



# TJPA CAC SEIS/EIR Update

March 7, 2017

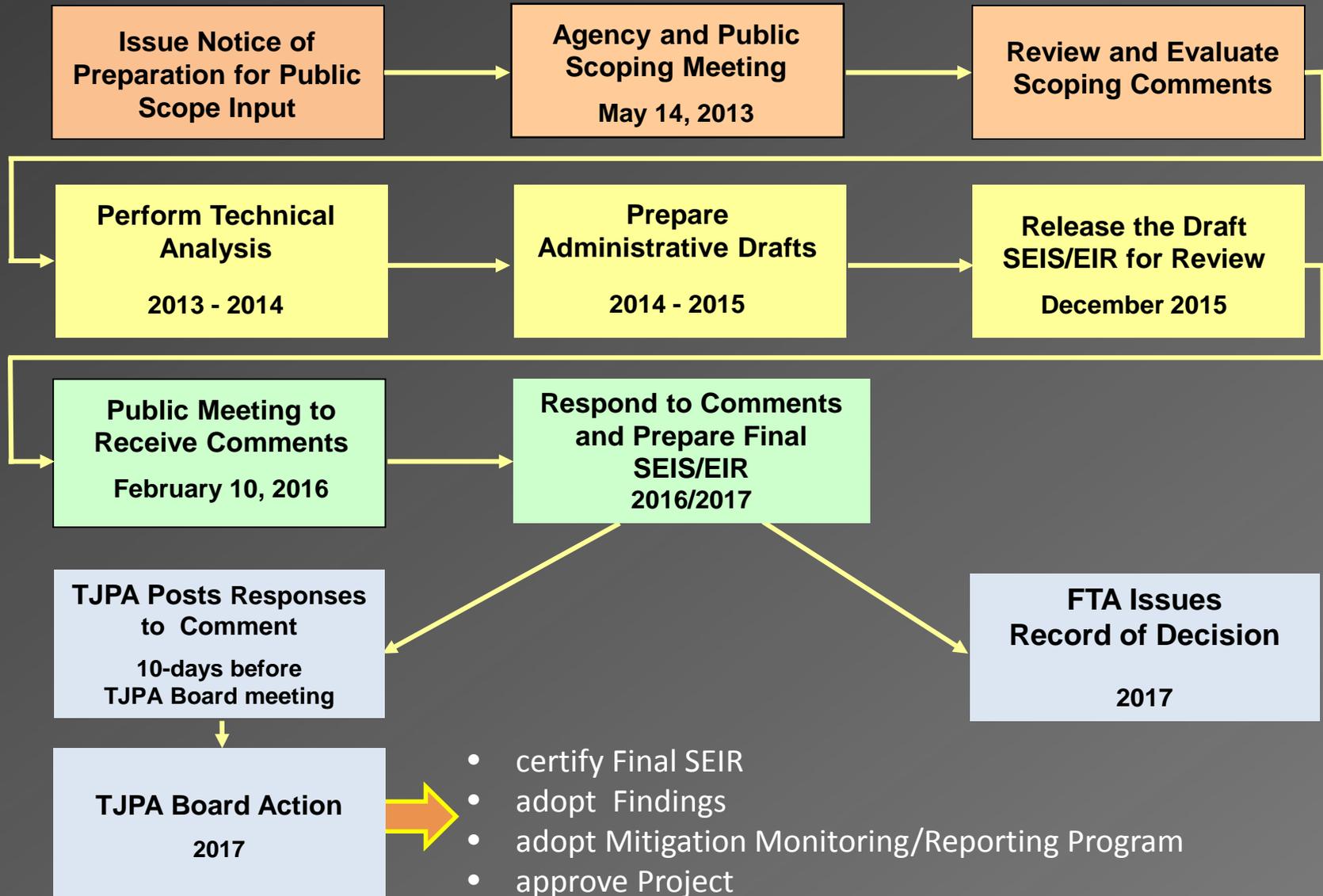
## Transbay Transit Center

**TJPA**



- 1. SEIS/EIR Environmental Process**
- 2. Proposed Phase 2 Refinements  
Evaluated in SEIS/EIR**
- 3. Impacts Identified in Draft SEIS/EIR**
- 4. Comments and Responses on SEIS/EIR**

