

# SPUR

**Ideas + Action for a Better City**

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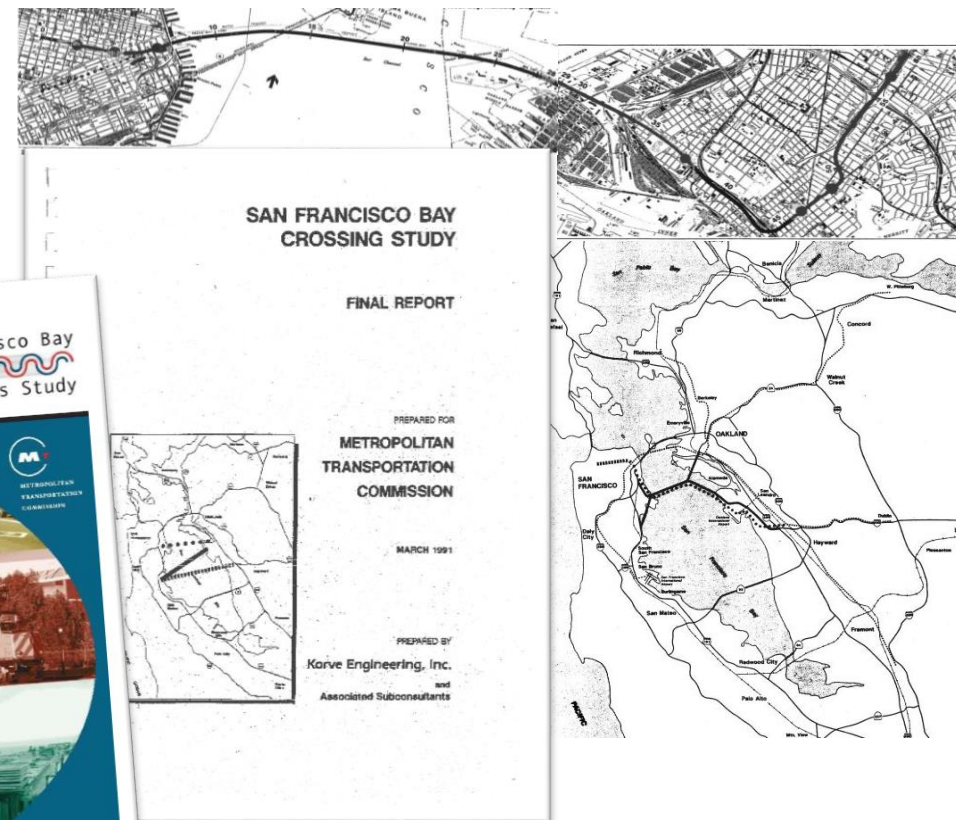
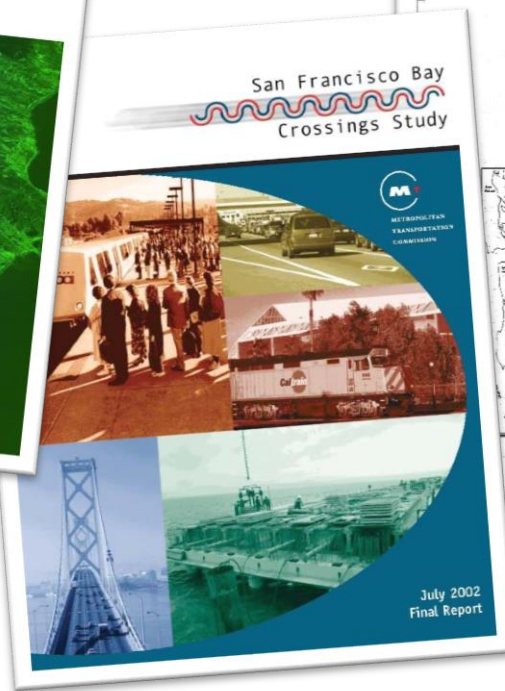
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**#BayCrossings**



H O R I Z O N

# Crossings - Transformative Investments for an Uncertain Future

Matt Maloney, Deputy Planning Director, MTC and ABAG  
May 21, 2019







# H O R I Z O N



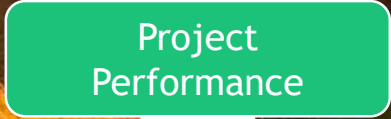
## H O R I Z O N



Perspective Papers



Futures Planning



Project  
Performance



PLAN BAY AREA 2050

The *Horizon* initiative is designed to identify strategies and investments to prepare the Bay Area for an uncertain future - to ensure we are resilient to ever-changing economic, political, technological, and environmental conditions.



# Transformative Projects

500+  
big ideas to improve  
Bay Area transportation

# Futures Overview



**Rising Tides,  
Falling  
Fortunes**

**What if...** the federal government cuts spending and reduces regulations, leaving more policy decisions to states and regions?



**Clean  
and Green**

**What if...** new technologies and a national carbon tax enabled greater telecommuting and distributed job centers?



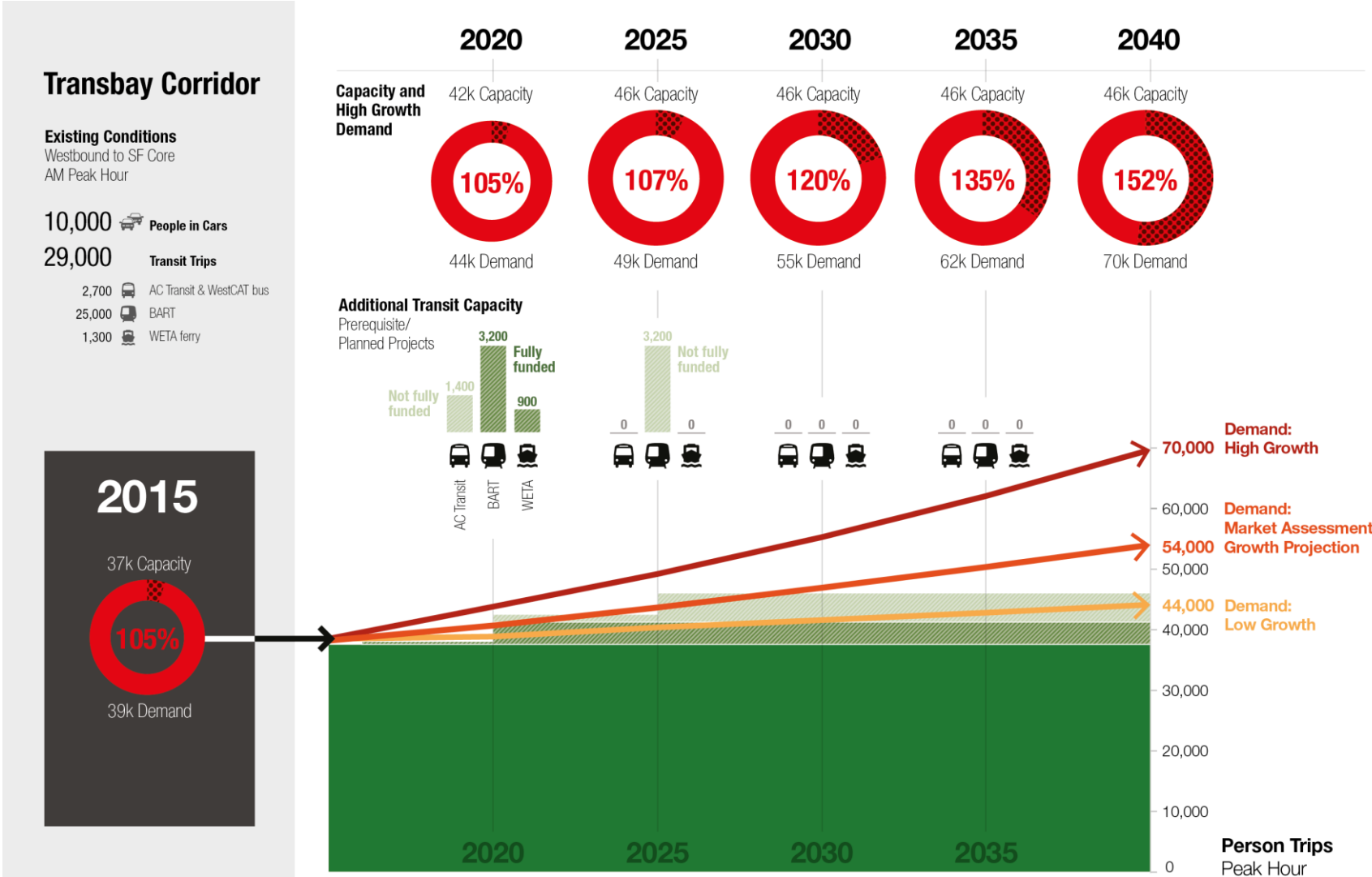
**Back to  
the Future**

**What if...** an economic boom and new transportation options spur a new wave of development?

Report outlining **Opportunities & Challenges** now available at:  
[mtc.ca.gov/horizon](https://mtc.ca.gov/horizon)



