



SEIS/EIR Update

March 9, 2017

Transbay Transit Center

TJPA

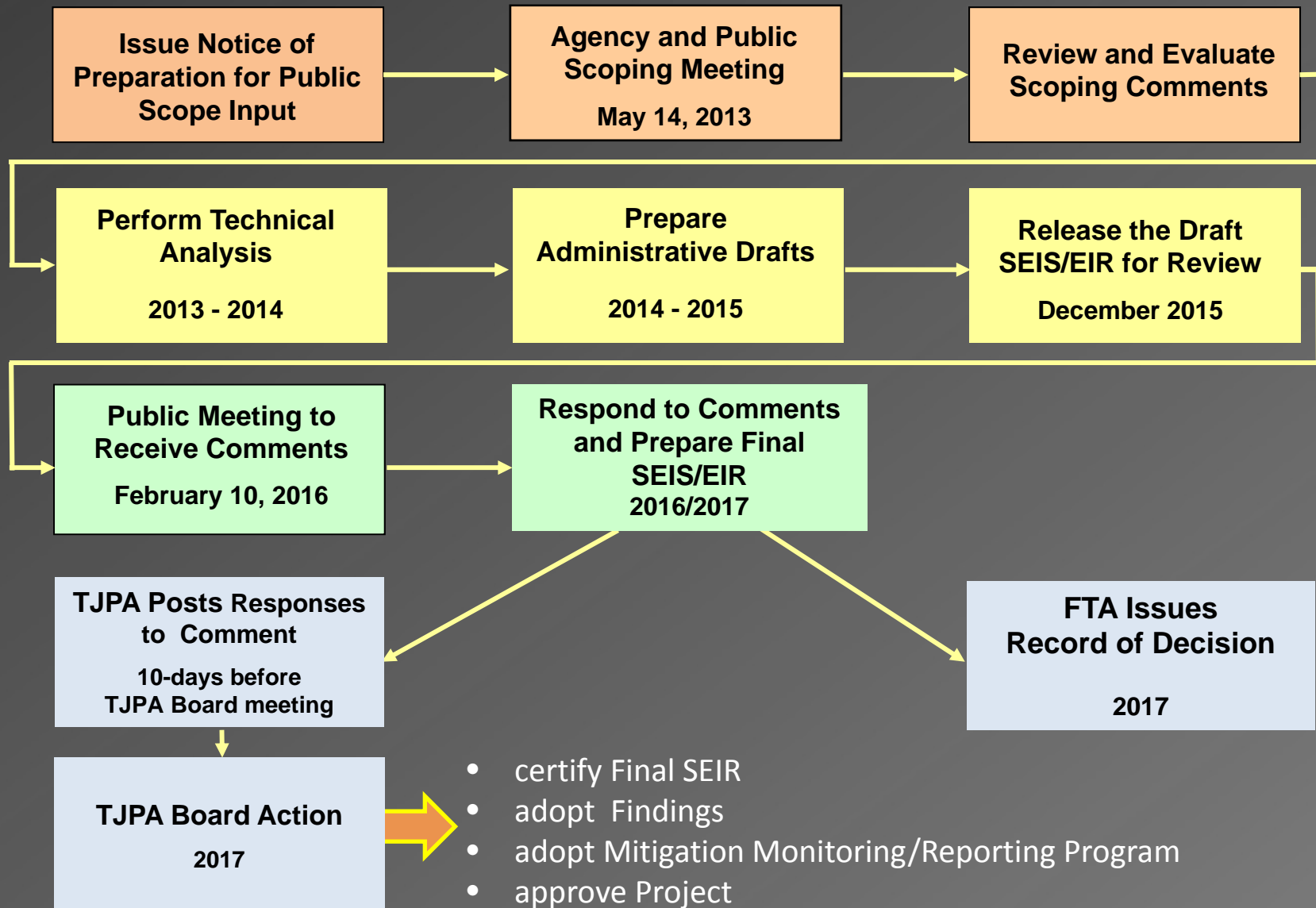




AGENDA

