

March 19, 2009

Transbay Transit Center Briefing



Transbay Transit Center

TJPA

Agenda

- Transbay Program
 - Transit Center, Downtown Extension, Redevelopment
- Brief History
 - Passenger Rail, Transbay Terminal, Transbay Transit Center Program
- Benefits of Transbay
- Ridership
- Financial Program
- Project Risks

Transbay Program



Transit Center



Transit Center



Multiple Transit Providers

- AC Transit
- Muni
- SamTrans
- Golden Gate Transit
- Greyhound
- WestCat
- Caltrain
- California High Speed Rail

Transit Center



Program Requirements

- Celebrate Transit as Gateway to the City
- Direct Connection to Transit Center
- New Civic Landmark to the City Skyline
- Mixed-use Development Program
 - Retail, Hotel, Office & Residential
- Supplement Transit-Oriented Retail
- Provide Capital for the Transit Center Construction
- Sustainable Development

Downtown Extension



DTX Program

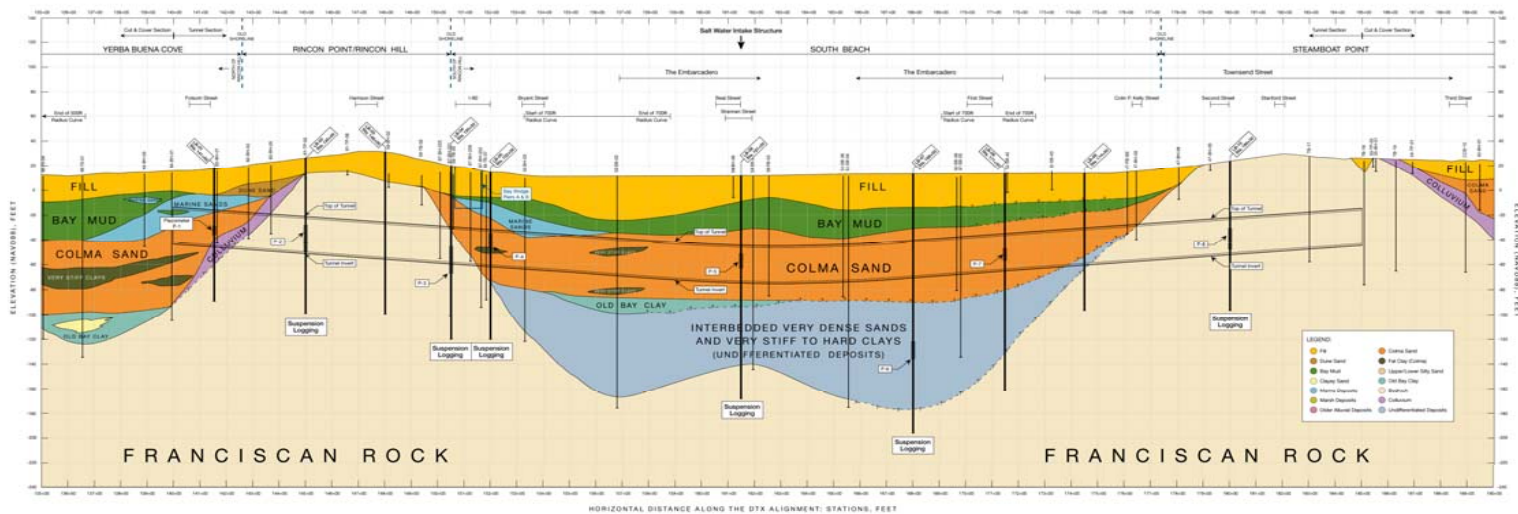
- Caltrain/High Speed Rail
- 1.5 mile underground extension
- 3-Tracks
- 2-Stations
- Reconfigure Caltrain Yard

Downtown Extension



Preliminary Engineering

- Design Criteria
- Rail/Station Operations
- Alignment/Track Structure
- Traction Power
- Signaling
- Fire/Life Safety
- Station Architecture

