

Fast Start Proposal for DTX and Caltrain Electrification

Presentation to the TJPA Citizens Advisory Committee

By

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

February 14, 2012

Agenda

Peninsula Corridor High-Speed Rail Segment

San Francisco Working Group

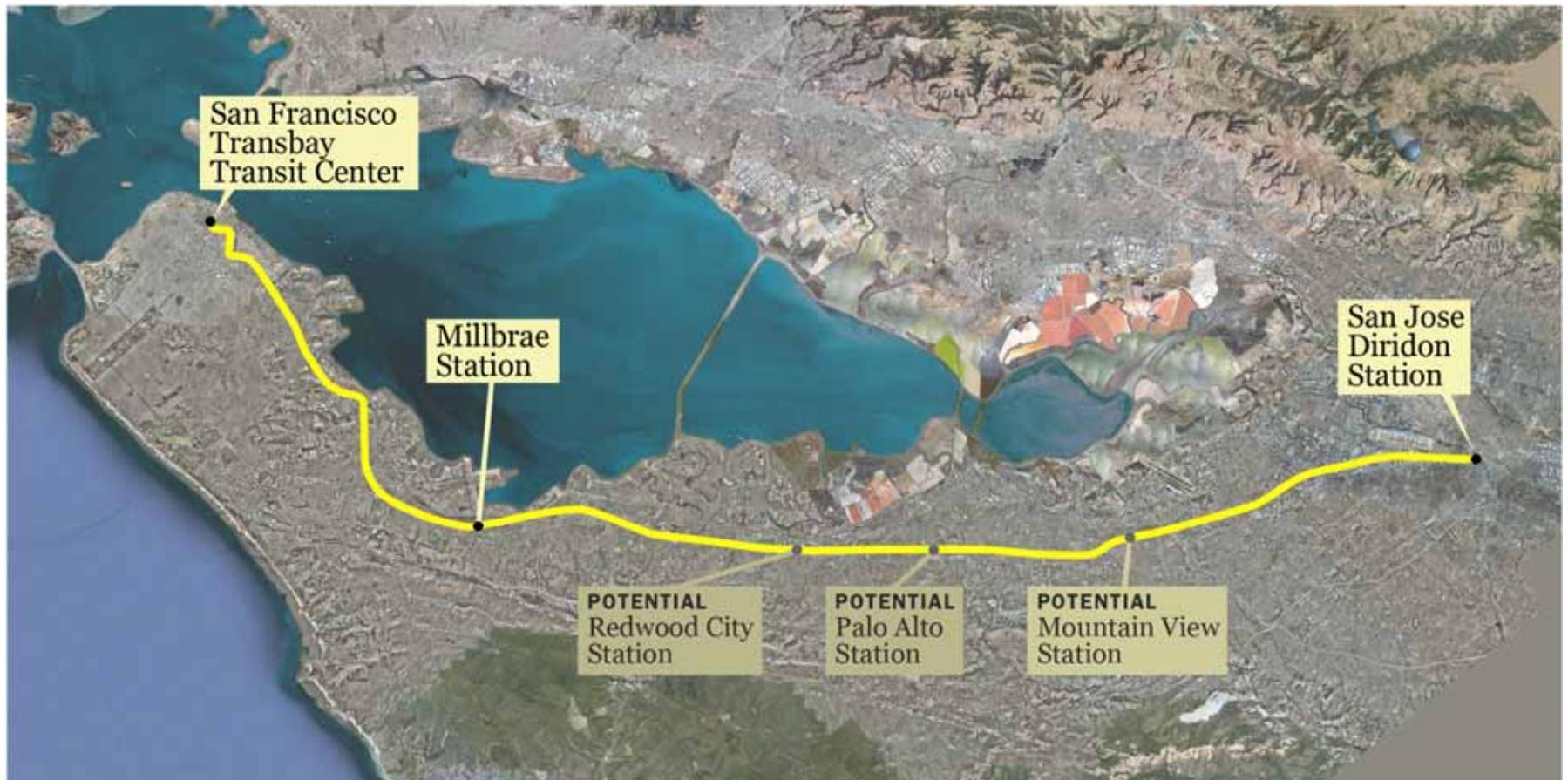
CHSRA Business Plan

Proposal for "Fast Start"

