

# **Transbay Corridor Core Capacity Project**

## **San Francisco Bay Area, California**

(December 2020)

The Bay Area Rapid Transit District (BART) proposes to implement capacity improvements between Oakland and Daly City in South San Francisco. The project includes communication-based train control (CBTC), procurement of 252 heavy rail cars, five additional traction power substations, and expansion of the Hayward Maintenance Complex. BART estimates that when the project is complete, it will increase capacity in the corridor by 30 percent, which exceeds the 10 percent minimum required by law for Core Capacity projects.

The project is intended to increase capacity in the Transbay Corridor between the City of Oakland and downtown San Francisco. BART currently operates 22 trains per hour through the Transbay segment during peak periods, and cannot operate more trains because of constraints of the outdated train communication-based train control system (CBTC). BART has determined that it can increase its throughput up to a maximum 30 trains per hour by changing to a new CBTC system, procuring additional vehicles, providing additional vehicle storage, and installing five new traction power substation facilities. Estimated daily linked trips on the project using current year inputs of population and employment are 294,200.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$2,705.72 million. The Section 5309 New Starts funding amount is \$1,169.00 million.

### **Status**

The project entered Core Capacity Project Development in August 2015. BART selected a locally preferred alternative in November 2016, and adopted it into the region's fiscally constrained long range transportation plan in July 2017. BART completed the environmental review process with receipt of a Categorical Exclusion from FTA in September 2017. The project entered Engineering in June 2019. BART and FTA entered into an FFGA in September 2022 with revenue operations scheduled for January 2030. Approximately 55% of the contracts have been awarded, of which 45% is construction and vehicle related. Construction is anticipated to start early 2021.

Section 3005 of the Fixing America's Surface Transportation ("FAST") Act (Pub. L. 114-94; Dec. 4, 2015) authorizes FTA to award discretionary Federal capital investment funds for design and construction of the Transbay Corridor Core Capacity Project, which is a Core Capacity Improvement Project. Through FY 2020, Congress has appropriated a total of \$300 million for the project.

<b>Reported in Year of Expenditure Dollars</b>		
<b>Source of Funds</b>	<b>Total Funding (\$million)</b>	<b>Appropriations to Date</b>
<b>Federal:</b>		
Section 5309 Core Capacity	\$1,169.00	\$300 million in total appropriations through FY 2020
<b>State:</b>		
Transit Intercity Rail Capital Program	\$186.82	
<b>Local:</b>		
BART Capital Allocations	\$210.12	
Measure RR Bonds	\$460.78	
Regional Measure 3 Bonds	\$500.00	
MTC Exchange Account	\$179.00	
<b>TOTAL</b>	<b>\$2,705.72</b>	

**NOTES:** The Source of Funds and Total Funding numbers are as established at the signing of the FFGA. The sum of the figures may differ from the total as listed due to rounding.

# Transbay Corridor Core Capacity Project (TCCCP)

## San Francisco Bay Area, California

