

# High Speed Rail and Caltrain in San Francisco

Presentation to the Board of Commissioners

by Lee Saage

Deputy Director for Capital Projects



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**January 31, 2012**

# Agenda

**California High-Speed  
Rail Plan**

**San Francisco Working  
Group**

**Business Plan**

**Proposal for "Fast Start"**

**Next Steps**



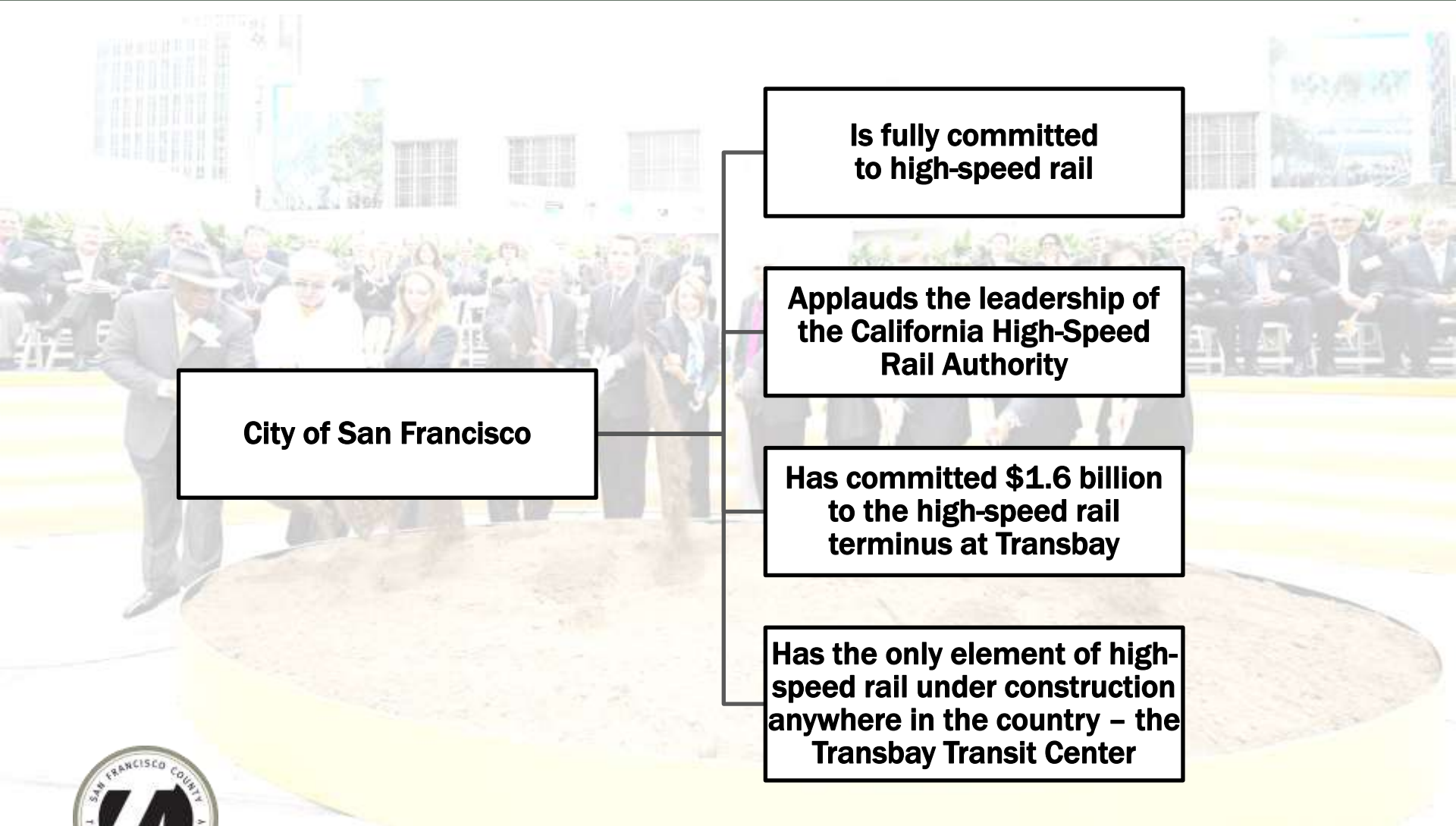
# California High-Speed Rail Plan



# San Francisco Peninsula Plan for High-Speed Rail



# San Francisco Is and Has Been a Champion of High Speed Rail



**City of San Francisco**

**Is fully committed to high-speed rail**

**Applauds the leadership of the California High-Speed Rail Authority**

**Has committed \$1.6 billion to the high-speed rail terminus at Transbay**

**Has the only element of high-speed rail under construction anywhere in the country - the Transbay Transit Center**





# Transbay Transit Center

- **Open for service in 2017**



# Transbay Transit Center Connections

## Connections to:

- **AC Transit**
- **Amtrak Thruway Motorcoach**
- **BART**
- **California High-speed Rail**
- **Caltrain**
- **Golden Gate Transit**
- **Greyhound**
- **Paratransit**
- **SamTrans**
- **SFMTA Bus**
- **WestCAT**



