

Adoption of the Pennsylvania Avenue Alignment as the Preliminary Preferred Alternative for the Approach to the DTX

Board Agenda Item 7



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

September 11, 2018

The RAB Study



- ▶ A multi-agency program studying transportation and land use alternatives in the southeast quadrant of San Francisco
- ▶ Comprised of five components, one of which is evaluation of various rail alignment options for the DTX
- ▶ Avoid at-grade crossings at 16th St and Mission Bay Drive
- ▶ On May 22nd the Planning Department presented the findings of the study to the SFCTA Board
- ▶ San Francisco agency staff, including the Transportation Authority, have identified the Pennsylvania alignment as the staff preliminary preferred alignment
- ▶ We are seeking the Board's adoption of the Pennsylvania alignment as the preliminary preferred alternative

Rail Alignments to Salesforce Transit Center



Pennsylvania Alignment Benefits



- ▶ Solves the significant traffic operation conflicts that currently exist at the at-grade intersections of 16th Street and Mission Bay Drive
- ▶ Unites Mission Bay with the City, removes barriers, maintains access and mobility for critical life-saving services, and avoids a long, deep trenching of streets to maintain east/west connections
- ▶ Provides an opportunity to reknit over one mile of the city east/west
- ▶ Provides for potential increased operational capacity via underground expansion of the 4th/Townsend station to allow for additional storage or staging opportunities for Caltrain
- ▶ Maximizes options for phasing the project: DTX first, Pennsylvania Avenue extension opening quickly thereafter subject to funding availability
- ▶ Could be built an estimated four years sooner and at a significantly lower cost than the 3rd Street alignment

Why Now



- ▶ One of the main reasons for delays in advancing the DTX has been the need to develop City consensus on the best below-grade rail alignment alternative to avoid two at-grade intersections
- ▶ This decision will allow the DTX to move forward on its own schedule
- ▶ This action will provide clear guidance to the TJPA, city agencies, funders, and other stakeholders, and will enable the project to be more competitive for discretionary funding



Public/Community Meetings attended



- Public Meeting (May 29, 2018)
- SFMTA Board
- Planning Commission
- TJPA Board
- Caltrain Board
- SFCTA Board
- Bayview CAC
- SF Transit Riders
- TJPA CAC
- Eastern Neighborhoods CAC
- Potrero Hill Boosters
- South Beach/Rincon/Mission Bay Neighborhood Assoc
- SF Chamber of Commerce
- Dogpatch Neighborhood Assoc
- SFMTA CAC
- Building Owners and Managers Assoc
- SF Ped Safety Board
- SFCTA CAC

Majority of the community meetings concurred with staff recommendation of Pennsylvania Avenue as the preliminary preferred alignment

Decision Today



- ▶ **Adoption of Preliminary Preferred Alternative**
 - ▶ **Staff Recommendation – Pennsylvania Avenue Alignment**
- ▶ **Pennsylvania Avenue does not preclude decisions in the future on other components (e.g., railyard, extension to the East Bay, etc.)**
- ▶ **Allows for continuation of work on Downtown Rail Extension (DTX) while preliminary design and environmental work is completed for Pennsylvania Avenue**
- ▶ **Full public process for all elements moving forward as part of separate efforts**
- ▶ **Will continue to work with city and regional partners on related projects (e.g., Caltrain electrification, DTX, High Speed Rail, Core Capacity, ConnectSF, etc.) to ensure all needs are met.**

Thank You



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