**BACKGROUND: WHY THIS STUDY NOW - MAJOR PIECES OF NEW INFRASTRUCTURE PLANNED**

- **CALTRAIN ELECTRIFICATION**
- **HIGH-SPEED RAIL (HSR)**
- **DOWNTOWN RAIL EXTENSION (DTX)**

Transbay Transit Center (under construction Jan 2016)
Potential Grade-Separation of 16th Street

Potential Grade-Separation of Mission Bay Drive

Source: CHSRA, 2010
CHALLENGES THAT FACE SAN FRANCISCO

COORDINATE PARTNER EFFORTS

KNIT TOGETHER CITY FABRIC

IMPROVE LOCAL AND REGIONAL CONNECTIONS

CONSIDERATION OF BENEFITS/IMPACTS

OPPORTUNITIES FOR HOUSING, OPEN SPACE, AND JOBS
STUDY GOALS

- Understand and coordinate the projects holistically.
- Help shape the urban environment for the public’s benefit.
STUDY COMPONENTS
RAB STUDY COMPONENTS

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

3. RAILYARD RECONFIGURATION/RELOCATION

4. BOULEVARD I-280

5. OPPORTUNITIES FOR THE PUBLIC’S BENEFIT
Study Area
Each component has its own study area

1. Downtown Rail Extension (DTX) Alignment
2. Transbay Transit Center Loop
3. Railyard Reconfiguration/Relocation
4. Boulevard I-280
5. Opportunities for the Public’s Benefit
1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT — EXISTING

Source: TJPA, 2015
1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

OPTIONS FOR ALIGNMENT

A. Baseline: Existing Alignment Plus Environmentally Cleared DTX
   A.2 SubOption: Reduced 4th/King footprint

B. Tunnel Under Existing Alignment

C. Pennsylvania Avenue

D. Mission Bay (Third Street)
1. OPTIONS FOR DTX ALIGNMENT - SUMMARY

A. Baseline: Existing Alignment Plus Environmentally Cleared DTX
   A.2 SubOption: Reduced 4th/King Footprint

B. Tunnel Under Existing Alignment – removed from further consideration

C. Pennsylvania Avenue

D. Mission Bay (Third Street)
2. TRANSBAY TRANSIT CENTER LOOP

OPTIONS FOR TRANSBAY TRANSIT CENTER LOOP

1. Main Street  - *Caltrain only*

2. Spear Street  - *Caltrain only*

3. Steuart Street  - *Caltrain & HSR*

4. In the Bay  - *Caltrain & HSR*
2. Transbay Transit Center Loop - Summary

1. Main Street Caltrain only — removed from further consideration
2. Spear Street Caltrain only — removed from further consideration
3. Steuart Street Caltrain & HSR
4. In the Bay Caltrain & HSR
3. RAILYARD RECONFIGURATION/RELOCATION

PRELIMINARY OPTIONS

1. If maintenance, storage, and operations remained at 4th/King after electrification

2. If maintenance and storage were relocated, but operations remained at 4th/King after electrification

Source: Caltrain, 2013

- DTX alignment (in 2013)
- Minimum area needed for Caltrain use
- Available area for repurpose or other use
Assessing alternatives along the Caltrain alignment

Some options can accommodate HSR train storage/maintenance as well (co-located)

Increases non-revenue time (dead-head)
4. BOULEVARD I-280: EXISTING CONDITIONS

ONLY TWO CROSSINGS

1. MISSION BAY DR / 7TH STREET
2. 16TH STREET
4. BOULEVARD I-280: WHY WOULD WE TAKE DOWN A FREESTAY

THE EMBARCADERO

OCTAVIA BLVD
4. BOULEVARD I-280: SUMMARY

Continue to work with Caltrans, SFMTA, SFCTA on potential configurations

Configurations differ depending on other component elements
SUMMARY OF OPTIONS TO BE STUDIED IN PHASE II

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT
   - Three of the four alignments options moving forward
   - Removed the “Tunnel under Existing Alignment” option

2. TRANSBAY TRANSIT CENTER LOOP
   - Two of the four loop track options moving forward
   - Removed the Main Street and Spear Street options

3. RAILYARD RECONFIGURATION/RELOCATION
   - Continue to work with Caltrain and California High Speed Rail Authority (CHSRA) on possible reconfiguration/ relocation options

4. BOULEVARD I-280
   - Continue to work with Caltrans, San Francisco Municipal Transportation Agency (SFMTA), San Francisco County Transportation Agency (SFCTA) on traffic operations
OPPORTUNITIES TO SHAPE THE URBAN ENVIRONMENT FOR THE PUBLIC’S BENEFIT

RAILYARD (20+ ACRES)

ACTIVATE ADJACENT PARCELS

I-280 CORRIDOR (4+ ACRES)

NEW FUNDING OPPORTUNITIES
OUTREACH
WE NEED YOUR FEEDBACK

- **Submit your questions** or ask them at the tables
- **Answer our survey** provided to you tonight
- **Sign-in** to ensure we have your information for future meetings

We need your feedback.
COMMUNITY ENGAGEMENT — HOW CAN YOU PARTICIPATE?

**Phase I:**
**Preliminary Options Analysis**
- Attend public meeting
- Fill out survey
- Review handouts
- Check website for updates: [www.sf-planning.org/rab](http://www.sf-planning.org/rab)

*Completing Feb 2016*

**Phase II:**
**Preliminary Alternatives**
- Attend public and neighborhood meetings
- Creation of Citizen Advisory Group (CAG)
- Stay involved

*9-12 months*

**Phase III:**
**Preferred Alternative**

*12-18 months*

**Phase IV:**
**Environmental Clearance**

*18 months +*

**Phase V:**
**Implementation**
TIMELINE & NEXT STEPS

PHASE I – Preliminary Options Analysis
June 2014-Feb 2016

PHASE II – Alternatives Development
9-12 months

PHASE III – Preferred Alternative
12-18 months

PHASE IV – Environmental Phase
(could be semi-concurrent with Phase III)

PHASE V – Funding and Implementation

STAKEHOLDER BRIEFINGS UPON REQUEST

PUBLIC MEETING – Feb 2016
Preliminary Options Analysis
Public Input

PUBLIC MEETING – Anticipated Fall 2016
Draft Alternatives
Public Input

PUBLIC MEETING – Anticipated Winter 2016
Finalize Alternatives
Public Input

FOLLOW-ON PHASES

STAKEHOLDER BRIEFINGS UPON REQUEST

PUBLIC MEETINGS at key milestones
THANK YOU

www.sf-planning.org/rab

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