



## Bay Fair Connection Project Overview



Alameda County Transportation Commission  
Programs & Projects Committee  
September 10, 2018





Bay Fair Connection

## Summary

- **Key Attributes:**

- Additional platform and track
- Station capacity and modernization improvements to provide access to new platform and improve passenger experience



- **Key Benefits**

- Supports BART's plan for more service to meet growing demand while managing operating costs (BART Metro)
- Allows for better Tri-Valley to Silicon Valley service, including timed transfer or one-seat ride



## ACTC Measure BB Expenditure Plan

**BART Station Upgrades and System Improvements (\$310 M)**

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

- The Bay Fair Connector/BART METRO project will receive \$100 M in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.


**Funding Agreements**

- **2015** - \$100,000 Preliminary Scoping (completed July 2016)
- **2018** – \$575,000 Scoping/Planning for two Platform Options (East and West)



## Preliminary Project Goals

Identified as part of 2016 Scoping Work

### Primary Goals

- Build necessary infrastructure for achievement of the BART Metro service plan to better serve the Core Areas;
  - Trains must be able to be brought into service at Bay Fair;
  - Trains must be able to be decoupled at Bay Fair (short trains, turn-backs);
- Allow for a seamless and convenient connection between the Tri-Valley and Silicon Valley (e.g., one-seat ride or timed transfer);
- Configure station for maximum system performance and operational flexibility in all directions over the long term; and
- Modernize station, improve the customer experience; provide expanded facilities for crew changes.



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## Preliminary Project Goals

Identified as part of 2016 Scoping Work

### Secondary Goals

- Improve station access at Bay Fair including for buses, pedestrians, and bicycling on both sides of the rail corridor;
- Support implementation of East Bay Greenway;
- Support long-term land use intensification at Bay Fair Station as per approved City of San Leandro 2018 *Bay Fair TOD Specific Plan*
- Support provision of special event service at Coliseum Station;
- Minimize disruption during construction period; and
- Preserve Maintenance-of-Way (MOW) access and efficiency.



Image: 2018 Approved Bay Fair TOD Specific Plan (City of San Leandro)

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Bay Fair Connection

## Builds on Previous Studies

- MTC Regional Rail Study (2007)
- MTC Transit Sustainability Project (2010)
- BART Livermore Program EIR (2010)
- BART - AECOM Technical Memoranda:  
“Bay Fair Connection Analysis” (March 2012 and April 2011)
- BART Sustainable Communities Operations  
Analysis “BART Metro” (2013)
- MTC Plan Bay Area (adopted 2013, 2017)

