



New Transbay Rail Crossing Update | Regional Funding Measures

BART Board 2020 Workshop

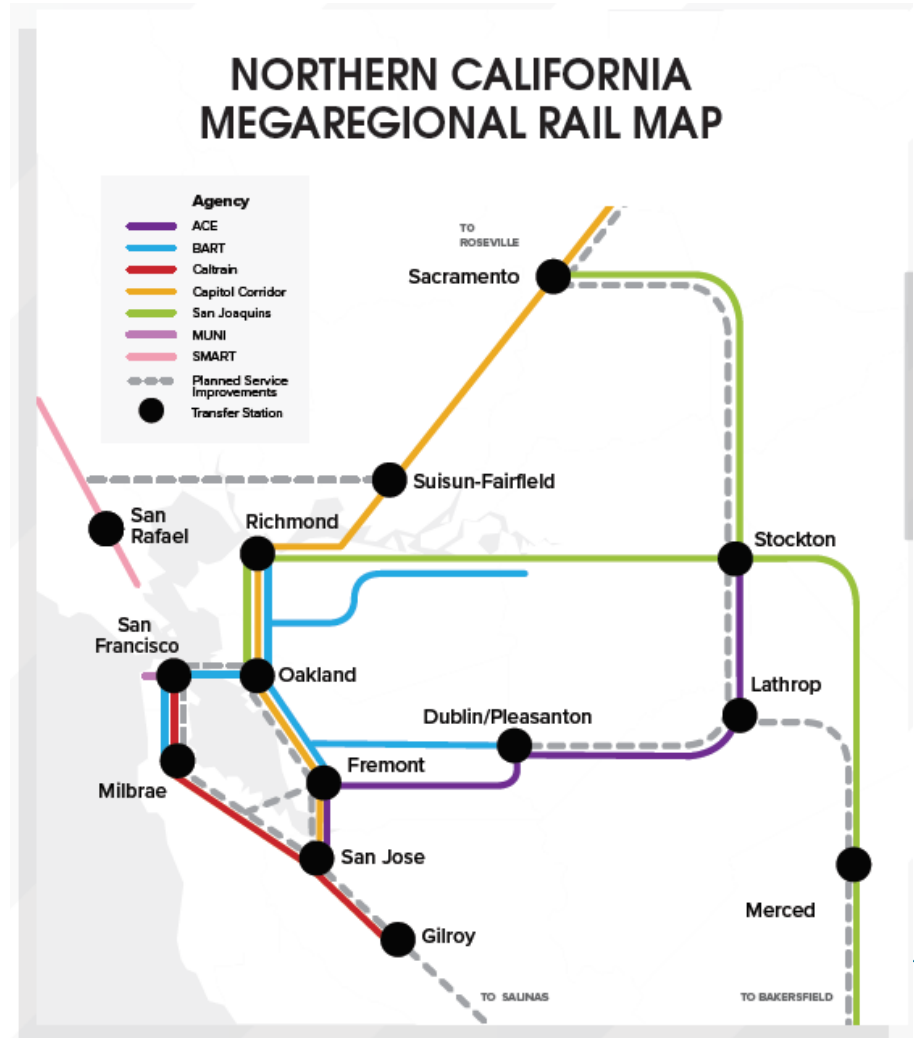
Photo courtesy of City of Richmond
<https://www.ci.richmond.ca.us/3121/Richmond-AMTRAK>



New Transbay Rail Crossing

One Crossing, Two Solutions

- Rail Crossing
- Between San Francisco and Oakland
- Transform the Mega-Region
- Leverage Mega-Region's existing and planned transportation assets
- Transform Northern California's rail network
 - Connecting People and Places
 - Improving Rider Experience
 - Maximizing Existing Public Investments
 - Unlocking Future Growth Potential
 - Promoting Sustainability & Equity



