



CONNECT NORTHERN CALIFORNIA

PROBLEM AND VISION STATEMENT & GOALS AND OBJECTIVES

REVISION #5

April 4, 2022

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REVISION RECORD

REVISION	DATE	APPROVER	DESCRIPTION
0	05/22/2020	Sadie Graham, BART Program Director	Initial release
1	07/13/2020	Andrew Tang, BART Task 5 Lead	Review after PDT comments
2	09/14/2020	Sadie Graham, BART Program Director	Content edits to align with the expanded version with metrics
3	03/24/2021	Peter Gertler, PMC Program Manager, Sadie Graham, BART Program Director	Updated to Link21 branding
4	02/04/2022	Peter Gertler, PMC Program Manager, Sadie Graham, BART Program Director	Updated to further highlight the program's emphasis on equity
5	04/04/2022	Peter Gertler, PMC Program Manager, Sadie Graham, BART Program Director	Updated the vision statement and equity objective language

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PROBLEM STATEMENT

The 21-county Northern California Megaregion, encompassing a vast area of over 24,000 square miles, is home to over **12.5 million people** and is the **fifth largest U.S. megaregional economy**.^{1,2} These numbers have increased significantly over the last 30 years and population is expected to reach **16 million by 2050**.³

Along with this growth and prosperity, the Megaregion has experienced increasing income inequality and displacement. Many residents struggle to live affordably within easy reach of work, school, shopping, and recreation. Road and freeway congestion is among the nation's worst, and opportunities for roadway expansion are greatly limited and inconsistent with state and regional goals. The existing and proposed future BART and Regional Rail (including commuter, intercity, and high-speed rail) network, and in particular the transbay corridor between Oakland and San Francisco, is **unable to effectively meet the growing needs of the Megaregion**.^{4,5,6} The lack of multiple reliable transportation choices will undermine community stability and limit opportunities for the Megaregion's residents and businesses for years to come.

In the Transbay Corridor, BART trains are frequently **overcrowded**,^{7,8} and with **limited alternate routes**, any disruption to service negatively impacts travelers regionwide.⁹ In several areas, transit and rail are either unavailable, unaffordable, or undependable due to **infrequent or unreliable service**; lack evening, weekend, and late-night availability;¹⁰ and have long travel times requiring multiple transfers and fares. The lack of regional rail connectivity greatly limits its effectiveness as an accessible and practical alternative to congested freeway corridors.

Without investments in the current systems to enable a robust rail network and vibrant, stable communities, most trips in these corridors and around the Megaregion will continue to be made by car, contributing to **increased congestion and greenhouse gas emissions**,¹¹ **unreliable travel times, and damage to the environment and public health**. In addition, transit-dependent and reliant communities will suffer from continued inadequate access, crowded rides, and slow and inefficient routes.

¹ *The Northern California Megaregion: Innovative, Connected, and Growing*, Bay Area Council Economic Institute, June 2016

² *Continuing Growth and Unparalleled Innovation: Bay Area Economic Profile*, Bay Area Council Economic Institute, July 2018

³ *P-3: State and County [Population] Projections Dataset*, California Department of Finance, 2019

⁴ "Bay Area traffic is terrible, so why are fewer people taking transit?", *The Mercury News*, January 2020

⁵ *Vital Signs: Time Spent in Congestion*, Metropolitan Transportation Commission, October 2018

⁶ *The Urbanist: Seamless Transit*, SPUR, May 2015

⁷ *Crossings: Transformative Investments for an Uncertain Future*, Metropolitan Transportation Commission, November 2019

⁸ Note that analysis is based on market conditions prior to the COVID-19 pandemic

⁹ *Bay Area Core Capacity Transit Study Final Report*, Metropolitan Transportation Commission, September 2017

¹⁰ "BART has lost nearly 10 million passengers on nights and weekends. Can it lure them back?", *San Francisco Chronicle*, February 2020

¹¹ *Another Inconvenient Truth: To Achieve Climate Change Goals, California Must Remove Barriers to Sustainable Land Use*, Bay Area Council Economic Institute, August 2016



PROGRAM VISION

The Link21 Program and its partners will transform the BART and Regional Rail (including commuter, intercity, and high-speed rail) network in the Northern California Megaregion into a **faster**, more **integrated** system that provides a **safe, efficient, equitable**, and **affordable** means of travel for all types of trips.

This program, including a new transbay passenger rail crossing between Oakland and San Francisco, will enhance **environmental quality, livability, and economic opportunity** while protecting against community instability and displacement in the Megaregion as it improves the **travel experience**. With key investments that leverage the existing rail network and increase capacity and system reliability, rail and transit will better meet the travel needs of residents throughout the Megaregion.



GOALS AND OBJECTIVES



TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share



PROMOTE EQUITY AND LIVABILITY

- Connect people and places
- Improve safety, health, and air quality
- Advance equity and protect against community instability and displacement



SUPPORT ECONOMIC OPPORTUNITY AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research, and education centers
- Enable transit-supportive and equitable land use



ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources

Note: Goals are in **BOLD CAPS**, objectives are in the bullets below.