



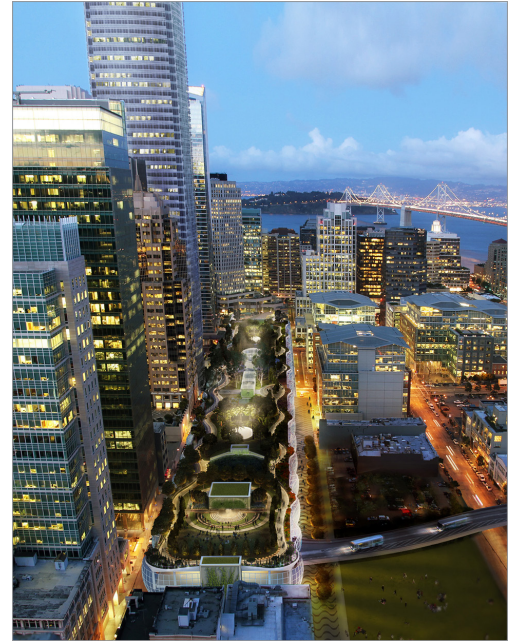
Transbay Transit Center



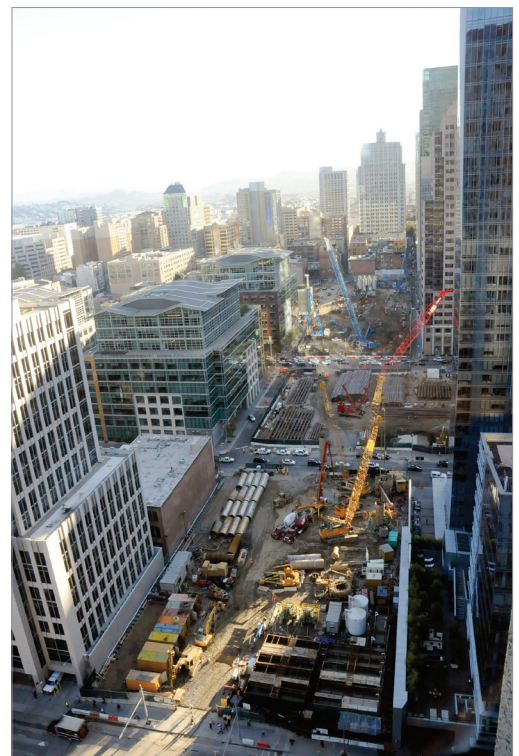
The Transbay Transit Center/Caltrain Downtown Extension (TTC/DTX) project will transform downtown San Francisco and regional transportation well into the 21st Century. The project consists of three interconnected elements: replacing the outmoded terminal with a modern terminal; extending Caltrain 1.3 miles from Fourth and King streets to the new TTC at First and Mission streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood with 3,000 new homes (35 percent of which will be affordable) and mixed-use commercial development. The total program budget is currently estimated at \$4.1 billion in year-of-expenditure dollars. In May 2010 the Transbay Joint Powers Authority (TJPA) Board adopted a \$1.6 billion budget for Phase 1 (TTC, pedestrian ramps, and the train box, which is the underground portion of the TTC building that will house the Caltrain and high-speed rail station). The current estimate for Phase 2 (DTX) is \$2.5 billion.

This is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. The Expenditure Plan specifies that the downtown rail extension and the terminal, known as the Transit Center Building, are to be built as a single integrated project. To date, the Authority has allocated \$147 million in Prop K funds to the project, in addition to state Regional Improvement Program (RIP) funds.

During calendar year 2012, the TJPA continued its efforts on program management/program controls, design and engineering for the TTC, preliminary engineering for the DTX, survey and environmental consulting work, and right of way acquisitions. Design efforts continue on the Transit Center Building, where various construction packages have been completed: Excavation, Grounding, Geothermal, Below Grade Structure, and Superstructure. Only two packages remain: Glazing, which will be advertised in April 2013, and Main Building package, scheduled for advertising in the



Above, left: view of the Transbay City Park atop the Transbay Transit Center; above right: aerial view of the Center and its surroundings; below: construction began during Summer 2011, and is scheduled for completion in 2017.



fourth quarter of 2013. With preliminary engineering complete for the DTX, Parsons Transportation Group continued coordination with Caltrain and the California High-Speed Rail Authority (CHSRA).

