

Transbay Program Downtown Rail Extension (DTX) / The Portal

Presentation of the Addendum to the Transbay Program 2018 Final Supplemental Environmental Impact Report and Revised Mitigation Monitoring and Reporting Program under the California Environmental Quality Act (CEQA), and Modifications to the Downtown Rail Extension Project Analyzed Therein

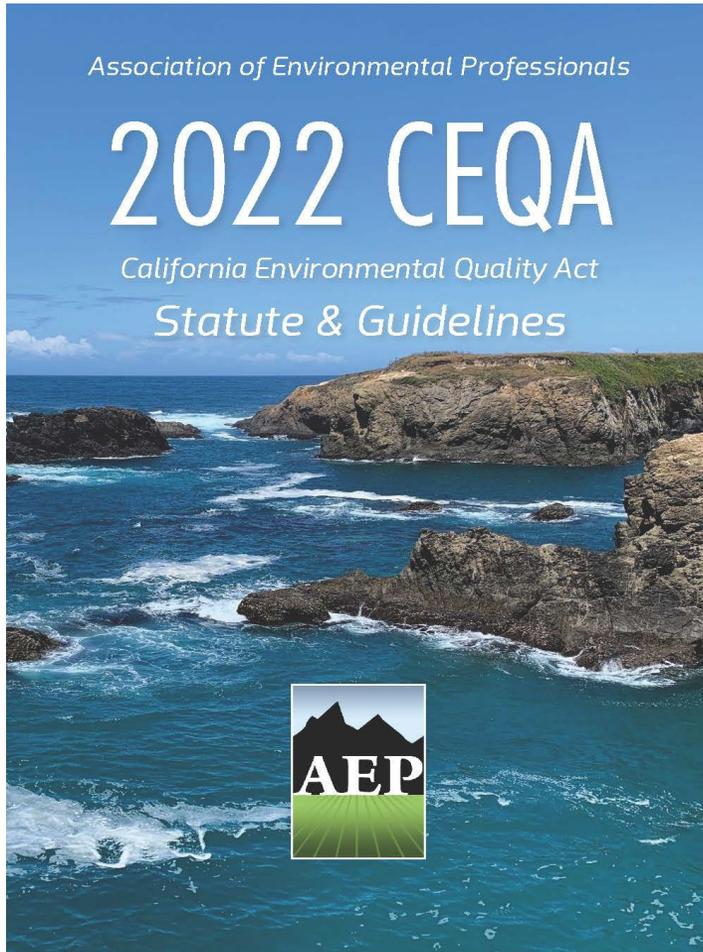
Citizens Advisory Committee

January 10, 2023



California Environmental Quality Act (CEQA) Addendum

Basis for CEQA Addendum

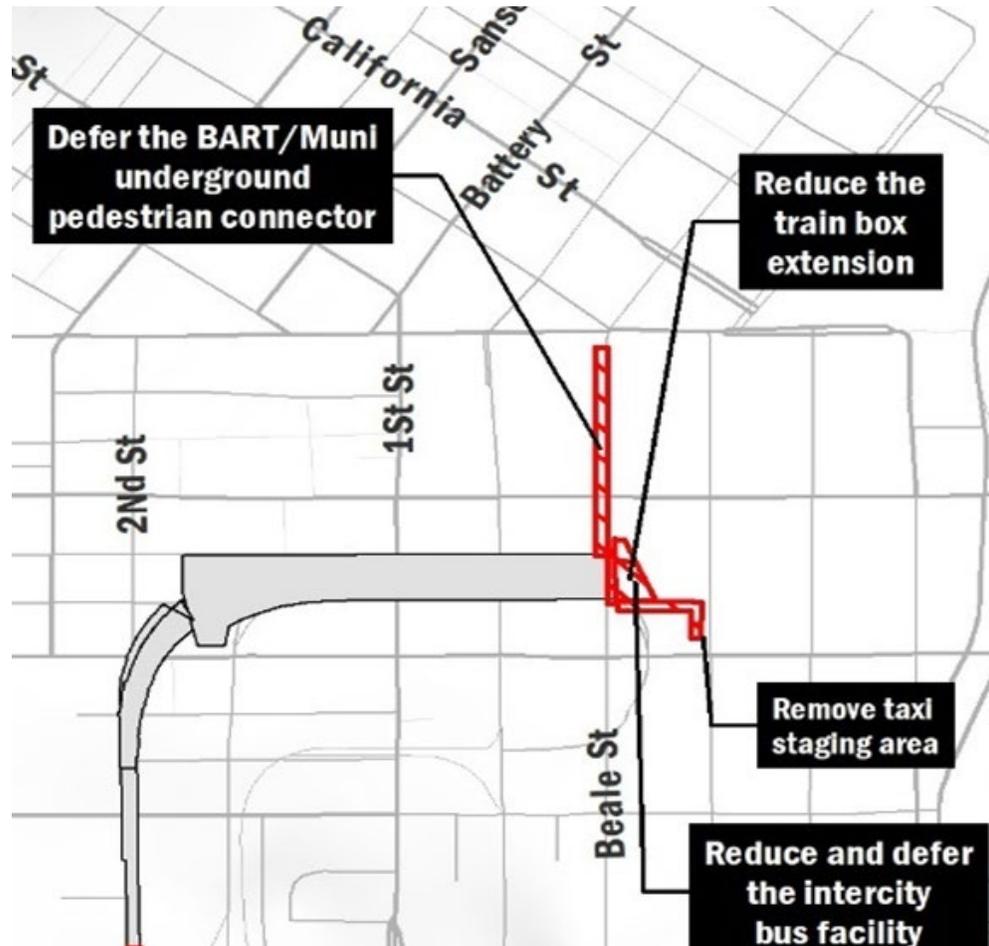


When is a CEQA Addendum appropriate?

Condition	Addendum fulfills CEQA if:
Project revisions	No new or substantially more severe significant impacts
