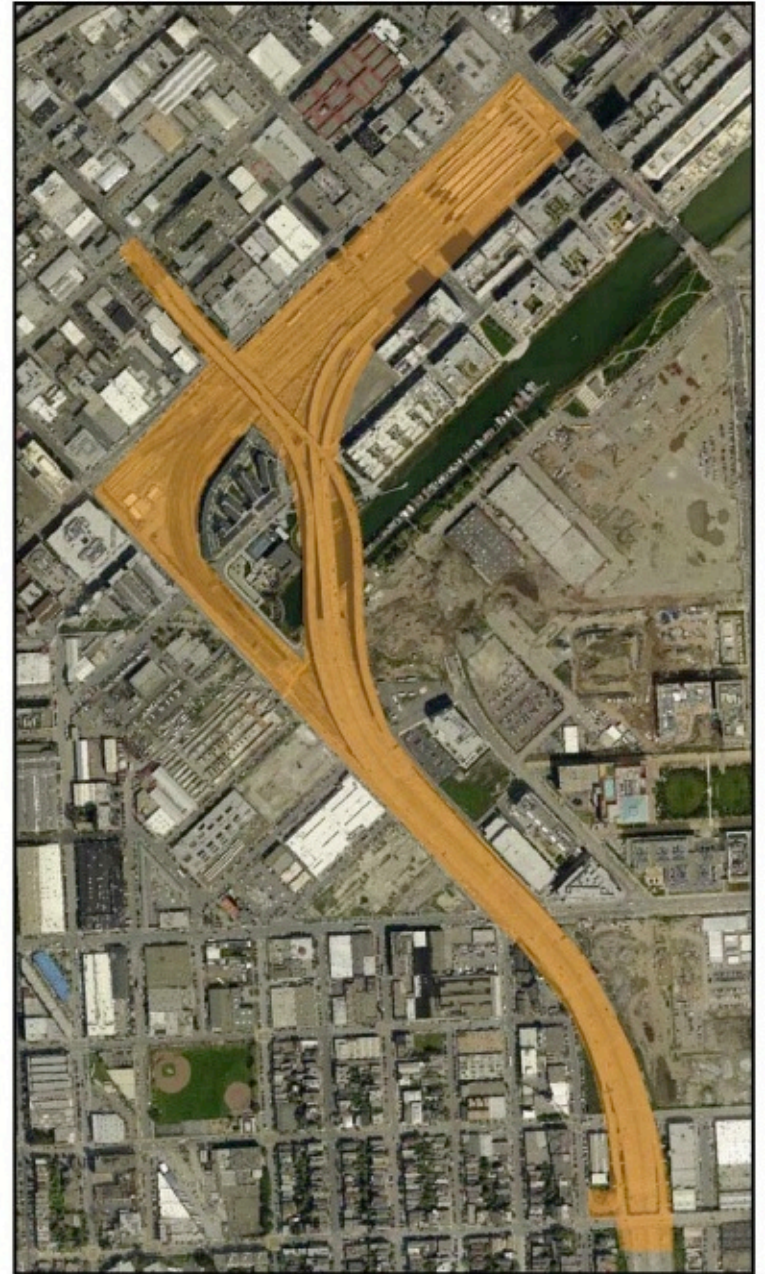


Re-envisioning I-280 and the Caltrain Corridor



January 10, 2013



Outline

1. Existing Conditions
2. Project Impetus
3. Grade Separation and Rail Alignments
4. Boulevard + Railyards Proposal
5. Financing Opportunities and Next Steps

