



# SEIS/EIR Update

January 12, 2016

# Transbay Transit Center

**TJPA**





# Supplemental EIS/EIR Components

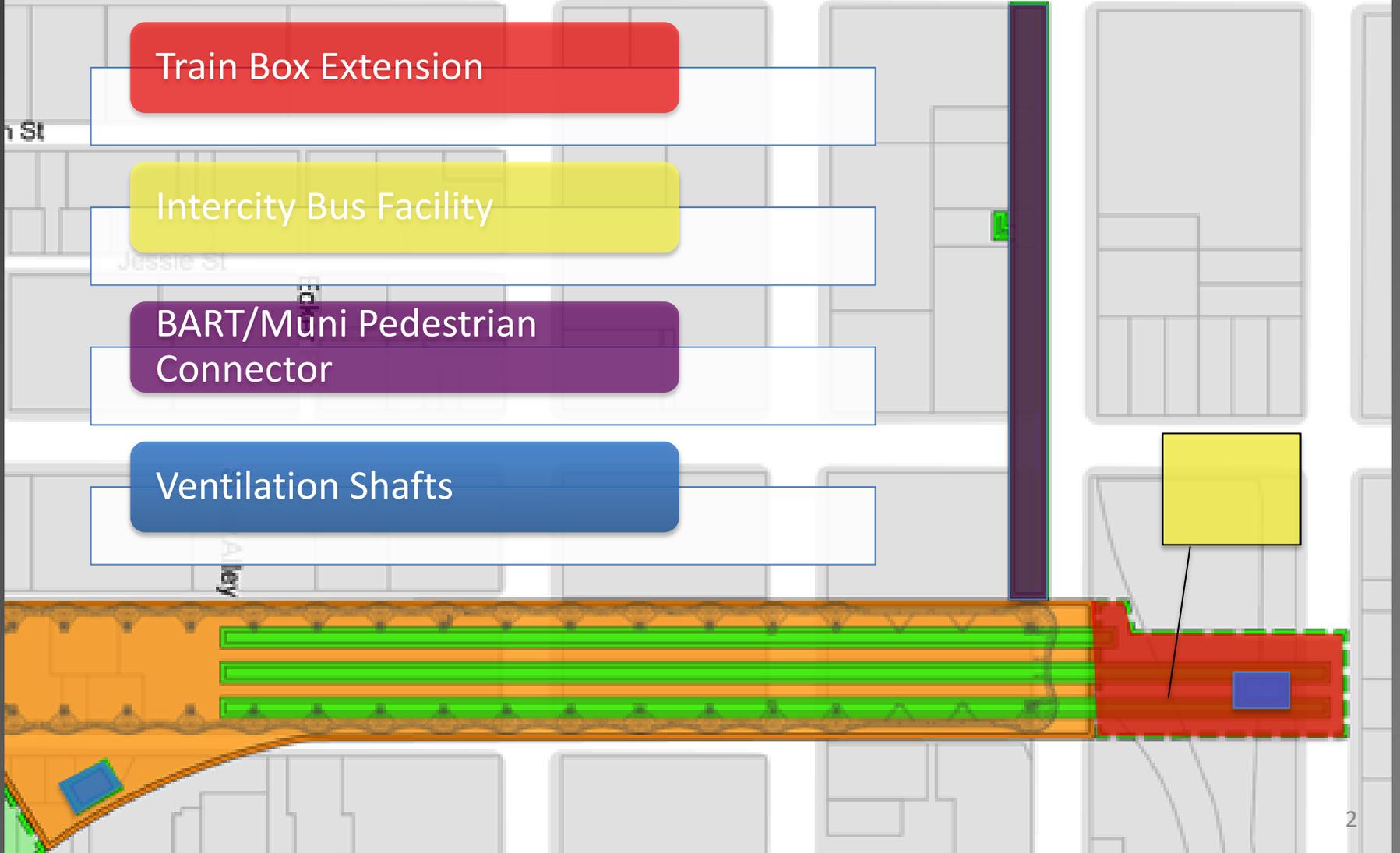
Market St

Train Box Extension

Intercity Bus Facility

BART/Muni Pedestrian  
Connector

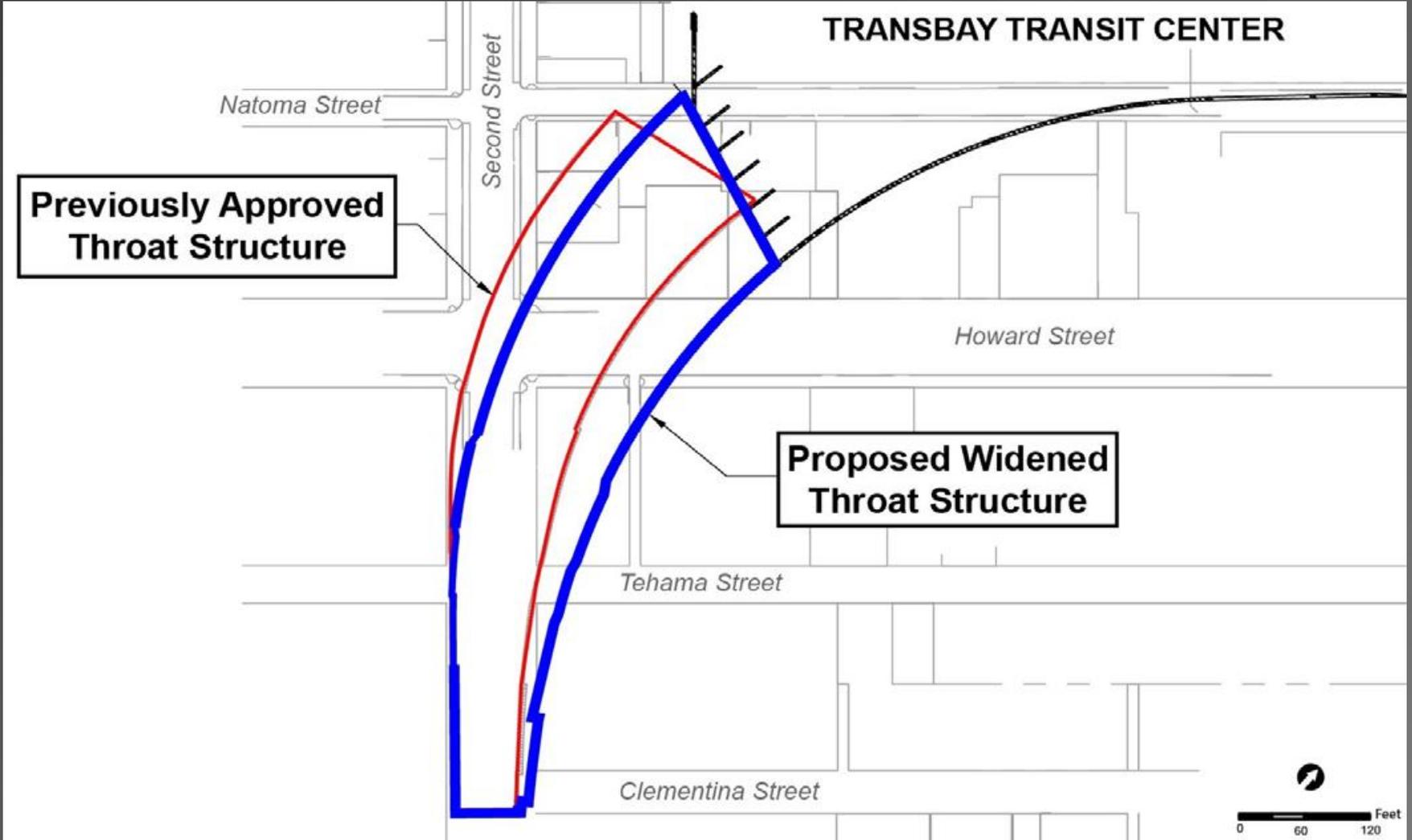
Ventilation Shafts





# Supplemental EIS/EIR Components: Rail

# Widened Throat Structure



# CHSRA Design Guidance

## Platform Length

Desirable: 1,410 ft  
