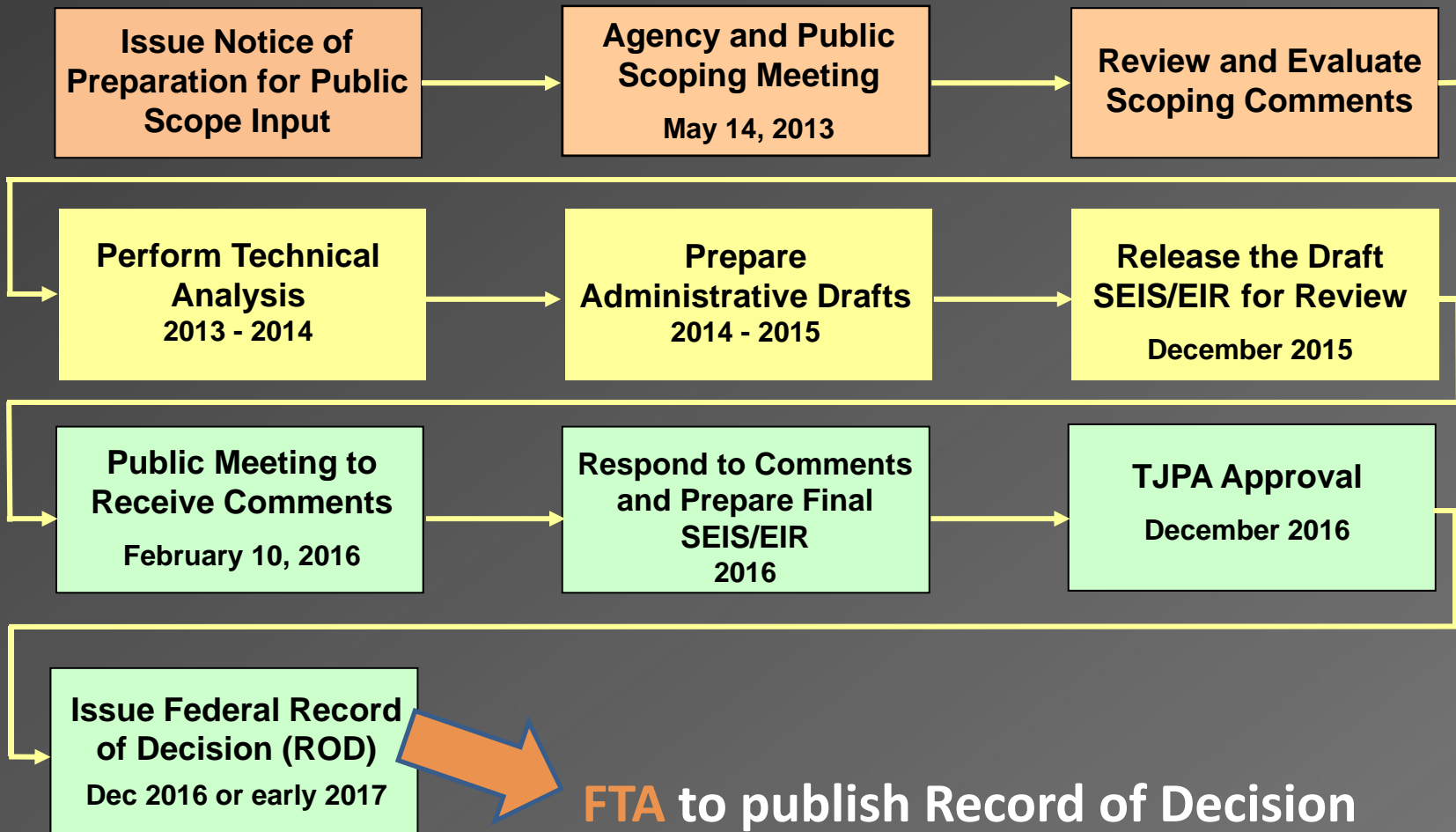


TJPA Board to:

- certify SEIR
- adopt Findings
- adopt Mitigation Monitoring and Reporting Program
- approve Project



Environmental Process





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Proposed Phase 2 Refinements Evaluated in SEIS/EIR



Phase 2 Refinements Related to DTX



Element added (*) or modified (**) in the SEIS/EIR.