Existing Conditions



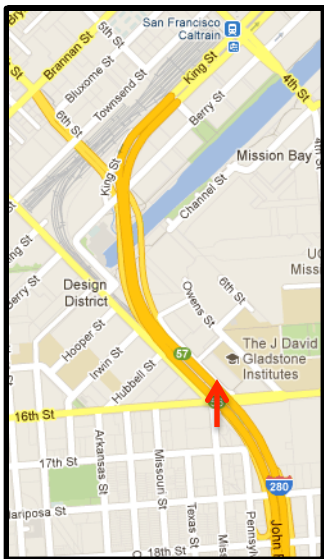
Existing Conditions

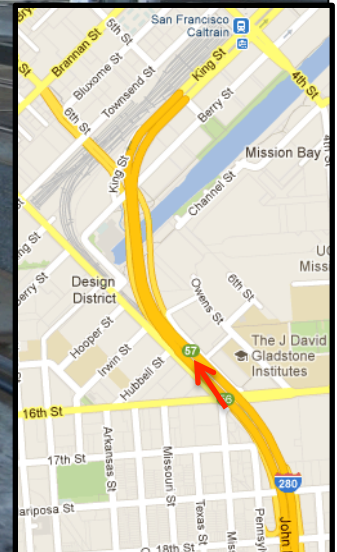
- Railyards and I-280 freeway consume 37 acres
- Noise, shadow, pollution
- 1.2-mile barrier separates Mission Bay from SoMa, Showplace Square and Potrero Hill
- Only two crossings



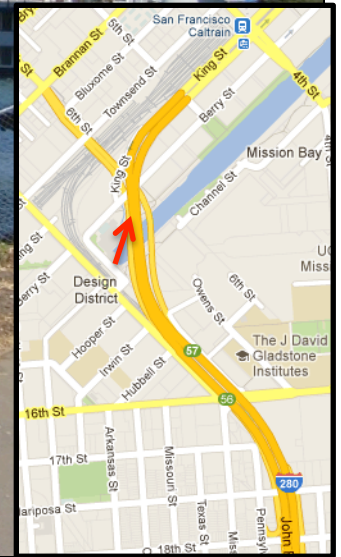




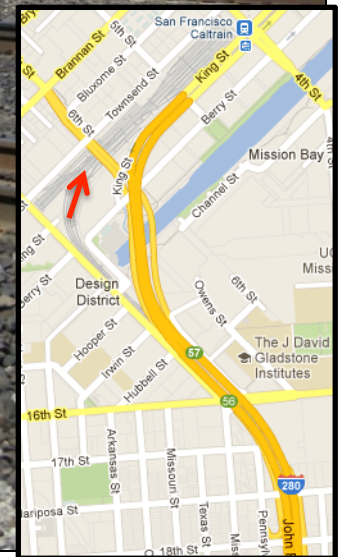


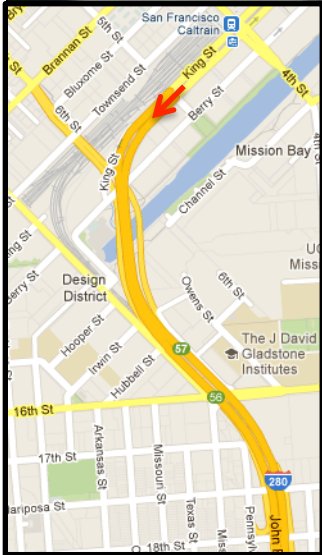


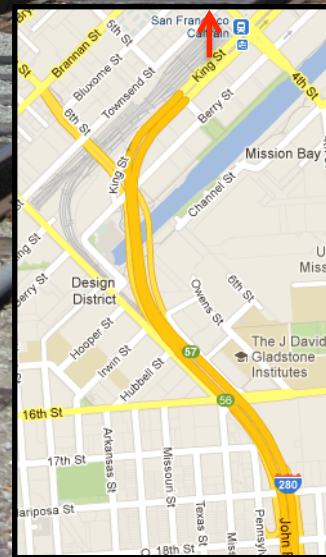












A photograph of a railway track under a bridge, with the text "PROJECT IMPETUS" overlaid in white. The image has a strong red color cast. The scene shows a long, straight railway track receding into the distance, flanked by concrete pillars supporting a bridge structure. The tracks are made of steel rails on a gravel bed. On the right side, there are railway signals and a crossing gate. The overall atmosphere is industrial and somewhat somber due to the red tint.