- 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

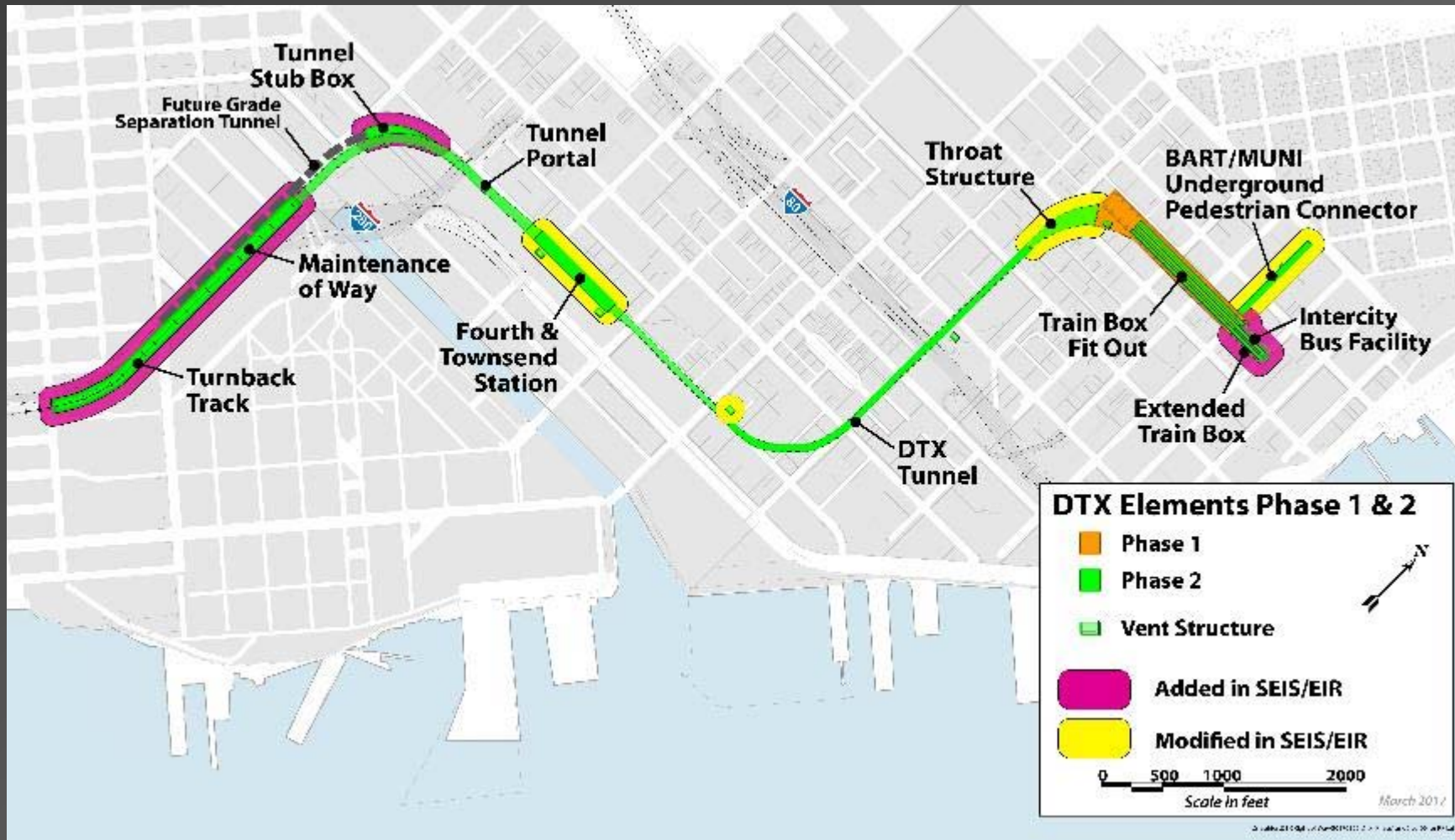


LEAD AGENCIES

