



Transit Center Phasing Update

January 13, 2009

Transbay Transit Center

TJPA





Transbay Transit Center

Construction Phasing Plan

- Adopted by TJPA Board in June 2006
- Defined a fully functional project utilizing funding committed at that time
- Allowed TJPA to move into design of Transit Center Building and minimize escalation costs while pursuing additional program funding



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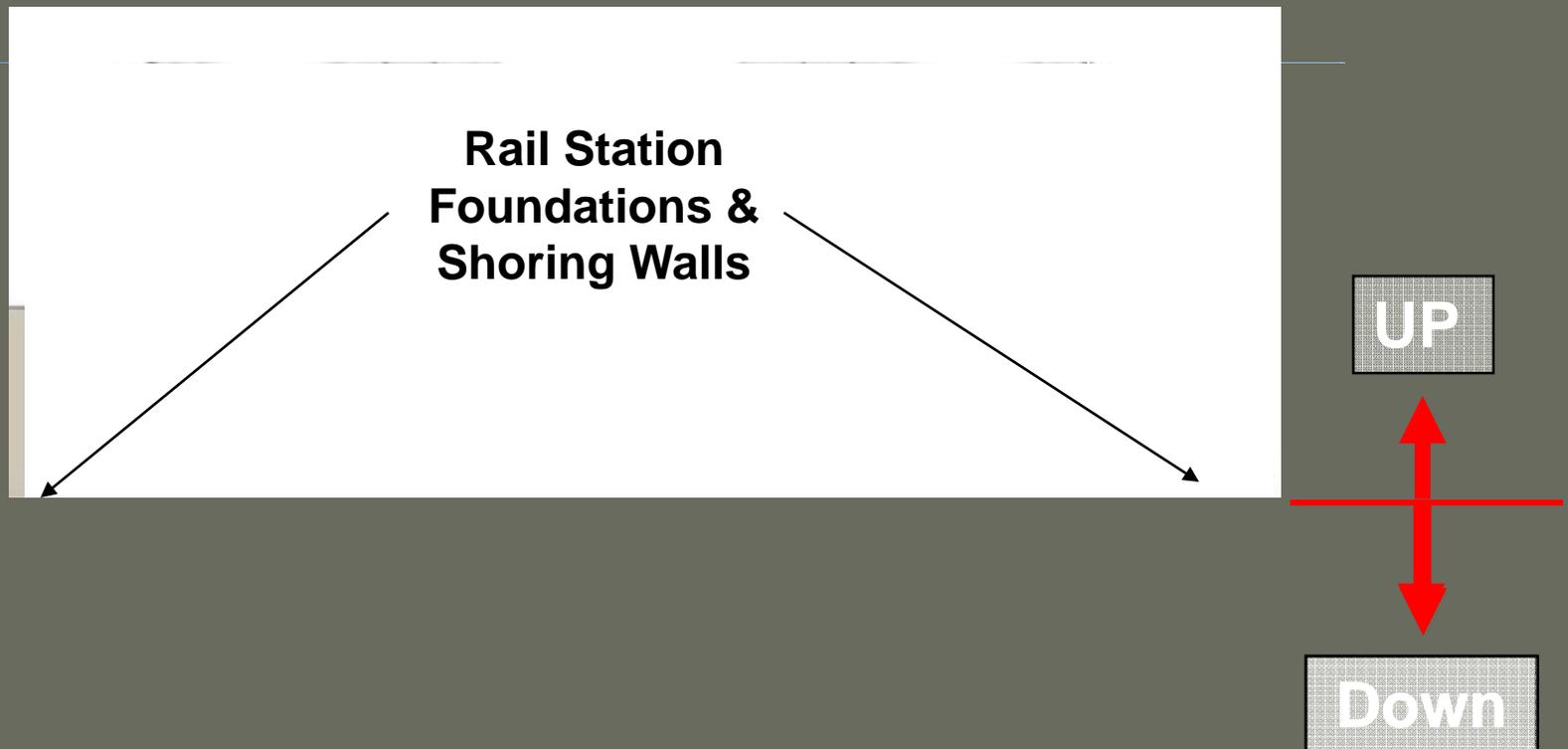
“Top-Down” Transit Center Phasing

- Phase 1: Construct foundation system to accommodate future train station & construct above grade levels of the Transit Center Building for regional and intercity bus operations
- Phase 2: Excavate beneath Transit Center Building and construct Train Mezzanine and Train Platform levels below grade



