

## Regional Rail Plan Objectives

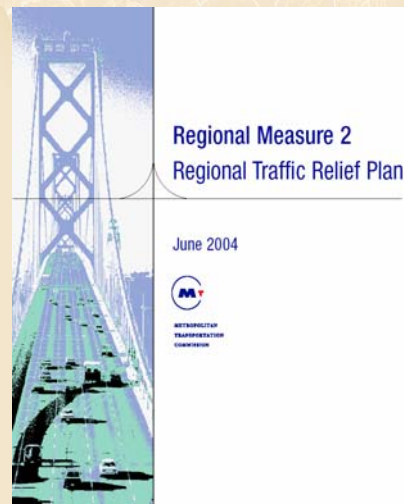


- A safe, fast, reliable and integrated passenger and freight rail network
- A consistent framework for regional rail investment decisions
- A strategy to sustain and enhance economic vitality of Northern California, while minimizing environmental impacts and providing excellent transit service to downtowns and economic centers

bay area REGIONAL RAIL

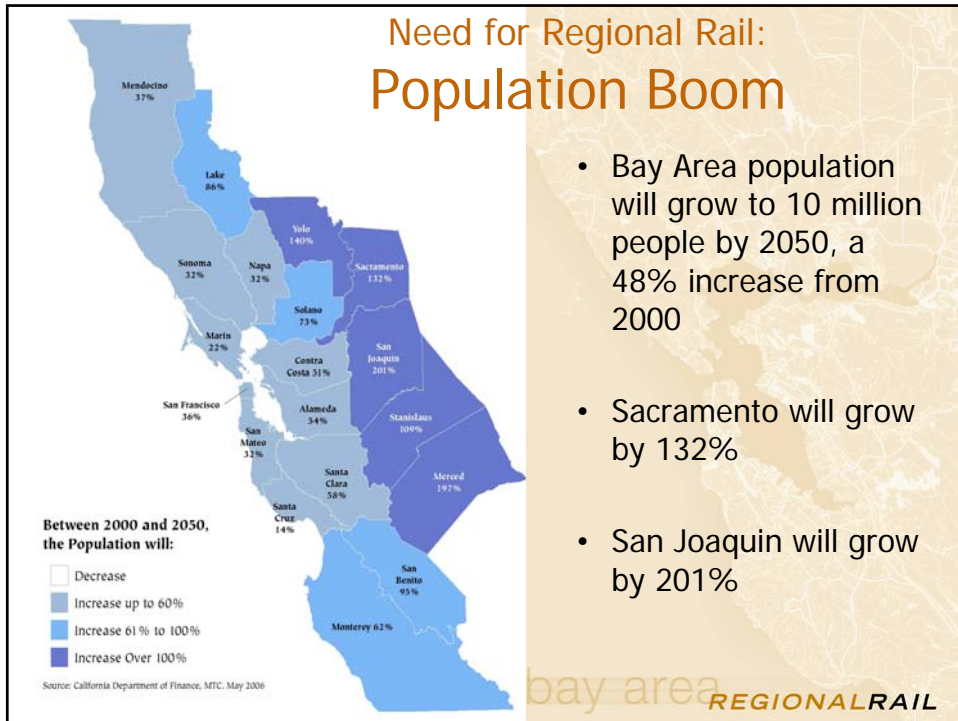
## Regional Measure 2

- Approved by voters in March 2004
- Increased bridge toll by \$1, raising \$125 million annually
- Allocated total of \$4.5 million for Regional Rail Plan