These project refinements **do not change** the DTX alignment or Caltrain/ CHSRA operations or service levels.

Phase 2 Refinements and Other Proposed Improvements

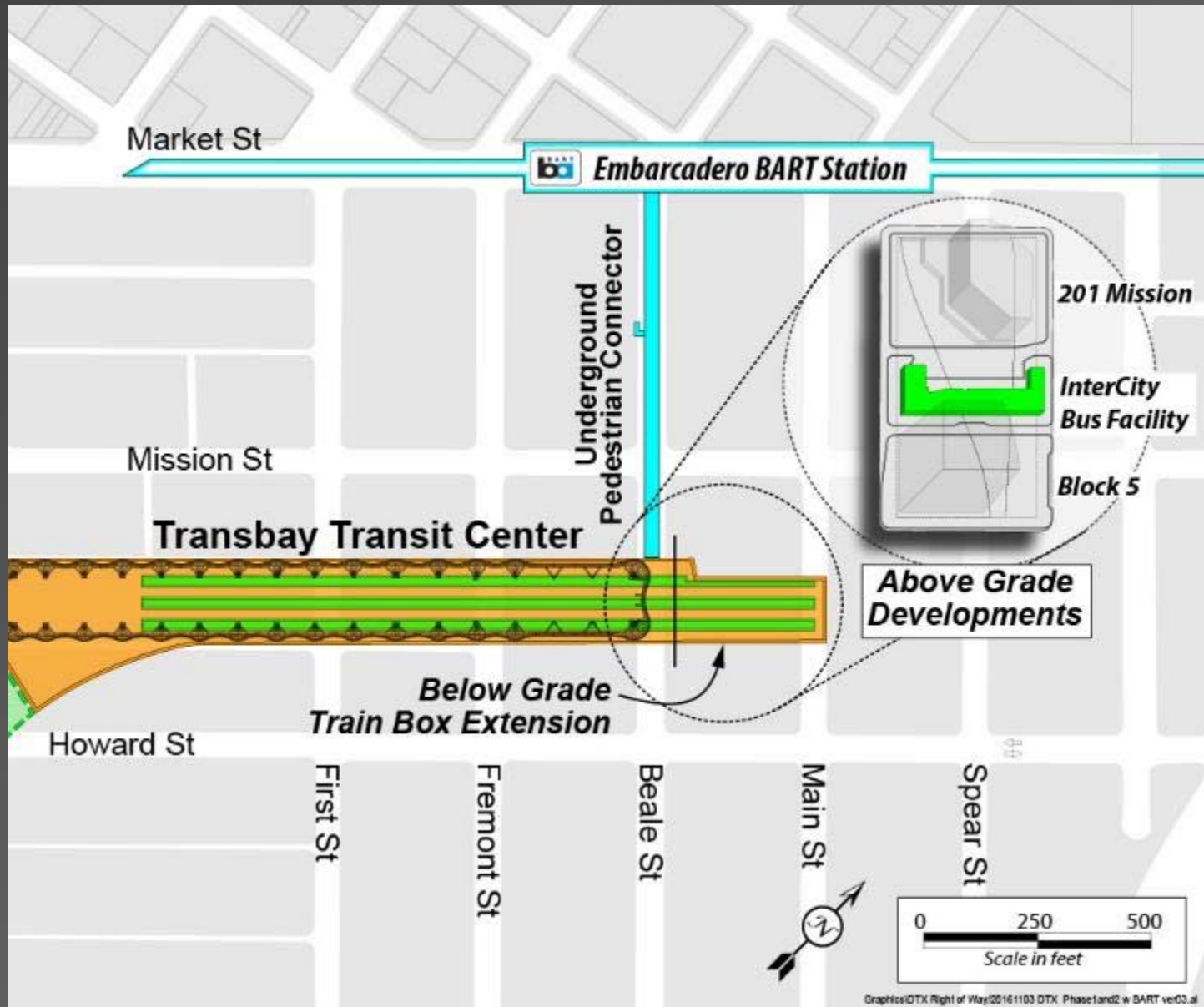
1. **Train Box Extension** – Underground train box extended east one block to Main Street.
2. **Intercity Bus Facility** – New facility constructed above the extended train box between Beale and Main streets to serve operators such as Amtrak and Greyhound. Potential for development above which would have separate environmental clearance independent of this SEIS/EIR.
3. **Ventilation and Emergency Egress Structures** – Emergency ventilation/egress structure at extended train box.
4. **Taxi Staging** – Curbside passenger loading and unloading on Minna Street and Natoma Street alongside the new intercity bus facility.
5. **BART/Muni Underground Pedestrian Connector** – Pedestrian connector tunnel to link the Embarcadero BART/Muni Metro Station to the Transit Center