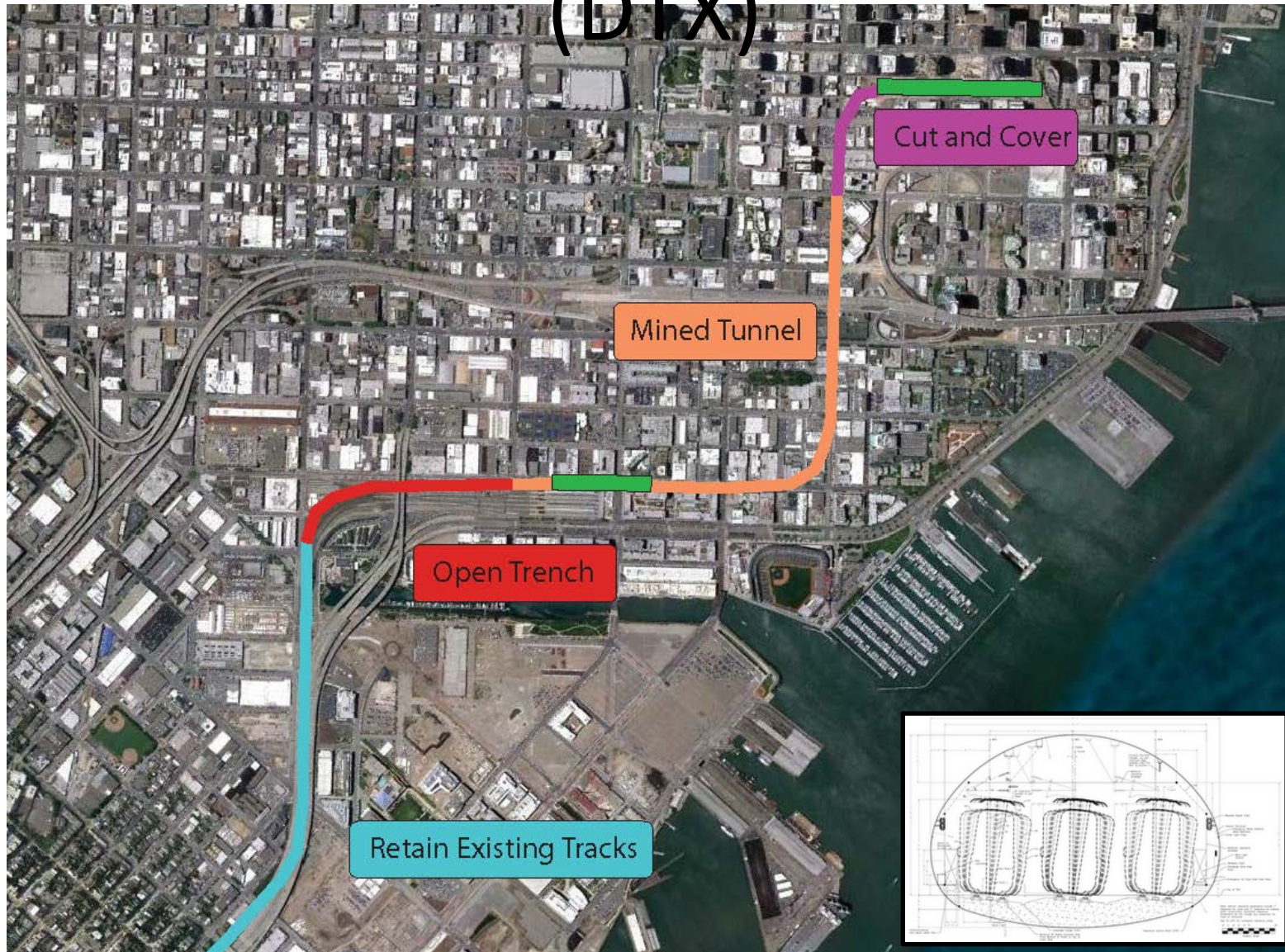
PROJECT IMPETUS

California High Speed Rail



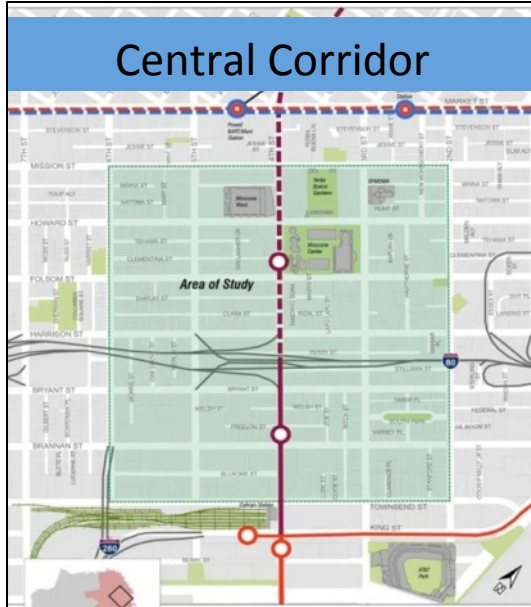
Source: CaHSRA

Caltrain Downtown Extension (DTX)