bay area REGIONAL RAIL

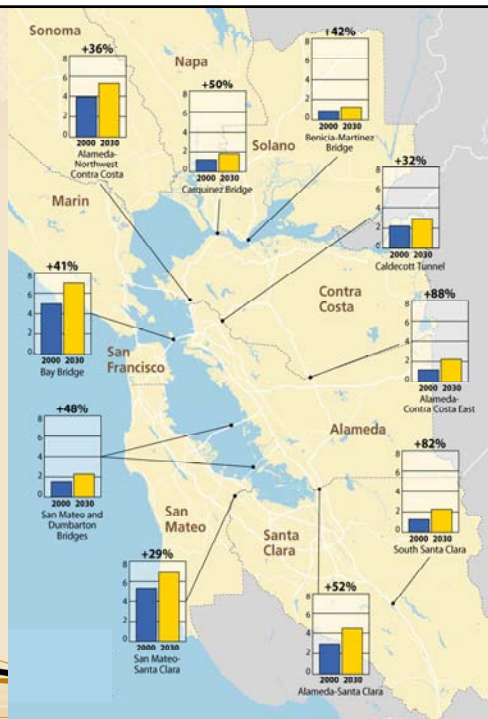
## Need for Regional Rail: Population Boom



## Need for Regional Rail: Increased Travel

## Fastest Growing Corridors by 2030

1. Transbay: San Francisco to Oakland  
(+204,000 trips)
2. Peninsula: San Mateo Co. to Santa Clara Co.  
(+156,000 trips)
3. East Bay: Alameda Co. to Santa Clara Co.  
(+152,000 trips)
4. I-680: Alameda Co. to NW Contra Costa Co.  
(+141,000 trips)
5. I-680: Alameda Co. to Contra Costa Co. East  
(+104,000 trips)







### Need for Regional Rail: Increased Freight Traffic

- Trucks currently carry largest share of Bay Area domestic trade (80%), followed by rail (6%)
- By 2050, freight traffic will grow in excess of 350%

bay area REGIONALRAIL

## Planning Process

- Study Partners
  - MTC, BART, Caltrain, & CHSRA
- Regional Rail Steering Committee
  - Passenger and freight railroad operators, county congestion management agencies & other local partners
  - Neighboring regional agencies
- Advisory Group
- Community



bay area REGIONALRAIL

## Study Elements

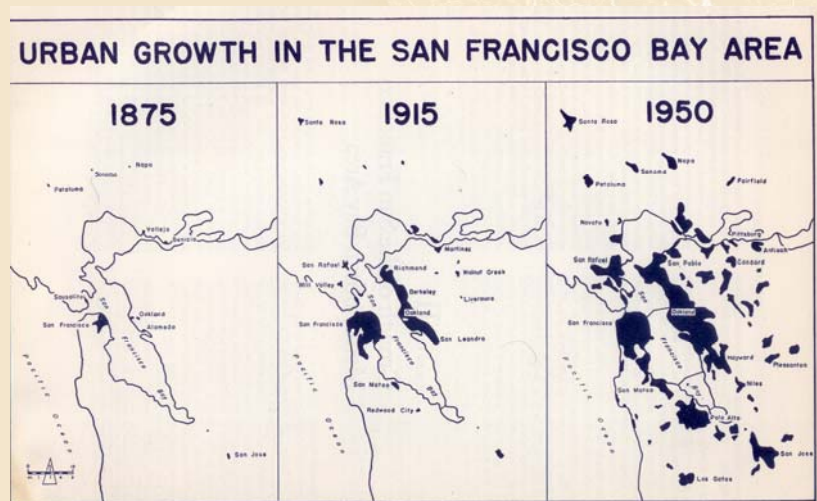
- Regional Rapid Transit – BART
- Railroad-Based Passenger Services
- Freight Railroads
- High Speed Rail (with regional overlay)
- Other regional services (e.g. eBART)
- Support strategies