Minimum: 1,370 ft  
Exceptional: 1,315 ft

Transit Center  
Platforms:  
1,335 ft

## Minimum Horizontal Radius

Desirable: 2,500 ft  
Minimum: 900 ft  
Exceptional: 500 ft

Throat Structure  
Minimum Radius:  
650 ft

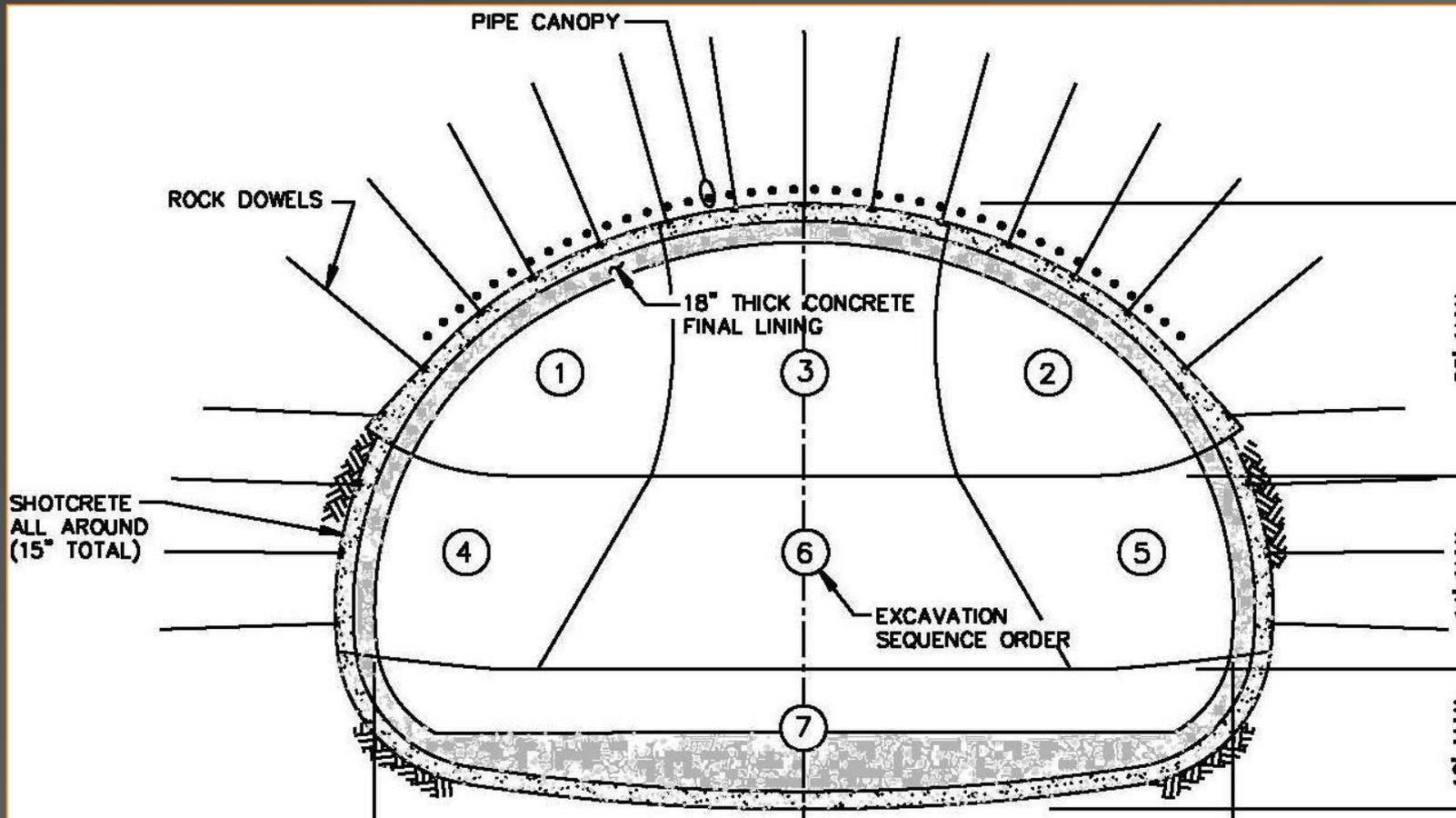
## Other Design Variances Received

- Platform Taper
- Platform Gap
- Platform Approach Tangent
- Bumper Post
- Platform Setback to Obstruction
- Platform Width
- Track Centers
- Vertical Clearance & OCS