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Pedestrian Connector Tunnel, Extended Train Box, Intercity Bus Facility





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Intercity Bus Facility



Phase 2 Refinements and Other Proposed Improvements

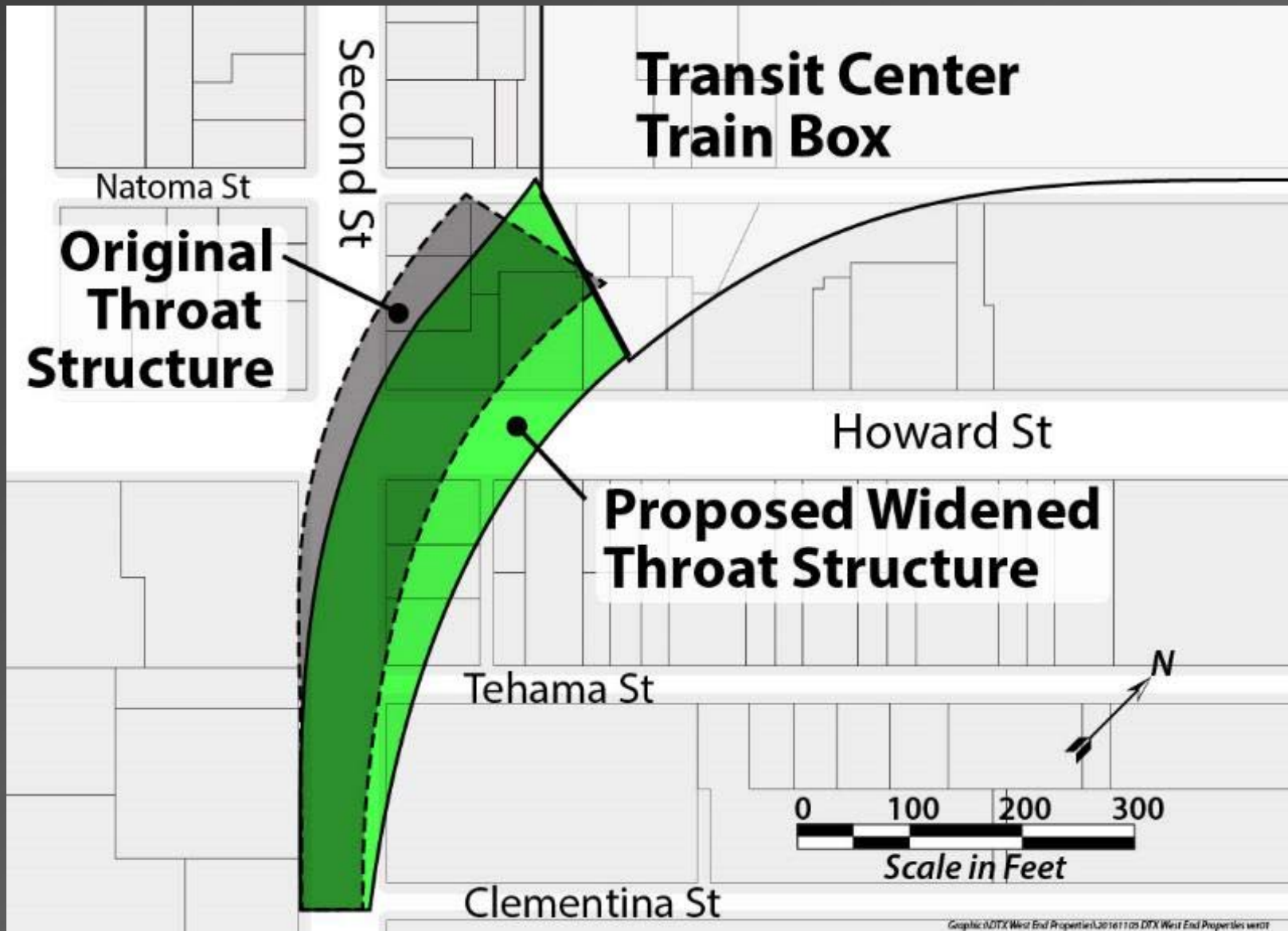


- 3. Ventilation and Emergency Egress Structure** – Emergency ventilation/evacuation structure at Transit Center.
- 6. Bicycle/Controlled Vehicle Ramp** – Ramp leading to below-grade bicycle facilities within the Transit Center. A parallel but separate controlled-access vehicle ramp to the Lower Concourse (for use by emergency and approved maintenance vehicles).
- 7. Widened Throat Structure** – Widened throat structure provides the connection between the underground tracks and the train box below the Transit Center. It will conform to design specifications required for high-speed rail service.



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Widened Throat Structure



Phase 2 Refinements and Other Proposed Improvements

3. **Ventilation and Emergency Egress Structures** – Emergency ventilation/evacuation structure along DTX alignment on 2nd Street near Harrison Street and on Townsend Street near 3rd Street.
8. **Rock Dowels** – Rods approximately 15 feet in length that will be installed along the mined tunnel segment.
9. **Parking at AC Transit Bus Storage Facility** – The AC Transit bus storage facility will be used for off-hours/nighttime or special event parking when not in use by AC Transit for regular operations.

