

Transbay Program Overview

Citizens Advisory Committee

April 2021



About TJPA

- Team located in the Transit Center
 - Operating a World Class Transit Center and Extending Rail into Downtown San Francisco

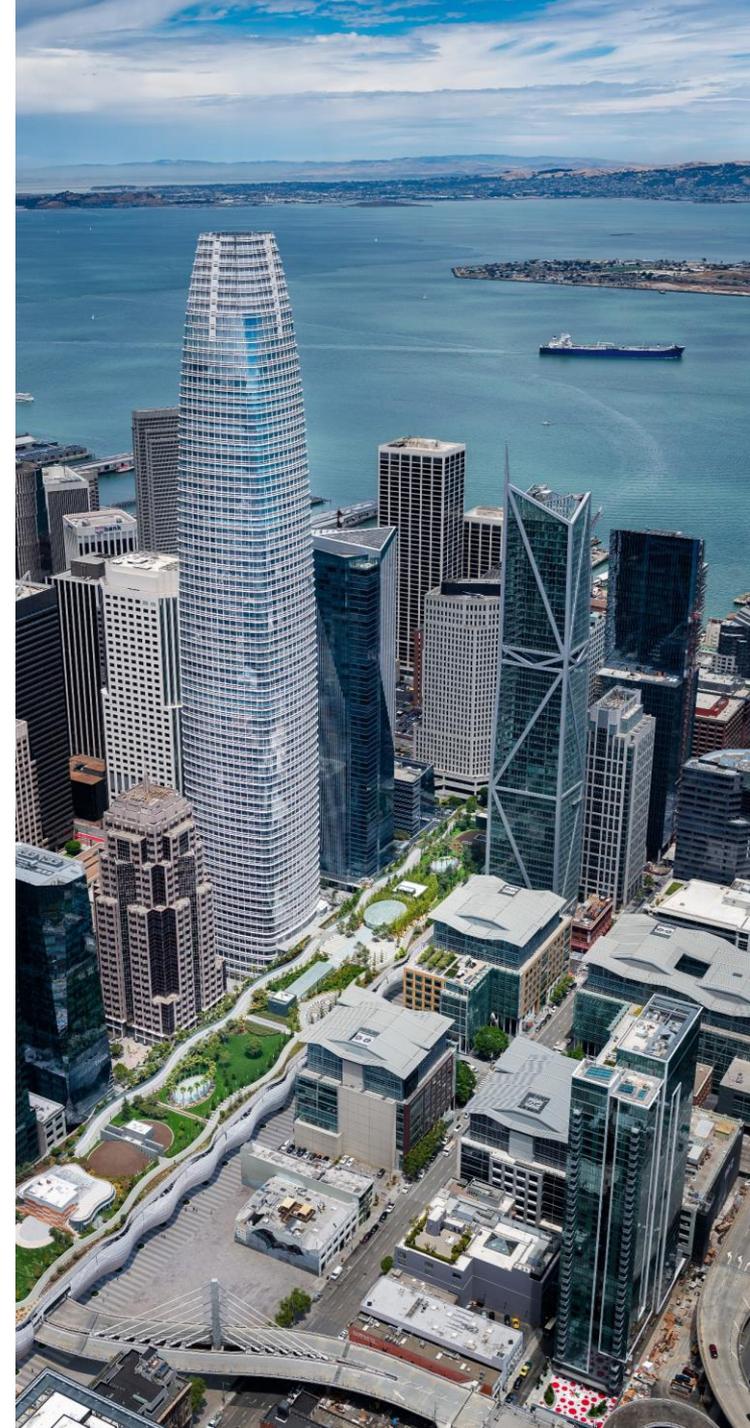
- Today's meeting:
 - Nila Gonzales, Interim Executive Director
 - Dennis Turchon, Senior Construction Manager
 - Erin Roseman, Chief Financial Officer
 - John Updike, Facility Director
 - Rodney Harris, Chief Security Officer
 - Stephen Polechronis, Interim DTX Project Director
 - Lily Madjus Wu, Communications & Legislative Affairs Manager

Transbay Joint Powers Authority (TJPA)

- In 1999, City voters approved a ballot measure to extend the northern terminus of Caltrain from south of downtown to a new transit station at the site of what was the existing Transbay Terminal
- TJPA was created under State law in April 2001
- The agency is charged with design, construction and operation of a new transit center and associated facilities

Joint Powers Authority Member Agencies

- City & County of San Francisco
- Alameda-Contra Costa Transit District
- California High Speed Rail Authority
- Peninsula Corridor Joint Powers Board
 - City & County of San Francisco
 - San Mateo County Transit/Caltrain
 - Santa Clara Valley Transportation Authority





Transbay Program

1. Replace former Transbay Terminal with a multi-modal Transit Center
2. Create a transit-oriented neighborhood featuring housing (35% affordable housing), open space, offices and shops
3. Extend Caltrain and California High Speed Rail service into downtown San Francisco

Transbay Project Area (Before)

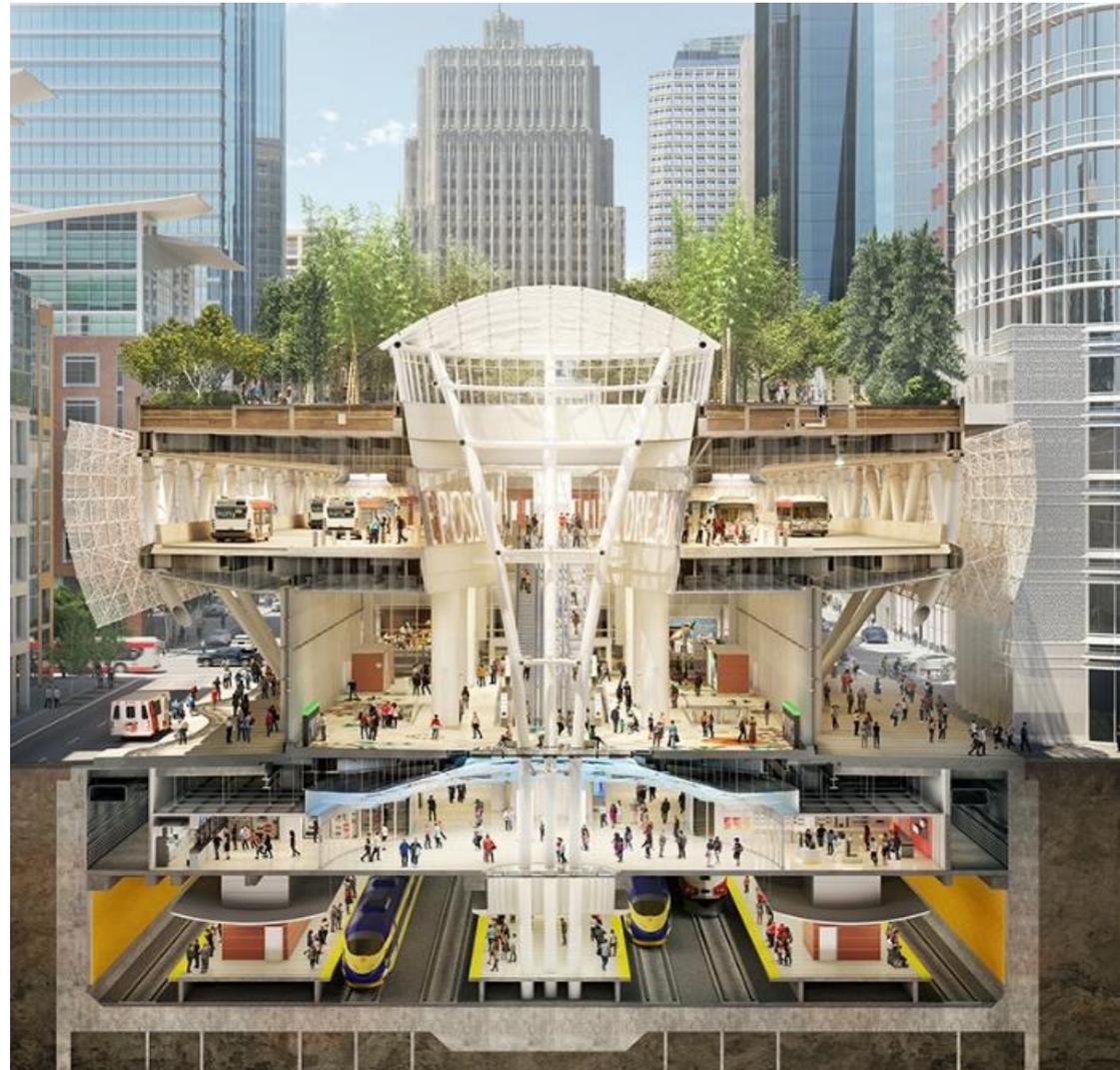


Transbay Project Area (After)



