



# NEW TRANSBAY RAIL CROSSING

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## PROGRAM UPDATE

BART Board of Directors Update  
JULY 23, 2020

# Agenda

## 1. Review Key Milestones

- Public Opinion Research
- Program Vision, Goals and Objectives  
Equity Vision

## 2. Highlight Upcoming Activities

- Solicit public input
- Upcoming Procurement



# Good News!

## Even during the Pandemic, residents prefer to move forward with long-term transportation plans

79%

18%

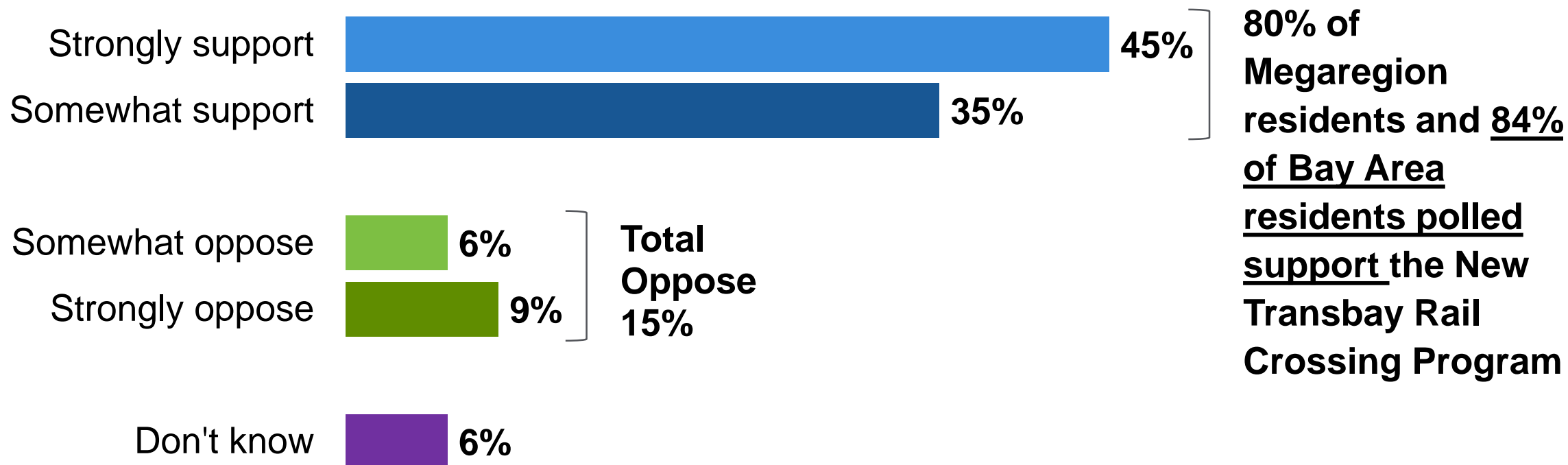
3%

- Even as we deal with the impact of the coronavirus, we still need to develop plans to help fix our region's long-term challenges with traffic and transportation
- Now is the wrong time to spend time and money on planning long-range improvements to our transportation system; we need to focus primarily on the impacts of the coronavirus
- Don't know



