

Transbay Program Phase 2 Final SEIS/EIR

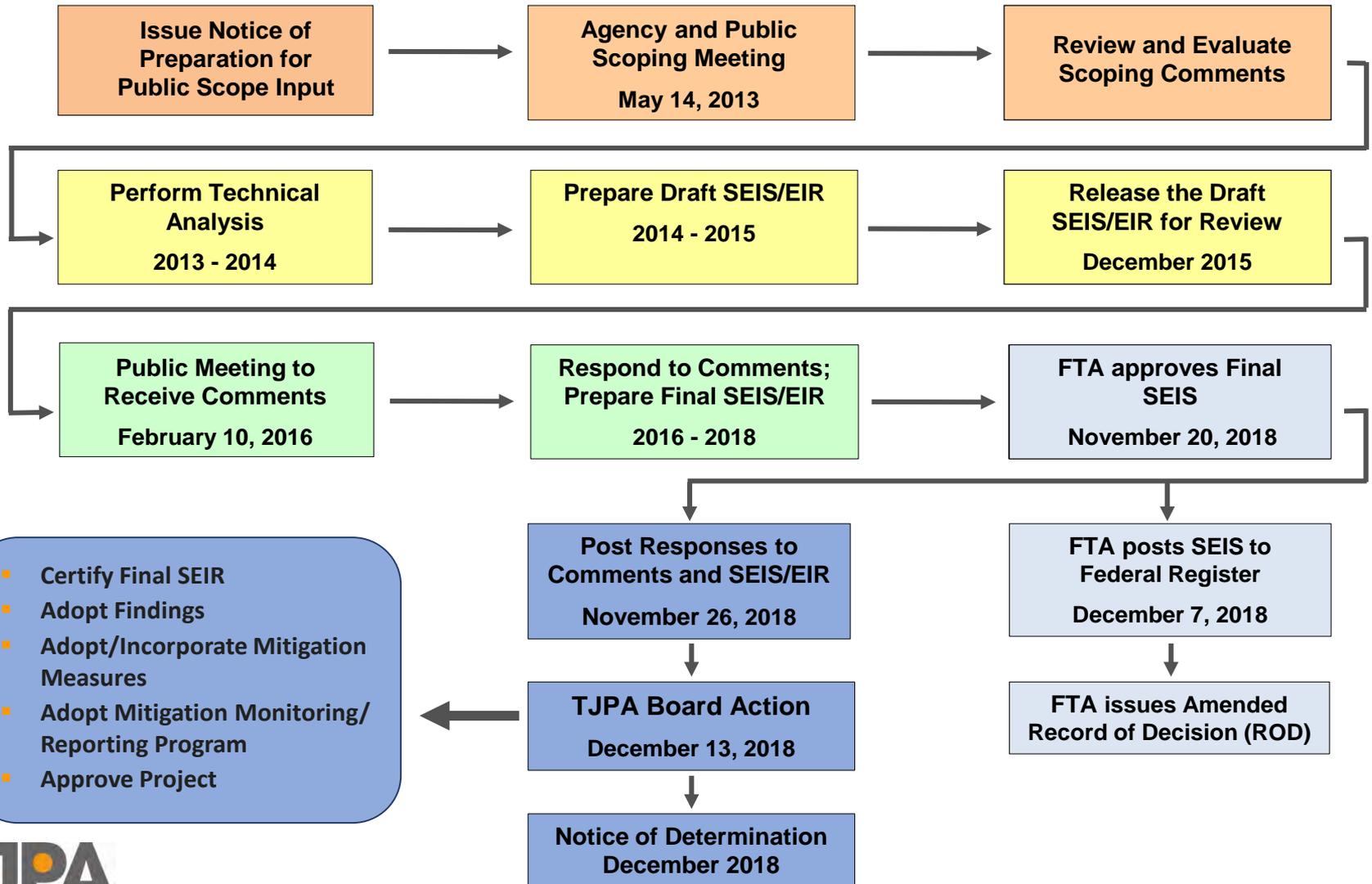
December 11, 2018



Agenda

- SEIS/EIR Environmental Process
- Proposed Phase 2 Refinements Evaluated in SEIS/EIR
- Impacts Identified in SEIS/EIR
- Comments and Responses on Draft SEIS/EIR
- Recommended Board Actions