Salesforce Transit Center

- Opened in August 2018
- Six-story multi-modal facility
- Bus and retail services currently operational
- Trainbox built through \$400M FRA ARRA funding in 2010



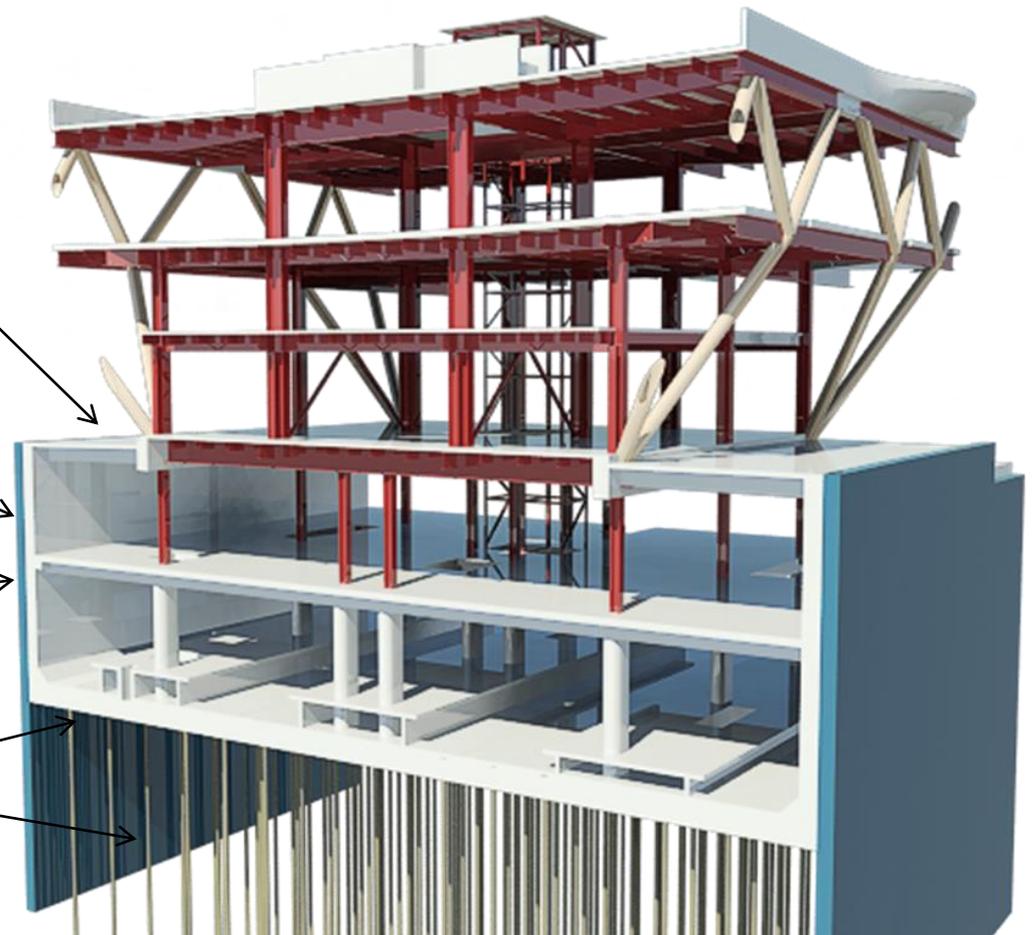
TrainBox and Structural Steel Components

Trainbox concrete lid installed Q2 2015 through Q2 2016.

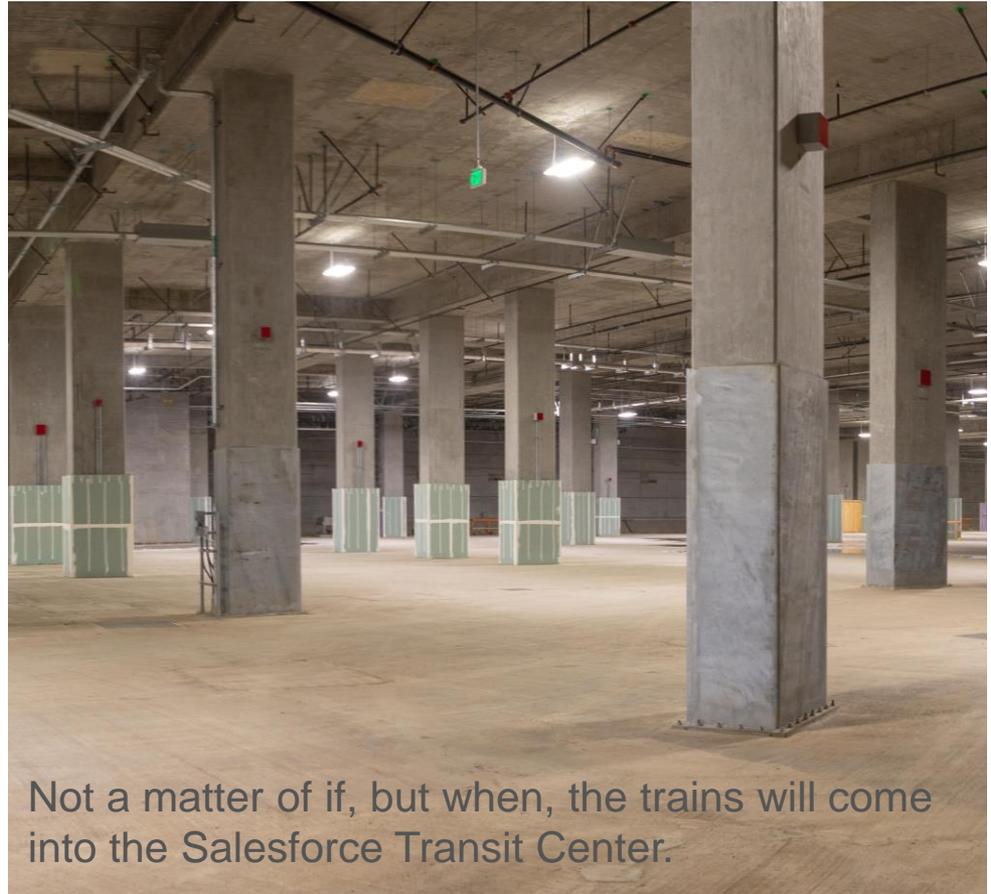
Wall pours until the end of 2015.

The last Lower Concourse pour was June 2015.

All 1896 Micropiles and Mat Slab concrete completed in 2014.



Trainbox - Located in Basement



Not a matter of if, but when, the trains will come into the Salesforce Transit Center.