New information or circumstances	No substantially important information or changes to circumstances under which the project is implemented that result in new or substantially more severe significant impacts
Mitigation measures or alternatives	No previously infeasible measure or alternative becomes feasible and substantially reduces significant impacts

Abstracted from State CEQA Guidelines Section 15162(a)

Revised Project Components – Area #1: Transit Center



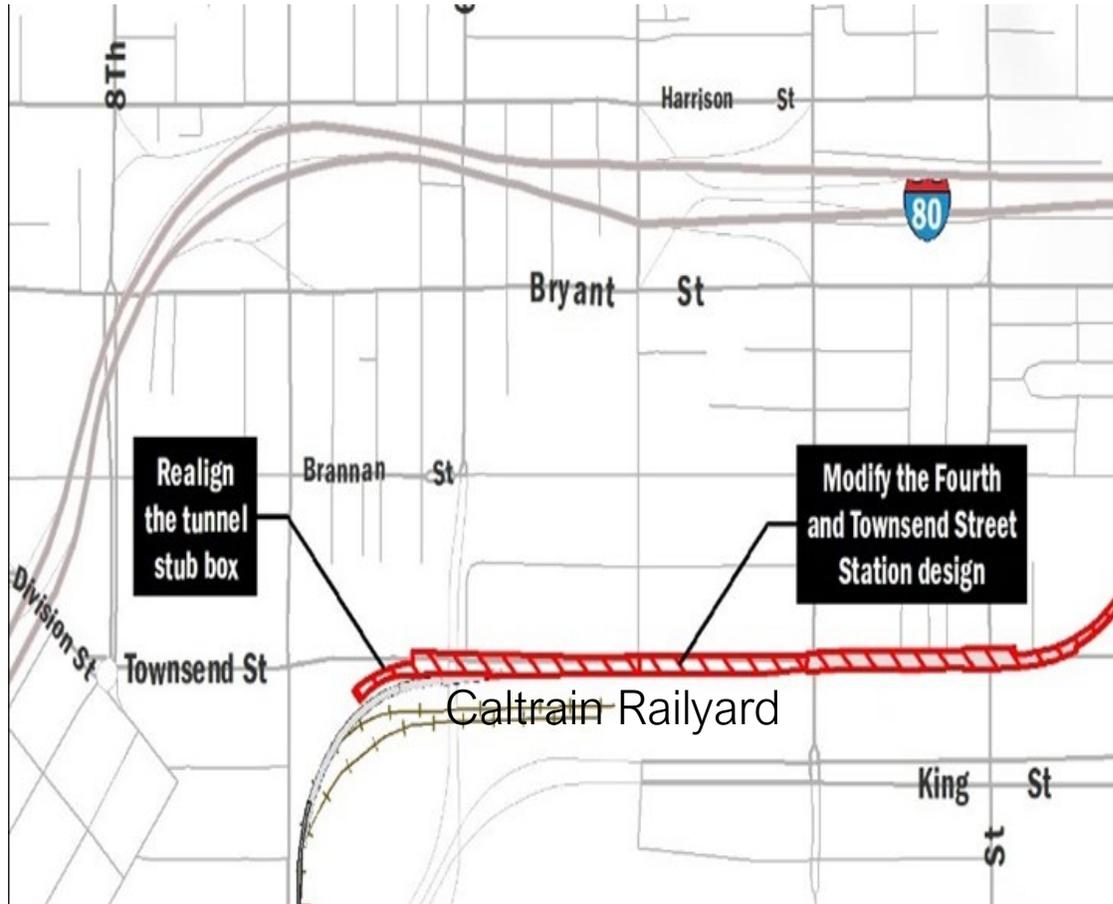
- **DEFERRAL** of the implementation of the underground pedestrian connector and intercity bus facility
- **REMOVAL** of taxi staging area and “adjacent land development” at intercity bus facility
- **REDUCTION** of extended train box and relocation of vent structure and entry/exit