Environmental Process



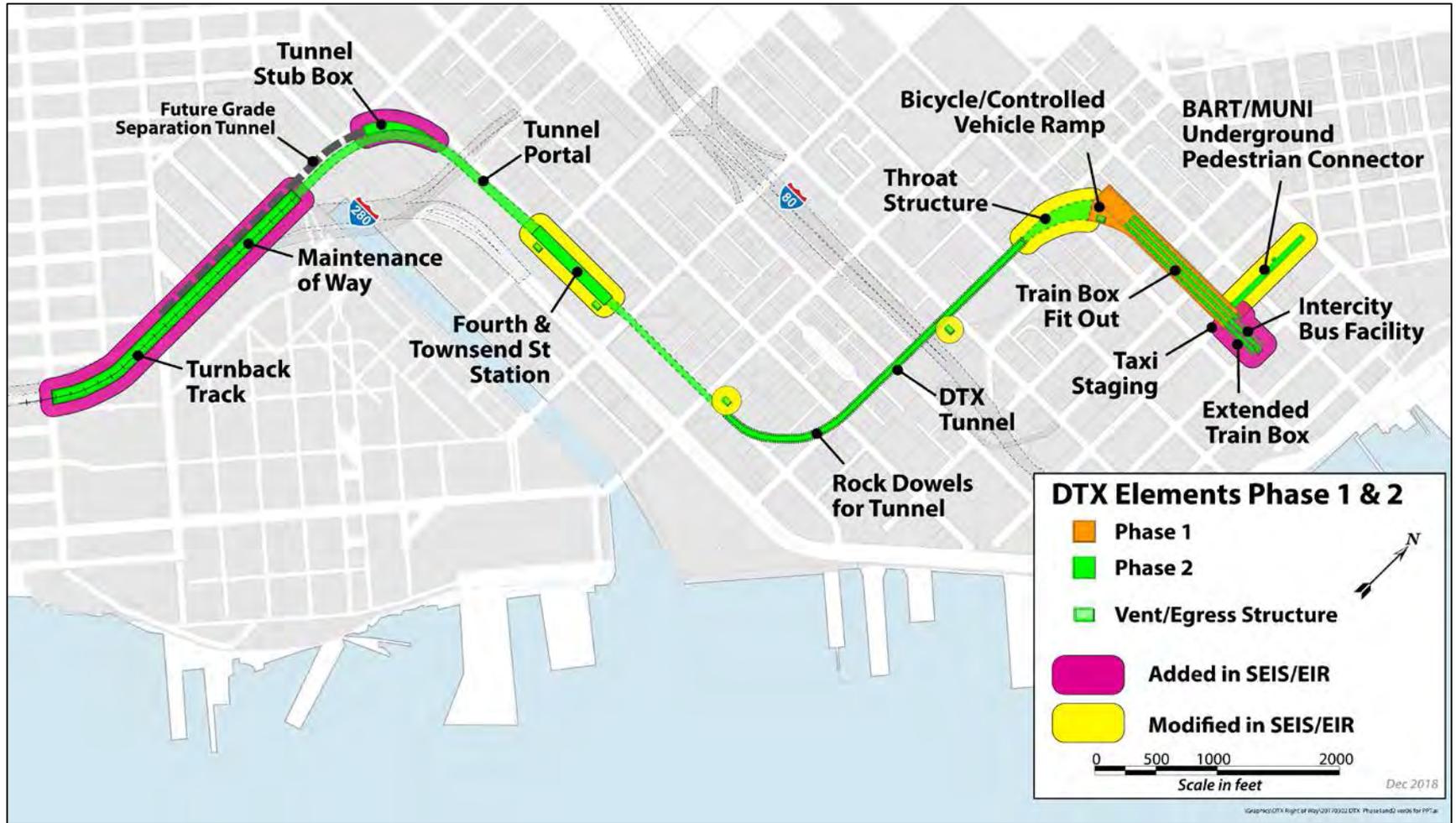
Lead Agencies

- **Transbay Joint Powers Authority (TJPA)**
 - Local CEQA Lead Agency
- **Federal Transit Administration (FTA)**
 - Federal NEPA Lead Agency
- **Federal Railroad Administration (FRA)**
 - 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)

