

Caltrain Station and Terminal Planning

Bicycle Advisory Committee Meeting

July 15, 2021



Overview

Caltrain staff have been integral in the current development of key major terminal projects along the corridor:

- San Jose
 - Diridon/DISC
 - Downtown West and Diridon Station Area Plan (DSAP)
 - JPB Property Entitlement
- Redwood City
 - Redwood City Station
 - Grade Separations Study
 - Transit District
 - Station Area Planning
 - Future Rail-Oriented Analysis
- San Francisco
 - Downtown Extension (DTX)
 - Pennsylvania Avenue Extension (PAX)
 - San Francisco Railyards Redevelopment



San Jose

Diridon Context

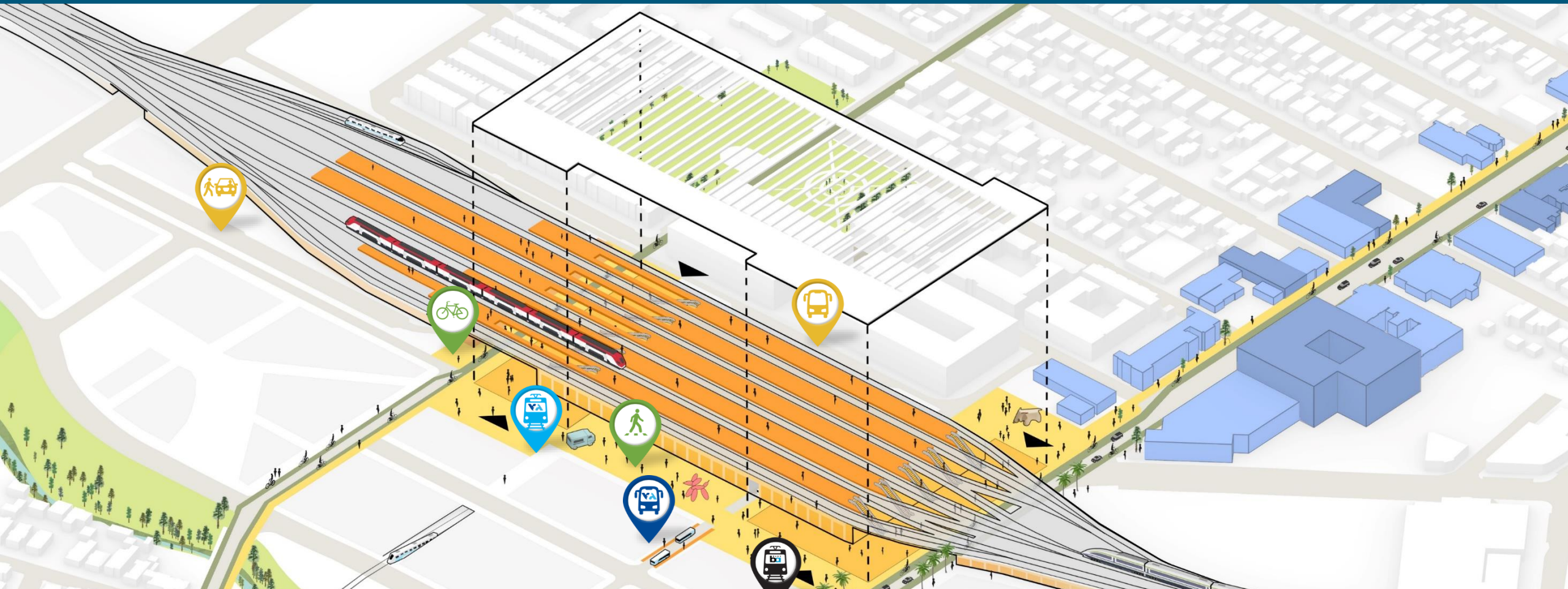
- **Diridon provides access to Caltrain, Capitol Corridor, ACE, VTA light rail and VTA bus services.**
- **The BART Silicon Valley Extension and HSR are planning to serve Diridon in the future, making it one of the largest transit hubs in the state.**
- **Interest in the station has spanned many years via different efforts:**
 - San Jose Good Neighbor Committee
 - Diridon Station Area Plan (DSAP)
- **In 2017, Google announced plans to develop in the area, bringing more development sooner, intensifying interest around station redevelopment.**
- **Diridon is very important to Caltrain as a major ridership hub and the location of major support facilities and property (CEMOF).**