- 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

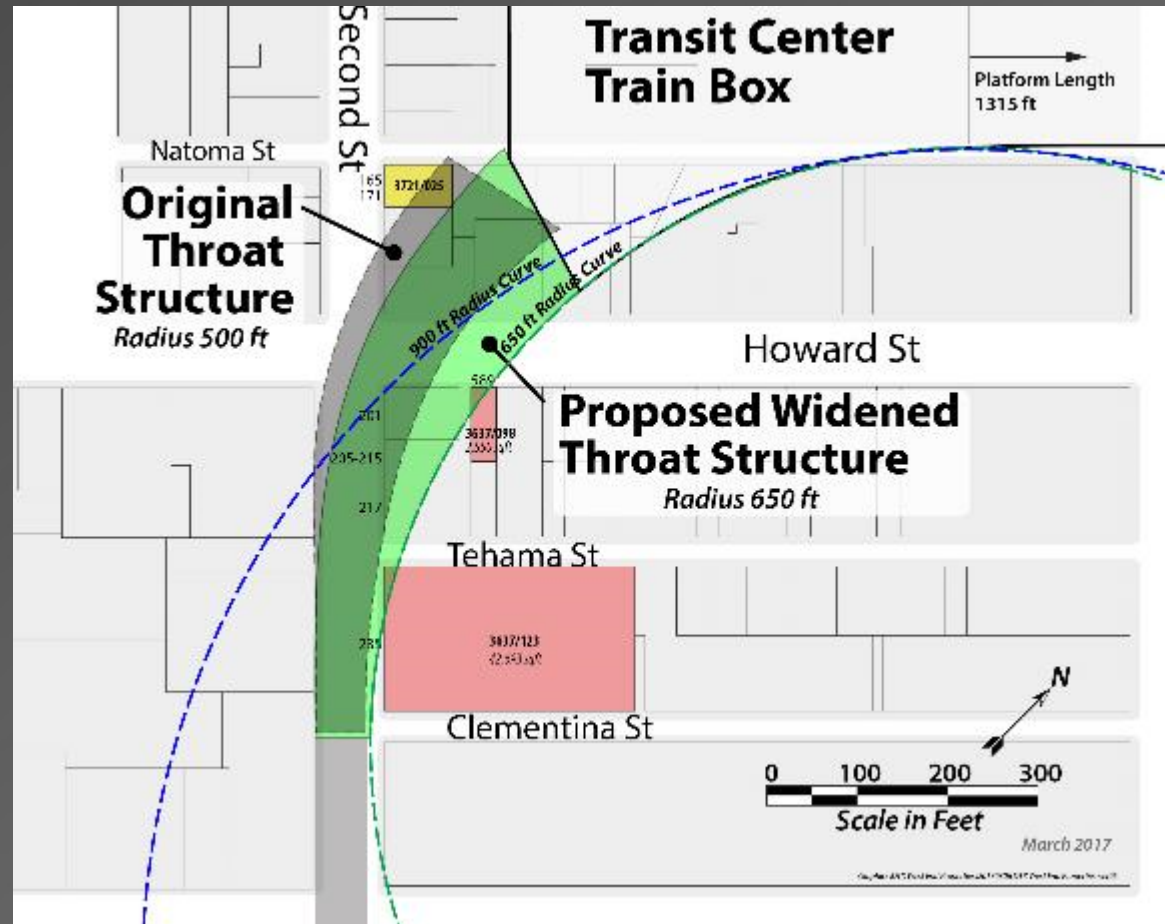


Phase 2 Refinements