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“Top-Down” Construction Phasing Strategy





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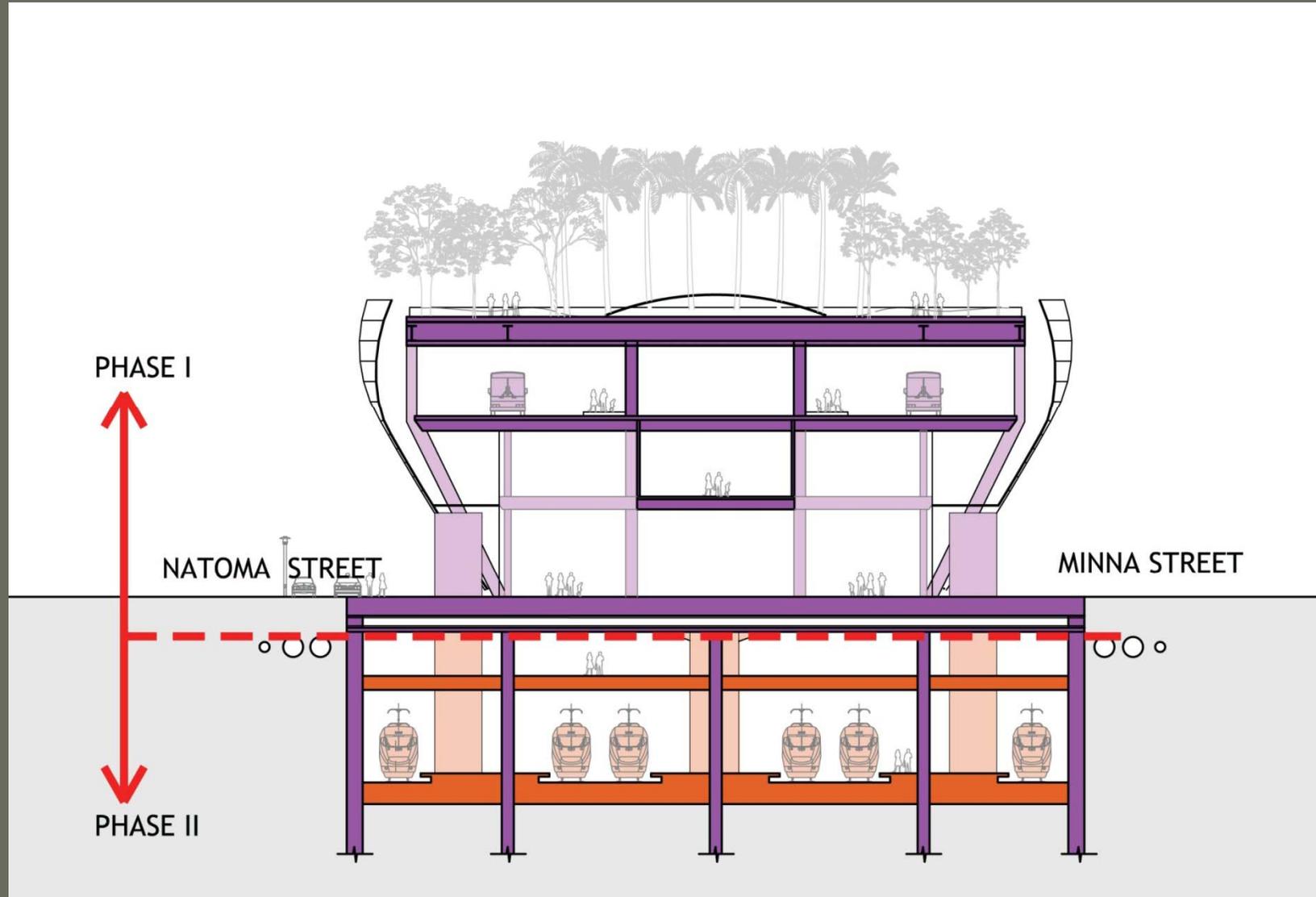
Transit Center Phasing

- The schedule for Phase 1 and Phase 2 of Transit Center construction are not sequential, but overlap.
- The distinction in the Phasing approach is principally a budgetary segmentation.
- The “top-down” approach minimizes the duration of Temporary Terminal operation