Diridon Integrated Station Concept Plan (DISC)

- **In 2018, Caltrain, VTA, HSR and City of San Jose (the Partners) entered into a cooperative agreement to co-create an integrated station vision.**
- **The Partners made three decisions:**
 - Maintain the track approaches generally in the existing northern and southern rail corridors
 - Elevate the station to allow for integration with the surrounding community
 - Orient station concourses toward Santa Clara Street and San Fernando Street
- **The resulting Concept Plan also explored options around the siting of station components and access facilities.**
- **Recent work included validation of engineering design and scoping of next-phase planning activities.**

DISC Concept Plan



Downtown West and Diridon Station Area Plan (DSAP)

- **Caltrain has been closely coordinating with Google on the adjacent Downtown West mixed use development and the City on the DSAP amendments that govern the station area.**
 - Caltrain recently submitted comments on the draft environmental documents.
- **Current conversations revolve around:**
 - Preserving space for the future station redevelopment.
 - Caltrain's participation in related processes moving forward.
- **Downtown West, the DSAP amendments, and the Diridon Affordable Housing Implementation Plan will proceed through the public hearing process this spring.**

JPB Property Entitlement

- **Caltrain has been coordinating with the City on entitling its properties through the DSAP amendments, which:**
 - Maintain the commercial designation of Caltrain properties
 - Allow for more floor area on the sites
 - Limit commercial development overall
 - Charge a housing impact fee to subsidize affordable housing in the area
 - Allow for thousands of housing units in the area with a goal of 25% affordable
- **A design package is being prepared consistent with:**
 - City of San Jose General Plan
 - DSAP Amendments
 - DISC
- **Goal is to ensure Caltrain is allocated its share of the commercial building allocation, increasing property value.**
- **Will submit a preliminary planning application this summer.**

Redwood City

Redwood City Context

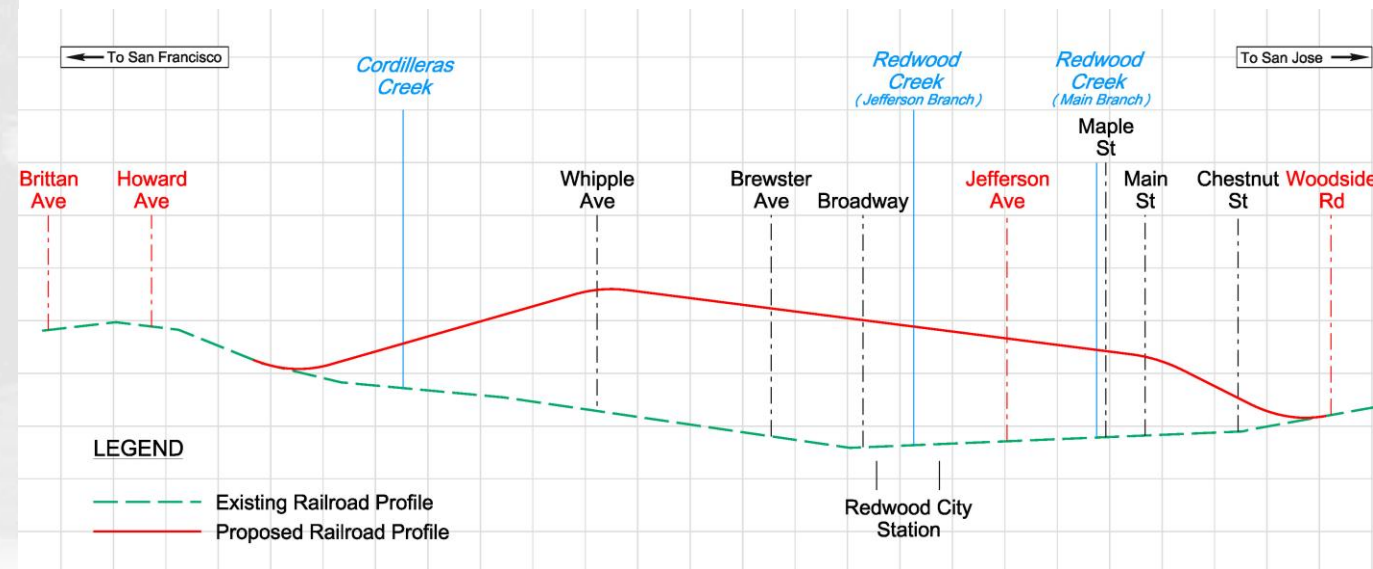
- **Redwood City is a high-ridership station today and is identified as the mid-peninsula hub of the future.**
- **The 2040 Long Range Service Vision identifies the need for a four-track station at Redwood City to facilitate transfers between express and local trains.**
- **Caltrain and Redwood City have been coordinating on grade separation planning in the station area and south.**
- **There is interest in redeveloping Sequoia Station, which would incorporate transit properties and enable future transit improvements.**
- **SamTrans continues to study Dumbarton Corridor alternatives in Redwood City.**

