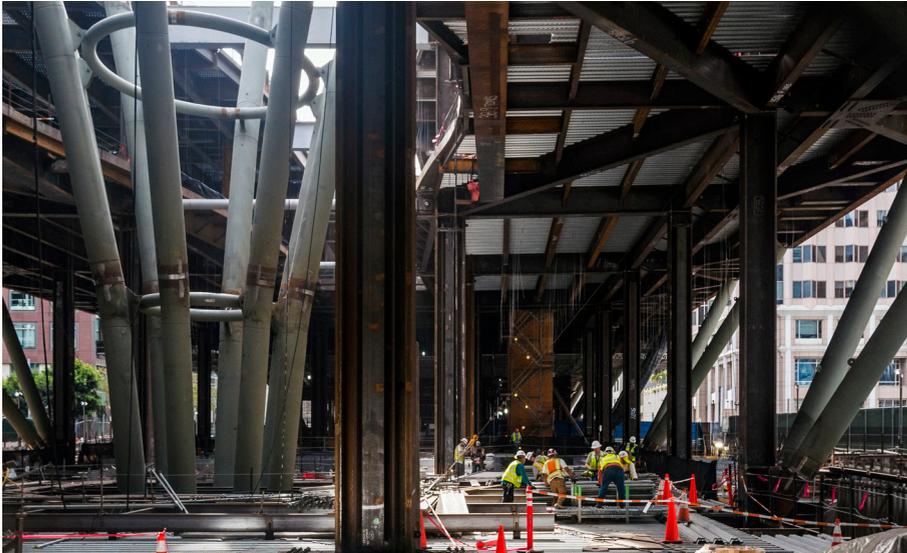




Transbay Transit Center



Above, left: workers are dwarfed by the dimensions of the Grand Hall; above right: rendering of the rooftop park amphitheater.

Project Overview

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 \$6.2 billion in year-of-expenditure dollars. In June 2016, the Transbay Joint Powers Authority (TJPA) Board adopted a \$2.26 billion revised budget for Phase 1, which consists of the TTC, bus and 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. This revision came as a result of a risk analysis refresh conducted in September 2015 that updated the risk model, and a Cost Review conducted by the Metropolitan Transportation Commission (MTC) also completed in September 2015. The additional funds were secured through a combination of an already-planned land sale and Lease Revenue Certificates of participation approved by the San Francisco Board of Supervisors with the participation of the MTC. TJPA's current estimate for Phase 2 (DTX) is \$3.9 billion.

This is the largest project in the Prop K Expenditure Plan. The Expenditure Plan specifies that the TTC and the DTX are to be built as a single integrated project. As of December 2017, the Transportation Authority has allocated \$205 million in Prop K funds to the project, in addition to \$16 million in state and federal funds. This includes \$6 million in One Bay Area Grant funds toward bicycle and pedestrian improvements associated with the TTC.

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

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Bus Operations Begin at Salesforce Transit Center

The new transbay transit center, named the Salesforce Transit Center, is now open for public use. It replaces the seismically deficient Transbay Terminal with a modern regional transportation hub connecting transit systems throughout the Bay Area. The transit center features a 5.4-acre rooftop public park, a public art program and 100,000 square feet of shopping and dining.

MUNI began full operations out of the Bus Plaza at street level in June. On August 12, 2018, AC Transit commenced inaugural service from the Salesforce Transit Center's Bus Deck which connects directly to the Bay Bridge via a dedicated aerial bus ramp. Other regional transit agencies, including Amtrak, Greyhound, Westcat Lynx, and the MUNI Treasure Island will also provide service from the Bus Deck.

The basement of the Sales Force Transit Center will be the terminal station for Caltrain once it is extended from its current location at Fourth and King streets. It will also be the northern terminus for California's High-Speed Rail system.

Downtown Extension

With Phase 1 wrapping up, the TJPA has shifted its focus toward Phase 2, the DTX. The project is in the early design phase and faces a significant funding gap. The TJPA has been working with the Transportation Authority, City agencies and other funding partners to build consensus on the DTX alignment, identify ways to lower costs, evaluate construction methods to reduce construction impacts, and develop a funding strategy to move the project forward.

At the direction of the Transportation Authority Board, staff assembled an expert panel to conduct a peer review of three operational analyses related to the DTX with the goal of helping policymakers decide whether the DTX should have two or three tracks as it approaches the Salesforce Transit Center. The panel presented its findings in April 2018, which unanimously concluded that three tunnel tracks are required to provide reliable and dependable service into the Salesforce Transit Center. Prop K sales tax also funded the Tunnel Options Study, which evaluated different construction methodologies to minimize cut-an-cover along the DTX alignment in recognition of the impacts this has on local businesses and street activity in the construction zone.

In July 2018, the Transportation Authority Board approved \$9.7 million in Prop K sales tax funds for the TJPA's to advance design toward 30% for the DTX. The funding also supports follow-up to the Tunnel Options Study, value engineering and the development of a bottoms-up cost estimate. TJPA is managing the Parsons Transportation Group-led consultant team that is working on design. TJPA anticipates reaching 30% design in fall 2019.

Schedule

Date	Milestone
Jun 1995–Mar 2001	Planning/Conceptual Engineering
Jun 2000–Jun 2009	Environmental Studies
Aug 2010	Demolition of old terminal begins
Aug. 2018	Bus Operations Begin

Project Capital Costs* (\$Millions)

	PHASE 1	PHASE 2*
A/E Planning and Design	\$211	\$130
Construction	\$1,448	\$3,504
ROW & Acquisition	\$77	\$266
Other Costs	\$307	\$
Program Contingency	\$216	\$
TOTAL	\$2,259	\$3,935

* Figures include allocated and unallocated contingencies totaling \$441 million

Anticipated Funding (\$Millions)

	PHASE 1	PHASE 2
TIFIA Loan	\$171	—
Bridge Financing/Parcel F	\$154	—
SF Prop K Sales Tax	\$139	\$95
San Mateo Sales Tax	\$4	\$19
AC Transit Capital Contribution	\$40	—
Other Local	\$22	—
Bridge Tolls (RM1, RM2, AB1171)	\$347	\$7
SF RTIP	\$10	\$18
Land Sales	\$517	\$45
FTA Section 1601, High Priority Bus (#403, 459)	\$62	—
Federal ARRA	\$400	—
FEMA Transit Security Grant Program	\$0.1	—
FRA Rail Relocation	\$3	—
SF OBAG	\$6	—
City Financing	\$221	—
Mello Roos CFD	\$161	—
Transit Center District Plan	—	\$275-375
Federal New Starts	—	\$650
New Bridge Tolls (RM3)	—	\$300
Future High-Speed Rail	—	\$557
New/SF Sales Tax (Other local)	—	\$350
Tax Increment	—	\$200-340
Passenger Facility Charges or Maintenance Contrib.	—	\$865-1,920
TOTAL	\$2,259	\$3,381-4,676*

*Phase 2 funding amounts show net proceeds after debt financing