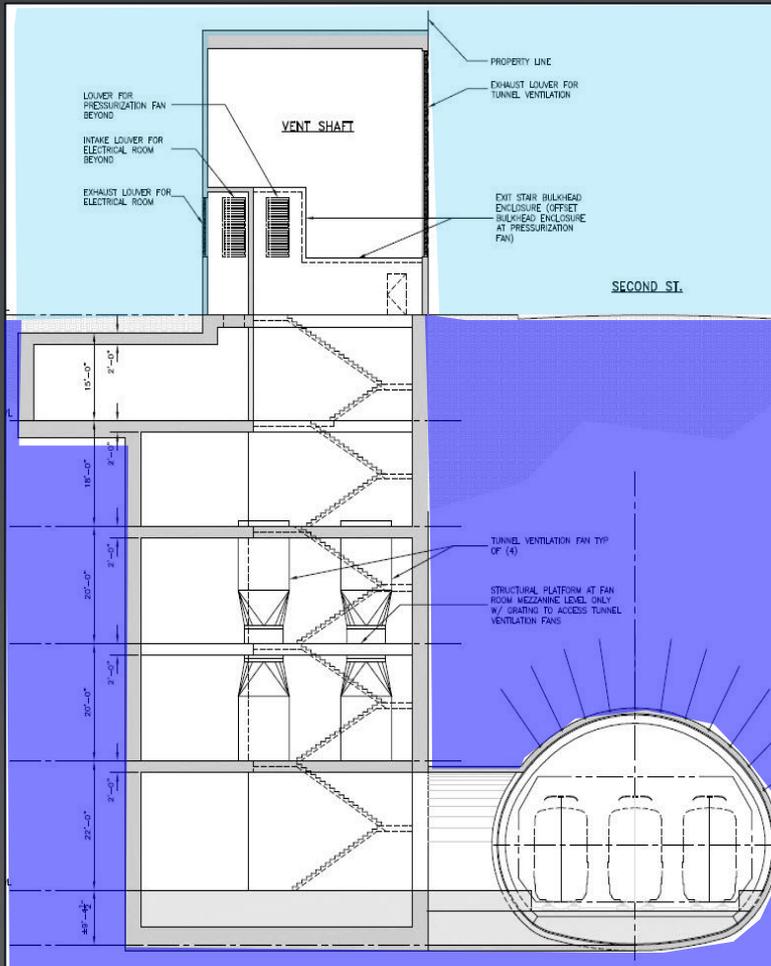
# Mined Tunnel Rock Dowels

- 3,210-foot mined tunnel
- Rock dowels required for tunneling

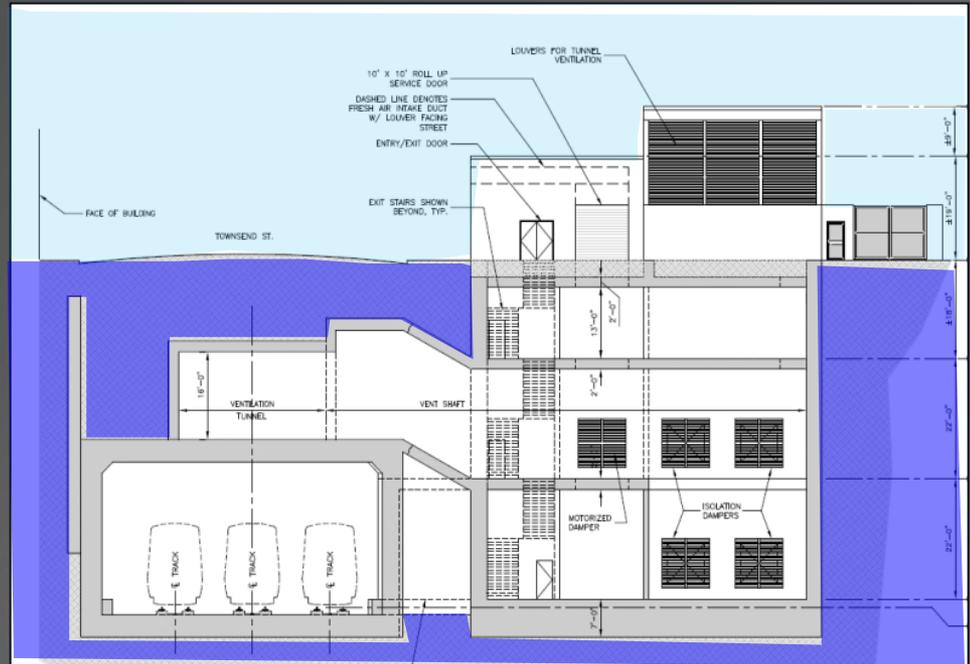


# DTX Emergency Exit / Ventilation Structures

Vent Structure at Second & Harrison



Vent Structure at Third & Townsend



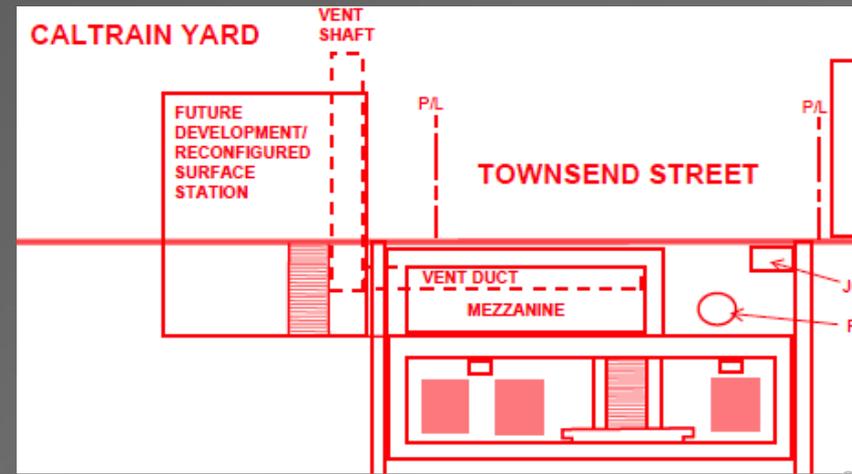
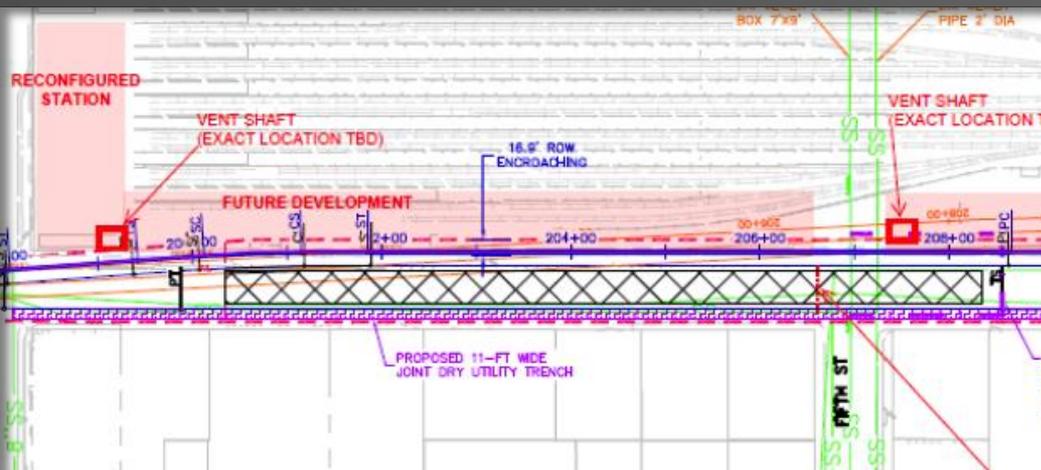
*\* Additional Vent Shafts at the Transit Center and Fourth & Townsend Station*