Grade Separations Study

- **Caltrain and Redwood City have been coordinating since 2019 on the Whipple Avenue Grade Separation Study.**

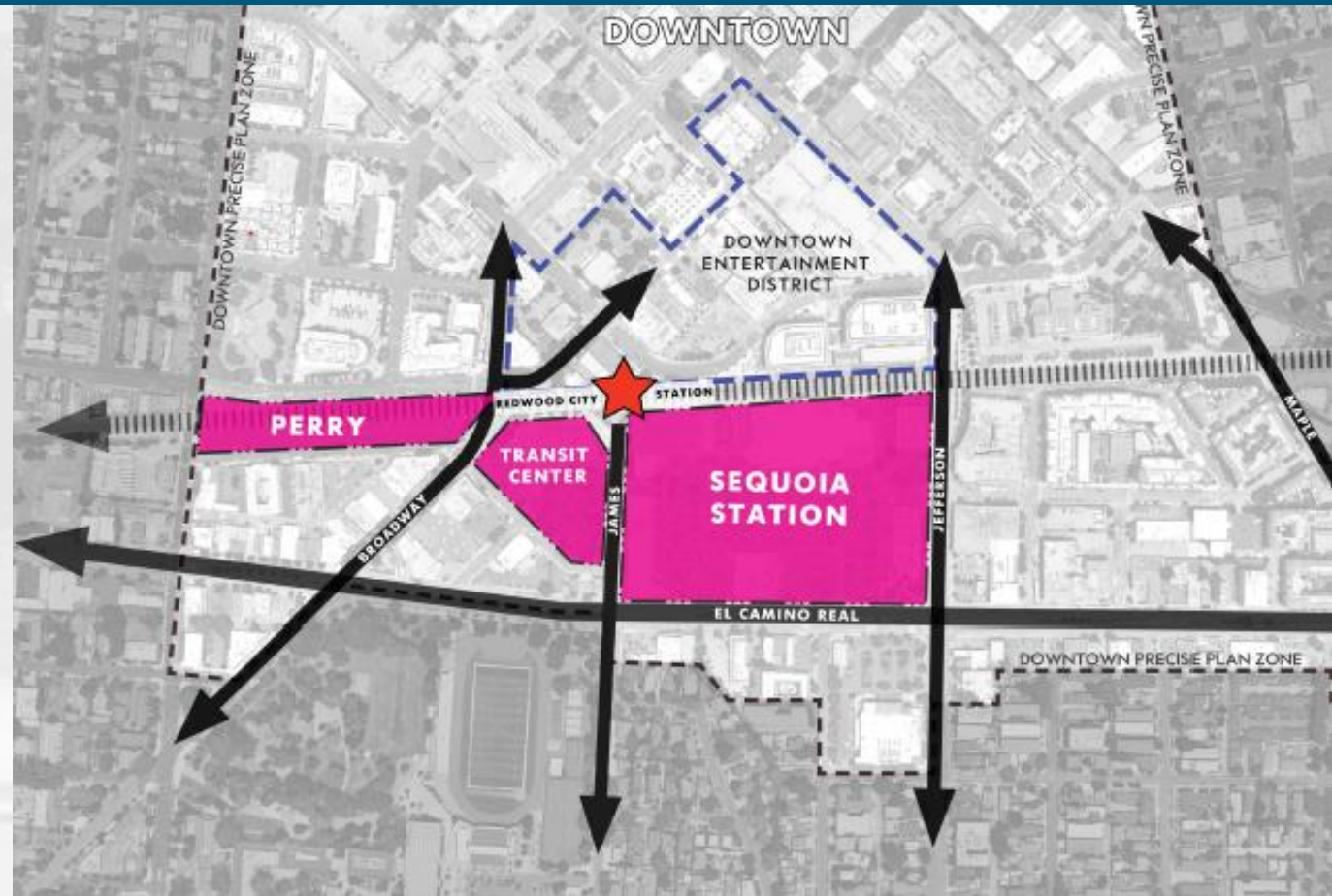
- The Study assumes a grade separation at Whipple but also considers separations at Brewster, Broadway, Maple, Main and Chestnut.
- Options include a city-wide elevated separation and elevated phased alternatives, with the build-out of the northern separations occurring first.
- Feedback is currently being collected after extensive public outreach.

