



# Transbay Program

## Connecting the Bay Area Megaregion and the State through the Downtown Rail Extension

Extends Caltrain and brings High-Speed Rail service to downtown San Francisco while connecting Bay Area riders to jobs, housing and economic opportunities

The Downtown Rail Extension (DTX) project is a transformational infrastructure investment, delivering on the decades-long promise of bringing communities closer, reducing climate change impacts by reducing greenhouse gas emissions and providing Bay Area residents with better access to jobs, housing and economic opportunities. The project has been over 30-years in the making as part of the Transbay Joint Powers Authority's (TJPA) vision to deliver seamless transportation service through the multimodal six-story transit hub, the Salesforce Transit Center, in downtown San Francisco. Through the DTX, Caltrain service from Fourth and King street will extend to the heart of downtown San Francisco and connect to nine transit systems found in eight Bay Area

counties. The DTX is a transformational, once-in-a-generation investment that will ultimately connect 11 Bay Area transit systems from San Francisco to the East and North Bays, and the Peninsula and South Bay. It provides a one-seat mile ride from the heart of the Bay Area to Los Angeles/Anaheim through the California state rail system. This transformative project will close a significant gap in the region's transportation network; and is the first foundational investment in creating an integrated Bay Area megaregional transportation system, preparing for the second transbay tube through Link 21. With the two-story trainbox built in the Center's basement levels, it is not a question of if, but when rail service will start at the Salesforce Transit Center.

### PROJECT QUICK FACTS

- In Federal Transit Administration's Capital Investment Grants Program - Project Development phase, December 2021
- Cleared federal and state environmental requirements in 2019 with a federal Record of Decision and the National Environmental Policy Act and California Environmental Quality Act
- Endorsed as a Tier 1 project in the Metropolitan Transportation Commission's Plan Bay Area 2050 and recognized as a Federal SAFETEA-LU Project of National and Regional Significance
- Estimated cost of \$5 billion with 2027 year of expenditure
- Consists of two new stations: Fourth & Townsend Station and Salesforce Transit Center along with six emergency exit and ventilation structures



## Regional Collaboration to Deliver DTX

TJPA is leading the delivery of DTX in cooperation with five other agencies (Caltrain, California High-Speed Rail Authority, City & County of San Francisco, Metropolitan Transportation Commission and San Francisco County Transportation Authority) through the San Francisco Peninsula Rail Program Memorandum of Understanding, a regional collaboration model to formally deliver the project to procurement.



The two-story trainbox, built with \$400 million of American Recovery and Reinvestment Act funding in 2010 and found in the Center's basement levels, is ready to be outfitted to bring trains into the Center.

## The Downtown Rail Extension project will:

- Allow seamless transfers of up to 90,000 daily riders through 11 transit systems\*
- Provide a one-seat rail ride into downtown San Francisco from Silicon Valley and through the state's high-speed rail system
- Enhance pedestrian and bike safety by reducing cars driven on the road
- Divert over 19,000 auto trips daily (in its first year of full operation)
- Provide equity priority communities, located within 1,000 feet of the two stations, access to an integrated transit system
- Improve air quality and reduces vehicle miles traveled (9.8 million metric tons of CO<sub>2</sub> reduced over 50 years)
- Create thousands of jobs, including through Small and Disadvantaged Business Enterprises and veterans' programs
- Enhance riders' access to employment, housing and services within San Francisco, along the Peninsula corridor and throughout the greater Bay Area
- Connect with federal investments including the Center's trainbox, Caltrain electrification and BART to Silicon Valley

\*Average of Caltrain, CHSRA, and TJPA ridership estimates

## Delivering on the Transbay Program Vision

The delivery of the DTX is part of the long-term vision of the TJPA's Transbay Program created in 2001, consisting of three parts:

1. Replacement of the former Transbay Terminal with a multimodal Transit Center;
2. Creation of a transit-oriented neighborhood featuring housing, open space, offices and shops; and
3. Extension of Caltrain and California High Speed Rail service into downtown San Francisco.

Through the construction of the Salesforce Transit Center, over 24,000 total construction jobs were created in 47 states. Nearly 4,000 new housing units will be constructed with 35% affordable in this burgeoning transit-oriented neighborhood.

### ABOUT THE TRANSIT CENTER

- 1.2-million-square-foot six-story multimodal transit hub
- Will serve 11 transit systems
- Over 100,000 square feet commercial space
- 5.4 acre rooftop park with 13 botanical gardens
- Sustainable LEED Gold certified: living roof, natural light and ventilation, reduced greenhouse gas emissions

#### PROJECT SCHEDULE

2019

2020

2021

2023

2025

2031

NEPA/CEQA  
Environmental  
Clearance

- TJPA Board Certification  
December 2018
- FTA Record of Decision  
July 2019

Project Definition

- Phasing Study
- Business Case
- Financial Plan
- Technical Studies

Project Development &  
Engineering\*

- Enter Federal Transit  
Administration's New  
Starts Process
- Design
- Third-party agreements

Project Delivery\*

- Advance Contracts
- Procurement
- Full Funding Grant Agree-  
ment Approval
- Main Civil Construction

Ready for Service\*

CONSTRUCTION

Community Community & Stakeholder Engagement

\* SUBJECT TO FUNDING