# The Transbay Capacity/Demand Problem



From Core Capacity Transit Study

# Crossings Concepts

BART  
Crossing

Rail  
Crossing

Highway  
Crossing

BART +  
Highway  
Crossing

1 -- Southern Crossing

2 - Mission Street Redundancy

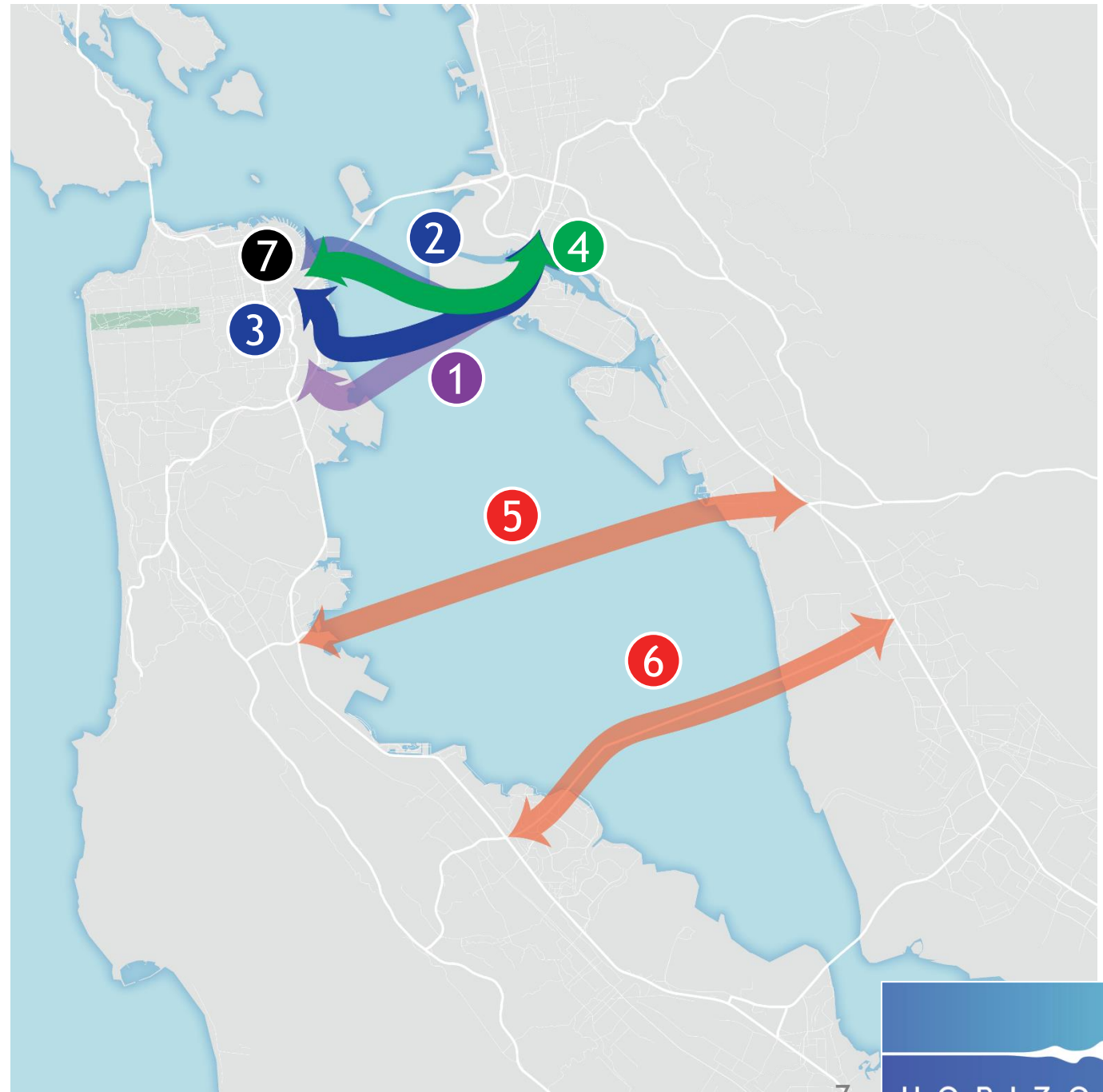
3 - New Markets

4 - Greater Regional Rail

5 - Mid-Bay Bridge

6 - San Mateo-Hayward Bridge Widening

7 - New Markets (#3) + Greater Regional Rail (#4)





# Some Initial Findings...

## Performance Results Differ by Mode

- Transit crossing concepts appear to deliver significantly more benefits compared to highway standalone concepts.

## Dramatic Accessibility and Crowding Benefits

- The transit crossing concepts connect and serve markets currently without regional transit, including new neighborhoods zoned for increased densities

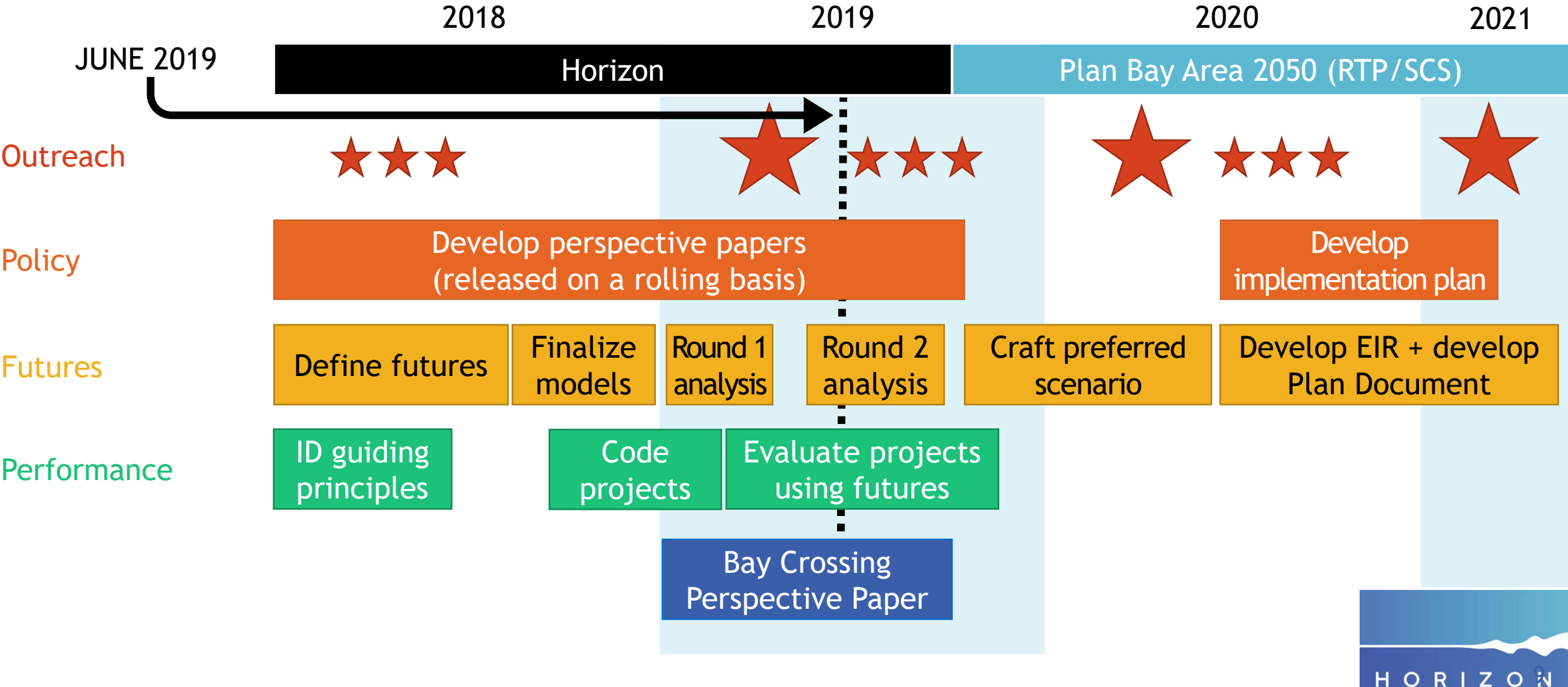
## Growth is the Primary Driver Behind the Performance

- The region would need to be willing to grow - significantly - for any crossing to make financial sense, and significant intensification of land use beyond today's Priority Development Areas (PDAs) would be critical to justify costs

## The Region Needs to Deliver Dependent Projects

- The transit crossing concepts are complex and costly, requiring supportive system and service improvements