- **Grade separations around Whipple, Brewster and Broadway would be built with the expanded four-track station.**



Transit District

- **Redwood City is considering the redevelopment of the Transit District Area, which includes:**
 - Sequoia Station
 - The Transit Center (Caltrain station and parking, SamTrans bus turnaround)
 - Caltrain Perry Street parking lot
- **This redevelopment is key in providing additional trackside space needed for expanded transit infrastructure.**
- **Caltrain and SamTrans are coordinating with Redwood City and Lowe as property owners.**



Station Area Planning

- **Caltrain, Redwood City and SamTrans are coordinating on station area planning to aid the City in making short-term land use decisions.**
- **The work assumes an elevated four-track station between Brewster and Broadway.**
- **The study focuses on:**
 - Surrounding street networks
 - Multimodal facilities and access
- **The goal is to derive the anticipated future transit envelope so land dedication can be pursued.**
- **Assumptions around Dumbarton are being discussed with SamTrans.**

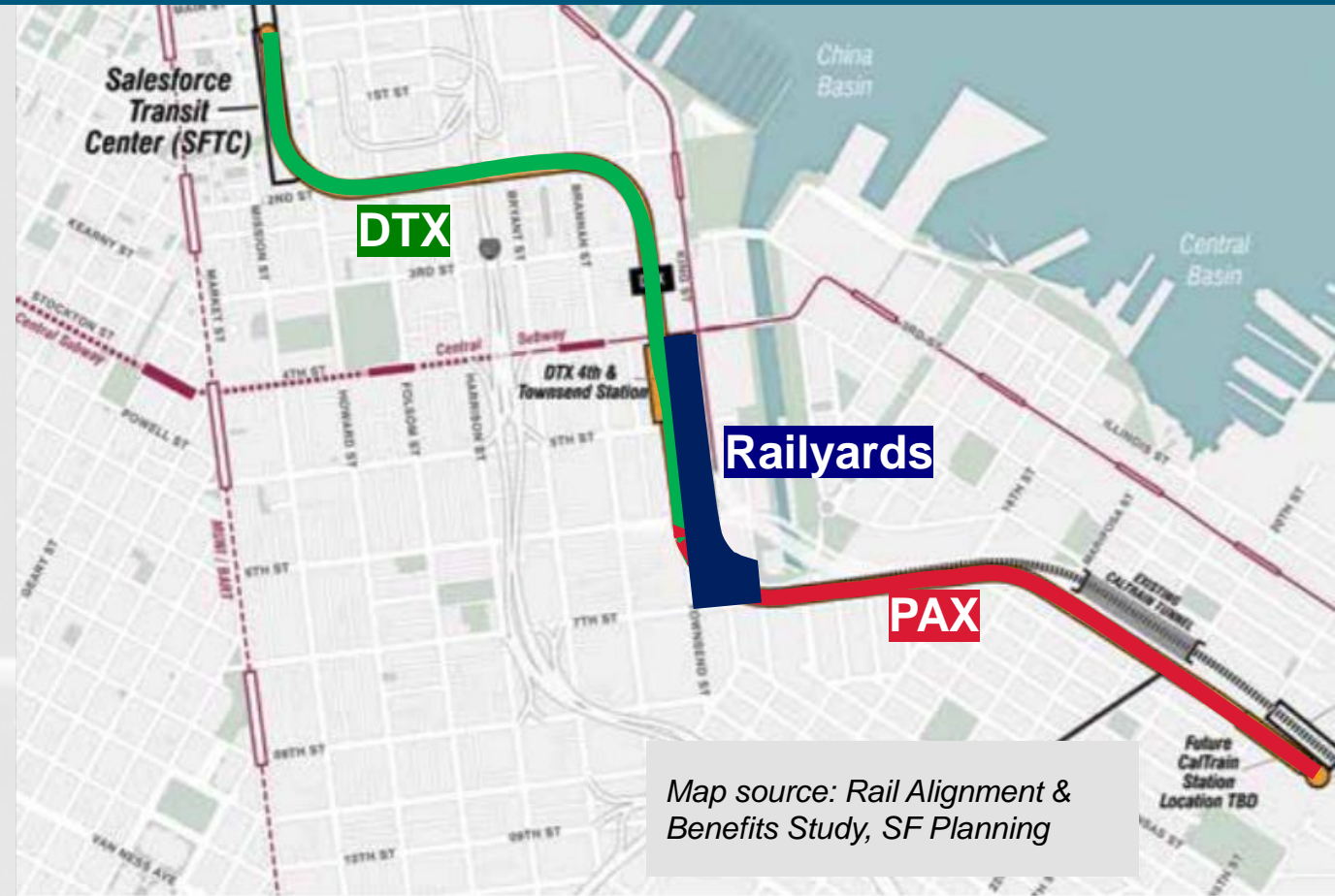
Future Rail-Oriented Analysis

- **Caltrain intends to initiate rail planning work, which could include:**
 - Business case analysis
 - Confirmation of the station location and configuration
 - What it means to not preclude a longer four-track segment under the High Growth Scenario
 - Viability of development and other uses under an elevated rail structure
- **Caltrain hopes to revisit the multi-party MOU with Redwood City and SamTrans to more fully contemplate project integration moving forward.**
- **Timing of this work remains to-be-determined.**

San Francisco

San Francisco Context

- Several major projects are currently undergoing various stage of project development in San Francisco. These projects include:
 - Downtown Extension (DTX)
 - Pennsylvania Avenue Extension (PAX)
 - San Francisco Railyards Redevelopment



Downtown Extension (DTX)