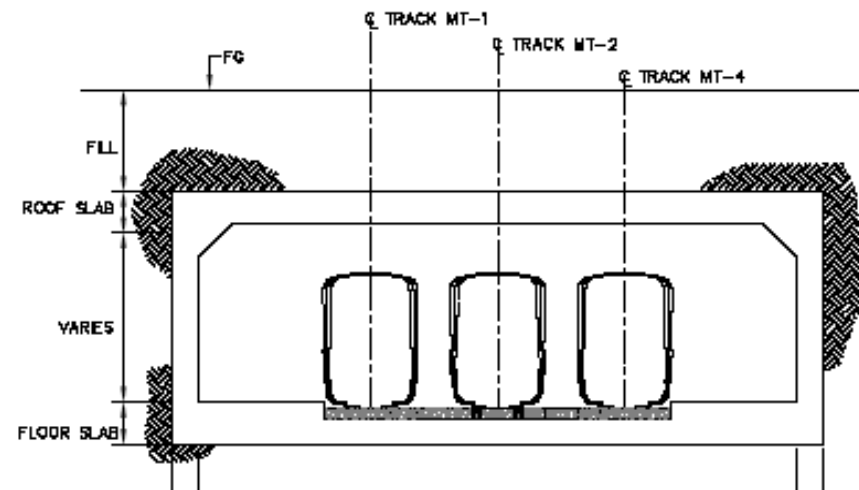
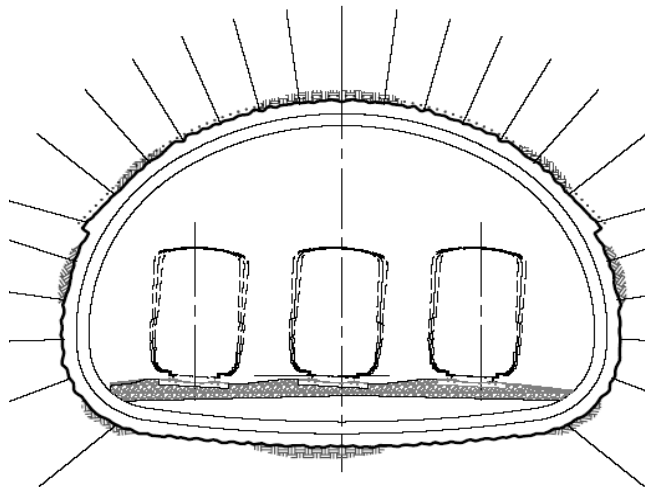


Downtown Extension



Preliminary Engineering

- Geotechnical Investigation
- Tunnel Engineering
- Cut-and-Cover Structures
- Utility Relocation
- Hazardous Materials
- Cost Estimates
- Right of Way



Transbay Redevelopment Area



Transbay Redevelopment Area

3,400 housing units
(1,200 affordable)

1.2 million sq. ft. of
office/hotel space

60,000 sq. ft. of retail
(excluding Transit
Center)



History

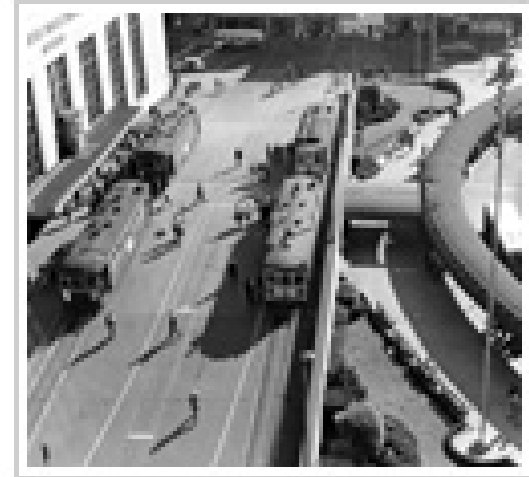
Passenger Rail

- 1912 Southern Pacific begins passenger service (3rd and Townsend)
- 1939 Transbay Terminal opens
- 1958 Key System stops service across Bay Bridge
- 1975 Caltrain Terminal moved south to 4th and King
- 1983 Caltrans takes over operation of Caltrain
- 1992 Peninsula Corridor JPB formed to operate Caltrain

Photo collection of mvs.subway.org



History



Transbay Terminal

- 1939 Opens for rail and local bus service
- 1959 Converted to bus only operation
- 1967 Caltrans begins studies on the future of Transbay Terminal
- 1989 Loma Prieta Earthquake damages terminal and adjacent freeway