# Next Steps: Horizon + Plan Bay Area 2050





# New Transbay Rail Crossing: “Big Dreams for Bay Crossings” conversation



SPUR Oakland  
May 21, 2019

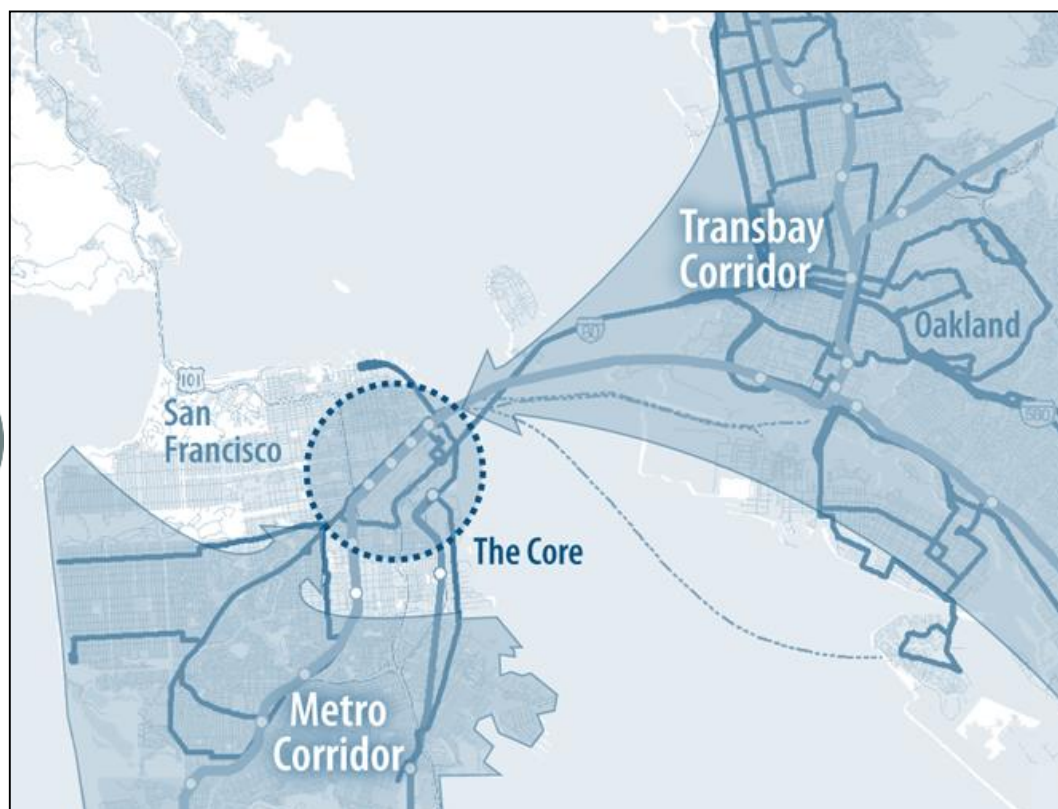




# New Transbay Rail Crossing: Builds on recent regional work



2017 MTC-led Core Capacity study



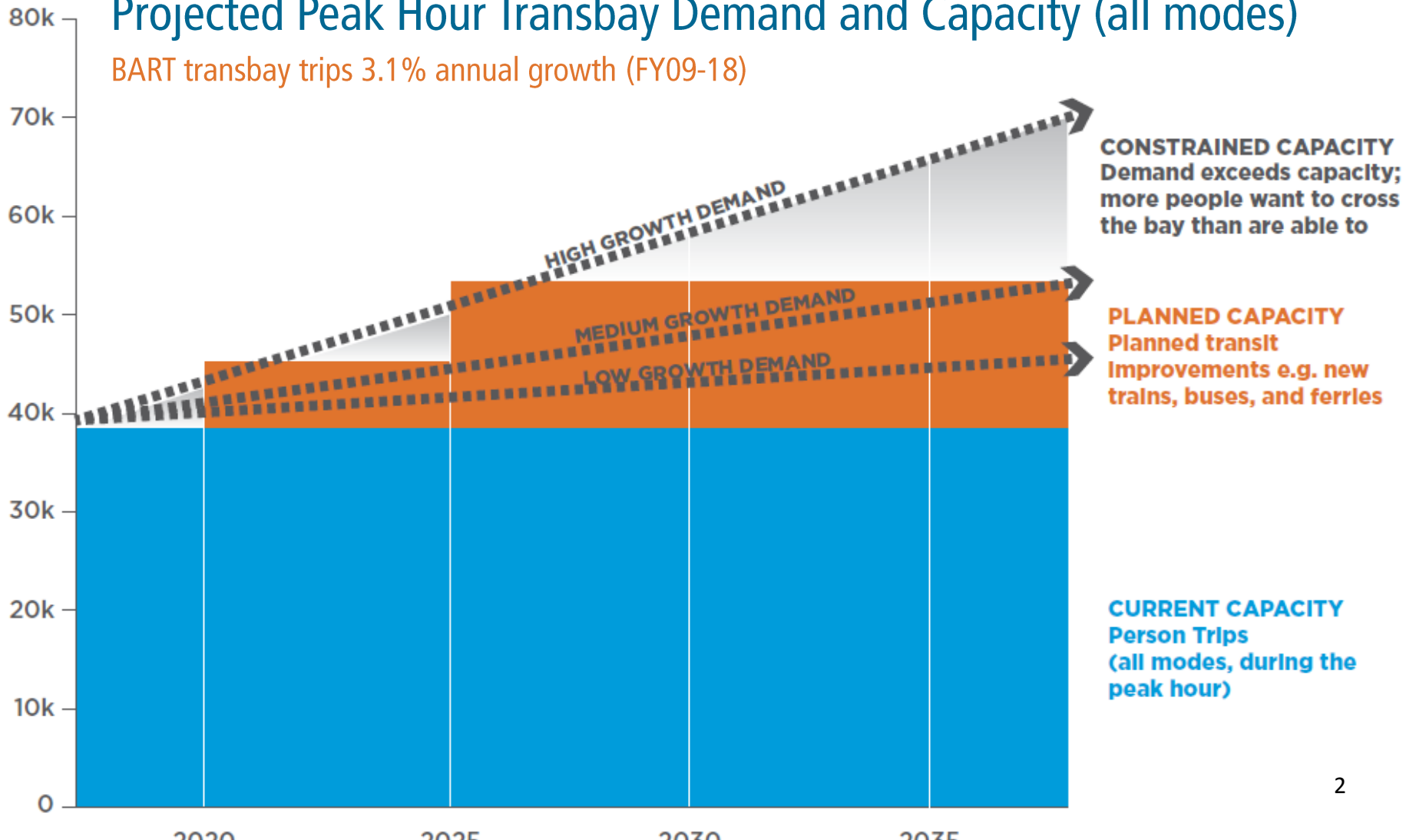


# New Transbay Rail Crossing: Transbay demand



## Projected Peak Hour Transbay Demand and Capacity (all modes)

BART transbay trips 3.1% annual growth (FY09-18)

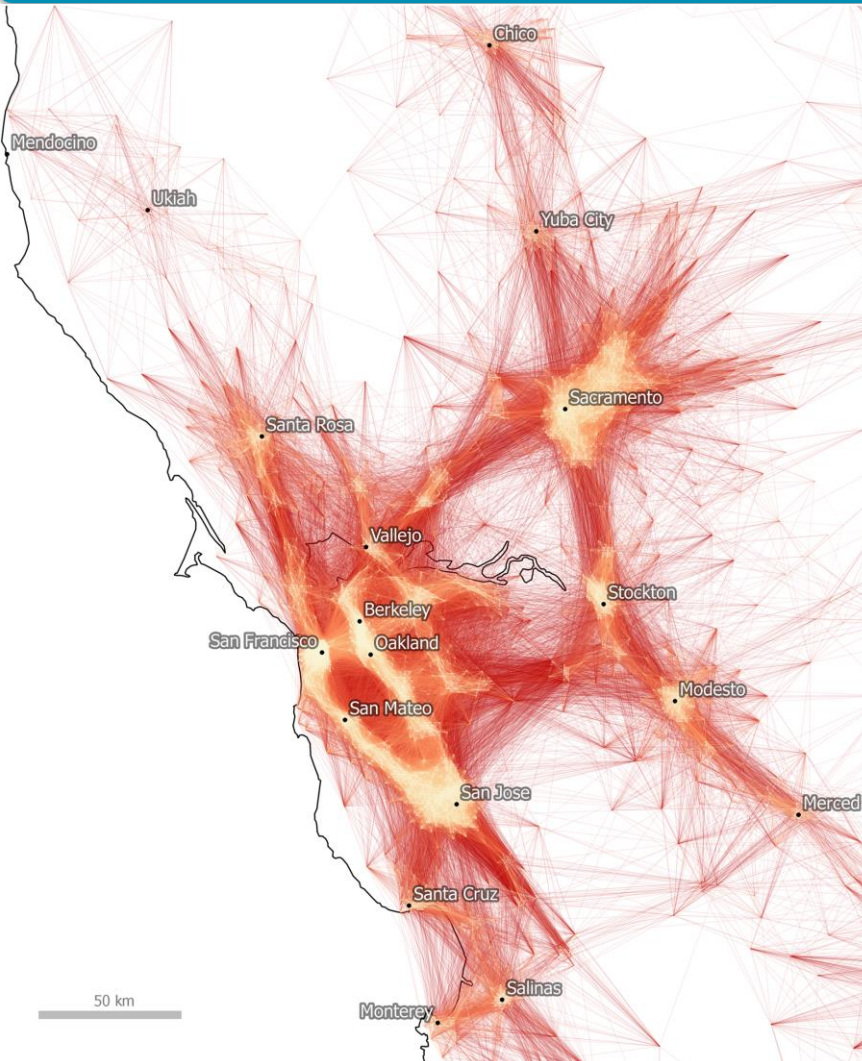




# New Transbay Rail Crossing: What's new with this study



- Megaregion
- Rail partners
- 2050 horizon
- Holistic approach to  
Transportation + Land Use