- The DTX is a proposed 1.3-mile (1.95 miles of construction) extension from Caltrain's current 4th and King terminus to a new terminus at the Salesforce Transit Center (STC).
- Primarily underground tunnel connection, including Caltrain's first underground station at 4th and Townsend.
- Connects into the existing trainbox underneath STC.
- Tracks would be shared with high speed rail services.
- The DTX is currently environmentally-cleared with a three-track tunnel alignment into STC.

Downtown Extension (DTX)

- **DTX is part of the San Francisco Peninsula Rail Program and is governed by an Executive Steering Committee (ESC), which was formed by a joint Memorandum of Understanding executed in mid-2020.**
- **The ESC is supported by a technically-focused Integrated Project Management Team (IPMT).**
- **Caltrain is a member of both the ESC and IPMT along with:**
 - Transbay Joint Powers Authority (TJPA)
 - San Francisco County Transportation Authority (SFCTA)
 - City and County of San Francisco (CCSF)
 - Metropolitan Transportation Commission (MTC)
 - California High Speed Rail Authority (CHSRA)
- **The ESC is currently chaired by the SFCTA and reports to the TJPA Board, chaired by Director Jeff Gee.**



Downtown Extension (DTX)

- **The ESC has adopted an integrated workplan, assigning roles and responsibilities to each member. Key tasks include:**
 - Reposition/re-brand rail program to signify regional/state/national significance
 - Evaluate initial development and operating phase options (“The Phasing Study”)
 - Develop a viable funding strategy/plan
 - Evaluate governing entity/organization options
 - Evaluate and select a project delivery method
- **The Phasing Study is currently investigating six potential deferral options for DTX:**
 - 2- or 3-track approach to STC
 - STC-BART pedestrian connection
 - 4th and Townsend Station fit-out
 - High speed rail-specific infrastructure
 - STC trainbox extension
 - Intercity bus facility
- **Caltrain and CHSRA are delivering the Operations Analysis to inform the Phasing Study.**
- **Expected Phasing Study completion in 3Q 2021**

