



DTX Design Update  
and  
American Recovery and Reinvestment Act

April 14, 2009

Transbay Transit Center

TJPA





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## Program Recap

- 2001-2003 Caltrain/TJPA EIR/EIS developed
- 2004 Transbay FEIR/EIS certified
- 2005 Federal ROD and DTX PE contract awarded
- 2005/2006 Conceptual design developed
- 2007 Defined RLPA and Assured HSR Capability
- 2008 Concept Design/Phase 2 Budget established
- 2008 Commence PE (30%) design





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## Current Rail Design (RLPA Configuration)

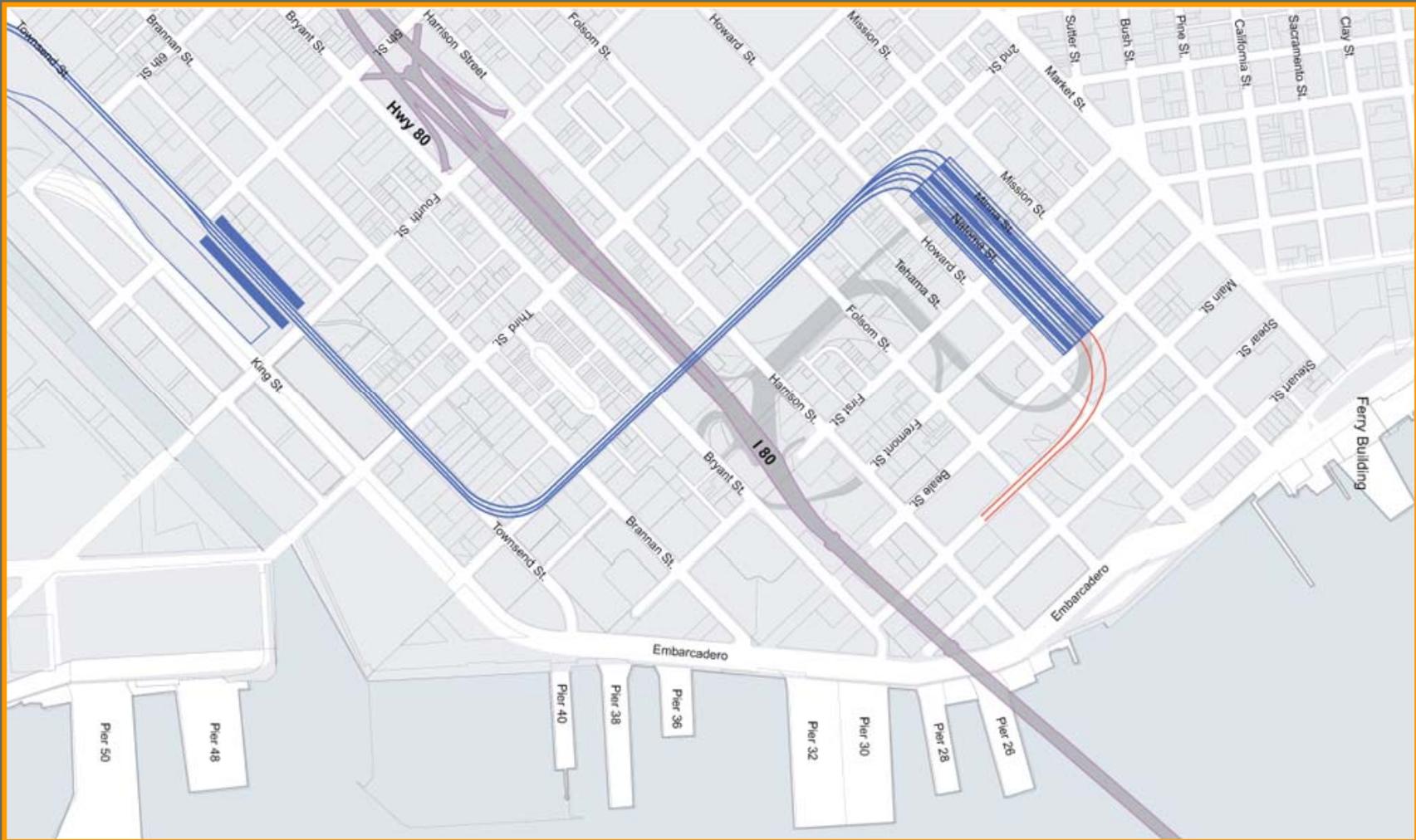
In April 2007, the TJPA Board approved the Refined Locally Preferred Alternative (RLPA) Configuration, comprising the following:

- 2-track lead to DTX tunnel system
- Fourth and Townsend underground station
- 3-track tunnel on Townsend and Second streets
- Transit Center with 3 platforms and 6 tracks
- At-grade rail car storage within Caltrain Yard
- Tail Tracks deferred until operationally required



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# RLPA Configuration





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# Program Status - Schedule

## DTX

- Preliminary Engineering continuing through Q2 of 2010
- Award Final Design Q3 2010
- Award Initial Construction Package Q2 2011