# Environmental Process

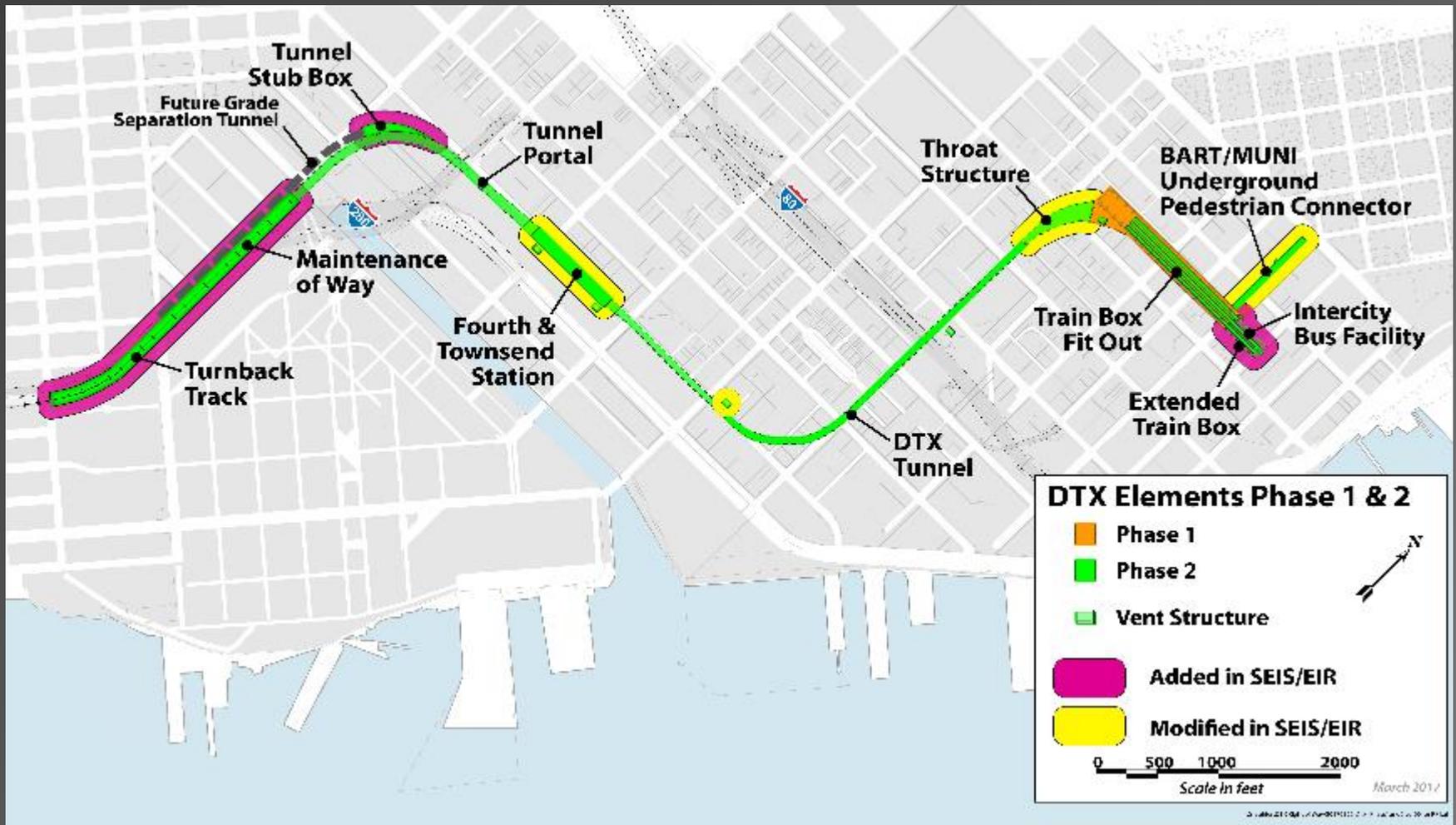


## LEAD AGENCIES

- Transbay Joint Powers Authority (local **CEQA** lead agency)
- Federal Transit Administration (federal **NEPA** lead agency)
- Federal Railroad Administration (federal cooperating agency)

## Participating Agencies

- City and County of San Francisco, Planning Department
- Office of Community Investment and Infrastructure
- 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
- United States Dept of Interior, Office of Environmental Policy and Compliance
- United States Environmental Protection Agency (Region 9)



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



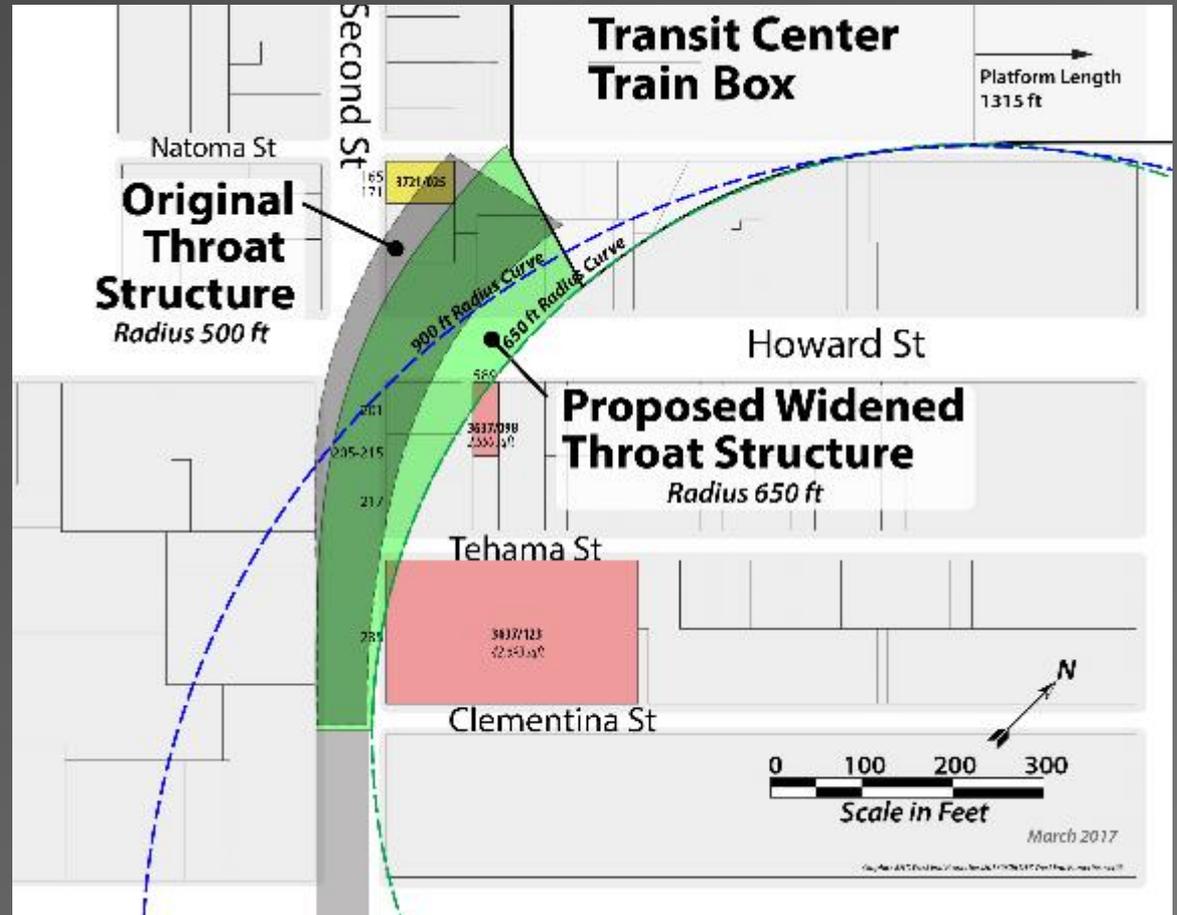
- ① Train Box Extension
- ② Intercity Bus Facility
- ③ Ventilation and Emergency Egress Structures
- ④ Taxi Staging Areas
- ⑤ BART/Muni Underground Pedestrian Connector
- ⑥ Bicycle/Controlled Vehicle Ramp
- ⑦ Widened Throat Structure
- ⑧ Rock Dowels
- ⑨ Parking at AC Transit Bus Storage Facility
- ⑩ Fourth and Townsend Underground Stn Realignment
- ⑪ Tunnel Stub Box
- ⑫ Additional Trackwork

