



Update on the Downtown Rail Extension

Transbay Transit Center

February 14, 2013

TJPA





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Agenda

- Purpose and Benefits of the Downtown Rail Extension
- Update on 2012 Activities
- Concepts for Infrastructure beyond the DTX
 - Grade Separation of 16th Street
 - Development of the Caltrain Yard
 - Removal of the 280 Freeway
- Conclusions



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Purpose & Benefits of the Downtown Rail Extension



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Purpose of the Transbay Program

To extend rail service from the
existing Caltrain alignment
to a new Transbay Transit Center
to support electrified Caltrain and
high speed rail service
at the earliest possible date



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Transbay Program is Shaping the Future of San Francisco

- “The proximity to the Transbay Terminal is attractive to us.”
 - Salesforce CEO George Hu, *Salesforce taking all of high-rise on Mission*, SF Chronicle 12/18/12
- *Developers jockey fiercely for Transbay site*
 - San Francisco Business Times, 1/11/13
- *Owners battling for San Francisco's Transbay site*
 - San Francisco Business Times, 2/8/13



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Transbay Program is Shaping the Future of San Francisco

- “San Francisco among the top seven cities worldwide.....the only city in the world where Jones Lang projects rent increases of more than 10 percent”
 - Rosemary Feenan, JLL international director of global research *Jones Lang: San Francisco Is a Global ‘Super City’, The Registry, 1/31/13*
- *Boston Properties Announces Acquisition of 535 Mission Street in San Francisco*
 - The Registry, 2/7/13



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Economic Benefits

Property Values: Transbay Program will increase surrounding property values by \$3.7 billion

Economic Growth: The construction of the Transit Center and the buildout of the surrounding neighborhood are projected to generate more than \$87 billion in Gross Regional Product and \$52 billion in personal income through 2030

Jobs: The Transbay Program will create more than 125,000 jobs



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Bringing Rail Service to Transbay

- Employment density
 - 180,000 jobs w/in ½ mile of TTC
- Housing density
 - More than 8,000 additional residential units will be constructed around the TTC under the Redevelopment Plan, Rincon Hill Plan, and TCDP
- Hotel capacity around Transbay
- Access to the new Warriors Arena
- DTX will increase Caltrain ridership into San Francisco by more than 50%
 - Reducing Vehicle Miles Traveled (VMT) by more than 300,000 miles each day



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2012 Update



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Blended System MOU

- Regional agreement to support implementation of high-speed rail using a blended system on the peninsula corridor with the terminus at the Transbay Transit Center
- Identifies projects needed to address safety, corridor capacity, operational efficiency, and connectivity for high-speed rail, Caltrain, and freight services:
 - Electrification
 - Advance Signal System (Positive Train Control)
 - DTX
 - San Jose Diridon Station
 - Millbrae Station at SFO
 - Upgrades and track modifications, including potential passing tracks and selected grade separations



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MOU Signatories

Transbay Joint Powers Authority

Metropolitan Transportation Commission

California High Speed Rail Authority

City and County of San Francisco

San Francisco County Transportation Authority

Peninsula Corridor Joint Powers Board

San Mateo County Transportation Authority

Santa Clara Valley Transportation Authority

City of San Jose



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MOU Benefits Relating to Downtown Rail Extension

- References MTC Resolution 3434, which includes the Downtown Rail Extension (DTX) as a regional priority for transit expansion.
- Reiterates the Transbay Transit Center as the northern terminus for the statewide high speed rail system utilizing a blended system.
- Commits Parties to work towards fully funding the DTX and other projects identified in MOU.
- ***Accompanied by designation of the DTX as a regional New Starts priority by MTC in draft Regional Transportation Plan (RTP).***



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Technical Coordination with Caltrain and CHSRA

- Coordination for FRA sign-off documents:
 - Caltrain approved Design Criteria Variance Requests for TTC trackwork
 - TJPA & CHSRA processing Design Variance Requests relating to OCS and platform/track geometry
- Coordinating with Caltrain Electrification environmental team and CHSRA
- Transit Center design team incorporating Caltrain and CHSRA systems requirements
- Provided input for Caltrain Blended System Corridor Capacity Assessment Study



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2012 Rail Team Activity

- Transit Center Design Coordination
 - Provided train system requirements for the rail levels of the Transit Center
 - Reviewed Transit Center Construction Document submittals
 - Supported Transit Center and tunnel Fire/Life/Safety reviews
- Updated preliminary engineering plans as appropriate
- Risk and Vulnerability Analysis (RVA)
 - RVA update looked at tunnel, ventilation/emergency egress structures, & 4th and Townsend station
 - Consulted with security team and participated in workshops
 - Reviewed draft Design Guidance Criteria and assessed impacts
- Participated in special studies, adjacent property coordination, external report reviews, etc.



