

**Project Title: Transbay Terminal/Caltrain Downtown Ext: Ph. 2**  
**Project Summary for Air Quality Conformity Task Force Meeting**

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**Description**

- Project extends Caltrain from the existing terminus at Fourth and Townsend Street to a new underground terminus beneath the new Transbay Transit Center building located at First and Mission
- Assumed that the Caltrain extension will be via electrified propulsion
- Allows the potential for a terminal for the California High Speed rail
- Will result in **no increases** in diesel vehicles due to electrification of Caltrain and future California High Speed Rail.

**Background**

NEPA process for Downtown Extension is complete:

- o Record of Decision (ROD) was awarded by the Federal Railroad Administration on August 4, 2010 on the Final Environmental Impact Study/Report (FEIS/R) which identified all impacts associated with the Downtown Extension and the Transbay Terminal
- o Record of Decision (ROD) was awarded by the Federal Transit Administration on February 8, 2005 on the Final Environmental Impact Study/Report for the Transbay Terminal and Downtown Extension

Supplemental EIR/EIS currently underway on minor revision to the underground tunnel curvature and will conduct a re-evaluation of CEQA/NEPA impacts.

SEIR/SEIS is not anticipated to identify new impacts

**Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))**

*(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

Not a new or expanded highway project

*(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

No increase in diesel vehicles anticipated as part of this project

*(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location?*

- No increase in diesel vehicles anticipated as part of this project

*(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location?*

- No increase in diesel vehicles anticipated as part of this project

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

No state implementation plan for PM<sub>2.5</sub> (due by December 2012)

Therefore, not identified in plan as an area of potential violation

<b>RTIP ID#</b> <i>(required)</i> 22008				
<b>TIP ID#</b> <i>(required)</i> SF-050002				
<b>Air Quality Conformity Task Force Consideration Date</b>				
<p><b>Project Description</b> <i>(clearly describe project)</i>  Phase 2 of the Transbay Transit Center program is the extension of the Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the proposed new Transbay Transit Center building. It is assumed that the Caltrain extension will be via electrified propulsion and will not result in any increases in diesel emissions.</p> <p>Project includes preliminary engineering; environmental; planning, specifications, and estimate (PS&amp;E); and right-of-way phases of downtown extension (Phase 2a)</p> <p>For more information, see <a href="http://www.transbaycenter.org">www.transbaycenter.org</a>  For Environmental Documentation, see: <a href="http://transbaycenter.org/tjpa/documents/environmental-documents">http://transbaycenter.org/tjpa/documents/environmental-documents</a>.</p>				
<b>Type of Project:</b> Underground Rail Expansion				
<b>County</b> San Francisco	<i>Narrative Location/Route &amp; Postmiles</i>  <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b> Transbay Joint Powers Authority				
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<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	X <b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> FTA Record of Decision: 2/8/2005 and FRA ROD on 8/4/2010				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<i>Exempt</i>	<b>Section 6004 – Categorical Exemption</b>		<b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	08/2000	01/2012	11/2005	07/2013
<b>End</b>	02/2005	09/2013	12/2012	02/2019

**Project Purpose and Need (Summary):** *(please be brief)*

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 to accommodate service;
- Reduce non-transit vehicle usage; and
- Alleviate blight and revitalize the Transbay Terminal area.

The project is needed because the former Transbay Terminal, which was built in 1939, did not meet current seismic safety or space utilization standards. The need to modernize the Transbay Terminal provided 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.

The underlying need for the Caltrain Downtown Extension relates to one central issue: getting the trains as close as possible to where most riders want to go. Currently, Caltrain's San Francisco service terminates at Fourth and Townsend Streets – over one mile from the downtown core. The distance between the Fourth and Townsend Streets station and most downtown San Francisco job destinations is beyond walking distance for the majority of train riders and requires a transfer to the San Francisco Muni Metro light rail line or Muni bus service to complete the journey.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

The existing land use adjacent to the Transbay Transit Center is characterized by high density commercial and residential developments, which generate about 480,000 work trips daily with a 54% transit share.