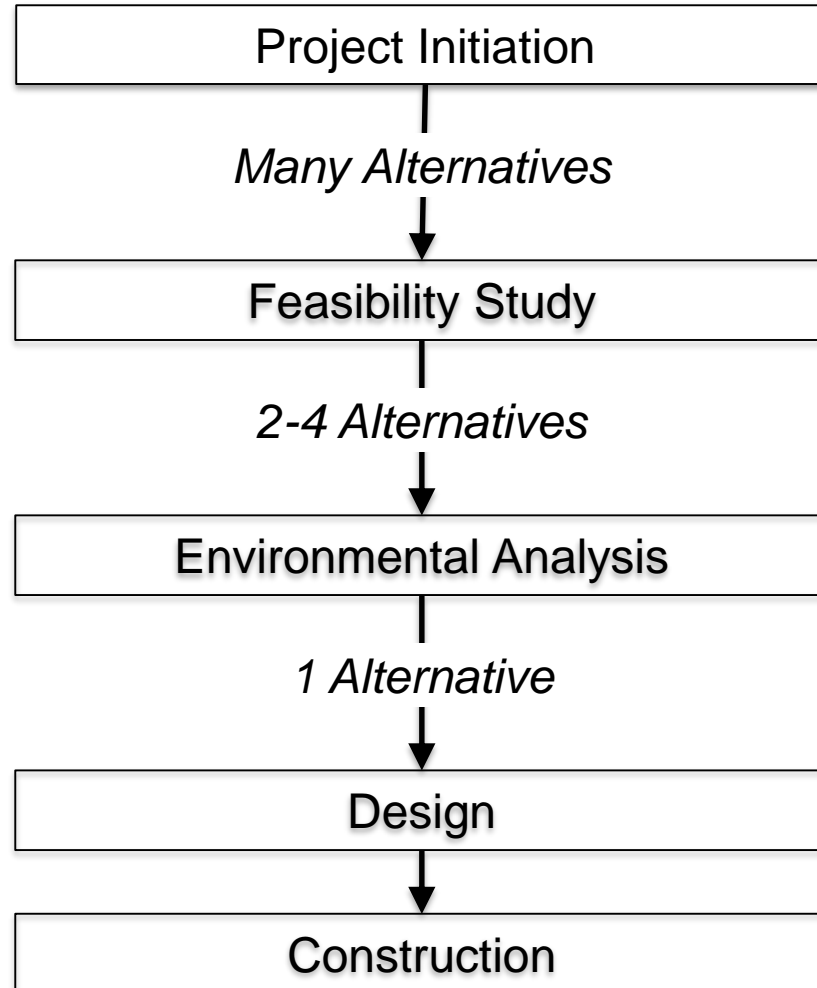


# New Transbay Rail Crossing: Program overview



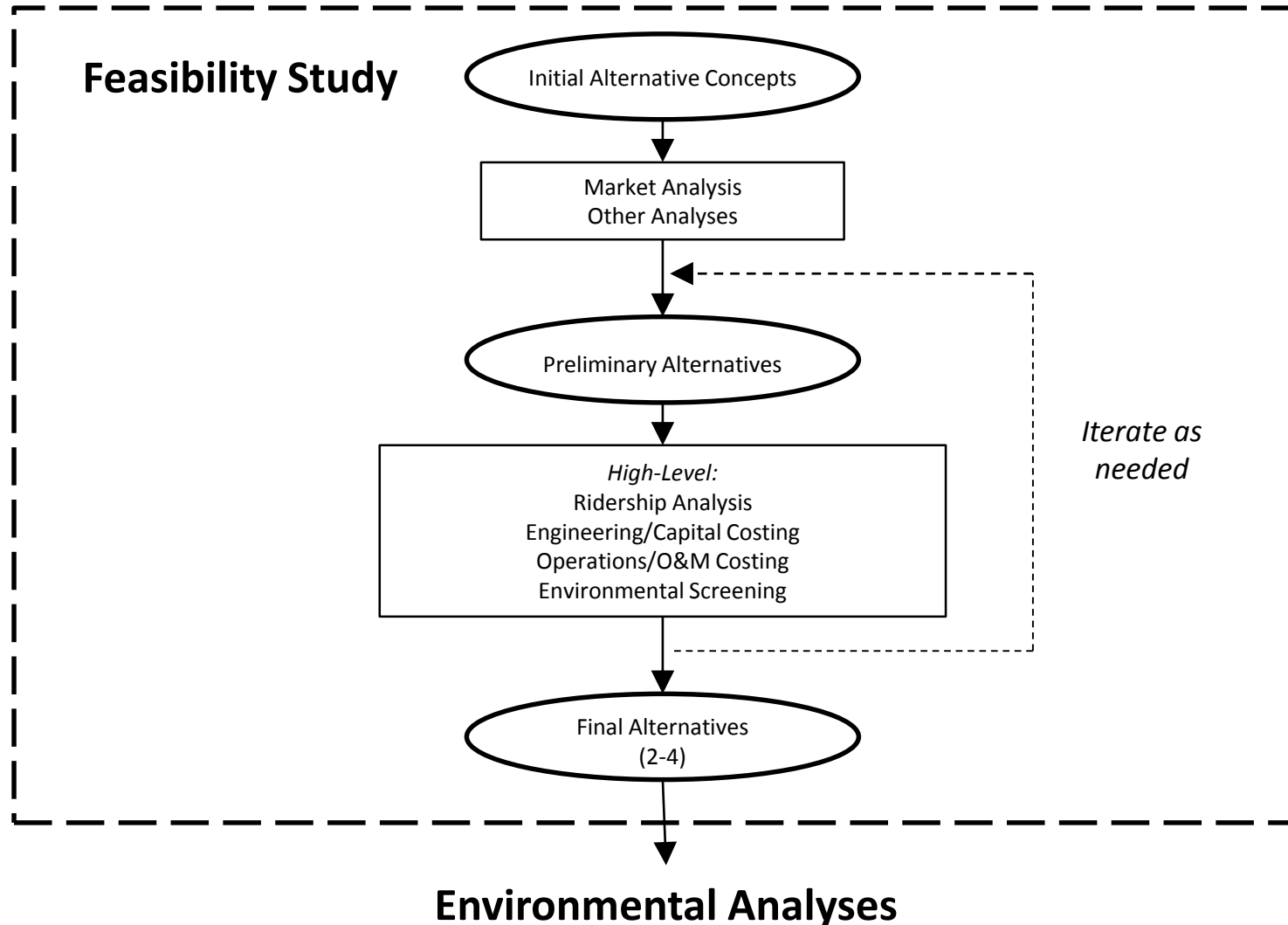
Strategic Advising and Program Management

