



Planning Department

Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB)



The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency program studying transportation and land use alternatives, focussing around the Mission Bay area but affecting the City as a whole.

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Background

The study builds on the past work of Caltrans, California High Speed Rail Authority (CHSRA), Transbay Joint Powers Authority (TJPA), Caltrain, and the Planning Department, including the Transbay Transit Center project (under construction and scheduled to open in late 2017), the 4th & King Street Railyards Study, and the Caltrain North Terminal Feasibility Assessment.

According to Bay Area regional sustainable growth plan Plan Bay Area , San Francisco is anticipated to grow by over 200,000 residents, 93,000 housing units, and close to 200,000 jobs by 2040. This study will seek the best ways to integrate the proposed transportation developments in the City, in addition to determining alternative housing and office space to support this projected growth.

The study has the following goals:

- ▶ Aid the City in supporting the efforts of Caltrans, Caltrain, High Speed Rail (HSR), TJPA, and other agencies.
- ▶ Determine the best methods of construction for various projects
- ▶ Coordinate efforts to improve the urban environment in the area
- ▶ Create an opportunity to understand the potential for increased housing and job growth
- ▶ Better understand the area impacts as a whole rather than project by project
- ▶ Prepare for High Speed Rail to come to San Francisco

- Determine the cost and potential revenue sources of the various projects

Five Components

The RAB is made up of five distinct components, each with its own study area and will include an analysis of the potential to:

- Replace the elevated portion of I-280 north of Mariposa or 16th Street with a surface boulevard, similar to the Embarcadero or Octavia Boulevard, including improved circulation and connections throughout the area
- Verify and/or potentially modify the proposed Downtown Rail Extension (DTX) (e.g. alignment, construction methods)
- Create a Loop Track out of east side of Transbay Transit Center (TTC)
- Reconfigure and/or relocate portions of the 4th/King Railyard storage and maintenance functions (service to the 4th/King Railyard area will remain)
- Create opportunities for new public spaces, housing and jobs at the Railyard and along the freeway/rail alignment between Townsend and Mariposa, including the potential to raise additional revenue to realize the transportation infrastructure.



Click on image for larger map.

Schedule

The study is divided in two phases:

Phase I: Technical Feasibility Assessment

Phase I will include a technical feasibility assessment of existing work and options studied to date for each of the five components. Phase I began in June 2014 and is anticipated to be completed by March 2015.

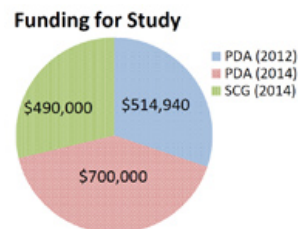
Phase II: Alternatives Development

Phase II will focus on the development of alternatives and producing a matrix to understand what each potential option for each component affects the other components as well as overarching goals of traffic, cost, accessibility, etc. Essentially it is being completed to fully understand the pros and cons of the planned and potential projects in the area as a whole and not on a project by project basis. Phase II is anticipated to be completed by June 2016.

A detailed programmatic schedule is under development and will be posted as soon as it is available.

Funding

Currently the study has received three grants totaling approximately \$1.7 million to fund the work. (1) A Priority Development Area Grant (PDA) in the amount of \$514,940 was awarded in October 2012 from the Metropolitan Transportation Commission (MTC) through Federal Surface Transportation Program (STP) funds to fund Phase I. (2) A follow-on PDA grant from MTC in the amount of \$700,000 was awarded in June 2014 to fund Phase II. (3) A Sustainable Community Planning Grant (SCP) in the amount of \$490,000 was awarded in June 2014 from the Sustainable Growth Council (SGC) to aid in funding Phase II.



Agency Coordination

While the City and County of San Francisco is conducting the study, the stakeholders include:

- Metropolitan Transportation Commission (MTC)
- Caltrans
- California High Speed Rail Authority (CHSRA)
- Caltrain
- Transbay Joint Powers Authority (TJPA)
- Federal Transit Administration (FTA)
- Federal Railroad Administration (FRA)

and various City and County Departments including: San Francisco Planning Department, San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (MTA), San Francisco Department of Public Works (DPW), San Francisco Office of Community Investment and Infrastructure (OCII), San Francisco Office of Economic and Workforce Development (OEWD), and San Francisco Mayor's Office.

The San Francisco Planning Department has also contracted with international engineering firm CH2M Hill to aid the City in this effort.

Contact

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This project is funded in part by two grants from the Priority Development Area (PDA) program of the Metropolitan Transportation Commission and a Sustainable Community Planning Grant from the Sustainable Growth Council.