Land Use Plans

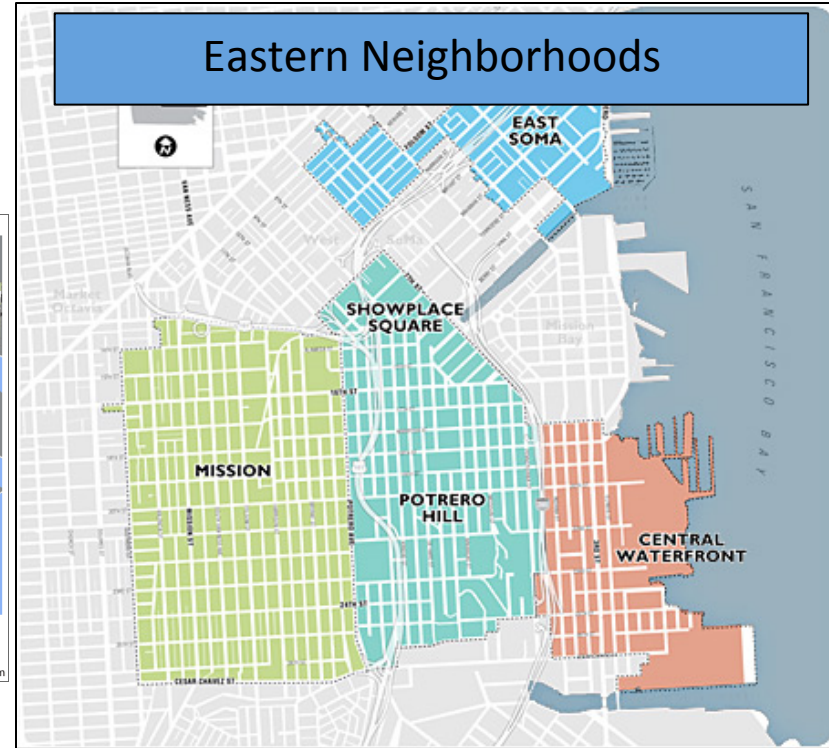
Central Corridor



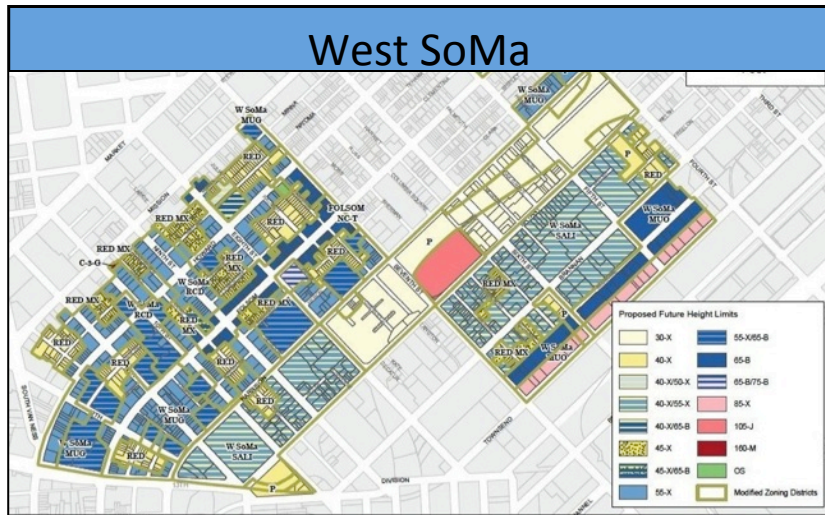