# The Public Supports NTRC

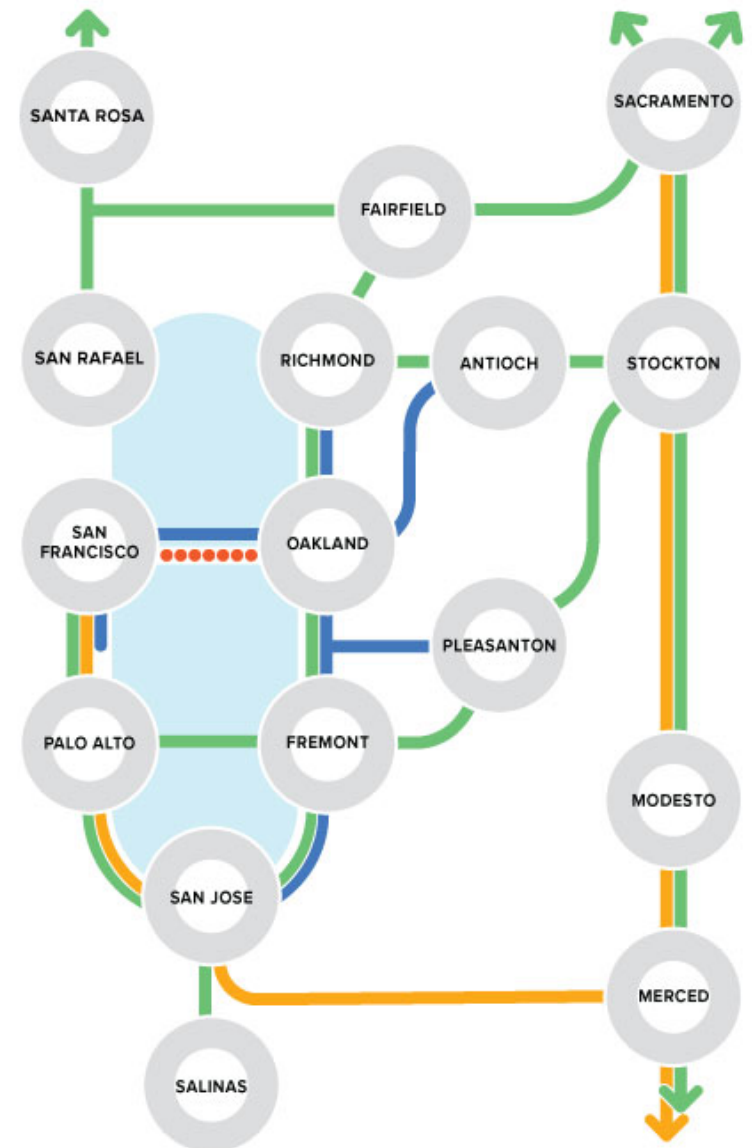
Description (abbreviated): **This project will develop an integrated rail system that will make many direct trips throughout northern California possible by rail (including the greater Bay Area, the Monterey Bay area, the Sacramento area, and parts of the Central Valley) , in part by providing another transbay rail crossing in order to increase rail service.**