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# San Francisco High-Speed Rail Technical Working Group – the Need

- **Concerns with Draft Alternatives Analysis**
  - Included terminal options other than Transbay
  - Severe impacts to 16<sup>th</sup> 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**
- **Needed a way of developing that perspective**



# San Francisco High-Speed Rail Technical Working Group - Participants

## • **Transbay Joint Powers Authority**

- **San Francisco County Transportation Authority**
- **San Francisco City Agencies:**
  - **Mayor's Office of Economic and Workforce Development**
  - **Municipal Transportation Agency**
  - **Department of Public Works**
  - **Public Utilities Commission**
  - **Redevelopment Agency**
  - **Port of San Francisco**
  - **Planning Department**

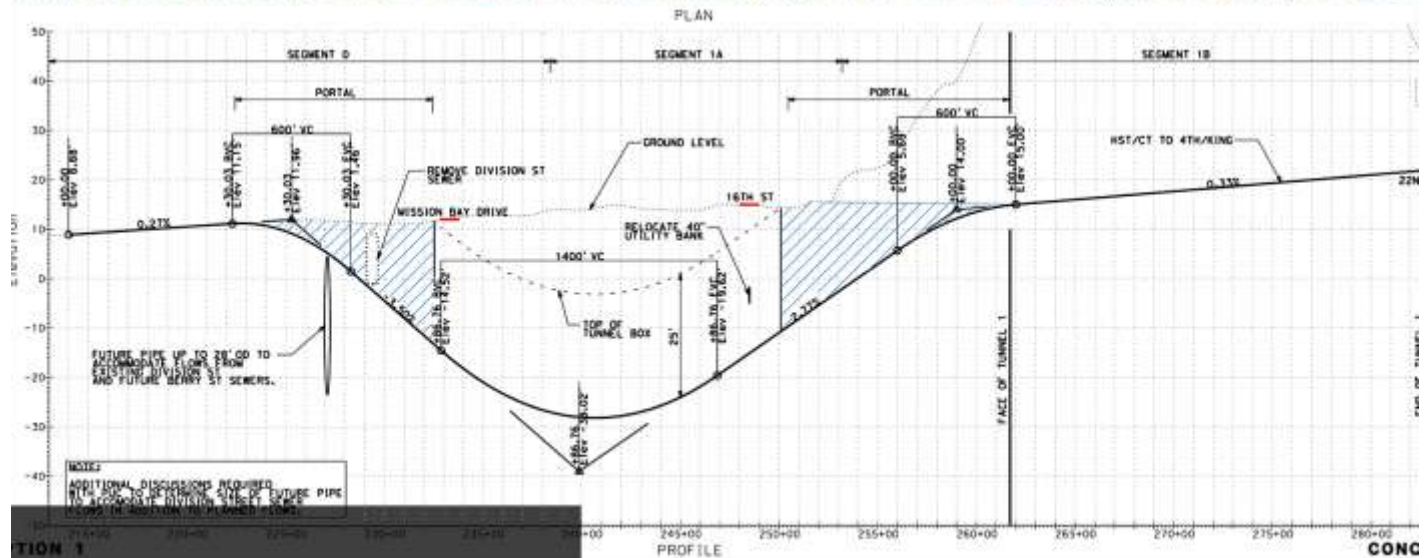
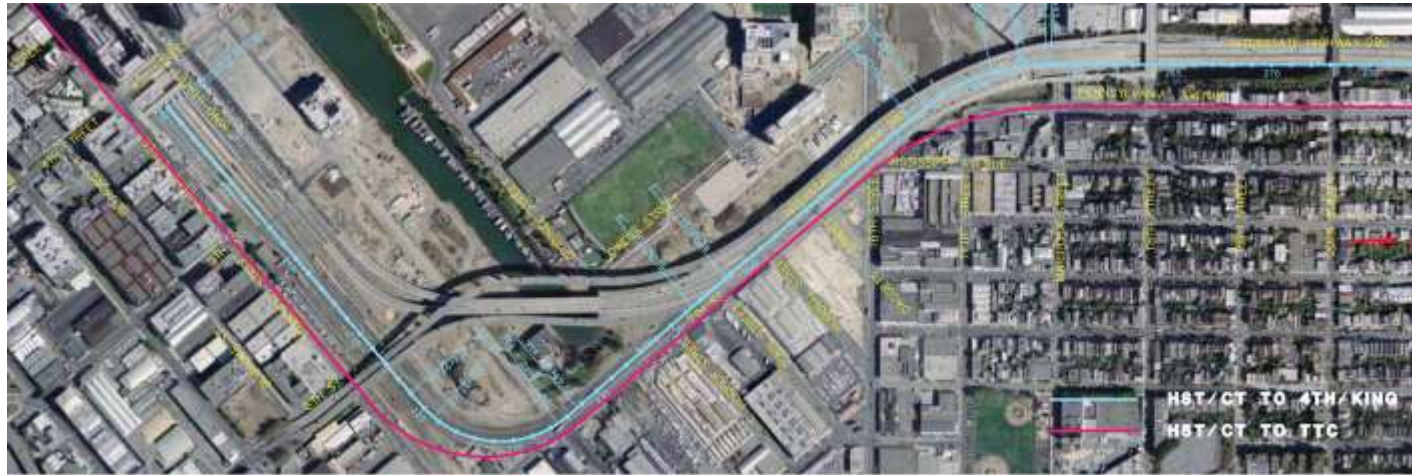
# San Francisco High-Speed Rail Technical Working Group - Accomplishments