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# DTX Design Criteria

- Draft Criteria issued Aug. 2008
  - DTX design team, Caltrain, CHSRA and stakeholders
- Review comments resolved and incorporated as necessary
  - DTX Design Criteria Rev. A controlled copy Jan. 2009
- Additional comments to be addressed through errata/addenda/revision process

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Program**

**DTX Design Criteria**

**DRAFT** January 2009



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**URS**

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# TTC/DTX Coordination & Interfaces

- Coordination meetings established between design teams
- TTC/DTX design interface
  - Top of rail elevation
  - Seismic compatibility
  - Integrated ventilation design





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# Operations Discussions with Caltrain & CHSRA



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## CHSRA Program Changes

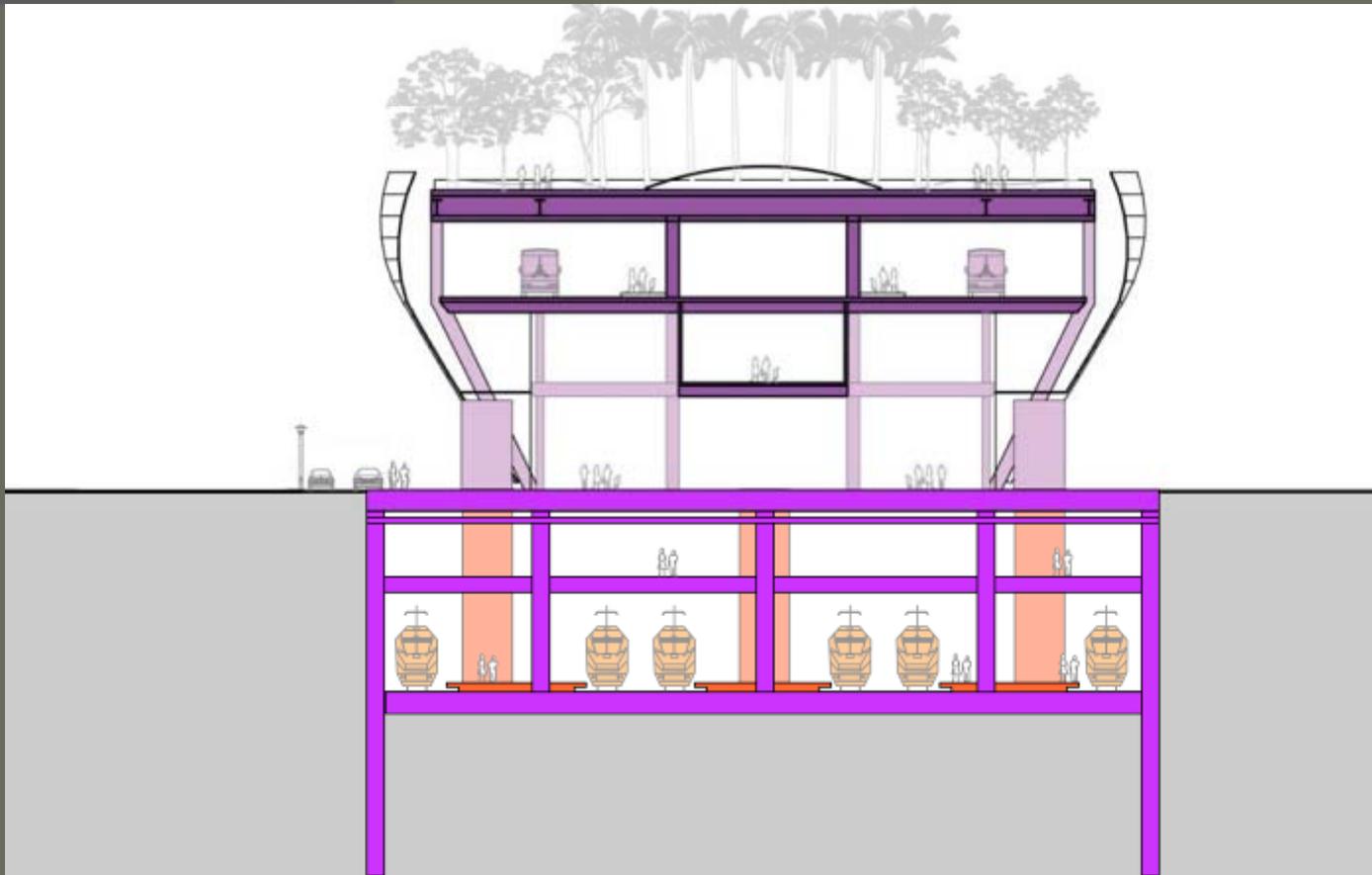
On February 3, 2009, CHSRA provided the TJPA with new operating expectations:

- All trains to the Bay Area will terminate at the TTC
- TTC should accommodate 12 trains per hour
- Train turn-around times – scheduled 40 minutes per train with a 30 minute minimum dwell time
- High-speed rail platforms should be fully-tangent and a minimum of 400 meters in length