Community engagement and partnering





# Defining Alternatives





# New Transbay Rail Crossing: Project advancement



**Project**



**Support**



**Funding**





# 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

Regional housing need



# New Transbay Rail Crossing: Partnerships



BART + Capitol Corridor core team today

Public

Jurisdictions

Transit agencies, particularly other rail operators

Funding partners

Private sector

Requires a phased engagement plan



# New Transbay Rail Crossing: “Big Dreams for Bay Crossings” conversation



SPUR Oakland  
May 21, 2019





# Dumbarton Rail Corridor

## Big Dreams for Bay Crossings

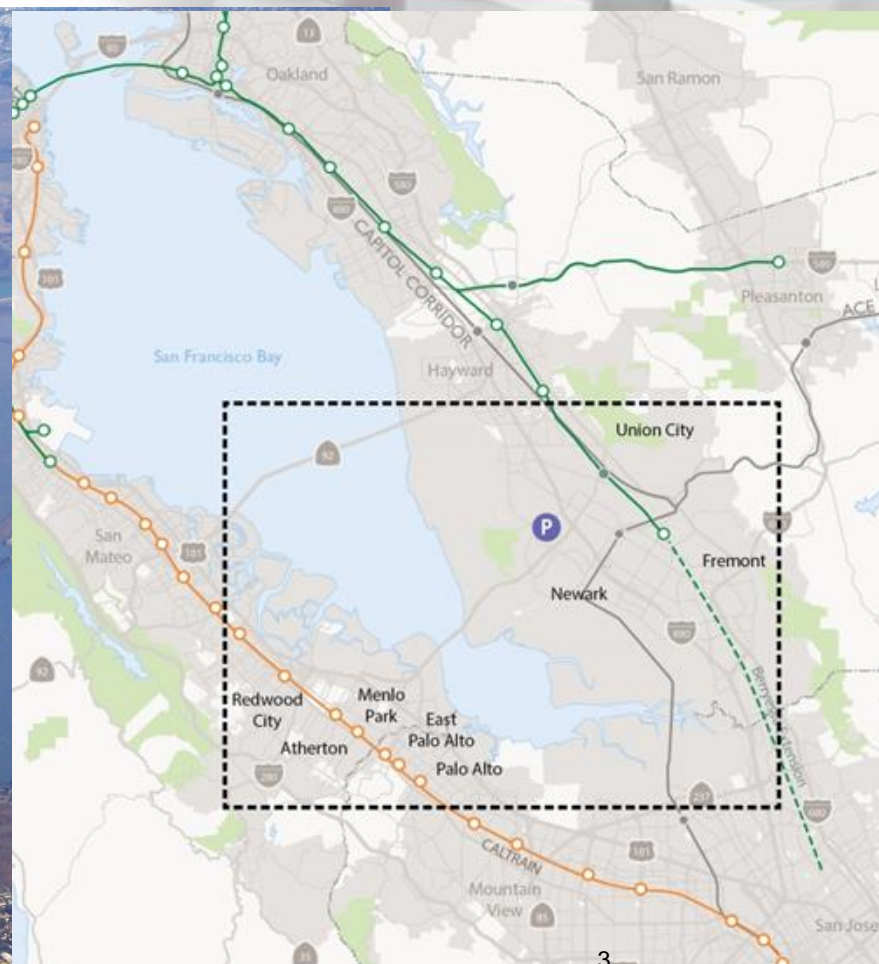
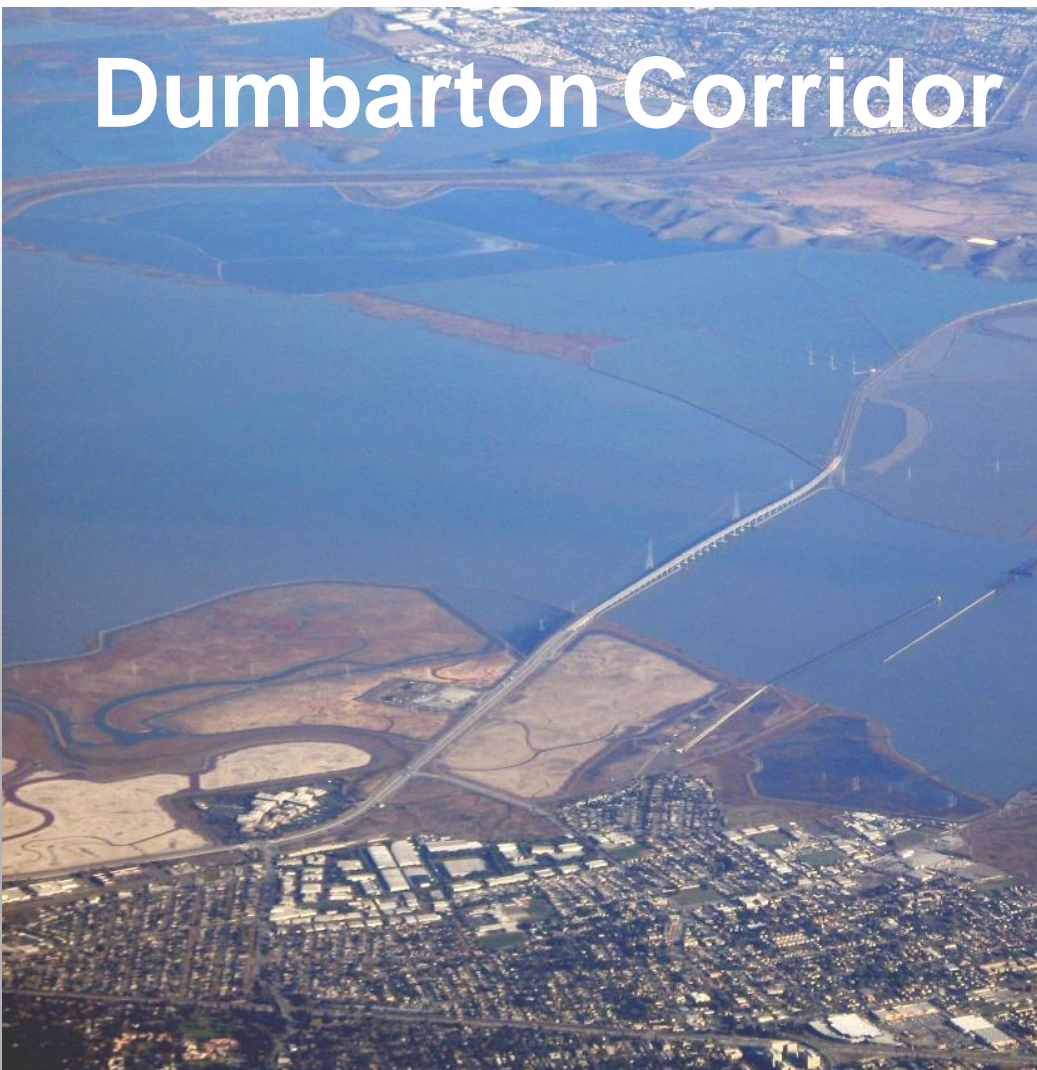
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# Challenges

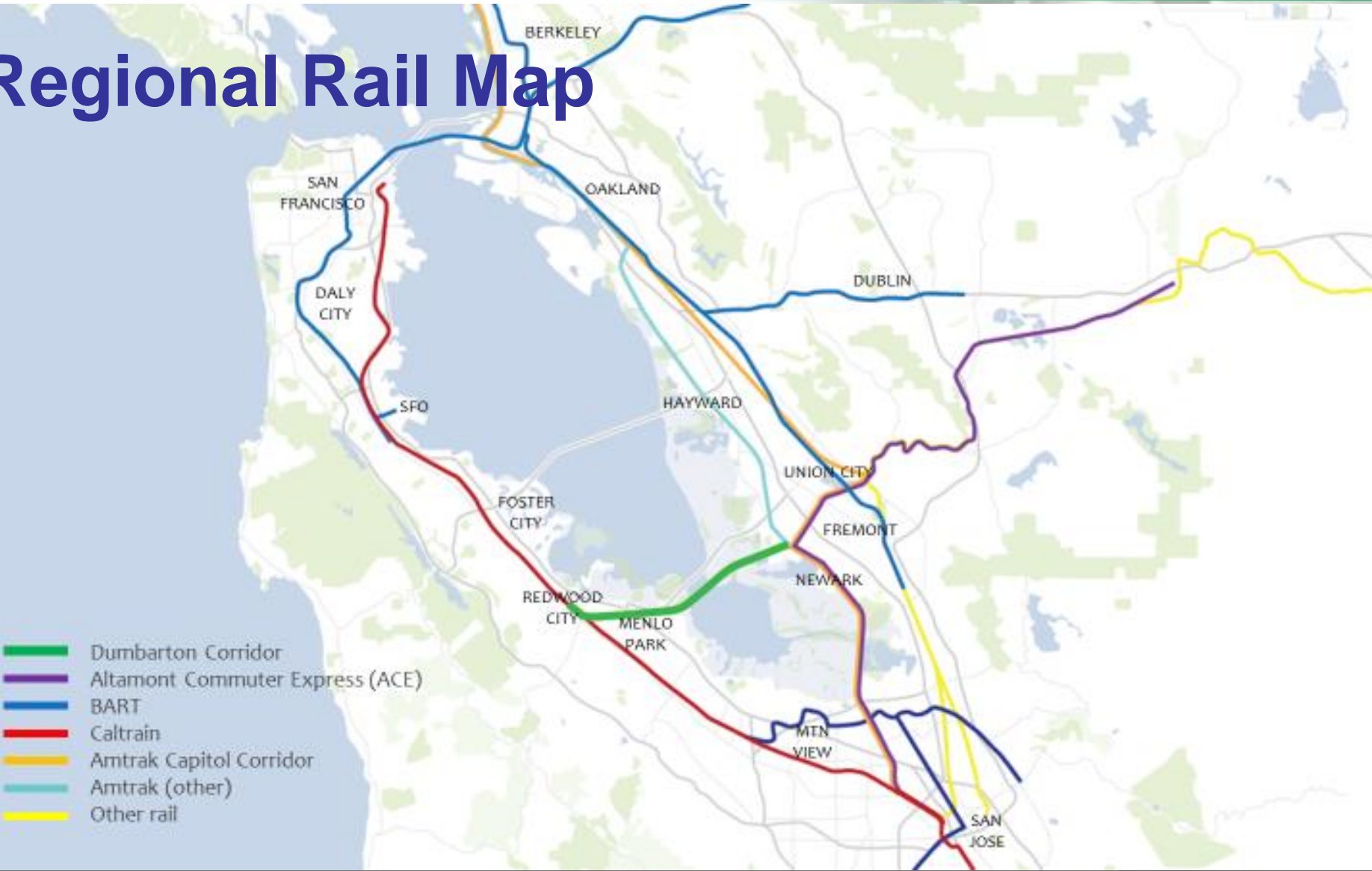
- Regional Growth and Land Use
  - Jobs-housing imbalance
  - Major employers driving growth
  - Congestion, lengthy and unpredictable travel times
  - Gaps in transportation network, limited options
- Travel across the San Francisco Bay
- Technical and Political Decisions