# Phase 2 Refinements Pedestrian Connector Tunnel, Extended Train Box, Intercity Bus Facility

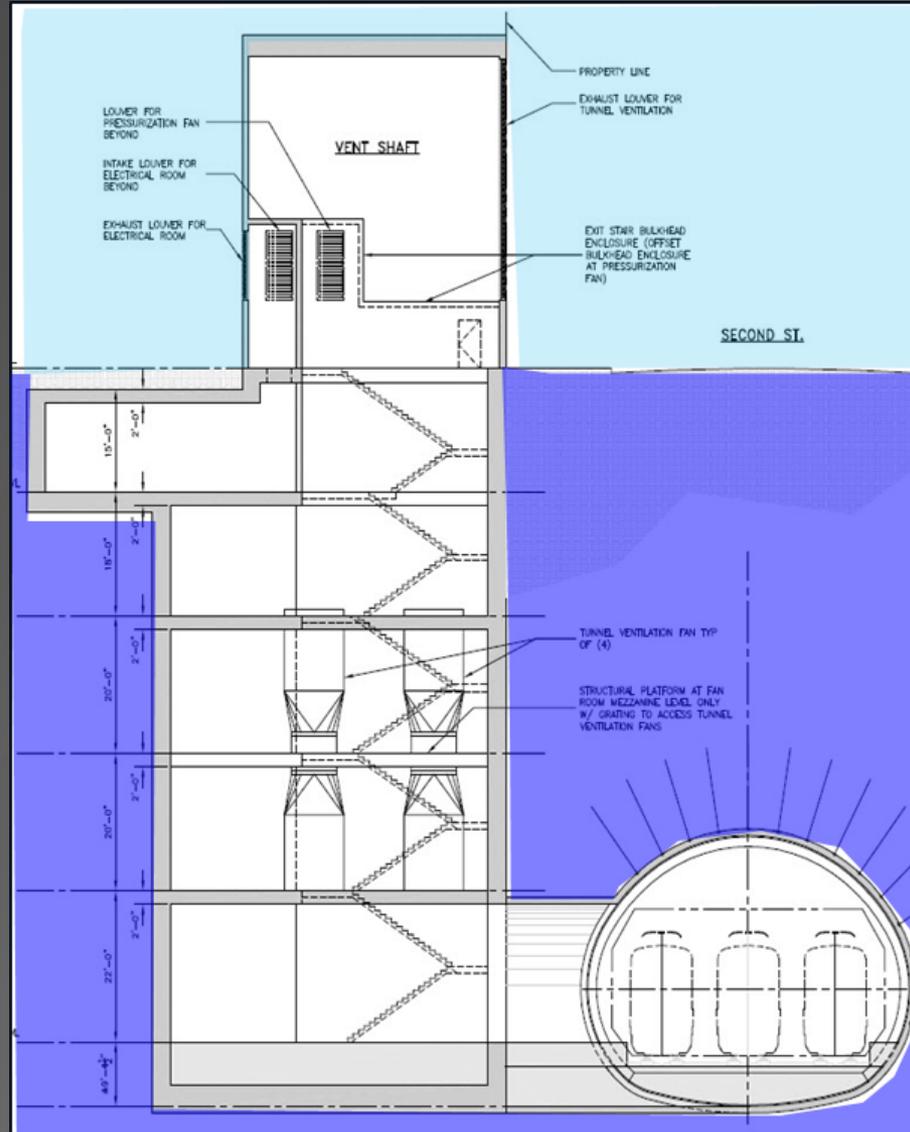


# Phase 2 Refinements

## Widened Throat Structure

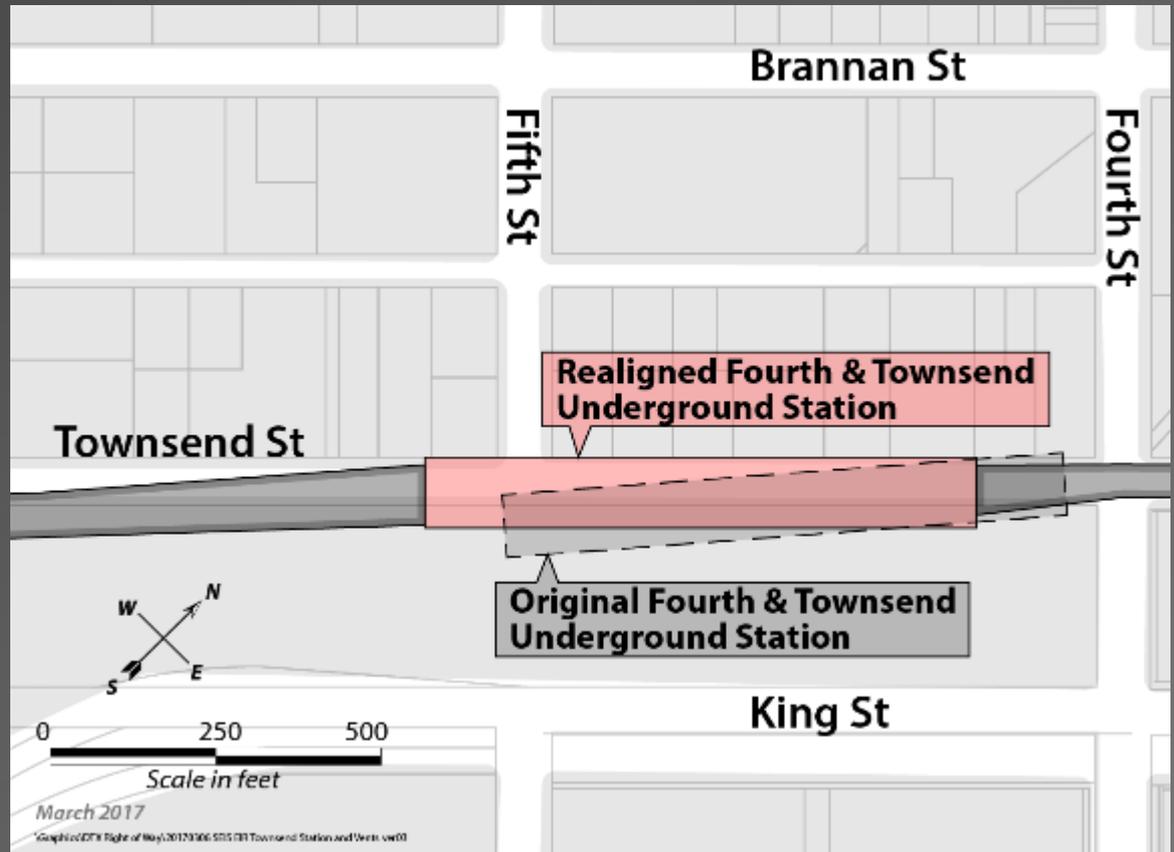
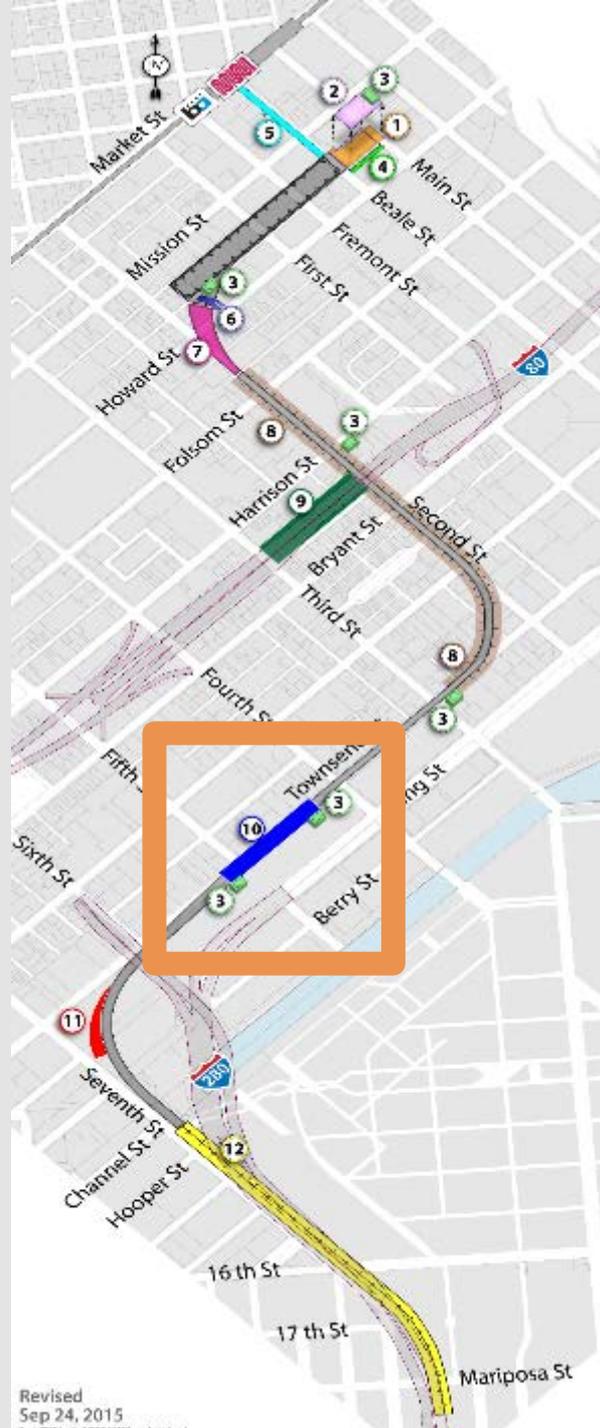


