

**Third Addendum to the
Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project
Final Environmental Impact Statement/Environmental Impact Report
(SCH #95063004)**

INTRODUCTION

In April 2004, the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project FEIS/EIR (SCH #95063004) was certified by the City and County of San Francisco, the Peninsula Corridor Joint Powers Board, and the San Francisco Redevelopment Agency.

1. A first addendum to the FEIS/EIR (dated May 25, 2006) was adopted by the TJPA Board on June 2, 2006, pursuant to Section 15164 of the Guidelines implementing the California Environmental Quality Act (CEQA), Public Resources Code sections 21000 *et seq.*, describing modifications to the Transbay Transit Center design and construction staging and revisions to the Temporary Terminal site plan.
2. A second addendum to the FEIS/EIR, pursuant to the Guidelines, Section 15164, describing refinements to the Locally Preferred Alternative (hereinafter, RLPA) for the Caltrain Downtown Extension Project (DTX), including design provisions that are capable of allowing construction of a future Townsend/Embarcadero/Main loop track and delay in the timing of construction of tail tracks on Main Street pending the outcome of future rail planning studies to accommodate California High-Speed Rail. The second addendum was adopted by the TJPA Board on April 19, 2007.

DESCRIPTION OF THIRD ADDENDUM

This third addendum to the FEIS/EIR describes modifications to the acquisition of one private property identified in the Final EIS/EIR for acquisition. The property is required for construction staging and is identified in Figure 1.

546 Howard Street (Block 3721, Lot 16):

The property at 546 Howard Street, identified on page 5-22 of the Final EIS/EIR for partial acquisition, will be needed in its entirety for construction staging. As a result, the entire property would be acquired.

The property at 546 Howard is currently an undeveloped lot used for surface parking. The acquisition of the entire lot would remove more surface parking than would the partial property acquisition. The San Francisco Planning Code section 161(c), however, does not require the provision of off-street parking for any use in the downtown, in light of the compact and congested nature of the area. Moreover, the removal of surface parking is not considered a significant physical impact on the environment under CEQA. The full acquisition would not substantially change the severity or significance of the environmental

impacts disclosed in the Final EIS/EIR. Therefore, the acquisition of 546 Howard in its entirety would not require major revisions to the Final EIS/EIR due to new or substantially increased significant environmental effects because of substantial changes in the project, substantial changes with respect to the circumstances under which the RLPA would be undertaken, or significant new information.

The 546 Howard property is located immediately adjacent to the existing bus ramp connecting the Transbay Terminal building to the Bay Bridge. At the time that the FEIS/EIR was prepared, there was a one-story building on the property, which has since been demolished by the owner. The demolition permit was filed on November 9, 2001 (Permit Application No. 200111092798), a permit was issued on August 5, 2004, and final inspection of the demolition was approved on September 29, 2004. The FEIS/EIR Table 5.2-1 and Figure 5.2-3 identify the parcel for partial acquisition, stated as a "(f)ew feet from northeast corner of building." The partial acquisition was needed to support work in demolishing the existing bus ramp and for construction of the new facilities. Construction planning indicates that the full parcel is needed during demolition for placement of contractor equipment, such as cranes, to remove the structural members of the existing bus ramps. Following demolition of the existing bus ramp, the parcel is needed to serve as field offices, lay down areas and other construction-related staging uses required for construction of the new Transbay Transit Center.

Conclusion

The removal of surface parking that will occur with the acquisition of 546 Howard Street is not considered a significant environmental impact. The acquisition of this property would not substantially change the severity or significance of the environmental impacts disclosed in the FEIS/EIR.

Therefore, the acquisition of property described in this addendum would not require major revisions to the FEIS/EIR due to new or substantially increased significant environmental effects. Furthermore, there have been no substantial changes with respect to the circumstances under which these property acquisitions would be undertaken that would require major revisions of the FEIS/EIR due to new or substantially increased significant environmental effects; and there has been no discovery of new information of substantial importance that would trigger or require major revisions to the FEIS/EIR due to new or substantially increased significant environmental effects. Therefore, no subsequent or supplemental environmental impact report is required pursuant to CEQA Guidelines sections 15162 and 15163 prior to approval of the acquisition of property as described in this addendum.

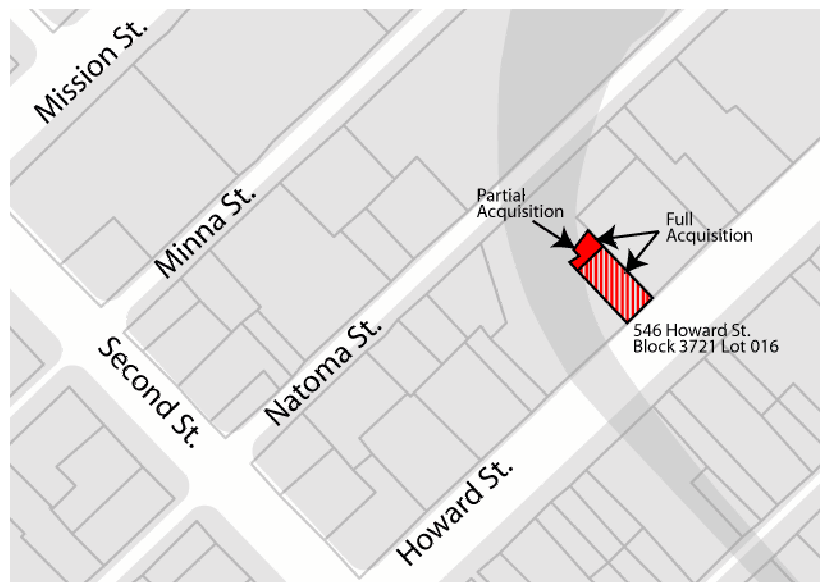


Figure 1 Location of 546 Howard Street, San Francisco, CA