*Required by code: NFPA 130*

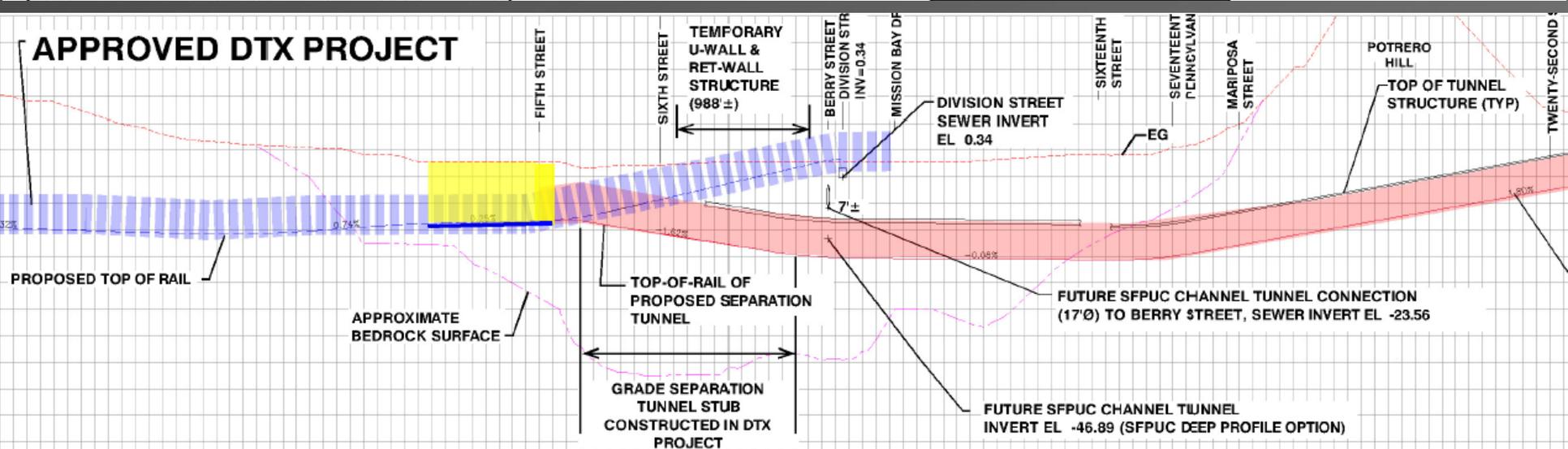
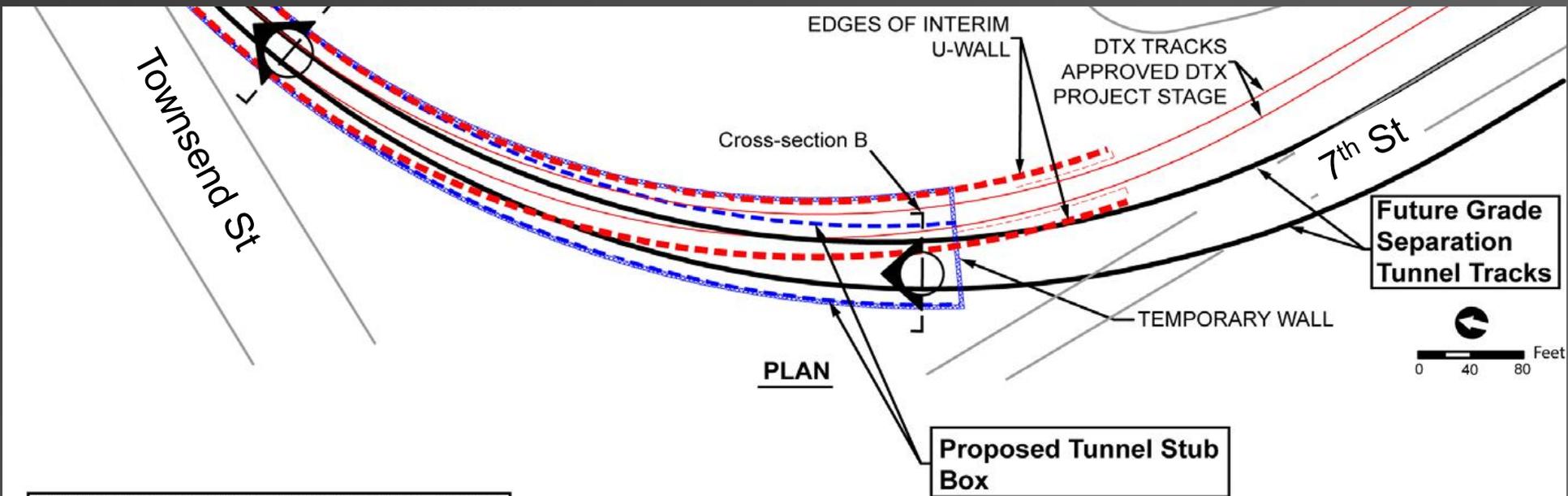