***“2050 Outlook – Phased Development”***

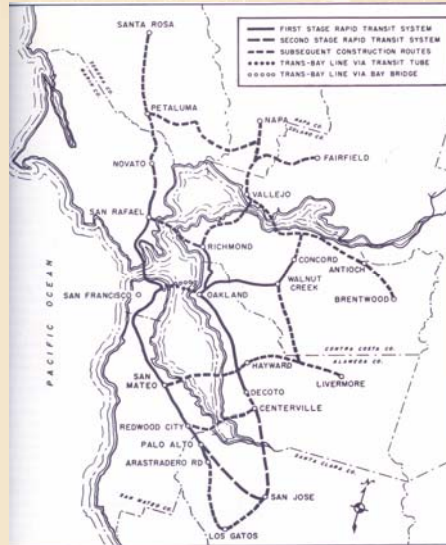
bay area REGIONALRAIL

Precursor:

BART Commission - 1950s



# BART 9-County Plan 1956 - - Leading to 3-County Funding Referendum 1962



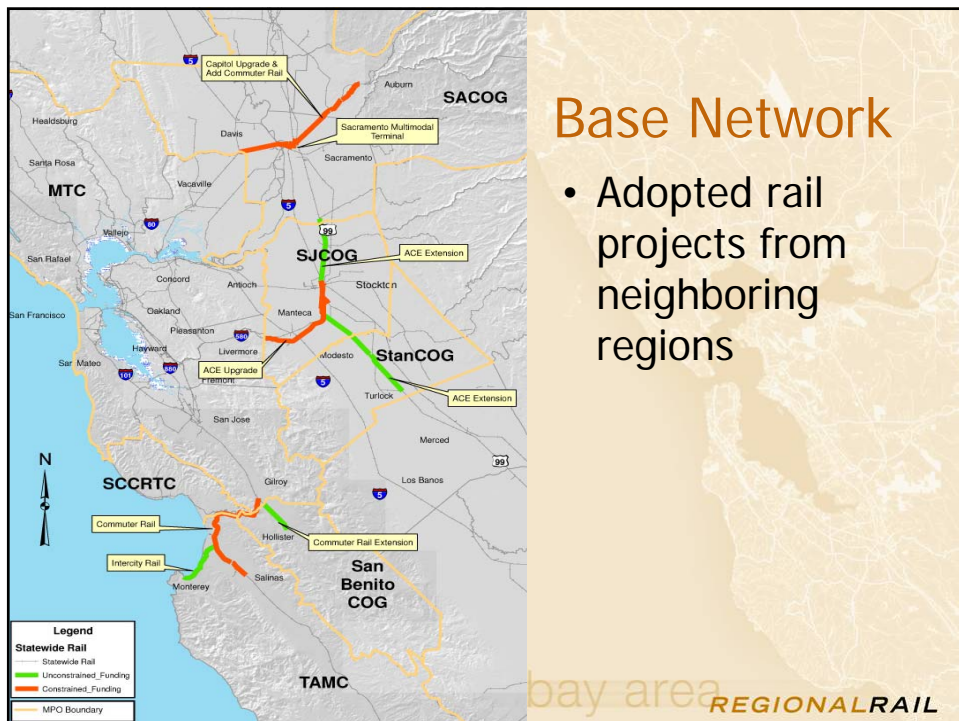
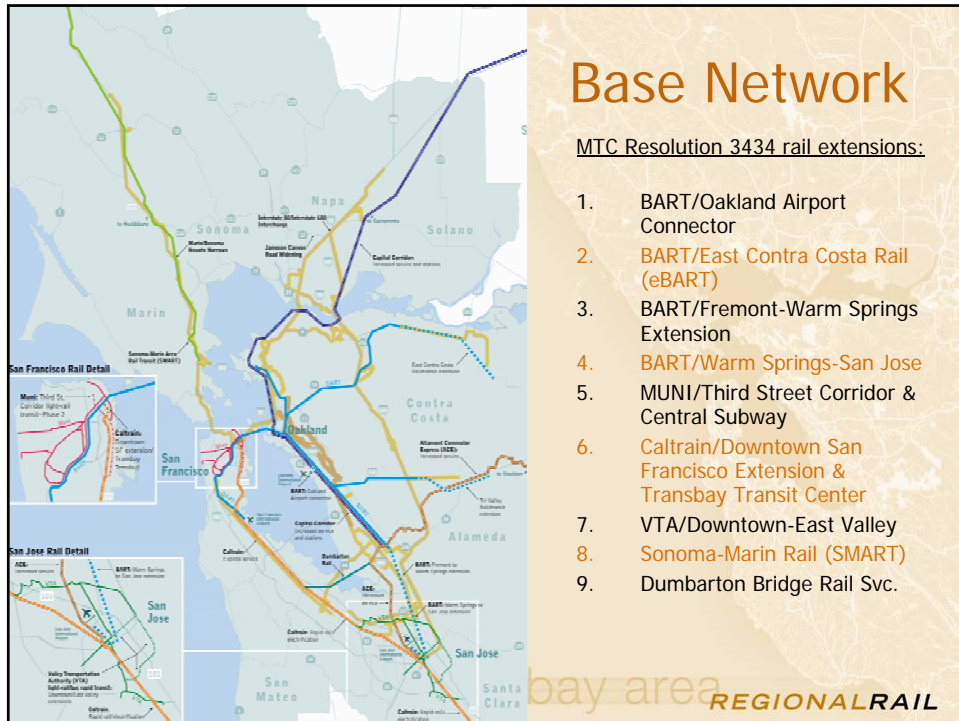
bay area REGIONALRAIL