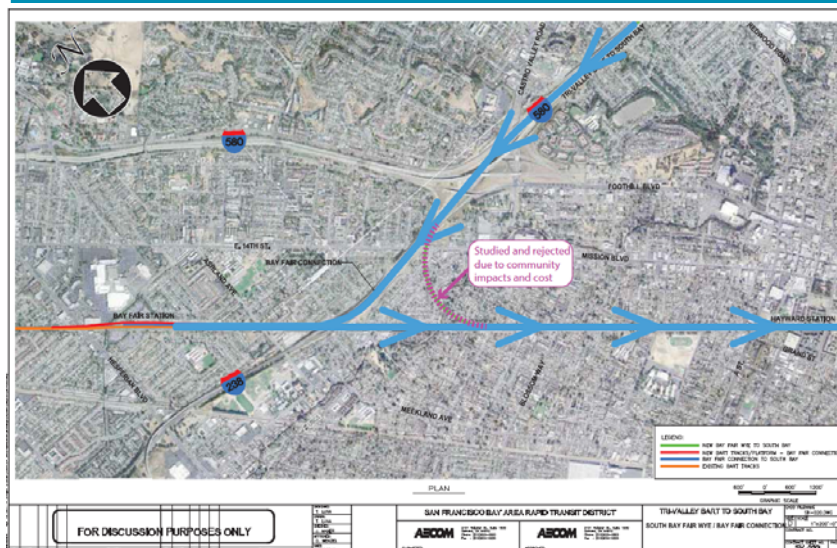


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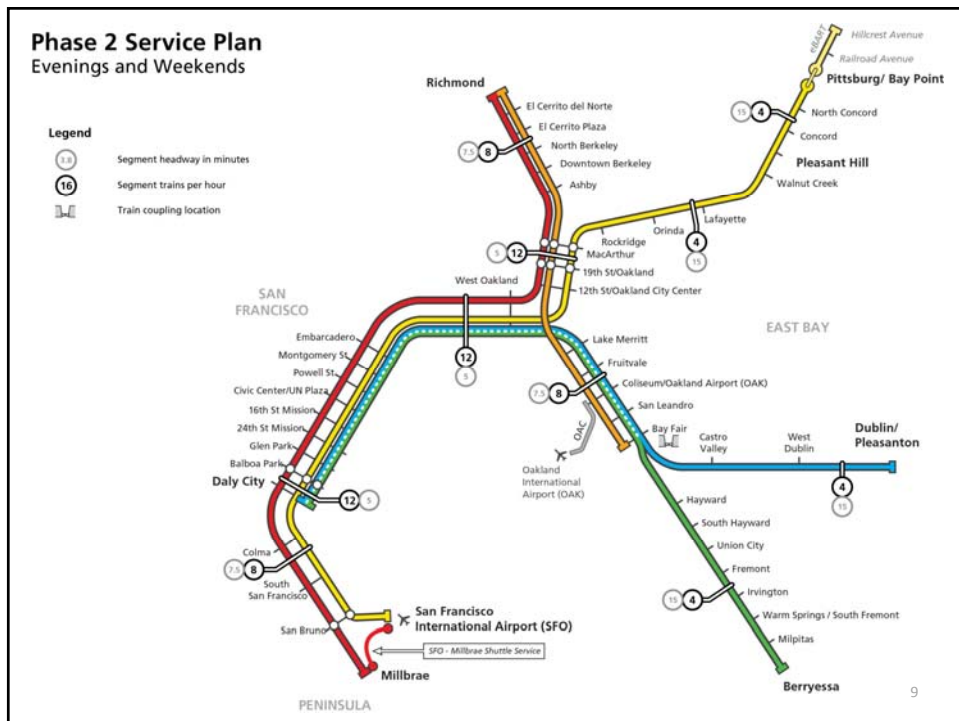
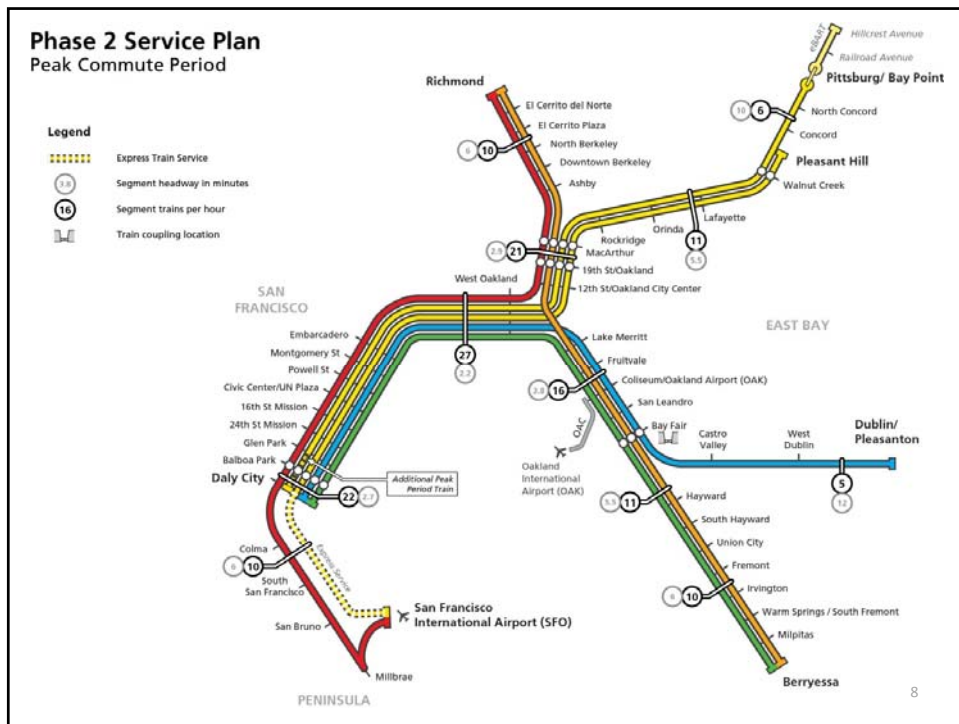
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## Considered but Rejected (2012)



