

Memorandum

To: CHAIR AND COMMISSIONERS
Date: July 21, 2010

From: 
 BIMLA G. RHINEHART
 Executive Director
File: Book Item 2.2c (1)
 Action

Ref: Final Environmental Impact Report for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project (Resolution E-10-67)

ISSUE: Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project (project) in the City and County of San Francisco, San Mateo and Santa Clara Counties and approve the project for future consideration of funding?

RECOMMENDATION: Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND: The CEQA co-lead agencies for the project, the City and County of San Francisco, the San Francisco Redevelopment Agency, and the Peninsula Corridor (Caltrain) Joint Powers Board certified the FEIR in 2004. The Transbay Joint Powers Authority (TJPA), which was formed after work on the EIR began as a joint exercise of powers agency, approved the project and adopted Findings and a Statement of Overriding Considerations in April 2004. The TJPA is now the CEQA lead agency for the project.

The project, currently referred to as the Transbay Transit Center Program, will construct a new multi-modal station on the site of the present Transbay Terminal, extend the station on the site of the present Transbay Terminal, extend the Peninsula Corridor Service (Caltrain) from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the new Terminal, bring high-speed rail service to the Transit Center, and established a Redevelopment Area Plan with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal station.

The existing Transbay Terminal, which was built in 1939, does not meet current building codes, including ADA requirements or space utilization standards. The need to modernize the Transbay Terminal provides an opportunity to revitalize the surrounding area with a mix of land uses that includes both market rate and affordable housing, and to extend Caltrain service from its current terminus outside the downtown area into the San Francisco employment core and bring high-speed rail service to the Transit Center at the San Francisco terminus. Increases in Caltrain and

other transit ridership, reductions in non-transit vehicle use and improvements in regional air quality, and revitalization of the Transbay area are expected as are result of the project.

The FEIR identified impacts of the project that include the loss of the existing Transbay Terminal, listed on the National Register of Historic Places; loss of the terminal loop ramp, a contributing element to the historic Bay Bridge; loss of up to 13 other historic buildings that are contributors to downtown historic districts; residential and business displacements; localized noise and vibration effects; adverse traffic impacts at seven intersections; loss of parking, and disruption during construction. Proposed mitigation measures include historic recordation; sound walls; high-resilience rail facilities, public information and management practices during construction, temporary bus terminal and bus storage and parking replacement, and pedestrian measures. Relocation assistance will be provided in accordance with federal and state relocation acts.

The FEIR was completed in 2004. On April 22, 2004, the TJPA adopted CEQA Findings, including a statement of overriding considerations, mitigation measures, and a mitigation monitoring program. Impacts to traffic and historic resources that cannot be reduced to a less than significant level with mitigation are considered significant and unavoidable. The TJPA found that the benefits of the project outweigh the environmental consequences of the project.

Since 2004, the TJPA adopted five addenda that evaluated modifications and refinements to the Transbay Program. In May 2010, the Federal Railroad Administration (FRA) issued a Reevaluation Report for purposes of FRA adoption of the Phase 1 portions of the 2004 Final Environmental Impact Statement (FEIS)/FEIR in order to support the FRA decision to provide grant funding for the Transbay Transit Center train box. The 2010 Reevaluation incorporated the five addenda and concluded that the 2004 FEIS/FEIR is still adequate, accurate, and valid.

The project will be constructed in phases as follows:

Phase 1 – Construct New Transit Center

The first phase will create a new five-story Transit Center with one above-grade bus level, ground-floor, concourse, and two below-grade rail levels (known as the “train box”) to serve Caltrain and future California High Speed Rail. Phase 1 will also create new bus ramps that will connect the Transit Center to a new off-site bus storage facility and the San Francisco-Oakland Bay Bridge. It also includes a Temporary Terminal to serve passengers while the new Transit Center is under construction. Phase 1 is estimated to cost \$1,589,000,000 and is programmed for funding with STIP (\$10,153,000), Local (\$924,605,000), Federal credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA) (\$171,000,000), and Federal (\$465,042,000) funds. Funds totaling \$18,200,000 are not yet secured/programmed for the project. According to the TJPA, the San Francisco County Transportation Authority (SFCTA) and the Metropolitan Transportation Commission (MTC) have committed future STIP funds to the project via Resolution 06-30 and Resolution 3434, respectively. Construction of the new Transit Center is scheduled to begin August 2010, and will be complete in seven years.

Phase 2 – Construct 1.3 Mile Caltrain Extension

The second phase of the project will complete the 1.3 mile extension of the Caltrain rail line from Fourth and King Streets underground into the new Transit Center. The interior finishes and rail elements of the train box will be completed in this phase. Phase 2 is estimated to cost \$2,596,000,000. Funding sources identified for this phase include Federal TIFIA (\$377,000,000) and Local (\$265,000,000) funds. A source of funding for the remaining \$1,954,000,000 required to complete this phase has not yet been identified. The cost estimate is currently being updated based on the completion of preliminary engineering work to date.

Phase 3 – Development of the Transbay Redevelopment Plan

The third phase of the project will create a new neighborhood with homes, offices, parks and shops surrounding the new Transit Center. Phase 3 will be privately financed through the traditional redevelopment process.

An integral component of the project financial plan is the sale of State-owned properties. The 1998 Loma Prieta earthquake resulted in the demolition of several elevated freeway structures in the vicinity of the Transbay Terminal. In a July 2003 cooperative agreement, the State of California agreed to transfer approximately 12 acres of this state-owned land for the benefit of the Transbay Program. In December 2007, the Commission authorized the transfer of the parcels, the final step in conveying the land for the Transbay Program. The cooperative agreement limits the use of the land sales revenues to construction costs. This limitation has been incorporated into the project financial plan.

On June 30, 2010, the TJPA provided confirmation that the preferred alternative set forth in the FEIR is consistent with the scope of work included in the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan and programmed by the Commission in the STIP. The TJPA also confirmed that the environmental document remains valid and there are no additional or new environmental impacts not described in the 2004 FEIR or the 2010 Reevaluation.

Attachments

- Resolution E-10-67
- TJPA Resolution and Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Future Funding 04 – San Francisco County Resolution E-10-67

- 1.1 **WHEREAS**, as co-lead agencies, the City and County of San Francisco, the Peninsula Corridor Joint Powers Board and the San Francisco Redevelopment Agency completed a Final Environmental Impact Report (Final EIR) pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project
- 1.2 **WHEREAS**, the City and County of San Francisco, the Peninsula Corridor Joint Powers Board, and the San Francisco Redevelopment Agency certified that the Final EIR has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the Transbay Joint Powers Authority (TJPA), having been formed as a joint exercise of powers agency after work on the EIR began, is now the CEQA lead agency for the Project and approved the Project and adopted CEQA Findings and a Statement of Overriding Considerations in April 2004; and
- 1.4 **WHEREAS**, the project includes construction of a new transit center that will provide a new Transbay Terminal, extension of Caltrain and California High Speed Rail; and numerous redevelopment improvements; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final EIR, five addenda to the Final EIR, and the Reevaluation Report prepared by the Federal Railroad Administration; and
- 1.6 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate specific unavoidable significant impacts related to traffic and historic resources; and
- 1.7 **WHEREAS**, the TJPA adopted a Statement of Overriding Considerations for the project; and
- 1.8 **WHEREAS**, the TJPA adopted a Mitigation Monitoring and Reporting Program for the project; and
- 1.9 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

**TRANSBAY JOINT POWERS AUTHORITY
BOARD OF DIRECTORS**

RESOLUTION NO. 04-004

WHEREAS, The existing Transbay Terminal and bus ramps, constructed in 1939 and currently owned and operated by the California Department of Transportation ("Caltrans"), do not meet current seismic safety, Americans with Disabilities Act and space utilization standards; and

WHEREAS, Since 1967 there have been numerous plans and studies conducted on extension of the Caltrain commuter rail service into a rebuilt Transbay Terminal located in downtown San Francisco; and

WHEREAS, In November 1992, Caltrans and the Office of the State Architect released alternative designs for improvements to the existing Terminal, and

WHEREAS, In December 1992, the City and County of San Francisco ("City") and Caltrans agreed that, given the high estimated cost of retrofitting the Terminal building, it was reasonable to consider replacing the facility, and

WHEREAS, In November 1993, Caltrans and the Metropolitan Transportation Commission ("MTC") conducted a "Transit Needs Study" to identify the operational needs of an upgraded or new facility at the Terminal, and

WHEREAS, In June 1994, San Francisco and Caltrans agreed to undertake a study of alternatives to replace the Transbay Terminal, and

WHEREAS, In December 1994, the San Francisco Board of Supervisors created the Transbay Redevelopment Survey Area to prepare a land use and transportation plan, and

WHEREAS, During 1995 and 1996, terminal upgrade and replacement alternatives were studied by the San Francisco Redevelopment Agency, the San Francisco Planning Department, Caltrans, a Policy Advisory Committee representing the transit operators using the Terminal, a Citizens Advisory Committee, and a Technical Advisory Committee, and

WHEREAS, In October 1995, the Transit Terminal Decision Report was prepared, presenting three primary options consisting of: a new transit terminal on the site of the present Transbay Terminal; a new terminal between Main and Beale Streets, south of the 201 Mission Street building and north of Folsom Street; and a surface terminal at the Main/Beale Site, and

WHEREAS, In March 1996, the San Francisco Board of Supervisors recommended the Main/Beale site as the City's preferred bus terminal alternative and recommended locating the proposed new Caltrain terminal underground at the site of the existing Transbay Terminal, and

WHEREAS, This action by the Board of Supervisors resulted in legal actions by AC Transit and various East Bay cities, and

WHEREAS, From 1995 to 1997, the City and the Peninsula Corridor Joint Powers Board ("JPB") worked closely on a Draft Environmental Impact Statement/Draft Environmental Impact Report (Draft EIS/EIR) for the Caltrain Downtown Extension Project, evaluating alternatives for extending Caltrain to the Transbay Terminal area, and

WHEREAS, In March 1997, the Draft EIS/EIR for the Caltrain Downtown Extension Project was issued but was never certified, and

WHEREAS, In December 1998, MTC, acting as the Bay Area Toll Authority began the "Transbay Terminal Improvement Plan" study, which was guided by a large working group consisting of public agencies, organizations, and individuals affected by the transit terminal, and charged it with the responsibility of conducting a study to determine the feasibility of building a new Transbay Terminal Building, including new elevated bus ramps to the Bay Bridge and a new subsurface extension of the Caltrain commuter rail service from its present terminal at 4th and Townsend Streets to the new Terminal; and

WHEREAS, In February 1999, the San Francisco Board of Supervisors passed a resolution repealing its former endorsement of the Main/Beale site for a new terminal and urging the "City and County of San Francisco to work expeditiously with AC Transit, the MTC and Caltrans to retain AC Transit and other regional bus services at the current Transbay Terminal site," and

WHEREAS, On November 2, 1999, the voters of San Francisco approved Proposition H requiring that the Mayor and City officials take all necessary action to extend Caltrain to a new downtown terminal at the present site of the Transbay Terminal and to pursue electrification of the Caltrain system from San Francisco to San Jose; and

WHEREAS, Proposition H also requires that the Mayor, the Board of Supervisors, the San Francisco Transportation Authority, and all relevant City officers take all appropriate action to generate revenues necessary to finance the downtown extension and transit station; and

WHEREAS, The Study Panel produced the Transbay Terminal Improvement Plan as a new design concept for the Transbay Terminal, and

WHEREAS, In January of 2001, the Transbay Terminal Improvement Plan design concept for the new terminal was presented to the public on behalf of the Panel's Executive Committee in a letter signed by Willie L. Brown, Mayor of San Francisco;

Tom Ammiano, President of the San Francisco Board of Supervisors; Matt Williams, President of the AC Transit Board of Directors; Rick Fernandez, General Manager AC Transit; Michael Burns, Chair, Peninsula Joint Powers Board; Mike Scanlon, Executive Director, Peninsula Joint Powers Board; Jon Rubin, Chair Metropolitan Transportation Commission and Steve Heminger, Executive Director, Metropolitan Transportation Commission; and

WHEREAS, In early 2001, following completion of the Transbay Terminal Improvement Plan, work started on the Draft Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project ("Draft EIS/EIR") based on the concept of replacing the Transbay Terminal, extending Caltrain into downtown San Francisco, and creating a high density, transit-oriented residential community on the adjacent redevelopment area, and

WHEREAS, Public scoping meetings were held in San Francisco and San Carlos during April 2001 to provide information on the Draft EIS/EIR and to obtain comments for consideration in the environmental studies, and

WHEREAS, Over 15,000 postcards were distributed to residents, businesses, and property owners in the area covered by the Draft EIS/EIR announcing the dates of public scoping meetings, and

WHEREAS, Three newsletters, designed to keep the public informed of the study progress and provide contact information for questions and comments, were prepared in January 2002, October 2002 and July 2003, and