## Study Area



bay area REGIONALRAIL







## Some BART Issues

- Continued outward expansion?
- Core capacity issues
- Concentration on core area service?
- Skip-stop/express operation?
- Infill stations



## Some Railroad Issues

- Are there limits to shared track approach?
- Attitude of railroad companies
- Speed
- Electrification
- FRA or UIC Standards and Compatibility



## Some Bay Area High Speed Rail Issues

- South or East Approach?
- Peninsula or Transbay Tube?
- Optimize Bay Area regional system in relation to High Speed alignment decision
- Regional Overlay Service



## Some Other Bay Area Rail Issues

include.....

- Transbay Transit Center Connections
- Bay Bridge Corridor Capacity
- Transbay Service Concepts



## Transbay Transit Center

- The Center of a Rail Passenger Network Serving Northern California
- Heart of a System Linking the Bay Area to Southern California, Sacramento and the San Joaquin Valley
- Regional Rail Plan looks at the Terminal in a large context



## New Transbay Crossing Capacity

- Working assumption: new tube viable after 2030
- 2 or 4 tracks/1 or 2 levels in tube
- Assume connection to Transbay TC





## New Transbay Tube Technology Options

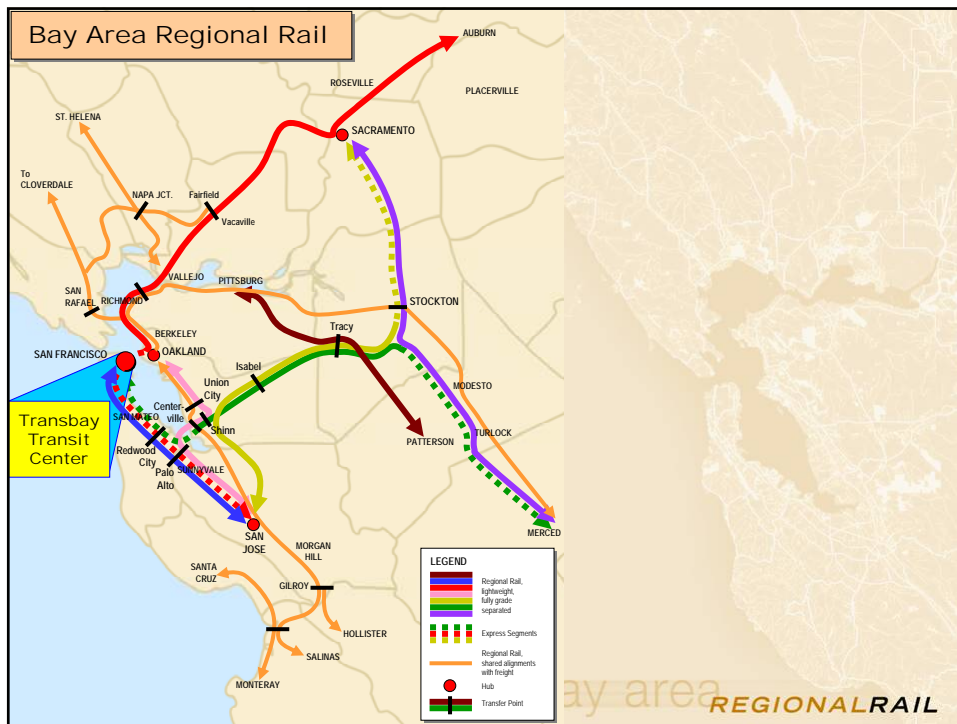
- 1 or 2 different systems?
- BART
- Conventional (FRA) rail
- High Speed
- Non-FRA Compliant (UIC) Technology



