



CONNECT NORTHERN CALIFORNIA

# MARKET ANALYSIS REPORT

## APPENDIX G: FUTURE BASELINE PROJECTS AND PROGRAMS

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March 2022

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## ISSUE AND REVISION RECORD

REVISION	DATE	PREPARER(S)	PMC REVIEWER(S)	APPROVER	DESCRIPTION/ NOTES
			BART/CCJPA REVIEWER(S)	BART/CCJPA APPROVER	
0	10/26/2021	Derek Cheah, Steer	Elisa Tejedor, Steer	Sudhish Verma, HNTB	Working DRAFT submittal
	11/10/2021	---	Andrew Tang, Emily Alter, Duncan Watry, BART; Camille Tsao, CCJPA	Andrew Tang, BART	Working DRAFT submittal review
1	03/18/2022	Derek Cheah, Steer	Elisa Tejedor, Steer	Sudhish Verma, HNTB	DRAFT submittal
		---			<i>No review requirement</i>

## SHAREPOINT PATH

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## INTRODUCTION

The market analysis future baseline includes a set of capital and service investments that are assumed to be in place alongside Link21 and that define the future, do-nothing, or no-build conditions that a program concept or alternative is compared against. This future baseline network consists of all projects and programs included in the regional transportation plans (RTP) of the seven metropolitan planning organizations (MPO) that span the Northern California Megaregion:

- Association of Monterey Bay Area Governments (AMBAG)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Joaquin Council of Governments (SJCOG)
- Stanislaus Council of Governments (StanCOG)
- Tahoe Regional Planning Agency (TRPA)

The RTPs of the respective MPOs listed above have all been adopted with a horizon year of 2040, with the exception of MTC's *Plan Bay Area* (PBA). At the time the market analysis was undertaken, the adopted RTP in the Bay Area was PBA 2040, though the draft blueprint for the updated RTP, PBA 2050, had already been published. For completeness, it was decided to include key additional rail projects from PBA 2050's blueprint in the baseline network, such as Caltrain's Downtown Extension and South Bay Connect.

This comprehensive approach of including all planned projects and programs maximizes consistency with RTPs that have been approved by regional policymaking bodies.

A subset of the future baseline — projects and programs that involve rail service — was considered for the market analysis, as the analysis only focuses on rail ridership potential. Future analysis and evaluation into program concepts and alternatives will require consideration of how travelers choose between rail and other modes. Those analyses would require an expanded subset of the future baseline, including non-rail projects and programs, as appropriate.

### Market Analysis Future Baseline

**Table 1** lists 14 rail projects and programs that are included in the future baseline subset used in the market analysis, along with the project sponsor and a brief description and service specification for each.



**Table 1. Rail Projects and Programs in the Market Analysis Future Baseline**

PROJECT	SPONSOR	DESCRIPTION/SERVICE SPECIFICATION
<b>Altamont Corridor Express (ACE) Frequency Increase</b>	SJJPA	<ul style="list-style-type: none"> <li>▫ Increase frequency on the existing ACE line between Stockton and San Jose to 8 trains/day</li> </ul>
<b>BART Core Capacity</b>	BART	<ul style="list-style-type: none"> <li>▫ Enable up to 30 trains per hour per direction (tphpd) through the Transbay Tube during peak periods</li> <li>▫ Increase frequency to 5 tphpd all day on all lines and 12 tphpd during peak periods on the Pittsburg/Bay Point-SFO/Millbrae line</li> </ul>
<b>BART Irvington Station</b>	BART	<ul style="list-style-type: none"> <li>▫ New infill station at Irvington</li> </ul>
<b>BART to Silicon Valley Phase II</b>	San Francisco Bay Area Rapid Transit Authority (BART)	<ul style="list-style-type: none"> <li>▫ Extension of BART service from Berryessa to Santa Clara via San Jose</li> </ul>
<b>California High-Speed Rail</b>	California High-Speed Rail Authority (CHSRA)	<ul style="list-style-type: none"> <li>▫ New high-speed rail service from Los Angeles to Central Valley with subsequent branches to San Francisco (via Gilroy and San Jose) and Sacramento</li> <li>▫ Simplified service plan assumption within the Megaregion:               <ul style="list-style-type: none"> <li>▫ 2 tphpd San Francisco – Millbrae – San Jose – Gilroy – Merced</li> <li>▫ 2 tphpd San Francisco – San Jose</li> <li>▫ 2 tphpd San Jose – Gilroy</li> </ul> </li> </ul>
<b>CalMod Electrification</b>	PCJPB	<ul style="list-style-type: none"> <li>▫ Electrification of current Caltrain corridor</li> <li>▫ No significant service impacts (frequency increase covered in next item)</li> </ul>
<b>Caltrain Business Plan Moderate Growth<sup>1</sup></b>	Peninsula Corridor Joint Powers Board (PCJPB)	<ul style="list-style-type: none"> <li>▫ Increased frequencies to 8 tphpd<sup>2</sup>; current assumption is two local, four limited, two bullet</li> </ul>

<sup>1</sup> Caltrain Business Plan Moderate Growth was proposed by Caltrain for inclusion into Plan Bay Area 2050, but was not approved by MTC. Instead, PBA 2050 has a lesser Caltrain Business Plan Enhanced Growth included.

<sup>2</sup> For commuter-oriented services, such as Caltrain and ACE, tphpd refers to trains per hour in the peak direction.

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PROJECT	SPONSOR	DESCRIPTION/SERVICE SPECIFICATION
<b>Caltrain Downtown Extension</b>	Transbay Joint Powers Authority (TJPA)	<ul style="list-style-type: none"> <li>▫ Extension of Caltrain service in San Francisco from 4th/King to the Salesforce Transit Center</li> </ul>
<b>Rail Extension to Monterey County</b>	AMBAG/ Transportation Agency for Monterey County (TAMC)	<ul style="list-style-type: none"> <li>▫ Extension of rail service from Gilroy to Salinas</li> </ul>
<b>San Francisco Central Subway</b>	San Francisco Municipal Transportation Agency (SFMTA)	<ul style="list-style-type: none"> <li>▫ Underground extension of Third Street light rail line to Chinatown with up to 24 tphpd in the peak and 12 tphpd in the off-peak</li> </ul>
<b>SMART Expansion</b>	Sonoma-Marín Area Rail Transit (SMART)	<ul style="list-style-type: none"> <li>▫ Extension of SMART service to Cloverdale that maintains current frequencies</li> </ul>
<b>South Bay Connect</b>	Capitol Corridor Joint Powers Authority (CCJPA)	<ul style="list-style-type: none"> <li>▫ Reduced travel time between Oakland and San Jose</li> <li>▫ Replaces Fremont/Centerville and Hayward stations with a new station at Ardenwood</li> </ul>
<b>Valley Link</b>	Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRRA)	<ul style="list-style-type: none"> <li>▫ New rail service between Dublin/Pleasanton BART Station and North Lathrop ACE Station with up to 5 tphpd in the peak</li> </ul>
<b>Valley Rail</b>	San Joaquin Joint Powers Authority (SJJPA)	<ul style="list-style-type: none"> <li>▫ New rail services between Sacramento and Central Valley via Union Pacific Sacramento Subdivision between Sacramento and Stockton</li> <li>▫ Five additional daily services from Sacramento to Merced via ACE alignment</li> <li>▫ Two additional daily services from Sacramento to Merced via the San Joaquins alignment</li> </ul>

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