# Phase 2 Refinements Emergency Ventilation / Egress Structure



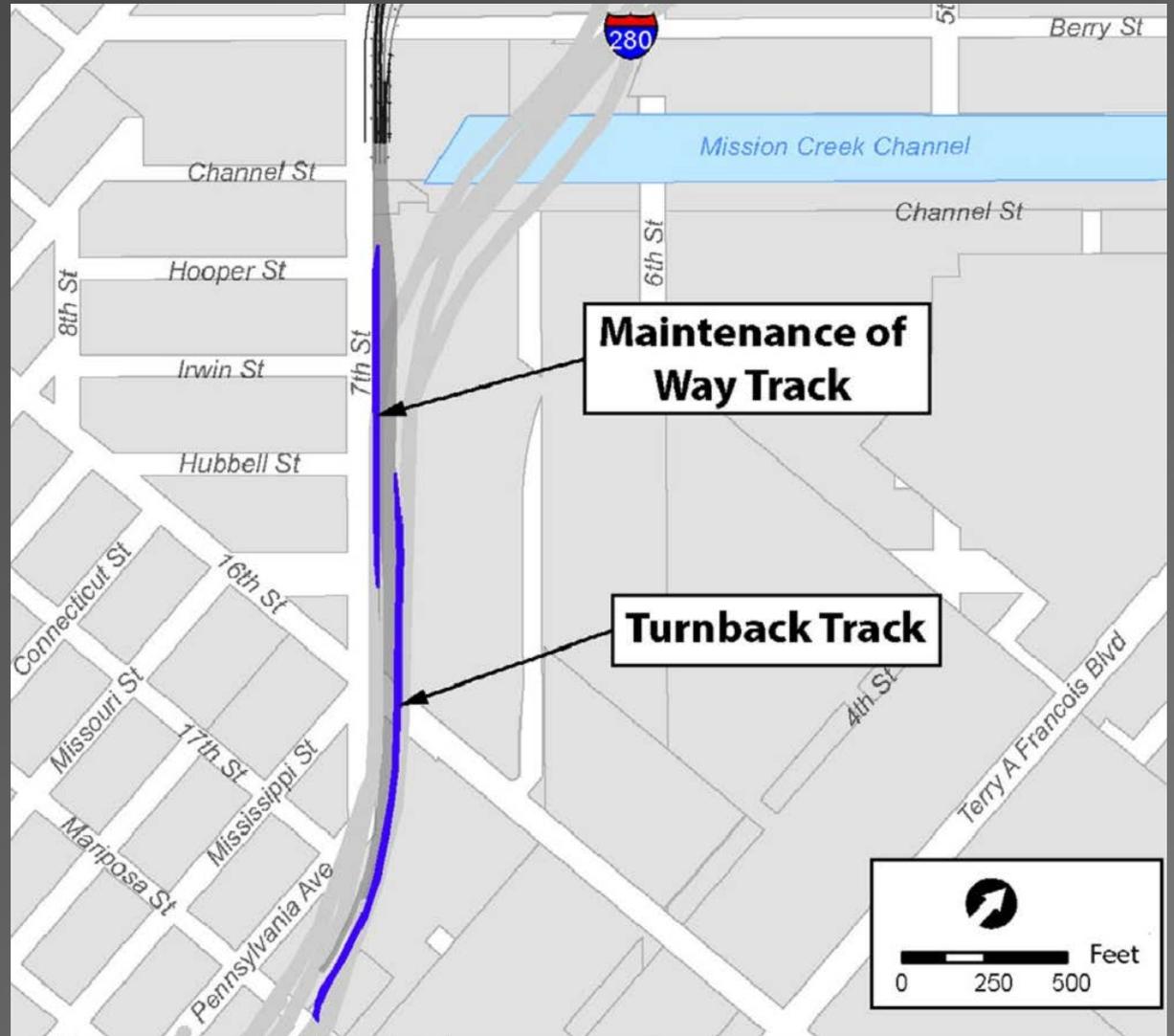
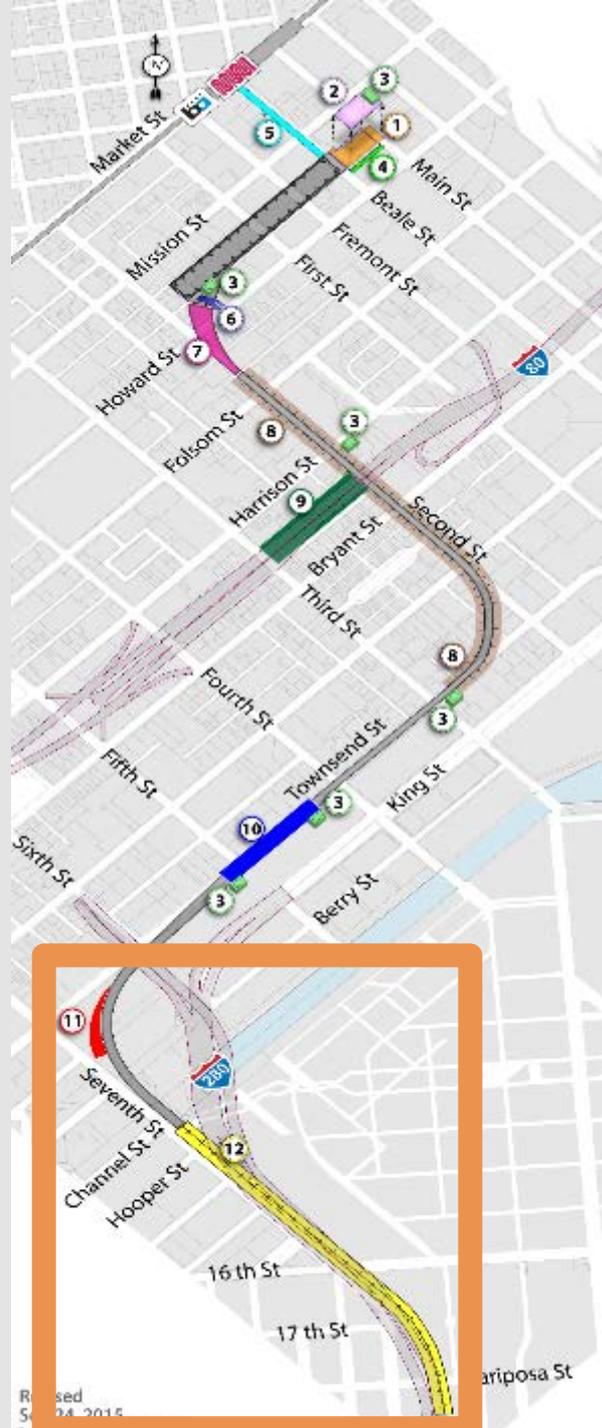
# Phase 2 Refinements