# Fourth and Townsend Underground Station

- Center platform between two northernmost tracks
- Station aligned within Townsend Street
- Developable frontage property in Caltrain Yard
- Mezzanine would connect with surface station/development



# Provisions for Future Grade Separation Tunnel

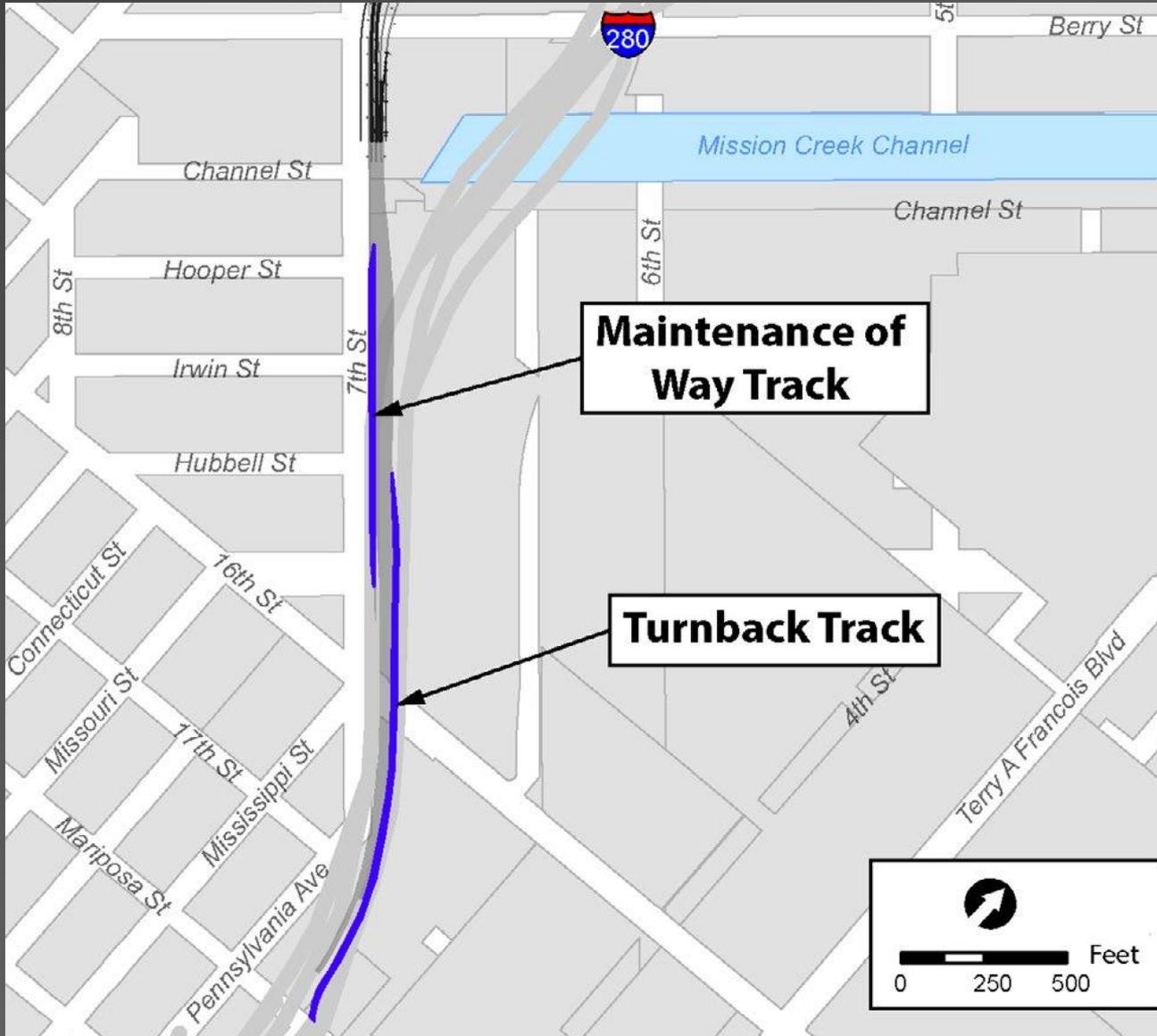