Mission Bay



Eastern Neighborhoods



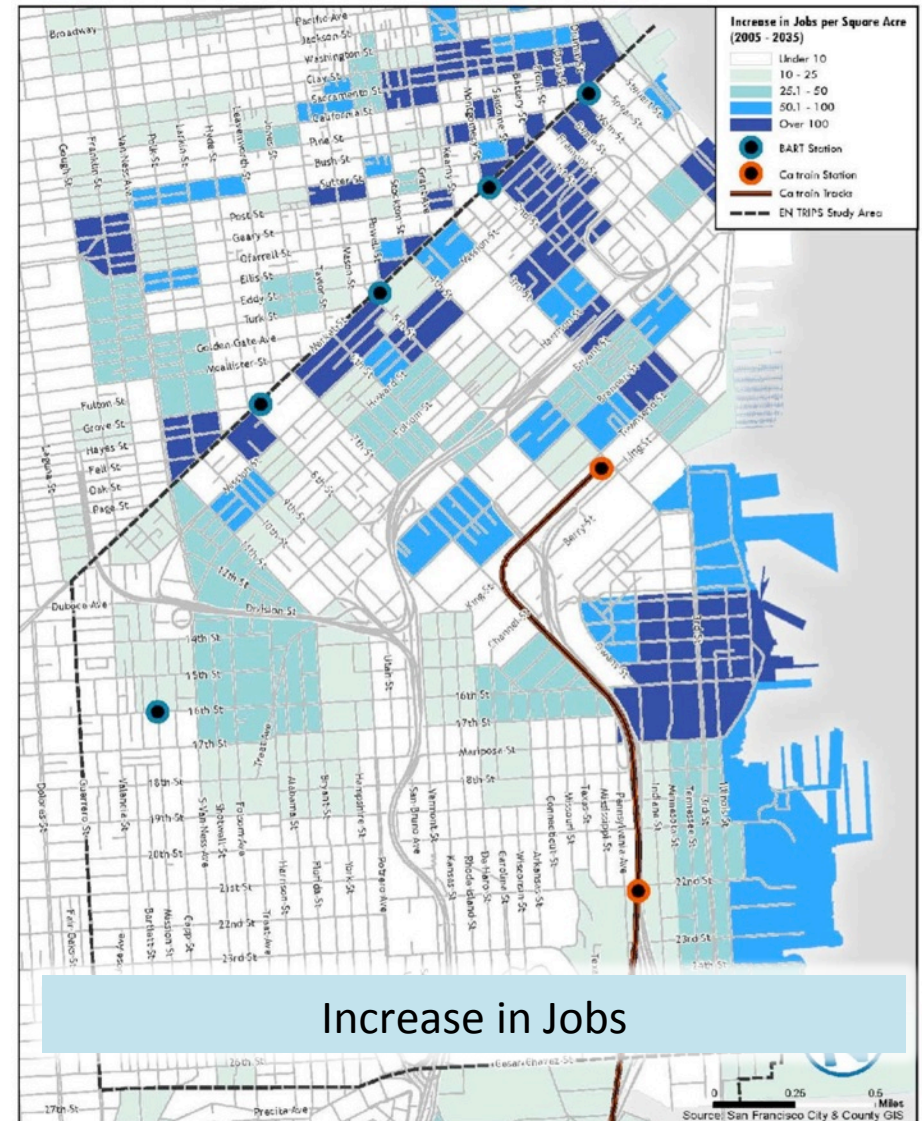
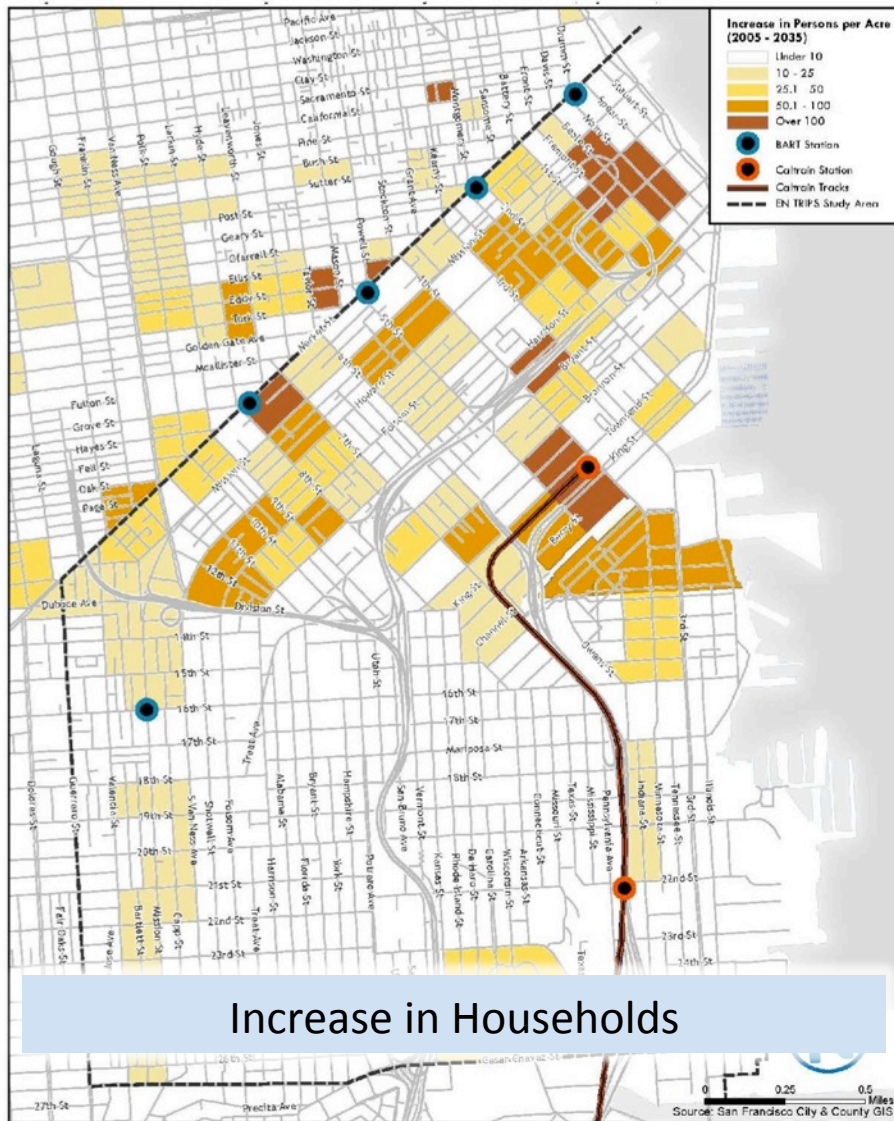
West SoMa



UCSF



Anticipated Growth through 2035



Source: EN TRIPS Final Study

Transportation Plans