## 4<sup>th</sup>/Townsend Underground Stn Realignment



# Phase 2 Refinements

## Maintenance of Way and Turnback Track



Resource	Impact	Cause	Mitigated to LTS
<b>Transportation</b>	traffic, transit, pedestrians, and bicycle circulation	turnback track	Yes
<b>Land Use / Socio-economics</b>	land acquisition / displacement	<ul style="list-style-type: none"> <li>extended train box</li> <li>widened throat structure</li> <li>ventilation structures</li> </ul>	Yes
<b>Water Resources and Water Quality</b>	flood hazards due to storm	global climate change	Yes
	flood hazards due to sea level rise	global climate change	No*
<b>Noise and Vibration</b>	night time construction noise, if permitted	all project components	No*
<b>Electromagnetic Fields</b>	electromagnetic interference	turnback track	Yes

LTS = less than significant

\* Mitigation would not be sufficient to reduce impacts to LTS.

- **“Last mile connection”** for Caltrain passengers and reduction in pedestrian volumes around the existing Caltrain terminus
- **Reduction in:**
  - regional Vehicle Miles Travelled
  - greenhouse gas and regional air emissions
- **Preservation** of building contributing to a historic district which was previously targeted for demolition

## Comments received from:

- **8 public agencies** (76 comments)
  1. **US Department of the Interior** ( 1 )
  2. **US Environmental Protection Agency** ( 1 )
  3. **Caltrans** ( 16 )
  4. **State Clearinghouse** ( 1 )
  5. **Caltrain** ( 1 )
  6. **SFCTA** ( 31 )
  7. **SF Planning** ( 6 )
  8. **UCSF** ( 19 )
- **8 private parties** (57 comments)

**Responses to all comments will be included in Final SEIS/EIR**

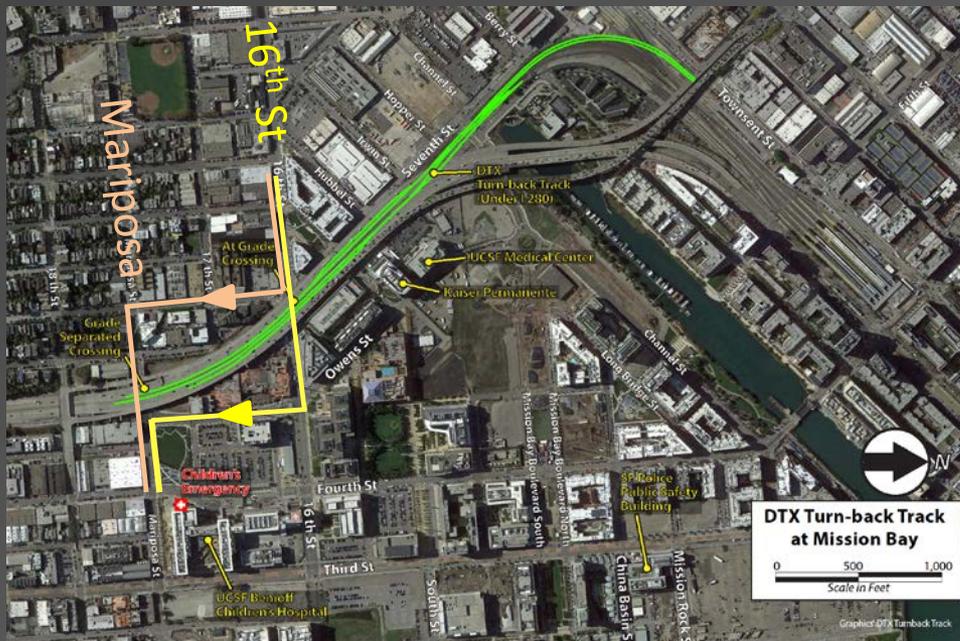
## 1. Detail on City planning efforts and development projects, particularly in the Mission Bay area

- Described and incorporated MUNI*forward*, Warriors Arena, UCSF Long Range Development Plan, and Mission Bay South Redevelopment Plan

## 2. Analysis of impacts from cut and cover construction

- Evaluated in 2004 FEIS/EIR; mitigation measures were adopted and are included as part of the proposed project
- SEIS/EIR analyzed reasonable “worst case” – longest possible disturbance.
- Opportunities to reduce construction (limits and duration) during next phase.

## 3. Expand on potential transportation impacts along 16th Street due to “additional trackwork south of the railyard”



- No AM/PM peak hour crossings using turnback track across 16th St allowed
- Off-peak crossings reduced by staging at Transit Center
- Off-peak crossings total 28 minutes delay throughout entire day
- Delays comparable to a signalized intersection (70 seconds)
- If emergency response vehicle is crossing turnback track at same time a train is crossing, alternative routes are available.