Transit Center

Jobs Across the United States of America

Washington

Thompson Metal, Vancouver
Steel Columns & Transfer Girders
Insulfoam, Puyallup
Insulation
McClean Iron Works, Everett
Steel Frames

Idaho

Base Line Irrigation, Boise
Irrigation Products

Oregon

Marks Metal Tech, Clackamas
Rolling & Metal Forming
Oregon Sandblasting, Tualatin
Metal Prep & Coating
Oregon Iron Works, Clackamas
Girders, Basket Columns
American Steel, Portland
Supply Steel Plates

California

Gordau, Napa / San Diego/Long Beach
Reinforcing Bars
XKT Engineering, Vallejo
Cruciform SLRS Vertical Members
Bratton Masonry Inc., Fresno
Masonry
Mageby, San Jose
Pendulum Bearings
ISAT, La Mirada
Seismic Anchors
TWI, Los Angeles
Curtain Wall Steel Frames
Harris Rebar, Livermore
Reinforcing Bars
Pacific Erectors, Rocklin
Metal Wall Panel System
The Herrick Corp, San Bernardino
WF Shape, SLRS Steel Members
DYWIDAG-Systems, Long Beach
Reinforcing Bars/HS Rods
NMI Industrial, Sacramento
Steel for Stairs
Desert Mechanical, Sylmar
HVAC, Plumbing
Mason Industries Inc, Anaheim
Seismic bracing and Isolation

Montana

Microlab, Bozeman
Power Splitter/Couplers

Wyoming

Barold, Colony
Slurry for CIDH Piles

Nevada

Performance Pipe, Reno
Geothermal System

Southwest Specialty,
Las Vegas
Metal Ceilings

Kansas

Bradken, Atchison
Large Steel Shapes
Viiega, Wichita
Pipe Fittings



Colorado

Rail Service Corp, Lakewood
Transit Communications Systems
Johns Manville, Denver
Insulation Systems

Arizona

Stinger Bridge & Iron, Coolidge
Cable Stay Steel Plates
Coyote Steel, Fountain Hills
Steel Beams for Falsework
Clayton National, Scottsdale
Fireproofing
Vinyltech Corp, Phoenix
PVC Pipes

North Dakota

GPK Products, Fargo
PVC Pipe Fittings

South Dakota

Daktronics Inc, Brookings
Bus Ramp Changeable Message Signs

Nebraska

G4S Technology, Omaha
Security Systems
Diamond Plastic, Grand Island
PVC Pipe

Missouri

Bradken, St. Joseph
Cast Nodes
Architectural Systems, Monett
Metal Panels
Carboline, St. Louis
Performance Coatings
H.E. Williams, Carthage
Light Mountings
Bull Moose Tube, Chesterfield
Mechanical & Structural Tubing

Minnesota

Innovent, Minneapolis
Indoor Air Handling Unit
Valspar, Minneapolis
Extrusion Coatings
Twin City Hose, Rogers
Flexible Metal Hose

Iowa

EFCO Corp, Des Moines
Concrete Forms
Elco Const., Decorah
Metal Fasteners, Anchors
Viking Pump, Cedar Falls
Pumps

Illinois

Delta Structures Inc, Addison
Space Frame Design & Fab
Scot Forge, Spring Grove
Forged Pins
Circle Metal Specialties, Alsip
Custom Steel Design & Fab
Allied Tube & Conduit, Harvey
Rigid Steel
Larson Engineering, Chicago
Curtain Wall Engineering
General Cable, Highland Heights
Electrical Cable
Republic Conduit, Louisville
Electrical Conduit

Kentucky

General Cable, Highland Heights
Electrical Cable
Republic Conduit, Louisville
Electrical Conduit

Michigan

Williams Form Eng, Belmont
Supply HS Rods
Ward Connector, Holland
HVAC Components

Indiana

Crown Corr, Gary
Curtain Walls/Awning
RACO, South Bend
EMT Fittings
Nibco, Elkhart
Flow Control Products
Thermafiber, Wabash
Mineral Wool Insulation

Wisconsin

Wisconsin Centrifugal,
Waukesha
Spun Cast Pipes
Weil Pump Co, Cedarburg
Water Heaters/Controls

Ohio

Lincoln Electric, Euclid
Welding Wire & Machines
Metal Tek, Sandusky
Span Cast Pipe
Artco, Hannibal
Steel Plates
The Dyson Corp, Painesville
HS Rods
Picoma Industries, Cambridge
EMT Elbows, Steel Conduit
Columbia Eng, Rubber, Vandalia
Rubber Bellows
ClarkDietrich, West Chester
Steel Framing

Maine

Woods End Labs, Mt Vernon
Analytical Soil Testing

New Hampshire

Burndy, Manchester
Pipe Compression Connections

New York

Hohmann & Barnard, Hauppauge
Waterproofing
Watson Bowman Acme, Amherst
Structural Sealing Joint System
Karp Assoc Inc, Melville
Access Doors

Massachusetts

Berry Plastics, Franklin
Waterproofing
Sarnafil, Canton
Waterproofing

Rhode Island

APC, West Kingston
Uninterrupted Power Supply

Connecticut

Bridgeport, Stratford
Electrical Fittings
United Tech. Co., Farmington
Security Systems

Belimo, Danbury

Actuators
American Airworks, Sophia
Breathing Air Systems

Pennsylvania

Ward Mfg, Blossburg
Pipe Fittings
ArcelorMittal, Coatesville
Steel Plates

Chapel Steel, Pottstown

Steel Plates
ESAB, Hanover
Welding Materials

Wheatland Tube Co., Scranton

Conduit Locknuts, Bushings
PPG Industries, Pittsburgh
Industrial Coatings

Utah

Star Seismic, Salt Lake City
Seismic Braced Frames

New Mexico

Insight, Rio Rancho
LED Lighting

Oklahoma

Hilti, Tulsa
Firestop Products, Anchors

Texas

Encore Wire, McKinney
Grounding Cable
VSL, Fort Worth
Cable Stay Bridge
Joy Global, Longview
Special Fabrication
Wyman-Gordon, Houston
Light Column Rings
De Neef, Houston
Waterstops

Louisiana

Bradken, Amite
Steel Shapes, Cast Nodes
Gordon Inc, Bossier City
Metal Ceiling Design
Fiber Soils, Baton Rouge
Landscaping Materials

Mississippi

ARA, Vicksburg
Engineering Services

Tennessee

Grace, Mount Pleasant
Foundation Water Proofing
Typar Geosyns, Old Hickory
Root Control Barriers

Arkansas

Nucor-Yamato, Blytheville
Steel Shapes
GRT Robber Tech, Paragould
Bearing Pads

Florida

Berg Steel Pipe, Panama City
Steel Shapes
Trulite, Tamarac
Laminated Glass
Gunderlin, Hialeah
Elevator Cabs

Alabama

Reliable, Geneva
Louvers
Jay R. Smith Mfg, Montgomery
Landscape Drainage
US Pipe and Foundry Company
Pipes

Georgia

Gardner Metal Sys., Acworth
Curtain Walls
Southwire Co., Carrollton
Flexible Steel Conduit
PNA Construction, Atlanta
Dowel Aligners & Plates
Superior Essex, Atlanta
Fiber Optic Cables
Tencate Miraf, Pendergrass
Mechanical Pads