New Transbay Rail Crossing Northern California Mega-Region

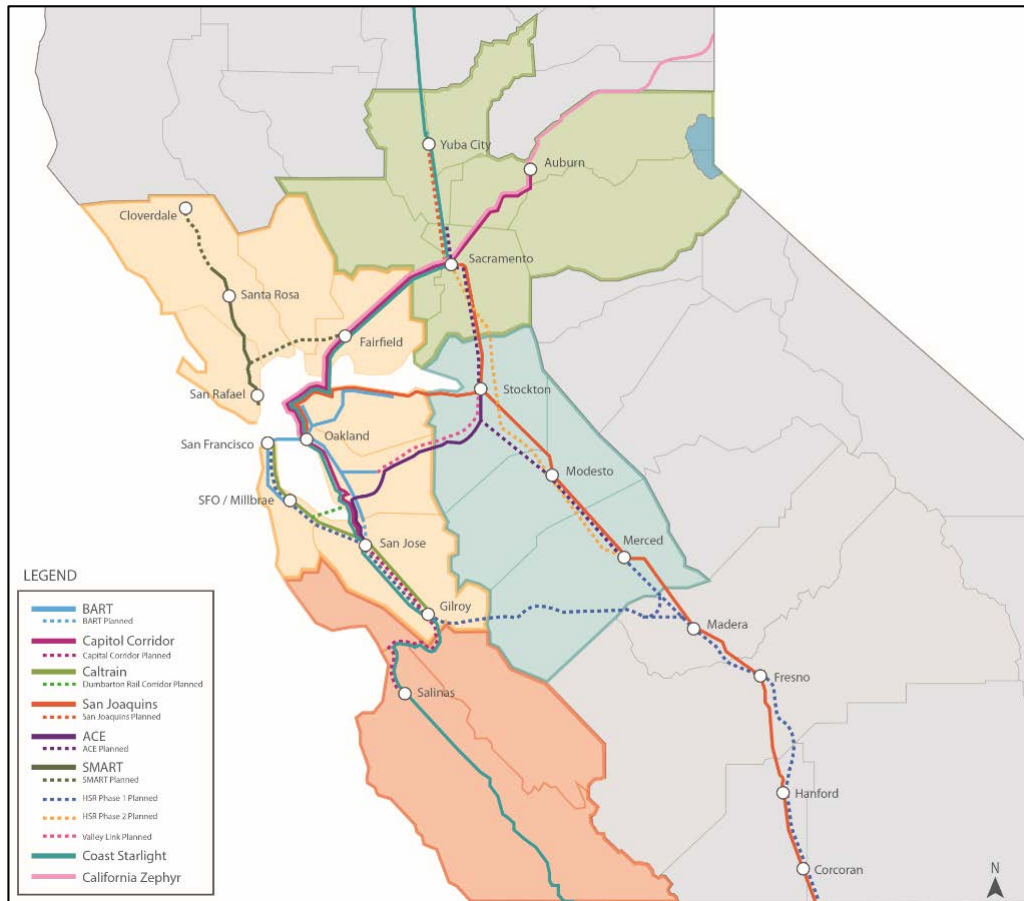
Economic Powerhouse

- Our 21-county region is the most economically productive region in the country, per capita.



New Transbay Rail Crossing Benefits of the Transformative Project

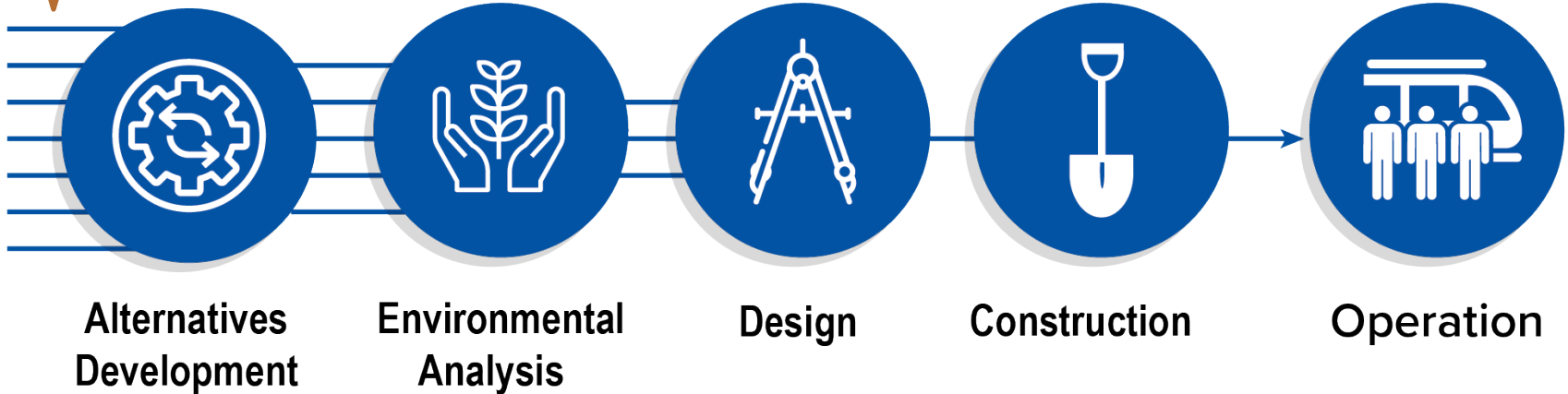
Transform Northern California's Mega-Regional Rail Network