Because transportation is the major contributor to  $O_3$ , increasing auto travel threatens the area's improvement in air quality. Growing congestion will add to the potential problems because of increased emissions of vehicles operating in stop-and-go traffic. Shifting commuters and other travelers to higher occupancy modes is highly desirable to restrain the growth in auto travel. A new multi-modal transit facility in the heart of San Francisco's employment center will serve this goal. Developing a transit-oriented mix of land uses in the vicinity of that multi-modal facility also supports this objective. Improved Caltrain service offers the greatest potential for increased high occupancy travel along the San Francisco Peninsula, particularly in southern San Mateo and Santa Clara counties, the areas with the most severe air quality problems in the corridor. Based upon projections of potential Caltrain use in 2020, over 8,000 daily auto trips would be removed from corridor roadways as a result of extending Caltrain service to a downtown San Francisco terminal.

**Brief summary of assumptions and methodology used for conducting analysis**

Future emissions from automobile traffic were projected to evaluate the effect of the Caltrain Downtown Extension, based on projected ridership, which is expected to be identical for both the Second-to-Mission and the Second-to-Main alternatives. The effect of the Caltrain Downtown Extension on regional emissions of pollutants was calculated based on the number of vehicle miles diverted from private automobiles and public buses to the electric-powered trains operating on the Downtown Extension. The proposed project is expected to produce a decrease in vehicle miles of travel (VMT), and would therefore result in a reduction of emissions associated with automobiles. Specifically, the total daily VMT in the region (under either the Second-to-Main or Second-to-Mission alternatives) would be about 260,000 less than under the No-Project Alternative, including a 3,668 reduction in bus VMT. This decrease would result in incremental regional reductions in the projected daily local emissions burden of some pollutants.

For more information, see FEIS, Chapter 5: Environmental Consequences and Mitigation Measures: [http://transbaycenter.org/uploads/2009/11/FEIS\\_Ch5\\_Part-I.pdf](http://transbaycenter.org/uploads/2009/11/FEIS_Ch5_Part-I.pdf)

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

NA

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

NA

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

NA

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

NA

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

Opening year for bus terminal is 2017 and opening year for DTX is 2019.

This project is for the PE and ROW for a future project (Phase 2b). However, bus arrivals for build and no-build are the same. No net increase in bus arrivals due to this project.

The Downtown Extension has no net increase in buses as compared to baseline.

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

Project is currently in design phase, anticipated to be completed in 9/2013.

No net increase in bus arrivals due to this project.

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

According to a ridership analysis conducted for the TJPA, the Downtown extension will save 15 to 60 minutes in travel time, compared to other transit and auto modes. Based upon projections of potential Caltrain use in 2020, over 8,000 daily auto trips would be removed from corridor roadways as a result of extending Caltrain service to a downtown San Francisco terminal.

Seven local intersections within the project area may experience more delay. However, all of the intersections are anticipated to operate worse than LOS D in the no-build scenario. Consequently, the project will only have a minor effect on congestion in the project area.

**Comments/Explanation/Details (please be brief)**

The proposed project is in a nonattainment area for federal PM<sub>2.5</sub> standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the EPA does not require hot spot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as a project of air quality concern (POAQC). Five types or categories of projects qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these five POAQC categories.

The project is not expected to cause or contribute to an exceedance of PM<sub>2.5</sub> air quality standards for the following reasons:

1. It is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)(i)).
2. The percentage of diesel vehicles at the project area would not increase as a result of this project. (40 CFR Section 93.123(b)(1)(ii)).
3. It is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)).
4. While the project is an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iv)) it would not result in any increase in buses or diesel vehicles congregating beyond what is anticipated in the no-build project studied in the environmental document.
5. There is no state implementation plan for PM<sub>2.5</sub>, and the project area is therefore not identified in an implementation plan as an area of potential violation (40 CFR Section 93.123(b)(1)(v)).

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hotspot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>2.5</sub> violation.