

Transportation: Build a Next-Generation Transit Network

Strategy T10: Enhance Local Transit Frequency, Capacity, and Reliability

Strategy Cost	\$34 billion <u>\$31 billion</u>
Strategy Objective	Invest in projects that improve accessibility for lower-income transit riders and increase the use of transit for local trips.
Strategy Description	Improve the quality and availability of local bus and light rail service, with a focus on projects that meet the transportation needs of the region's lower-income residents. Projects nested within this strategy include capital improvements that make bus travel faster and more reliable - such as bus rapid transit and transit signal priority - as well as service increases on bus systems throughout the region, extensions of the light rail network in the South Bay to accommodate future growth in population, jobs, and transportation demand, and investments that ensure sufficient service levels in all of the region's Priority Development Areas.
Changes Since Draft Blueprint	This strategy's list of local transit projects was expanded beyond the highly limited set of projects included in the Draft Blueprint, as a result of project refinements through the commitment letter process. Example projects included in the Final Blueprint include AC Transit Rapid Network, Transit Signal Priority in Napa and San Mateo counties, Stevens Creek Rail, SJC Airport APM, VTA Light Rail Modernization, and BRT infrastructure in Solano County. Full details on projects included in the Final Blueprint can be found in Attachment J.

Content shown in blue above integrated based on Commissioner Liccardo's amendment to the motion on September 11, 2020.

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Strategy T11: Expand and Modernize the Regional Rail Network

Strategy Cost	\$78 billion \$81 billion
Strategy Objective	Increase the attractiveness and availability of rail as an option for regional and interregional trips , reducing greenhouse gas emissions through a shift from auto to transit travel.
Strategy Description	<p>Strategically invest in a coordinated suite of projects that extend the regional rail network and increase frequencies and capacity to address peak-hour crowding. This strategy envisions a new Transbay rail crossing linking Oakland and San Francisco, with complementary rail extensions connecting Caltrain and High-Speed Rail to Salesforce Transit Center, BART to Diridon Station, and the Central Valley to the Bay Area via Valley Link. Furthermore, this strategy funds capital improvements such as electrification, grade separation and other modernization projects along the Caltrain corridor, prioritizing dual-purpose investments from south to north that help to connect High-Speed Rail to the Bay Area. Service frequency boosts on the Altamont Corridor Express, BART, and Caltrain reduce crowding and wait times for rail passengers. To add redundancy and capacity for regional transit trips, also invest in select water transit enhancements, including ferry service frequency boosts and new routes serving Treasure Island, Berkeley, Foster City, and Redwood City.</p>
Changes Since Draft Blueprint	<p>This strategy's list of rail projects was expanded beyond the highly limited set of projects included in the Draft Blueprint, as a result of project refinements through the commitment letter process. This strategy also integrates the <i>Build a New Transbay Rail Crossing</i> strategy from the Draft Blueprint. Example projects now included in the Final Blueprint include BART to Silicon Valley Phase 2, Valley Link, Caltrain Enhanced Growth, Dumbarton Group Rapid Transit, ACE Frequency Boost, and Caltrain/HSR Capital Improvements. Full details on projects included in the Final Blueprint can be found in Attachment J.</p>

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