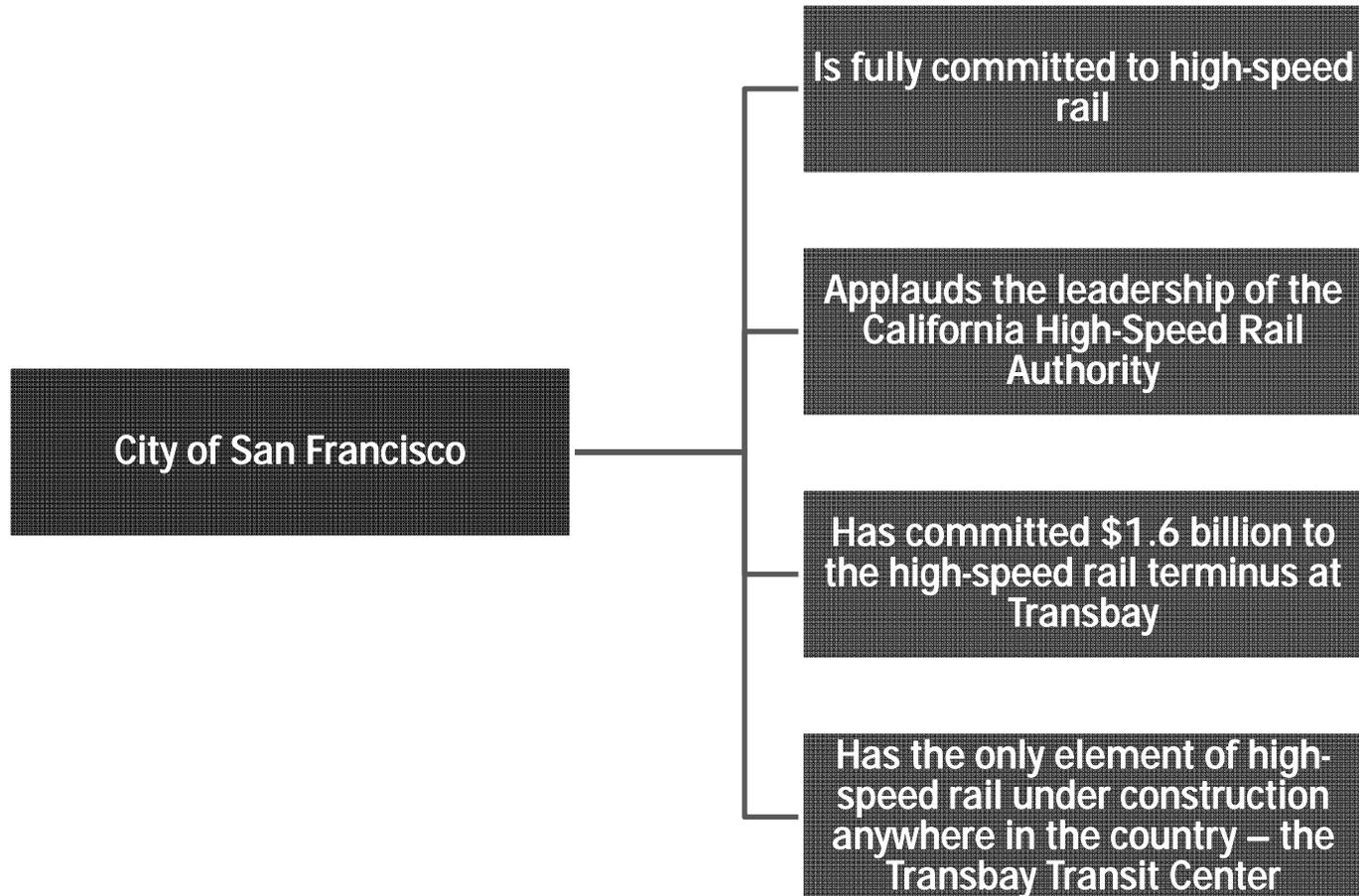
Next Steps



San Francisco Peninsula Corridor High-Speed Rail Segment

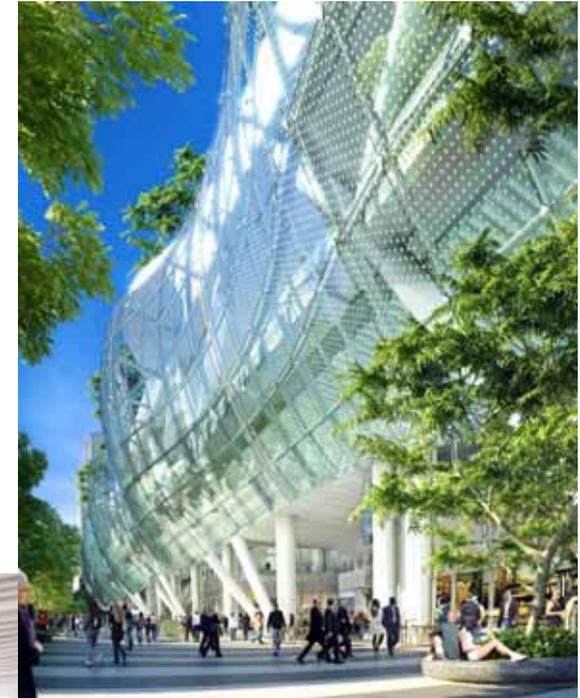


San Francisco Is And Has Been a Champion of High Speed Rail



Transbay Transit Center

- Phase 1 open for service in 2017



TJPA
TRANSBAY JOINT POWERS AUTHORITY



San Francisco High-Speed Rail Technical Working Group – Genesis

- **Concerns with CHSRA Draft Alternatives Analysis**
 - Included terminal options other than Transbay
 - Severe impacts to 16th Street and Mission Bay Drive
 - Reduced street access to Mission Bay
 - Impacted planned Bayshore Caltrain Station and Geneva Avenue Extension
- **Multiple agency interests**
- **Address issues from coordinated San Francisco perspective**
