



RESOLUTION ADOPTING THE PENNSYLVANIA ALIGNMENT AS THE PRELIMINARY PREFERRED ALTERNATIVE FOR ACHIEVING GRADE SEPARATIONS AT THE INTERSECTIONS OF 16TH STREET/7TH STREET AND MISSION BAY DRIVE/7TH STREET ON THE SOUTHERN APPROACH TO THE DOWNTOWN RAIL EXTENSION (DTX) CONNECTING THE CALTRAIN ALIGNMENT TO THE SALESFORCE TRANSIT CENTER

WHEREAS, The Downtown Rail Extension (DTX) to a Rebuilt Transbay Transit Center is the largest project in the voter-approved Expenditure Plan for the Prop K half-cent transportation sales tax and will transform downtown San Francisco and regional transportation well into the future; and

WHEREAS, The project consists of three elements:

- Building a new transit terminal building;
- Extending commuter rail service 1.3 miles from its current terminus at Fourth and King streets to the new terminal, with accommodations for future high-speed rail; and
- Creating a transit-friendly neighborhood with 3,000 new homes (35 percent affordable) and mixed-use commercial development; and

WHEREAS, The new Salesforce Transit Center (Phase 1) is now open for use and the Transbay Joint Powers Authority (TJPA) is shifting its focus to the Downtown Rail Extension (Phase 2, also known as the DTX) to connect Caltrain and future California High Speed Rail service to the Salesforce Transit Center; and

WHEREAS, In order to support advancement of the DTX, the City needs to develop consensus on the best below-grade rail alignment alternative to avoid two at-grade DTX intersections at 16th Street/7th Street and Mission Bay Drive/7th Street that serve east/west traffic between Mission



Bay and the rest of the City; and

WHEREAS, In mid-2014, the San Francisco Planning Department initiated the Rail Alignment and Benefits Study (RAB), previously known as the Railyard Alternatives and I-280 Boulevard Feasibility Study, to gain better understanding of the transportation and land use changes at the state, regional, city, and neighborhood level impacting the southeast quadrant of the city; and

WHEREAS, One of the main purposes of the study was to address the need for the future Caltrain/High Speed Rail alignment to be below grade at 16th Street, a critical link for Muni's electric trolley line and the only continuous east-west arterial in the Mission Bay area; and

WHEREAS, While numerous possible alignments were reviewed and analyzed at some level, three alignments were finally selected for in-depth analysis; Future with Surface Rail, Pennsylvania Avenue Alignment and Mission Bay Alignment; and

WHEREAS, Based on considerable analysis of trade-offs including, but not limited to: cost, schedule, ridership, urban design, land use and value capture considerations, the RAB study recommends the Pennsylvania Avenue rail alignment as the preliminary preferred alignment alternative to achieve grade separation at 16th Street; and

WHEREAS, Transportation Authority staff concurs that the Pennsylvania Avenue rail alignment solves the significant traffic operation conflicts that currently exist at the 16th Street/7th Street at-grade intersection and the 7th Street/Mission Bay Drive at-grade intersection, provides for opportunity to reknit over 1 mile of the city east/west, provides for potential need for 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 and could be built an estimated 4 years sooner and at a significantly lower net cost than the 3rd Street alignment, pending a full funding plan; and

WHEREAS, the RAB Citizens Working Group also concurred with this recommendation;



and

WHEREAS, Establishing the Pennsylvania alignment as city policy is intended to provide clear guidance to the TJPA, city agencies, regional agencies, funders and other stakeholders for planning and project development purposes, and to enable the project to be more competitive for discretionary funding; and

WHEREAS, At its September 5, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and after substantial discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority expresses its strong support for connecting the Caltrain/future High Speed Rail alignment to the Transbay Transit Center by 2027, subject to funding availability, when the California High Speed Rail Authority expects to complete the Central Valley to San Francisco segment; and be it further

RESOLVED, That after careful consideration the Transportation Authority adopts the Pennsylvania Alignment as the preliminary preferred alternative for achieving grade separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the approach to the Downtown Rail Extension connecting the Caltrain alignment to the Salesforce Transit Center; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the TJPA and other relevant parties.

Attachment: Map of Pennsylvania Alignment



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of September 2018, by the following votes:

Ayes: Commissioners Brown, Cohen, Kim, Mandelman, Peskin, Ronen, Stefani and Tang (8)

Absent: Commissioners Fewer, Safai and Yee(3)

 9-26-18

Aaron Peskin
Chair

Date

ATTEST:

 9/27/18

Tilly Chang
Executive Director

Date

1

RAIL ALIGNMENTS TO SALESFORCE TRANSIT CENTER