Total Jobs Created

Local: 13,508* | Beyond SF Bay Area: 10,550

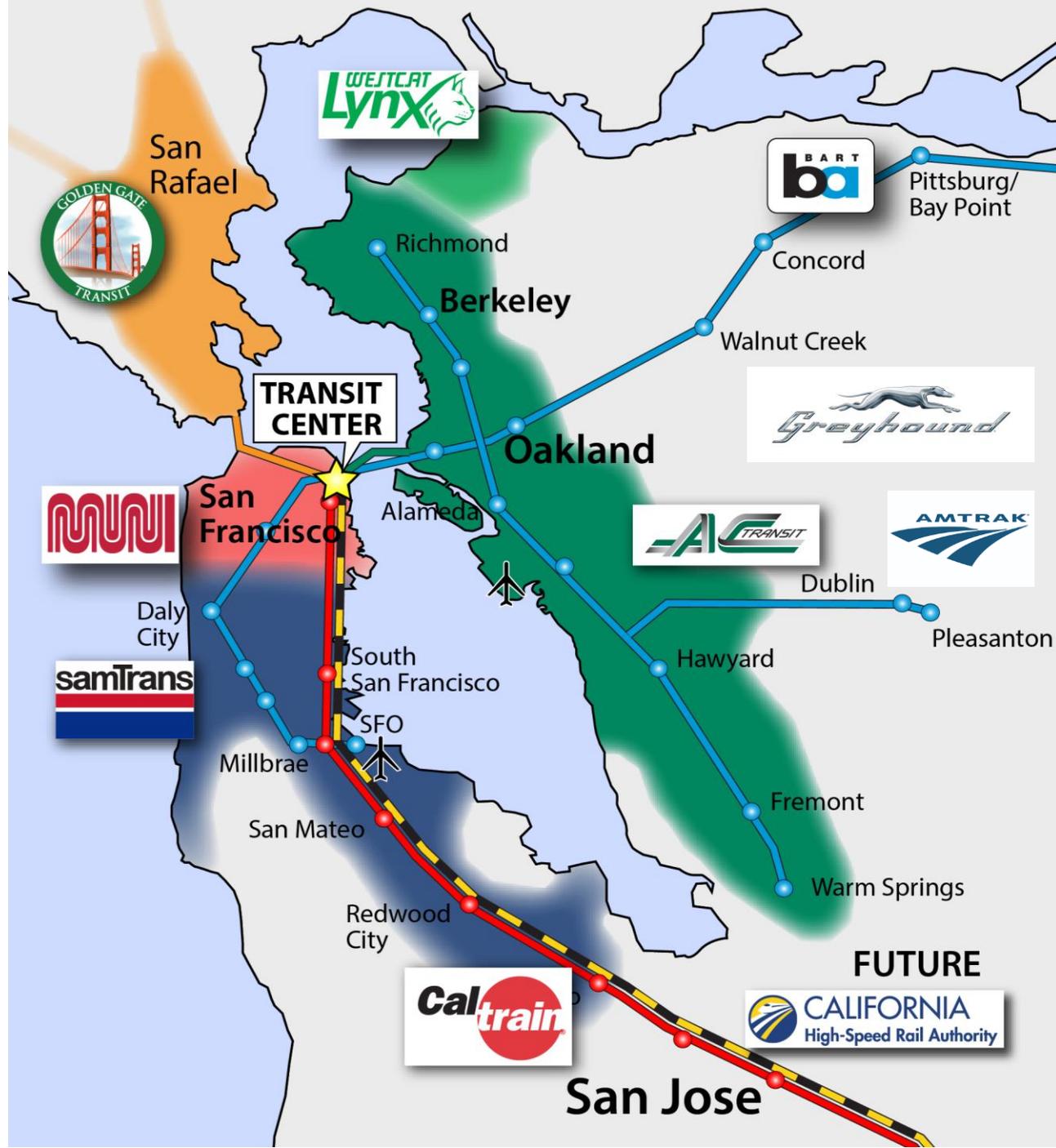
Cities: 500+ | Companies: 900+

Off-site Jobs Created



* Jobs created in the San Francisco Bay Area from demolition of the old Transbay Terminal, Transit Center and Bus Ramp.

Regional Integrated Transit System



Funding

Erin Roseman



Operational

Revenues

- Salesforce Naming Rights
- Retail Leasing
- Advertisements
- Sponsorships/Events
- Bridge Tolls
- Bus Operators
- Community Benefit District
(Special Assessment for
Rooftop Park)

Expenses

- TJPA Administration
- Security
- Asset Management
- Maintenance/Janitorial
- Rooftop Park
- Insurance
- Cybersecurity/IT
- Transit Center Utilities

Innovative Funding & Financing for Capital Projects

Land Sales of former State-owned parcels:

Total Projected Amount: \$714 million

- Phase 1 = \$669 million
- Phase 2 = \$45 million

Net Property Tax Increment:

- Repayment Mechanism for 2020 TJPA 2020 Bonds
- Allows for \$200-\$340 million Phase 2

Mello-Roos Community Facilities District:

- Phase 1 = \$262-\$362 million (for capital and debt service)
- Phase 2 = \$275-\$454 million

Transportation and Open Space Impact Fees



Facility Operations

John Updike





SITE OPERATIONS: TRANSIT

- Bus Plaza - SFMTA and Golden Gate Transit
- Bus Deck - AC Transit, Westcat Lynx, Greyhound and Muni-Treasure Island
- Adjacent to the Grand Hall at the corner of Mission and Fremont - SamTrans and Amtrak



ROOFTOP PARK

Open daily with activities in conformance with applicable public health orders



RETAIL

- Transit Center Retail Nearly 80 Percent Leased
- Colliers is broker for TJPA
- 7 vacant spaces under active negotiations

Tenant Improvements

	The Program 2010	2017 - Current
Ground Level	Specialty retail, food (7 food, 7 retail)	Mostly restaurants (20 food, 3 retail)
Second Level below bus deck	Food court	Fitness SF
Second Level above bus plaza	Offices	Offices and services
Space sizes	Large	Small



Site Operations: Status of Tenancies Where Construction is Complete

1. Onsite Dental* - Nov 18, 2019
2. Fitness SF* - Dec 27, 2019
3. Philz Coffee (2x) – March 11, 2020
4. Verizon* - November 11, 2020
5. Spring Fertility* – April 1, 2021
6. Kaiser – July 2021

*currently open for business

Remaining Tenant Space Key Dates

Q4 2020 Turnover, Q3 2021 Opening

- Happy Lemon – 836 sf
- Poke House – 1,075 sf
- Venga Empanadas – 691 sf

Q1/Q2 2021 Turnover, Q3 2021 Opening

- Charley's Philly Steaks – 971 sf
- Dim Baos – 1,950 sf
- Tycoon Kitchen – 687 sf

Q2 2021 Turnover, Q3/Q4 2021 Opening:

- Acquolina – 2,073 sf
- Per Diem – 3,256 sf
- Eddie Rickenbacker's – 2,300 sf



Common Area Improvement - Gender Neutral Restroom Project Completion: January '21

Security Operations

Rodney Harris



Security Operations Team

Security Operations Center

- 24/7/365 Centralized Command & Control Center

TJPA Security Management

- Daily operational oversight
- Manage and mitigate risks
- Implement security strategies and initiatives

Field Security Officers

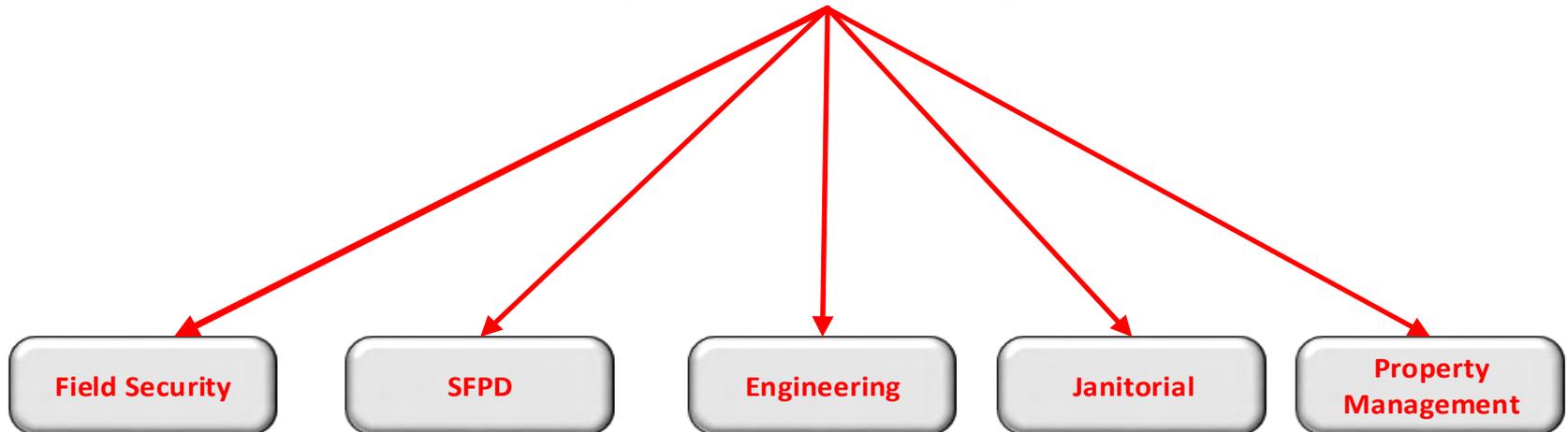
- Strategically deployed throughout the transit center to deter crime and enforce TJPA's Park Rules & Regulations and Code of Conduct

SFPD

- Augments Field Security personnel
- Investigate crimes concerning local ordinances and State Law
- Identify perpetrators of crimes and make lawful arrests
- If needed, can request additional resources from SFPD or CHP



Response



Physical Security Systems

- **IPSecurityCenter** PSIM provides operators with real-time Situational Awareness through a Common Operating Picture (COP) and following an alert, alarm or event presents step by step process guidance, ensuring complete compliance to security policies.
- Sub systems include:
 - Access Control
 - Area of Refuge Phones
 - Situational Awareness
 - Everbridge (MNS)
 - Video Management & Analytics
 - Emergency Call Box Intercoms
 - Valor Incident Management System
 - Alertus (ECS)