- **ENABLE** one-seat train rides between many Northern California locations, such as Sacramento and San Francisco, Berkeley and Palo Alto, and Stockton and San Francisco International Airport
- **INCREASE** regional rail and BART capacity, resiliency, and redundancy
- **CONNECT** the megaregion's many disparate rail services and leverage current major investments in rail infrastructure, including Caltrain Modernization, High-Speed Rail, and Salesforce Transit Center

New Transbay Rail Crossing Project Advancement Process

**We
Are
Here**



New Transbay Rail Crossing Alternatives Development Framework



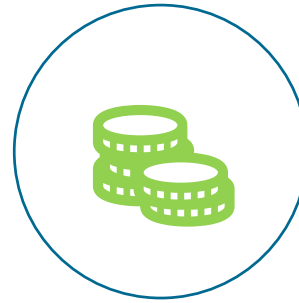
PUBLIC BENEFITS

- Equity
- Sustainability
- Customer Experience
- Land Use Opportunities



ECONOMIC COSTS AND BENEFITS

- Benefit/Cost Analysis
- Regional and Megaregional
- Business and Employment



FINANCIAL VIABILITY

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



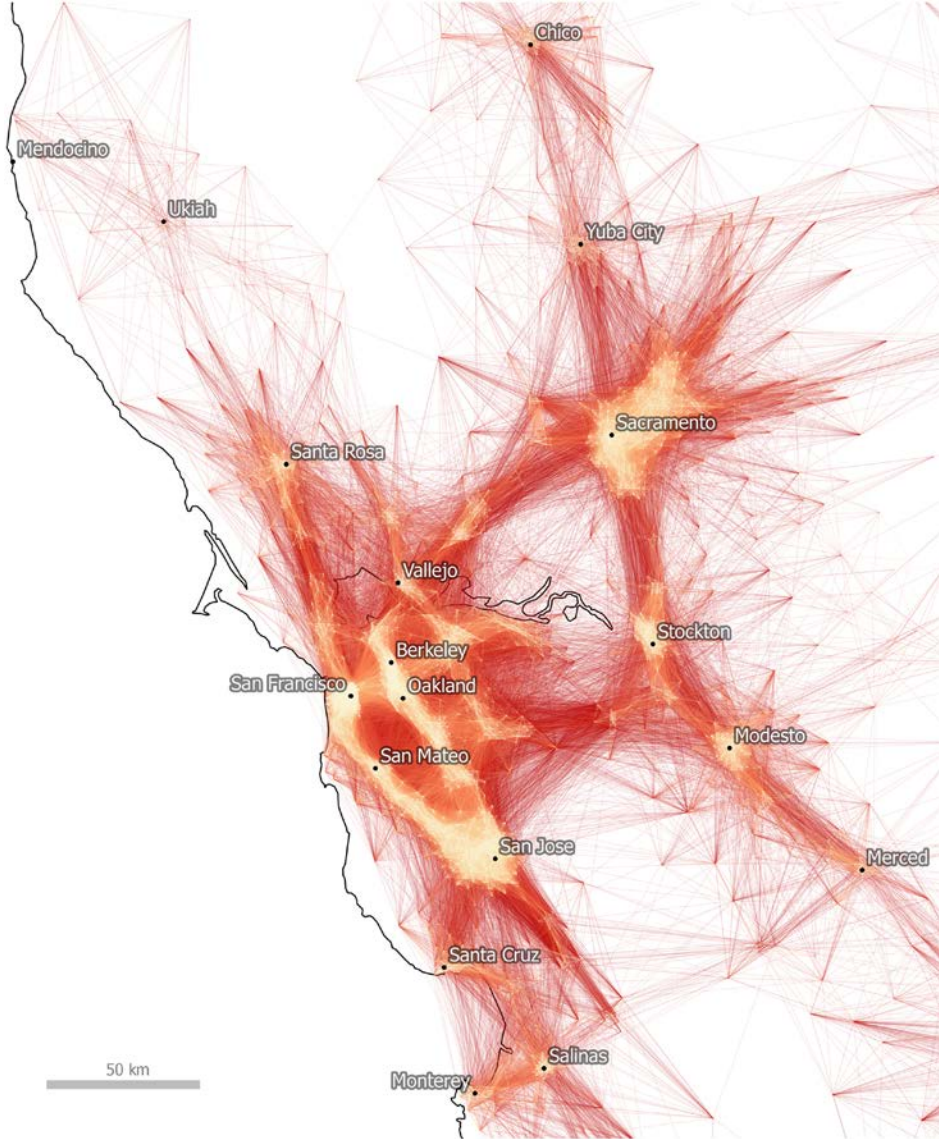
DELIVERABILITY & OPERATIONS

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

New Transbay Rail Crossing Draft Problem Statement