Widened Throat Structure



Revised
Sep 24, 2015

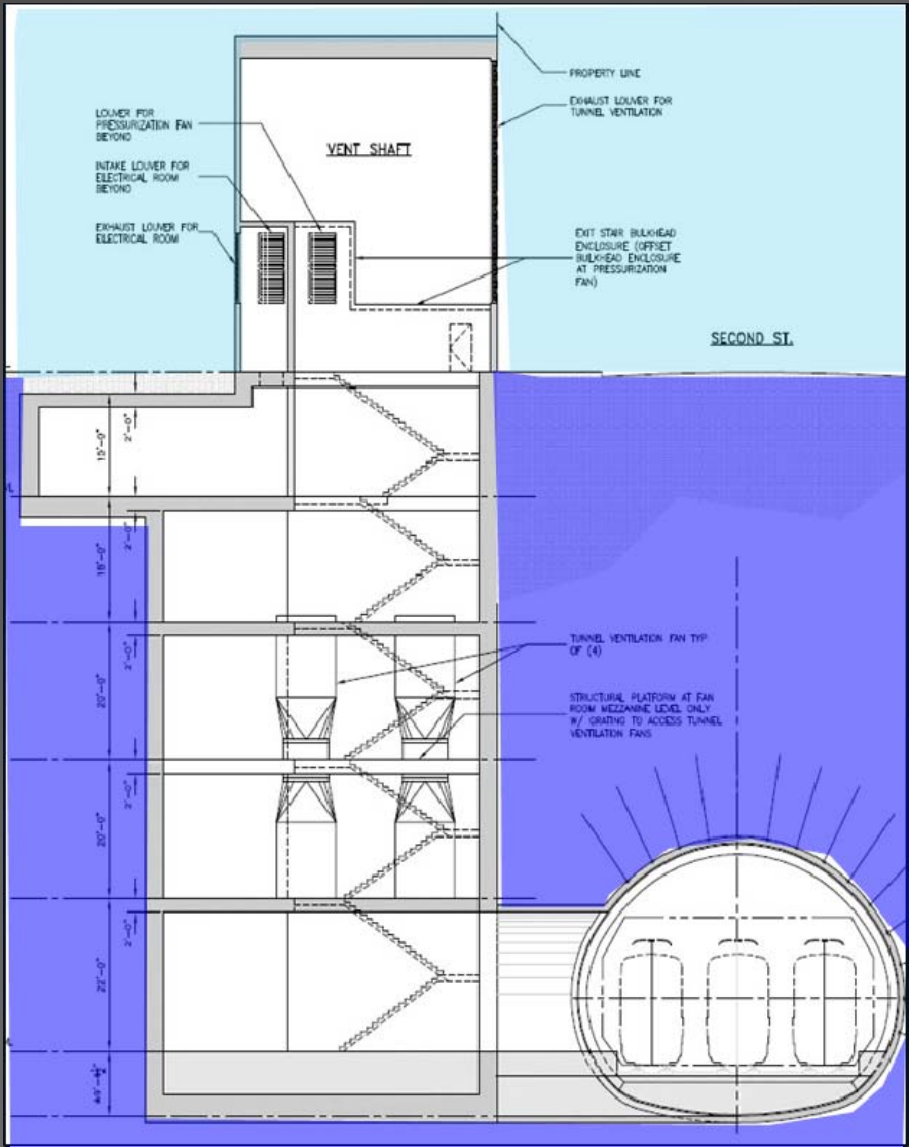


Phase 2 Refinements