PHASE 1 – CAC MEMBER QUESTIONS

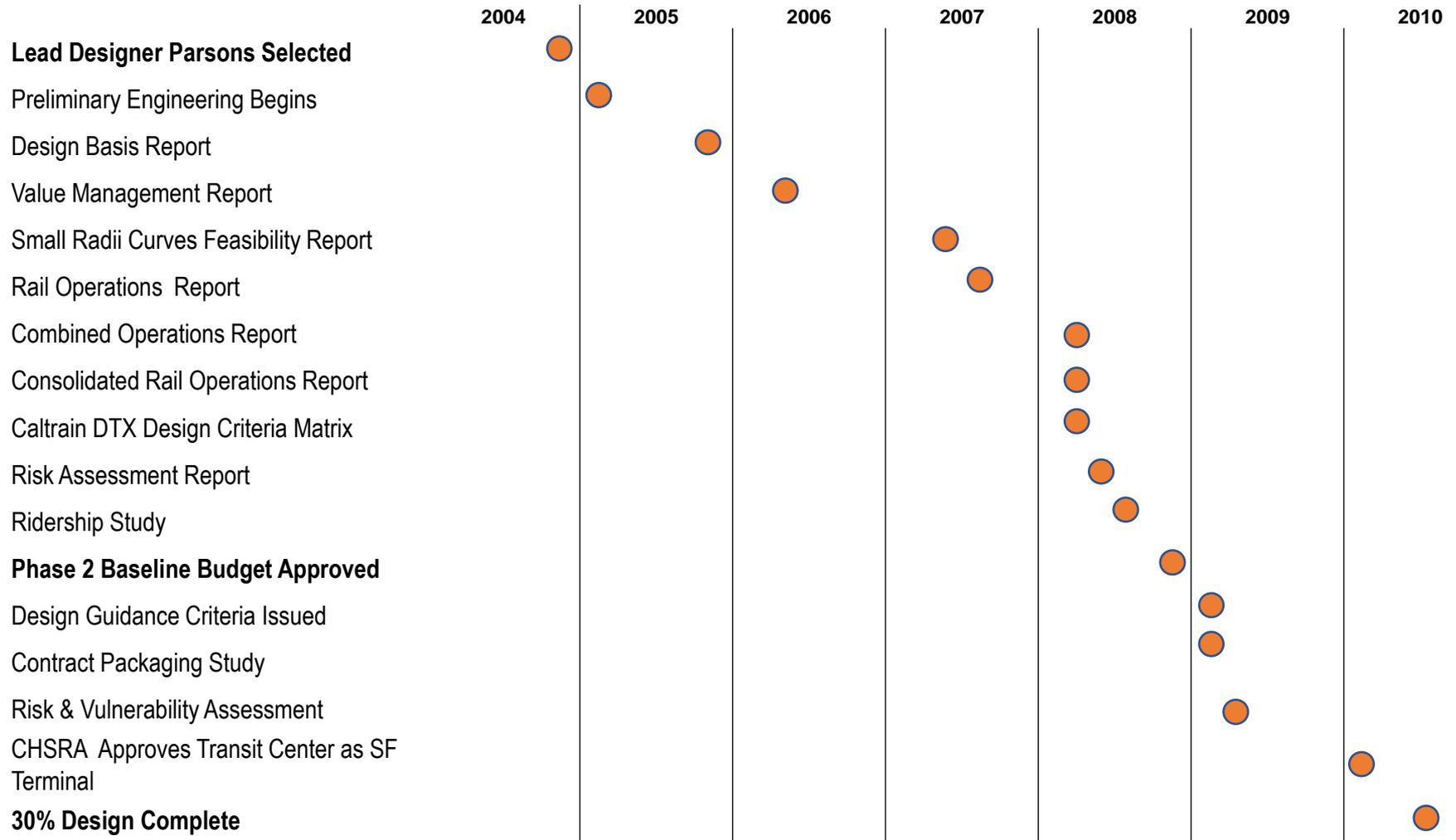


PHASE 2 Downtown Rail Extension

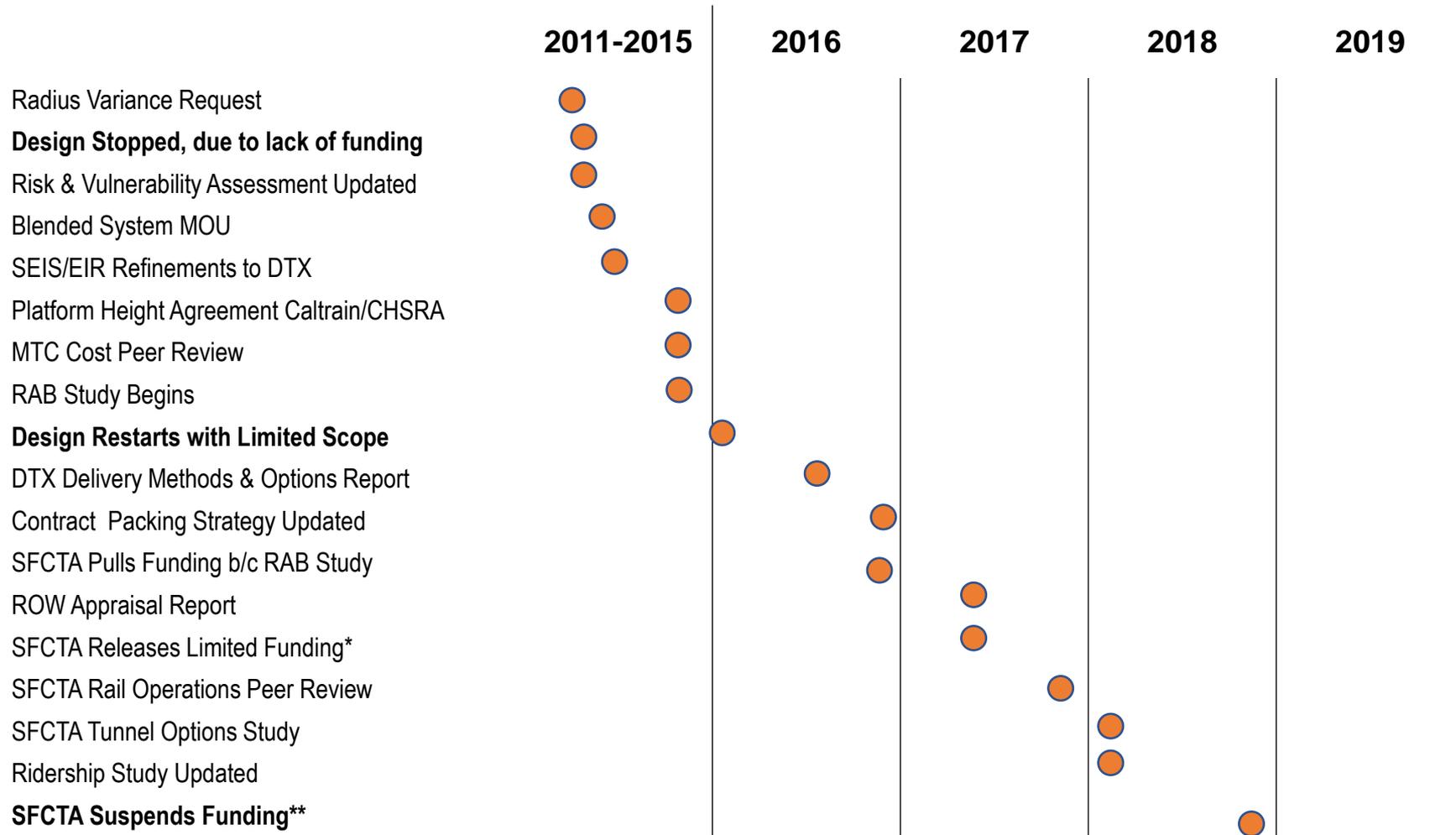
DTX VIDEO

<https://www.tjpa.org/videos/transbay-phase-2-dtx>

Phase 2 History 2004 – 2010



Phase 2 History 2011 – 2019

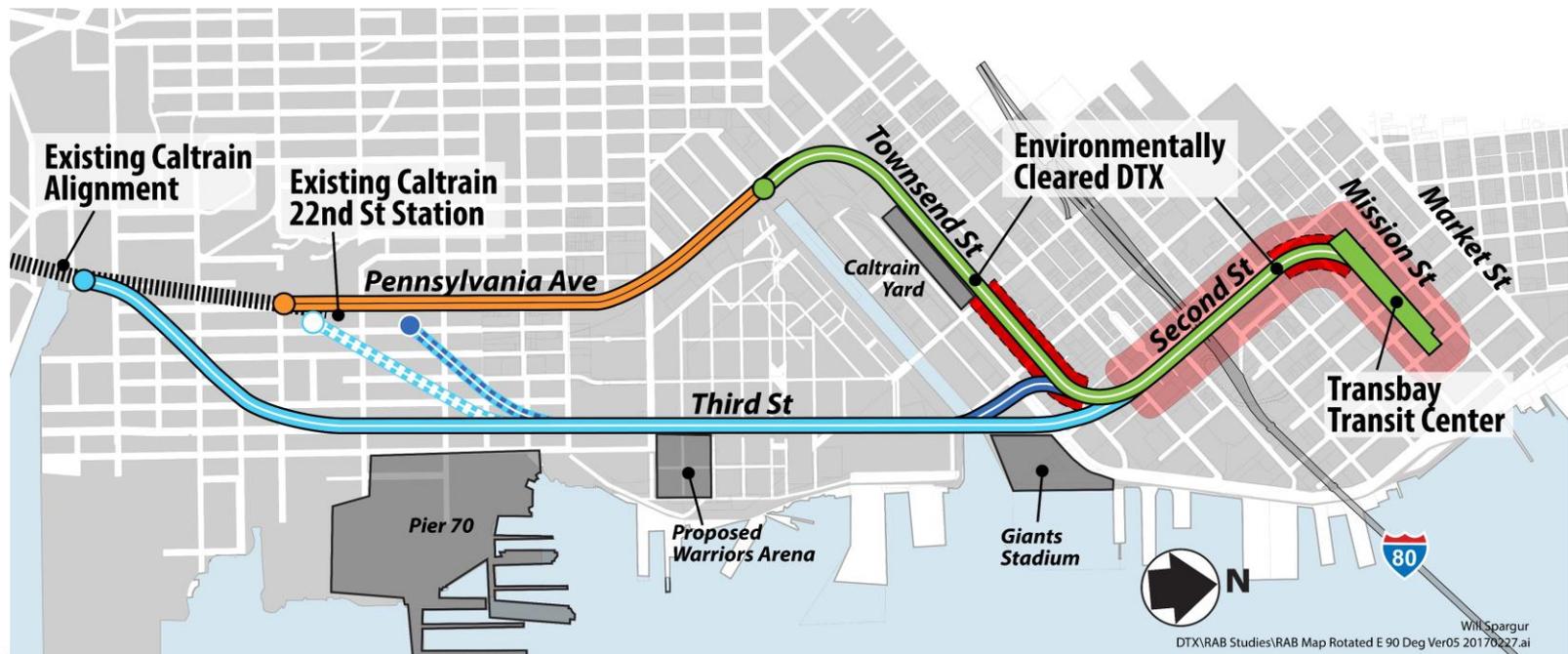


* Funding limited to Phase 2 components unaffected by the RAB Study

