



U.S. Department
of Transportation
**Federal Transit
Administration**

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June 9, 2023

Mr. Adam Van de Water
Executive Director
Transbay Joint Powers Authority
425 Mission Street, Suite 250
San Francisco, CA 94105
Attention: Alfonso Rodriguez, Project Director

Re: Environmental Determination for Design
Refinements for the Project

Dear Mr. Van de Water:

The Federal Transit Administration (FTA) has completed its review of your letter dated May 31, 2023 and supporting documentation from Transbay Joint Powers Authority (TJPA), regarding the proposed design changes to the Transbay Downtown Rail Extension (DTX) Phase 2 project. In its letter, TJPA indicated that neither the preparation of a Supplemental Environmental Impact Statement (SEIS) nor an Environmental Assessment (EA) is necessary, in accordance with 23 CFR §§ 771.115, 771.119, and 771.130(c), for the proposed changes to the Project. The TJPA requested FTA concurrence on this determination.

The Project was previously the subject of an Amended Record of Decision in 2019 and a 2018 Final Supplemental Environmental Impact Statement. The TJPA proposes to modify, reduce, or defer components of the previously approved DTX Phase 2 project, including:

- Deferring the BART/Muni underground pedestrian connector under Beale Street between the Salesforce Transit Center and the BART/Muni Embarcadero Station on Market Street;
- Reducing the size of the below-grade Transit Center train box extension for Caltrain and high-speed rail service and relocating the vent structure and emergency exit that was approved at the eastern end of the extension;
- Deferring the street-level intercity bus facility above the Transit Center train box extension, and constructing a new entrance/exit pavilion from the street level to the station below;
- Removing the taxi staging area at the intercity bus facility;
- Reducing the number of tracks for train operations in a portion of the tunnel from three to two tracks;
- Modifying the Fourth and Townsend Street Station design to accommodate platforms for high-speed rail service that would extend the station south into the Caltrain railyard;
- Realigning the tunnel stub box to expedite future below-grade Caltrain and high-speed rail service from the west end of the Caltrain railyard to be shorter and further north such that more of its length would be under Townsend Street; and

- Reconfiguring the at-grade trackwork south of the Caltrain railyard to include an additional track within the Caltrain right-of-way at the existing at-grade crossing of Mission Bay Drive and shortening the length of the planned turnback track north of 16th Street.

The TJPA also proposes the modifications to the mitigation measures, as follows:

- 2018 Mitigation Measure New-MM-C-GE-4.1 is proposed to be revised to clarify its intent with respect to control of groundwater levels to limit damage to buildings.
- 2018 Improvement Measure New-I-TR-1.1 would be revised to remove language related to the 16th Street at-grade crossing, since the scope of work is eliminated, and address effects related to the maintenance-of-way and turnback track at the Mission Bay Drive at-grade crossing.

Based on the environmental re-evaluation materials submitted and past experience with similar projects, this review finds that the design changes:

- do not induce significant environmental impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people;
- do not have a significant impact on natural, recreational, or other resource;
- do not have adverse impacts to cultural resources and historic properties as defined under Section 106 of the National Historic Preservation Act, as codified in 36 CFR §800;
- do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns;
- do not result in a use or constructive use of historic or other resources within the meaning of Section 4(f) of the Department of Transportation Act, as codified in 49 USC §303; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

The FTA finds that the changes described in the re-evaluation materials are not substantial and that the changes will not cause significant environmental impacts that were not previously evaluated. Neither the preparation of a SEIS nor an EA is necessary.

Project components to be deferred would not be included as part of the proposed action and may be proposed later, at which time, they would be subject to separate environmental review pursuant to the National Environmental Policy Act and other applicable environmental statutes and regulation.

If you have any questions or comments, please contact Ms. Mary Nguyen, Environmental Protection Specialist, at (213) 202-3960, or by email at mary.nguyen@dot.gov.

Sincerely,

Ray Tellis
Regional Administrator