Since 1990, the Northern California Megaregion has grown by over **3.3 million people** and has added **1.5 million jobs**. This growth is anticipated to continue into the foreseeable future.

There are two core issues creating the problem: **capacity constraints** on the existing system, and **emerging travel patterns** not currently served by the existing system.



Source: Dash Nelson G, Rae A (2016) An Economic Geography of the United States: From Commutes to megaregions.

New Transbay Rail Crossing

Draft Goals and Objectives



Reliable and Convenient Rail Network

1. Provide transformational and critical capacity for a growing Megaregion.
2. Prioritize rail passenger experience.
3. Create a new integrated network for efficient, reliable, resilient, and integrated service.



Livability

4. Provide better connections between communities.
5. Advance equity by providing rail transportation options to priority populations.
6. Contribute to safe and healthy communities.



Economic Growth and Global Competitiveness

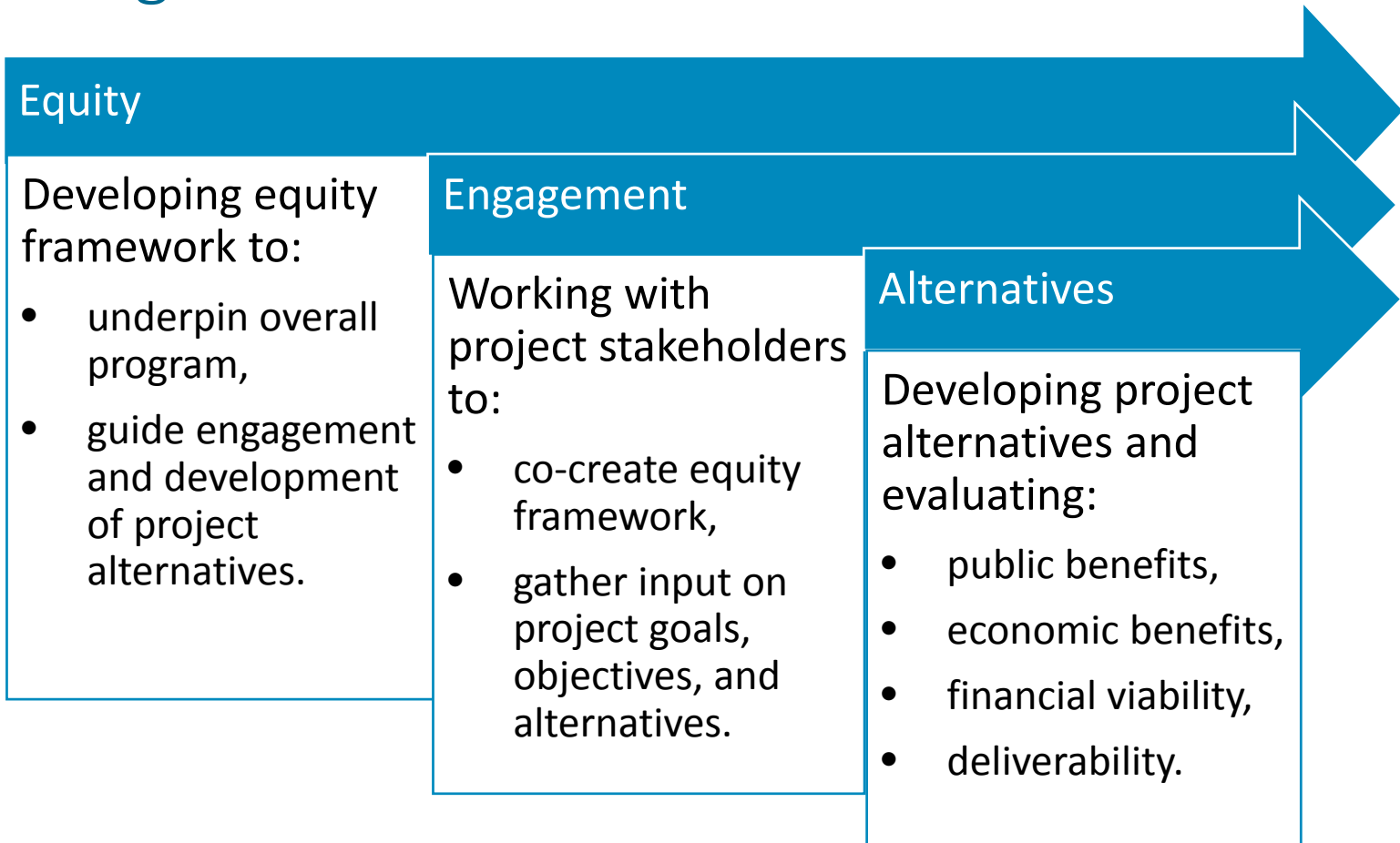
7. Provide access to job opportunities for people throughout the Megaregion.
8. Improve economic vitality by connecting major employment centers.