WHEREAS, As part of the public information process, 1,800 copies of each newsletter were printed, approximately 500 of which were mailed and the remainder distributed at public meetings, libraries and other public facilities, and

WHEREAS, On April 4, 2001, the City, AC Transit and the JPB entered into agreement creating the Transbay Joint Powers Authority ("TJPA"), with a five person Board of Directors comprised of representatives from City, AC Transit and the JPB; and

WHEREAS, The TJPA is authorized to develop, design, construct and operate a new Transbay Terminal with connecting bus ramps and rail facilities on the site of the existing structure; and

WHEREAS, In December of 2001, the Transbay Program as set forth in the Transbay Terminal Improvement Plan Study was duly incorporated into the Metropolitan Transportation Commission's Regional Transit Expansion Policy (MTC Resolution 3434) and the Regional Transportation Plan; and

WHEREAS, On October 4, 2002, the City, TJPA, San Francisco Redevelopment Agency, JPB and U.S. Department of Transportation Federal Transit Administration ("FTA") released the Draft EIS/EIR for public review; and

WHEREAS, The notice of availability of the Draft EIS/EIR was published in the San Francisco Independent newspaper and posted in the City Planning Department; five hundred fifty (550) newsletters were mailed; and fifty (50) 11-inch by 17-inch posters with similar information were posted throughout the geographic area covered by the Draft EIS/EIR, and

WHEREAS, Letters were sent to all property owners whose properties could be directly affected by the Draft EIS/EIR proposal, and

WHEREAS, Notices were sent to all property owners in the within 300 feet of the Draft EIS/EIR project boundary, and

WHEREAS, The Draft EIS/EIR was made available for on-line review on the TJPA's website, and three hundred eighty two (382) copies, both printed and compact disc versions, of the Draft EIS/EIR were mailed to agencies and individuals, and

WHEREAS, The document was also made available for review at the Caltrain headquarters in San Carlos, the San Francisco Central Library, the City of Berkeley Central Library, San Francisco Planning Department, AC Transit Headquarters, and the main libraries of cities along the Caltrain corridor, and

WHEREAS, During the Draft EIS/EIR circulation period, presentations were also made to ten public agencies and organizations, including SPUR, the Transbay Citizens Advisory Committee, the Caltrain Citizens Advisory Committee, the TJPA, the San Francisco Landmarks Board, San Francisco Municipal Railway, and the San Francisco departments of Fire, Police, Public Works, and Parking and Traffic, and

WHEREAS, Three public hearings were held to obtain comments on the Draft EIS/EIR on November 12, 2002, before the San Francisco Redevelopment Agency Commission in San Francisco City Hall; on November 13, 2002, at the Caltrain Headquarters in San Carlos; and on November 26, 2002, before the San Francisco Planning Commission in San Francisco City Hall, and

WHEREAS, The public comment period extended from October 4, 2002, to December 20, 2002, a full 77 days, and

WHEREAS, After analysis of the comments received and refinement of the Draft EIS/EIR alternatives to improve transit operations and reduce impacts, the TJPA issued a Locally Preferred Alternative Report, which was made public and published on the Authority's website, and

WHEREAS, In March, 2003, following a public meeting, and in accordance with FTA guidelines and requirements, the TJPA selected a Locally Preferred Alternative ("LPA"), for the Transbay Terminal, and

WHEREAS, In July, 2003, TJPA entered into a Cooperative Agreement with Caltrans and the City to transfer approximately 20 acres of State land, located at and near the Transbay Terminal to the TJPA and City for the purpose of constructing a new Transbay Terminal; and

WHEREAS, The Cooperative Agreement requires that the sale proceeds and incremental tax benefits of this land be allocated to the design and construction of the Transbay Terminal; and

WHEREAS, Pursuant to many worthwhile improvement ideas and suggestions that were submitted by the various affected public agencies, nearby property owners, civic, environmental and business organizations, various other stakeholders, and the general public, the TJPA revised and reissued the EIS/EIR for FTA review and approval in September of 2003; and

WHEREAS, The Final EIS/EIR was published and distributed to over 220 agencies, organizations, and individuals including those who commented on the Draft EIS/EIR, starting on March 18, 2004, and

WHEREAS, On April 2, 2004, the FTA published a Notice of Availability of the Final EIS/EIR in the Federal Register at 69 Fed. Reg. 1706; and

WHEREAS, The Final EIS/EIR was also made available electronically on the TJPA's website, printed versions were distributed to the San Francisco Main Library and the Berkeley Library, and notices of document availability were mailed to over 330 agencies, organizations and individuals, and

WHEREAS, On April 20, 2004 the Final EIS/EIR was certified by the San Francisco Redevelopment Agency as required by the California Environmental Quality Act ("CEQA"); and

WHEREAS, On April 22, 2004 the Final Transbay EIS/EIR was certified by the San Francisco Planning Commission and the JPB as required by CEQA; and

WHEREAS, The Transbay Terminal Project ("Project") as described in the Final EIS/EIR which is incorporated herein and relied upon the actions taken, includes a new Transbay Terminal at the current site, the extension of Caltrain into the new Terminal building, a temporary terminal on the block bounded by Main, Beale, Folsom and Mission Streets, reconstructed bus ramps from the permanent terminal to the Bay Bridge, an offsite bus storage/layover area under Route 80 on the two blocks bounded by Perry, Stillman, 2nd and 4th Streets, and a Caltrain storage yard and station near 4th and Townsend Streets; and

WHEREAS, The Project will encourage more people throughout the Bay Area to use public transit by significantly improving access to transit through construction of a modern multi-modal transportation terminal in downtown San Francisco, and

WHEREAS, The Project will provide an efficient, comfortable, attractive, and functional transit terminal for the users of the San Francisco Municipal Railway, BART, Alameda-Contra Costa Transit District, Golden Gate Bridge, Highway and Transportation District, Greyhound, Paratransit, SamTrans, Caltrain, High-Speed Rail and other transit providers; and

WHEREAS, The Project conforms to and is a strong element of San Francisco's Transit First Policy as set forth in Section 16.102 of the San Francisco Charter, and

WHEREAS, The Project minimizes, to the extent feasible, impacts to historic resources, and where such impacts will occur, the Project includes historic documentation and exhibits designed to commemorate the historic buildings and structures, and

WHEREAS, The Project provides the public with a safe and functional building that will comply with all building, accessibility, seismic, and life-safety code requirements, and

WHEREAS, The Project will be a model for resource efficient and environmentally responsive building techniques, and

WHEREAS, By making it more convenient and appealing to enter San Francisco by bus or rail and by facilitating the transfer between transit services, the Transbay Project will encourage more people to use public transit, thereby helping to alleviate congestion, reduce air pollution and lower transit operating costs; and

WHEREAS, Regional transportation studies have indicated that travel in the Bay Bridge corridor will increase substantially by year 2025 and that, as a result, transbay bus ridership could triple; and

WHEREAS, It would not be possible for the existing terminal to meet this demand; and

WHEREAS, The new Transbay Terminal has been conceptually designed to ensure that it will accommodate an appropriate number of busses to handle this anticipated increase in bus patronage; and

WHEREAS, Even in 1945, when 26 million passengers each year were using the Transbay Terminal and three separate passenger rail services to travel between the East Bay and downtown San Francisco, Peninsula rail passengers were obliged to end their trips 1.5 miles to the south at 4th and Townsend; and

WHEREAS, By extending Caltrain into the new Transbay Terminal in close proximity to the heart of the Financial District, the Transbay Terminal Project will close this longstanding gap in passenger rail services; and

WHEREAS, It is projected that extending Caltrain will result in an increase in Caltrain ridership of at least 150%; and

WHEREAS, AB 812, adopted by the State of California on July 22, 2003 and SB 916, adopted by the State on October 9, 2003 require that the Transbay Terminal be designed to accommodate Caltrain and future high-speed rail passenger operations; and

WHEREAS, SB 1856 adopted by the State on September 19, 2003, requires that the first constructed segment of high speed rail extend from Union Station in Los Angeles to the Transbay Terminal in San Francisco; and

WHEREAS, The Project fulfills the mandates of various local laws including San Francisco's Proposition H-Downtown Caltrain Station (November 1999), and Proposition K-San Francisco Transportation Sales Tax (November 2002), ; and

WHEREAS, The Project will improve local and regional transportation conditions and air quality by providing a variety of benefits, including: 1) removing more than 8,000 daily auto trips from the Peninsula corridor roadways by 2020; 2) increasing annual high speed rail ridership by over 200,000 trips annually as a result of constructing a downtown terminal; 3) saving 7,200 person hours, including 5,700 person hours for Caltrain riders and 1,500 person hours for roadway travelers, which represents an approximate savings of \$20 Million based on FTA standards, and 4) reducing parking demand in the Transbay Terminal area, and

WHEREAS, With the subsurface pedestrian ramps that are proposed to extend between the Transbay Terminal and Market Street, the Project will also provide a direct connection to the BART and Muni Metro subway systems; and

WHEREAS, The Project is designed to accommodate the planned California High Speed Rail system, thus allowing high speed rail service to be provided by the 700 mile state-wide system directly between Union Station in Los Angeles and the Transbay Terminal in San Francisco; and

WHEREAS, It is projected that there will be between 7.8 and 17 million annual high speed rail boardings and alightings at the Transbay Terminal by 2020, making it by far the most highly used station in Northern California, and

WHEREAS, The Project will enhance Transbay bus service and accommodate all-night service, thereby serving the transportation needs of a larger segment of the workforce and expanding the range of potential bus users of the new facility, and

WHEREAS, The Project will provide new seismically safe elevated bus ramps connecting the Transbay Terminal directly to the Bay Bridge; and

WHEREAS, These new ramps will be smaller and less intrusive than the existing ramps, thus enhancing the surrounding neighborhood; and

WHEREAS, On April 18, 2004, a community meeting with interested Stillman Street residents and merchants where mitigation and possible alternatives to an offsite bus storage facility were discussed; and

WHEREAS, The Project will alleviate blight and encourage revitalization of the area surrounding the Transbay Terminal by replacing the existing terminal with a safe, modern, attractive, and efficient new terminal, and by reducing the area of bus ramps serving the new terminal, and

WHEREAS, The new terminal will include shopping, restaurants, and other services that will both appeal to users and provide revenues for building operations; and

WHEREAS, The Transbay Terminal as envisioned in the Transbay Terminal Improvement Plan Study, and as refined and improved upon in the Final EIS/EIR and LPA, will encompass almost 1,100,000 square feet including two subsurface train levels, an at grade main station area, a second floor level devoted entirely to retail activities, including a total of approximately 225,000 square feet of retail space inside the building, and two upper bus operations and terminal levels; and

WHEREAS, The adjacent Redevelopment Plan, if adopted by the City as the Full Build Alternative, will encompass approximately 4,700 residential units, 1,200,000 square feet of office development, 475,000 square feet of hotel development and an additional 355,000 square feet of retail, and will, at build-out, constitute the largest North American transit-oriented housing development outside of New York City; and

WHEREAS, The Project includes plans for redeveloping and dramatically improving the area around the Transbay Terminal by creating a mixed-use neighborhood which includes both market-rate and affordable housing; and

WHEREAS, Residents, workers, and visitors to the area will have unparalleled access to a variety of public transit services, and

WHEREAS, Given its location and unique transit integrating capabilities, the new Transbay Terminal is destined to become the most important transit center in western North America, and

WHEREAS, The new Transbay Terminal will become a landmark building that will serve San Francisco and the region far into the future and will help to reestablish San Francisco as a world-renowned destination, and

WHEREAS, The Project will provide thousands of person-years of construction work and in the process enhance the economic vitality of San Francisco, and

WHEREAS, On November 4, 2003, the people of San Francisco voted to extend the San Francisco Sales Tax, and in the process allocate \$270 million to the Transbay Terminal Project; and

WHEREAS, On March 2, 2004 the people of the nine Bay Area counties voted to increase the tolls on State bridges by one dollar, and in the process allocate \$150 million to the Transbay Terminal Project; and

WHEREAS, The California Environmental Quality Act Findings ("Findings") and Exhibits attached hereto as Attachment A, all of which are incorporated by reference herein, provide Mitigation Measures that eliminate or substantially lessen significant environmental effects identified in the Final EIS/EIR, and include a Mitigation Monitoring And Reporting Program ("Program"); and

WHEREAS, The Findings attached hereto also reject specified alternatives as infeasible and contain a Statement of Overriding Considerations that provides numerous reasons for finding that the Project's significant unavoidable environmental effects are acceptable in light of the Project's many benefits; and

WHEREAS, The TJPA Staff Report, incorporated herein by reference, provides a summary of the Project and other relevant information pertaining to the Findings; and

WHEREAS, Since certification of the Final EIS/EIR, there have been no changes to the Project or circumstances under which the Project is undertaken that would require a revision to the EIS/EIR due to new significant environmental effects or a substantial increase in the severity of previously identified effects; and