# Dumbarton Corridor





# Regional Rail Map



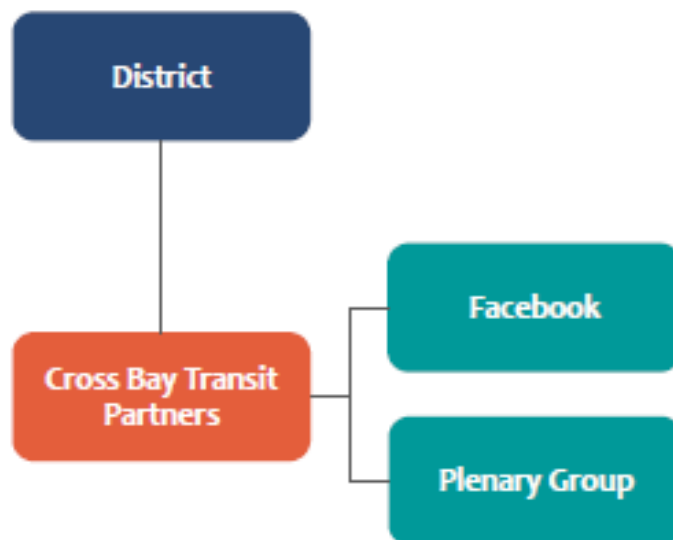


## Dumbarton Rail and other Studies

- 1910 – First Crossing of SF Bay, rail service until 1982
- 1994 – San Mateo County Transit District purchased ROW (18 miles) from Southern Pacific Railroad
- 2017 - Dumbarton Transportation Corridor Feasibility Study completed
- **Ongoing Caltrain Projects:**
  - Electrification of the Caltrain corridor is underway - faster, more frequent service while reducing noise and emissions
  - Caltrain Business Planning is underway to plan for future service needs, the business case, community benefits, and preparing the organization for its future

# Public-Private Partnership: San Mateo County Transit District and Cross Bay Transit Partners

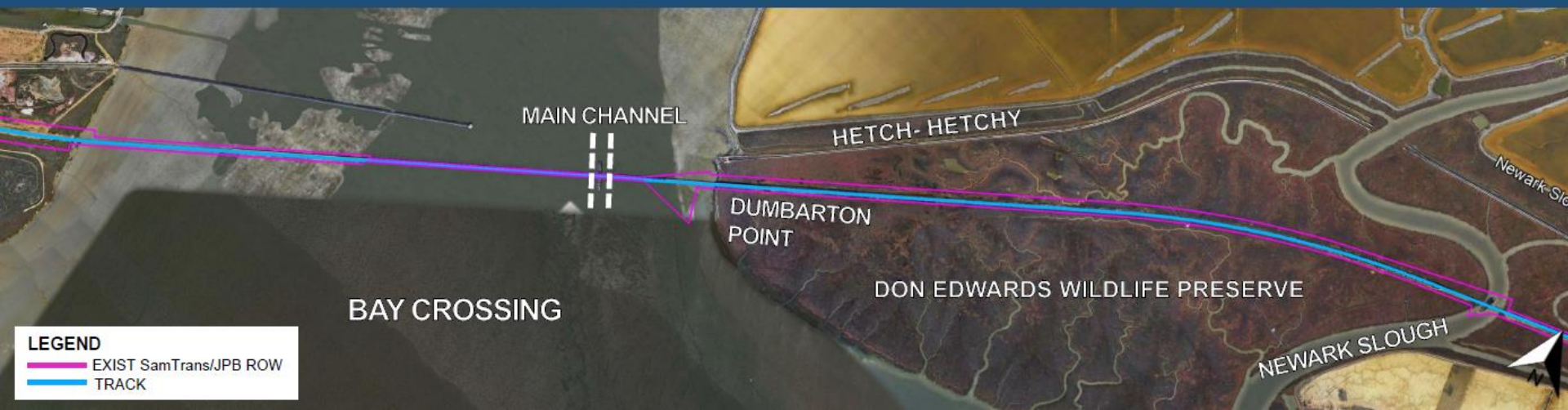
- Facebook and Plenary Group are collaborating on the Dumbarton Corridor Project through a new company, Cross Bay Transit Partners (CBTP)
- District entered exclusive negotiating agreement with CBTP (August 2018)
- Purpose: Explore the potential to rebuild the Dumbarton Rail Corridor and establish a new service connecting the Peninsula with the East Bay



Exclusive Negotiating Agreement

# Technical and Political Decisions Ahead

- Bay Crossing
- Don Edwards Wildlife Preserve
- Newark Slough
- Dumbarton Point



# Technical Challenges

- Redwood City Station Area
- Construction in the Bay
- Maintenance of Traffic During Construction
- Potential Connections
- Alameda Creek UPRR Bridge

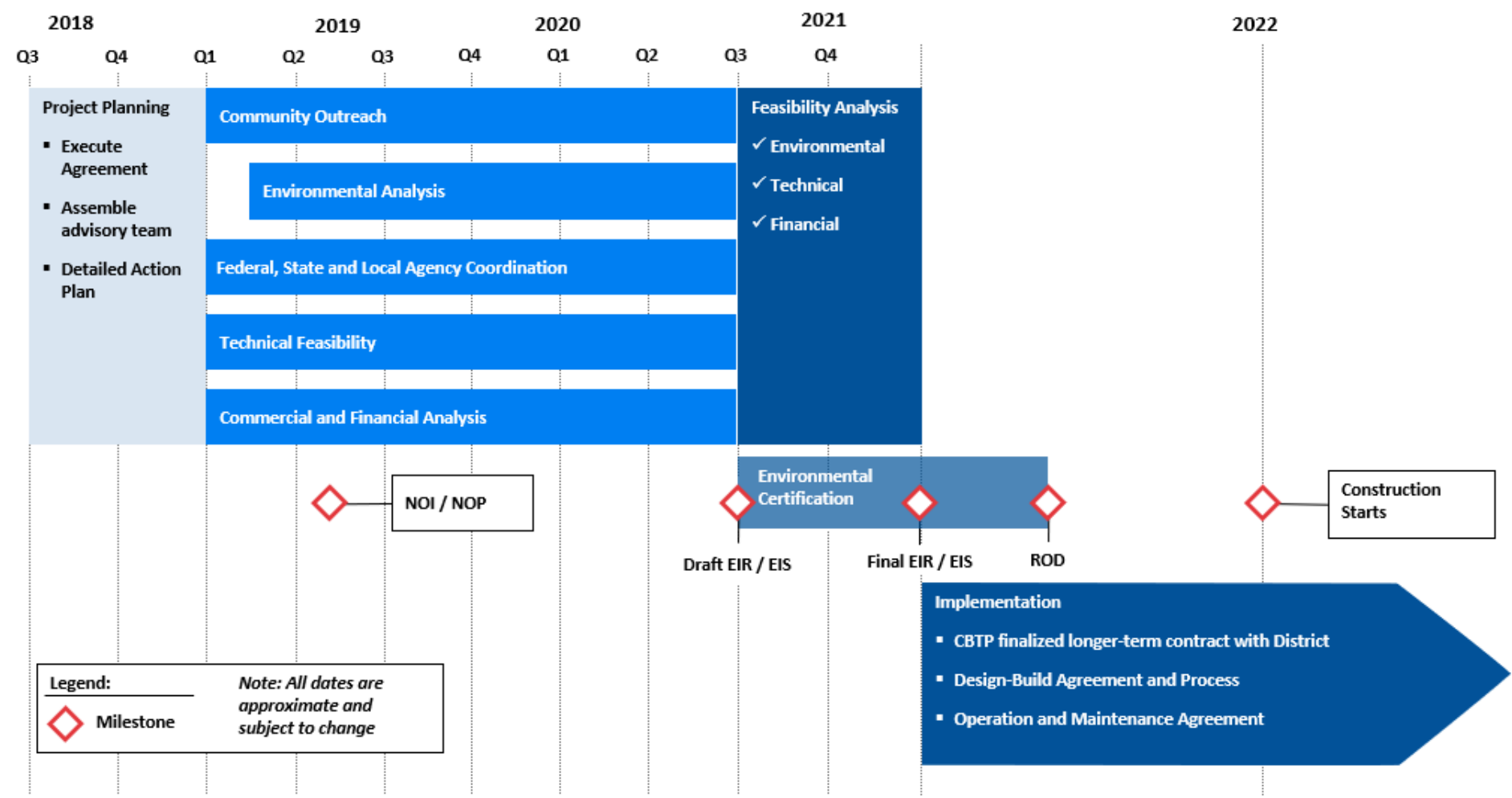


# Institutional Coordination

- NEPA/CEQA agencies
  - Federal lead, Cooperating, Participating agencies
  - Trustee, Responsible agencies
- MPO Coordination
  - Horizon Program
  - Plan Bay Area 2050
- Rail Partners
  - Caltrain
  - UPRR
  - CCJPA
  - BART