- **Provide a way of developing the City's perspective**



San Francisco High-Speed Rail Technical Working Group - Participants

SAN FRANCISCO
PLANNING
DEPARTMENT

Transbay Joint Powers Authority

SAN FRANCISCO
PLANNING
DEPARTMENT

- San Francisco County Transportation Authority
- San Francisco City Agencies:

- Mayor's Office of Economic and Workforce Development
- Municipal Transportation Agency
- Department of Public Works
- SFMTA | Municipal Transportation Agency
- Public Utilities Commission
- Redevelopment Agency
- Port of San Francisco
- Planning Department



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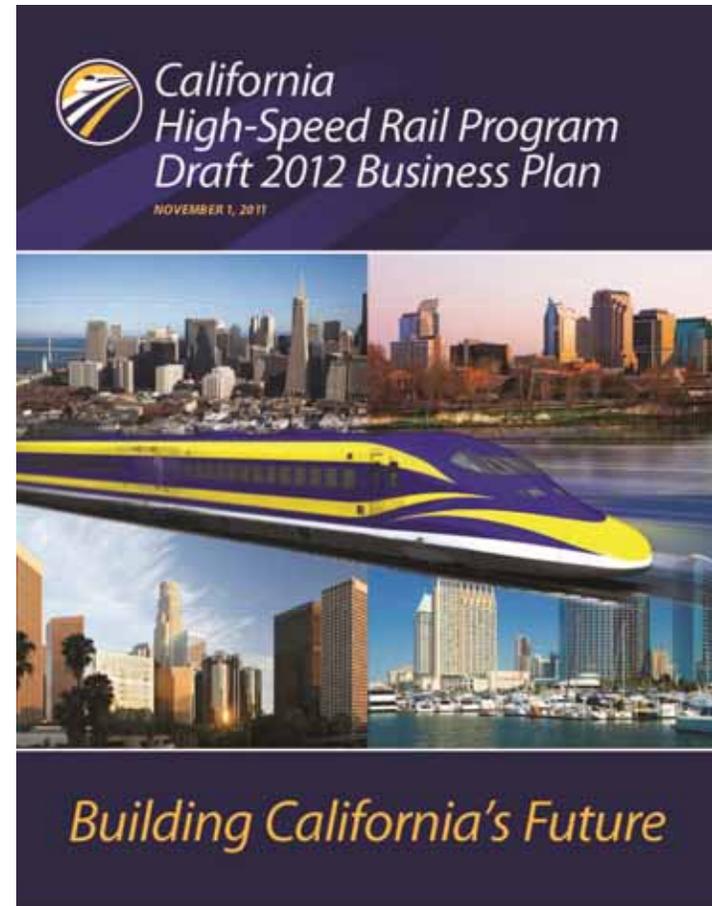
San Francisco High-Speed Rail Technical Working Group - Accomplishments