Revised Project Components – Area #2: Mined Tunnel Segment



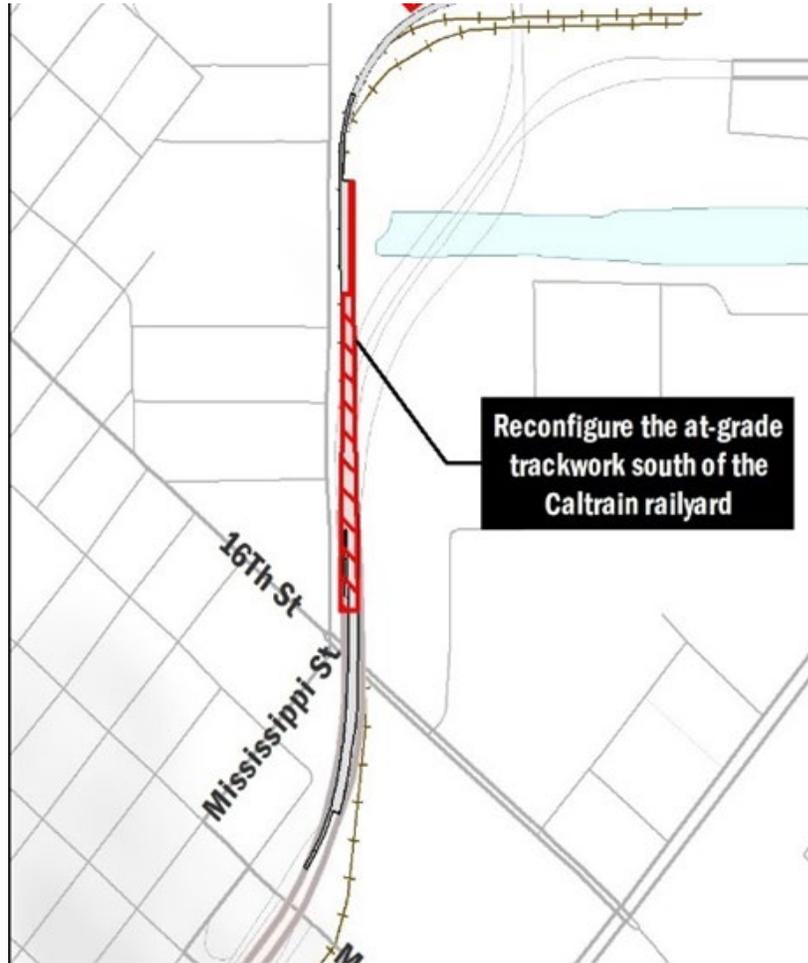
- **REDUCTION** in trackwork portion of tunnel from three to two tracks, enabling smaller tunnel and fewer underground easements for the rock dowels that extend from the tunnel

Revised Project Components – Area #3: Caltrain Railyard



- **EXPANDED** footprint of Fourth and Townsend Street Station
- **REDUCED** length and excavation for the tunnel stub box