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Transbay Supplemental EIS/EIR

- Contract awarded by TJPA Board in November
- Notice of Preparation to be issued in February
- Initiated to evaluate specific, limited changes arising out of the engineering of the DTX and reviews of the project with CHSRA and FRA
 - Increase in approach track radii
 - Trainbox Extension to Main Street
 - Ventilation/Emergency egress structures
- Funded by a grant from FTA only to evaluate these specific changes



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Concepts for Infrastructure Beyond the Downtown Rail Extension



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Concepts

- Grade separation of 16th Street
- Potential redevelopment of 4th and King Railyard
- Possible removal of 280 Freeway

Concepts only

- Not precluded by the Downtown Rail Extension or Caltrain Electrification
- Further planning and definition required before environmental evaluation of these concepts

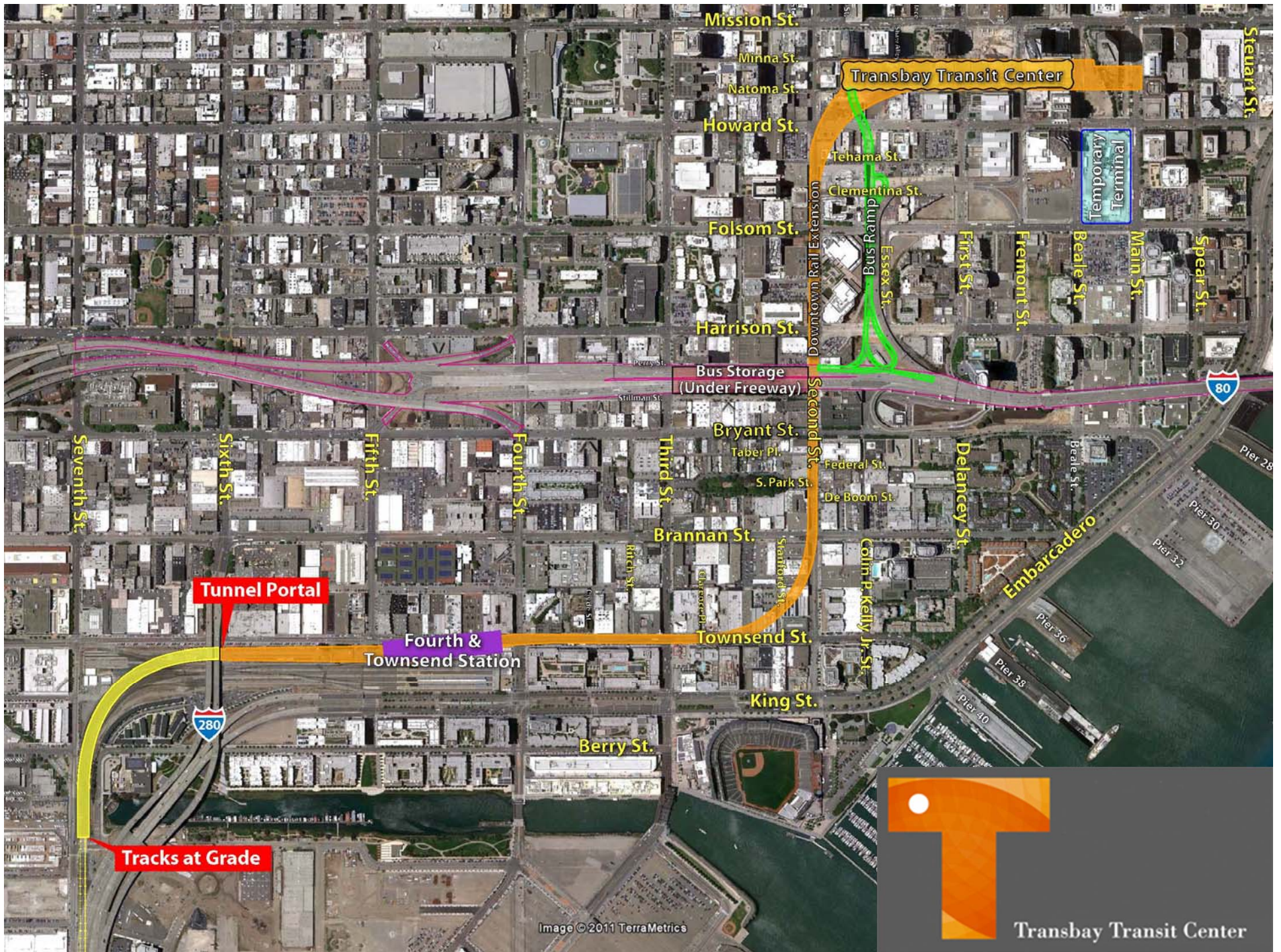
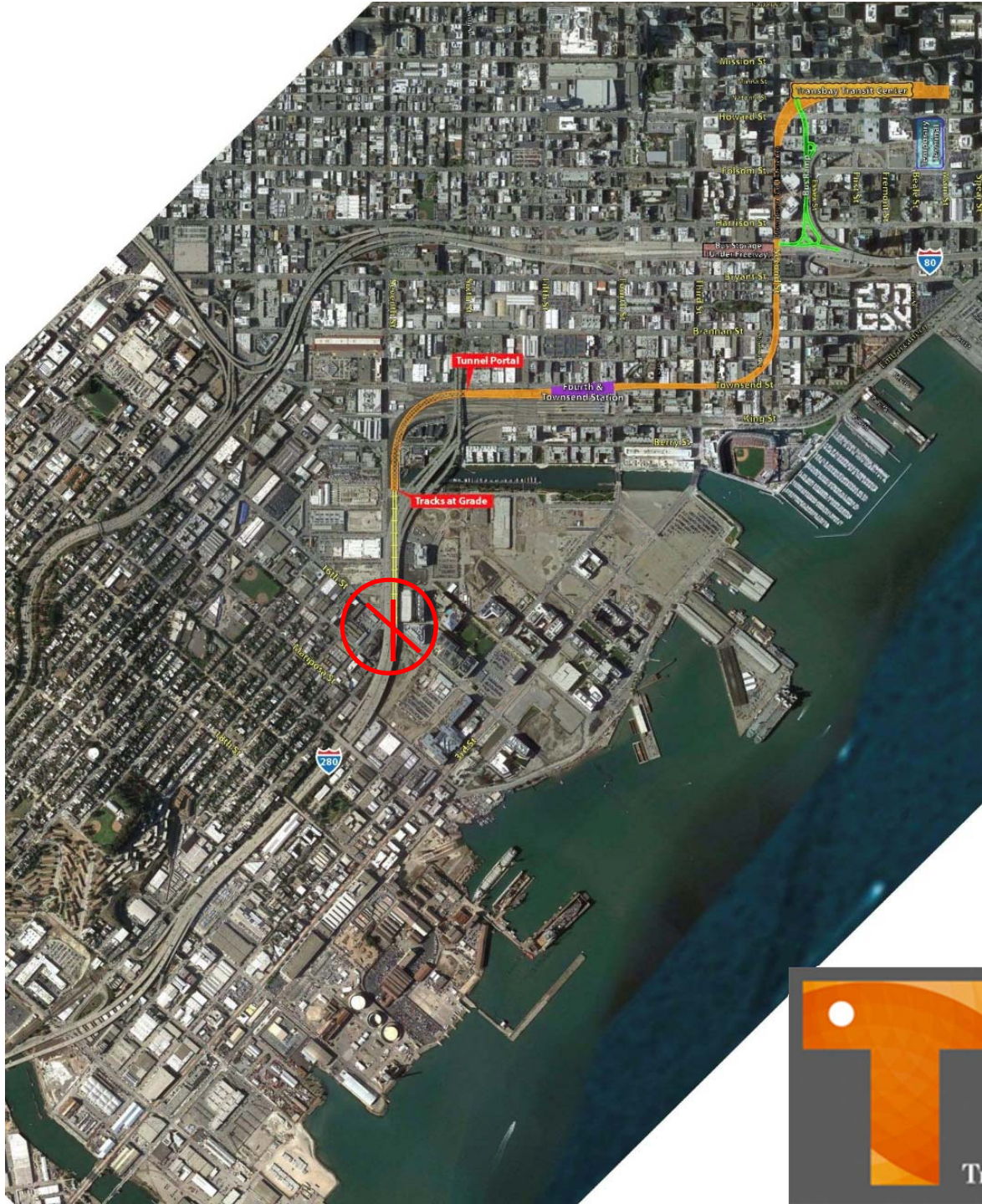
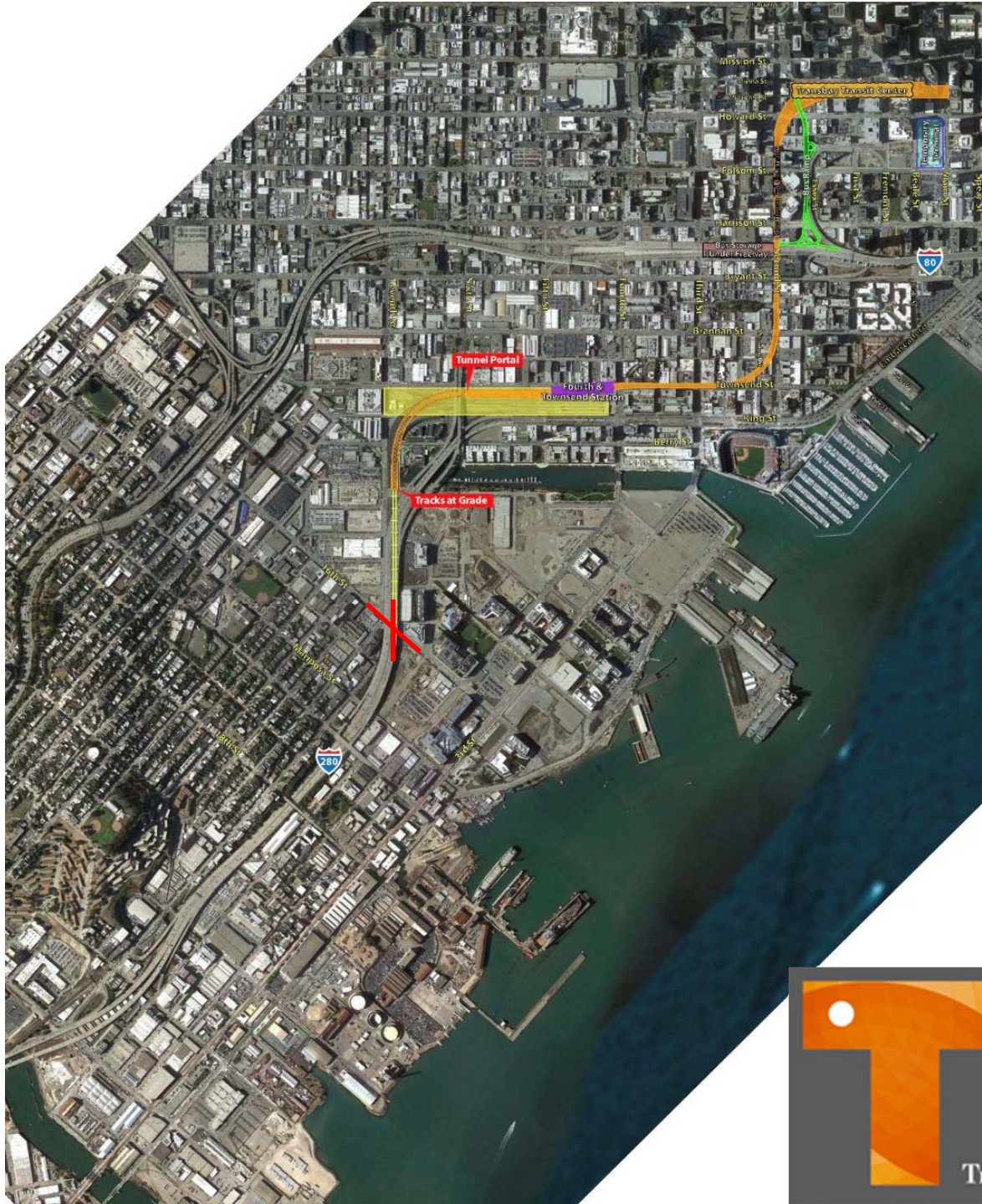


