Caltrain Station and Terminal Planning

Work Program-Legislative-Planning Committee Meeting
March 24, 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).
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.
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

Map source: Rail Alignment & Benefits Study, SF Planning
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 currently unfinished 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.
• 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 mid-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 August 2021.
  - Targeting Federal Full-Funding Grant Agreement by August 2023.
  - Currently anticipated completion in 2033.
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 require relocating 22nd Street station.
- Preliminary 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.
- Discussions have commenced with Prologis to begin investigations into the potential for different site redevelopment options.
- Anticipate 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 Spring 2021.
Thank you!