** Funding suspended until conditions met in SFCTA Board Resolution 19-18

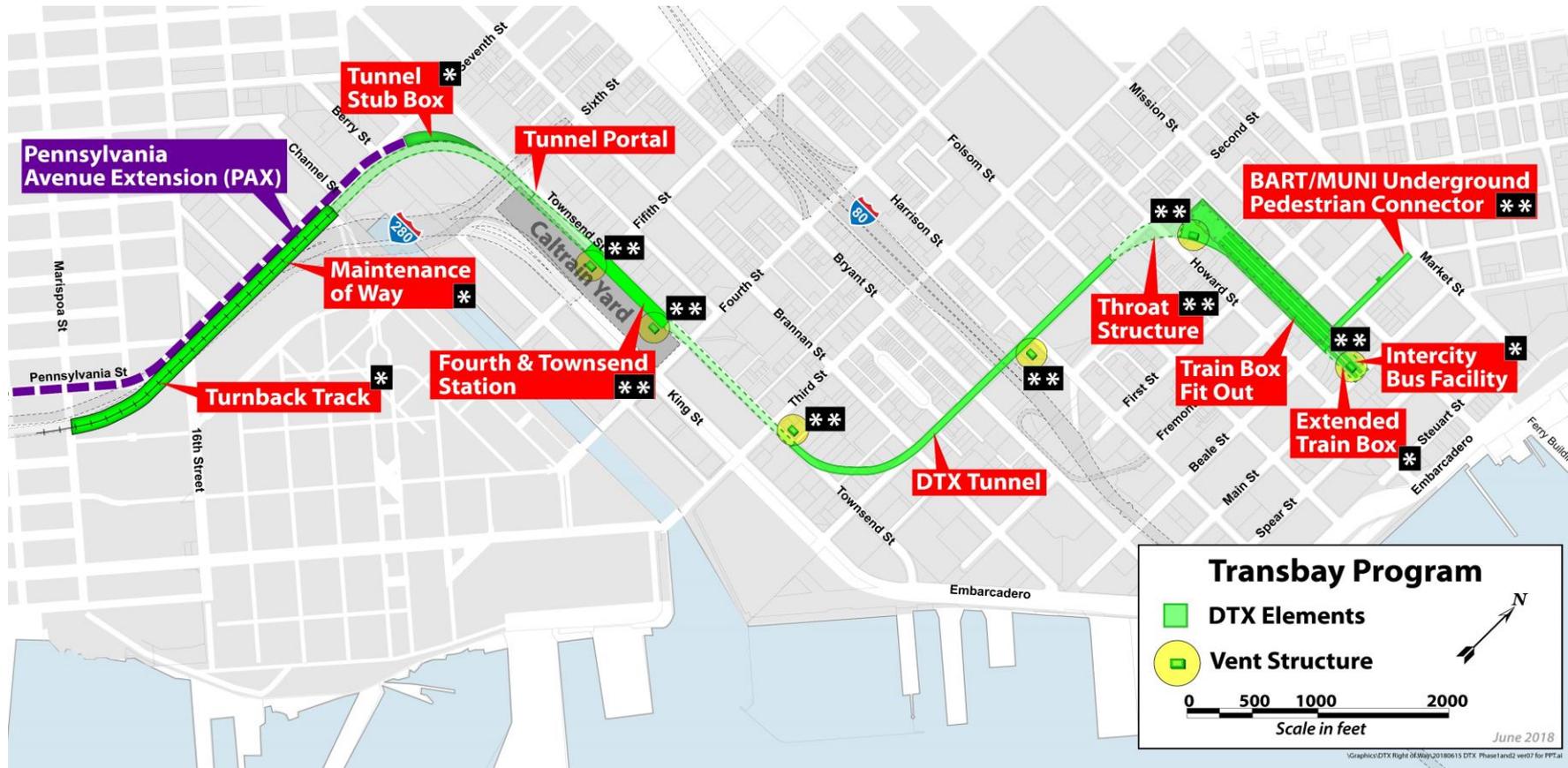
Rail Alignments & Benefits (RAB) Study

- **2014:** San Francisco Planning Department begins the RAB study
- **2018:** Phase I of the RAB Study, the technical feasibility assessment, completed
 - The recommended alignment is the Pennsylvania Avenue alignment, which comprises the environmentally cleared DTX and an extended tunnel under Pennsylvania Avenue