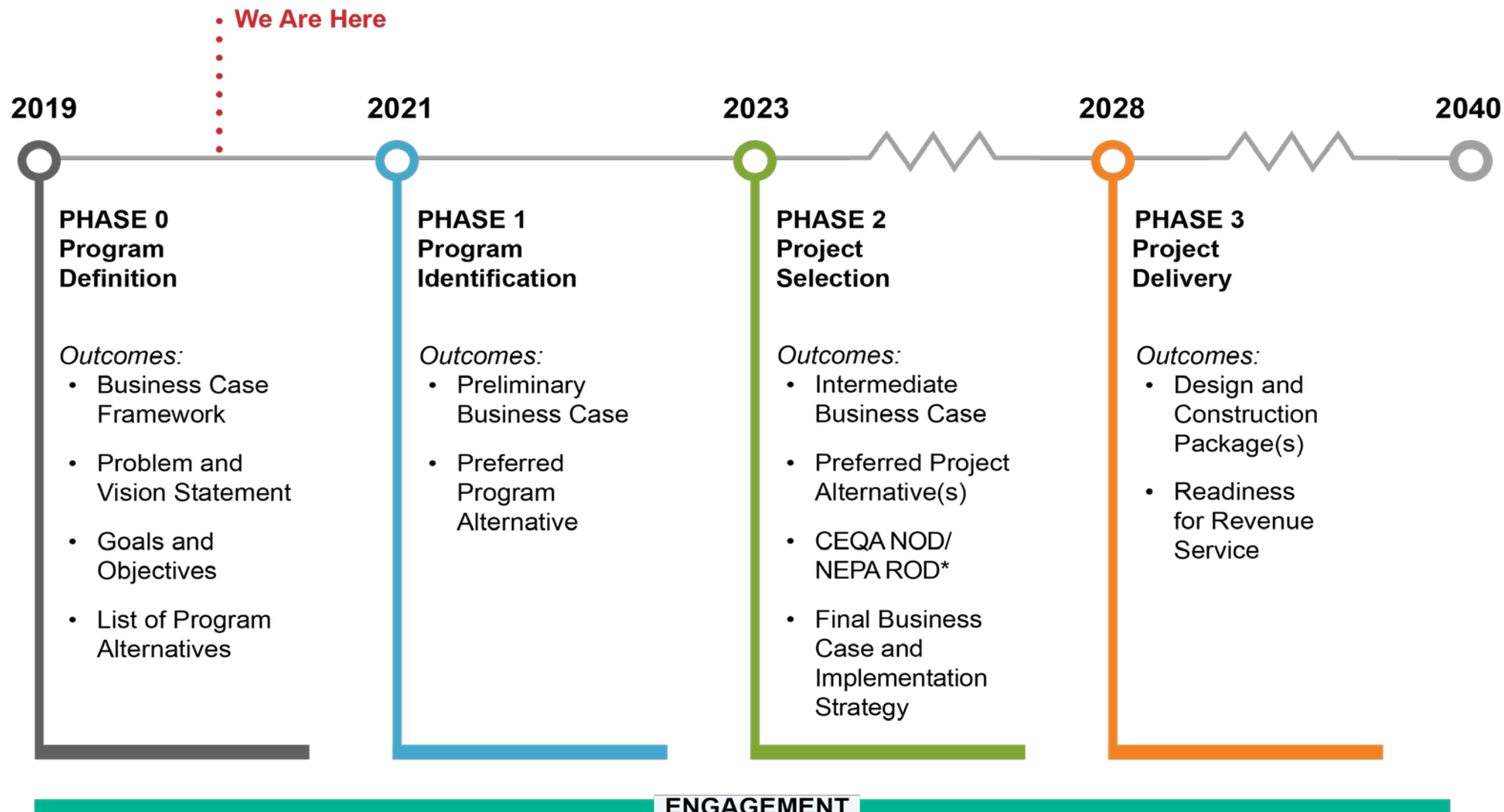
# Program Vision

The **New Transbay Rail Crossing Program** will transform the passenger rail network in the Northern California Megaregion into a **faster**, more **integrated** system that provides a **safe, efficient, equitable**, and **affordable** means of travel for all types of trips.

This Program, including a new rail connection between Oakland and San Francisco, will make rail and transit the mode of choice for trips throughout the megaregion.



# Timeline\*



\* Subject to available funding

# Business Case Evaluation Framework



## STRATEGIC CASE

### What are the Megaregion benefits?

- Passenger Experience
- Community, Livability and Equity
- Economic Growth and Competitiveness
- Environmental Stewardship



## ECONOMIC CASE

### What are the economic costs and benefits?

- Benefit/Cost Analysis
- Business and Employment
- Jobs and Housing



## FINANCIAL CASE

### What is the financial viability?

- Revenue Generation
- Cost Effectiveness
- Funding Opportunities
- Financing Options



## DELIVERABILITY & OPERATIONS CASE

### What is required to deliver and operate the project?

- Governance
- Project Risks
- Construction and Operations
- Network Functionality

# Goals and Objectives



## TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share



## ENHANCE COMMUNITY AND LIVABILITY

- Connect people and places
- Improve safety, health and air quality
- Advance equity



## SUPPORT ECONOMIC GROWTH AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research and education centers
- Enable transit-supportive land use



## ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources



# Equity Vision Statement

## **The NTRC Program commits to:**

- Develop and implement a process that advances equity through all aspects of the Program.
- Build respectful and interactive community partnerships through accessible community engagement.
- Value the lived experience and input of individuals from priority populations.
- Ensure that disadvantaged and small businesses are integrated throughout the Program's lifecycle.



# MTC's - Plan Bay Area 2050

Similar to the Draft Blueprint, the Final Blueprint will weave together **complementary strategies to achieve key regional outcomes.**



## Plan Bay Area 2050 Blueprint

- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies



# NTRC in Plan Bay Area

***“NTRC is the most cost-effective transit expansion megaproject”***

- NTRC is currently in the 2nd phase (2035+) of PBA 2050
- NTRC is necessary to meet the region’s climate and VMT reduction targets
- Seeking support to ensure that NTRC stays in PBA