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# Current TTC Design

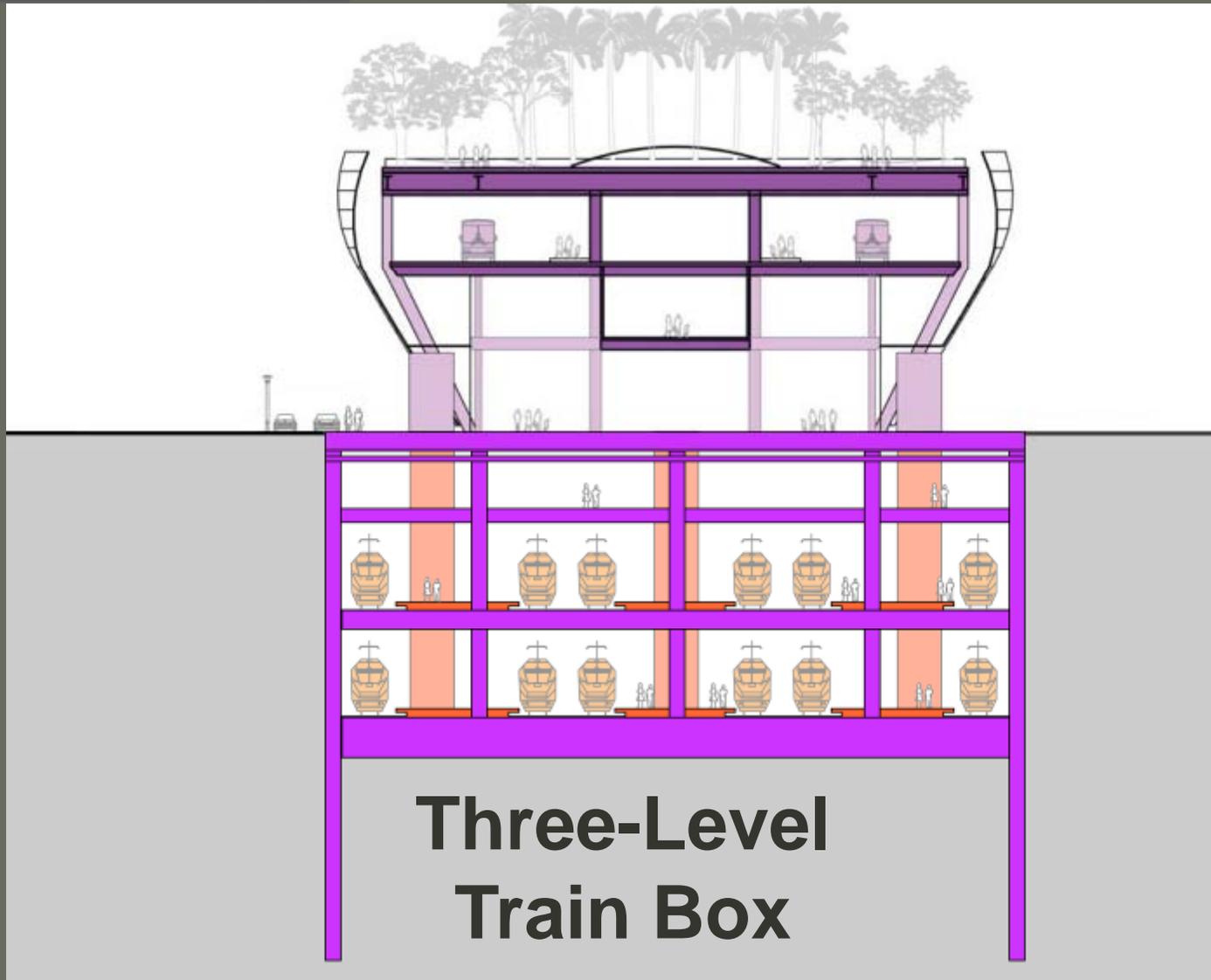


**Two-Level  
Train Box**



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# Revised TTC Section



**Three-Level  
Train Box**



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## Financial Impact of New Requirements

- The additional cost to provide the 3-level train box in the initial Transit Center construction is \$894 million
  - approximately \$500 million more than the cost of building the 2-level train box
- The increased cost of constructing the DTX to serve a 3-level train box will be approximately \$500 million
- Total program cost increase of \$1 billion
- The program cost impact will be \$300 - \$700 million greater to provide a 3 level train box later if it is not constructed in the initial Transit Center build out



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## Current Communications with CHSRA and Caltrain

- Transbay is the preferred destination for Caltrain & CHSRA traffic
- General agreement that two rail levels is not practical and/or cost effective
- Evaluating alternatives in consideration of:
  - physical constraints,
  - operational characteristics, and
  - contingency operations



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# American Recovery and Reinvestment Act (ARRA)



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## American Recovery and Reinvestment Act (ARRA)

- ARRA provides \$8 billion for high speed and intercity rail
- TJPA pursuing ARRA funds for the Train Box
- Transit Center is well positioned for ARRA funding
- On-going conversations with MTC, Caltrain, CHSRA and Caltrans
- FRA to issue Strategic Plan April 17
- Applications due in June