WHEREAS, Since certification of the Final EIS/EIR, no new information of substantial importance has been received which shows that the Project will have one or more significant or more severe effects than discussed in the EIS/EIR, and no new or feasible mitigation measures or alternatives that would substantially reduce significant effects of the Project have been presented; and

WHEREAS, In order to expedite the Project's progress toward actual design and construction, to secure additional sources of financing, and to efficiently bring the Project's many benefits to the public, the Executive Director should be authorized to take the actions necessary to implement and complete the Project, including authorization to begin negotiations for acquisition of property through purchase or other legally authorized mechanisms; now, therefore be it,

RESOLVED, That the Transbay Terminal Joint Powers Authority hereby approves and adopts the Findings attached hereto as Attachment A, including the mitigation measures attached thereto as Exhibit 1, and the Program attached thereto as Exhibit 2, and in so doing rejects as infeasible the alternatives described in the Findings, the Staff Report and in the Final EIS/EIR, and adopts the attached Statement of Overriding Considerations which finds that the benefits of the Project outweigh its environmental consequences; and be it,

FURTHER RESOLVED, That the Transbay Joint Powers Authority hereby approves and adopts the Transbay Terminal Project as described herein and as modified by incorporation of the Mitigation Measures and Program attached to the Findings as Exhibits 1 and 2, and be it

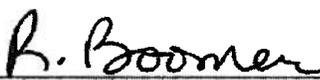
FURTHER RESOLVED, That the Transbay Joint Powers Authority hereby authorizes the Executive Director to take all actions necessary to facilitate the design, implementation and construction of the Project through completion, to work with City departments, boards, commissions and officials, and all other applicable regional, state and federal entities. This authorization shall include authority to negotiate for acquisition of real property or easements, and to participate with the City in eminent domain actions related to terminal design or rail and ramp alignments, provided that; this grant of authority shall not amend the existing TJPA Procurement Policy, and the Executive Director shall seek the formal approval of the TJPA Board prior to initiating, recommending, seeking or otherwise pursuing any eminent domain actions, and provided further that the Executive Director may not request that the City or any other public agency commence any eminent domain proceedings related to the Project without the prior approval of the TJPA Board; and be it

FURTHER RESOLVED, That the Executive Director is hereby directed and required to (1) explore potential engineering solutions to terminal design or rail and ramp alignments for the Project, in collaboration with the High Speed Rail Authority, CalTrain, the San Francisco Redevelopment Agency and the property owner of 80 Natoma Street, that would have the least adverse impacts on the costs, timing and future operational capacity of the Project, and (2) quantify those impacts. The Executive Director shall report back to the TJPA Board the status of all such impacts at the TJPA's next regularly scheduled meeting; and be it

FURTHER RESOLVED, That notwithstanding the foregoing, by directing the Executive Director to explore such potential engineering solutions and the impacts of such potential solutions, the TJPA is in no way committing to any amendment or modification of the Project at this time, and any action modifying or amending the Project shall require all necessary governmental approvals after the completion of any additional environmental review that may be required under CEQA; and be it

FURTHER RESOLVED, That although possible alternatives to an offsite bus storage facility were not found feasible at this time, the TJPA Board directs staff to further investigate design solutions to the offsite bus storage facility.

I hereby certify that the foregoing Resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of April 22, 2004 .


Secretary, Transbay Joint Powers Authority

ATTACHMENT A

TRANSBAY TERMINAL / CALTRAIN DOWNTOWN EXTENSION / REDEVELOPMENT PROJECT

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

TRANSBAY JOINT POWERS AUTHORITY

I. INTRODUCTION

The following Findings are hereby adopted by the Transbay Joint Powers Authority ("TJPA") with respect to the Transbay Terminal/ Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Final Environmental Impact Report ("EIS/EIR") pursuant to the requirements of the National Environmental Policy Act of 1969, §102 (42 U.S.C. §4332); Federal Transit Laws (49 U.S.C. §5301(e), §5323(b) and §5324(b)); Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. §303); National Historic Preservation Act of 1966, §106 (16 U.S.C. §470f); 40 CFR Parts 1500-1508; 23 CFR Part 771; Executive Order 12898 (Environmental Justice); and California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA"), the Guidelines for Implementation of CEQA, 14 California Code of Regulations Sections 15000 et seq., (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code.

This document is organized as follows:

Article II describes the Project.

Article III describes the actions to be taken by the TJPA.

Article IV provides the basis for approval of the Project (the Locally Preferred Alternative identified in the Final EIS/EIR), a description of each alternative, and the economic, legal, social, technological, and other considerations which lead to the rejection of such alternatives as infeasible.

Article V sets forth Findings as to the disposition of each of the mitigation measures proposed in the Final EIS/EIR. Mitigation measures are grouped in the following categories:

- (1) Measures which are within the jurisdiction and responsibility of another governmental agency and which are recommended by the TJPA for adoption by that agency; and,
- (2) Measures which are within the jurisdiction and responsibility of the TJPA and which are proposed for adoption by the TJPA. All remaining mitigation measures are in this second category.

Article VI identifies the unavoidable, significant adverse impacts of the Project which have not been mitigated to a level of insignificance by the adoption of mitigation measures as provided in Article V.

Article VII contains a Statement of Overriding Considerations, setting forth specific reasons in support of the TJPA's actions in light of the significant unavoidable impacts discussed in Article VI.

Exhibit 1, attached to these Findings, is a reference document that contains a statement of each mitigation measure. It shows mitigation measures, grouped by subject, in the order that they are proposed and analyzed in the Final EIS/EIR. Exhibit 2, also attached, contains the Mitigation

Monitoring and Reporting Program. It provides a table specifying the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

II. PROJECT DESCRIPTION

A. Project Approvals

The Project consists of a series of approvals that together define the terms under which the Project will occur. It is composed of the following major permits and approvals, and related and collateral actions:

1. Adoption of the Transbay Redevelopment Project Area Plan.
2. Amendments to the General Plan of the City and County of San Francisco;
3. Amendments to the Zoning Map of the City and County of San Francisco;
4. Adoption of General Plan consistency/Planning Code § 101.1 findings in regard to various actions;
5. Approval of the Locally Preferred Alternative (LPA) elements as follows: West Ramp Transbay Terminal, Second-to-Main, Tunneling, and Full Build as the Preferred Terminal Project.
6. Acquisition of real property or easements which also may include eminent domain related to the terminal design or track alignments.
7. Granting of rights to use City right-of-way for rail purposes.

These approvals, along with implementation actions related thereto, are referred to collectively herein as the "Project." The approvals that are before the TJPA at this time are described in Article III.

B. Detailed Project Description/Relationship to the Final EIS/EIR

The following is a description of the uses contemplated by the Project and the Project's relationship to the Final EIS/EIR.

A Draft Environmental Impact Statement/Environmental Impact Report ("Draft EIS/EIR") was prepared and distributed to the public on October 4, 2002. Notice of availability of the Draft EIS/EIR was published in the San Francisco Independent newspaper and posted at the Planning Department. Five hundred fifty newsletters were sent to the mailing list announcing the availability of the Draft EIS/EIR, and a letter was sent directly to property owners whose properties could be directly affected by the Project. Over fifty 11" x 17" posters were posted throughout the Project area, including around the Caltrain terminal at 4th and Townsend Streets, along Second Street, around the Transbay Terminal and throughout the Redevelopment Project Area. Notices were sent to all property owners within 300 feet of the Project boundary. The Draft EIS/EIR was available for on-line review on the TJPA web site. Three hundred eighty two copies, both printed and compact disc versions, of the Draft EIS/EIR were mailed to agencies and individuals.

The document was also available for review at the following locations:

- Peninsula Corridor Joint Power Board (Caltrain) Headquarters, Second Floor Reception, 1250 San Carlos Avenue, San Carlos;
- San Francisco Central Library, 100 Larkin Street;
- City of Berkeley Central Library, 2090 Kittredge Street;
- San Francisco Planning Department, 1660 Mission Street, First Floor Public Information Center;
- AC Transit Headquarters, 1660 Franklin Street, Oakland (Board Secretary); and,
- Main libraries of cities along the Caltrain Corridor

Three public hearings were held:

- November 12, 2002 at 5:00 pm – San Francisco Redevelopment Agency in the San Francisco City Hall,
- November 13, 2002 at 7:00 pm (with an open house at 6:30 pm) – Caltrain Headquarters, San Carlos, California, and
- November 26, 2002 at 12:30 pm – San Francisco Planning Commission in San Francisco City Hall.

At the request of the public, the Planning Commission on November 26, 2002, extended the comment period until December 20, 2002.

The Project, described in detail below, is based on the Project Description contained in the Final EIS/EIR. The Project would be located in Downtown San Francisco and has three major components:

- A new, multi-modal Transbay Terminal on the site of the present Transbay Terminal;
- Extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath the proposed new Transbay Terminal; and
- Establishment of a Redevelopment Area Plan with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Terminal.

III. ACTIONS

The TJPA is a Project Sponsor. The Actions of the TJPA in connection with the Project include the following:

1. Adoption of CEQA Findings, including a statement of overriding considerations, mitigation measures, and a mitigation monitoring program;
2. Approval of the Locally Preferred Alternative (“LPA”) elements as follows: West Ramp Transbay Terminal, Second-to-Main, Tunneling, and Full Build as the Preferred Terminal Project. The Preferred Terminal Project also includes a temporary terminal on the block bounded by Main, Beale, Folsom and Mission Streets, reconstructed bus ramps from the permanent terminal to the Bay Bridge, an offsite bus storage/layover area under Route 80

on the two blocks bounded by Perry, Stillman, 2nd and 4th Streets, and a Caltrain storage yard and station near 4th and Townsend Streets.

3. Authorization for the TJPA Executive Director to take all actions necessary for the design, implementation, and construction of the Project, which may include acquisition of real property or easements and/or participation in eminent domain related to the terminal design or track and ramp alignments.

IV. ALTERNATIVES

The Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project is a large, complex, and highly interrelated project. In order to help the public and decision-makers better understand this project, the environmental analysis and planning studies were oriented towards three major components: the multi-modal Transbay Terminal, an underground extension of Caltrain to downtown San Francisco, and redevelopment of the Transbay Terminal area. For each of these components several alternatives and design options were considered in the Final EIS/EIR and in previous studies.

This Article describes the alternatives and design options selected for the Project as well as those rejected. Included in these descriptions are the reasons for selecting or rejecting the alternatives and design options. This Article also outlines the Project's purposes and needs to provide a context for understanding the reasons for selecting or rejecting alternatives, and describes the project alternative components analyzed in the Final EIS/EIR. The Project's Final EIS/EIR presents more details on selection and rejection of alternatives.

Finally, it should be noted that many of the alternatives and design options considered for this Project, together and individually, have been under serious consideration for many years as part of numerous environmental, engineering, and planning studies (outlined in the Final EIS/EIR Section 1.2.1).

A. Reasons for Selecting the Project Set Forth in the Project Approvals:

As noted in Article II above, the Project is based generally on the Project Description presented in Chapter 2 of the Final EIS/EIR.

In approving the aspects of the Project within the TJPA's jurisdiction, the TJPA has carefully considered the attributes and environmental effects of the Project and the Alternatives discussed in the Final EIS/EIR. This consideration, along with the reports from staff and considerable public testimony, has resulted in the Project. The Project represents the combination of features which, in the opinion of the TJPA, most closely meets the Project's purpose and need as set forth in Chapter 1 of the Final EIS/EIR and summarized as follows.

The primary purposes of the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project are to:

- Improve public access to bus and rail services;
- Modernize the Transbay Terminal and improve service;
- Reduce non-transit vehicle usage; and
- Alleviate blight and revitalize the Transbay Terminal area.

The Project is needed because the present Transbay Terminal, which was built in 1939, does not meet current seismic safety or space utilization standards. The need to modernize the Transbay

Terminal provides an opportunity to revitalize the surrounding area and to extend Caltrain service from its current terminus outside the downtown area into the San Francisco employment core.

Undertaking the project components would address the following purposes and needs:

- Provide a multi-modal transit facility that meets future transit needs;
- Improve the Terminal as a place for passengers and the public to use and enjoy
- Alleviate the conditions of blight in the Transbay Terminal area;
- Revitalize the Transbay Terminal area with a more diverse mix of land uses that includes both market-rate and affordable housing;
- Facilitate transit use by developing housing in the area surrounding a major transit hub;
- Improve Caltrain service by providing direct access to downtown San Francisco;
- Enhance connectivity between Caltrain and other major transit systems including: BART, Muni, AC Transit, Golden Gate Transit, and Greyhound;
- Enable direct access to downtown San Francisco for future intercity and/or high-speed rail service;
- Accommodate projected growth in travel demand in the San Jose – San Francisco corridor;
- Reduce traffic congestion on US Highway 101 and I-280 between San Jose and San Francisco and other routes;
- Reduce vehicle hours of delay on major freeways in the Peninsula corridor;
- Improve regional air quality by reducing auto emissions;
- Support local economic development goals; and
- Enhance accessibility to employment, retail, and entertainment opportunities.