## 4. Expand on circulation impacts around the previously approved Bus Plaza and the proposed intercity bus facility (IBF)

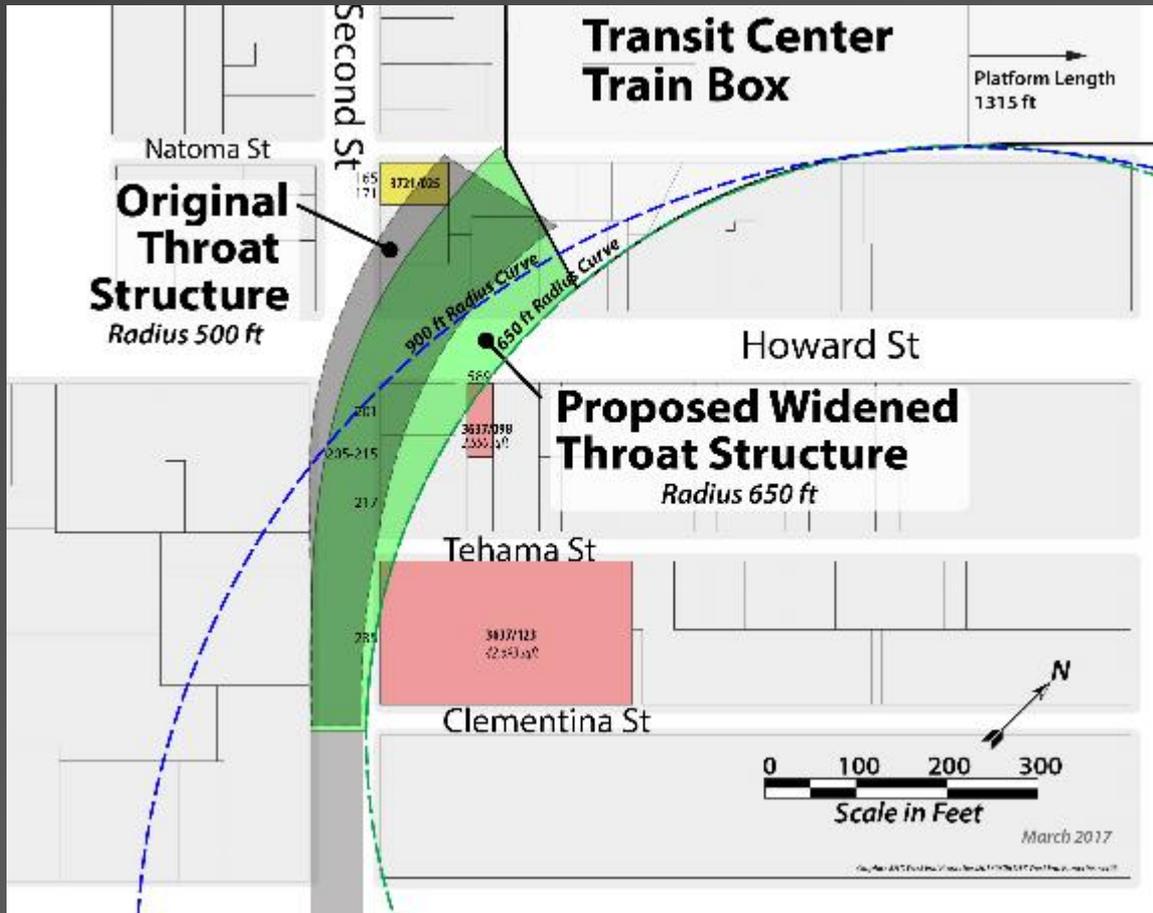
Bus Plaza approved in 2004 and under construction; not subject of SEIS/EIR.

### Intercity Bus Facility

- **Exiting buses** will wait within IBF lot before exiting onto Beale with left turn.
- **Nearby driveways** are on the opposite sides of Beale and not directly across from the IBF egress.
- **No other sites** of adequate size and proximity were found to be feasible.
- No significant increase in bus traffic.



## 5. Consider alignment alternatives to avoid land acquisition/displacement impacts to private property



- Proposed curve at widened throat structure affects 589 Howard and 235 2<sup>nd</sup> St.
- Tighter curve not acceptable to CHSRA due to operational and maintenance issues and potential wheel squeal.
- Wider curve requires more land acquisition and results in greater socioeconomic/fiscal impacts.

# Conclusions from Responses to Comments

- No changes required to conclusions presented in Draft SEIS/EIR
- No substantial new analyses or new alternatives needed
- No new mitigation measures needed

- FTA to approve Final SEIS and issue Record of Decision
- TJPA to conclude consultation with Planning Department
- 10-days in advance of the TJPA Board meeting when the Final SEIS/EIR will be considered, TJPA will:
  - issue responses to comment to public agencies
  - post to website Final SEIS/EIR, including all responses to comment
- TJPA Board to consider action to:
  - certify Final SEIR
  - adopt Findings
  - adopt Mitigation Monitoring/Reporting Program
  - approve Project
- TJPA to issue Notice of Determination