Phase 2 Refinements



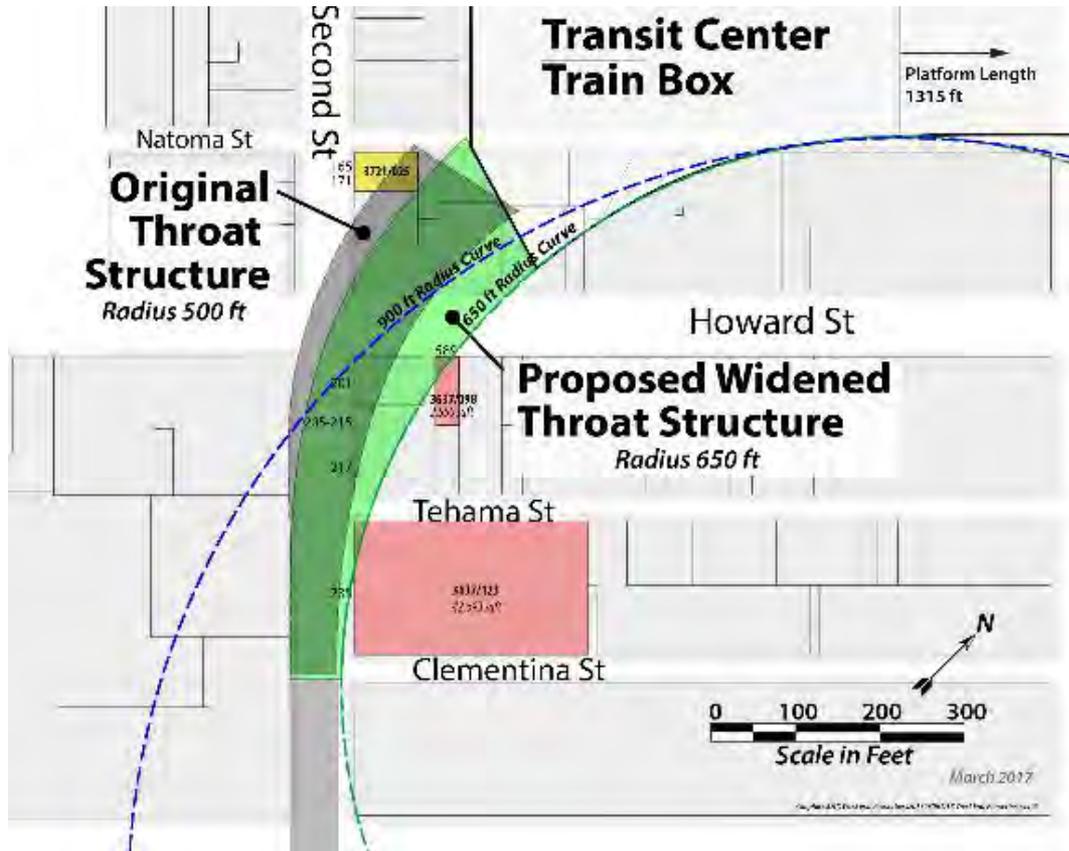
Phase 2 Refinements

Underground Pedestrian Connector
Extended Train Box
Intercity Bus Facility



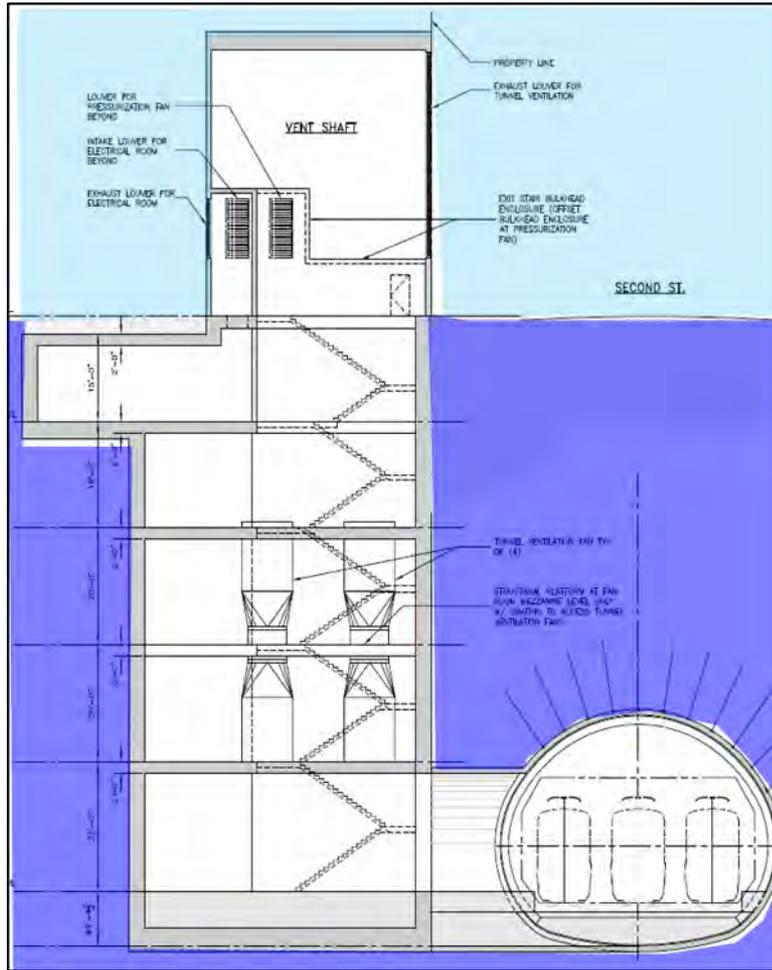
Phase 2 Refinements

Widened Throat Structure



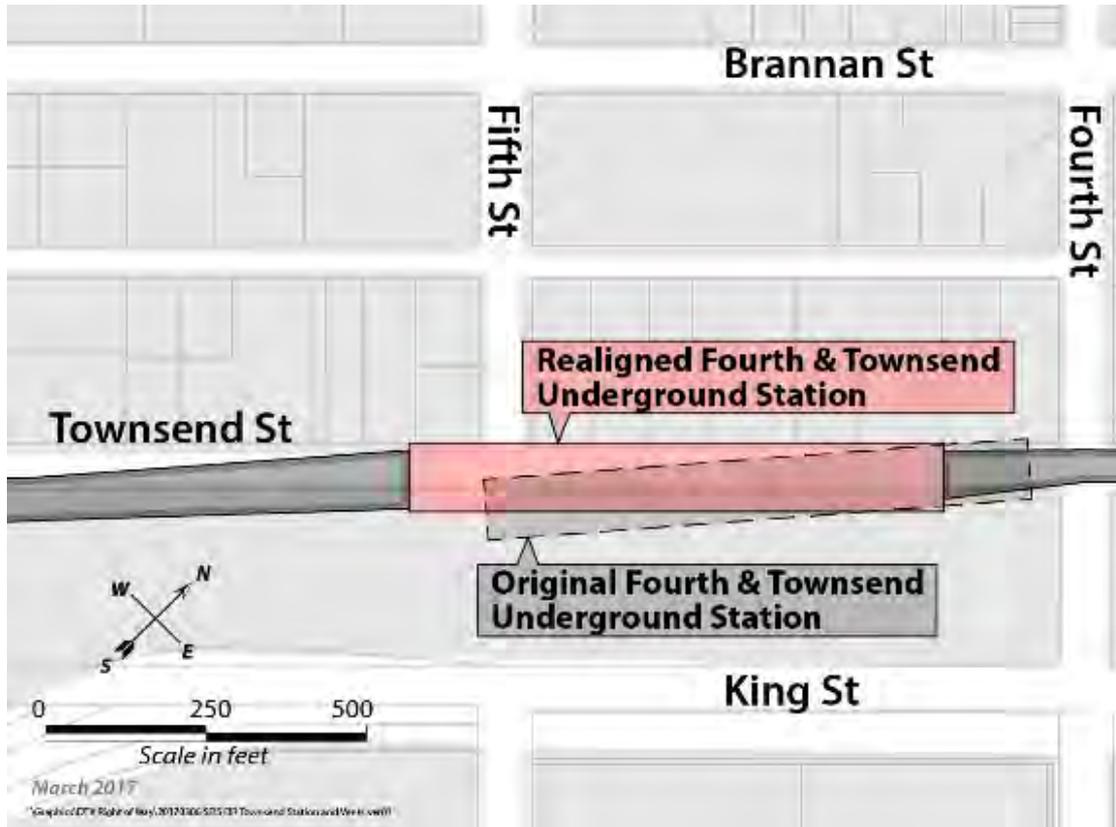
Phase 2 Refinements

Ventilation / Egress Structures



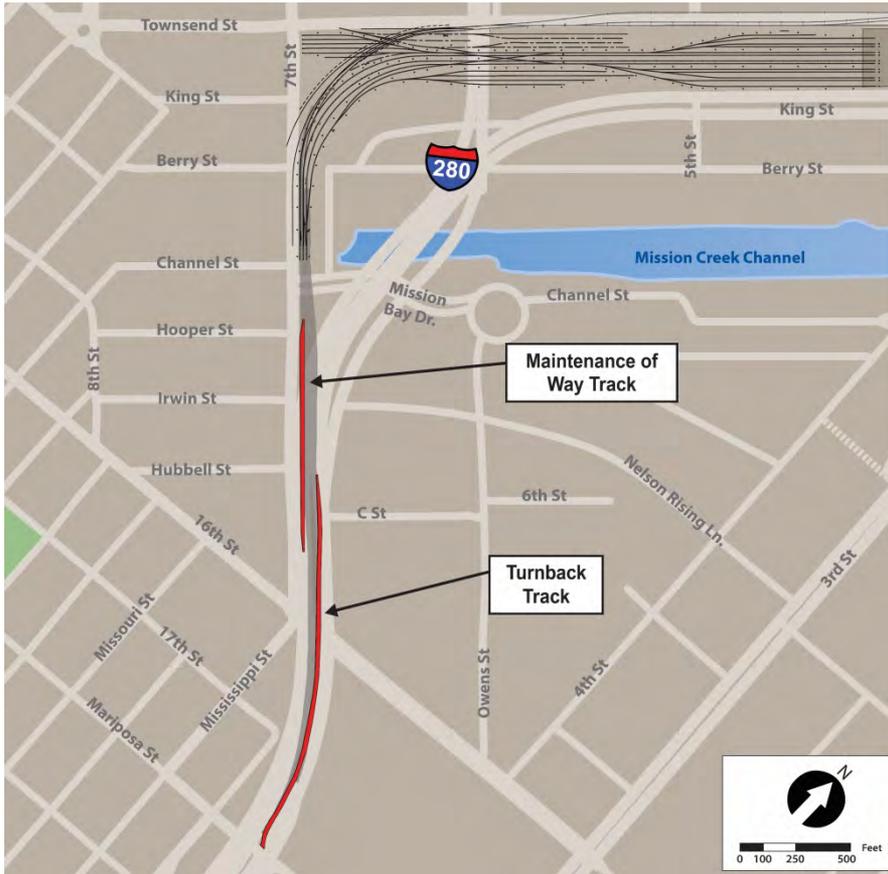
Phase 2 Refinements

Fourth & Townsend Street Station Realignment



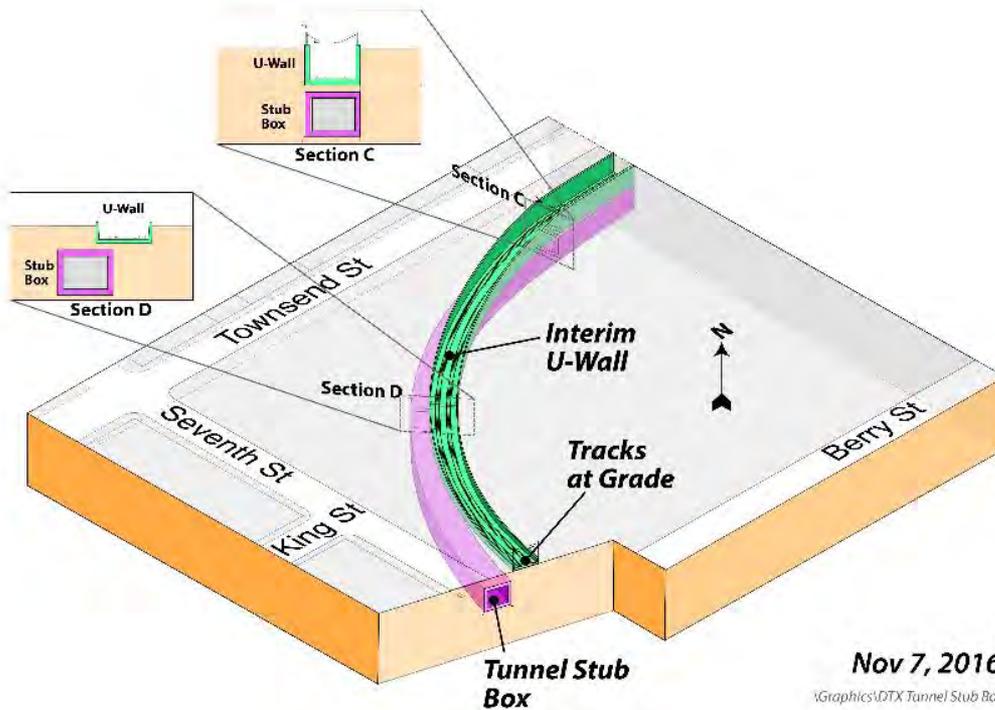