Phase 2 Scope

Element added (*) or modified (**) in the SEIS/EIR

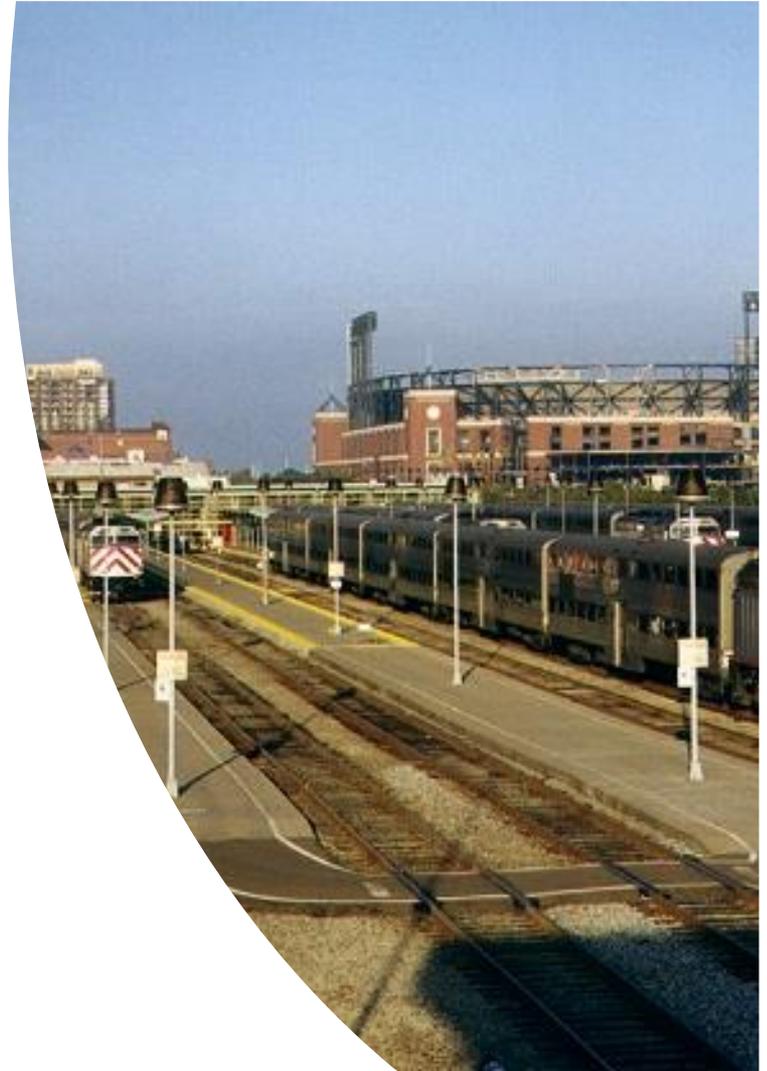


Environmental Clearance

- 2004** TJPA certifies the Program's Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR)
- 2005** FTA issues Record of Decision
 - 2006 – Addendum #1
 - 2007 – Addendum #2
 - 2008– Addenda #3 & #4
 - 2009– Addendum #5
 - 2011– Addendum #6
- 2010** Final EIS Reevaluation and Record of Decision issued by FRA
- 2018** TJPA certifies the Program's Final Supplemental EIS/EIR
- 2019** FTA anticipated issuance of Record of Decision on Final Supplemental EIS/EIR

Rail Operations Key Elements

- Service
 - Number of Trains
 - Peak Period Headways
 - Schedule Performance
- Engineering
 - Number of Tracks
 - Tunnel Construction
 - Platform Assignments
 - Tail Tracks
 - Storage Tracks
 - 4th & Townsend Station



Rail Operations Study

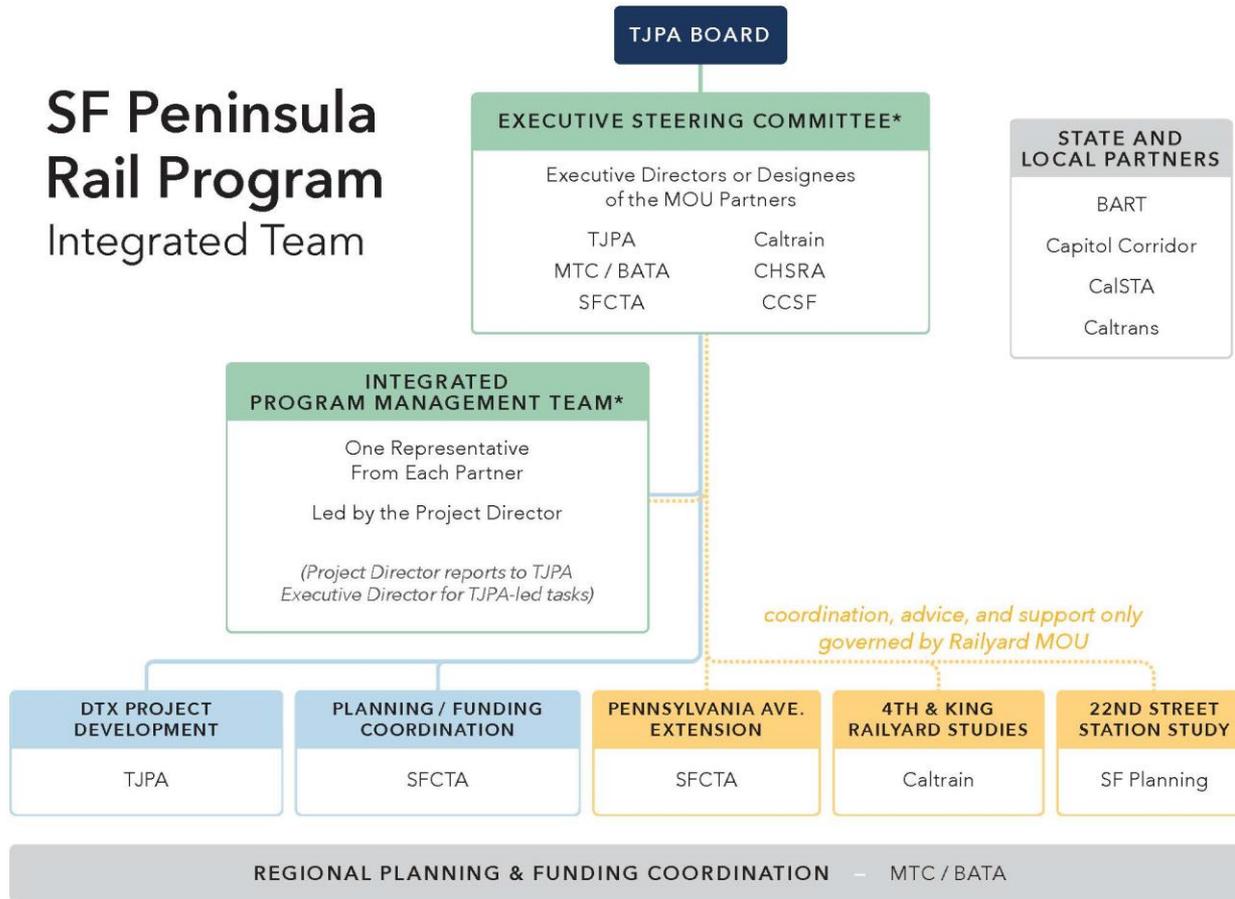
- **2007:** Rail operations report
- **2008:** Combined operations report
- **2008:** Consolidated rail operations report
- **2017:** Rail operations study – 2 tracks vs 3 tracks