# Questions?



**Transbay Joint Powers Authority**

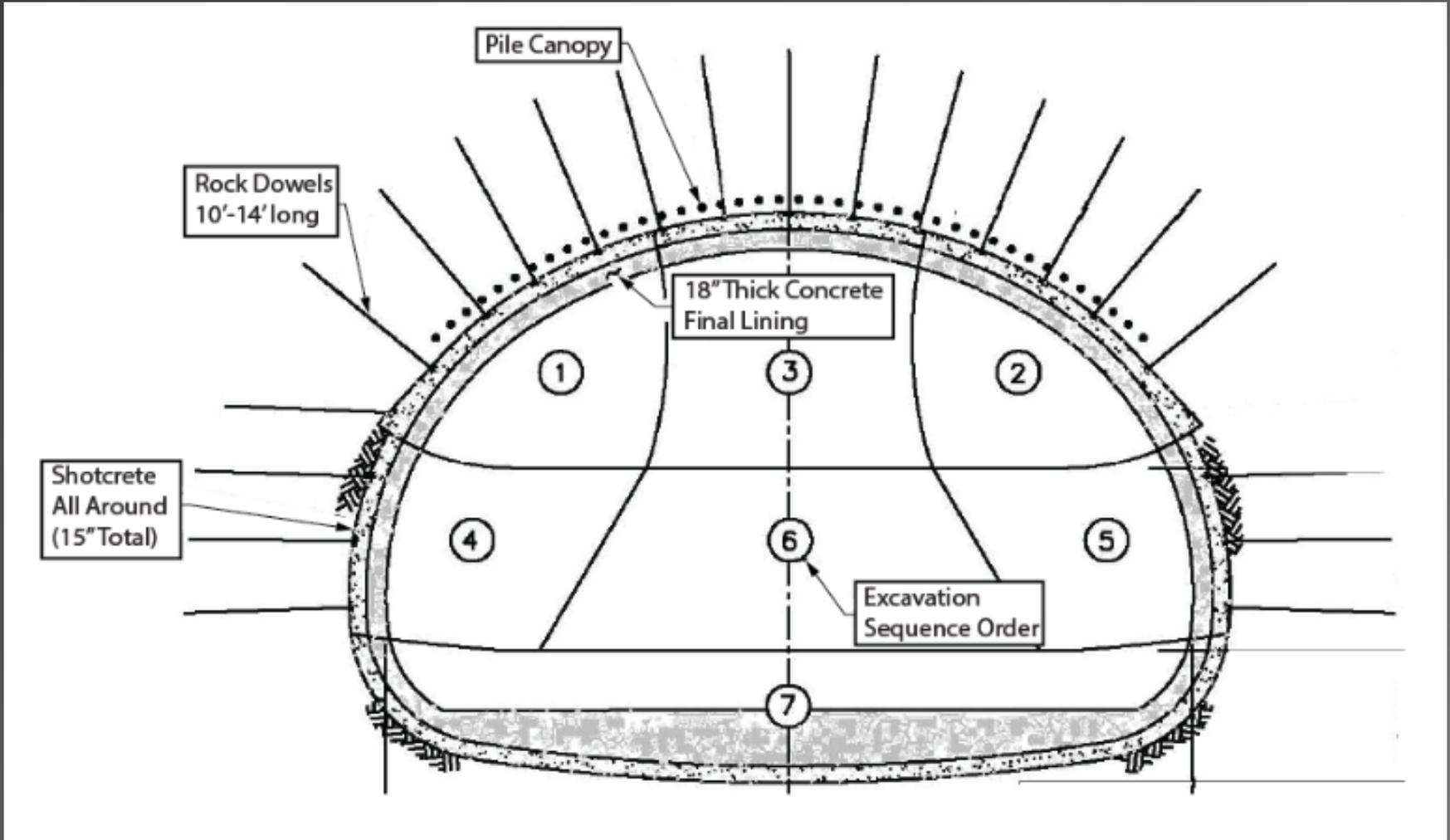
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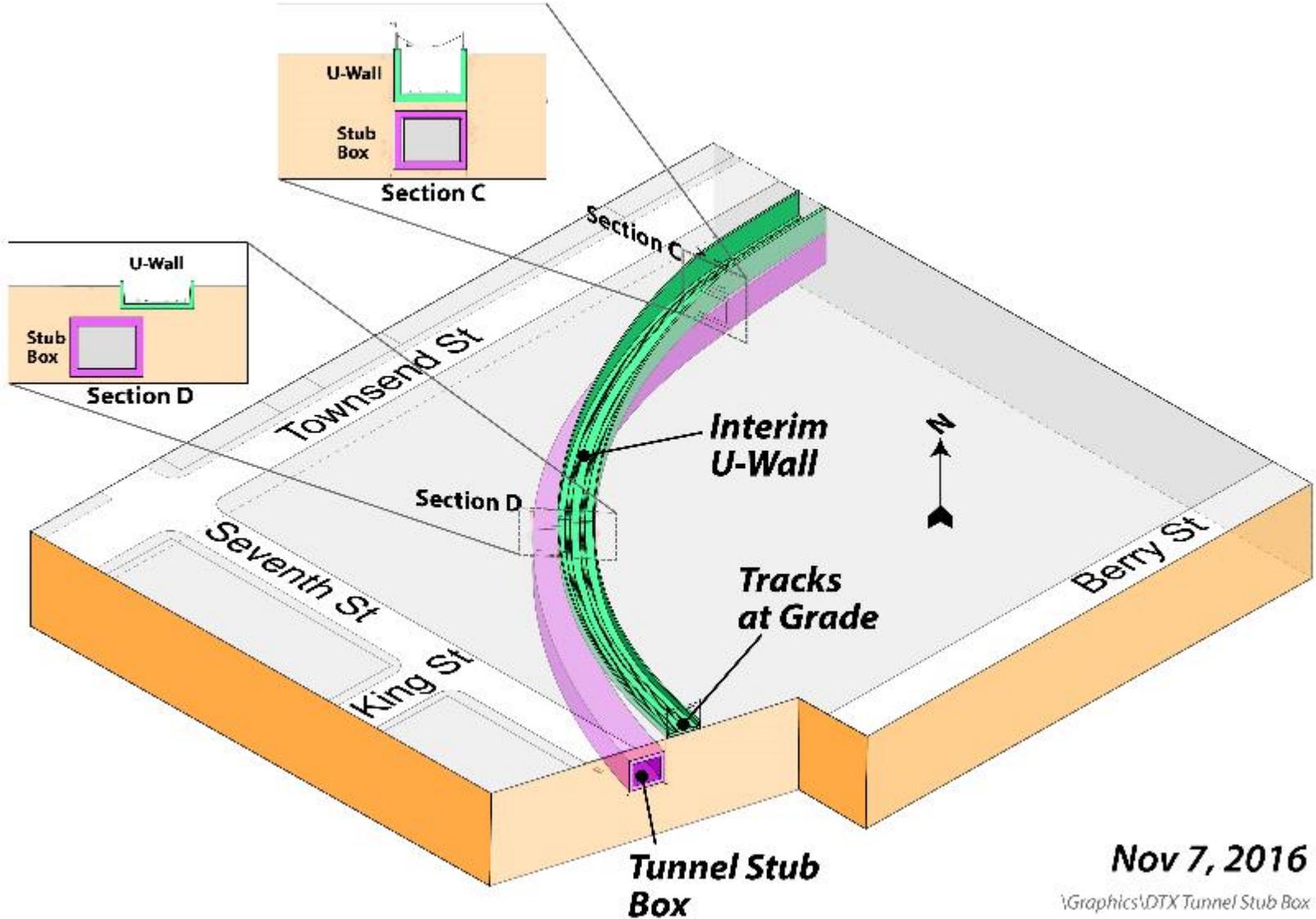
[www.transbaycenter.org](http://www.transbaycenter.org)

[info@transbaycenter.org](mailto:info@transbaycenter.org)