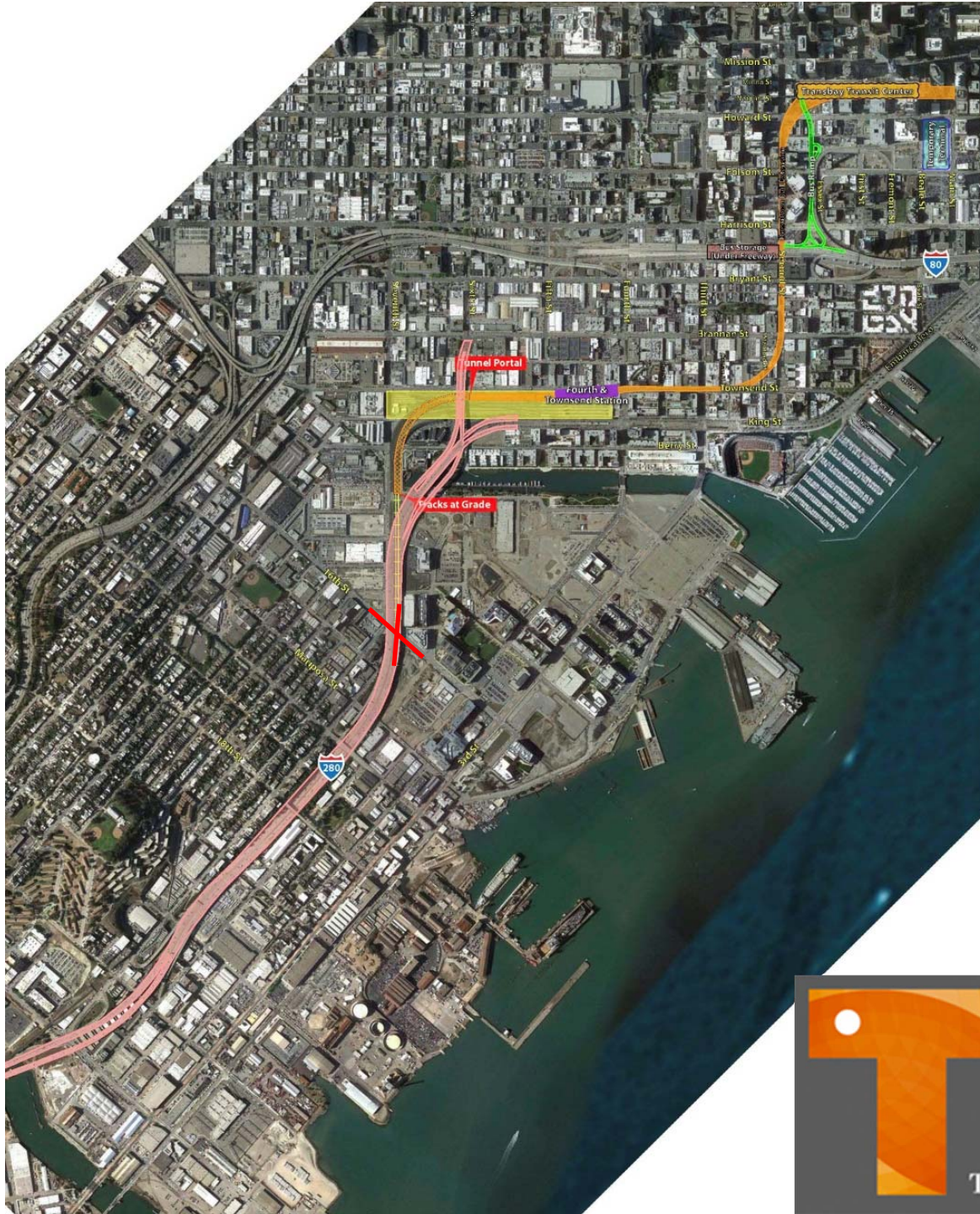
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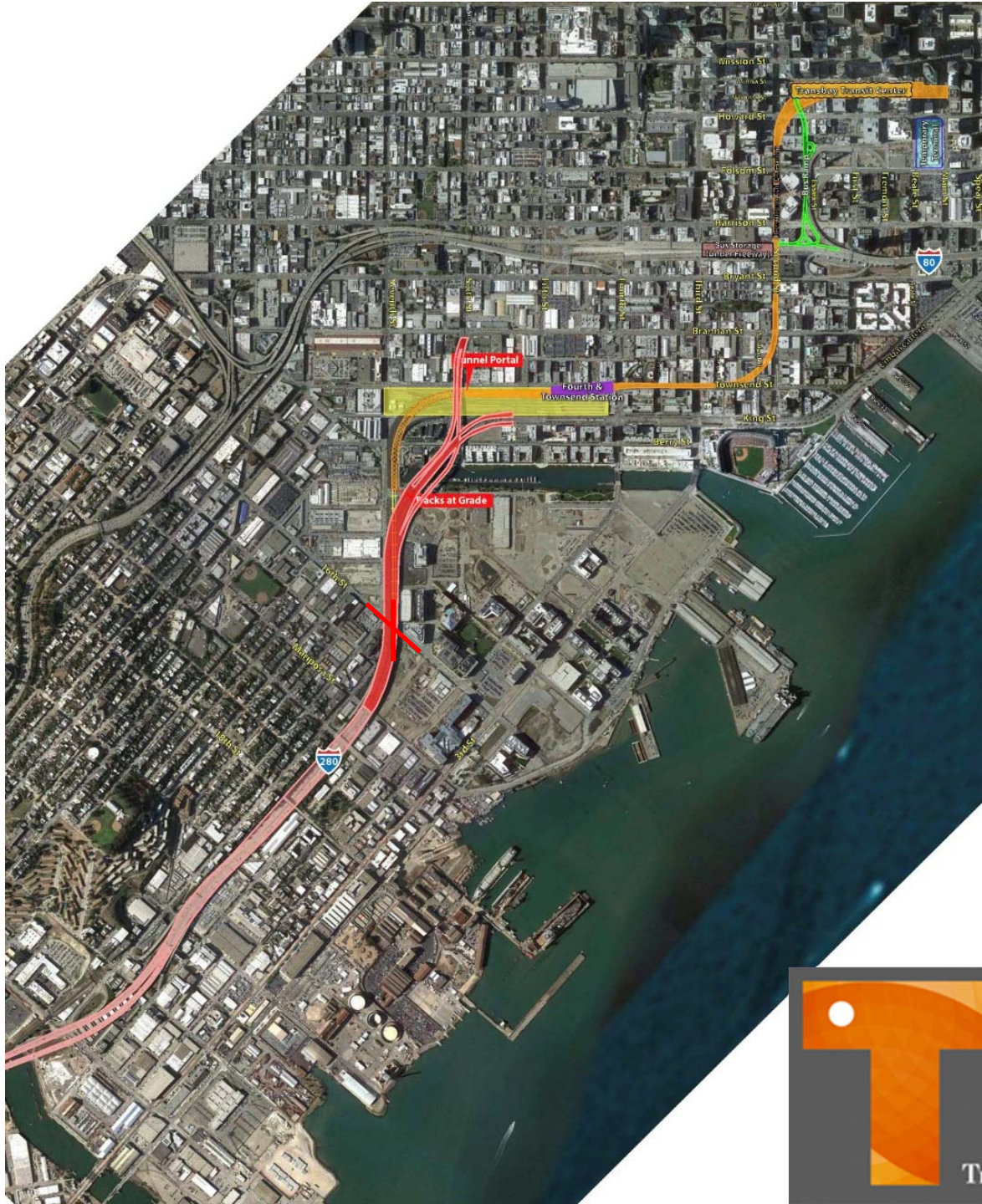


