

LINK21

CONNECT NORTHERN CALIFORNIA

BART Board of Directors

November 21, 2024



Link21: A Multi-Generational Investment

Connecting People & Places

The Challenge (Problem Statement):

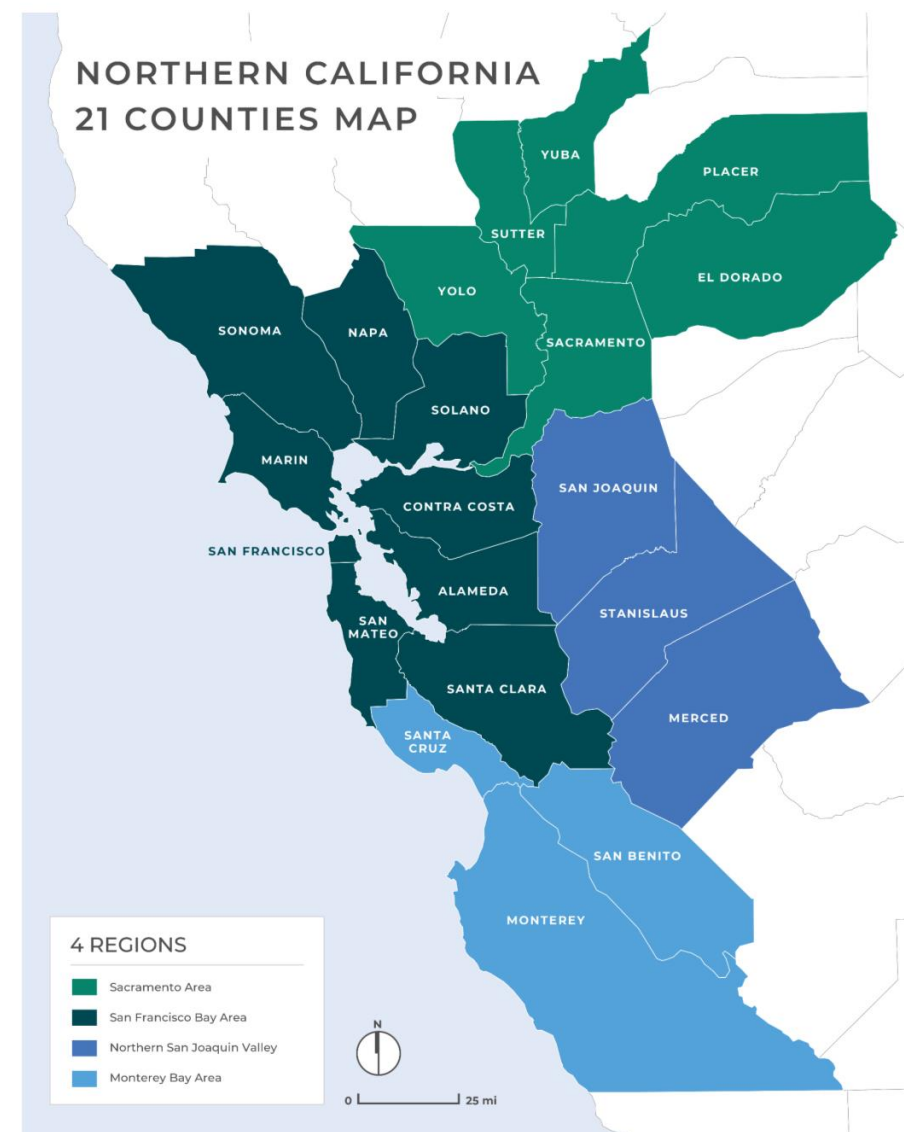
- Inadequate megaregional access by train
- Insufficient transbay rail capacity in the future
- Inequitable transportation

The Goal:

- Faster, more connected, equitable, affordable & accessible train service for the megaregion.

The Program:

- Construct new transbay rail crossing.
- Improve BART & Regional Rail service connections.
- Coordinate with partner agencies to advance rail improvements.
- Support state and regional climate and housing goals.



Key Milestone

Which train technology for new bay crossing?

- **Standard-gauge** (Regional Rail) rail that connects to the Regional Rail network and High Speed Rail in the megaregion; or
- **Broad-gauge** (BART) rail that expands the BART network and connects to regional destinations.

Why now?

- Technical analysis is complete.
- Need to determine crossing technology to further develop project for state and federal funding.
- Provides clarity for other megaregional projects.