B. Rejection of the No Project Alternative

The No Project Alternative consists of existing Caltrain service with funded improvements, and other committed bus, rail, and roadway improvements. It includes proposed development in San Francisco in the 2020 horizon year. Under this alternative the San Francisco Redevelopment Agency would not implement a Redevelopment Plan for the Transbay Area, the state-owned properties in the Transbay Terminal would not be transferred to the TJPA and the City, and the existing Transbay Terminal would not be improved significantly beyond basic maintenance and required safety and accessibility improvements.

The No Build Alternative is rejected for the following reasons:

- Fails to Accommodate Year 2020 Transit Demand – The existing Transbay Terminal design cannot fully accommodate expected year 2020 transit demand, thus reducing the ability for transit to meet Transbay travel demand in future years and increasing private vehicle traffic (and its associated environmental impacts) in the Transbay corridor.
- Fails to Extend Caltrain to San Francisco – The No Build Alternative fails to extend Caltrain to downtown San Francisco thus reducing the attractiveness of public transit on the Peninsula and increasing traffic congestion, travel times, and air pollution in the corridor.

- Fails to Provide High Speed Rail Terminal in Downtown San Francisco – The No Build Alternative fails to construct a terminal for California’s planned high speed rail system in downtown San Francisco. This will eliminate the ability for a downtown San Francisco station leading to reduced high speed rail ridership, reduced economic development opportunities in San Francisco, and increased environmental impacts associated with more private vehicle transportation.
- Fails to Create a Multi-modal Transit Terminal in Downtown San Francisco – The No Build Alternative fails to create a new multi-modal transit terminal that efficiently connects all San Francisco’s major transit services in downtown San Francisco, thus reducing the attractiveness of transit and thereby ridership.
- Fails to Adhere to San Francisco Voter Mandates – By not constructing a new multi-modal Transbay Terminal and Caltrain extension, the No Build Alternative is inconsistent with the mandate of San Francisco voters as expressed in passage of Proposition H in November 1999 and Proposition K in November 2003, as well as various State laws, such as California Public Resources Code section 5027.1(a), Streets and Highways Code section 30914(c)(22), which require a terminal designed to accommodate high speed rail.
- Fails to Revitalize Transbay Terminal and Transbay Terminal Area – The No Build Alternative could result in further deterioration of the existing terminal structure and continued use of a structure that does not meet current seismic safety requirements or space utilization standards. The No Build Alternative will not create an improved Terminal for passengers and the public to use and enjoy. It will not help alleviate the conditions of blight in the Transbay Terminal area and it will not revitalize the Transbay Terminal area with a more vibrant mix of land uses.
- Fails to Create and Support Housing – The No Build Alternative will not remove the existing conditions of blight created by the Terminal and associated ramps and therefore will discourage construction of affordable and market rate housing in the area.
- Fails to Create a Transit Oriented Development – The No Build Alternative will not facilitate the development of high density mixed use development in the Transbay Terminal area that would encourage the use of environmentally friendly transportation thereby reducing transportation impacts of the development.

For the economic, legal, social, technological, and other considerations reasons set forth herein and in the Final EIS/FEIR, the No Build Alternative is rejected as infeasible.

C. Process for Developing and Selecting Project Alternative

As outlined in Chapter 2, Section 2.3 of the Final EIS/EIR, the Project has been the subject to a long series of environmental, engineering, and planning studies. These studies were used to help identify a series of alternatives for evaluation in the Final EIS/EIR planning process that began in early 2000. The Project is a complex and highly interrelated undertaking consisting of a multi-modal transit terminal, an underground rail line extension, and redevelopment of the surrounding area. In order to maximize the public’s ability to understand and help plan the project, the lead agencies decided to present the Project as three main components. For each of the components several alternatives were considered in the EIS/EIR (a detailed analysis of the alternatives is presented in Chapter 2 of the Final EIS/EIR). The EIS/EIR presents the Project as the following components and alternatives:

1. New Transbay Terminal Project Component

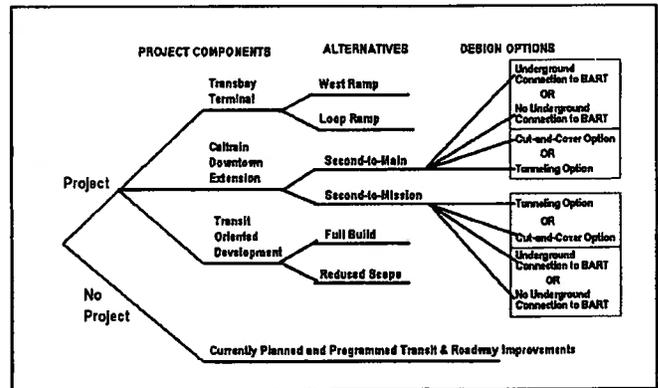
- West Ramp Alternative
- Loop Ramp Alternative

2. Redevelopment Project Area Project Component

- Reduced Scope Alternative
- Full Build Alternative

3. Caltrain Downtown Extension Project Component

- 2nd-to-Main Alternative
- 2nd-to-Mission Alternative



Both alternatives for the Caltrain Extension include a design option for a pedestrian connection from the train mezzanine underneath Fremont Street to the BART Embarcadero Station.

In addition, two construction options were evaluated for the underground portion (from approximately Berry Street to the Transbay Terminal) of the Caltrain Extension:

- Cut-and-Cover Option – under this option cut-and-cover construction would be used for the entire length of underground alignment; or,
- Tunneling Option – under this option a tunnel would be constructed on the segment from Townsend/Clarence to Second/Folsom. Cut-and-cover construction would be used for all other underground construction.

Other components of the project include a temporary bus terminal facility to be used during construction, a new, permanent off-site bus storage/ layover facility, reconstructed bus ramps leading to the west end of the new Transbay Terminal, and a redesigned Caltrain storage yard. The Draft EIS/EIR presented a complete analysis of the environmental impacts of these alternatives. During the Draft EIS/EIR comment period members of the public and agencies suggested several additional alternatives or refinements to the alternatives. These alternatives and refinements were considered by the lead agencies and used to help define the Locally Preferred Alternative (LPA).

On March 28, 2003, the Transbay Joint Powers Authority (TJPA), following Federal Transit Administration guidelines and regulations, adopted the Project LPA for inclusion in the Final EIS/EIR. The LPA Report (TJPA, March 2003) describes the characteristics, advantages and disadvantages regarding each of the alternatives. The TJPA selected the West Ramp Transbay Terminal, Second-to-Main, Tunneling, Full Build options as the LPA. The Final EIS/EIR describes the LPA impacts in detail.

D. Alternatives Included in the Project and Reasons for Selection

This section outlines the alternatives included in the Project and the reasons for their selection.

The TJPA reaffirms its selection of the alternatives described below as the Locally Preferred Alternative (LPA) because the TJPA finds that there is substantial evidence of specific economic, legal, social, technological, and other considerations that make the LPA alternative desirable.

Furthermore, the TJPA also rejects all the Alternatives other than those identified in the LPA, because the TJPA finds that this program best meets the Project purpose and needs as described in Chapter 1 of the Final EIS/EIR.

1. New Transbay Terminal Component:

Two alternatives were evaluated for a new Transbay Terminal in the Draft EIS/EIR. Under either alternative, a new multi-modal terminal would be located at the same site as the existing terminal at Mission and First Streets. Bus ramps would connect directly from the terminal to the Bay Bridge, while an underground rail facility would allow the extension of Caltrain to downtown and provide space for potential future East Bay commuter rail and California's high-speed intercity rail.

The new terminal would include facilities for AC Transit, Greyhound, Greyhound Package Express, Muni buses and trolley coaches, Golden Gate Transit, basic service buses, taxi service, paratransit service, and easily accessible bicycle storage. Both alternatives would include space for retail and cultural uses.

Locally Preferred Alternative: West Ramp Alternative

The TJPA selected the West Ramp Alternative as the Project's LPA. This alternative is fully described in Final EIS Section 2.2.2.1. The West Ramp Alternative is selected for the Project because it has the following major advantages:

- **Additional Development Opportunities** – Under the West Ramp Alternative the blocks south and east of the Transbay Terminal at Beale and Howard Streets and Folsom at Beale and Main Streets would be open for development, which is not possible under the Loop Ramp Alternative.
- **Improved View Corridors** – Under the West Ramp Alternative the eastward views along Howard Street would open up toward the bay and the East Bay hills. Southward views along Beale, Fremont, and First Streets toward Rincon Hill would also open up.
- **Lower Capital Costs** – The West Ramp Alternative would have lower capital costs than the Loop Ramp Alternative.

Numerous people who commented on the Draft EIS/EIR stated their preference for the West Ramp Transbay Terminal Alternative, and this Alternative best represents the consensus solution emanating from multiple agencies and community representatives involved in the Metropolitan Transportation Commission's Transbay Terminal Study. AC Transit, currently the main tenant in the existing terminal and one of the primary tenants in the new facility, has reviewed the operational characteristics of the West Ramp Alternative and found them to easily meet operational requirements for both current Transbay bus schedules and potential future service levels.

2. Redevelopment Component

Two alternatives were evaluated for the Redevelopment Plan Area: the “full build” and “reduced scope” development alternatives. These alternatives are not actual proposals but rather represent the range of reasonable development that could occur in the area. Within the overall redevelopment plan, actual development proposals would be defined and evaluated in subsequent steps of the redevelopment process. The two alternatives evaluated are described in detail in FEIS/FEIR Chapter 2 and are summarized in Table 1 below.

Locally Preferred Alternative: Full Build Development Alternative

The TJPA selected the Full Build Alternative as the Project’s LPA. This alternative is fully described in Final EIS/EIR Section 2.2.4. The Full Build Alternative is selected for the Project because it has the following major advantages:

- Increased Transit Oriented Development – The Full Build Alternative would provide for more intensive land use around the multi-modal transit hub, providing a model for transit oriented development.
- Increased Revenues – The Full Build Alternative would produce more tax increment revenue and proceeds from the sale of surplus parcels than the Reduced-Scope Alternative, providing more funds for the new terminal and Caltrain Downtown Extension.
- Increased Market Rate and Affordable Housing – The Full Build Alternative will provide more market rate and affordable housing than the Reduced Scope Alternative, thus helping to address San Francisco’s significant shortfall in housing.
- Reduced Automobile Use – Locating development next to a regional multi-modal transit center is likely to reduce the dependency of local residents, workers, and visitors on the automobile. Vehicular trips on a per-person or per-residence basis should be reduced. While this reduction cannot be readily quantified, it should reduce anticipated traffic impacts from the proposed development.

In addition to these reasons, many members of the public expressed their support for this alternative as part of their comments on the Draft EIS/EIR.

Table 1 Transbay Terminal / Caltrain Downtown Extension / Redevelopment Area FEIS/FEIR		
Redevelopment Component Alternatives		
Development Type	Reduced Scope Alternative (in square feet)	Full Build Alternative (in square feet)
Residential	4,100,000	5,600,000
Office	0	1,200,000
Retail	260,000	355,000
Hotel	350,000	475,000
Total	4,710,000	7,630,000
Residential (in dwelling units)	3,400	4,700

3. Caltrain Downtown Extension Component

The Caltrain Downtown Extension Component consists of an extension of Caltrain from the present San Francisco terminus (and storage yard) at Fourth and Townsend Streets to an underground terminal on the site of the existing Transbay Terminal at First and Mission Streets, a distance of approximately 1.3 miles. The extension would consist of two to four tracks branching to several additional tracks into the basement of the proposed new Transbay Terminal. Two alternative alignments were analyzed in the Caltrain Extension in the Draft EIS/EIR:

- Second-to-Main Alignment; and,
- Second-to-Mission Alignment.

These alignments were the same from the present Caltrain terminus to approximately the intersection of Second and Tehama streets. At Second/Tehama, the alternatives differ in the exact alignment of Caltrain tracks into the new station below the Transbay Terminal, design of the rail station itself, and tail track configuration.

Locally Preferred Alternative: Second to Main (Refined) Caltrain Alignment

The TJPA selected the refined Second-to-Main Alignment as the Project's Locally Preferred Alternative. This alternative represents a slightly refined version of the Second-to-Main Alternative described in the Draft EIS/EIR.

The refined Second-to-Main Alternative was developed in response to public comments on the Draft EIS/EIR which suggested a series of design modifications that improved the operation of the underground Caltrain/ high speed rail terminal. These modifications included changes to the track alignment, platform configuration, number of through tracks, and tail track layouts. They helped improve operation of the terminal by increasing terminal capacity and flexibility, increasing train storage capacity, reducing train dwell times, improving train accessibility, and reducing alignment curvature (thereby reducing train and track maintenance costs, increasing speed and terminal capacity, and reducing noise impacts). (The Second-to-Mission Alternative was also refined in a similar manner.)

