

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

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. A first addendum to the FEIS/EIR (dated May 25, 2006) was adopted by the TJPA Board on June 2, 2006 pursuant to the Section 15164 of the Guidelines implementing the California Environmental Quality Act (CEQA), Public Resources Code sections 21000 *et seq.*² This document constitutes the second addendum to the FEIS/EIR pursuant to the Guidelines, Section 15164.

The proposed Refined LPA (RLPA) for the Caltrain Downtown Extension (DTX) Project (hereinafter, "DTX RLPA") (shown in Figure 1 attached hereto) consists of the following changes to the LPA:

- Two track lead on the surface and below ground leading to the DTX tunnel system to just before the Fourth and Townsend Streets underground station;
- Three tracks beginning at the Fourth and Townsend Streets underground station and continuing to the throat section approaching the Transbay Transit Center where the three track system splays out to six tracks to accommodate the six platform berthing locations within the station;
- At-grade rail car storage within the existing Caltrain rail storage yard rather than underground storage, which would reduce the amount of underground construction associated with the project and would not significantly change the existing use of the rail storage area;
- Design provisions to allow for a future connection to the cut and cover tunnel on Townsend Street that will facilitate construction of future system capacity for both Caltrain and High Speed Rail (HSR), and will be capable of accommodating the construction of a future Townsend Street/Embarcadero/Main Street loop with minimal disruption to ongoing rail service; and
- Delay in construction of the tail tracks, pending the outcome of future planning studies related to accommodating HSR and optimizing concurrent Caltrain and HSR operations, which would reduce the amount of underground construction within the project footprint analyzed in the FEIS/EIR at this time.

All of the changes proposed in the DTX RLPA would consist of a reduction in the size of various elements of the DTX project or rearrangement of uses within the project area previously analyzed in the FEIS/EIR, and would not change the magnitude of the environmental impacts disclosed in the FEIS/EIR. As described in the FEIR/EIS, Table 5.20-3, Pg 5-163, the approved LPA includes cut and cover construction along Townsend Street between Fourth and Fifth Streets up to Second Street.

² The CEQA Guidelines are found at California Code of Regulations, title 14, sections 15000 *et seq.*

Therefore, the DTX RLPA 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 the DTX RLPA 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 prior to approval of the DTX RLPA.

Figure 1: Refined Locally Preferred Alternative (RLPA)

