



# Transbay Transit Center

PROJECT FACT SHEET

October 2009

## A new Transit Center and neighborhood that will dramatically improve our regional transportation system and downtown San Francisco

### Transbay Transit Center

The Transbay Transit Center Project will replace the current Transbay Terminal at 1st and Mission streets in San Francisco with a modern regional transit hub connecting eight counties in the Bay Area and the State of California through nine transit systems: AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, MUNI, SamTrans, WestCAT and future High Speed Rail from San Francisco to Los Angeles. The current Transbay Terminal was constructed in 1939 and no longer meets current or future transportation needs of the region or state.

The first phase of the project will create a new, 1 million square foot Transit Center with one above-grade bus level, ground floor and concourse-level retail and foundations for two below-grade levels serving Caltrain and future High Speed Rail. Phase I will also create new ramps that will connect to a new off-site bus storage facility and the San Francisco-Oakland Bay Bridge.

A Transit Tower will be built adjacent to the Transit Center, providing additional financing for the project.



Conceptual rendering of the new Transbay Transit Center +



The new Transbay Transit Center will accommodate more than 45 million people per year +

### Caltrain Downtown Extension and Future High Speed Rail

Caltrain serves as a vital regional link by connecting San Francisco to the Peninsula, Silicon Valley and San Jose but it currently ends 1.3 miles from downtown San Francisco. The second phase of the project, slated to begin in 2012, will modify the existing Caltrain station at 4th and King streets and extend the Caltrain rail line downtown into the new Transit Center near the heart of the Financial District so that more commuters have access to public transit to get to and from work each day. The rail line will run underground through an alignment under 2nd Street and is being designed to accommodate future High Speed Rail and rail connections to the East Bay, making the new Transit Center the future hub for High Speed Rail in Northern California.

### New Neighborhood

The Transbay Redevelopment Plan, adopted by the City of San Francisco in June 2005, will transform a currently underutilized section of downtown San Francisco south of Market Street into a thriving transit-oriented neighborhood. The Redevelopment Plan includes 2,600 new homes (with 35% affordable), 3 million square feet of new office space, including the office space in the proposed Transit Tower; and 100,000 square feet of retail, not including the retail in the Transit Center. Folsom Street will be the centerpiece of this new neighborhood and will feature widened sidewalks, views of the San Francisco Bay, cafés and markets.



**The project consists of three interconnected elements:** replacing the outdated Transbay Terminal at 1st and Mission streets in San Francisco with a new modern Transit Center; extending Caltrain underground from its current terminus at 4th and King streets to the new downtown Transit Center with accommodations for future High Speed Rail; and creating a new neighborhood with homes, offices, parks, and shops surrounding the new Transit Center.

## Project Facts

### Timeline

Phase I of the project commenced in December 2008 with the groundbreaking of the Temporary Terminal. Construction of the new Transit Center is scheduled to begin in 2010 and be completed in 2015. The Caltrain Downtown Rail Extension is estimated to begin in 2012 and be completed in 2018.

### Funding

The Transbay Transit Center and Caltrain Downtown Rail Extension Program costs are estimated at \$4.185 billion, escalated to the year of expenditure (YOE). The project is being funded through local, regional, state and federal sources.



### TJPA

The Transbay Project is headed by the Transbay Joint Powers Authority (TJPA). The TJPA was formed in 2001 to design, build, operate and maintain a new transportation center and associated facilities on the site of the current Transbay Terminal. The TJPA is led by a six-person Board of Directors representing the City and County of San Francisco, the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board-Caltrain and the California Department of Transportation.

### Design Competition

After a 10-month long international Design and Development Competition, the TJPA Board unanimously selected Pelli Clarke Pelli Architects and Hines as the lead architect and developer for the project. Pelli Clarke Pelli Architects will design the Transit Center and Transit Tower and Hines will develop the adjacent Transit Tower. Their proposed City Park design features a 5.4-acre park on top of the Transit Center. This park will provide a new downtown amenity for residents, commuters and visitors alike and will double as a "green roof" for the building. Additionally, the Transit Tower will incorporate green building strategies including passive solar shading, high performance glazing, geothermal cooling, and wind power. For more information on the design, please visit:

[www.pcparch.com](http://www.pcparch.com)

The proposed project design will incorporate green building strategies and will feature a 5.4-acre park on top of the new Transit Center +