- 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 16<sup>th</sup> Street / Mission Bay Drive in EIS/R



# High-Speed Rail Alternatives Analysis 2010

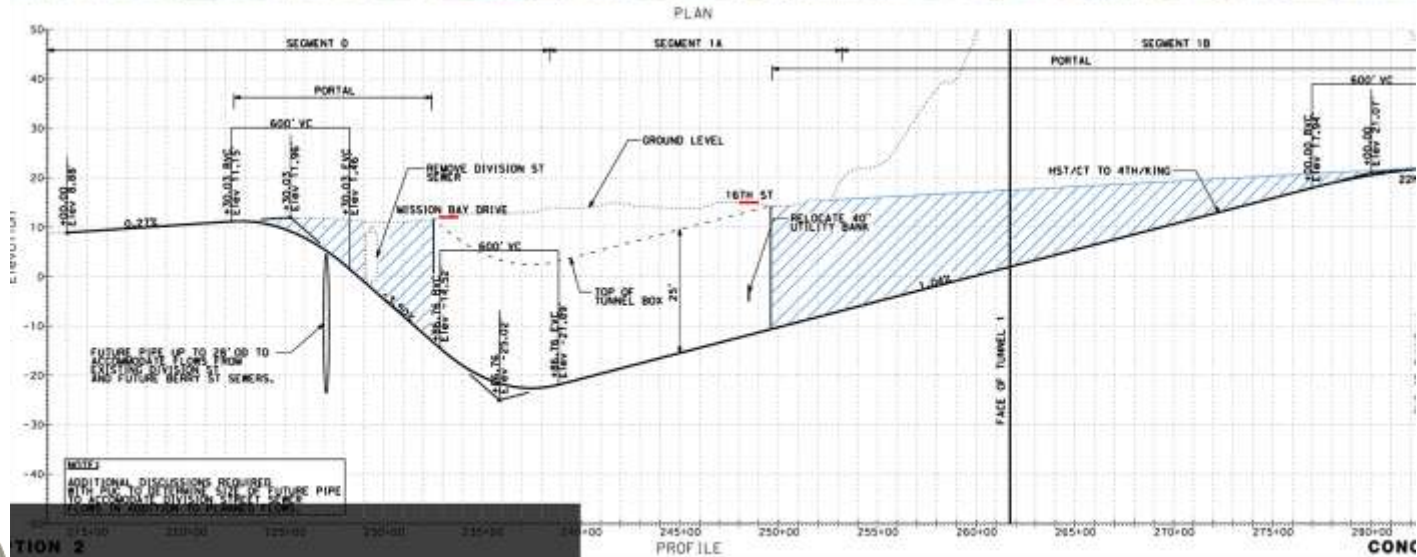
## Option 1 – Short Tunnel Under 16<sup>th</sup> Street





# High-Speed Rail Alternatives Analysis 2010

## Option 2 – Long Tunnel Under 16<sup>th</sup> Street





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# High-Speed Rail Business Plan

- **Earlier Business Plans issued in 2008 and 2009**
- **SB783 in 2009 requires new plan by January 1, 2012**
- **Required by Prop 1A prior to bond proceeds appropriation**
- **New Draft Business Plan released for comment November 1, 2011**