Phase 2 Refinements

Maintenance of Way and Turnback Tracks



Phase 2 Refinements

Tunnel stub box to allow connection to future grade separation tunnel



Nov 7, 2016

Graphics\DTX Tunnel Stub Box



Draft SEIS/EIR Identified Impacts

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

LTS = less than significant

* This is not an effect of the project and cannot be mitigated by TJPA alone.

** This was previously identified in the 2004 FEIS/EIR and remains applicable for new and modified project components.

Key Comments Received

- 1. New Development Adjacent to Project, New Plans**
- 2. Construction Impacts (cut and cover)**
- 3. Circulation at 16th St.**
- 4. Circulation for the Intercity Bus Facility**
- 5. Impacts to Private Property**

Key Comments Received

1. New Development Adjacent to Project, New Plans

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

2. 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.

Key Comments Received

3. Circulation at 16th Street



- 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 of 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.

Key Comments Received

4. Circulation for the Intercity Bus Facility



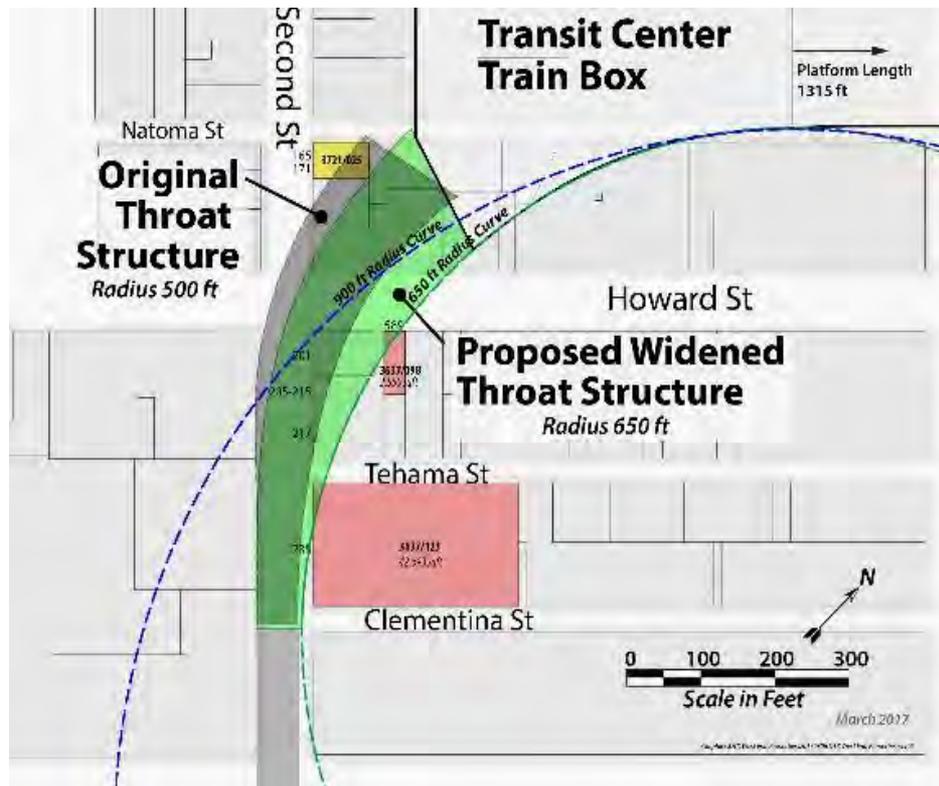
Bus Plaza approved in 2004 and has been constructed; not subject of SEIS/EIR.

Intercity Bus Facility

- **Exiting buses** will wait within IBF lot before exiting onto Beale with left turn.
- **Nearby driveways** are on the opposite side 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.

