AGENDA

1. RAB Study Overview & Review for Racial & Social Equity

2. Southeast Rail Station Study (SERSS)
   - Background
   - Station Alternatives
   - Outreach

3. 4th & King Railyards Planning
   - Interagency Working Group
   - Caltrain/Prologis Preliminary Business Case
## RAB Study Overview

<table>
<thead>
<tr>
<th>RAB Study Component</th>
<th>Current Implementation Efforts</th>
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<tbody>
<tr>
<td>1. Rail Alignment into the Salesforce Transit Center</td>
<td>Pennsylvania Avenue Extension + Southeast Rail Station Study</td>
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<td>2. Railyard Reconfiguration / Relocation</td>
<td>Railyards project</td>
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<tr>
<td>3. Urban Form and Land Use Considerations</td>
<td>Railyards project</td>
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<td>4. Transit Center Extension/Loop</td>
<td>Potential consideration by others</td>
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<td>5. Boulevard I-280</td>
<td>On hold</td>
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Following the passage of Commission Resolution No. 20738, staff conducted a review of the RAB Implementation work program.

Finding room for improvement, we:

1. Drafted equity evaluation memo to be issued for the RAB.

2. Amended the scope of the 22nd Street Station Location Study to include the new Bayview station concept.

3. Advocated successfully with Caltrain for pilot program for means-based fares for low-income riders and for permanent discount fare.
SOUTHEAST RAIL STATION STUDY (SERSS) UPDATE
POTENTIAL STATION LOCATIONS

22nd Street Zone – Station Options

Bayview – Station Options

MAP LEGEND

Station Options
Environmental Justice Communities

Median Household Income (2017 Dollars)

Half Mile from Station Zones

Area with high pollution burden (not included due to missing data / low population)

Environmental Justice Burden
- Top 30% of burdened areas
- Least Burdened
- Data not available

Median Household Income

Percent of Persons in Poverty

Half Mile from Station Zones

MARIPOSA STREET STATION

22ND STREET STATION

CESAR CHAVEZ STREET STATION

EVANS AVENUE STATION

OAKDALE AVENUE STATION

WILLIAMS AVENUE STATION

Median Household Income (2017 Dollars)

$0 $20,000 $40,000 $60,000 $80,000 $100,000 $120,000 $140,000 $160,000 $180,000

Percent of Persons in Poverty

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

MARIPOSA STREET ZONE

22ND STREET ZONE

CESAR CHAVEZ ZONE

EVANS AVENUE ZONE

OAKDALE AVENUE ZONE

WILLIAMS AVENUE ZONE

Median Household Income

2017 Dollars

$72,460 $77,913 $161,530 $113,980 $65,890 $63,880

Percent of Persons in Poverty

7% 11% 16% 18% 19% 17% 10%
IMPORTANT DATES & OUTREACH

OCTOBER
- 10/7 and 10/9 Public Workshops Round 1
- 10/20 Caltrain CAC
- 10/21 Planning Commission
- 10/26 TA Board
- 10/27 TA CAC

NOVEMBER
- 11/4 and 11/6 Public Workshops Round 2
In 2019, 4th & King accounted for 20% of Caltrain’s weekday ridership.

Caltrain’s 2040 Service Vision: 180,000 riders/day, 8 trains per peak hour in each direction.

High-Speed Rail: 4 trains per peak hour in each direction.

Central Subway adjacent on 4th Street.

Downtown Extension adjacent on Townsend Street, connects to Salesforce Transit Center.

Pennsylvania Avenue extension (PAX), via 7th Street and Pennsylvania Ave.

Multiple freeway ramps.

Caltrain corridor electrification under way.
LAND USE CONTEXT

- 19-acre site with active rail operations
- Railyards is a physical barrier
- Central SoMa plan: 8,800 units & 32,000 jobs
- Complex subsurface conditions: brownfield, landfill, utilities
- Future 5th Street bike/ped connection across Mission Creek
- Proximity to major event destinations
- Sea Level Rise inundation zone; action planning underway

Photo source: Sergio Ruiz
LAND USE DECISION MAKERS

Permanent Operating Easement

Property Owner

Land Use Approvals
## Coordinating Projects Across Agencies

### Timeline of Work

<table>
<thead>
<tr>
<th>Project Description</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025+</th>
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<tr>
<td>Caltrain 2040 Service Vision</td>
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<td>Southeast Rail Station Study</td>
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<td><strong>Caltrain Preliminary Business Case</strong></td>
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<td><strong>Railyards Project Plan</strong></td>
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<td>Pennsylvania Ave Extension (PAX)</td>
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<td>Downtown Rail Extension (DTX)</td>
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<td>California High Speed Rail (HSR)</td>
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PRELIMINARY BUSINESS CASE
Led by Caltrain and Prologis

- International best practice focused on evidence-based decision making
- Focused on rail, transportation, and community needs
- Facilitates decision-making for complex issues
- Complete legal and economic analysis
- Supports San Francisco Development Agreement process
**RAILYARDS: KEY TAKEAWAYS**

1. **Major transportation projects are gaining momentum**
   - **Currently underway** - Caltrain electrification
   - 2022 - Central Subway opens
   - 2022 - High-speed rail releases Northern CA final environmental documents
   - 2023 - DTX goal for federal grant

2. **This is a generational opportunity**
   to address transit inequities, station resilience, and fund community benefits through vertical development

3. **We are working together like never before**
   multiple formal agreements between agencies to align goals and coordinate community engagement

4. **The Preliminary Business Case process will prioritize transportation needs**
   at 4th & King, in order to maximize public benefits that follow

5. **Public engagement will begin in 2022**
THANK YOU
QUESTIONS OR COMMENTS?

www.sfplanning.org/RAB
www.sfplanning.org/SERSS

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