Protected Environment

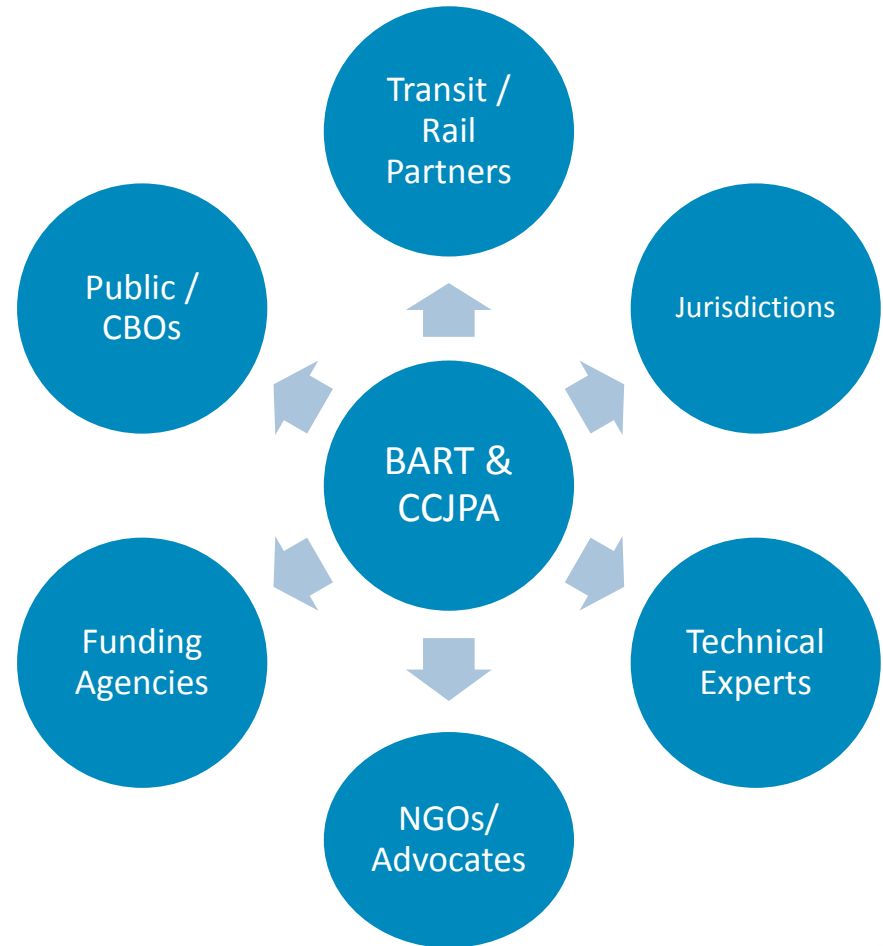
9. Reduce greenhouse gas emissions through implementation of an environmentally sustainable, auto-competitive, and integrated rail network.
10. Reduce energy consumption.