Downtown Extension (DTX)

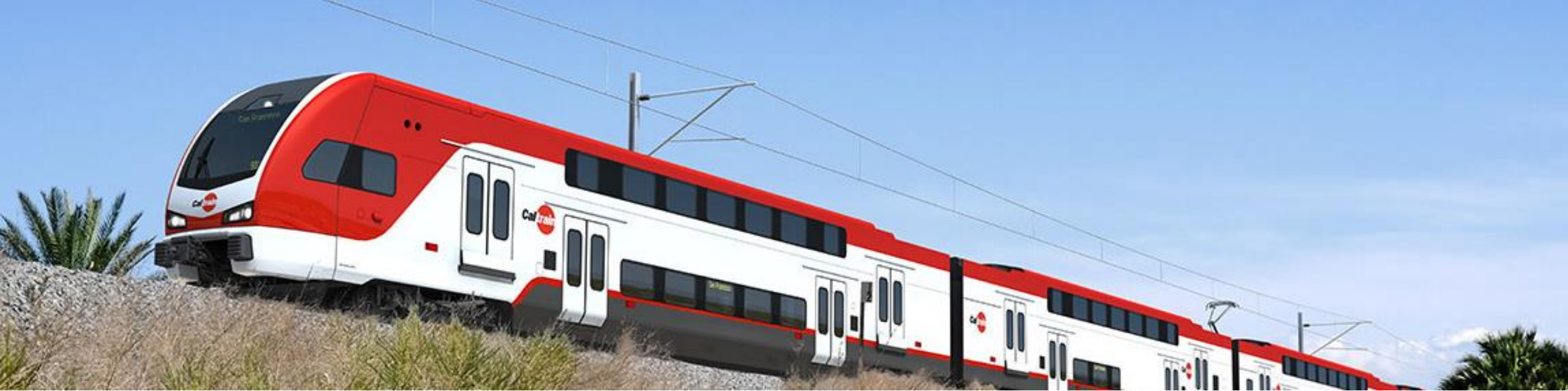
- **Other near-term key tasks also underway**
 - Funding Plan (led by SFCTA)
 - Ridership Analysis (led by SFCTA)
 - Re-brand/repositioning of project (led by TJPA)
 - Business case (led by SFCTA)
- **Other near-term key tasks yet-to-commence**
 - Evaluate governing entity/organization options
 - Evaluate and select a project delivery method
- **Upcoming milestones**
 - Targeting entry into Federal New Starts project development process in Fall 2021.
 - Targeting Federal Funding request and authorization to enter Engineering Phase by August 2023.
 - Targeting Federal Full-Funding Grant Agreement by Spring 2025.
 - Currently anticipated completion potentially by 2032.

Pennsylvania Avenue Extension (PAX)

- Proposed extension of the DTX tunnel southward past the existing railyards, generally following the alignment of Pennsylvania Avenue.
- Would result in the below-grade separation of at-grade crossings at Mission Bay Drive and 16th Street.
- May potentially require relocating 22nd Street station.
- Conceptual engineering and pre-environmental work is currently underway.
- Environmental stage would commence after completion of current work.
- Caltrain is participating in this SFCTA-led project in coordination with other partners.
- Potential project effect on Caltrain is significantly different from DTX.

SF Railyards Redevelopment

- San Francisco Station Railyards site owned by Prologis with perpetual rail operating easement held by Caltrain.
- Formally progressing to a Preliminary Business Case (PBC), to be completed jointly with Prologis and in close coordination with key stakeholders, including CCSF, TJPA, CHSRA, and SFCTA.
- PBC work will focus on Caltrain's rail infrastructure, storage, maintenance, operations, and service needs and the integration with a range of potential development options to be proposed by Prologis.
- PBC will also compare the value of potential outcomes with the continuance of Caltrain's current business-as-usual.
- PBC targeted for commencement in 3Q 2021.



Thank you!

