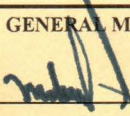
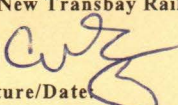
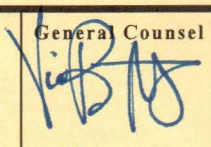
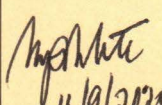
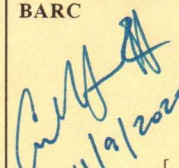




EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  11/10/2020		GENERAL MANAGER ACTION REQ'D:		
DATE: 10/14/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Andrew Tang Dept: New Transbay Rail Crossing  Signature/Date: 11/9/2020	General Counsel  11/10/20 []	Controller/Treasurer  11/19/2020 []	District Secretary []	BARC  11/9/2020 []

Authorize the General Manager to Execute Funding Agreement with the MTC for the Development of a Travel Demand Model for the New Transbay Rail Crossing Program

PURPOSE:

To obtain Board authorization for the General Manager to execute an agreement ("Agreement") with the Metropolitan Transportation Commission (MTC) to provide funding for the development of a travel demand model needed for the New Transbay Rail Crossing (NTRC) program.

DISCUSSION:

BART and the Capitol Corridor Joint Powers Authority (BART/CC) are jointly advancing the NTRC program. BART provided the Board an update on the NTRC program on July 23, 2020.

To evaluate the potential ridership benefits of the NTRC program, a travel demand model is required. Since one of the important benefits of a new rail crossing between Oakland and San Francisco will be alleviating crowding on BART trains, the travel demand model will need to incorporate the ridership benefits of reducing crowding. No travel demand model covering the San Francisco Bay Area currently incorporates this benefit adequately, and using an existing travel demand model could significantly underestimate the benefits of the NTRC program.

In July 2020, MTC launched an effort to develop their next generation travel demand model, Travel Model Two (TM2). MTC is incorporating a transit crowding module in TM2. TM2

would fulfill BART/CC's need for a travel model with transit crowding capabilities. Absent funding from BART, MTC anticipates completing development of TM2 by late 2022. To keep the NTRC program on-schedule, the development of TM2 needs to be completed one year sooner, by late 2021.

Under the terms of the Agreement, BART would provide MTC with funding not to exceed \$200,000 to accelerate the development of TM2. MTC has estimated this would allow them to complete development by mid-2021. This accelerated development would allow BART/CC to advance the NTRC program on-schedule, which currently anticipates the BART Board certifying the environmental documentation and adopting a project in late 2025. The funding would be provided by Measure RR funds already allocated to the NTRC program.

The MTC has included NTRC in the Final Blueprint for Plan Bay Area 2050 as a \$29 billion project. Assuming two percent annual cost escalation, each year of delay increase the cost by approximately \$580 million.

Should BART execute the Agreement, MTC has agreed to include BART as a partner in the development of TM2.

FISCAL IMPACT:

The total not to exceed amount of \$200,000 for the contract with MTC is included in the total project budget for 09JA000 - Second Trans Bay Tube Study.

The table below lists funding assigned to the referenced project and is included to track funding history against spending authority. Funds needed to meet this request will be expended from the following sources:

Proposed Funding		
7AA2	CCJPA FY20 CalSTA Allocation	\$1,000,000
802A	2017A Measure RR GOB #1	1,145,542
802B	2019B Measure RR GOB #2	8,900,906
802C	2020C Measure RR GOB #3	99,953,551
8525	FY 2013 Operating Cap Allocation	53,719
8529	FY 2015 Operating Capital Allocation	901,000
	Total	\$111,954,718

As of November 26, 2020, \$111,954,718 is the total budget for this project. BART has expended \$13,619,026, committed \$16,032,823, and reserved \$0 to date. This action will commit \$200,000, leaving an available fund balance of \$82,102,870 in these fund sources for

this project.

The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation.

This action is not anticipated to have any Fiscal Impact on unprogrammed District reserves.

ALTERNATIVES:

Should the Board not authorize the execution of the Agreement, TM2 would not be completed until late 2022. BART staff anticipates this would delay the entire NTRC program by one year, which could increase the cost of the NTRC program by approximately \$580 million. As an alternative to providing funding to MTC, BART could develop its own travel demand model. BART staff estimates this would increase the total cost to evaluate the potential ridership benefits of NTRC by \$350,000.

RECOMMENDATION:

It is recommended that the following Motion be adopted.

MOTION:

The General Manager or his designee is authorized to execute an agreement with the Metropolitan Transportation Commission (MTC) to provide funding not to exceed \$200,000 for MTC staff and consultant costs to develop a travel demand model needed for the New Transbay Rail Crossing program.