## Many Potential Transbay Service Concepts.....

- HSR from South via Peninsula, SF to Oakland
- HSR from South via East Bay, Oakland to SF or SFO
- HSR from East via Oakland to SF, or via Dumbarton and SFO to SF
- Capitol Corridor (FRA or UIC) Sacramento-SF-SFO-San Jose





## Rail Plan Step-by-Step



- **Phase 1 – Vision**
  - Define rail vision, purpose and need, and brainstorm on key issues and conceptual system alternatives
- **Phase 2 – Technical Analysis**
  - Refine study alternatives and perform technical analysis
- **Phase 3 – Draft/Final Plan**
  - Examine support strategies, make study findings, and prepare draft plan identifying regional and high-speed rail extensions and services for near-, mid-, and long-terms



## Phase 1 - Vision

### Key Public Comments Heard



- Connectivity between modes is critical
- Resolve freight and passenger rail conflicts
- Allow freight on high-speed rail
- Need new Bay crossing for rail
- Preserve & purchase rights-of-way
- Explore advanced rail technologies
- "One System, One Ticket"
- Must foster supportive land uses
- Must minimize impacts on low-income areas
- Must have safe and secure rail system

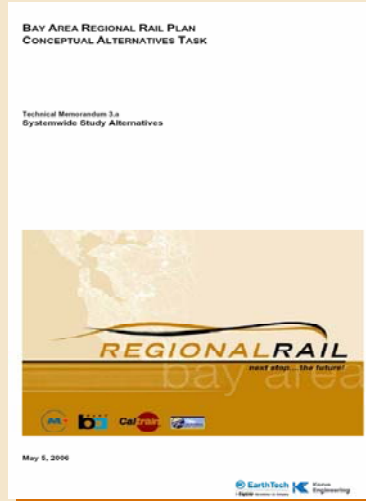
bay area REGIONALRAIL

## Phase 2 - Technical Analysis

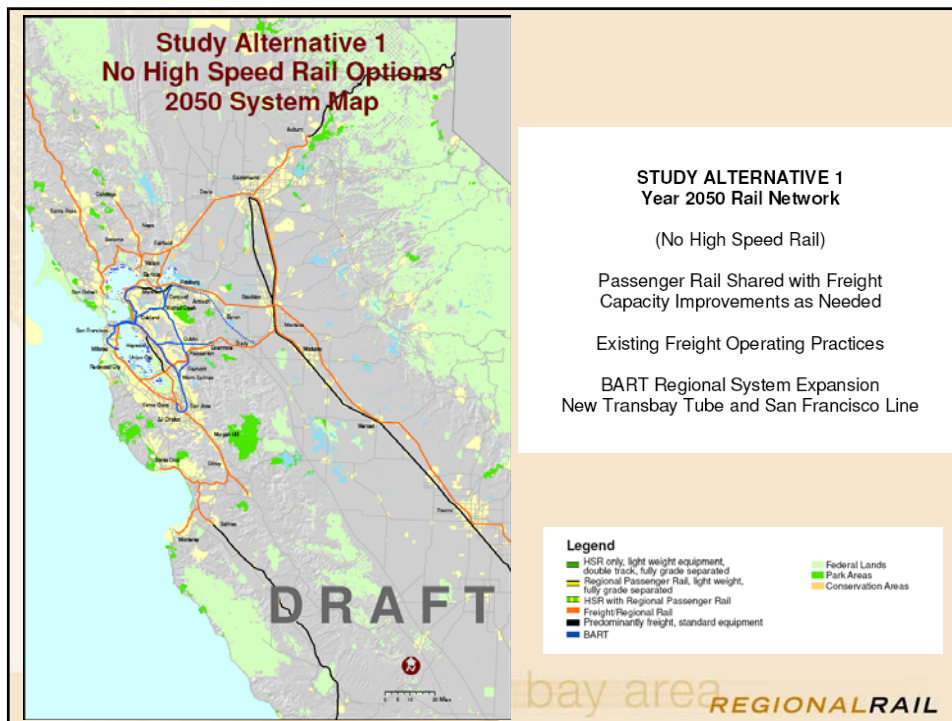
bay area REGIONALRAIL

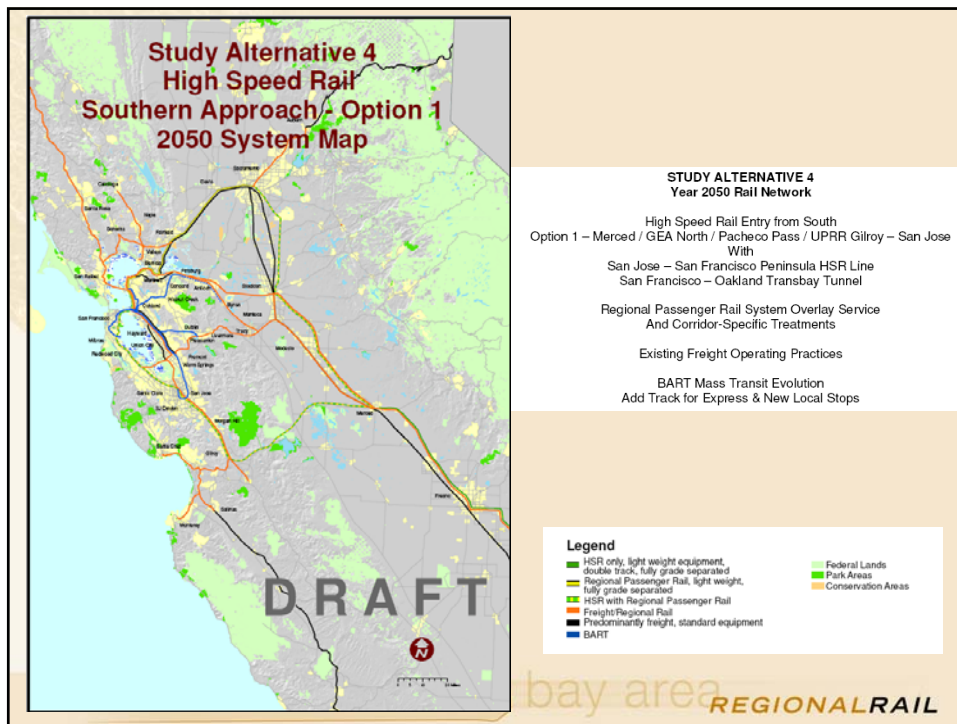


## 12 Study Alternatives



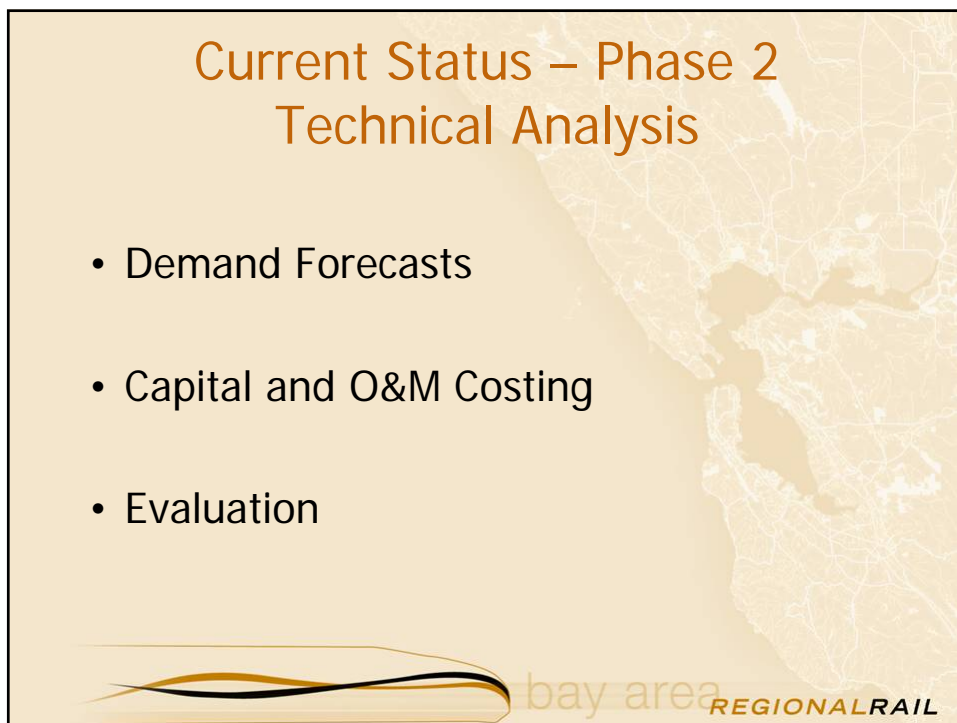
- 3 – Options with No High-Speed Rail