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Regional MOU

- Established regional rail investment priorities
- Incremental investments intended to deliver immediate results
- Does not include any of these new concepts
- Primary goal and responsibility is to ensure that these corridor projects move forward without delay, on the timelines identified and agreed to in the MOU



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Regional MOU

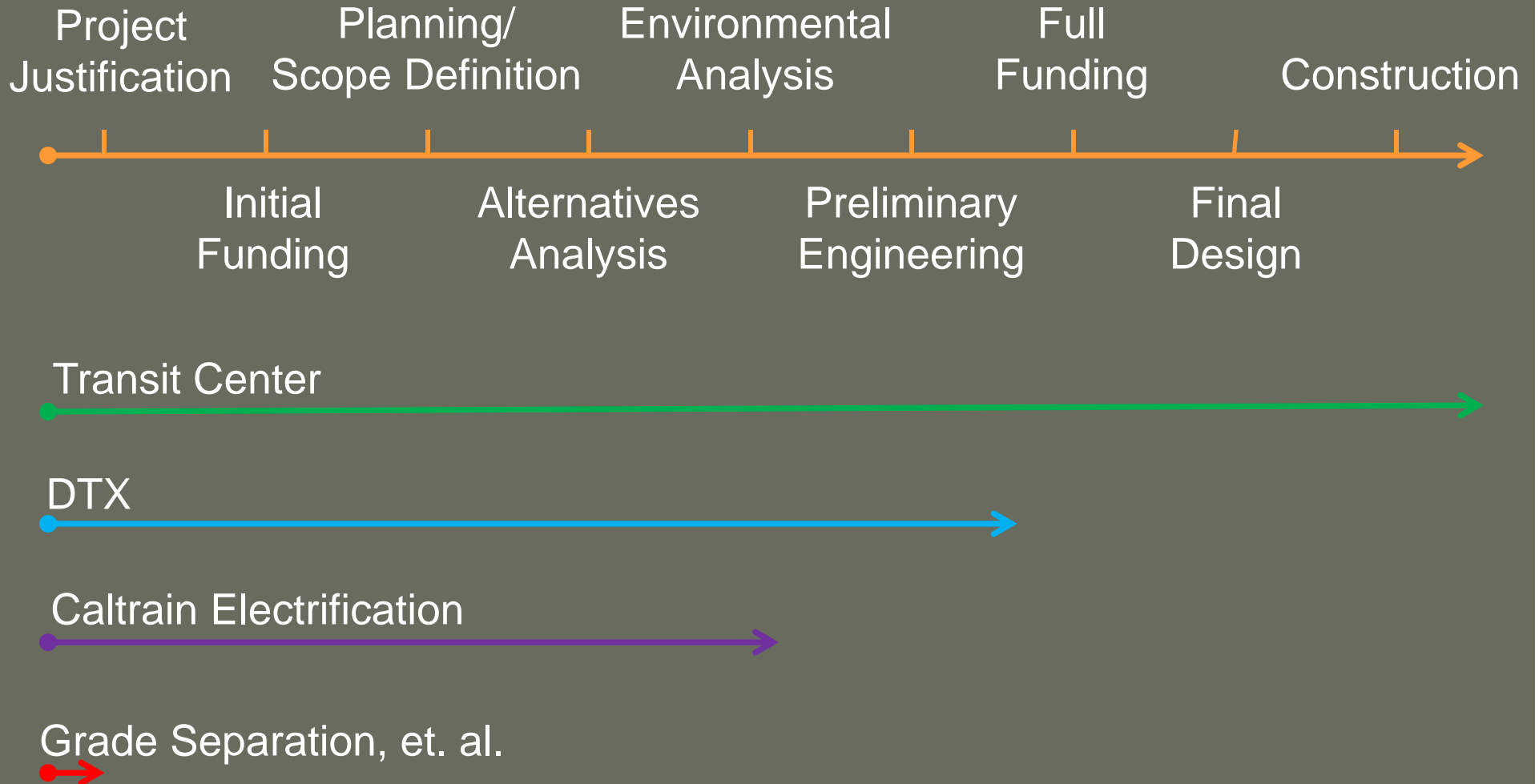
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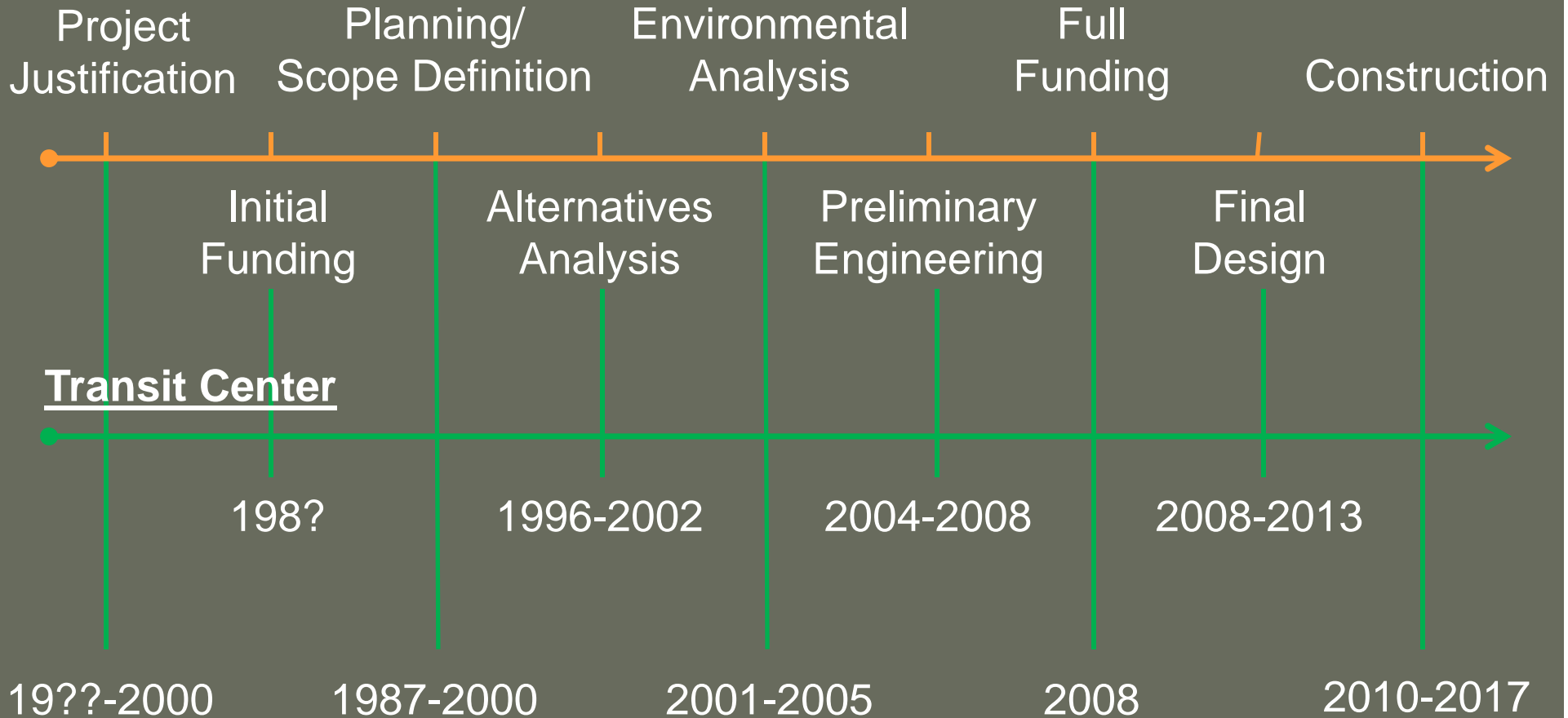
Project Development Cycle





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Project Development Cycle





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Other Concepts

- These concepts do not require a change in the footprint of the Downtown Rail Extension to Transbay and would not be precluded by construction of the Rail Extension
- *If determined beneficial, these concepts must be evaluated and studied independent of Transbay Program and Caltrain Electrification until comparably mature*



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Different Caltrain Alignment



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Approved Downtown Rail Extension Tunnel





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Approved Downtown Rail Extension U-Wall Section