New Transbay Rail Crossing Moving Forward



New Transbay Rail Crossing Engagement

- **Established** Project Development Team beginning with 10 partner agencies to help guide project development
- **Developing** Engagement Action Plan to continue guiding outreach to elected officials, other agencies, jurisdictions, media, nonprofits, businesses, and the public



New Transbay Rail Crossing

Existing and Future Contracting

	<u>Scope</u>	<u>Contract Award Date</u>
Agreement/Contract 1:	Economic Impacts Report	Spring, 2019
Agreement/Contract 2:	Strategic Advising + Program Management	Summer, 2019
Agreement/Contract 3:	Feasibility Study + Community Engagement + Environmental Analysis	Late 2020 - Early 2021
Agreement/Contract 4:	Design Development + Design Services During Construction	TBD
Future - TBD	Construction	

Regional Funding Measures

BART Board Workshop 2020



Regional Transportation Funding Measure

FASTER Bay Area Proposal



- In 2020, the Bay Area may have a chance to vote for transformative improvements to our public transportation system.
- \$100 billion regional measure
 - potentially generated through 1% sales tax
 - Over 40 years
- **FASTER Proponents:**
 - Bay Area Council
 - Silicon Valley Leadership Group
 - SPUR



Four Primary Categories of Funding Dedicated to Transit and Policy Change:

- 1: FASTER Rapid Transit Network Build Out & Operations
- 2: Connections to FASTER Rapid Transit Network
- 3: An Affordable and Seamless Network
- 4: Employer-funded Congestion Reduction Programs

FASTER Bay Area Mitigation Options



To address regressive nature of sales tax revenue source and encourage business participation in the solution, FASTER Bay Area is exploring the following options:

- Low income tax rebate program
- Means based transit discounts
- Traffic Demand Management (TDM): Employer funded and executed programs to reduce car commutes and incentivize public transit, including for low- and middle-income workers and contractors.

Participating Transit Agencies

Ten Bay Area transit agencies have now joined forces to build more seamless connections that are reliable, efficient, and equitable.



BART Priorities for FASTER (proposed)

TOP PRIORITIES		
FASTER Network		
1	New Transbay Rail Crossing	\$15 B
2	BART Core Capacity+	\$2 B
3	Next Generation Faregates	\$150 M
4	BART Caldecott Tunnel & Earthquake Resiliency	\$2 B
OTHER PRIORITIES		
Connections		
1	Active Transportation (Station Access)	TBD
Affordable + Seamless Network		
1	Means-Based Fares (regional)	TBD
2	Fare Integration (regional)	TBD

Regional Transportation Funding Measure

Legislative Next Steps (proposed)

SB278 (D - Beall)

- January 27 – Spot bill passed by Senate
- Legislative language currently being drafted
- February to May - Considered in Assembly Committees and on the Assembly Floor
- June - Concurrence vote in the Senate
- June - signed by the Governor
- 2/3rd vote in each chamber (urgency clause)

Regional Housing Measure

- AB 1487 (2019) authorizes MTC/ABAG to seek voter approval to raise revenue for **affordable housing production** (min. 52% of funds); **housing preservation** (min. 15%); and **tenant protections** (min. 5%)
- *Potential Revenue*: **\$10 billion** for 9-county Bay Area
- *Timing*: MTC/ABAG expected to vote in June/July on possible November 2020 ballot measure
- *Revenue Source*: TBD - options include general obligation bond, parcel tax, corporate (per employee) head tax, gross receipts tax, linkage fee
- *Return to Source*: At least 80% of revenues would be distributed at county level, ~20% at regional level (for most revenue source options)