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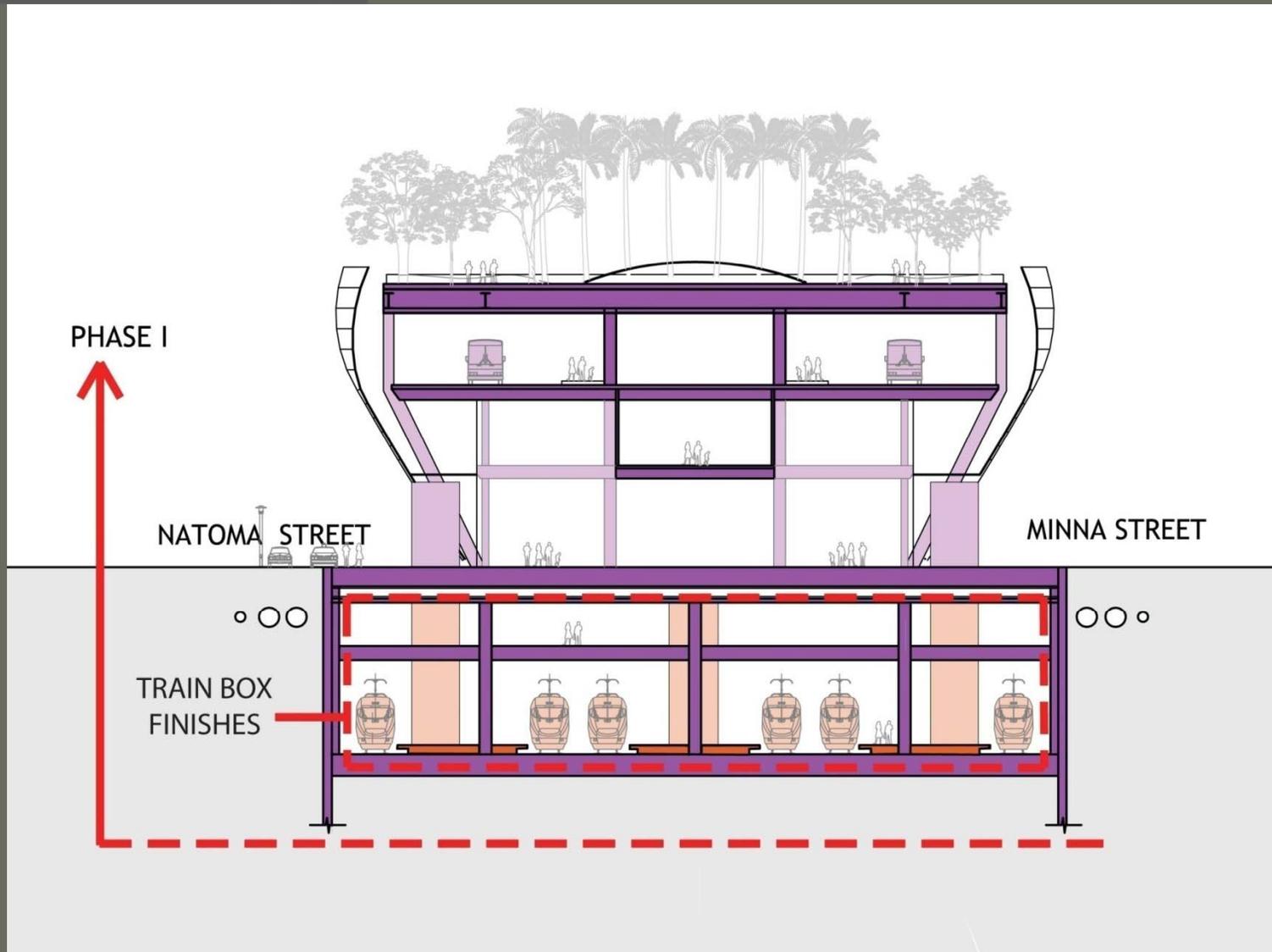
Concept Validation “Top-Down” Approach





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Concept Validation “Bottom-Up” Approach