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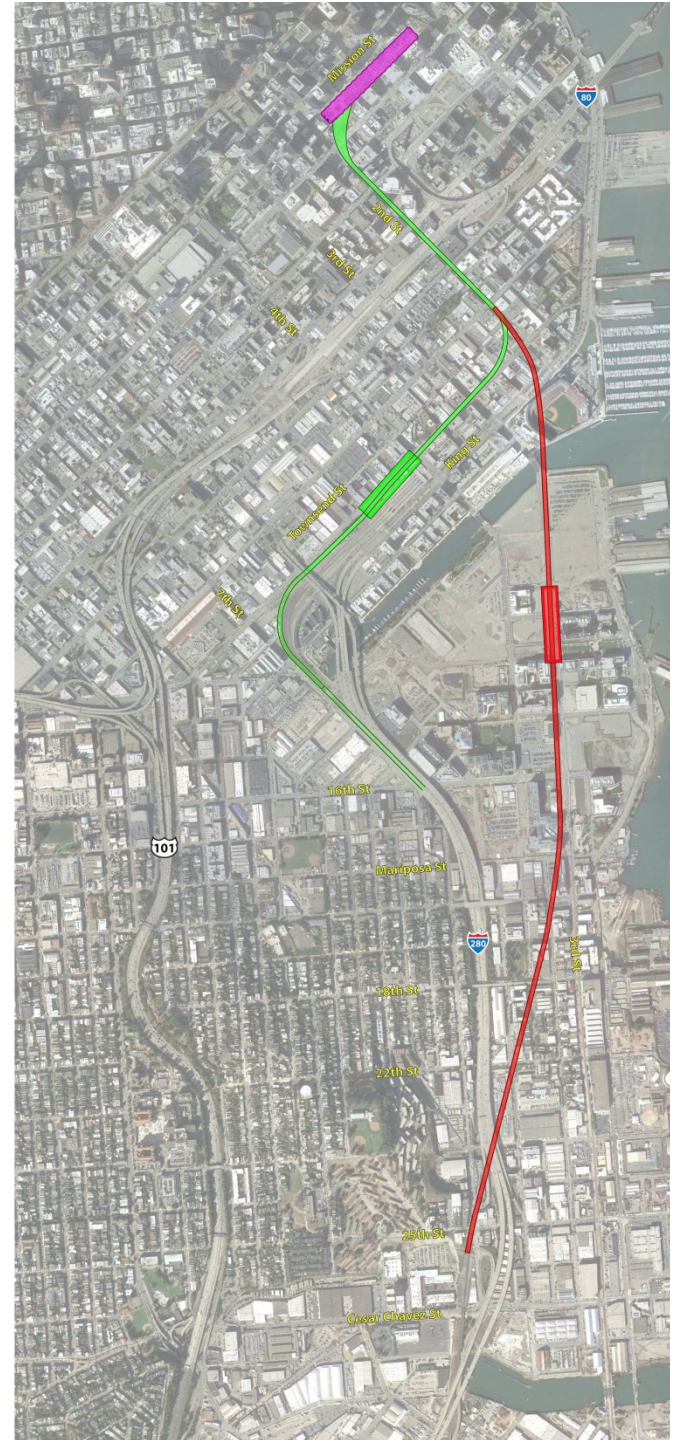
Approved Downtown Rail Extension Track Modification





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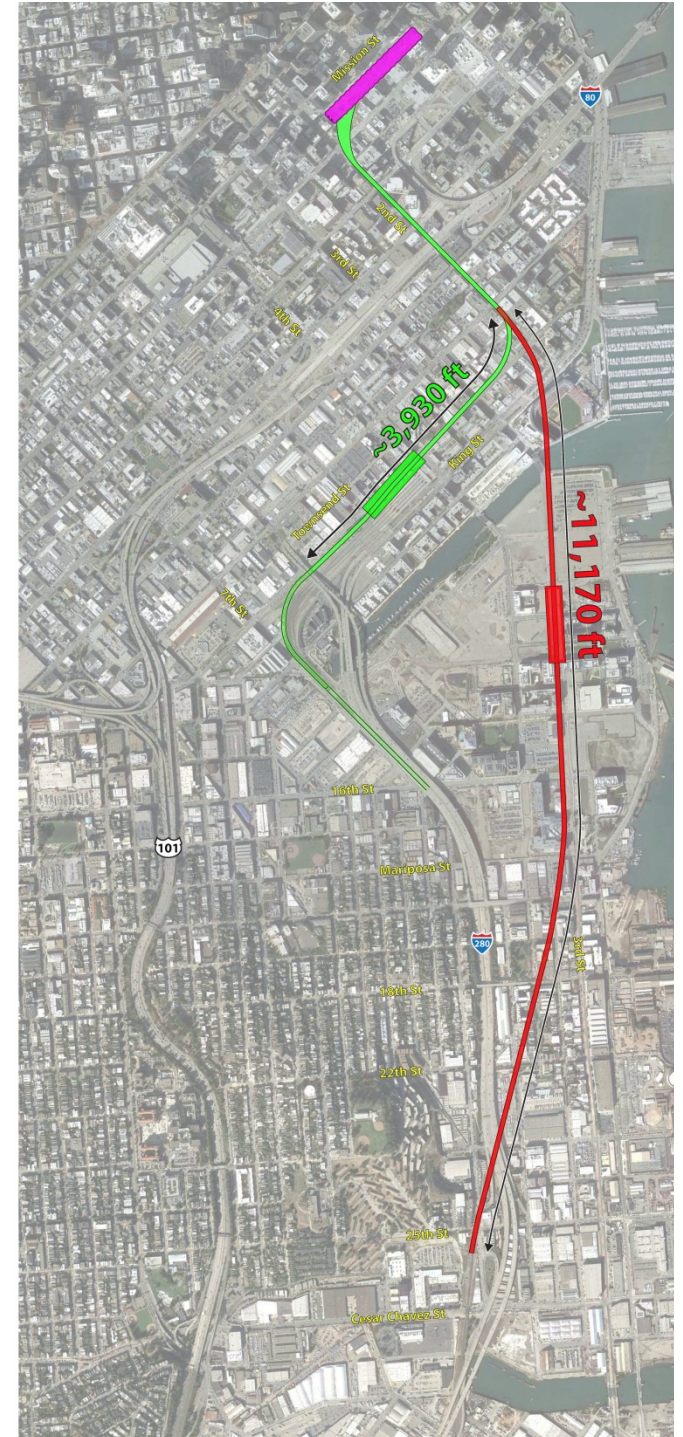
Different Caltrain Alignment