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Bay Fair Connection

## Design Options

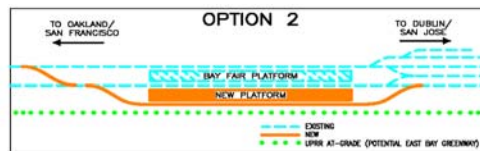
### • East Platform Option

- Additional platform & track
- Requires relocation of
  - Mainline staging siding,
  - Maintenance-of-way storage track
  - Bus intermodal



### • West Platform Option

- Additional platform & track
- Minimal impact on operations
- Requires acquisition of UPRR ROW



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## East Platform Option

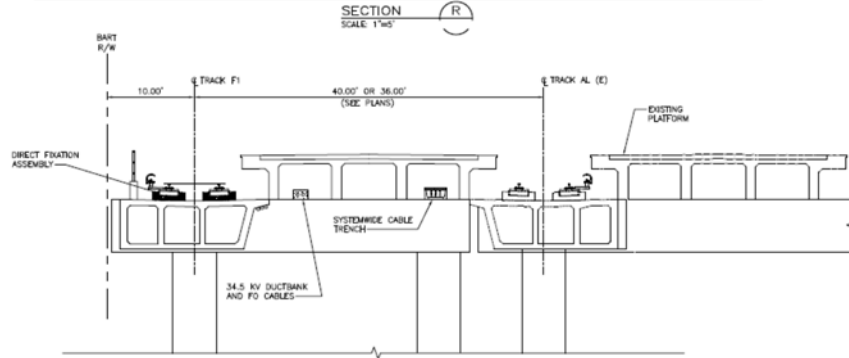


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## East Platform Option

TYPICAL DIRECT FIXATION TRACK ON AERIAL STRUCTURE AT BAY FAIR STATION (WEST PLATFORM)



TYPICAL DIRECT FIXATION TRACK ON AERIAL STRUCTURE AT BAY FAIR STATION (EAST PLATFORM)

SECTION Q  
SCALE 1"=3'

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## West Platform Option



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## Outcome of 2016 Scoping Work

- Revised Project Cost Estimates for East & West Platform options
- Confirmation of desirability of West Platform option, if UP ROW available
- Scoping of Planning & Preliminary Engineering/Environmental Tasks

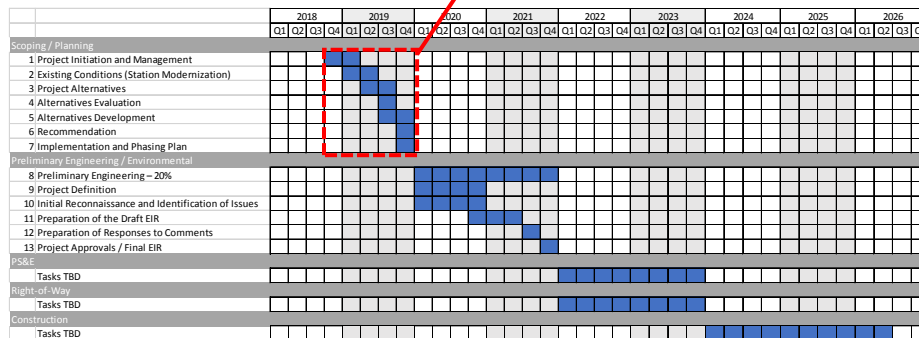
	Cost in \$M Year 2016	Escalation in \$M to the Project Start	ROW Cost (\$M)
<b>East Platform Option</b>	<b>\$161.0</b>	<b>\$7.3</b>	<b>\$10-\$13M</b>
<b>West Platform Option</b>	<b>\$141.3</b>	<b>\$4.2 to \$8.6</b>	<b>Cost TBD / Dependent on UPRR Acquisition</b>

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## Anticipated Project Timeline

2018 ACTC CIP Allocation  
\$575,000 – Scoping/Planning



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## Next Steps

### Planning Stage

- 15-month ACTC-funded Planning Stage includes:
  - Confirm goals (service, operations, and customer experience)
  - Community outreach
  - Confirm conceptual station design options
  - Identify capacity and state of good repair station needs
  - Develop vision for station modernization
  - Define evaluation criteria; select options to advance to environmental
  - Refine cost estimates, construction timing
- Concurrent Activities:
  - Coordination with ACTC, Capitol Corridor on acquisition of UP ROW
  - Systemwide BART Ridership and service model update

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