Work on the \$187 million contact with Balfour Beatty International for the construction of the buttress, excavation, and shoring of the new TTC building, which started in late 2011 continued through 2012. In November 2012, the TJPA issued a notice to proceed to Shimmick Construction for the \$113 million Below Grade construction package. Construction of the TTC is expected to be complete in late 2016. Bus operations are scheduled to commence in August 2017. Meanwhile, bus operations continue at the new temporary terminal at Main and Howard streets.

In September 2012, excavation operations unearthed a fossilized tooth of a Columbian Mammoth. Found at a depth of 110 feet, the fossil was donated to the California Academy of Sciences, where it was added to the collection.

On November 19, 2012, the TJPA finalized the agreement for the sale of a 50,000 square foot parcel adjacent to the Transit Center to a Joint Venture of Hines Corporation and Boston Properties for \$190 million. The developer will build the 1.4 million square feet Transit Tower building, which will be the tallest building in San Francisco.

The DTX is scheduled for completion in 2019; however, work is on hold due to a funding gap. Progress has been made in moving the project forward, as the Plan Bay Area Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Transportation Investment Strategy identified DTX as one of only two Bay Area priorities for \$650 million in future federal New Starts transit funding. The regional endorsement of DTX positions the project well to receive federal funding in the highly competitive national New Starts program. In 2013, Authority staff will continue to work closely with TJPA, the City and other funding partners to support delivery of Phase 1, to safeguard the project against any impacts of the expected dissolution of redevelopment agencies, and to advance strategies to close the funding gap for Phase 2.

Bus operations in the new building are scheduled to start in August 2017.

Project Goals

- Improved access to rail and bus services
- Improved Caltrain service by providing direct access to downtown San Francisco
- Enhanced connectivity between Caltrain and other major transit providers
- Modernization of the Transbay Terminal that meets future transit needs
- Reduced non-transit vehicle use
- Accommodating projected growth in travel demand in the San Jose-San Francisco corridor
- Reduced traffic congestion on US Highway 101 and I-280 between San Jose and San Francisco and reduced vehicle hours of delay on major freeways in the Peninsula corridor
- Provide connectivity to a future Geary line.
- Improved regional air quality by reducing auto emissions
- Direct access to downtown San Francisco for future intercity and high-speed rail service
- Alleviation of blight and revitalization of the Transbay Terminal Area
- Support of local economic development goals.

Project Capital Costs

(\$Millions)

	PHASE 1	PHASE 2
A/E Planning & Design	\$217	\$368
Construction	\$1,030	\$1,490
ROW & Acquisition	\$84	\$176
Other Services	\$110	\$156
Other Costs	\$55	\$152
Program Contingency	\$93	\$154

TOTAL	\$1,589	\$2,496
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Anticipated Funding

(\$Millions)

	PHASE 1	PHASE 2
Prop K sales tax	\$98	\$50
San Mateo Sales Tax	\$7	\$22
AC Transit Capital Contribution	\$39	—
Federal 1601 & Earmarks	\$63	—
RTIP	\$28	—
Regional Measure 1	\$54	—
Regional Measure 2	\$142	\$8
AB 1171	\$150	—
Land Sales	\$429	\$185
TIFIA Loan	\$172	\$377
American Recovery and Reinvestment Act	\$400	\$1,854
Misc. Local	\$8	—

TOTAL	\$1,589	\$2,496
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Schedule

Date	Milestone
Jun 1995–Mar 2001	Planning/Conceptual Engineering
Jun 2000–Jun 2009	Environmental Studies
Jul 2007–Jun 2012	Design Engineering
Jul 2004–Sep 2009	Right of Way Acquisition
Nov 2008–Jun 2018	Construction

Contact Us!

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