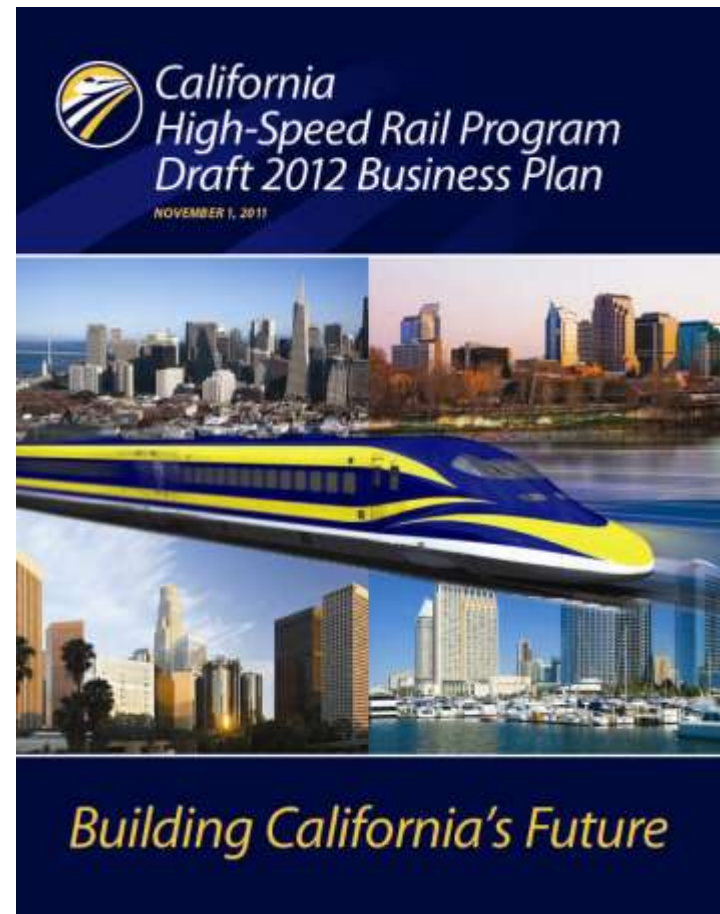
# High-Speed Rail Project Proposed Phasing

- **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**



# Legislative Analysts' Report

- **Phase 1 completion delayed from 2020 to 2034**
- **Phase 1 costs increased from \$43 billion to a range of \$99 to \$118 billion**
- **Incorporates blended operations**
- **Proposes Initial Construction Segment in Central Valley**



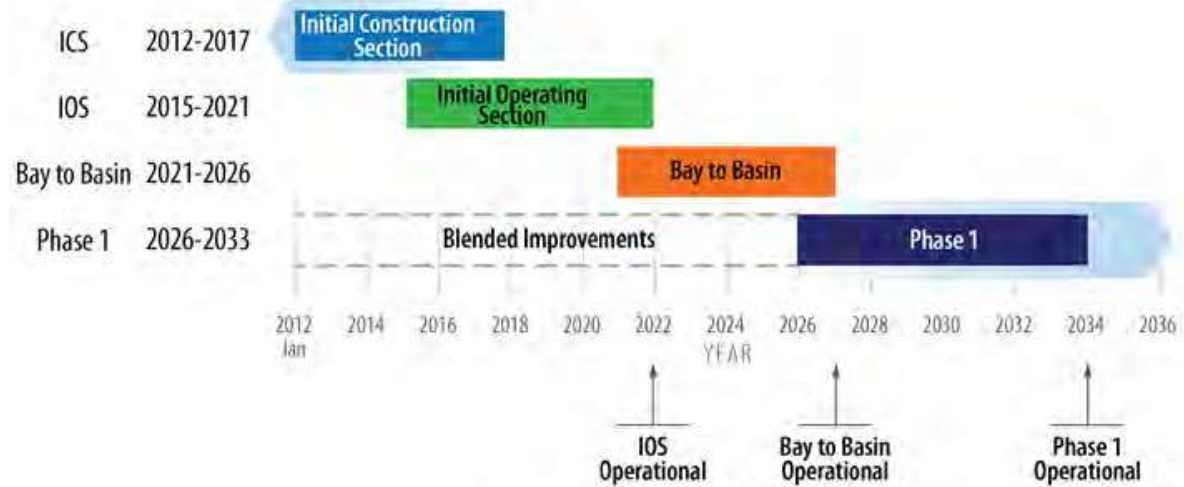
# Selected Concerns from Legislative Analyst's Report