Revised Project Components – Area #4: South of Caltrain Railyard



- **REDUCED** length and track work for turnback and maintenance-of-way tracks

Trigger #1: Any new or substantially more severe significant impacts? NO

Project Component	Change in Impacts
<p>Components that are DEFERRED, REDUCED, or ELIMINATED</p> <ul style="list-style-type: none">• Underground pedestrian connector• Intercity bus facility and associated taxi staging area• Extended Transit Center train box• Trackwork south of the Caltrain railyard	<ul style="list-style-type: none">• Eliminate or reduce impacts, particularly construction-related effects• Of particular note:<ul style="list-style-type: none">• Reduced Transit Center train box would result in less land acquisition and displacement• Reduced extent of trackwork south of Caltrain railyard would eliminate significant impacts at-grade crossing of 16th Street and install a fourth track crossing at Mission Bay Drive that would have no significant impacts

Trigger #1: Any new or substantially more severe significant impacts? NO

Project Component	Change in Impacts
<p>Components that EXPAND or ALTER THE FOOTPRINT</p> <ul style="list-style-type: none">• Entrance/exit pavilion at the Transit Center• Fourth and Townsend Street Station• Tunnel stub box	<ul style="list-style-type: none">• No new or substantially more severe impacts than in 2018 SEIS/EIR• Of particular note:<ul style="list-style-type: none">• Fourth and Townsend Street Station would occupy an additional 0.29 acre of Caltrain railyard and result in less-than-significant (LTS) cumulative effects with HSR (during construction, and future operations)• Tunnel stub box realignment would result in less excavation but shift construction impacts from Caltrain railyard to Townsend Street• Mitigation measures previously adopted and incorporated into the Transbay Program reduce impacts to LTS

Trigger #2: New Information & Circumstances?

YES, but no new or substantially more severe significant impacts

Change	Impact
<ul style="list-style-type: none">• Transportation – revised circulation network; new/updated local policies and plans emphasizing transit, safety, sustainability, and equity• Demographics – increase in population, housing units, and non-residential floor area	<ul style="list-style-type: none">• Changes serve to improve circulation, mobility, and safety• Project supportive of these policies and plans and no change to impacts• Changes direct growth toward transit corridors• Project supportive of residential and employment growth, especially around stations, and no change to impacts

Trigger #2: New Information & Circumstances?

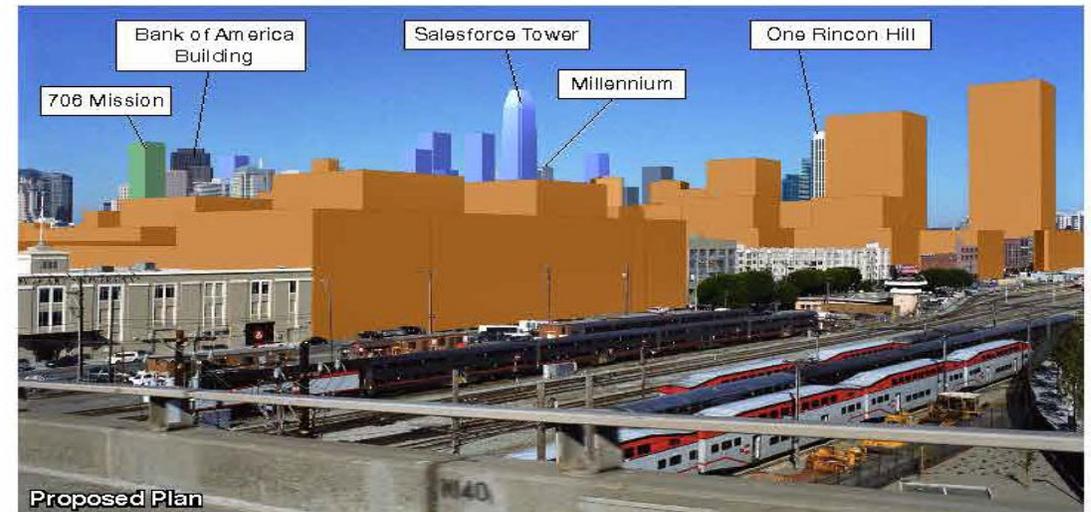
YES, but no new or substantially more severe significant impacts

Change

- **Land Use/Aesthetics** – Greater intensification and height of existing and planned land uses with emphasis on mixed use including higher density residences

Impact

- New above-ground component (entrance pavilion at Transit Center) compatible with land use and visual character
- Changes concentrate higher-intensity, mixed uses along transit corridors
- Project supportive of changes and no change to impacts



Trigger #2: New Information & Circumstances?

