

ISSUE 1 MAY 1995

On The Right Track

CALTRAIN SAN FRANCISCO DOWNTOWN STATION RELOCATION PROJECT

LETTER FROM THE JOINT POWERS BOARD CHAIR

Welcome to *On the Right Track*, the official newsletter of the CalTrain San Francisco Downtown Station Relocation Project. This publication provides updates on project developments and discusses the upcoming planning and environmental review process.

The extension of CalTrain into downtown San Francisco – where many riders want to go – would represent the single most important improvement to the CalTrain system. A downtown station would significantly boost CalTrain ridership and revenues, and strengthen links with other transit systems – BART, Muni, other bus systems, ferries, etc.

This proposed project is one of many strategies studied by the Peninsula Corridor Joint Powers Board. The JPB, comprised of representatives from San Francisco, San Mateo, and Santa Clara counties, was formed in 1987 to develop a plan for local operation of CalTrain when the state Department of Transportation ended its participation. On July 1, 1992, the JPB took over ownership and operation of CalTrain and extended service from San Jose south to Gilroy. Since its inception, the JPB has aggressively looked for ways to improve the quality of service. Its efforts to relocate the CalTrain terminal represents its commitment to meeting the needs of Bay Area travelers.

In the coming months, the proposed project will undergo technical and environmental analyses. As chair of the JPB, I invite all members of the community to participate in the evaluation process – public input will play an essential part in the many decisions ahead.

Sincerely yours,

Mike Nevin
Chair, Peninsula Corridor Joint Powers Board

CalTrain Downtown Station Project: Back on Track

For nearly a century, bringing passenger trains directly into downtown San Francisco has been the subject of scrutiny and debate. Recently, major strides have been taken to transform this idea into reality. In 1989, the Peninsula Corridor Joint Powers Board launched a campaign to extend CalTrain from its current location at Fourth and Townsend streets into the heart of downtown, the final destination for many of its riders. In the coming months, the JPB will prepare a Draft Environmental Impact Statement and Report (DEIS/DEIR) for this project, in accordance with federal and state laws.

The DEIS/DEIR, scheduled for public review in spring 1996, will build upon previous analyses of the CalTrain extension project. In 1991, the JPB studied three extension alternatives. Each involved constructing an underground station near the downtown area. These proposals did not receive approval from the Urban Mass Transportation Administration – now known as the Federal Transit Administration – which cited a lack of funding commitments.

The project was revived in late 1993 when the JPB joined with the Metropolitan Transportation Commission to identify ways to reduce project costs and to pinpoint federal, state, and local funds to finance a less costly alternative. This study evaluated nine project alternatives. Following public review,

two alternatives emerged as the most viable and are the focus of upcoming technical and environmental analyses.

In the first build alternative, an underground station would be constructed under Beale Street, between Market and Howard streets. There are three versions of this alternative, each differing slightly in alignment or type of propulsion (diesel, natural gas, or electric). In March 1994, this alternative was designated by the JPB as the Locally Preferred Alternative,

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Attend a Public Workshop!

(Same format and content for each meeting)

Wednesday, June 21 – San Francisco

11 am – 12 noon	Open House
12 noon – 1:30 pm	Presentation and Discussion

6:30 – 7:30 pm	Open House
7:30 – 9:00 pm	Presentation and Discussion

Golden Gate University
Auditorium B
536 Mission Street, San Francisco

Thursday, June 29 – San Carlos

7 – 8 pm	Open House
8 – 9:30 pm	Presentation and Discussion

SamTrans Headquarters
Bacciocco 2nd Floor Auditorium
1250 San Carlos Avenue, San Carlos

Special Needs

Please call the project hotline at (800) 818-TRAK 72 hours prior to the public workshops if you need help with translation and/or accessible services. Hearing impaired individuals may get meeting information by calling the California Relay Service and asking the TDD operator to call (800) 818-TRAK. The meeting facilities are wheelchair accessible.

Alternative Station Locations and Optional Alignments



Alternative 1 "No Build" Alternative

The CalTrain terminal would remain at its current location at Fourth and Townsend streets. Muni Metro light-rail service between the terminal and the downtown area would be implemented to assist CalTrain riders in reaching their destinations quickly and easily.