Transbay Transit Center

# Maintenance-of-Way & Turnback Track





**Supplemental EIS/EIR  
Components:  
Other Transportation  
Improvements**



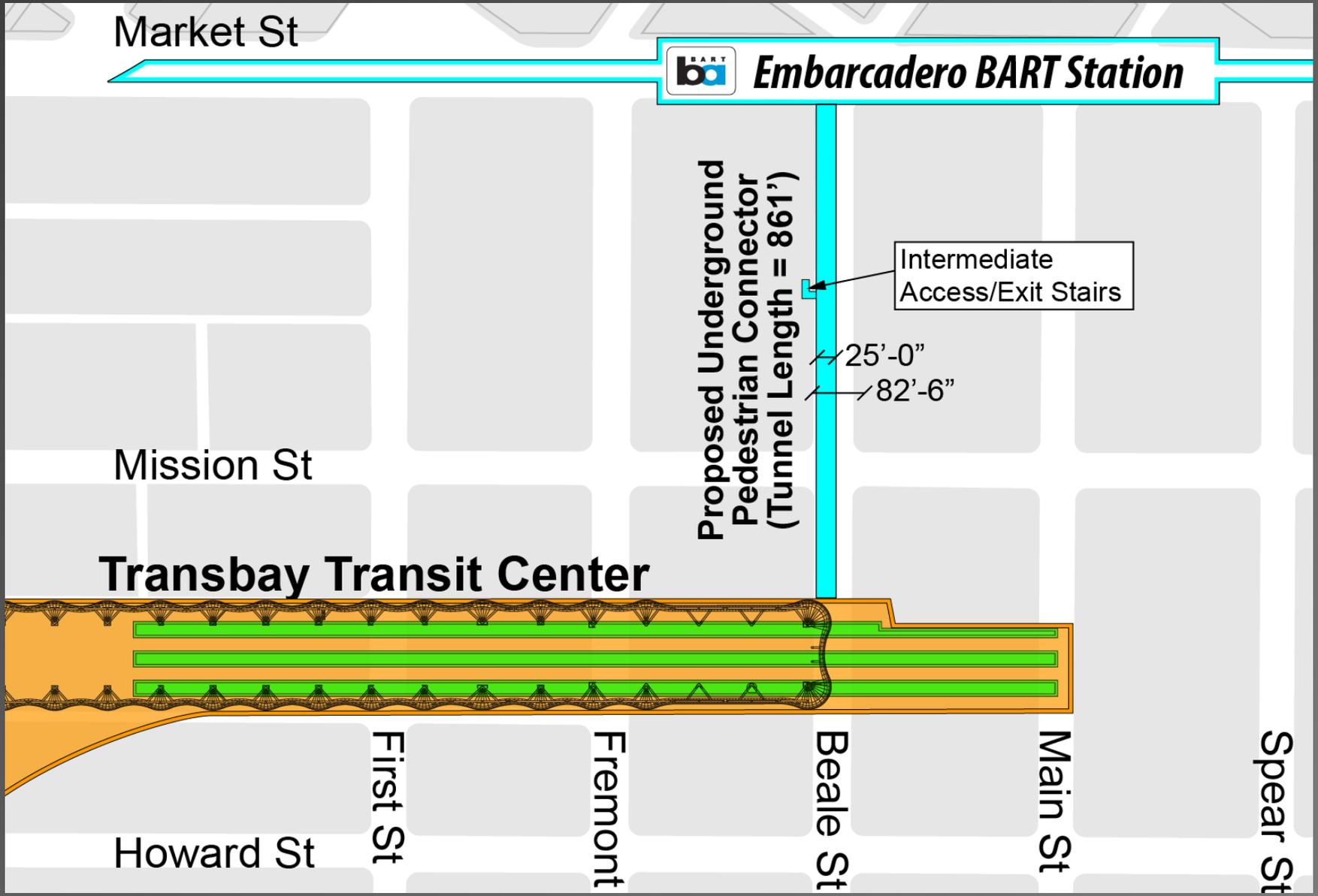
Transbay Transit Center

# Intercity Bus Facility



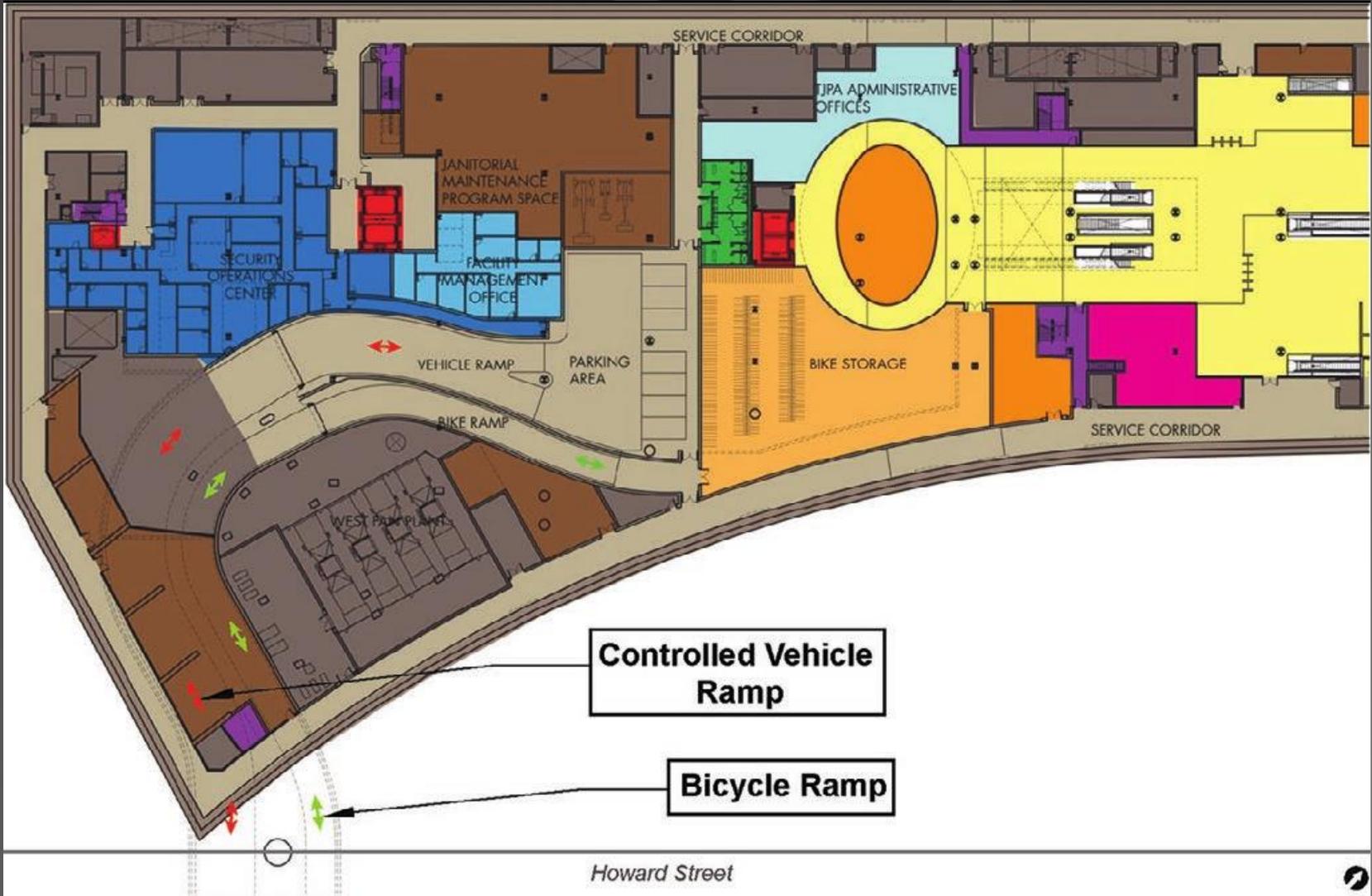