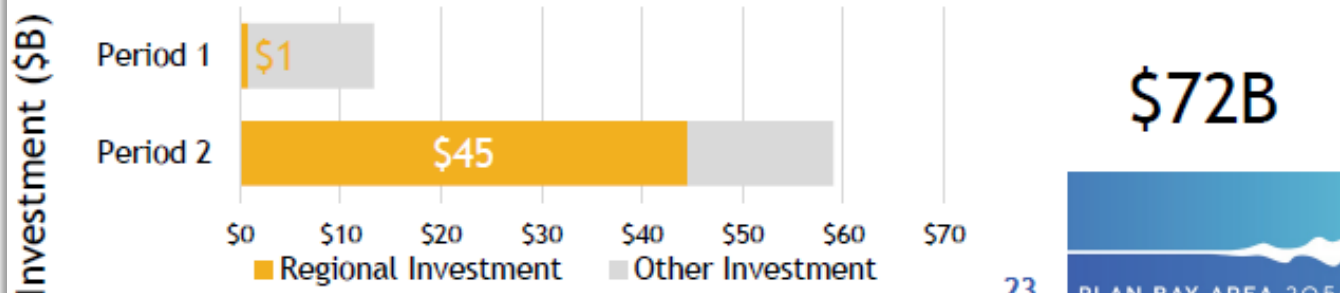
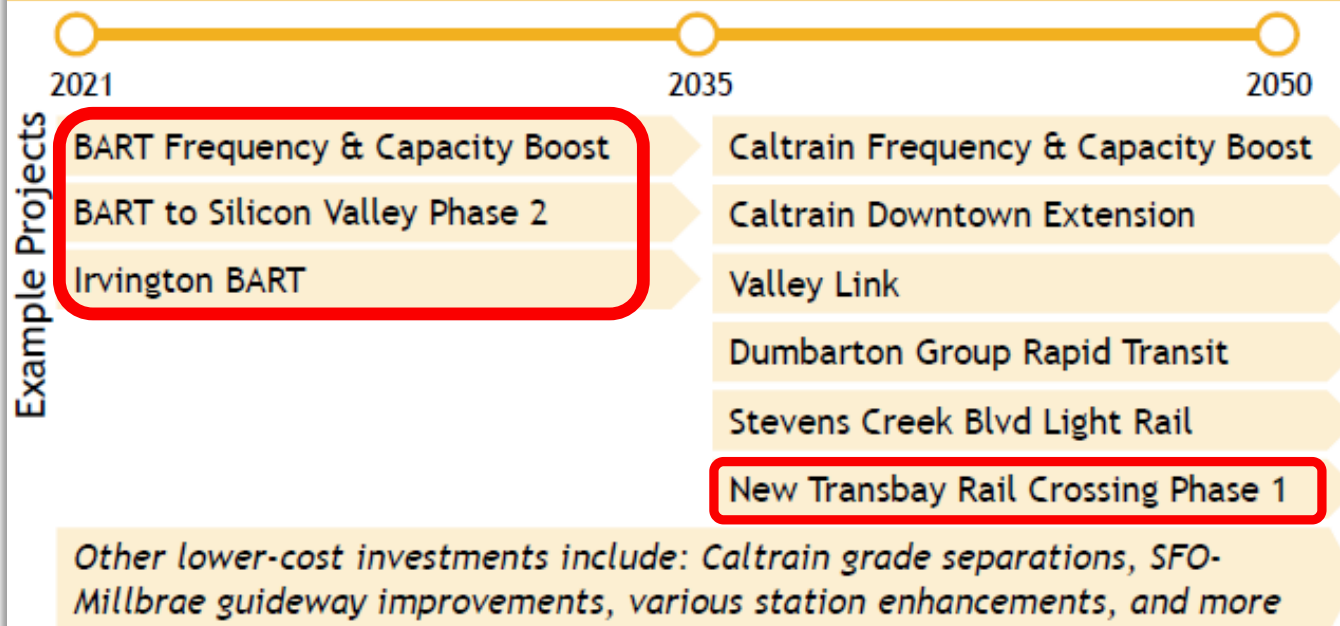


# Plan Bay Area 2050 – Transportation Element

## BART Investments

- BART to Silicon Valley Phase 2
- BART Core Capacity
- Irvington BART Station
- NTRC is currently in the 2<sup>nd</sup> phase (2035+) of PBA 2050

## Expand and Modernize the Regional Rail Network





# Program Identification and Project Selection Procurement

- Upcoming procurement to bring NTRC through the environmental clearance process
- RFP Release in August 2020
- One RFP with four service categories and two phases
  - This format limits conflicts of interest and allows for beneficial continuity through the Program
  - Each Service Category may have its own specific DBE and/or SBE goal, if applicable, based on independent goal analysis

Service Category	Program Identification / Phase 1	Project Selection / Phase 2	Total
Engagement/Outreach	\$30M	\$105M	\$135M
Travel Demand/Land Use	\$10M	\$20M	\$30M
Planning/Engineering	\$55M	\$210M	\$265M
Environmental	\$30M	\$140M	\$170M
<b>TOTAL</b>	<b>\$125M</b>	<b>\$475M</b>	<b>\$600M</b>
<b>SCHEDULE</b>	<b>≤ 6yrs</b>	<b>≤ 10yrs</b>	<b>≤ 16yrs</b>



# NTRC Upcoming Milestones

- Market Analysis
- Public Engagement and Outreach
- Upcoming procurement for Program Identification & Project Selection
  - RFP, August 2020,
  - Contract award, Winter 2020