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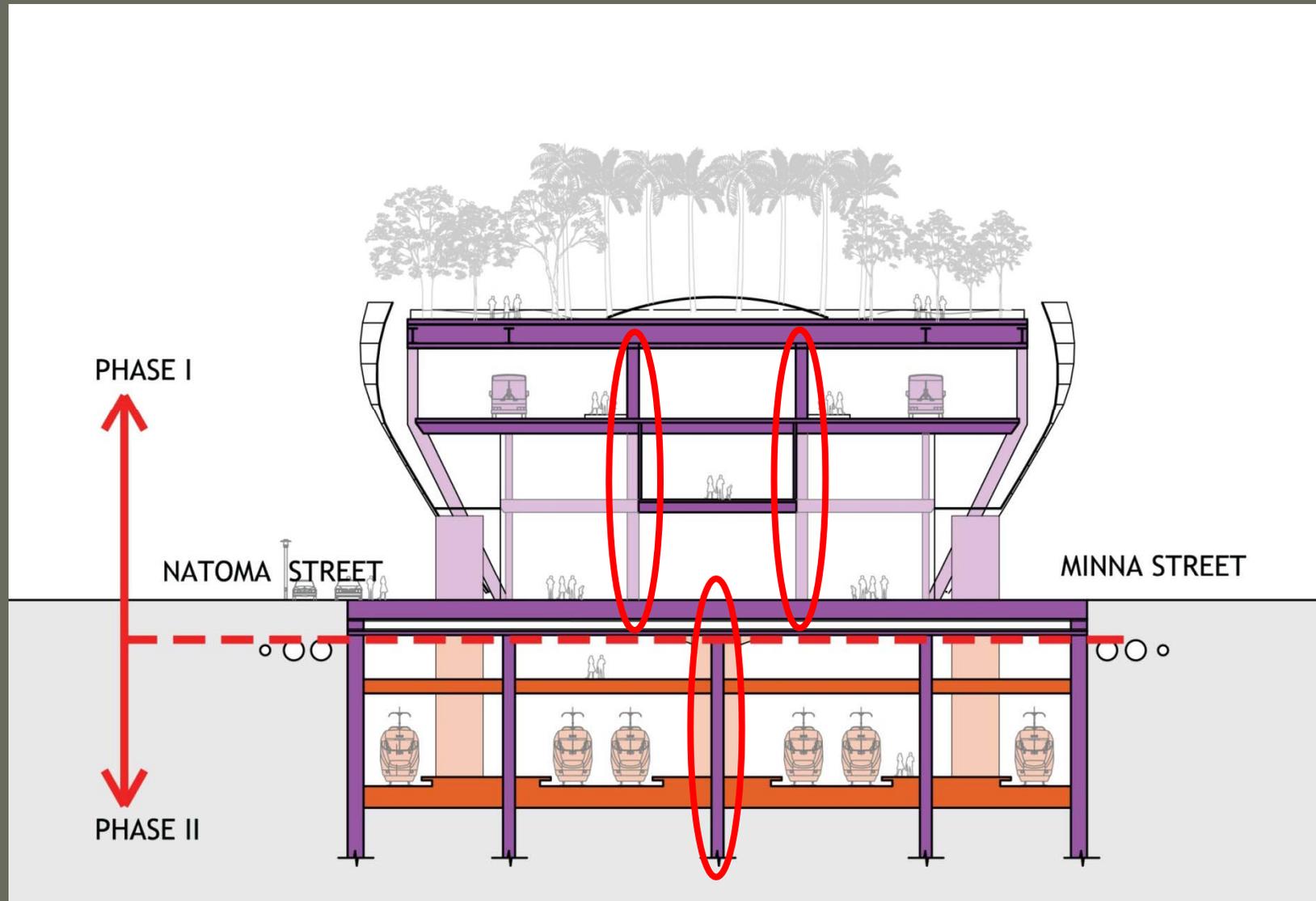
PCPA Concept Validation Conclusions

- “Bottom-up” construction would:
 - Be a more simple approach to the construction of the Transit Center and entail less schedule and budget risk
 - Provide greater flexibility in the structural and architectural design
 - Allow better organization of program spaces
 - Reduce the total Transit Center construction cost by decreasing excavation, shoring wall and drilled pier costs.



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Structural Flexibility Load Transfer





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Cost Impact

Moving to a “Bottom-Up” approach will increase the Phase 1 budget by roughly \$350 million for early ROW acquisition, construction costs, permitting and extended administrative costs



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Funding Options

- The TJPA is pursuing all sources of potential funding to include the train box in Phase 1 under a “bottom-up” construction approach, including:
 - Federal Economic Stimulus
 - California High Speed Rail Bonds, and any potential Federal High Speed Rail funding
 - Uncommitted Regional Bridge Tolls
 - Mello Roos (CFD) Funds
 - New sources such as increased bridge tolls, congestion pricing, local bonds, etc.

CONTACT INFORMATION

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