



**SFMTA** | Municipal Transportation Agency

November 17, 2010

Robert Doty, Manager – Peninsula Rail Program  
California High Speed Rail Authority  
925 L Street, 1425  
Sacramento, CA 95814

Re: California High-Speed Train San Francisco to San Jose Section Environmental  
Impact Report/Statement – Caltrain Bayshore Station

Dear Mr. Doty,

We have recently learned of California High-Speed Rail Authority (CHSRA) plans that may impact the Peninsula Corridor Joint Powers Board's Caltrain Bayshore Station and its planned role as the City's southeastern regional multi-modal transportation hub. As such we wish to establish design parameters to ensure the ability of the station to function as needed.

San Francisco considers the Bayshore Station area and its planned multi-modal connections to be essential regional transportation facilities that help fulfill a community driven strategic city goal: to transform its southeastern corner into highly-livable, transit-oriented neighborhoods. After years of planning and hundreds of community meetings, many of which were focused specifically on existing and future transportation needs of Southeast San Francisco, the City recently approved the development of more than 10,000 housing units and six million square feet of new employment at Candlestick Point and Hunters Point Shipyard under that vision for sustainable growth. The plans reflect a voter mandate expressed through Proposition G to improve the transportation connections in Southeast San Francisco. The City also recently adopted the Visitacion Valley/Schlage Lock Redevelopment Project to transform the former industrial site immediately adjacent to the Bayshore Station into a new mixed-use, transit-oriented neighborhood, with over 1,000 housing units. Altogether, the total potential growth near the Bayshore Station is more than 14,000 housing units and 13 million square feet of new commercial development.

Robust regional multi-modal transportation connections with supporting development around the rail station are integral to realizing the sustainable growth vision. The city

has committed itself and the development community to an ambitious program of transit improvements, including:

- Implementing a new Harney- Geneva Bus Rapid Transit (BRT) line that will connect the new developments to the Bayshore Caltrain Station and the Balboa Park BART Station,
- An extension of the SFMTA's T-Third Light Rail Transit (LRT) line to the Bayshore Caltrain Station, and
- Redesigning the Bayshore Station as a major multi-modal transportation hub, including Muni and SamTrans local bus lines, and public and private shuttle buses.

To identify a preferred design for the future Bayshore Station and its other transit connections, the San Francisco County Transportation Authority has been leading a multi-jurisdictional, regionally-funded effort in the Bayshore Intermodal Station Access Study in cooperation with agency partners on both sides of the county line. The Study has defined three alternatives for making a strong local-to-regional transit connection.

After careful analysis of the CHSRA Preliminary Alternatives Analysis report dated April 2010 we find that the preliminary plans for the HSR alignment and maintenance facility in the vicinity of the Bayshore Station directly conflict with Bayshore multi-modal transportation findings and the City's planned activities for this area. These include:

- Expansion of the existing Caltrain right-of-Way (ROW), including the creation of a new tunnel portal north of the existing Bayshore Station, would significantly impact the planned redevelopment of the Schlage Lock site, including necessary property acquisitions , commensurate reduction in development potential and public infrastructure (including open space), and would require reconfiguration of planned infrastructure and circulation patterns for the site.
- CHSRA is considering modifications to the Caltrain ROW near the current Bayshore Station, which we believe may conflict with the current Bayshore station platforms, and hinder future multi-modal connections - both vehicular and non-vehicular. In the case of bicycle connections, the rail line could either provide an effective linear route or without proper siting, the rail facilities could create serious barriers.
- The Alternatives Analysis identifies a single rail maintenance facility option on the Brisbane Baylands. The Port of San Francisco offered a potential maintenance yard site for consideration, but the CHSRA has removed it from consideration, stating that the Port's proposed site is too small and would increase maintenance costs. The Brisbane option includes service tracks that would take trains between the revenue tracks and the maintenance facility, that appear to conflict with the current Bayshore station platforms, the planned southern terminus of the SFMTA's T-Third line, future planned BRT and vehicular and bicycle access routes, which includes a potential extension of Geneva Avenue from its current terminus to the east side of Interstate 101.

While we remain strong supporters of the HSR project, the Bayshore Station and its planned connections must not be significantly compromised by future CHSRA proposals. We believe that there are opportunities to properly coordinate and integrate the various needs that exist along this corridor. Please incorporate the following into CHSRA's design efforts:

1. Expansion of the rail alignment, including creation of a new tunnel portal, outside of the current rail right-of-way north of the Bayshore Station should be kept to a minimum and CHSRA will need to work with the City to minimize impact and disruption to the planned public improvements and land use plans for the Schlage Lock redevelopment site.
2. Bayshore Station will need to remain within comfortable walking distance of San Francisco neighborhoods to the north, including the Schlage Lock site, Visitacion Valley, and Little Hollywood. We would object to any relocation of the station platforms beyond 500 feet from their current location given the high density of housing within a quarter mile of the station, the planned development, and the already-inconvenient access from these neighborhoods to the current station location. In addition, all connections to the station will need to be designed to accommodate pedestrian and bicycle movements and allow for adequate north-south and east-west connections for bicycle routes.
3. The future Harney Bus Rapid Transit (BRT) line will need to connect with the Bayshore Station's Caltrain platforms via a convenient transfer. Reasonable vehicular access from a future Geneva Avenue roadway extension cannot be precluded.
4. The planned southern terminus of the the SFMTA's T-Third line will need to connect seamlessly to the Bayshore Station, since it is intended to function as a key regional intermodal transfer station.

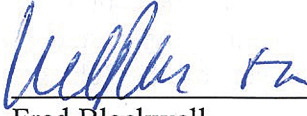
These four conditions are critical to the success of the south eastern multi-modal transportation hub and meeting San Francisco's vision for sustainable growth. In addition, the Port believes that its Pier 90-94 Backlands site could provide an excellent location for a maintenance and storage facility due to its close proximity to the Transbay Terminal, where southbound train trips will commence. While the site is smaller than the High-Speed Rail Authority envisioned for this facility, initial indications from the project engineers agree that an appropriate facility could be designed to fit the site.

We would be glad to meet with CHSRA staff and consultants, and our counterparts in Brisbane and San Mateo County as appropriate, to identify ways to meet CHSRA's needs while preserving the current and future functionality of the Bayshore Station.

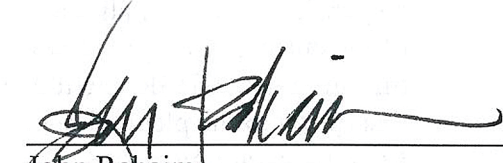
We will be contacting your staff to schedule such a meeting in the near future.

We look forward to the continuation of a cooperative and successful planning effort to integrate the local, regional and inter-city benefits of high-speed rail to California and the San Francisco peninsula.

Respectfully,



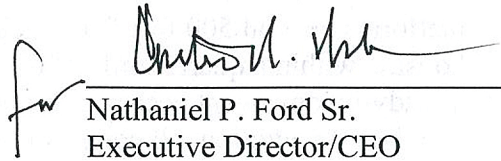
Fred Blackwell  
Executive Director  
SF Redevelopment Agency



John Rahaim  
Director  
SF Planning Department



Jose Luis Moscovich  
Executive Director  
SF County Transportation Authority



Nathaniel P. Ford Sr.  
Executive Director/CEO  
SF Municipal Transportation Agency

cc: Nancy Kirshner -- SF Mayor's Office  
Monique Moyer -- Port of SF  
Dominic Spaethling -- CHSRA  
John Litzinger -- CHSRA  
Claude Gratianne -- PRP  
Denise LaPointe -- CHSRA