# Project Timeline





# Proposed Dumbarton Rail Project





# Questions and Discussion

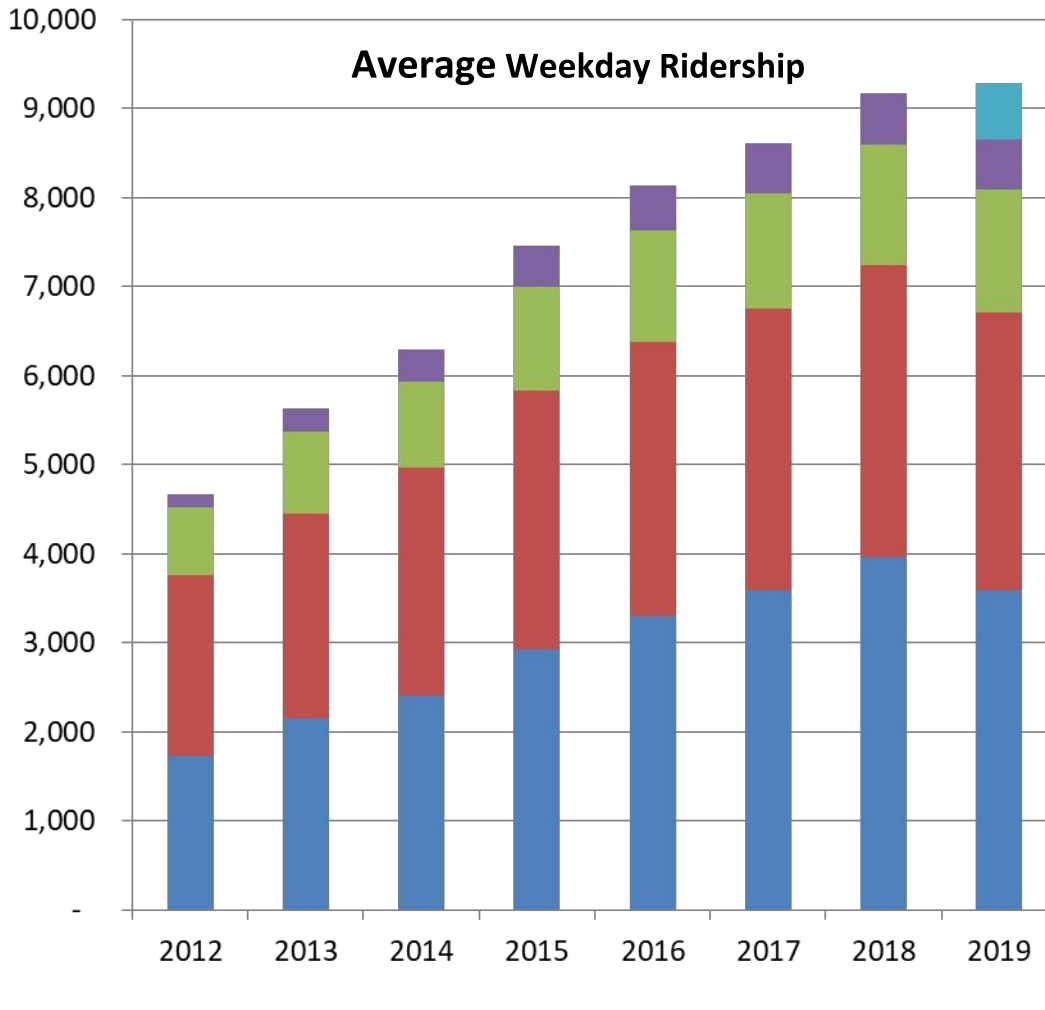




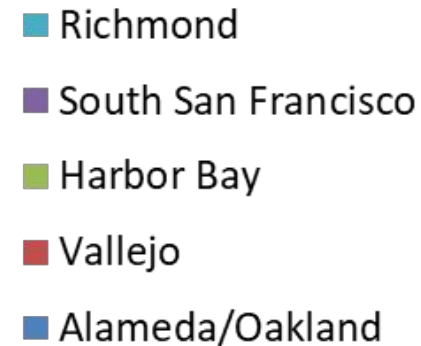
The ferry is such a waste  
of public money, no one  
rides it...



# System Profile

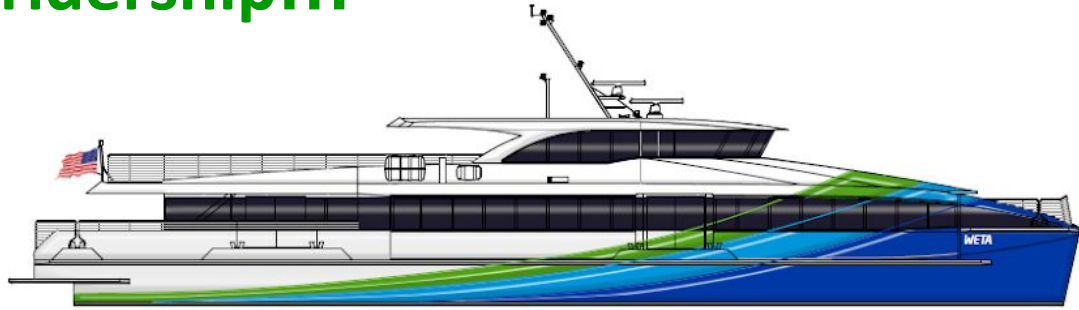


- Five routes
- 11,300 weekday boardings
  - April 2019
- 82% riders in peak periods
- 55% farebox recovery ratio
- Ridership up 7% last year
- Ridership up 96% since 2012



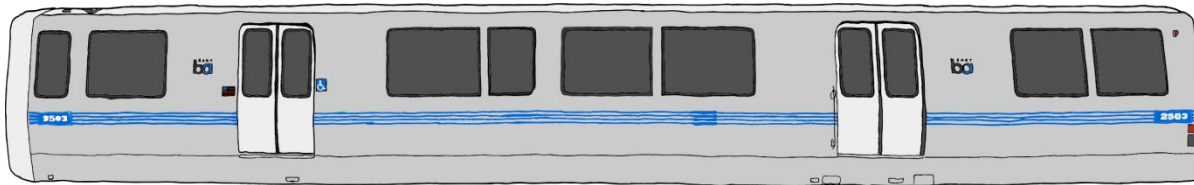
# Transbay Ridership

WETA system peak hour  
ridership...



AM Peak Hour: 2,585  
PM Peak Hour: 2,768

Equivalent to...