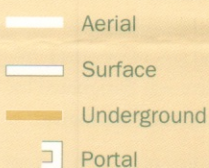


Alternative 2 Market/Beale streets Subway Station

CalTrain would be extended to an underground station at Market and Beale streets, with direct underground connection to BART and Muni Metro service at the Embarcadero Station. The alternative would consider the following alignments and locomotive power options:

In **Option A**, CalTrain would be routed on the surface of Townsend Street to Fourth Street, and then operate underground below Townsend, Embarcadero, and Beale streets to an underground station at Market and Beale streets. Should Townsend Street prove infeasible, King or Brannan streets would be considered. These options would be constructed using cut-and-cover techniques. Electrification of CalTrain from San Francisco to Gilroy is included in this option.

Option B is the same as Option A, except that existing diesel locomotives would be used (or



KEY TERMS

Portal where the train enters underground.

SUBWAY CONSTRUCTION TECHNIQUES

Cut and Cover underground excavation technique involving the process of digging a large trench, installing a concrete box structure, and covering the trench back up. All structures in the path of the cut-and-cover construction must be removed.

Mined Tunnel underground excavation technique consisting of conventional mining methods and equipment. Surface ground and structures would not be disturbed.

Bored Tunnel underground excavation technique using a special tunnel-boring machine with a large rotating cutting

head. Surface ground and structures would not be disturbed.

ALIGNMENT TYPES

At Grade railroad tracks at ground or street level.

Aerial railroad tracks above ground.

Subway railroad tracks below ground.

PROPULSION TYPES

Diesel locomotives powered by diesel engines that turn a generator, which produces electric power for the motors.

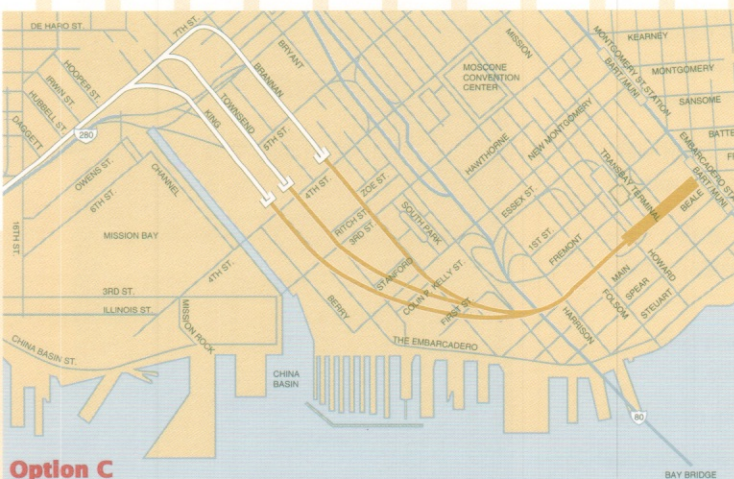
Liquefied Natural Gas locomotives powered by liquefied natural gas engines that turn a generator, which produces electric power for the motors.

Electric locomotives receive power from overhead electric lines called "catenaries."

The JPB Wants You to Get Involved!

Members of the public will receive many opportunities throughout the planning and environmental review process to learn about the proposed CalTrain downtown extension and to discuss key project issues.

In June, a series of **community workshops** and **one-on-one interviews** will be conducted to discuss the three proposed alternatives and the environmental issues associated with the project. The major concerns that emerge from these discussions



Alternative 2 continued

would be converted to liquefied natural gas). **Option C** is the same as Option A, except that this option would be constructed using a direct-mined or bored tunnel from Third and Townsend streets to Harrison and Beale streets, passing deep underneath a number of private properties in the South Beach/Rincon Hill area. From there, CalTrain would continue to Market and Beale streets, using cut and cover construction.