The refined Second-to-Main Alternative was chosen for inclusion in the Project for the following reasons:

- **Transbay Terminal Rail Facilities** – The refined Second-to-Main Alternative provides increased platform lengths and length of straight (tangent) platforms over what was defined in the Draft EIS/EIR.
- **Reduced Development Impacts** – The refined Second-to-Main Alternative has fewer impacts on the proposed 301 Mission Street development and on the subsurface portion of the joint development hotel proposed north of the new terminal.
- **Improved Passenger Circulation** – The refined Second-to-Main Alternative, by constructing the bus terminal directly above the train terminal would have more efficient passenger circulation and would channel more passengers through the planned passenger concourse retail spaces than the refined Second-to-Mission Alternative. More efficient passenger flows would help increase transit ridership and channeling more passengers through the retail space would increase revenues available for Project construction.

- Increased Train Storage Capacity – Tail tracks for the refined Second-to-Main Alternative would provide greater train storage capacity – 7 five-car trains, as compared to 4 five-car trains for the refined Second-to-Mission Alternative.
- Improved Bay Crossing Options – The refined Second-to-Main Alternative is superior in terms of a new Bay Crossing than the refined Second-to-Mission Alternative, as it provides greater flexibility for future planning and has potentially fewer obstacles to the underwater crossing.

Section 2.2.3 of the Project’s Final EIS/EIR describes the refined Second-to-Main Alternative in detail.

4. Caltrain Downtown Extension: Underground Construction Options

Two alternatives were considered for constructing the underground Caltrain alignment between Townsend/Clarence and Second/Folsom: tunneling and cut-and-cover.

LPA Alternative: Tunneling

This alternative consists of constructing the underground Caltrain alignment between Townsend/Clarence and Second/Folsom using the “stacked drift” tunneling method. This alternative was selected as the LPA because:

- Demolition of Fewer Historic Buildings – The tunneling alternative would require demolition of only three historic buildings; less than the 13 that would need to be demolished under the cut-and-cover alternative.
- Tunneling Technology – The stacked drift tunneling approach has been shown to be a very safe and effective technology.
- Reduced Traffic Impacts – The tunneling option will substantially reduce traffic impacts on Second Street.
- Lower Capital Cost – The tunneling option has lower capital costs.
- Strong Public Support – The tunneling option had strong public support.

Section 2.2.3.3 of the Project’s Final EIS/EIR describes the tunneling option.

5. Additional Project Elements

The underground pedestrian connection between the new Transbay Terminal and the Embarcadero BART Station is included in the Project subject to availability of funding. This is outlined in Section 2.2.3.1 of the Final EIS/EIR.

E. Project Alternatives Rejected and Reasons for Rejection

This section outlines the alternatives rejected and the reasons for their rejection.

As mentioned above, the Project has been subject to numerous engineering, technical, and planning studies over the past 20 years. During this time period many different alternatives and design options have been considered and rejected. Furthermore, members of the public suggested additional alternatives and options as part of their comments on the Draft EIS/EIR. Therefore, in addition to the alternatives and design options evaluated in the Draft EIS/EIR, this

section also summarizes some of the alternatives and reasons for their rejection as considered in previous studies and evaluated in the response to comments on the Draft EIS/EIR. The Project's Final EIS/EIR describes alternatives rejected from further consideration in Section 2.3. Additional information on rejected alternatives can be found in documents incorporated by reference into the Final EIS/EIR including technical studies completed for the MTC's Transbay Terminal Improvement Plan Study, the 1997 Caltrain Downtown Extension Draft EIS/EIR, and the Caltrain Downtown Extension Project Design Options Screening Report, 1995. The TJPA rejects all the Alternatives other than those identified in the LPA, because the TJPA finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make such Alternatives infeasible as outlined below and in the Project's Final EIS/EIR.

1. New Transbay Terminal Component:

Rejected Alternative: Loop Ramp Alternative

The Loop Ramp Alternative is fully described in Final EIS/EIR Section 2.2.2.2. The Loop Ramp Alternative is rejected for the following reasons:

- Reduced Potential for Neighborhood Revitalization – The Loop Ramp Alternative reduces the potential for neighborhood revitalization since it includes a significantly greater area of aerial freeway ramps than the LPA. This reduces the ability of the Project to serve as a catalyst for Transbay Terminal area revitalization, as less development will reduce the amount of housing, retail, and services in the area.
- Reduced Project Funding – The Loop Ramp Alternative provides less funding for the Project than the LPA since the alternative's greater area of aerial ramps reduces the land available for development and its aerial ramps blight adjoining parcels.
- Increased Visual Impacts – The Loop Ramp Alternative has increased visual impacts over the LPA since it includes more aerial freeway ramps crossing San Francisco streets.
- Higher Cost – The Loop Ramp Alternative is more expensive than the LPA.

Rejected Alternative: New Bus Terminal at Main/Beale Site

Construction of a new bus terminal at the Main/Beale streets site was evaluated between 1995 and 1999. It was evaluated in detail as part of the MTC's Transbay Terminal Improvement Plan study. This Alternative was rejected in February 1999, when the San Francisco Board of Supervisors passed a resolution repealing its prior endorsement of the site and urged the City to work expeditiously to retain regional bus service at the current Transbay Terminal site. The Main/Beale Alternative was rejected for the following reasons:

- Poor Transit Service – AC Transit, the Terminal's main bus operator, reported that the Main/Beale site would reduce the level of service to its riders since it was located further from the employment sites of its riders; this would reduce transit ridership.
- Inefficient Transit Operations – AC Transit operating costs would be higher for the Main/Beale Alternative than under alternatives at the Transbay Terminal site.
- Terminal Orientation – The existing Transbay Terminal orientation, a relatively long and narrow terminal with multiple entrances and exits spread widely along the street grid, has historically demonstrated an ability to accommodate a large volume of transit passengers (26 million annual passengers in the 1940s). The Main/Beale Alternative would re-orient

the terminal, reduce the area within easy walking distance to terminal entrances, and reduce the passenger concourse's efficiency and attractiveness, when compared to alternatives that construct a new terminal at the existing Transbay Terminal site. These factors will reduce the attractiveness of transit at the new terminal site.

- San Francisco Proposition H (November 1999) – San Francisco voters passed Proposition H in November 1999. This proposition stated, “As part of the extension of Caltrain downtown, a new or rebuilt terminal shall be constructed on the *present site of the Transbay Terminal* serving Caltrain, regional and intercity bus lines, Muni, and high speed rail...” (Emphasis added). The Main/Beale Alternative was thus in conflict with citizen mandate.
- Poor Bus to Rail Connection – The Main/Beale Alternative would only provide one transfer point between the bus and rail terminals while the alternatives that include a bus terminal directly above the rail terminal provide many transfer points. By reducing the number of transfer points the Main/Beale Alternative would make it more difficult to transfer between modes and thus reduce the number of transit passengers.
- Reduced Development Opportunities – The Main/Beale Alternative would construct a bus terminal in a prime development site. Furthermore, the 2003 Cooperative Agreement between the State of California, the TJPA, and the City/County of San Francisco which transfers state-owned properties in the Transbay Terminal area requires use of the current terminal site for the new Terminal. Thus the alternatives that include rebuilding the bus terminal at the Transbay Terminal site would keep the Main/Beale site land available for development and thereby increase both the revenues available for the project and the potential for revitalization of the project area.

Section 2.3.1.2 of the Final EIS/EIR outlines reasons for rejecting this alternative. Volume 2 of the Final EIS/EIR (Section 5.1.7) presents more details on rejection of the alternative. Finally, the MTC Transbay Terminal Improvement Plan study also presents reasons for rejecting this alternative.

Rejected Alternative: “A Tale of Two Cities Terminal Alternative”

The Tale of Two Cities terminal alternative was developed as part of the planning done through the MTC's Transbay Terminal Improvement Plan study. As part of the MTC Study, this alternative was rejected for the following reasons:

- Reduced Development Opportunities – The Tale of Two Cities terminal alternative occupied a large amount of land in the Transbay Terminal area and thus reduced the amount of land available for redevelopment. This reduced the amount of funding available for the Project.
- Poor Circulation – This alternative's large size required passengers to walk long distances to transfer between modes and to circulate within the terminal. By increasing walking distances, the alternative would make it more difficult to transfer between modes and thus reduce the number of transit passengers.
- Aerial Ramps – The alternative would keep the existing aerial ramp arrangement, and therefore not reduce the significant blighting influence of the ramps on the Transbay Area.
- High Cost – The alternative, due to its large size, had the highest capital costs of any alternative evaluated in the MTC study.

This alternative is outlined in Final EIS/EIR Section 2.3.1.3. More details are available in the MTC's Transbay Terminal Improvement Plan study.

Rejected Alternative: Renovated Transbay Terminal (with/without Aerial Caltrain Alignment)

Renovation of the existing Transbay Terminal has been considered in several previous technical and planning studies both with an aerial Caltrain extension alignment and as a stand-alone project (i.e. without extending Caltrain downtown). The main reason for rejecting this alternative is that it would not meet the project objectives. More specifically the alternative was rejected for the following reasons:

- **Insufficient Transit Capacity** – According to the MTC's Bay Crossings Study (2002), the number of express buses using the Transbay Terminal in 2020 is expected to grow significantly. The renovated Transbay Terminal does not have the capacity to efficiently meet the expected future demand.
- **Poor Terminal Design** – While renovating the existing Transbay Terminal is possible, the renovations necessary to make the building seismically safe and fully accessible would lead to many compromises in efficiency and building design. These compromises would reduce the amount of development space available in the building and its attractiveness, thus reducing the revenues generated by the building that would be used to build and operate the terminal.
- **Increased Aerial Ramps** – Extending Caltrain to a renovated Transbay Terminal would require that additional aerial ramps be constructed for trains and that the bus ramps are raised higher in the air. The existing aerial ramps are already a significant blighting influence on the Transbay Area, increasing the number and height of aerial ramps would result in a significant increase in blight.
- **Aerial Operations** – Operating trains on the aerial ramps would lead to noise impacts.
- **Inefficient Use of Funds** – Renovating the Transbay Terminal would cost a significant amount of money and result in a building that is not much improved over the existing terminal. Therefore, it is much more cost effective to demolish the existing structure and build a new terminal designed to meet future demand and current safety and accessibility standards.
- **Poor Curve Geometry** – The alignment's curve from Essex Street into the Transbay Terminal would not accommodate the trains (rail vehicles) currently being considered for California's high speed rail system. Thus, this alternative would eliminate the possibility of extending high speed rail to downtown San Francisco. Extending high speed rail to downtown San Francisco will create important economic, environmental, and social benefits to San Francisco.

Since this Alternative has been considered several times in the past, the reasons for rejecting it are included in several different planning documents. These reasons are summarized in Section 2.3.1.1. of the Final EIS/EIR.

2. **Redevelopment Component**

Rejected Alternative: Reduced Scope Redevelopment Alternative

The Reduced Scope Development Alternative is rejected for the following reasons:

- **Reduced Revenues** – The Project will receive tax increment revenues from the redevelopment area; these revenues would be reduced with reduced development in the area. The Project will also receive revenues for the sales of excess land in the project area; under the Reduced Scope Alternative the prices for land will be lower than under the Full Build Alternative.
- **Reduced Housing** – The Reduced Scope Alternative would provide less market rate and affordable housing than the Full Build Alternative.
- **Reduced Transit Use** – By reducing the amount of development in the Transbay Terminal area, the Reduced Scope Alternative would reduce the transit ridership on trains and buses using the Project’s multi-modal terminal. This represents a financial loss for transit operators and an environmental loss for regional transportation/air quality goals.

Section 2.2.4 of the Final EIS/EIR describes the redevelopment components.

3. Caltrain Downtown Extension Component

Rejected Alternatives: Draft EIS/EIR Second-to-Mission and Draft EIS/EIR Second-to-Main Alternatives

The original Second-to-Main and Second-to-Mission alternatives (described in the Draft EIS/EIR) were rejected in favor of refined alternatives developed based on Draft EIS/EIR comments. The refinements made to the alternatives consisted of a series of design modifications that improved the operation of the underground Caltrain/ high speed rail terminal. The original Draft EIS/EIR alternatives were rejected because they had reduced capacity, reduced flexibility, reduced train storage capacity, increased train dwell times, reduced train accessibility, and sharper curves (thereby increasing train and track maintenance costs, reducing speed and terminal capacity).

Rejected Alternative: Refined Second-to-Mission Alternative

The refined Second-to-Mission Alternative is rejected for the following reasons:

- **Increased Development Impacts** – The refined Second-to-Mission Alternative has greater impacts on the proposed 301 Mission Street development and on the joint development hotel proposed north of the new terminal.
- **Degraded Passenger Circulation** – The refined Second-to-Mission Alternative would construct the train and bus terminals in a slightly skewed alignment to each other. This means that terminal circulation systems (e.g. stairs, escalators, and elevators) would not be oriented in the same direction from the train level up to the bus level. Furthermore, fewer people would be channeled through the passenger concourse retail areas. Less efficient passenger circulation systems would be more expensive to construct and could be frustrating to passengers trying to transfer between modes. By reducing passenger flows through the retail space, terminal revenues would be decreased.
- **Reduced Train Storage Capacity** – The refined Second-to-Mission Alternative provides less train storage capacity than the refined Second-to-Main Alternative – 4 five-car trains, as compared to 7 five-car trains. This would increase operating costs and reduce terminal flexibility.