- Established a forum for City agencies
- Improved coordination with California High-Speed Rail Authority (CHSRA)
- Reaffirmed Transbay as San Francisco terminus
- Identified additional options for rail maintenance facility location
- Established consensus for blended operation of high-speed rail and Caltrain
- Helped persuade CHSRA to adopt blended operation
- Obtained agreement to include City options for 16th Street / Mission Bay Drive in EIS/R



High-Speed Rail Business Plan

- Earlier Business Plans issued in 2008 and 2009
- Required by Prop 1A prior to bond proceeds appropriation
- New Draft Business Plan released for comment November 1, 2011
- San Francisco comments submitted January 13, 2011



High-Speed Rail Project Proposed Phasing

- Initial Construction Section in Central Valley
- Initial Operation Section may be to either San José or Sylmar in 2024
- San Francisco to Los Angeles in 2034



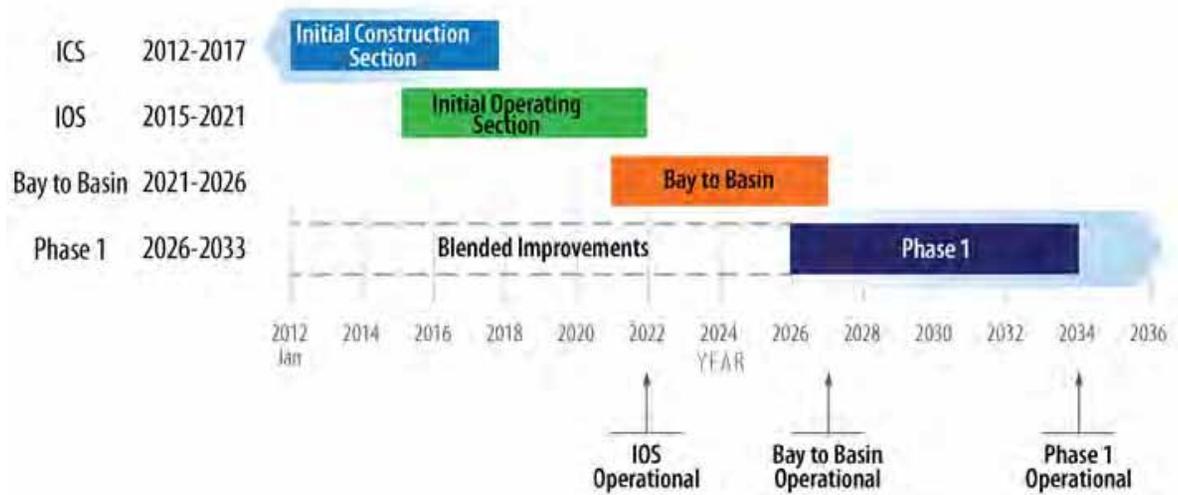
Selected Concerns from Legislative Analyst's Report

- Phase 1 completion delayed from 2020 to 2034
- Phase 1 costs increased from \$43 billion to a range of \$99 to \$118 billion
- Committed funding not identified
- Environmental review completion unlikely prior to 2012 construction start
- Availability of funding to complete usable segment highly uncertain
- Questionable analyses of economic impacts, benefits



San Francisco Concerns with Business Plan Schedule

- “Bay to Basin” service in 2027 only connects San José to San Fernando Valley
- Service from Los Angeles in 2034 only goes to 4th and King in San Francisco
- No schedule for service to Transbay
- Given unidentified funding, schedule is optimistic



Other San Francisco Concerns with Business Plan

Both IOS options are low ridership

\$25 billion spent before first passenger boards a train

Long wait for service could frustrate public

Embraces a form of blended operation but at high cost

Unlikely to attract private funding



San Francisco Peninsula ‘Fast Start’

A way to initiate near-high-speed passenger rail service now

Can be implemented concurrent with Central Valley test track construction

Provides an early high-speed rail experience

Provides the best chance for attracting private funding because of high ridership and joint development opportunities

Creates possibility for Peninsula agreement



San Francisco Peninsula "Fast Start"

Merging of two currently planned projects :

- Electrification of Caltrain from San Francisco to San José
- Caltrain Downtown Extension to Transbay
- Limited additional infrastructure to accommodate both high-speed and Caltrain rolling stock