CURRENT PROJECT STATUS

Continued Collaborations & Partnerships

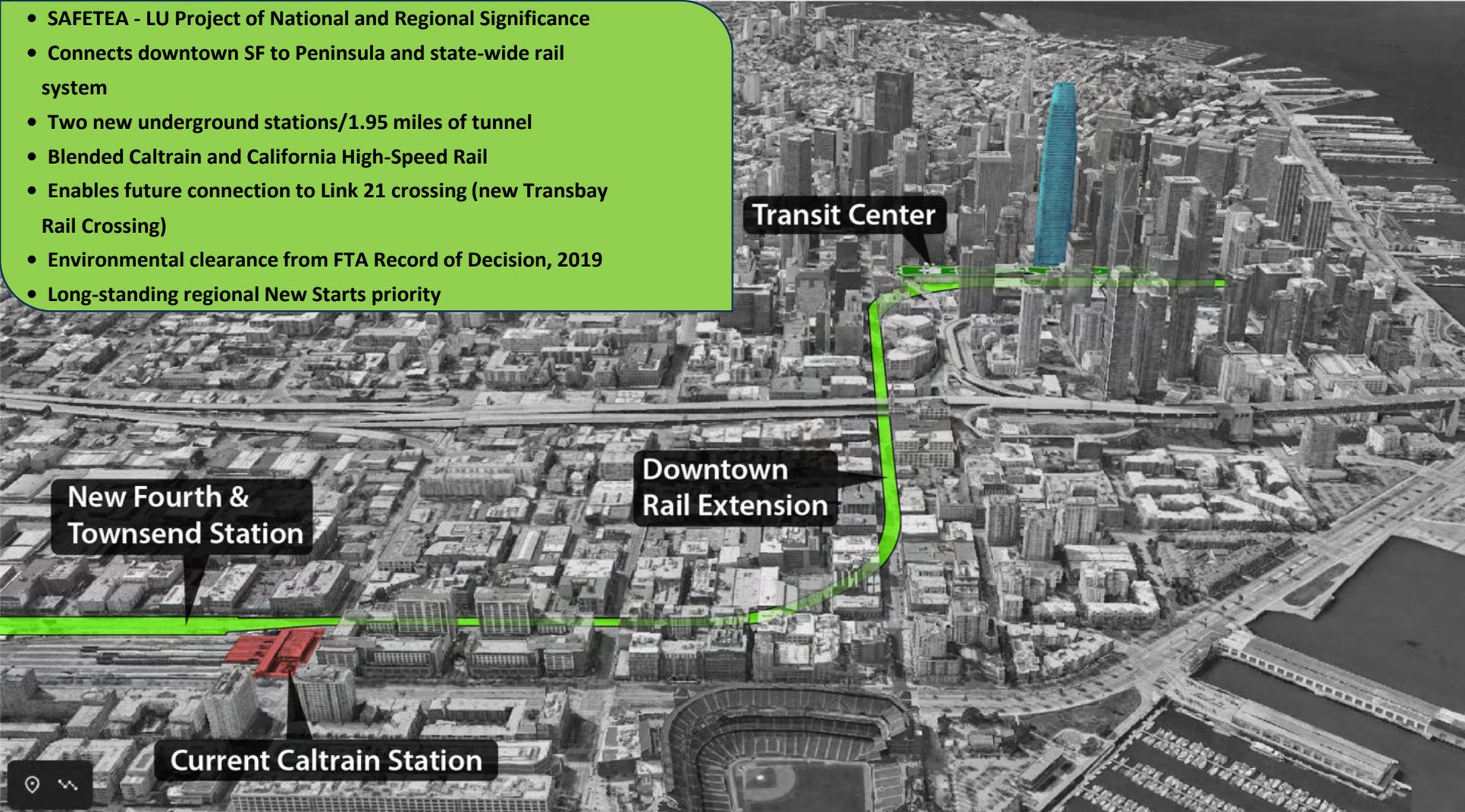
SF Peninsula Rail Program Integrated Team



- Partner Agencies
- Transbay Joint Powers Authority
- Metropolitan Transportation Commission
- California High-Speed Rail Authority
- Peninsula Corridor Joint Powers Board
- City and County of San Francisco
- San Francisco County Transportation Authority

* Consistent with and limited to the Summary Work Program (Attachment 2) defined by the San Francisco Peninsula Rail Program MOU approved by TJPA Board on April 9, 2020

- SAFETEA - LU Project of National and Regional Significance
- Connects downtown SF to Peninsula and state-wide rail system
- Two new underground stations/1.95 miles of tunnel
- Blended Caltrain and California High-Speed Rail
- Enables future connection to Link 21 crossing (new Transbay Rail Crossing)
- Environmental clearance from FTA Record of Decision, 2019
- Long-standing regional New Starts priority



New Fourth & Townsend Station

Downtown Rail Extension

Transit Center

Current Caltrain Station

Key Rail Connection



- Estimated **90,000 riders per day***
- **Seamless transfers** between local and regional transit services
- **One-seat rail ride** into downtown San Francisco
- **Mega-regional access** to housing and employment

* Average of Caltrain, CHSRA, and TJPA ridership estimates

Environmental and Economic Benefits



- **Reduces congestion** on US-101, one of the most congested corridors in the Bay Area
- **Improves air quality and reduces vehicle miles traveled** (8.5 million metric tons of CO₂ reduced/year)
- **Improved health benefits** valued at \$8 million from reduced emissions
- **Creates thousands of jobs**, including for underrepresented groups through Small and Disadvantaged Business Enterprises and veterans' programs
- **Enhances access to employment and services**, including for disadvantaged communities

Funding Plan (Indicative)

Source	Potential Amount/Range (\$ millions)
Federal	
FTA New Starts	1,500 - 2,500
State	
Planned State Funds (HSR, TIRCP, RTIP/STIP*)	970
Additional/New State Sources	100 - 200
Regional	
Regional Measure 3*	325
Additional/New Local Sources	250 - 350
Local	
Previously Planned Dedicated Sources (Prop K, Tax Increment, Special Tax, Land Sale)	810
San Francisco Local Measure (e.g., Sales Tax Reauthorization)	300 - 400
Additional/New Local Sources	200 - 400
Total	~4,500 - 5,500

- TJPA prepared Funding Plan in 2016, aligned to the 2016 capital estimate of \$3.9B
- Reflects funding sources with varying degrees of certainty and commitment
- Funding Plan update to revise forecasts of previously-assumed sources and identify additional sources

* Estimated amount subject to change based on final costs for Program Phase 1 costs and market forces

Committed and Planned Funding Sources

~\$1 billion

Committed Funds

- Mello Roos Special Tax & Impact Fees
- Tax Increment
- Land Sale Revenue
- Regional Transportation Improvement Program (RTIP)
- Regional Measure 3
- Prop K Sales Tax

~\$3-3.5 billion

Planned Funds

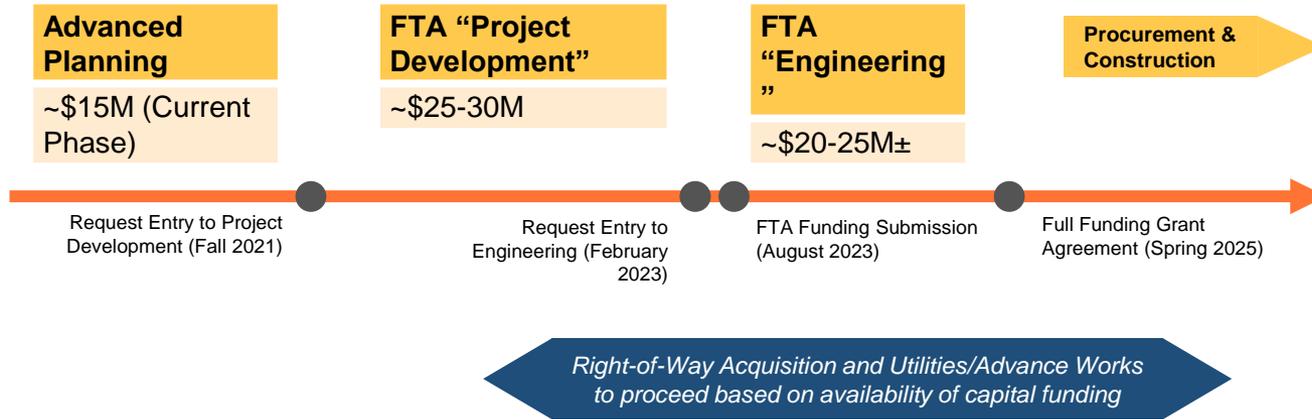
- FTA New Starts
- HSR Program Funds
- California State Rail Discretionary Funds
- San Francisco Local Measure (e.g., Sales Tax Reauthorization)
- Passenger Facility Charge or Train Slot Fee

~\$0.5-1.0 billion

Additional Sources

- Federal
- State
- Regional
- Local

Project Development & Delivery*



*Dates reflect Accelerated Schedule currently under review (Funding Submission August 2023)

Project Status/Next Steps



Federal environmental process concluded, and project cleared in 2019 (NEPA & CEQA cleared)

Envisioned construction start: 2023/2024**

Envisioned opening date: 2030/2031**

Next Steps

- Initiate Preliminary Engineering (Spring 2021)
- Adopt Phasing Study (Summer 2021)
- Request entry into FTA Project Development (Fall 2021)
- Identify Project Delivery Method (Fall 2021)

***From project team draft schedule update, subject to refinement and adoption by TJPA Board, and contingent on funding availability*

Current Efforts

- Communications and Public Outreach
 - Key Findings Report
- Legislative Strategy and Coordination
 - Regional partnerships
 - Federal and State advocacies

Overall Engagement of the CAC

- Transit Center updates
- DTX Project updates
- Advocacy



Questions?

TJPA
TRANSBAY JOINT POWERS AUTHORITY

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