- Reduced Bay Crossing Options – The refined Second-to-Mission Alternative provides less flexibility for constructing a future Bay Crossing than the refined Second-to-Main Alternative, and has potentially more engineering obstacles to the underwater crossing.

Alternative Rejected: Essex Street Curved Alignment

The Caltrain Extension alignment shown in the 1997 San Francisco Downtown Extension Project Draft EIS/EIR would follow Townsend Street and would curve north just east of Third Street and follow a tunnel alignment under Rincon Hill to Essex Street. It would be in a subway configuration under the alignment of the existing west bus ramps and follow the curve under the existing bus ramps into the basement of the new Transbay Terminal. This alternative was rejected for the following reason:

- Curve Geometry – The alignment’s curve from Essex Street into the Transbay Terminal would have a 395-foot radius, which would not accommodate the trains (rail vehicles) currently being considered for California’s high speed rail system. Thus, this alternative would eliminate the possibility of extending high speed rail to downtown San Francisco. Extending high speed rail to downtown San Francisco will create important economic, environmental, and social benefits to San Francisco and would be inconsistent with various State laws, which include those cited above under rejection of the No Build Alternative.

Alternative Rejected: Essex Street Stub-End Alignment

This alternative would follow the same alignment as the rejected Essex Street Curved Alignment, except that rather than curving into an underground station directly underneath the Transbay Terminal, it would continue straight into a rail terminal oriented perpendicular to and slightly to the west of the Transbay Terminal. This alternative was rejected for the following reasons:

- Degraded Passenger Circulation – In the Essex Street Stub-End Alignment, the train platforms would not be directly under the bus platforms, but would instead have a single point of intersection. This would reduce the ease of transferring between modes thus potentially reducing transit ridership, as well as reduce the number of people channeled through the passenger concourse thus reducing the revenues from the retail development.
- Terminal Flexibility – A stub end terminal is not as flexible and efficient operationally as a through station. A key problem is the need to reverse train direction at the passenger platforms which takes a significant amount of time and wastes limited terminal capacity. The Essex Street Stub-End terminal would therefore be less efficient and flexible than alternatives that provide for through movements.
- Train Storage Capacity – A stub end terminal can only provide train storage at the terminal’s passenger platforms or upstream of the terminal (requiring trains to reverse direction at the platforms). Thus train storage is more complicated with the Essex Street Stub-End Alternative than under through station alternatives (i.e. terminals that include tail tracks).
- Reduced Bay Crossing Options – The Essex Street Stub-End Alternative would preclude the ability to easily construct a through station alignment for trains that would pass under the San Francisco Bay as part of a future new crossing. Instead, it is likely that trains would need to pull into the terminal and reverse direction to connect to the Bay crossing; this would be an inefficient and time consuming maneuver.

Rejected Alternative: Market/Beale Terminal

The 1997 Draft EIS/EIR included an extensive analysis of rail terminal alternatives. One of the alternatives was to construct an underground terminal under Beale Street at Market. This alternative was rejected for the following reasons:

- High Cost of Excavation – The narrow width of Beale Street requires that a station built under the street be three levels deep: a mezzanine level, an intermediate train level, and a lower train level. This would require an extremely deep excavation. Such an excavation would be very expensive.
- Impact on Historic Structures – The deep underground station would be located between historic buildings located on both sides of Beale Street at Market. The excavation with its associated dewatering required for this project could potentially impact these historic buildings.
- Reduced Terminal Capacity – The rail terminal capacity for this alternative was limited to four tracks which would have provided the minimum capacity for Caltrain; tracks for high speed rail service would need to be built South of Mission Street. Staggering the terminal in this way would increase terminal costs and reduce the amount of land available for redevelopment (thus decreasing revenues available for the Project).
- Poor Linkage to Transbay Terminal – A rail terminal at this site would be essentially independent of the Transbay Bus Terminal, thus reducing the ability to transfer between modes and redevelopment potential for the Project.
- Stub-End Terminal Operational Inefficiencies – As a stub-end terminal this alternative would share all the operational and planning problems described above for the rejected Essex Street Stub-End Terminal Alternative.
- Caltrain Underground Alignments to Market/Beale Terminal – Several different alternative alignments were evaluated to provide access to the Market/Beale terminal. The alignments that included cut-and-cover construction on Beale Street had a significant problem caused by excavating a tunnel directly adjacent to the Bay Bridge anchorage. An engineering analysis of this excavation showed that it would be very expensive and that it also introduced an unacceptable degree of risk for impacting the stability of the Bay Bridge. Furthermore, these alignments would include cut-and-cover construction along The Embarcadero, thus introducing potentially substantial noise, traffic, air quality and other environmental impacts in the South Beach neighborhood. The alternative alignments involved tunneling under a segment of Rincon Hill with complex geology which increased the cost and risk associated with tunnel construction.

Rejected Alternative: Mission/Beale Terminal

In order to address the problem of deep excavations at the Market/Beale Caltrain Terminal, the 1997 Draft EIS/EIR also considered moving the terminal south one block to the Mission/Beale site. This alternative was rejected for the following reasons:

- Poor Linkage to Transbay Terminal – A rail terminal at this site would be essentially independent of the Transbay Bus Terminal, thus reducing the ability to transfer between modes and redevelopment potential for the Project.

- Stub-End Terminal Operational Inefficiencies – As a stub-end terminal this alternative would share all the operational and planning problems described above for the rejected Essex Street Stub-End Terminal Alternative.
- Caltrain Underground Alignments to Terminal – This alternative shared the high cost and increased construction risks associated with the Caltrain alignments to the Market/Beale Terminal described above.
- Reduced Development Opportunities – This alternative would construct a major underground train station in a prime development site. This would significantly reduce the revenues available for the Project from sales of excess land and tax increments from the Transbay Area redevelopment.

Rejected Alternative: King Street Caltrain Alignment

The 1997 Draft EIS/EIR included an extensive analysis of rail track alignment alternatives. One of the alignments considered was under King Street. This alternative was rejected for the following reasons:

- Environmental Impacts – The King Street Alignment would introduce potentially substantial noise, traffic, air quality and other environmental impacts during construction to a newly developing neighborhood with relatively high numbers of residences.
- Traffic Impacts – The King Street Alignment would cause severe traffic disruptions during construction, especially during baseball games at SBC Park.
- Construction Complexity – The King Street Alignment would require tearing up the newly constructed southbound lanes of King Street and would have been complicated by a large box sewer line located in the King Street right of way directly adjacent to this alignment, thus increasing the costs and impacts of construction.

Alternative Rejected: Brannan Street Caltrain Alignment

The Brannan Street Caltrain Alignment was also considered and rejected in the 1997 Draft EIS/EIR. This alternative was rejected for the following reasons:

- Traffic Impacts – Brannan Street carries high volumes of traffic and therefore constructing the underground Caltrain tunnel would have more severe traffic impacts than alignments that followed Townsend Street.
- I-280 Sixth Street Entrance/Exit Ramp – The alignment would have passed directly in front of the I-280 Sixth Street ramps, construction would have created significant impacts on regional transportation connectivity that would not be created with the Townsend Street alignment.
- Rail Operations – The Brannan Street alignment would bypass Caltrain's existing Fourth and Townsend terminal and storage/maintenance yard. This reduces the flexibility of Caltrain operations thus increasing operating costs and reducing efficiency.
- Passenger Service – The Brannan Street Alternative would require construction of an underground station to serve passengers destined for the area around Caltrain's existing Fourth and Townsend terminal. This station would need to be carefully designed to handle the large passenger demand from the SBC Park baseball stadium. Construction of

this station would be more expensive and create more traffic impacts than the Townsend Street alignments.

Alternative Rejected: Angled Caltrain Terminal at First Street

This alternative would follow the Essex Street tunnel alignment with a cut-and-cover section north of Folsom Street passing at an angle under the center (near First Street) of the new Transbay Terminal. This alternative was rejected for the following reasons:

- **Increased Tunnel Length and Impacts** – The alternative includes construction of a tunnel that is longer than that considered in other alternatives. This length of this tunnel would increase project costs and have more impacts on property above the tunnel than other tunnel alternatives.
- **Substantial Property Acquisitions** – The alternative would require more property acquisitions than other alternatives including several recently completed development projects, thus increasing the cost of the alternative and reducing the revenues available for the Project from sale of excess right of way and tax increments from redevelopment in the area.
- **Degraded Passenger Circulation** – The alternative would construct the train and bus terminals in a slightly skewed alignment to each other. This means that terminal circulation systems (e.g. stairs, escalators, and elevators) would not be oriented in the same direction from the train level up to the bus level. Furthermore, fewer people would be channeled through the passenger concourse retail areas. Less efficient passenger circulation systems would be more expensive to construct and could be frustrating to passengers trying to transfer between modes. By reducing passenger flows through the retail space, terminal revenues would be decreased.
- **Reduced Train Storage Capacity and Reduced Bay Crossing Potential** – This alternative would construct a through station similar to that constructed under the Second-to-Mission Alternative. The alternative would share the disadvantages of the Second-to-Mission Alternative in terms of reduced train storage and reduced potential for crossing the Bay (described above).

Alternative Rejected: First Street Terminal

This alternative would construct a tunnel under Rincon Hill and connect to an underground Caltrain Terminal just south of the Transbay Terminal within the First Street right-of-way. This alternative was rejected for the following reasons:

- **Construction Difficulties for Multi-Level Train Terminal** – The width of First Street means that the new train terminal would require a two-or three-level underground train station. This multi-level train terminal would require constructing a transition of the train tracks from a one-level to a “stacked” configuration, which would need to occur to the south of the station. There is insufficient length to make such a transition under the Townsend Street right-of-way, and it is not advisable, from a tunnel construction safety or tunneling cost perspective, to build such a transition in the tunnel portion under Rincon Hill.
- **Reduced Train Storage Capacity and Reduced Bay Crossing Potential** – This alternative would construct a through station similar to that constructed under the Second-to-Mission Alternative. The alternative would share the disadvantages of the Second-to-Mission Alternative in terms of reduced train storage and reduced potential for crossing the Bay

(described above). Furthermore, since the station would be built on several levels, these disadvantages would be magnified.

Alternative Rejected: Joint Caltrain/Muni Metro Tunnel on Second Street

This alternative would construct a two level tunnel under Second Street with Caltrain/high speed rail on one level and Muni Metro light rail in the other. The alternative's objective was to reduce the costs and environmental impacts of building two transit tunnels in the South of Market area (one for Muni Metro on Third Street and one for Caltrain on Second Street). This alternative was rejected for the following reasons:

- **Poor Alignment Geometry for Muni Metro** – This alternative would require Muni Metro to make a sharp 90-degree turn from Second to Mission and then another sharp 90-degree turn from Mission to Third (the most feasible location for crossing Market Street is at Third Street between BART's Montgomery and Powell Street stations). These two sharp turns in such a short distance would slow Muni service making it less attractive to passengers as well as increasing operating and maintenance costs.
- **Compromised Muni Metro Station** – The alternative would compromise Muni's ability to construct a new station serving the Museum of Modern Art/Moscone Center area. This would reduce Muni ridership and reduce transit access to these important cultural and visitor attractions.
- **Construction Difficulties for Two-Level Tunnel** – The two-level tunnel proposed under this alternative would require that cut-and-cover construction be used to build the project in the segment between Townsend/Clarence and Second/Brannan. As described below under construction options, the cut-and-cover construction option in this segment results in more impacts to historic structures, requires more property acquisitions, and costs more than the tunneling construction option.

Alternative Rejected: West of Second Street Alternative

This alternative would construct the underground alignment approximately 150 feet west of Second Street with the objective of maximizing the amount of construction that would take place under vacant parcels and improving the alignment's geometry to allow for higher speed train operations and increased platform lengths. The alternative was rejected because:

- **Additional Property Easements** – The alternative would require acquisition of more underground construction easements (from Townsend Street to Folsom Street) from property owners than the Second Street alignments.
- **Additional Building Impacts** – The alignment would pass under two existing, low rise, brick buildings between Harrison and Folsom Streets. These buildings would need to be protected from underground construction activities.
- **Construction Complexities for Tunnel** – The alignment would pass between two high-rise buildings – one on Second Street and the other on Hawthorne Avenue – between Harrison and Folsom Streets. The distance between these buildings is only 63 feet – about the same width as the proposed Caltrain tunnel. Construction of a tunnel in such a constrained site, especially given the area's geological conditions (sandy soils below the groundwater table) would be expensive and would pose an unacceptable risk to the foundations of the existing buildings.