- 3 – Options with High-Speed Rail entering from the South via San Jose
- 3 – Options with High-Speed Rail entering from the East via Tri Valley
- 3 – Additional combinations of lines entering from the East via Tri Valley



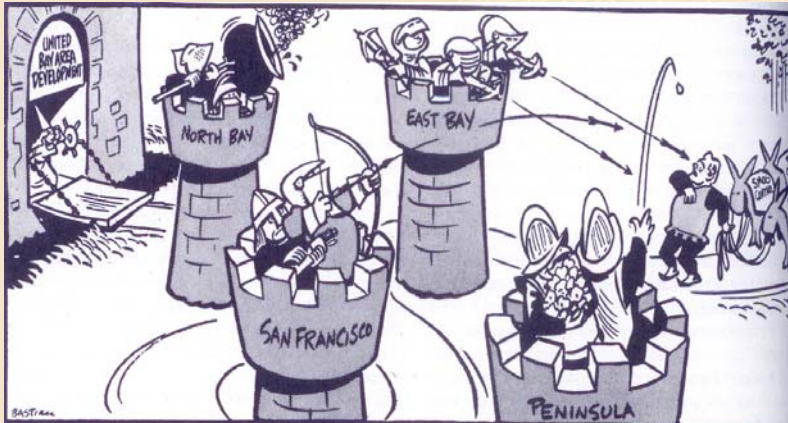


## Current Status – Phase 2 Technical Analysis

- Demand Forecasts
- Capital and O&M Costing
- Evaluation



## Support Strategies: Governance, Funding, Land Use



bay area REGIONALRAIL

## Project Schedule Highlights

- Technical Analysis August 2006 – Spring 2007
- Draft Plan Release Spring 2007
- Public Outreach Spring 2007
- Final Plan and MTC Adoption Summer 2007

bay area REGIONALRAIL



PROJECT WEBSITE

[www.bayarearailplan.info](http://www.bayarearailplan.info)