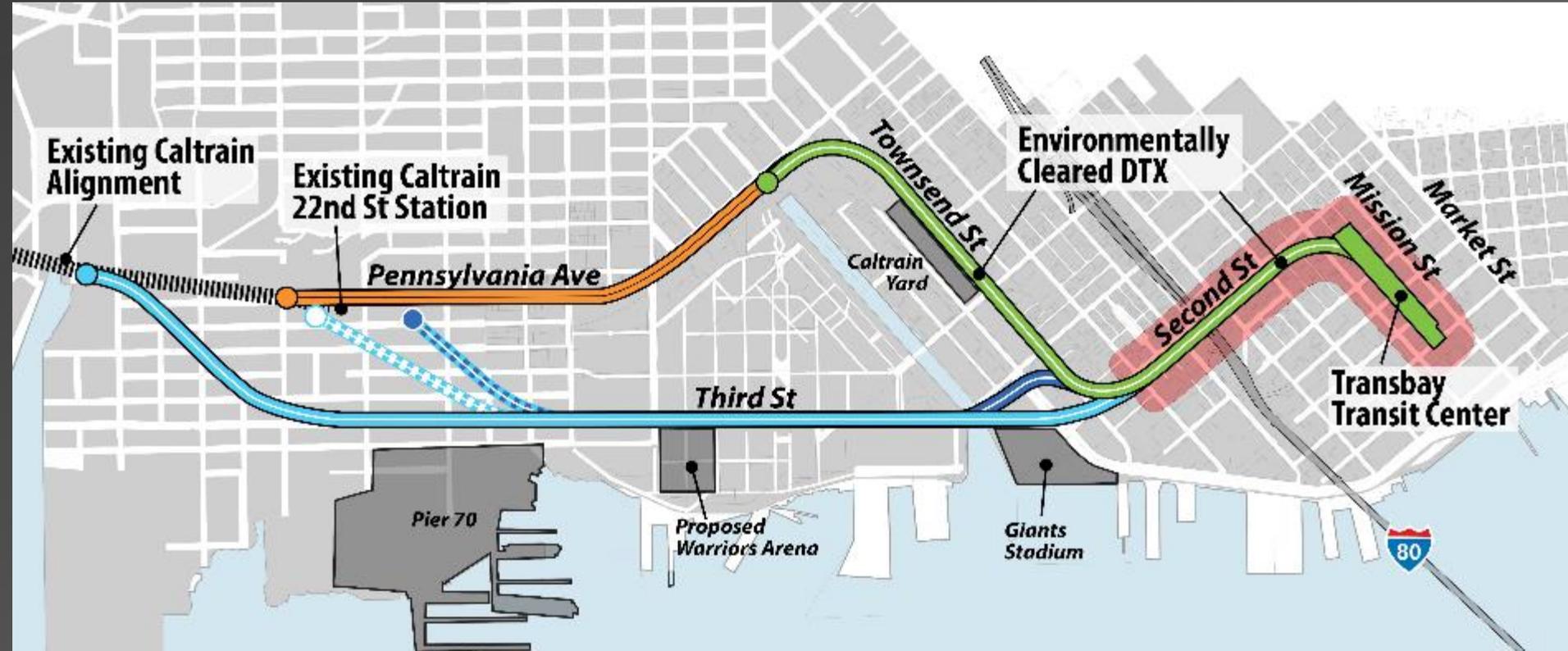




# Tunnel Stub Box

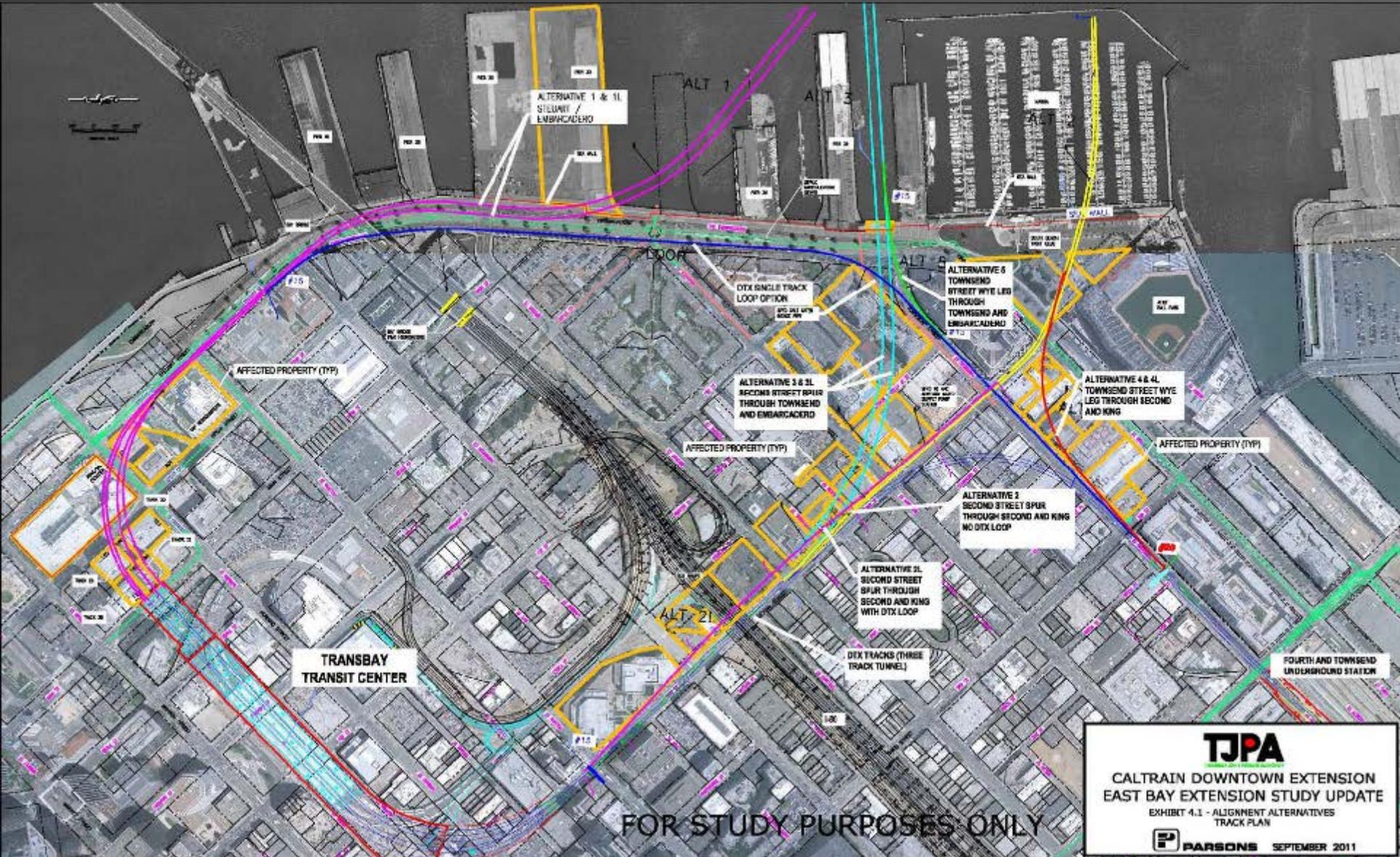


# Railyard Alternatives and I-280 Boulevard Feasibility Study



## Legend

-  Current Alignment
-  Pennsylvania Ave Alignment
-  Mission Bay/Third St Alignment
-  Common Alignment Portion



FOR STUDY PURPOSES ONLY

**TJPA**  
 CALTRAIN DOWNTOWN EXTENSION  
 EAST BAY EXTENSION STUDY UPDATE  
 EXHIBIT 4.1 - ALIGNMENT ALTERNATIVES  
 TRACK PLAN

**PARSONS** SEPTEMBER 2011

# RAB Study Alignments

- TJPA's conclusions have been confirmed by the RAB Study that connection to the East Bay is feasible from the extended trainbox.

