



## Memorandum

### AGENDA ITEM 9

**DATE:** October 20, 2021

**TO:** Transportation Authority Board

**FROM:** Rachel Hiatt - Acting Deputy Director for Planning  
Eric Cordoba - Deputy Director for Capital Projects

**SUBJECT:** 10/26/21 Board Meeting: Progress Update on the Caltrain 22<sup>nd</sup> Street Station Americans with Disabilities Act (ADA) Access Improvements Feasibility Study and the San Francisco Planning Department Southeast Rail Station Study

**RECOMMENDATION**    Information    Action

None. This is an information item.

**SUMMARY**

The Transportation Authority, Caltrain, and the City are collaborating on a program of planning studies and capital development for the Caltrain corridor within San Francisco. The Peninsula Corridor Electrification Project (PCEP) will fully electrify the railroad between San Francisco and San Jose by 2024. The Transportation Authority is one of six agencies working together to advance the Downtown Rail Extension (DTX) project. The DTX is planned to be in service by the early 2030s and will extend Caltrain and future California High-Speed Rail (HSR) into the Salesforce Transit Center. The Transportation Authority is currently leading pre-environmental planning studies for the Pennsylvania Avenue Extension (PAX), which will continue the DTX's tunneled alignment further south, to eliminate remaining at-grade rail crossings in the city. The PAX project could necessitate the reconstruction or relocation of the 22<sup>nd</sup> Street Station in the future. The San Francisco Planning Department is currently leading the Southeast Rail Station Study (SERSS), which is investigating options for future station locations in Southeast San Francisco, including a new station in the Bayview, to replace the Paul Avenue station which was closed in 2005. Caltrain is currently developing design concepts for ADA improvements at the existing 22<sup>nd</sup> Street Station, through the 22<sup>nd</sup> Street Station ADA Access Improvements Feasibility Study (22<sup>nd</sup> Street Station ADA Access Study). The Planning Department, Caltrain, and the Transportation Authority are co-hosting a two-round series of virtual public outreach meetings this fall to gather public input on these related efforts.

- Fund Allocation
- Fund Programming
- Policy/ Legislation
- Plan/Study
- Capital Project Oversight/ Delivery
- Budget/Finance
- Contract/ Agreement
- Other: \_\_\_\_\_



<p>The second round of public meetings will be held on November 4 and November 6. At the October 26 Transportation Authority Board meeting, staff from Caltrain and the Planning Department will present on the 22<sup>nd</sup> Street Station ADA Access Study and SERSS, respectively.</p>	
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**BACKGROUND**

Caltrain is one of the busiest commuter rail systems in the country, and demand is expected to grow in future years. Prior to the pandemic, Caltrain served more than 65,000 weekday passengers. There are several active projects and studies that will change the Caltrain corridor to support future growth, increase train service, and improve access to Caltrain in San Francisco.

An increase in Caltrain service and future high-speed rail service will bring more service to the corridor, improving connections between San Francisco, the South Bay, and Southern California. Adopted in 2019, the Caltrain Business Plan’s 2040 Service Vision includes increased service from five trains to eight trains per hour in each direction during peak periods. In the future, HSR will share the Caltrain corridor along the Peninsula, in a “blended” service configuration. With the introduction of HSR, there would be up to 12 trains per hour in each direction.

Caltrain is currently delivering PCEP, which will fully electrify the railroad between San Francisco and San Jose. PCEP is scheduled to be completed in 2024. Caltrain staff provided a status update on PCEP at the July 13, 2021, meeting of the Transportation Authority Board.

The Transportation Authority is one of six agencies working together to prepare the DTX project for procurement and construction. The DTX will construct a new tunnel to extend Caltrain and future HSR from the current Caltrain terminus at 4<sup>th</sup> and King streets to the Salesforce Transit Center in downtown San Francisco. The DTX will also construct a new underground station at 4<sup>th</sup> and Townsend streets and fit out the existing underground train station box below the Transit Center. The DTX is led by the Transbay Joint Powers Authority (TJPA) and is planned to be in service in the early 2030s.

In 2018, the San Francisco Planning Department, in partnership with the Transportation Authority and other agencies, concluded the Railyard Alignment and Benefits (RAB) Study. The RAB Study established the City’s preferred alignment for the Caltrain/HSR corridor, with this alignment including the PAX tunnel that would extend south from the planned DTX alignment, beneath Seventh Street and Pennsylvania Avenue. PAX will eliminate conflicts between rail and other road users at the existing at-grade rail crossings at 16<sup>th</sup> Street and Mission Bay Drive. The Transportation Authority is currently leading pre-environmental phase planning and design studies of the PAX project. We provided a progress update at the Board’s June 8, 2021, meeting, and we plan to bring the final report of the current PAX study phase to the Board for approval in early 2022.



The PAX project may require the relocation or reconfiguration of the existing 22<sup>nd</sup> Street Caltrain Station. The San Francisco Planning Department is currently leading SERSS, to examine potential locations for rail stations within San Francisco between 4<sup>th</sup> and King/Townsend and Bayshore Station.