YES, but no new or substantially more severe significant impacts



Change

- **Noise/Vibration** – new noise-sensitive residential uses and vibration-sensitive land uses

Impact

- Mitigation measures previously adopted and incorporated into the Transbay Program reduce impacts to LTS
- Updated DTX Design Criteria include noise/vibration standards
- No change to impacts

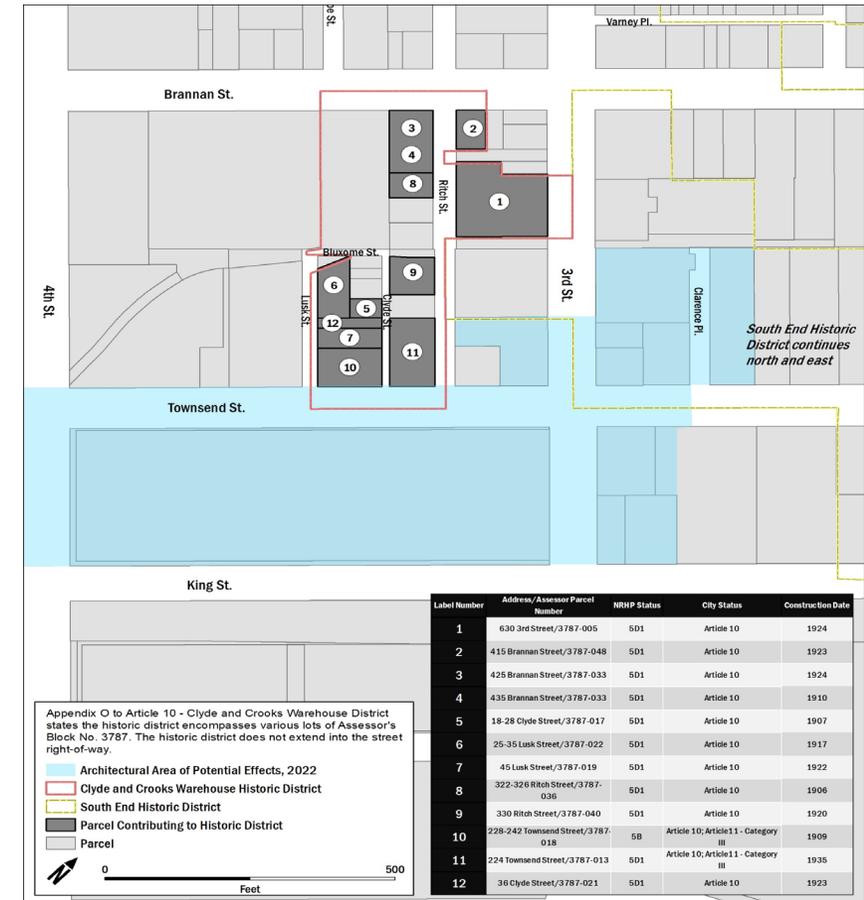
Trigger #2: New Information & Circumstances? YES, but no new or substantially more severe significant impacts

Change

Cultural Resources – new historic district along Townsend and Marine Firemen’s Union headquarters now of historical age (>45 years)

Impact

- No direct effects
- Indirect impacts (from proximate tunnel construction and vent structure) – mitigation measures previously adopted and incorporated into the Transbay Program reduce impacts to LTS
- No change to impacts



Clyde and Crooks Warehouse District along Townsend between Third and Lusk Sts.

Trigger #3: New Feasible Mitigation Measure or Alternative? NO

Change

- No new feasible mitigation measures; only wording revisions and elimination of one measure no longer needed
- No new feasible alternatives

Impact

- Revised mitigation measures clarify intent and application



Conclusions / Recommendation to TJPA Board



- No triggers or basis to perform more extensive CEQA documentation
- Recommendation:
 - Adopt the Addendum to the Transbay Program 2018 Final Supplemental Environmental Impact Report
 - Adopt and incorporate into the Downtown Rail Extension (DTX) Project all of the revisions to four previously adopted mitigation measures as presented in the Addendum
 - Adopt the Revised Mitigation Monitoring and Reporting Program under the California Environmental Quality Act (CEQA)
 - Approve the Revised DTX Project analyzed therein