“Fast Start” can be Implemented Quickly

- **Downtown Extension environmentally cleared**
- **Caltrain Electrification cleared once JPB adopts EIR**
- **Some funding in place**



"Fast Start" - High-Speed Rail Opportunity

- Early delivery of high-speed rail service to the Peninsula
- High ridership
- Model for incremental system-wide expansion
- Best use of available funds



"Fast Start" is Cost Effective

	"Fast Start" (\$B)	Rail Authority Blended (\$B)	Full Build-Out (\$B)
San José to 4 th & King	\$3.0	\$13.6	\$13.6
DTX to Transbay	\$1.5 ¹	-	\$2.6
TOTAL	\$4.5	\$13.6	\$16.2

¹ Reflects expected cost savings due to reductions in scope, deferral of some components, and use of alternate project delivery methods.



"Fast Start" has Higher Ridership

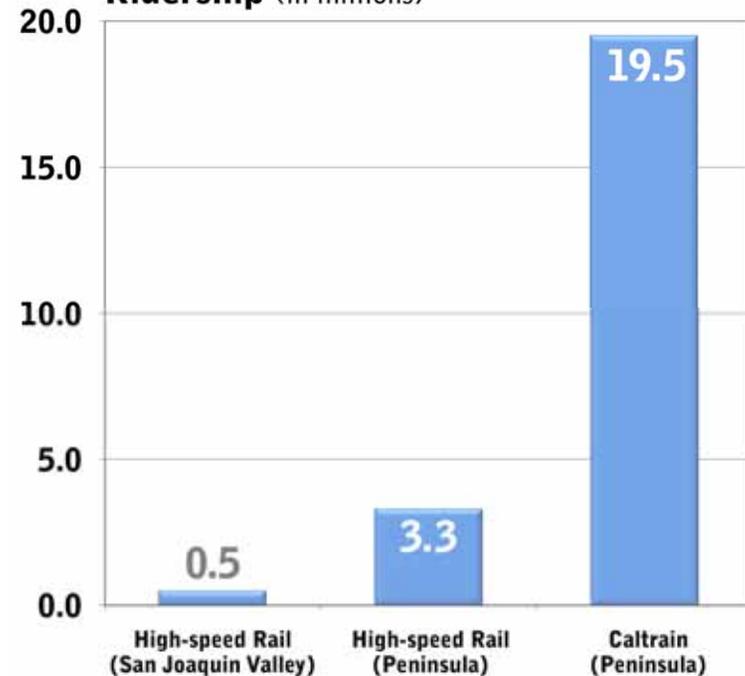
Annual Ridership Projections for 2030

- Central Valley High-Speed Rail – 0.5 million ¹
- Peninsula High-Speed Rail – 3.3 million ¹
- Caltrain – 19.5 million ²

¹ 2012 CHSRA Draft 2012 Business Plan, Draft Technical Memorandum, page 5-12

² SFCTA RPM9 Model, using ABAG Land Use Projections 2007 and 2010

Forecast 2030 Annual Region-to-Region Ridership (in millions)



“Fast Start” is Supported by Caltrain Capacity Study

Preliminary Findings

- Blended system concept has merit
- Potential for up to 10 trains/hour/direction

	No Passing Tracks	With Passing Tracks
Caltrain	6	6
High-Speed Rail	2	4



"Fast Start" Feasibility Study Nearing Completion

To support the efforts of the Working Group, the Authority is completing a feasibility study to:

- Establish reconnaissance-level feasibility
- Evaluate alternative project delivery methods
- Analyze potential alternative funding sources including private investment



“Fast Start” is Generating Agreement ...

... With the idea of a blended operation that accommodates both Caltrain and high-speed rail

... That the Peninsula wants high-speed rail service sooner rather than later

... That cost reductions and increased funding are needed

... That “Fast Start” should be done simultaneous with the Central Valley construction segment



San Francisco's Next Steps in Supporting Successful Implementation of "Fast Start"

Support Caltrain in completing Capacity Analysis, Service Plan, and Grade Crossing & Traffic Analysis

Complete "Fast Start" Initial Operating Project feasibility study

Work with local, Peninsula interests and Rail Authority to develop "Fast Start" implementation plan

Promote consensus among San Francisco, San José, Peninsula communities and CHSRA



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Thank you



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