Alternative 3 Transbay Terminal Aerial Station

CalTrain would be routed on the surface and then underground along Townsend Street and Colin P. Kelly Jr./Essex streets to Folsom Street. From there, CalTrain would ascend on an aerial structure along Essex Street to the second level of the existing Transbay Terminal. Should Townsend Street prove infeasible, King or Brannan streets would be considered. Electrification of CalTrain from San Francisco to Gilroy is included in this alternative.

one-on-one
interviews

community
workshops

door-to-door
outreach

newsletter
series

public
hearing

mailing
list

project
hotline

will provide the focus of the DEIS/DEIR. In conjunction with these events, the JPB will begin a **door-to-door outreach** program to maintain personal contact with residents and businesses located along the project corridor.

Preliminary technical findings will be reported at a **community workshop** this October, with the presentation of preliminary environmental findings scheduled for March 1996.

Completion of the DEIS/DEIR is expected by April 1996, followed by a public review period. During this time, a **public hearing** will be held for individuals to voice their concerns. Following the review period, the JPB will either reaffirm the existing Locally Preferred Alternative or select a new one. Publication of the final EIS/EIR, which will address the public comments, is expected by the end of 1996.

Public workshops and meetings will be announced through the local media and in future editions of this **newsletter**. To receive *On the Right Track* and other project literature, individuals should add their names and addresses to the project **mailing list** using the enclosed insert.

Members of the public also can get involved by writing the JPB or calling the **project hotline** at 1-800-818-TRAK for additional information.

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meaning it will serve as the "proposed project" in the DEIS/DEIR.

In the second build alternative, CalTrain would be extended to an aerial station on the second level of the Transbay Terminal. Proponents believe this alternative would avoid the high costs of constructing an underground station. The City of San Francisco, however, has been considering relocating the Transbay Terminal and constructing a new facility on a nearby site between Beale and Main streets, south of Mission Street. As a result, the City has expressed preference for the LPA, which would not involve use of the Transbay Terminal. Nevertheless, the City also is studying reconstruction or rehabilitation of the Transbay Terminal at its current site.

Despite selecting an LPA, the JPB also indicated a willingness to explore the Transbay Terminal alternative as well as a "No Build" alternative, which would keep the CalTrain terminal at Fourth and Townsend streets (see inside for descriptions of the alternatives).

In the environmental analysis, impacts will be identified for both the construction period and the long-term operation of the extension. In addition, mitigation measures will be proposed to address potential adverse impacts.

For each alternative, the DEIS/DEIR will provide detailed analysis of issues such as:

- Environmental impacts (air quality, noise, vibration, water quality, geology, seismic, aesthetics);
- Social impacts (business disruptions, surrounding neighborhoods);
- Traffic, transit, and pedestrian circulation;
- Land use and economic development; and
- Impacts on parklands and historic buildings.

Public involvement will play an important role during the DEIS/DEIR development process. Beginning with the informational workshops on June 21 and June 29, community members will receive several opportunities to discuss the alternatives and other aspects of the proposed project (see inside for a full description of the public involvement process).

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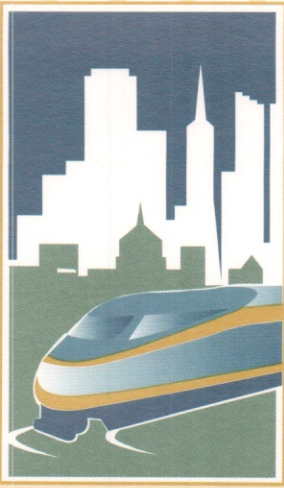
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You're Invited to a
Public Workshop
on June 21 or 29.

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On The Right Track

Mail Card

MAIL-IN COMMENT FORM — WE WANT TO HEAR FROM YOU!

Please check one:

☐ I would like to be on the mailing list to receive future issues of *On The Right Track* and meeting announcements.

(If there is a mailing sticker on this newsletter, you are already on the project mailing list.)

☐ I would like my name *removed* from the project mailing list.

Name: _____

Address: _____

City: _____

State: _____

Zip Code: _____

Please fold this card, add a stamp, and mail it to the address on the reverse. Thank you.

What do you perceive as the **most important issues** that should be addressed in the technical, financial, and environmental impact analyses for this proposed project?

Do you have any **other comments or ideas** that you would like to add?