Alternative Rejected: Second Street Terminal

This alternative would construct a single level underground rail terminal within the Second Street right-of-way to the South of Minna Street. The alternative would include underground concourses to the Montgomery BART station and the Transbay Terminal. This alternative was rejected for the following reasons:

- Inconsistent with San Francisco Proposition H (November 1999) – Proposition H stated, “As part of the extension of Caltrain downtown, a new or rebuilt terminal shall be constructed on the *present site of the Transbay Terminal* serving Caltrain, regional and intercity bus lines, Muni, and high speed rail...” (Emphasis added). The Second Street Terminal Alternative was thus in conflict with citizen mandate.
- Poor Linkage to Transbay Terminal – A rail terminal at this site would be at least 400 feet away from the Transbay Bus Terminal, thus reducing the ability to transfer between modes and reducing the Project’s redevelopment potential.
- Stub-End Terminal Operational Inefficiencies – As a stub-end terminal this alternative would share all the operational and planning problems described above for the rejected Essex Street Stub-End Terminal Alternative.
- Insufficient Track and Platform Capacity – The alternative provides only two tracks which is significantly less than would be required for Caltrain and high speed rail service.

Rejected Alternative: Renovated Transbay Terminal with Aerial Caltrain Alignment

This alternative is outlined above as part of the description of the Project’s Transbay Terminal component. It was rejected since it provided insufficient transit capacity for future demand, led to poor terminal design, increased blight in the Transbay area, and was an ineffective use of funds.

4. Caltrain Downtown Extension: Underground Construction Options

Rejected Alternative: Cut-and-Cover Construction

This alternative consists of constructing the underground Caltrain alignment between Townsend/Clarence and Second/Folsom using the cut-and-cover method. This alternative was rejected because:

- Demolition of More Historic Buildings – The cut-and-cover option would require demolition of 13 historic buildings; only three would need to be demolished under the tunneling option.
- Section 4F Requirements – Importantly, the cut-and-cover option’s impact on historic buildings alone, would require that the tunneling option be chosen. Under Section 4(f) of the Department of Transportation Act of 1966, no federal project may be approved that “requires the use of any land from a ... historic site unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such ... historic site resulting from such use.” The tunneling option appears to qualify as a “feasible and prudent alternative” to the demolition of ten of the historic sites. Thus, the cut-and-cover option must be rejected under federal law.

- Increased Traffic Impacts – The cut-and-cover alternative will substantially increase traffic impacts on Second Street over the tunneling option.
- Increased Capital Cost – The cut-and-cover option has higher capital costs.

F. Alternatives Proposed by Members of the Public

The TJPA reaffirms the alternatives described above as the Locally Preferred Alternative (LPA) because the TJPA finds that there is substantial evidence of specific economic, legal, social, technological, and other considerations that make the LPA alternative desirable.

The TJPA also rejects all the Alternatives other than those identified in the LPA, because the TJPA finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make such Alternatives less desirable than the LPA for the reasons outlined above and in the Project's Final EIS/EIR.

During the public comment period, various property owners and commentors proposed alternatives to the preferred Project. These alternatives were described and analyzed in the Final EIS/EIR in Sections 2.9, 3, and 5 of Volume II of the Final EIS/EIR, Responses to Public Comments. These alternatives are rejected as infeasible for the economic, legal, social, technological and other considerations set forth in the Final EIS/EIR at the above mentioned citations.

In February and March 2004, more than one year after the close of the public comment period for the Draft EIS/EIR, the property owner of 80 Natoma proposed 4 conceptual alternate track alignments. The proposals were an effort to minimize conflicts with the proposed 500+ unit residential structure planned for 80 Natoma, which is adjacent to the terminal site. These proposed alternatives are rejected as infeasible for the economic, legal, social, technological and other considerations set forth in a letter from the TJPA Executive Director to Jack Myers or Myers Development Company (MDC) dated March 30, 2004 and as discussed in the staff report for this TJPA action. The staff report and the March 30 letter, which both are part of the agenda packet for the TJPA, are incorporated herein by reference. In addition to the above alternatives, the TJPA staff proposed to MDC that the parties explore a tunnel design for the rail tracks that would allow the planned residential structure to be built over the rail tunnel; however, MDC rejected this proposal. As a consequence, the TJPA staff removed this proposal from further consideration at that time. For this reason as well as other considerations that favor the preferred Project from an engineering and economic standpoint, this alternative is rejected as infeasible.

V. FINDINGS REGARDING MITIGATION MEASURES

The California Environmental Quality Act (CEQA) requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The TJPA Board of Directors finds that, based on the record before it, the measures proposed for adoption in the Final EIS/EIR are feasible, and that they can and should be carried out by the TJPA at the designated time. The Board of Directors urges the San Francisco Board of Supervisors, the San Francisco Redevelopment Agency ("Agency"), the Peninsula Corridor Joint Powers Board ("JPB") and others to adopt and implement applicable mitigation measures set forth in the Final EIS/EIR that are within the jurisdiction and responsibility of such entities. The TJPA acknowledges that if such measures are not adopted and implemented, the Project may

result in additional significant unavoidable impacts. For this reason, and as discussed in Section VI, the TJPA is adopting a statement of Overriding Considerations as set forth in Section VII.

The Findings in this section concern mitigation measures set forth in the Final EIS/EIR. Mitigation measures are grouped in the following categories:

- (1) Specified measures which are enforceable by another public agency and which are recommended by the TJPA for adoption by that agency; and,
- (2) Measures which are enforceable by the TJPA and which are proposed for adoption by the TJPA. All remaining mitigation measures are in this second category.

All mitigation measures set forth in the Final EIS/EIR are summarized in Exhibits 1 and 2 to this document. None of the mitigation measures set forth in the Final EIS/EIR are rejected.

It should be noted that all mitigation measures are referenced in these Findings and attached Exhibits using a coded system. Each measure begins with one or more letters that describe the type of impact the measure is intended to address (e.g. mitigation measures for pedestrian impacts start with "Ped"), and then a number. Thus mitigation measures designed to address pedestrian impacts are coded "Ped 1", "Ped 2", etc. For more specific information on each mitigation measure refer to Exhibit 1. For specific information on implementation of the Monitoring and Reporting Program, refer to Exhibit 2.

A. Mitigation Measures Recommended by the TJPA for Adoption By Other Agencies

The TJPA Board of Directors finds that the following measures presented in the Final EIS/EIR will mitigate, reduce, or avoid significant effects of the Project. They are hereby recommended for adoption and implementation by public agencies with applicable jurisdiction as set forth below. The Secretary of the TJPA is directed to transmit copies of these Findings and attached Exhibits to the affected agencies.

1. Wind

W 1 –The TJPA urges the San Francisco Redevelopment Agency ("Agency") to mitigate or eliminate any wind hazard exceedances by adopting and implementing mitigation measure W 1 as described in Exhibit 1 and Exhibit 2.

2. Property Acquisition/Relocation

Prop 1 – The TJPA urges the City and Agency, in accordance with federal and state law, to mitigate the impacts of property acquisition and relocations required by the Project by adopting mitigation measure Prop 1 and providing information and relocation assistance to those as set forth therein.

3. Hazardous Materials/Waste – Operations

HWO 1 to HWO 6 - The TJPA urges the Peninsula Corridor Joint Powers Board (JPB) to mitigate potential impacts of a fueling facility by adopting mitigation measures HWO 1 to HWO 6 and by designing, constructing and operating any such facility with appropriate safety measures and equipment, as set forth therein.

4. Pedestrians

Ped 1 to Ped 5 - The TJPA urges the San Francisco Board of Supervisors, City Departments, and the San Francisco Redevelopment Agency to mitigate or eliminate pedestrian impacts by

adopting mitigation measures Ped 1 through Ped 5 as described in Section 5.19.6.1 of the Final EIS/EIR to increase sidewalk width and obstacles, and improve crosswalk signalization.

B. Findings on Mitigation Measures Within the Jurisdiction of the TJPA

The TJPA Board of Directors finds that all mitigation measures applicable to the TJPA, as shown in Exhibit 1, fall within TJPA jurisdiction and are appropriate for adoption and implementation. The TJPA further finds that these mitigation measures will reduce or avoid identified impacts of the Project to less than a significant level. Exhibit 1, attached hereto, is incorporated by reference into these Findings as if set forth herein. The measures include mitigation in the areas of safety and emergency services, noise-operations and construction, vibration-operations and construction, soils/geology, utilities, cultural and historic resources, hazardous materials during construction, pedestrian safety, pre-construction safety, general construction measures, air emissions, and visual/aesthetics during construction.

C. Findings on Adoption of a Mitigation Monitoring and Reporting Program

The TJPA Board of Directors finds that the Mitigation Monitoring and Reporting Program attached hereto as Exhibit 2 (the "Program"), is designed to ensure compliance during Project implementation. Exhibit 2 is incorporated by reference into these Findings as if set forth herein. The TJPA further finds that the Program presents measures that are appropriate and feasible for adoption and the Program should be adopted and implemented.

D. Location and Custodian of Record

The public hearing transcript, a copy of all letters regarding the Final EIS/EIR received during the public review period, the administrative record, and background documentation for the Final EIS/EIR are located at the Planning Department, 1660 Mission Street, San Francisco. The Planning Commission Secretary, Linda Avery, is the custodian of records for the Planning Department and Planning Commission. The TJPA Secretary, Roberta Boomer, is the custodian of records for the TJPA. The TJPA records are located at the TJPA offices at 201 Mission Street, Suite 1960, San Francisco.

VI. SIGNIFICANT ENVIRONMENTAL IMPACTS

The Project includes many aspects and features that reduce or eliminate environmental impacts, which could otherwise be significant. In particular, the mitigation measures described or referred to above would reduce to a level of insignificance impacts in the following areas, as described in the Final EIS/EIR sections: Wind Impacts (5.1.2), Displacements and Relocation (5.2), Noise and Vibration (5.8), Geology and Seismicity (5.9 and 5.21.17), Utilities (5.12), Historic and Cultural Resources (5.14 and 5.21.14), Hazardous Materials (5.15 and 5.21.15), Construction Air Quality (5.21.9), and Construction Noise and Vibration (5.21.10).

As outlined above some mitigation measures are within the jurisdiction of the JPB, the City or the Agency. If these mitigation measures are implemented then impacts will be less than significant; however, these entities have yet to act on the mitigation measures. Because the TJPA has no authority to impose such measures, there could be a significant environmental impact of the Project if these entities do not adopt the mitigation measures specified in the areas of wind, property acquisition/relocation, hazardous materials – operations, and pedestrian safety.

Furthermore, even under full implementation of all the mitigation measures described above in Article V, some significant unavoidable impacts remain in the areas of traffic and historic resources. These are described in more detail below.

1. Traffic

The Project would add substantial numbers of vehicles to some movements that determine overall traffic level-of-service (LOS) performance. Specifically, the Project would add vehicles to movements that represent a considerable contribution to the baseline plus Project traffic conditions and the Project would have an adverse impact on these intersections.

The Project's contribution to the following intersections would be considered adverse under 2020 cumulative conditions, and these are the same intersections that would experience adverse effects under the 2020 plus Project condition: (1) First/Market, (2) First/Mission, (3) First/Howard, (4) Fremont/Howard, (5) Beale/Howard, (6) Second/Folsom, and (7) Second/Bryant. For these intersections, the Project would add substantial numbers of vehicles to some movements that determine overall LOS performance. Therefore, the Project would add vehicles to those movements that would represent a considerable contribution to the cumulative conditions and the Project would have an adverse impact on these intersections.

The Terminal/Extension Project would also result in a substantial increase in vehicle trips to and from new development projects, particularly in the area bounded by Mission, Folsom, First and Main Streets. Along First and Howard Streets there is a high volume of traffic destined to the I-80/Bay Bridge on-ramp at First/Harrison and to the U.S. 101 southbound on-ramp at Fourth/Harrison (via Howard and Fourth Streets) to which the Terminal/Extension Project would contribute additional vehicles and result in increased congestion. Similarly, the planned modifications to the I-80 westbound off-ramp at Fremont Street would add a second leg that will provide access to Folsom Street and result in an increase in vehicles on Folsom Street. The combined increase in vehicles on Folsom Street due to the modified ramp and vehicle-trips generated by the Terminal/Extension Project would result in LOS E conditions at the intersection of The Embarcadero/Folsom Street.

In summary, the Project would result in adverse impacts at seven intersections under both the baseline plus project and cumulative conditions. Improvements at individual intersections may reduce localized congestion somewhat, but may not mitigate operating conditions to less than adverse levels. As a result of the constraints at downstream intersections and the I-80/U.S. 101 on-ramps and mainline, mitigation measures for the seven intersections have not been proposed, and the impacts associated with the Project would be considered adverse and unmitigable. Due to the lane geometry and other limiting factors (i.e. the lack of space to expand roadways in a highly developed downtown area) it is impossible to fully reduce these traffic impacts to a less than adverse level.