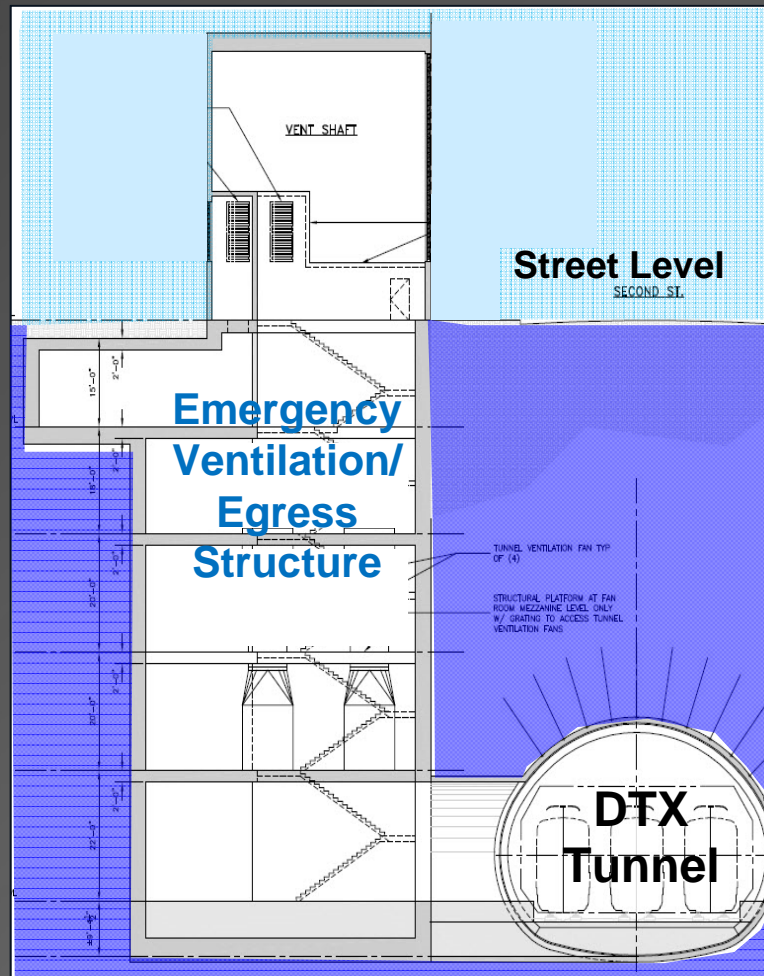




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DTX Emergency Ventilation/ Egress Structure

Vent Structure at Second & Harrison



Required by code: NFPA 130

Phase 2 Refinements and Other Proposed Improvements

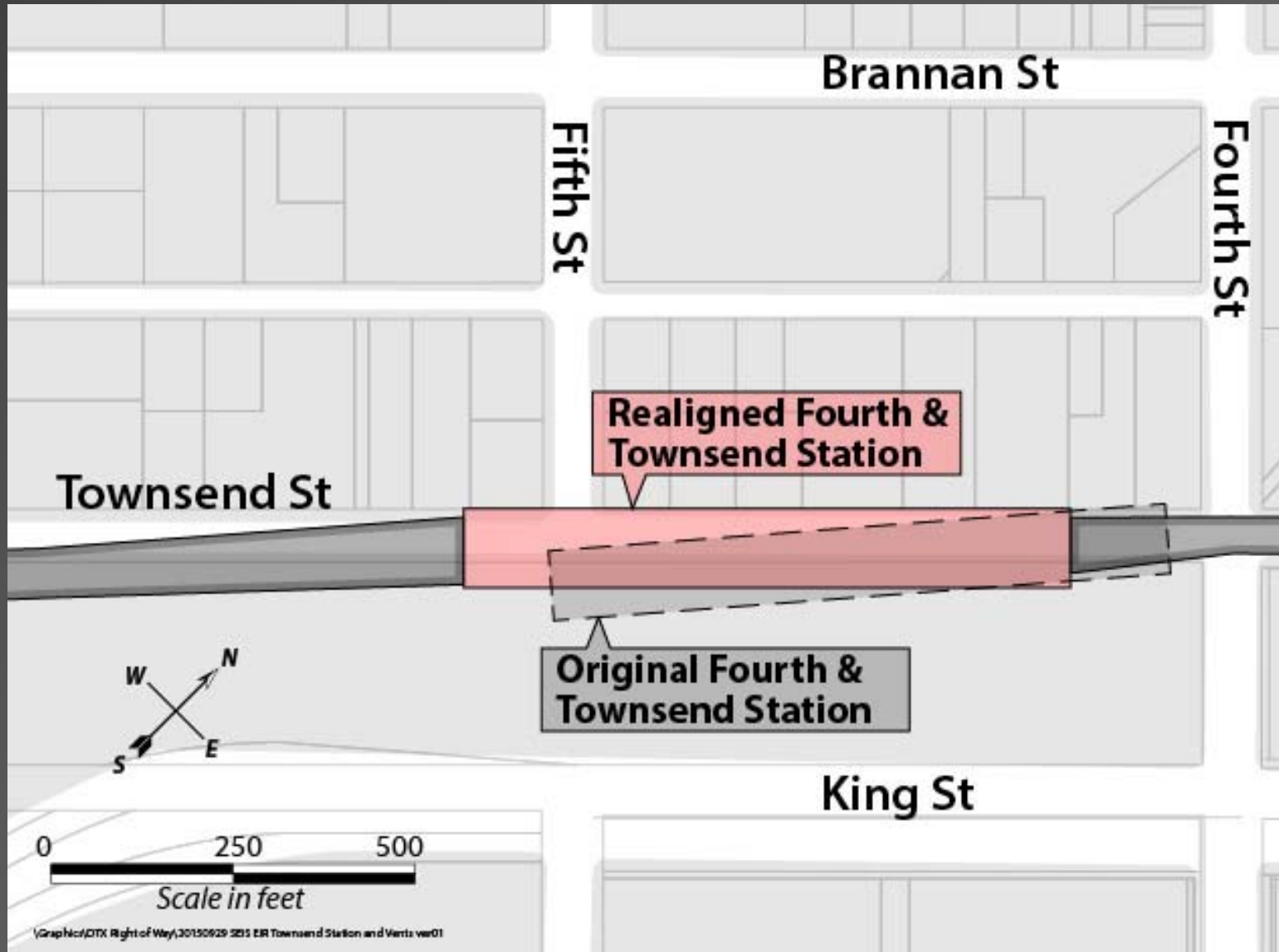
- 3. Ventilation and Emergency Egress Structures** – Two emergency ventilation/egress structures at the below-grade 4th/Townsend DTX station.
- 10. Fourth and Townsend Underground Station Realignment** – The underground station would be realigned to parallel Townsend Street below the public right-of-way.