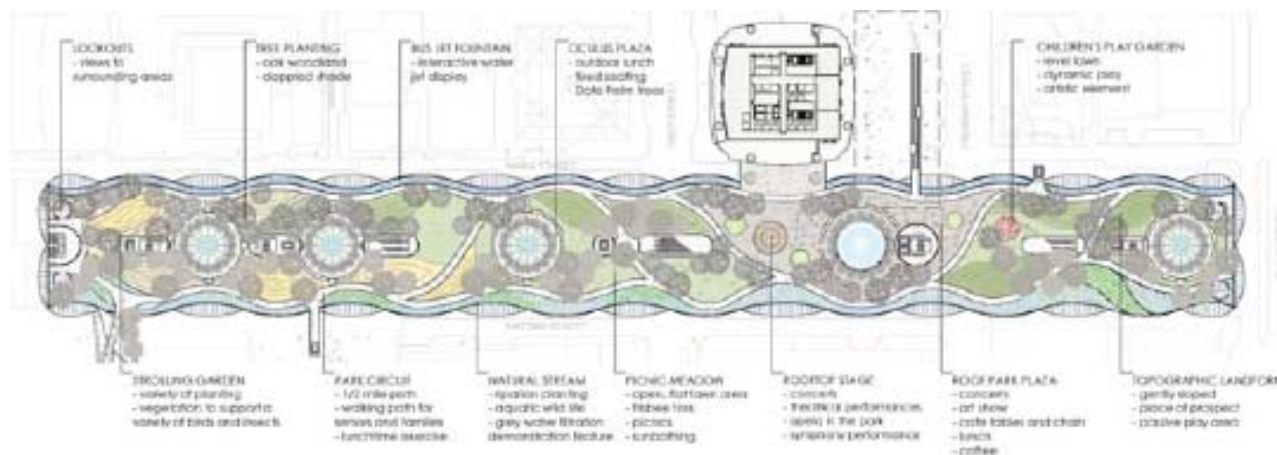
History

Transbay/Downtown Extension

- 1997 Caltrain prepares EIR for downtown extension (not released)
- 1999 Proposition H approved to extend Caltrain
- 2000 Comprehensive EIR (transit center, DTX, Redevelopment) initiated
- 2001 TJPA formed
- 2003 Prop K approved with \$270 million for Transbay
- 2005 ROD issued, Redevelopment Area formed, \$55 M SAFETEA LU earmark, PE begins
- 2007 Transbay Design Competition
- 2007 CTC approves transfer of Transbay Terminal to TJPA
- 2008-14 Transit Center Construction
- 2011-18 DTX Construction

Benefits

- Replaces seismically unsound facility
- Reduces travel time 15-30 minutes
- Catalyst for redevelopment
- Sustainable Development (LEED Gold potential)
- New park



Benefits

Typical Travel Time from Mountain View

Mode of Travel	Travel Time (minutes)
Caltrain to Transbay Transit Center	50
Caltrain to 4 th /King + bus/Muni	65
Caltrain to 4 th /King + walk	70
Caltrain to Millbrae + BART	75
Drive Alone	80

Benefits

- **Links workers to Downtown SF Jobs**
 - Over 300,000 jobs within ½ mile of TTC (Year 2030)
- **Over 8,000 cars removed each work day**
 - Vehicle hours of travel reduced by almost 5% in corridor
- **Makes transit work better**
 - Substantial travel time savings for existing riders
- **Air quality/energy savings**
 - Substantial GHG gas reductions (nearly 5% in corridor)
 - Gasoline consumption reduced by 38,000,000 gallons annually

Ridership

Caltrain Ridership Forecast (Cambridge Systematics, 2009)

Scenario	4 th /King	Transbay	Total	Growth from 2005
2005 Actual	14,200	-	14,200	-
2030 (No Project)	30,900	-	30,900	125%
2030 (w/DTX)	17,100	31,500	48,500	242%
2030 (w/DTX & \$8 gasoline)	21,300	37,600	58,900	315%

Ridership

High Speed Rail Forecast (CHSRA, 2009)

Station	Phase 1	Full System
Transbay	32,889	26,540
San Jose	10,485	11,789
Sacramento	N/A	18,699
Los Angeles	17,197	31,432
Anaheim	29,034	12,535

Financial Plan

(in Millions, YOE \$s)	Phase 1	Phase 2
Estimated Cost	\$1,189	\$2,996
Sources of Funds:		
SF Prop K	\$98	\$50
San Mateo Sales Tax	\$7	\$22
AC Transit Capital Contribution	\$39	
Misc. Local	\$8	
Regional Measure 1	\$54	
Regional Measure 2	\$142	\$8
AB 1171	\$150	
RTIP	\$28	
Land Sales	\$429	\$185
Federal Earmarks	\$63	
TIFIA Loan	\$172	\$377
Total Revenues	\$1,189 +	\$642 +
Surplus/(Deficit)	\$0	(\$2,354)

Program Risks

- **Owner/Developer vs. Operators**
- **Project Delivery (CM/GC, Design-Build, Design-Bid-Construct)**
- **Funding (Availability, Competition, Economy)**
- **Maintaining Existing Services**
- **Urban Environment**