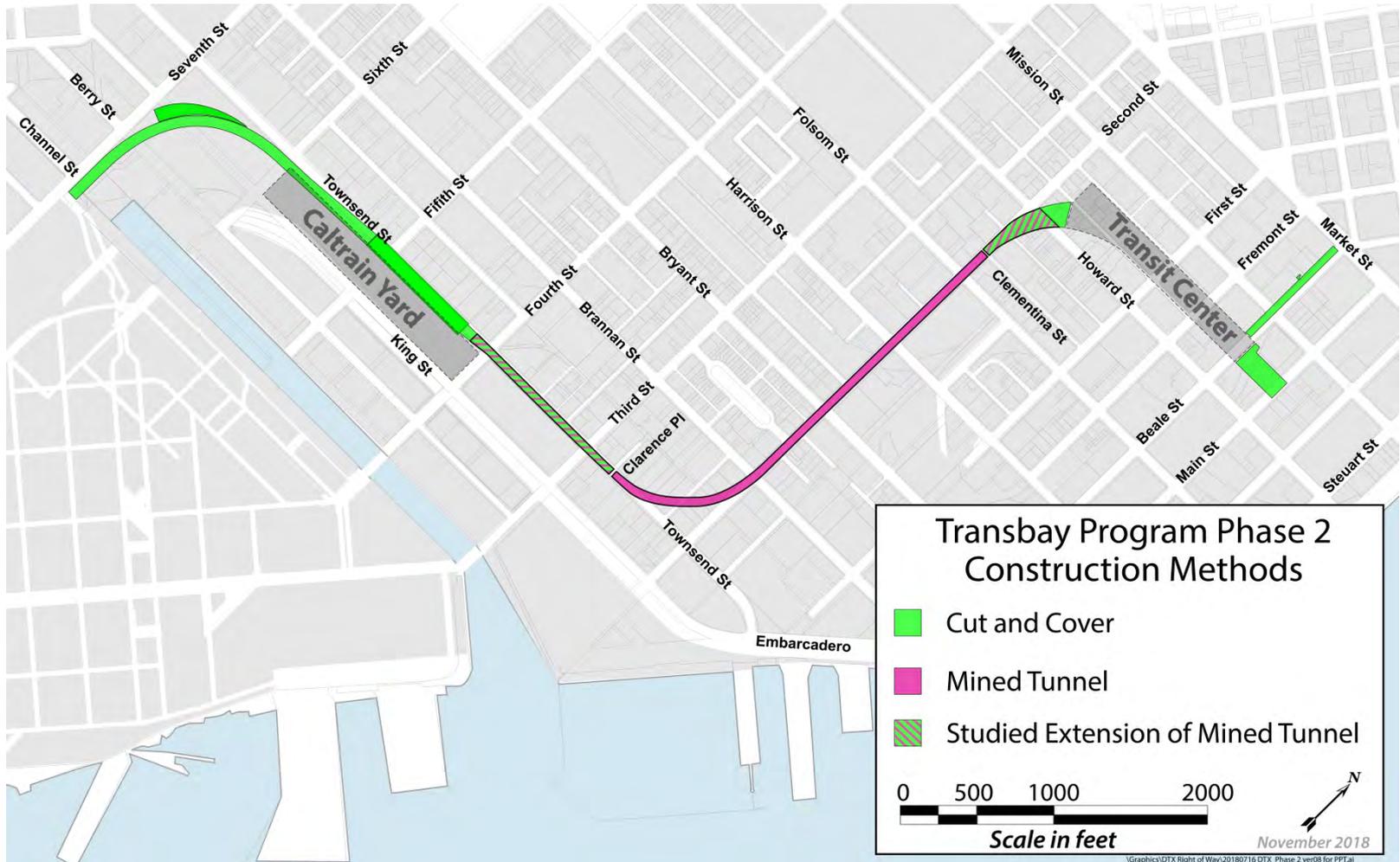
Key Comments Received

5. Private Property Adjacent to Project



- **Proposed curve** at widened throat structure affects 589 Howard and 235 2nd St.
- **Tighter curve** is 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.

Other Construction Methods



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**

Next Steps

- **TJPA Board to consider action to:**
 - Certify Final SEIR
 - Adopt CEQA Findings
 - Approve Amendments to Mitigation Measures
 - Adopt Mitigation Monitoring Reporting Program
 - Approve Project

- **TJPA to issue Notice of Determination**

- **FTA issues Amended Record of Decision**



Questions?

TJPA
TRANSBAY JOINT POWERS AUTHORITY

201 Mission Street, Suite 2100 San Francisco, CA 94105 • 415.597.4620 • www.tjpa.org