- **Committed funding not identified**
- **Environmental review completion unlikely prior to 2012 construction start**
- **Availability of funding to complete usable segment highly uncertain**
- **Questioned analyses of economic impacts, benefits**



# San Francisco Concerns with Business Plan Schedule

- **First High-Speed Train after 2022**
- **Service from San José to Sylmar after 2027**
- **Service from Los Angeles to 4<sup>th</sup> and King in San Francisco after 2034**
- **No schedule for service to Transbay**





# San Francisco Concerns with Business Plan Schedule (Continued)

*“This represents a financially unconstrained schedule. However, this unconstrained schedule presents an unrealistic view of the likely project development schedule.”*

CHSRA 2012 Draft Business Plan,  
page 4-1



# Other San Francisco Concerns with Business Plan

**No commitment to serve Transbay**

**\$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**



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# 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**

**Best chance for attracting private funding**

**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**





# Caltrain Electrification

## Electrification of Caltrain from San Francisco to San José

- **2 traction power substations**
- **8 auto-transformer stations**
- **52 miles of overhead contact system**
- **New Positive Train Control signal system**



# Downtown Extension (DTX)

- **1.3 mile track extension in tunnel**
- **From 4<sup>th</sup> & King Street to Transbay**
- **Provides access to Transbay for high-speed rail and Caltrain**



# "Fast Start" - High-Speed Rail Opportunity

- **Early delivery of high-speed rail service to San Francisco**
- **High ridership**
- **Model for system-wide expansion**
- **Best use of available funds**



# Peninsula Cost Comparison – San Francisco “Fast Start” and 2012 Business Plan

	<b>“Fast Start” (\$B)</b>	<b>Rail Authority Blended (\$B)</b>	<b>Full Build-Out (\$B)</b>
<b>San José to 4<sup>th</sup> &amp; King</b>	<b>\$3.0</b>	<b>\$13.6</b>	<b>\$13.6</b>
<b>DTX to Transbay</b>	<b>\$1.5<sup>1</sup></b>	<b>-</b>	<b>\$2.6</b>
<b>TOTAL</b>	<b>\$4.5</b>	<b>\$13.6</b>	<b>\$16.2</b>

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

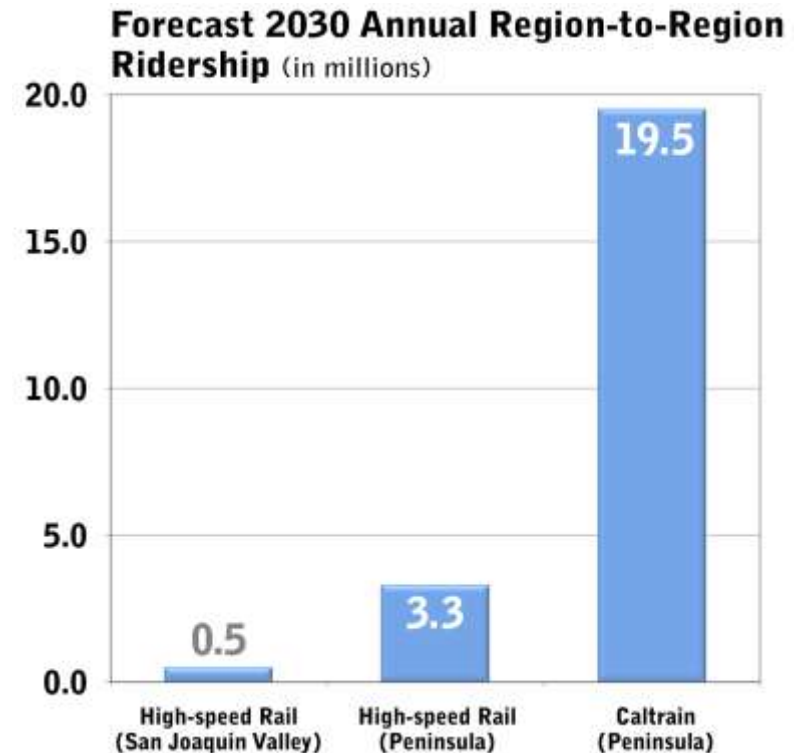




# San Francisco Peninsula "Fast Start" Ridership

## Annual Ridership Projections for 2030

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



# 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 Now Underway

- **Reconnaissance level feasibility**
- **Evaluate alternative project delivery methods**
- **Analyze potential alternative funding sources including private investment**



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# San Francisco's Role in Supporting Successful Project Implementation

**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 reconciliation of San Francisco, San José, Peninsula and Rail Authority goals**



# High Speed Rail and Caltrain in San Francisco

Thank you



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**January 2012**