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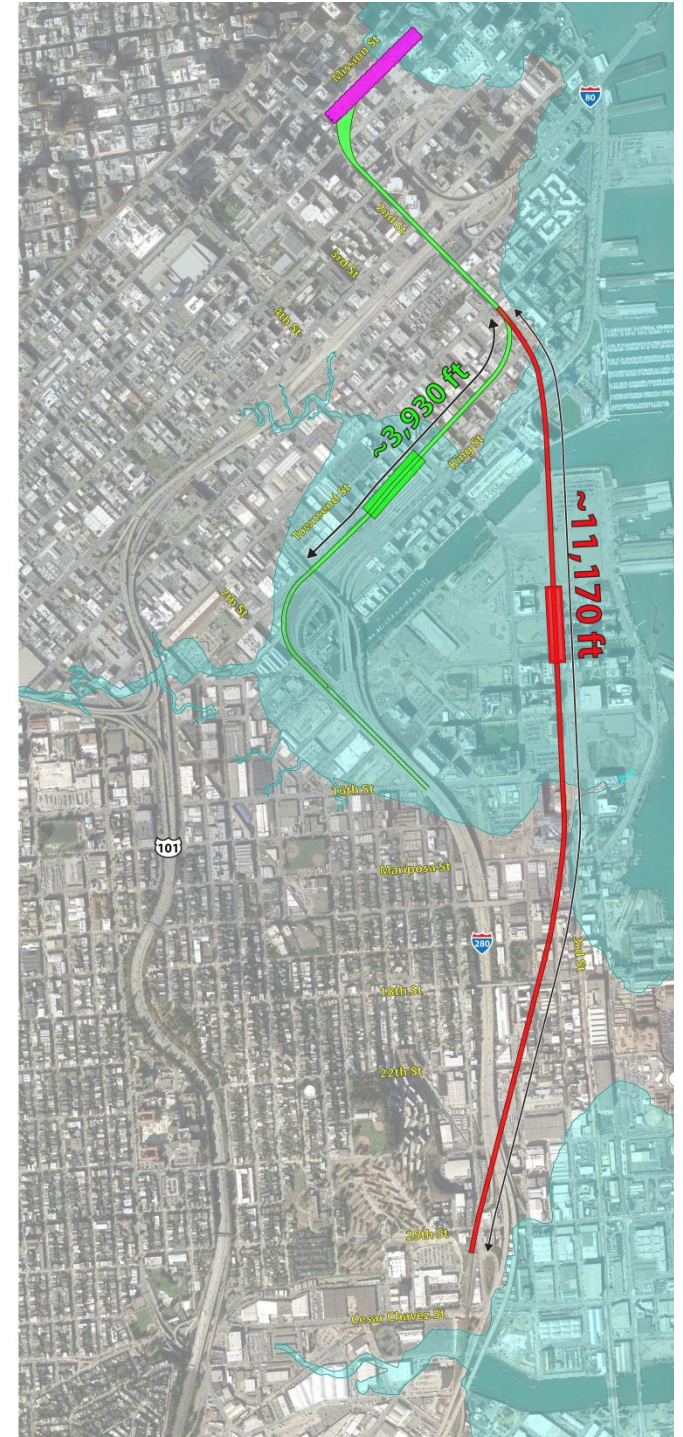
Different Caltrain Alignment





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Different Caltrain Alignment





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Different Caltrain Alignment

- *Will not be cheaper*
 - The length of this conceptual tunnel is more than 2.5 times the length of the approved rail extension tunnel
 - Soils conditions will increase construction costs
- *Will not be quicker*
 - Setting aside the approved alignment and initiating a new environmental process would delay rail service to Transbay by more than a decade
- *Will not be better*
 - Increases operating speed would be nominal and there are far better investments to reduce travel times and improve rail operations





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Conclusions

- Caltrain Electrification, Positive Train Control, and the Downtown Rail Extension have been identified as priority projects to address safety, corridor capacity, operational efficiency, and connectivity for high-speed rail and Caltrain
- Electrification of the Caltrain Corridor and construction of the Downtown Rail Extension to bring trains to Transbay as soon as possible is imperative
- Grade separation of 16th Street, the future of 4th and King Railyard, demolition of the 280 Freeway, and related issues should be the subject of separate studies independent of the Transbay Program or Caltrain Electrification
- *The purpose of the Transbay Program to extend the Caltrain alignment from 4th and Townsend into the TTC as quickly as feasible should be maintained and FEIR/FEIS not revisited to study issues not central to that objective*