To help improve 2020 Cumulative operating conditions, the San Francisco Department of Parking and Traffic (DPT) may request sponsors of development projects in the South of Market area to contribute to the new Integrated Transportation Management System (ITMS) program. This program is a citywide real-time electronic transportation management system that would include the installation of various Intelligent Transportation System (ITS) infrastructure components to improve traffic circulation within the City. The program would monitor and manage traffic by receiving real-time information at a Traffic Management Center via closed circuit TV cameras. The South of Market area has been identified as the area within which the first phase of the system would be implemented.

The implementation of the ITMS program would improve overall traffic conditions and reduce traffic congestion in the City. Although the implementation of ITMS may not directly mitigate

the adverse impacts of the Project under 2020 Terminal/Extension Project conditions or 2020 Cumulative conditions, this program would result in overall traffic improvements and lessening of congestion, and would facilitate traffic circulation in the South of Market area.

2. Historic Impacts

Construction of a new Transbay Terminal and the Caltrain Downtown Extension would require demolition of properties listed in the National Register of Historic Places (NRHP), or properties that are individually eligible for listing or that are contributors to multi-component properties or districts that are or appear eligible for listing. These properties are described in Section 5.14 of the Final EIS/EIR.

The existing Transbay Terminal and associated bus ramps and approach structures would be demolished to construct the new Transbay Terminal component of the Project. These demolitions would constitute significant adverse effects under CEQA.

The Tunneling Option for the Townsend Street to Folsom Street segment of the Caltrain Downtown Extension would result in the demolition of three buildings that are either individually eligible or that are contributors to a historic district that is eligible. Also, three buildings that are contributors to the Second and Howard Historic District / New Montgomery – Second Street Conservation District that would not be demolished would be isolated from the remainder of the district. These effects would constitute a substantial adverse change. In general, projects that result in the substantial alteration or demolition of a recognized historic resource would be considered to have a significant effect on the environment.

While the Project would have significant adverse impacts to historic resources under CEQA, the Project also proposes a comprehensive program for mitigating the loss of historic buildings. This program as described in Exhibit 1 under the heading of Cultural Resources, is set forth in a Memorandum of Agreement among the Federal Transit Administration and California State Historic Preservation Officer and the TJPA. (This Memorandum also is included as Appendix G of the FEIS/FEIS in its entirety). The program includes documenting the historic buildings that must be demolished, working with interest groups to salvage and preserve elements of the demolished buildings for display to the public, integration of a historic interpretation center into the new terminal, and funding an exhibition describing the Transbay Terminal. In addition to this comprehensive documentation program, it should be emphasized that the Project option selected for tunneling demolishes only 3 historic buildings, ten fewer buildings than the cut and cover alternative option that was described and rejected in Article IV of these Findings.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS.

Notwithstanding the significant effects noted above, pursuant to CEQA Section 21081(b), the CEQA Guidelines Section 15093, and Chapter 31 of the San Francisco Administrative Code, the TJPA finds, after considering the Final EIS/EIR and based on substantial evidence in said document and as set forth herein, that specific overriding economic, legal, social, and other considerations outweigh the identified significant effects on the environment. In addition, the TJPA finds that those Project Alternatives rejected above are also rejected for the following specific economic, social, or other considerations, in and of themselves, in addition to the specific reasons discussed in Article IV above:

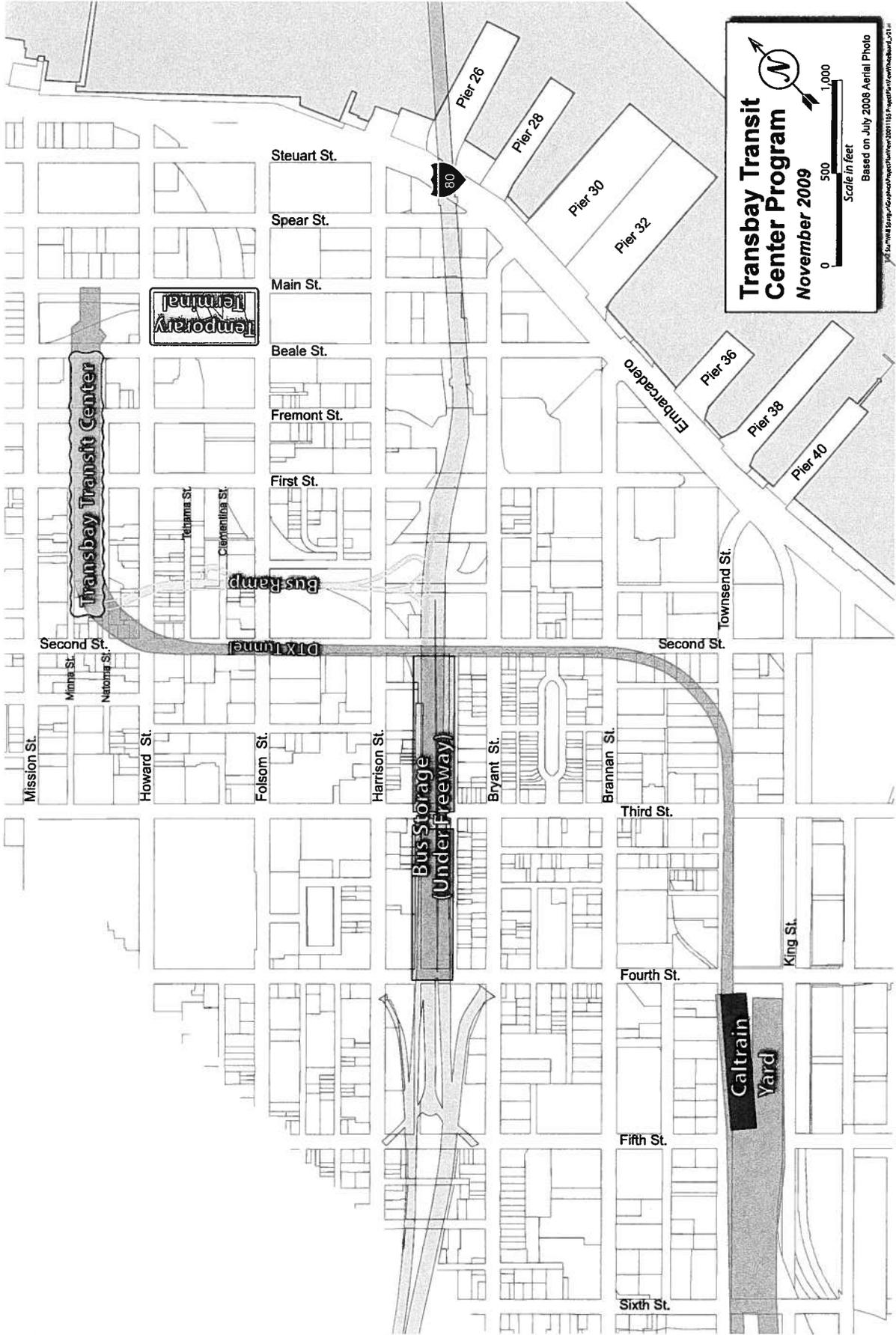
1. The Project will encourage more people throughout the Bay Area to use public transit by significantly improving access to transit through construction of an efficient and modern multi-modal transportation terminal in downtown San Francisco. Improving the bus and rail access into downtown San Francisco and providing a highly efficient transfer center for the various public transit operators will encourage more people to

use public transit, thus reducing transportation and air quality impacts of the expected future increases in private vehicle transportation demand.

2. The Project will provide an efficient, comfortable, attractive, and functional transit terminal designed to meet the future transit needs of the users of the San Francisco Municipal Railway, the Alameda-Contra Costa Transit District, the Golden Gate Bridge, Highway and Transportation District, Greyhound, Paratransit, SamTrans, Caltrain, High-Speed Rail and others. By making it more convenient and appealing to enter San Francisco by bus or rail and by facilitating the transfer between transit services, the Transbay Project will help reduce transit operating costs for these entities and for the public.
3. Regional transportation studies have indicated that travel in the Bay Bridge corridor will increase substantially by year 2025 and that, as a result, Transbay bus ridership could triple. It would not be possible for the existing terminal to meet this demand. The new Transbay Terminal has been laid out and arranged to ensure that the anticipated increase in bus patronage will be met.
4. Even in 1945, when 26 million passengers each year were using the Transbay Terminal and three separate passenger rail services were bringing train riders from the East Bay across the Bridge and directly into the Transbay Terminal, the Peninsula passenger trains terminated 1.5 miles to the south at 4th and Townsend. By extending Caltrain into the new Transbay Terminal in close proximity to the heart of the Financial District, the Transbay Terminal Project will close this rail gap. It is projected that extending Caltrain will result in an increase in ridership of at least 150% with an associated reduction in daily auto trips and improvement in air quality.
5. The Project fulfills the mandates of various local and State laws including San Francisco's Proposition H-Downtown Caltrain Station (November 1999), and Proposition K-San Francisco Transportation Sales Tax (November 2002), California Public Resources Code Section 5027.1 (a), and California Streets and Highways Code Sections 2704.04 (b) and 30914 (c).
6. The Project will improve local and regional transportation conditions and air quality by providing a variety of benefits, including 1) removing more than 8,000 daily auto trips from the Peninsula corridor roadways by 2020; 2) increasing annual high speed rail ridership by over 200,000 trips annually as a result of constructing a downtown terminal; 3) saving 7,200 person hours, including 5,700 person hours for Caltrain riders and 1,500 person hours for roadway travelers, which represents an approximate savings of \$20 Million based on Federal Transit Administration standards, and 4) reducing parking demand in the Transbay Terminal area.
7. The Project fulfills the mandates of San Francisco's Transit First Policy as set forth in San Francisco Charter Section 16.102.
8. The Project will significantly improve the ability to transfer between different transit systems by constructing a safe, convenient, and efficient terminal and possible underground pedestrian link to BART. This multi-modal linkage will make it easier to use transit for a large variety of destinations.
9. The Project is designed to accommodate the planned California High Speed Rail system thus allowing high speed rail service to be extended to downtown San Francisco directly from Los Angeles Union Station and ultimately connecting to a state-wide 700-mile system. It is projected that there will be between 7.8 and 17 million annual high speed rail boardings and alightings at the Transbay Terminal by 2020, making it by far the most highly used station in Northern California.

10. The Project will provide new seismically safe aerial ramps connecting the Transbay Terminal to the Bay Bridge/I-80 for transit buses, removing this vehicular traffic from downtown streets. Furthermore, the Project will reduce the aerial extent of these ramps, thus supporting redevelopment efforts in the surrounding neighborhood.
11. The Project will alleviate blight and encourage revitalization of the area surrounding the Transbay Terminal by replacing the existing terminal with a safe, modern, attractive, well-used, and efficient new terminal as well as reducing the area of aerial bus ramps serving the new terminal.
12. The new terminal will include shopping, restaurants, and services in the new terminal which are designed to appeal to public transit users, neighborhood residents, downtown workers, and others. Inclusion of these retail uses will help provide revenues for building operations.
13. The Project includes plans for redeveloping and dramatically improving the area around the Transbay Terminal and creating a vibrant mixed- use neighborhood which includes both market-rate and affordable housing. Residents, workers, and visitors to the area will have unequalled access to public transit thus encouraging them to use public transit for many trips.
14. The Project minimizes, to the extent feasible, impacts to historic resources. Where such impacts will occur, the Project includes historic documentation and exhibits designed to commemorate the historic buildings and structures.
15. The Project provides the public with a safe and functional building that complies with all building, accessibility, seismic, and life-safety code requirements. It includes code-compliant and energy efficient systems, provides access for the disabled to public spaces and work areas, and incorporates modern efficient internal circulation systems.
16. The Project will provide an all-night (24 hour transit) transbay passenger facility thereby serving the transportation needs of a larger segment of the workforce and expanding the range of potential users of the new facility.
17. The Project will build the first new major multi-modal rail and bus station in the United States in the last 70 years. Given the Project's location and powerful integrating characteristics, it is destined to become the most important transit center in the western part of North America.
18. The Project allows the City and TJPA to receive 20 acres of land from the State of California at no cost. Sale proceeds from these properties will be used to build a world class transit center for the City, region and State.
19. The Project, if adopted by the City, will provide a brand new San Francisco neighborhood with up to 4,700 new residential units (35% affordable) and modern urban design features where people can live, work, and play. The centerpiece to the neighborhood will be the new Transbay Terminal, a landmark signature building that will serve generations to come and serve to reinvigorate San Francisco's stature as a world-renowned destination.
20. The Project will provide thousands of person-years of construction work and in the process enhance the economic vitality of San Francisco.
21. The Project will be a model for resource efficient and environmentally responsive building techniques.

Having considered these Project benefits, including the benefits discussed in Article IV.A above, the TJPA finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.





Transbay Transit Center Program
November 2009
 Scale in feet
 0 500 1,000
 Based on July 2008 Aerial Photo

San Francisco Department of Public Works
 2009-11-10 10:10:10 AM
 http://www.sfdph.org/dph/ehp/ehp.htm