# BART Pedestrian Connector

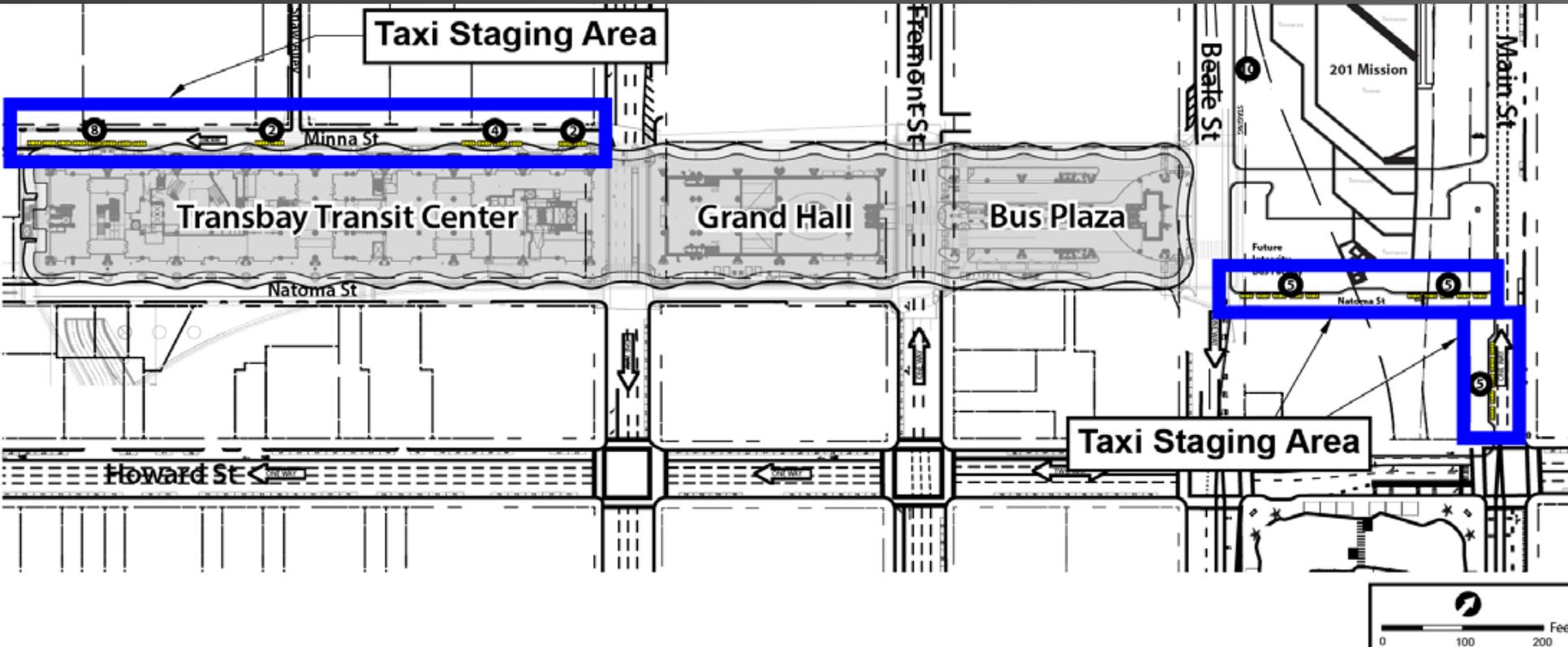


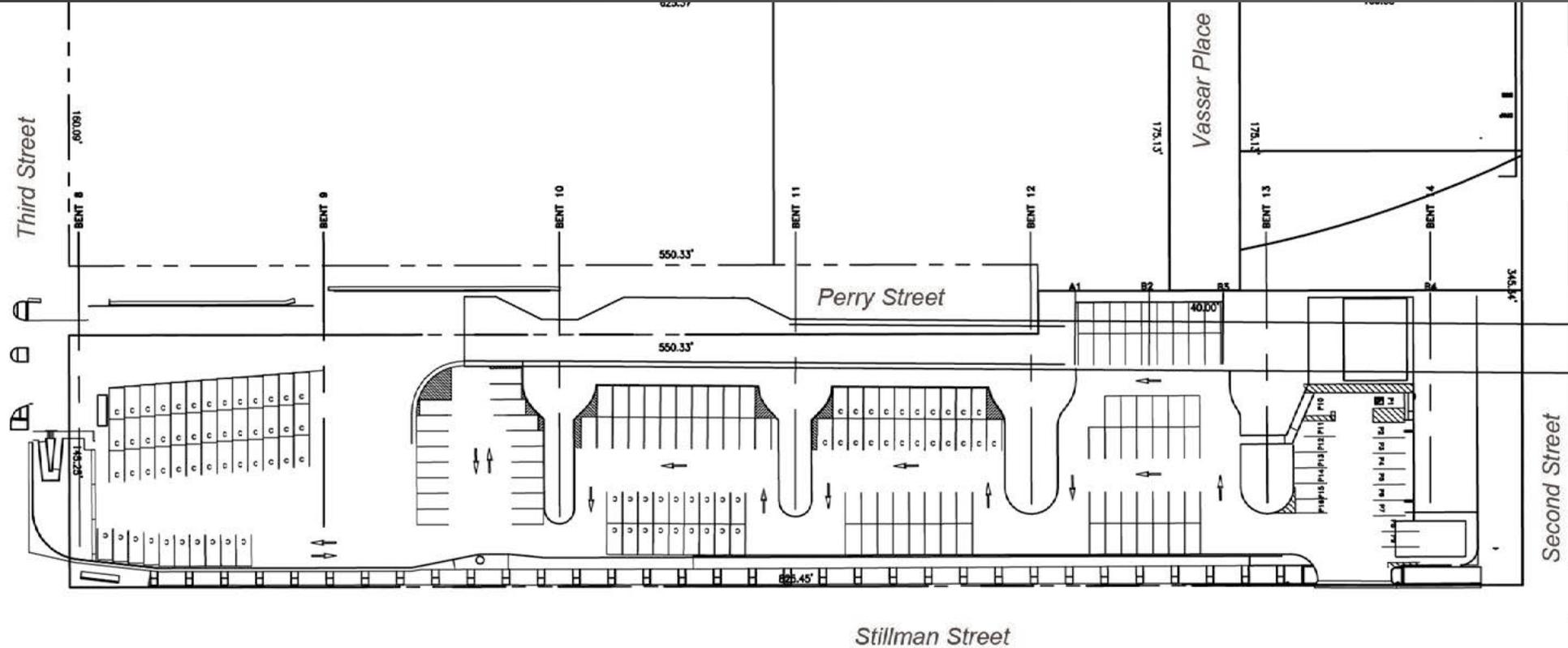


# Controlled Vehicle & Bicycle Ramp



# Taxi Staging Areas





PARKING DATA		
TYPE	STALL QUANTITY	DIMENSION
EXISTING	12	18' X 9'
PROP STD	101	18' X 9'
PROP COMPACT	89	18" X 8.75'
TOTAL	202	