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4th/Townsend Underground Station Realignment



Phase 2 Refinements and Other Proposed Improvements

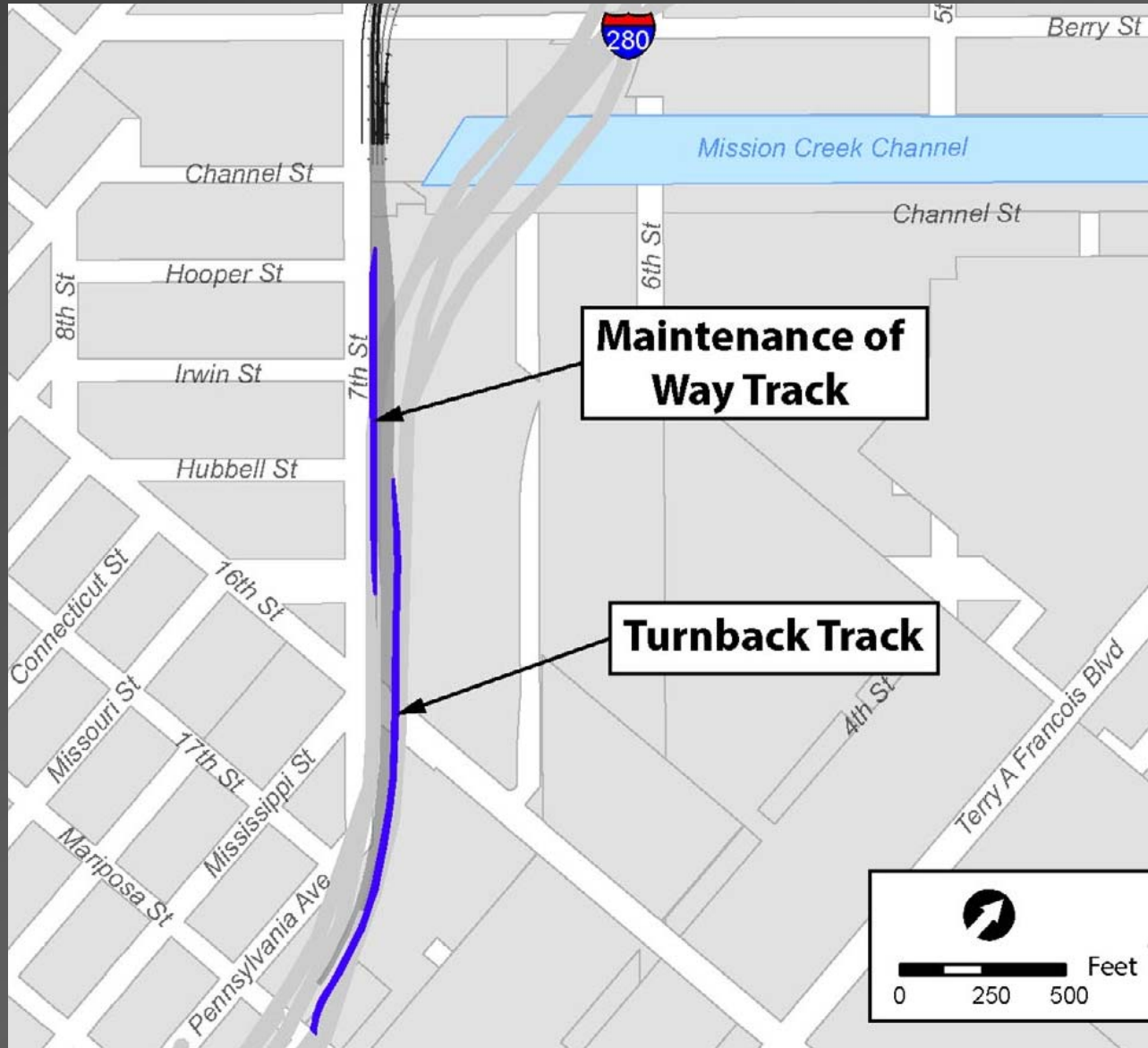
- 10. Tunnel Stub Box** – A new below-grade train box at the west end of the Caltrain railyard near Townsend and Seventh streets would be constructed to accommodate future grade separations and expedite future arrival of below-grade Caltrain and high-speed trains.
- 11. Additional Trackwork** – A turnback track and maintenance of way storage track would be constructed within the existing Caltrain right-of-way between Hooper Street and Mariposa Street, immediately east of Seventh Street.