The 22<sup>nd</sup> Street Station is served by 84 weekday trains and, prior to the pandemic, had approximately 1,900 daily riders - placing the station among the top ten Caltrain stations by ridership. Currently, the station can only be accessed via stairs from 22<sup>nd</sup> Street and Iowa Street for southbound and northbound service, respectively. There are no ramps, elevators, or escalators to reach the platforms. Caltrain is currently leading the 22<sup>nd</sup> Street Station ADA Access Study, which has developed conceptual design alternatives for street-to-platform ADA improvements at the existing station. The alternatives identified in the Study could potentially be implemented in the near- to medium-term.

## **DISCUSSION**

At the October 26 Transportation Authority Board meeting, staff from Caltrain and the Planning Department will present on the 22<sup>nd</sup> Street Station ADA Access Study and SERSS, respectively.

**Caltrain 22<sup>nd</sup> Street Station ADA Access Study.** In November 2019, the Transportation Authority Board allocated \$350,000 in Prop K sales tax funds to Caltrain for the 22<sup>nd</sup> Street Station ADA Access Study.

The 22<sup>nd</sup> Street Station ADA Access Study has developed and evaluated alternative design concepts for providing an accessible street-to-platform connection for station users. Caltrain has conducted stakeholder outreach in the community and identified a draft recommended alternative, which will be presented to the Caltrain Board later this year. Caltrain will prepare a final report for the Study, which will be presented to the Transportation Authority Board for approval in early 2022. Following the conclusion of the Study, next steps in advancing the recommended alternative would include further design work, additional stakeholder outreach, and the development of a funding plan.

The Caltrain staff presentation regarding the 22<sup>nd</sup> Street Station ADA Access Study is provided as Attachment #1 to this memorandum.

**Southeast Rail Station Study.** In October 2018, the Transportation Authority allocated \$160,000 in Prop K sales tax funds to the San Francisco Planning Department to conduct a study of potential design concepts for reconfiguration or replacement of the existing 22<sup>nd</sup> Street Station. Prop K funds leveraged a Priority Development Area grant from the Metropolitan Transportation Commission (MTC). The Study's scope was subsequently expanded beyond the 22<sup>nd</sup> Street Station zone to include consideration of potential station locations between 4<sup>th</sup> and King/Townsend and Bayshore Station. As such, the initiative was re-named as SERSS and has examined potential station options both in the 22<sup>nd</sup> Street area and within the Bayview.



Depending on the eventual design and alignment of PAX alignment, the 22<sup>nd</sup> Street station could require re-design or replacement. Options for a new station in the vicinity of the current station include re-building a station at 22<sup>nd</sup> Street, a new underground station near Mariposa Street (within the PAX alignment), or a new above-grade station at Cesar Chavez Street.

SERSS is also prioritizing the restoration of Caltrain service to the Bayview. The Paul Avenue Caltrain Station was closed in 2005. A series of planning studies since that time has identified the priority for a new Caltrain station in the Bayview, with these previous studies generally focusing on a potential site at Oakdale Avenue. The Transportation Authority's Caltrain Oakdale Ridership Study, which was completed in 2014, established the ridership potential for a station at this location. There have been a number of subsequent changes to land uses and other factors, including the development of a new site for the Southeast Community Facility at Evans Avenue. In this context, SERSS is conducting an overall assessment of potential station locations in the Bayview, including Oakdale as well as Williams and Evans avenues. Key evaluation considerations include technical feasibility, ridership potential, land use context, multimodal access, cost, and other factors.

SERSS will be completed in early 2022, and the Study's final report will be presented to the Transportation Authority Board. We expect that SERSS will confirm the need for two Caltrain stations between 4<sup>th</sup> and Townsend and Bayshore. The Study will also recommend that detailed planning and design for a new station in the Bayview proceed in the immediate-term, independent of longer-term planning for the PAX project. A new at-grade Caltrain station in the Bayview has an estimated capital cost of approximately \$100 million. A funding plan will be prepared through the next phase of project development work.

The Planning Department staff presentation regarding SERSS is provided as Attachment #2 to this memorandum.

**Fall 2021 Public Outreach.** The Planning Department, Caltrain, and the Transportation Authority are collaborating on a series of virtual public outreach meetings to inform and engage the public on these related efforts. The primary focus of these meetings is the SERSS initiative, as information-sharing on the other concurrent efforts including PAX. The first round of public meetings was held earlier in October and focused on project background, purpose, and related studies. In-meeting Spanish and Cantonese translation was provided and utilized at the first round of workshops.

A second round of virtual workshops will be held on November 4 and November 6. The second round of meetings will focus on a review and discussion of the potential rail station locations, in order to hear community feedback and concerns. More information and registration for the upcoming outreach is available at [www.sfplanning.org/SERSS](http://www.sfplanning.org/SERSS).

## **CAC POSITION**

The CAC will be briefed on this item at its October 27, 2021, meeting.



## **FINANCIAL IMPACT**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1: Caltrain Presentation - 22<sup>nd</sup> Street Station ADA Access Study
- Attachment 2: Planning Department Presentation - Southeast Rail Station Study