# Supplemental EIS/EIR Document Process



# Prior Environmental Review

**Environmentally cleared under National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA)**

- **2004 Final EIS and six subsequent addenda (2006 – 2011) approved by Federal Transit Administration**
- **2010 Re-evaluation of 2004 Final EIS for High-Speed Rail by Federal Railroad Administration**

## Three Types of Refinements

Changes to train box and DTX

Other transportation improvements

Potential land development on “surplus”  
land

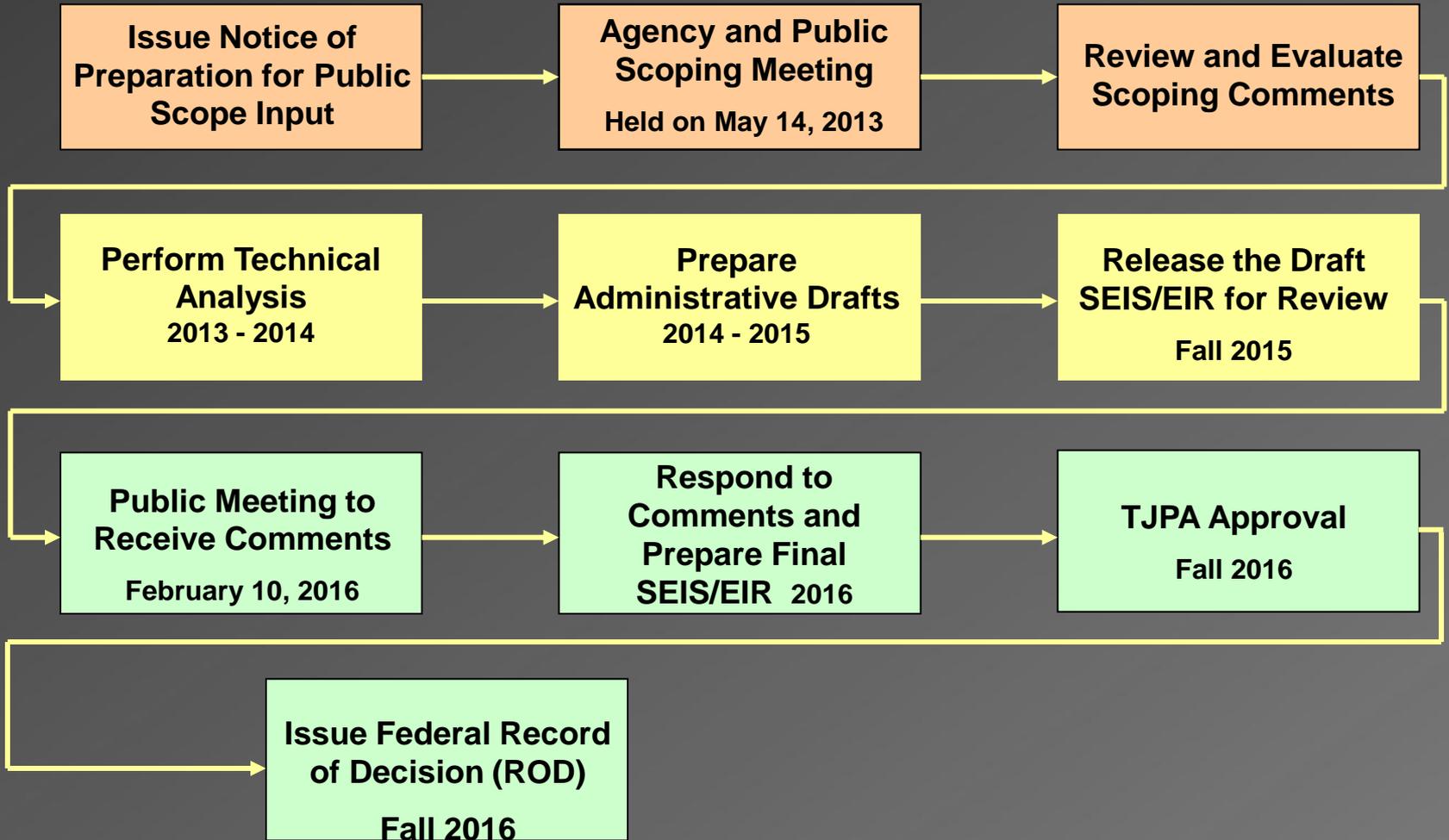
- **No changes to operations**
- **Changes to previously adopted project documented in Chapter 2, Project Alternatives**



# Why a Supplemental EIS/EIR?

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

# Environmental Process



- Transportation
- Land Use
- Socioeconomics
- Visual/Aesthetics
- Cultural Resources
- Paleontological Resources
- Biological Resources
- Water Resources
- Geology and Seismicity
- Hazardous Materials
- Electromagnetic Fields





# SEIS/EIR Topics



- Public Services
- Noise & Vibration
- Air Quality
- Climate Change/  
Greenhouse Gas Emissions
- Energy
- Parklands
- Safety and Security
- Utilities
- Environmental Justice



# Alternatives Evaluated

- **No Action Alternative:** Previously approved Transbay Program
- **Proposed Project:** Compilation of all the identified refinements

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- No new alternatives/alignments or changes to Caltrain or CHSRA operations/service levels



# Identified Effects

Resource	Effect	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



# Identified Effects

Resource	Effect	Mitigated
Noise and Vibration	All project components – nighttime construction noise if permitted	No
EMF	Turnback track – potential electromagnetic interference	Yes
All Other Resources/Issues	Not Adverse/Less than Significant	Not Applicable





# 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



# Timeline and Next Steps

- *December 28, 2015* – Draft SEIS/EIR posted and distributed for public review.
- *February 10, 2016* – Public meeting at TJPA to receive comments
- *February 29, 2016* – Public comment period closes
- *Mid 2016* – Final SEIS/EIR
- *Fall 2016* – TJPA approval; FTA Record of Decision



# Questions?



**Transbay Joint Powers Authority**

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# 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