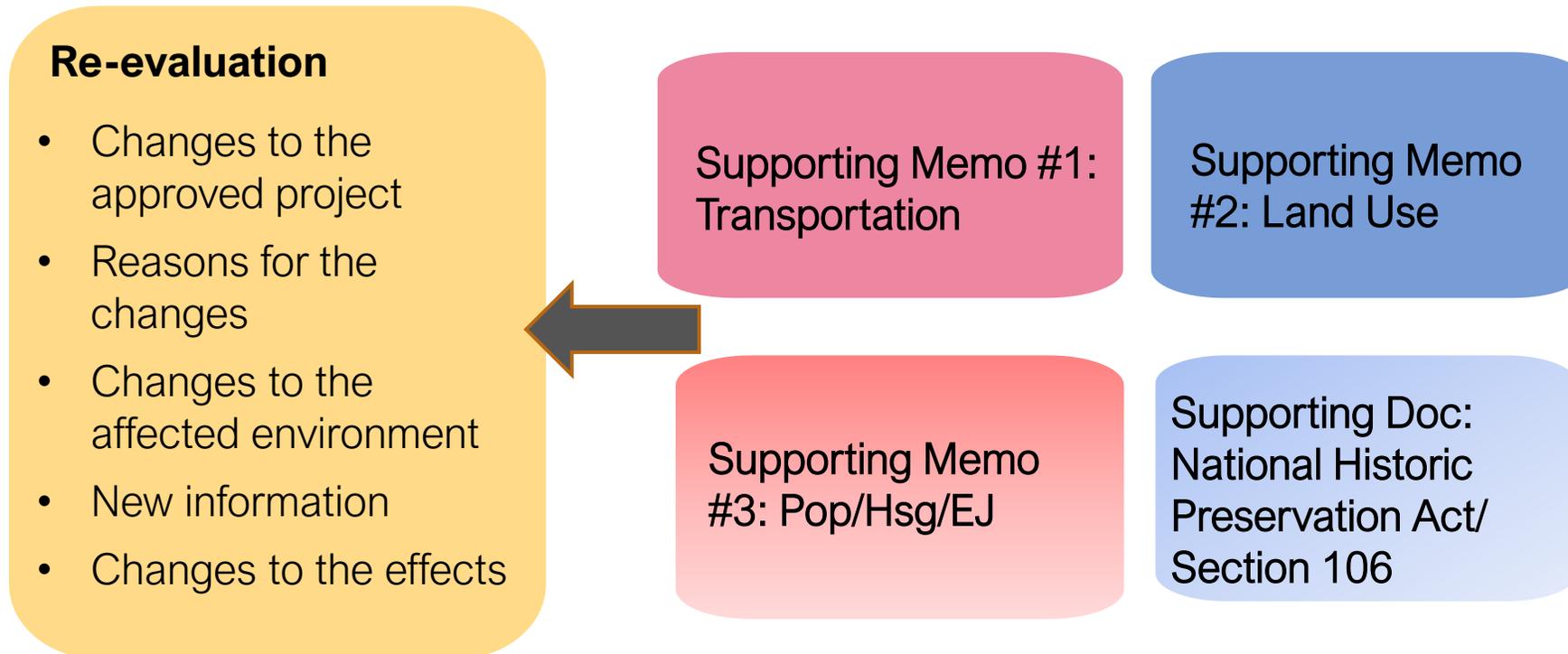
National Environmental Policy Act (NEPA) Update

Basis for NEPA Re-evaluation

- Similar to CEQA
 - Change to project, setting, circumstances do not alter determinations on effects
- Additional FTA conditions to confirm EIS remains valid
 - *Request for grant award or other approval (e.g., moving to Engineering)*
 - *Lapse in time*

FTA Environmental Documentation

- Documentation prepared in compliance with 23 CFR 771.129 and FTA SOP#17 for a Re-evaluation



Status of FTA Environmental Documentation

September

Draft 1 of

- Re-evaluation
- Transportation Memo
- Land Use Memo
- Socio-economics/
Environmental Justice
Memo

November-December

Submitted Draft 2, plus

- Section 106
document
- Native American
tribal consultation
letter

January-March

Anticipate

- Section 106
consultation
complete
- Revisions to Re-
evaluation

April-May

Anticipate

FTA approval