Emergency Ventilation / Egress Structure

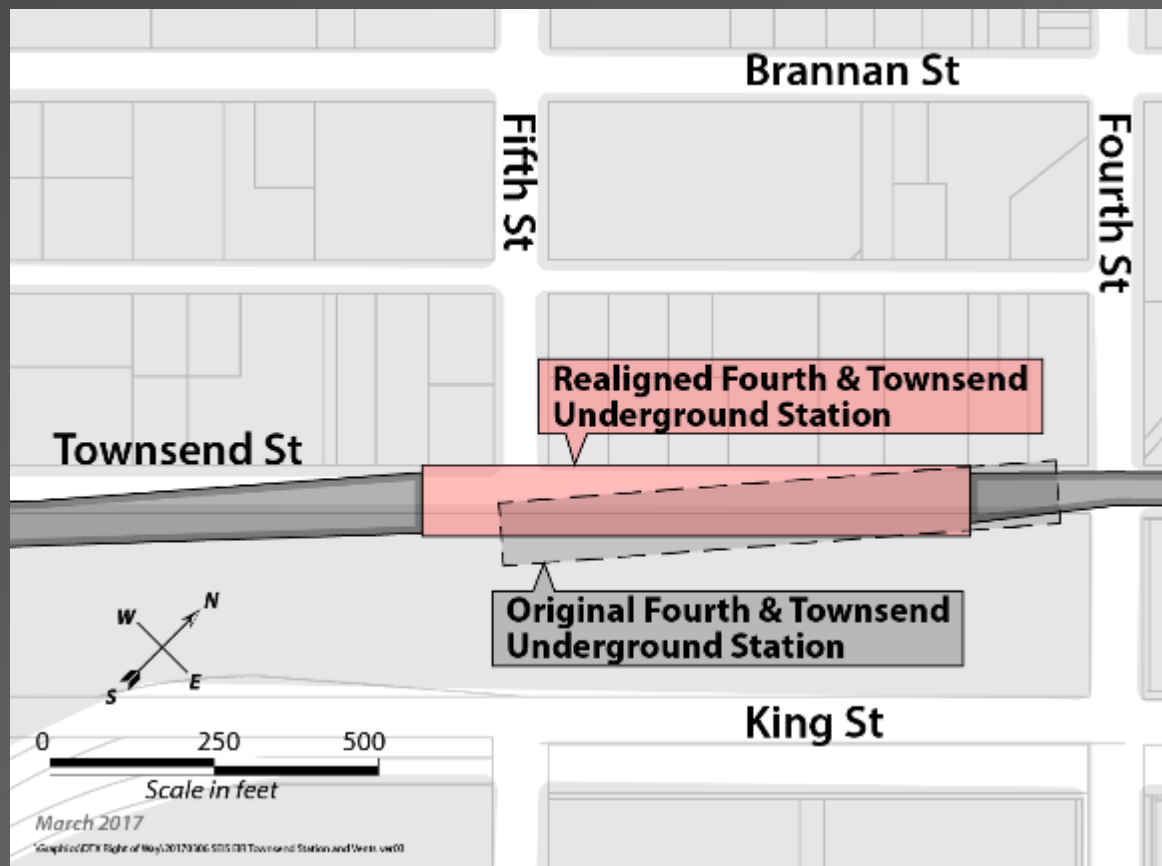
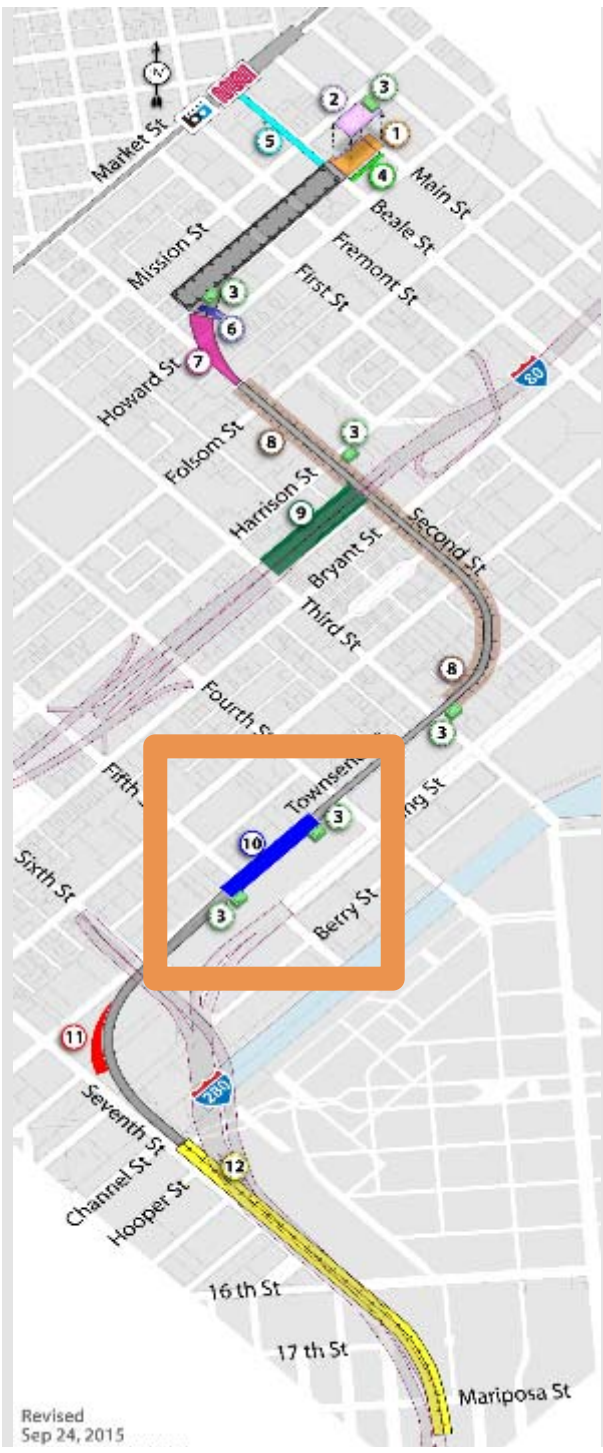


