New Transbay Rail Crossing: Today

- New Transbay Rail Crossing program overview
- Opportunities for rail to serve our megaregion
- Project advancement plan
- Agreement packages
- Next steps
New Transbay Rail Crossing: Recent regional work

2017 MTC-led Core Capacity study
New Transbay Rail Crossing: Program overview

Project Initiation

Many Alternatives

2-4 Alternatives

Environmental Analysis

1 Alternative

Design

Construction
New Transbay Rail Crossing: Casting a wide net

- Megaregion
- BART + CCJPA partnership
- 2050 horizon
- Holistic approach to Transportation + Land Use

New Transbay Rail Crossing: Projected demand for capacity

Projected Transbay Travel Demand and Capacity

- **Constrained Capacity**: Demand exceeds capacity; more people want to cross the bay than are able to.
- **Planned Capacity**: Planned transit improvements, e.g., new trains, buses, and ferries.
- **Current Capacity**: Person Trips (all modes, during the peak hour).

Graph showing projected growth in demand from 2020 to 2035, with low, medium, and high growth scenarios outlined.
New Transbay Rail Crossing:
Adding 4 million residents by 2040

<table>
<thead>
<tr>
<th>Region</th>
<th>Population (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bay Area</td>
<td>7.9</td>
</tr>
<tr>
<td>Sacramento Region</td>
<td>1.3</td>
</tr>
<tr>
<td>San Joaquin, Stanislaus, Merced</td>
<td>0.9</td>
</tr>
<tr>
<td>Monterey Bay Area</td>
<td>0.4</td>
</tr>
</tbody>
</table>

- **1970**: Blue bars
- **2010**: Orange bars
- **2040 (estimate)**: Gray bars
New Transbay Rail Crossing: Standard-gauge rail opportunities

1. **Tie together the megaregion**, one-seat ride connecting the Peninsula/Silicon Valley/SF with East Bay/ Sacramento/Central Valley communities

2. Better connect the Bay Area’s strong economy with *projected* housing growth in Sacramento/Central Valley communities

3. **Support economic development** in Sacramento and the Northern San Joaquin Valley

4. **Fully leverage** Caltrain modernization, High Speed Rail, other Capitol Corridor and Transbay Terminal investments to maximize their utility

*Service to be provided by any existing or future new standard-gauge rail operator*
New Transbay Rail Crossing: BART objectives

1. **Capacity**: Double BART bay crossing capacity, and provide crowding relief for Market Street stations

2. **Land use**: Access new markets and growth opportunities

3. **Redundancy and reliability**: Create robust system to respond to disruptions or failure points, increase maintenance window, create potential for 24-hour service

4. **Rail connectivity**: Create seamless connections between BART and other rail systems

5. **Do no harm**: Do not degrade safety, throughput or reliability in the core of the existing system – Market Street

6. **Constructability**: Consider constructability, especially on Market Street, and the cost effectiveness of investment
New Transbay Rail Crossing: Project advancement

Project

Support

Funding
BART + Capitol Corridor core team today

Public
Jurisdictions
Transit agencies, particularly other rail operators
Funding partners
Private sector

Will define a phased engagement plan
New Transbay Rail Crossing: Considerations

To be evaluated:
- Public benefit
- Environmental benefits
- Environmental impacts
- ROI/cost effectiveness
- Land use opportunities
- Project delivery methods

Functionality
Equity
Regional economy
User experience
Revenue generation

Other issues:
- Governance structure
- Construction management
- Operations management

Approval processes
Funding
New Transbay Rail Crossing: Related efforts

Plan Bay Area 2050, *MTC*
- Adoption 2021

Bay Crossings Study, *MTC*
- Results inform Plan Bay Area 2050
- Completion early 2019

South Alameda County Rail Study, *ACTC + MTC*
- To evaluate rail alternatives in South Alameda County
- Starting December 2018, completion 2020
<table>
<thead>
<tr>
<th>Agreement Package</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>Project Brochure and Pre-environmental approach</td>
</tr>
<tr>
<td>Contract 1</td>
<td>Economic Impacts report, <em>Bay Area Council + CCJPA</em></td>
</tr>
<tr>
<td>Agreement Package 2</td>
<td>Strategic Advising + Program Management</td>
</tr>
<tr>
<td>Agreement Package 3</td>
<td>Feasibility Study + Community Engagement + Environmental Analysis</td>
</tr>
<tr>
<td>Agreement Package 4</td>
<td>Design Development + Bid Packages + Design Services During Construction</td>
</tr>
<tr>
<td>Agreement Package 5</td>
<td>Construction Management</td>
</tr>
<tr>
<td>Agreement Package 6+</td>
<td>Construction (1)</td>
</tr>
</tbody>
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1) *Number and format of construction agreements tbd*
New Transbay Rail Crossing: Next Steps

2018

November  Industry engagement on overall program
           RFP for Agreement Package 2
December  Agreement Package 2 pre-proposal meeting

2019

February  Proposals due on Agreement Package 2
April     Notice of short list to proposers
May      Interviews with short-list proposers
June     BART Board consideration of contract award
           CCJPA Board update