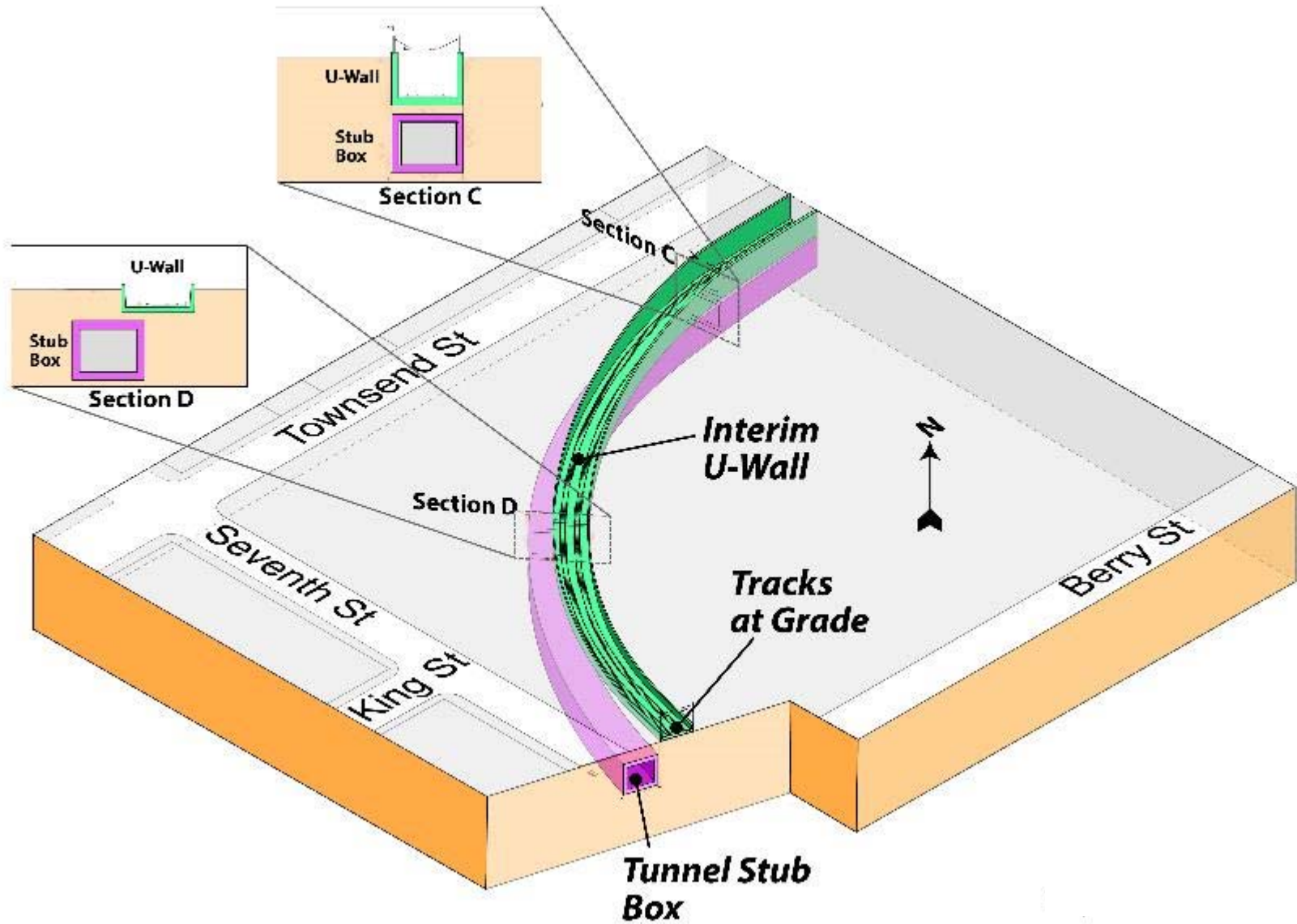
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Maintenance-of-Way & Turnback Track





Tunnel Stub Box





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Impacts Identified in the SEIS/EIR



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
- Environmental Justice



Identified Impacts

Resource	Impact	Mitigated
Transportation	Turnback track - traffic, transit, pedestrians, and bicycle circulation	Yes
Land Use / Socio-economics	Extended train box, widened throat structure, ventilation structure - land acquisition/ displacement	Yes
Historical and Cultural Resources	Widened throat structure and ventilation structure - cultural resources	Yes
Water Resources and Water Quality	Potential flood hazards due to storms	Yes
	Potential flood hazards due to sea-level rise	No
Noise and Vibration	All project components - night time construction noise, if permitted	No
Electromagnetic Fields	Turnback track - potential electromagnetic interference	Yes
All Other Resources/ Issues	Not Adverse/Less than Significant	Not Applicable



Key Comments on the Draft SEIS/EIR and Conclusions

- Additional recognition of City planning efforts and development projects, particularly in the Mission Bay area
- Further consideration of potential transportation impacts along 16th Street due the “additional trackwork south of the railyard”
- Further discussion of circulation impacts around the previously approved bus plaza and the proposed intercity bus facility
- Additional alternatives to avoid land acquisition/displacement impacts to private property and to address possible conflicts with other projects
- Additional analysis of construction impacts
- **Comments and responses did not:**
 - Require changes to the conclusions presented in the Draft SEIS/EIR
 - Trigger a need to undertake substantial new analyses or evaluate new alternatives
 - Introduce new mitigation measures previously considered to be infeasible

Questions?



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