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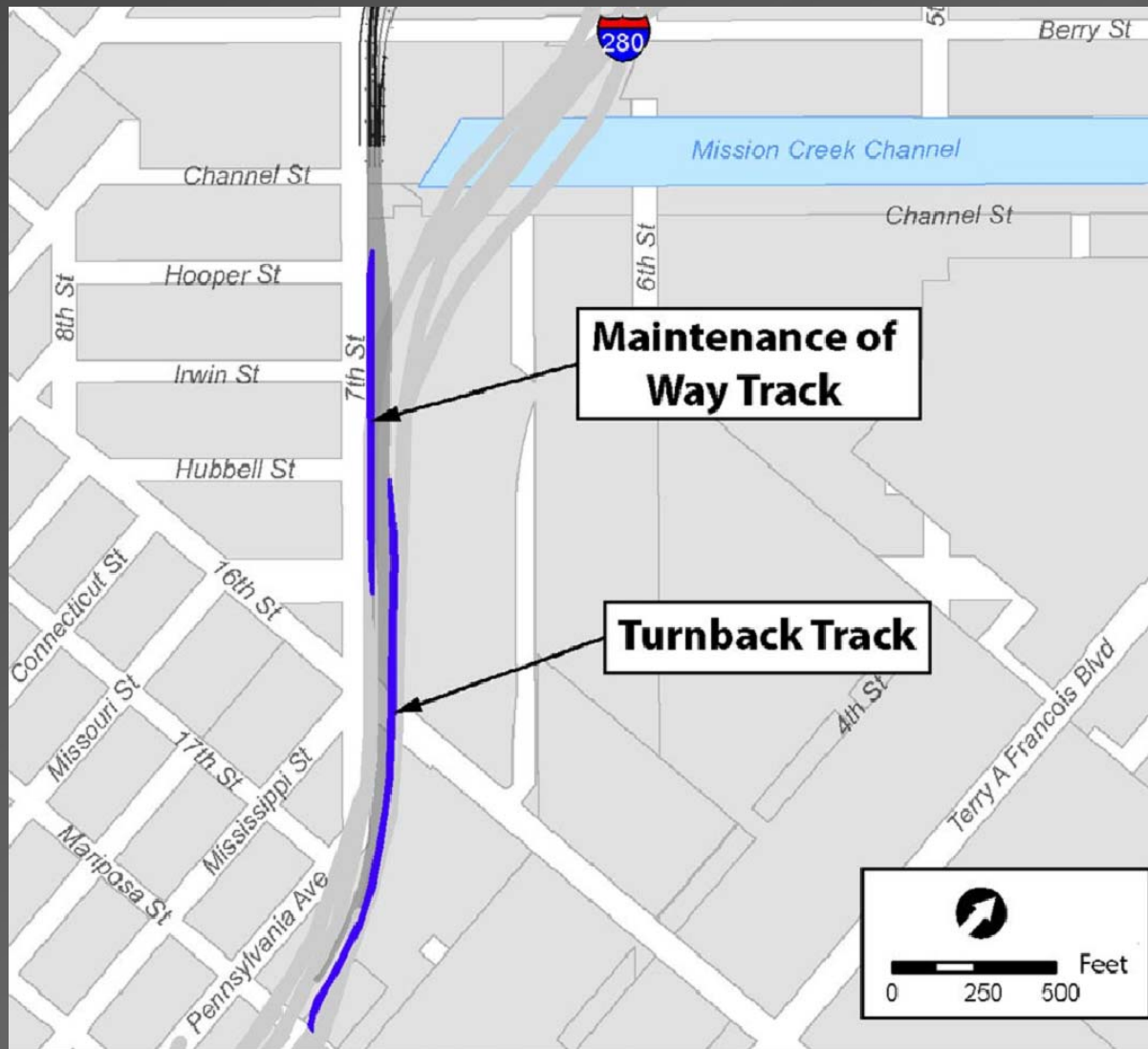
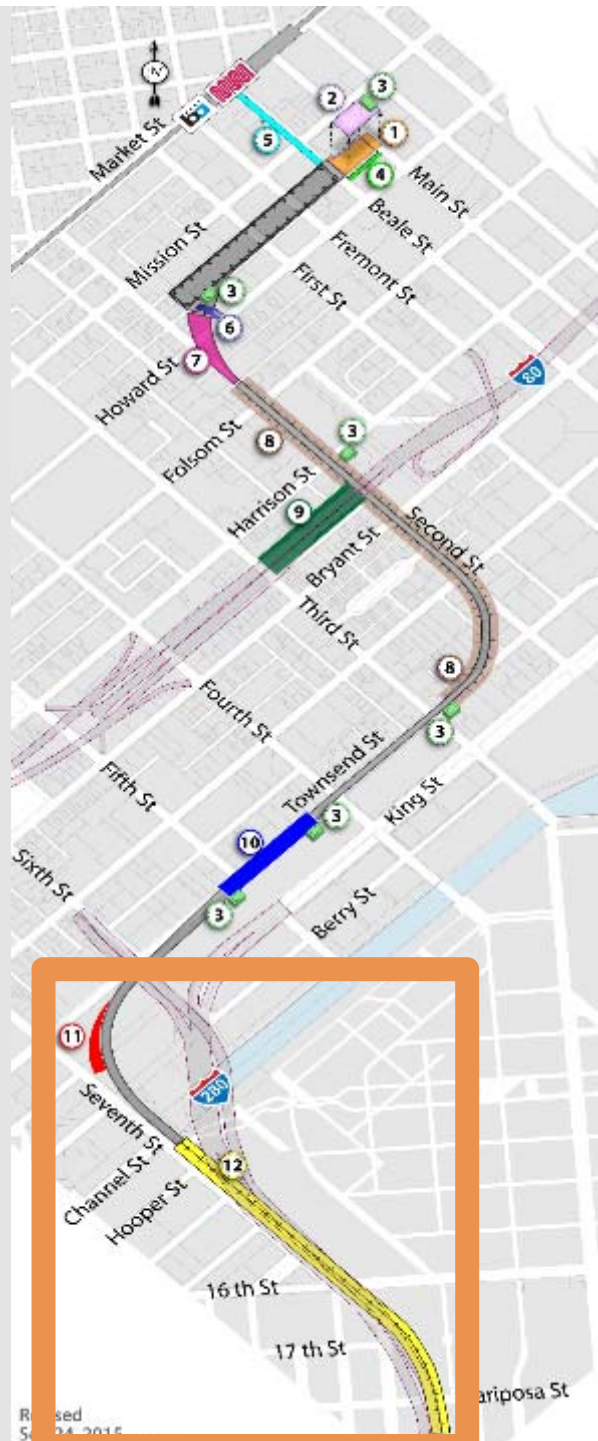
Phase 2 Refinements