**3 BART Trains**

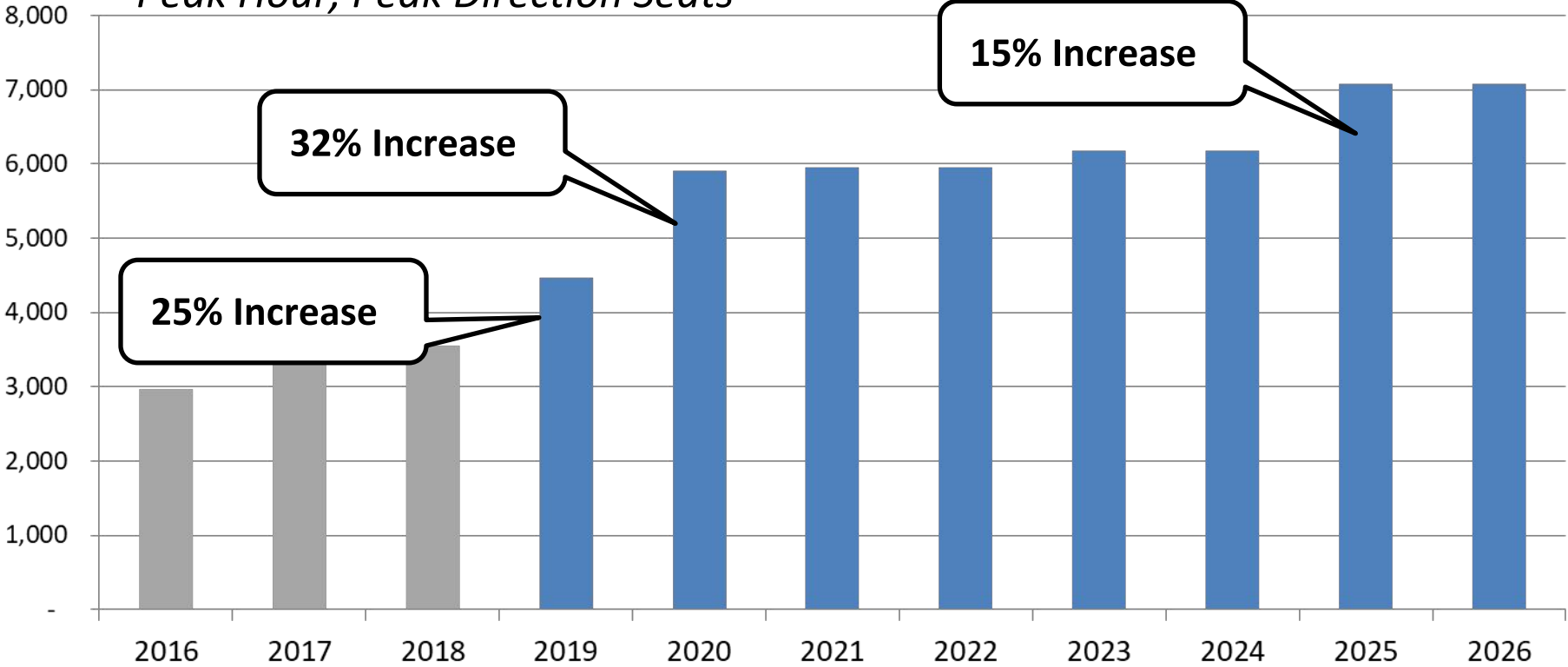


**55 Transbay Buses**



# WETA Planned Capacity Increases

Peak Hour, Peak Direction Seats



New vessels



Richmond

Mission Bay  
Treasure Island

Berkeley

Terminal Expansion

Downtown SF  
Seaplane



I heard the ferry was  
too expensive and the  
subsidy per passenger  
is outrageous...



# Transbay Fares, 2019

Origin	Ferry	Bus	BART
Oakland/Alameda	\$5.30	\$5.50	\$3.95
Harbor Bay	\$5.50	\$5.50	\$4.30
Richmond	\$6.75	\$5.50	\$4.80
South San Francisco	\$7.90	N/A	\$4.90
Vallejo	\$11.00	\$14.55	N/A

- *Assumes Clipper fare for ferry*
- *BART fares from Fruitvale & Coliseum for Alameda, South City*
- *Vallejo bus is \$10 for Route 80/82 plus \$4.55 from Del Norte BART*
- *Does not include parking fees or local bus fare*

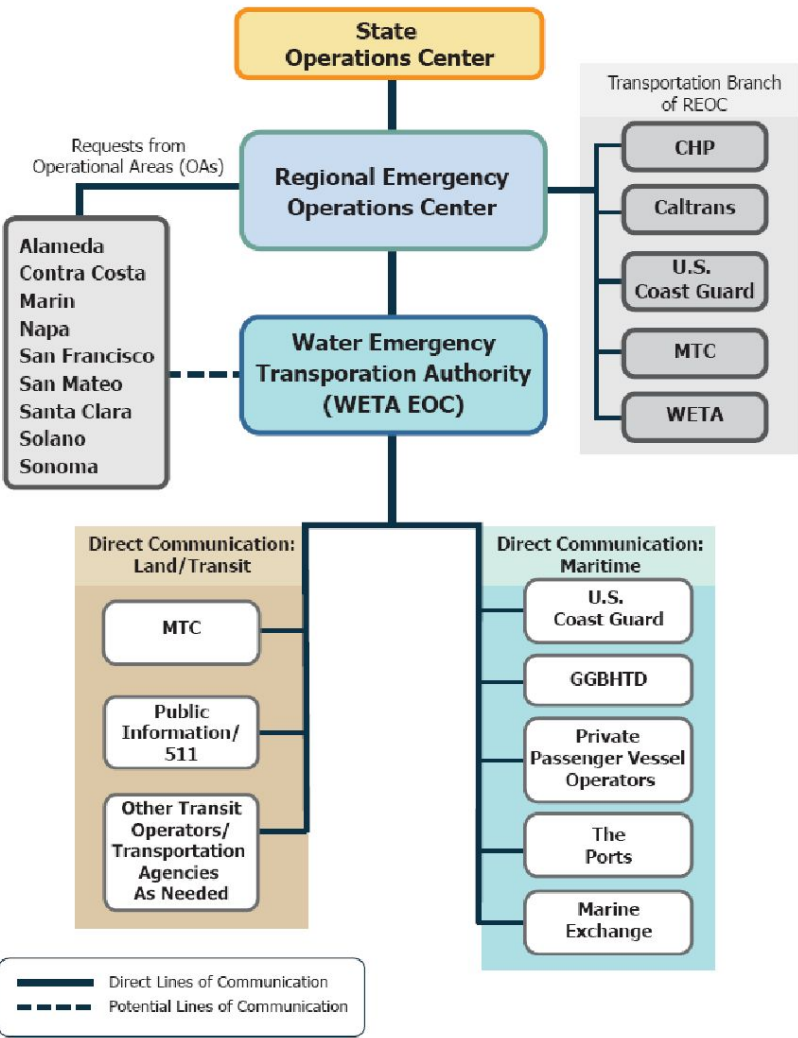


# Cost, Subsidy Metrics

	AC Transit	BART	Golden Gate Bus	Golden Gate Ferry	WETA	SFMTA	VTA Light Rail
Subsidy/Pax	\$6.87	\$1.21	\$19.50	\$4.25	\$4.43	\$2.86	\$11.37
Fare Revenue/Pax	\$1.01	\$4.26	\$5.18	\$8.82	\$7.07	\$1.10	\$0.89
Annual Passengers (millions)	56.8	135.8	3.0	2.7	2.7	216.8	9.8

- Source: MTC, Programming & Allocations
- Data based on FY2017/2018 budgets

# Emergency Response





"SLO Transit has saved me from having to pay for gas and parking. I take the bus every day now."

To plan your route, visit [slotransit.org](http://slotransit.org)



# Transbay, Core Capacity

## Transbay Corridor

**Recommended Package**  
Estimated transit capacity increases

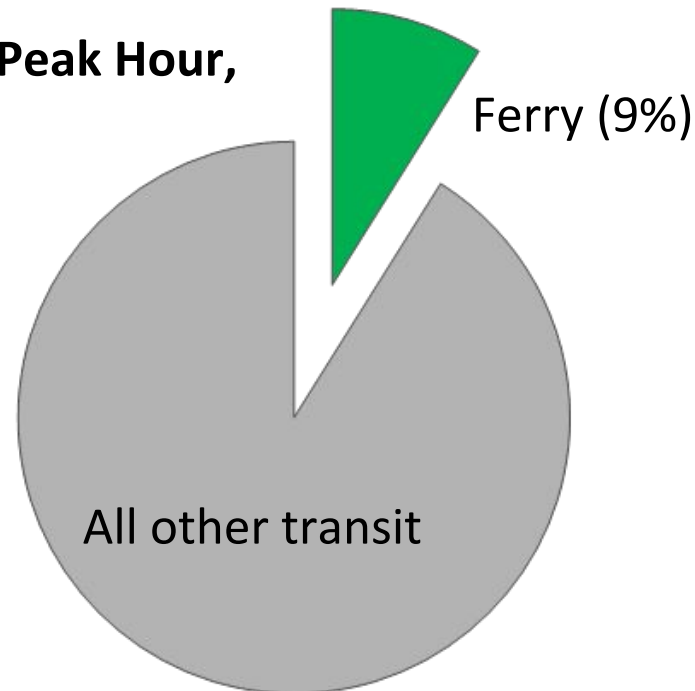
**Existing Conditions**  
Westbound to SF Core  
AM Peak Hour

10,000 People in Cars  
29,000 People on Transit  
2,700 AC Transit & WestCAT bus  
25,000 BART  
1,300 WETA ferry

**2015**



## AM Transbay Peak Hour, Transit (2019)





The ferry is OK but it  
will never replace  
BART or transbay  
buses ...



The ferry only comes,  
like, once-an-hour. We  
don't have time to wait  
around...





This podcast told me ferry riders are all rich gentrifiers, and there's no diversity...









What about bikes, bro?

The ferry has  
above-average craft beers,  
decent local wines & great  
views...





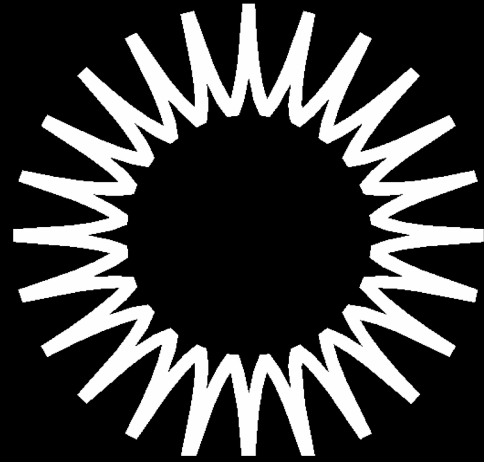
# Water Emergency Transportation Authority

## SPUR Lunchtime Presentation

May 21, 2019



Kevin Connolly  
[connolly@watertransit.org](mailto:connolly@watertransit.org)



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