4th/Townsend Underground Stn Realignment



Phase 2 Refinements

Maintenance of Way and Turnback Track





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

* 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



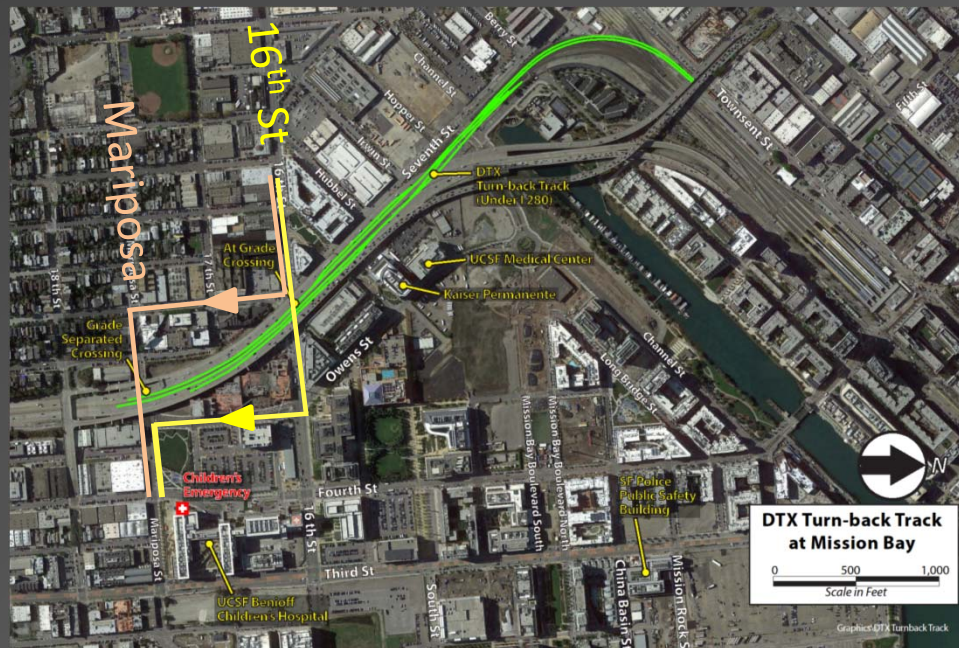
1. Detail on City planning efforts and development projects, particularly in the Mission Bay area

- 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)

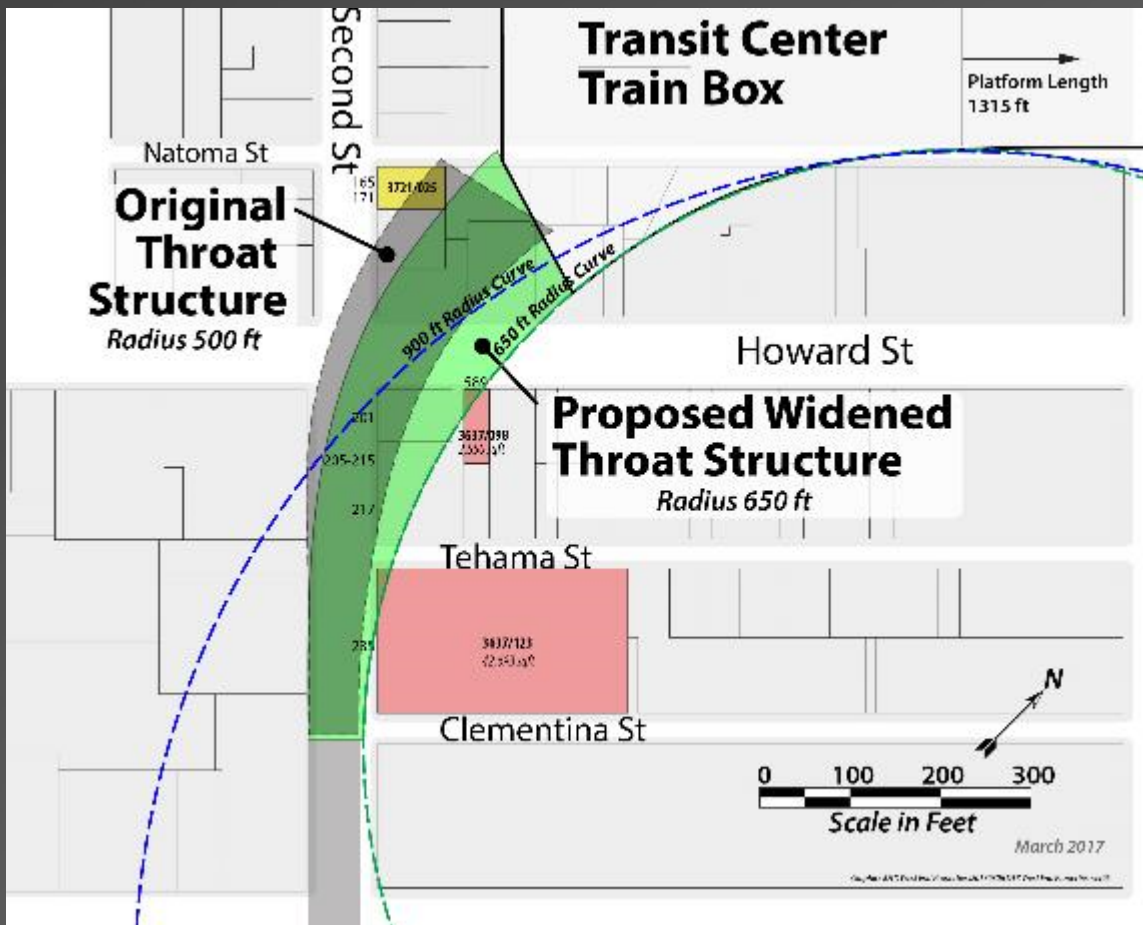
Bus Plaza approved in 2004 and under construction; not subject of SEIS/EIR.

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 2nd 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?



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