Standard-gauge is the preferred technology

Standard-gauge (Regional Rail)



Track gauge = 4' 8-1/2" wide; Regional Rail network (e.g., Capitol Corridor, Caltrain, CA High Speed Rail)

Broad-gauge (BART)



Track gauge = 5' 6" wide; BART network



Overview of Analysis Results

Rationale for Standard-Gauge Crossing

	Standard-Gauge	Broad-Gauge
Equitable outcomes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improved access to stations & jobs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Added transbay capacity & redundancy	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Megaregional connectivity	<input checked="" type="checkbox"/>	
Interoperability (multiple operator access)	<input checked="" type="checkbox"/>	
Greater amplification of rail investment benefits	<input checked="" type="checkbox"/>	
Ridership	<i>To be considered with project refinement</i>	
Cost		
Funding		



Modern Trains & Better Service



Electrified Caltrain service in 2024

Improved Urban | Metro Service

- Provided by both broad-gauge (BART) & standard-gauge (Regional Rail)
- Frequent urban service (within urban core)
- Shorter distance between stations



Improved Intercity | Express Service

- Provided by standard-gauge (Regional Rail)
- Less frequent service (extends into Megaregion)
- Longer distance between stations



Rendering of zero-emission train, Capitol Corridor and other intercity services operate zero-emission trains in the future. Source: Caltrans

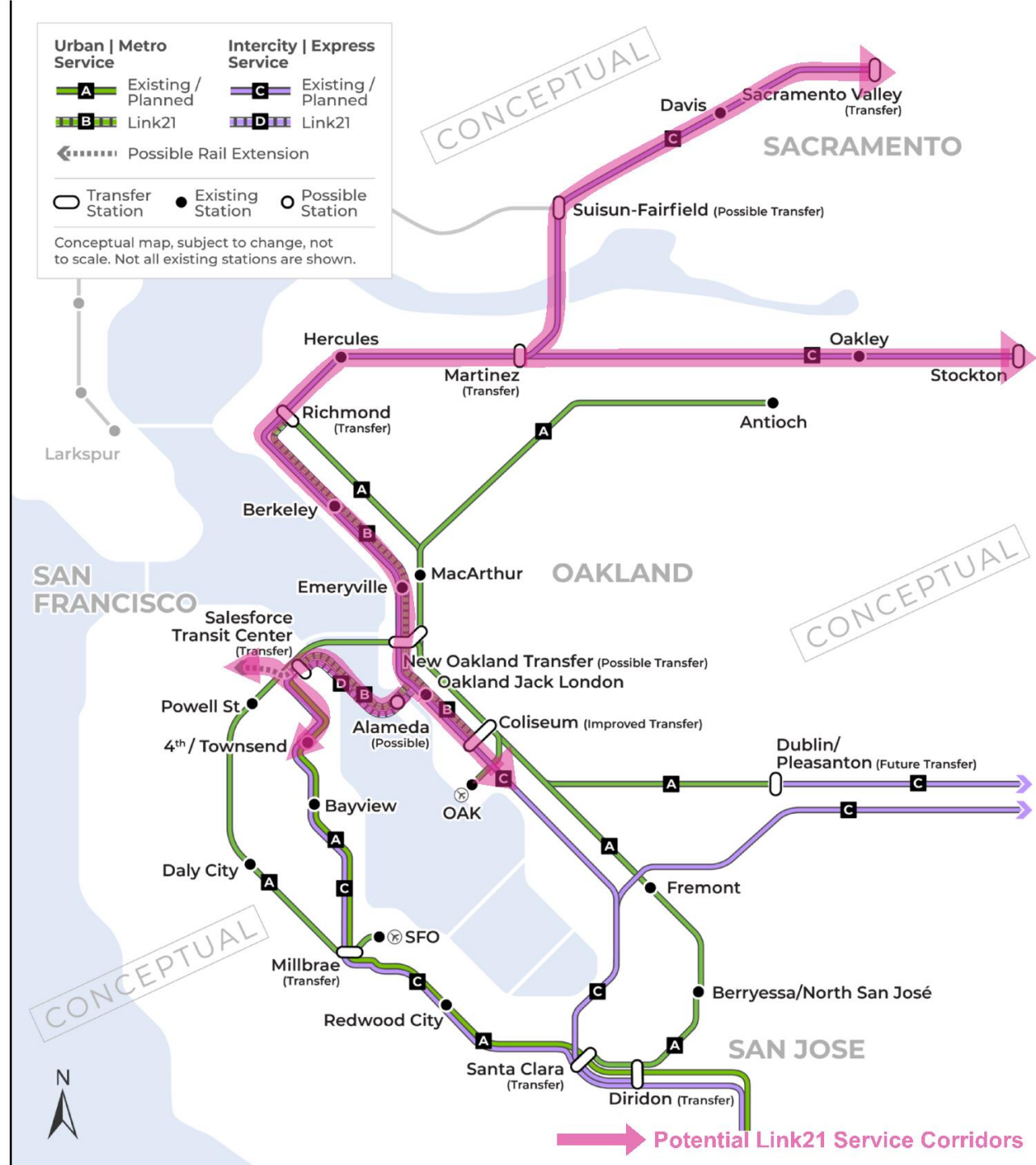


Concept: Standard-gauge (Regional Rail) Crossing

Accommodates multiple train services

Example Concepts help to understand trade-offs

- New Urban | Metro service at new & existing stations
- Improved travel times & more direct megaregional trips
- Complements existing BART crossing
- Provides an alternate transbay rail crossing and alleviates crowding
- Utilizes existing rail corridors – new track alignment is mainly underground

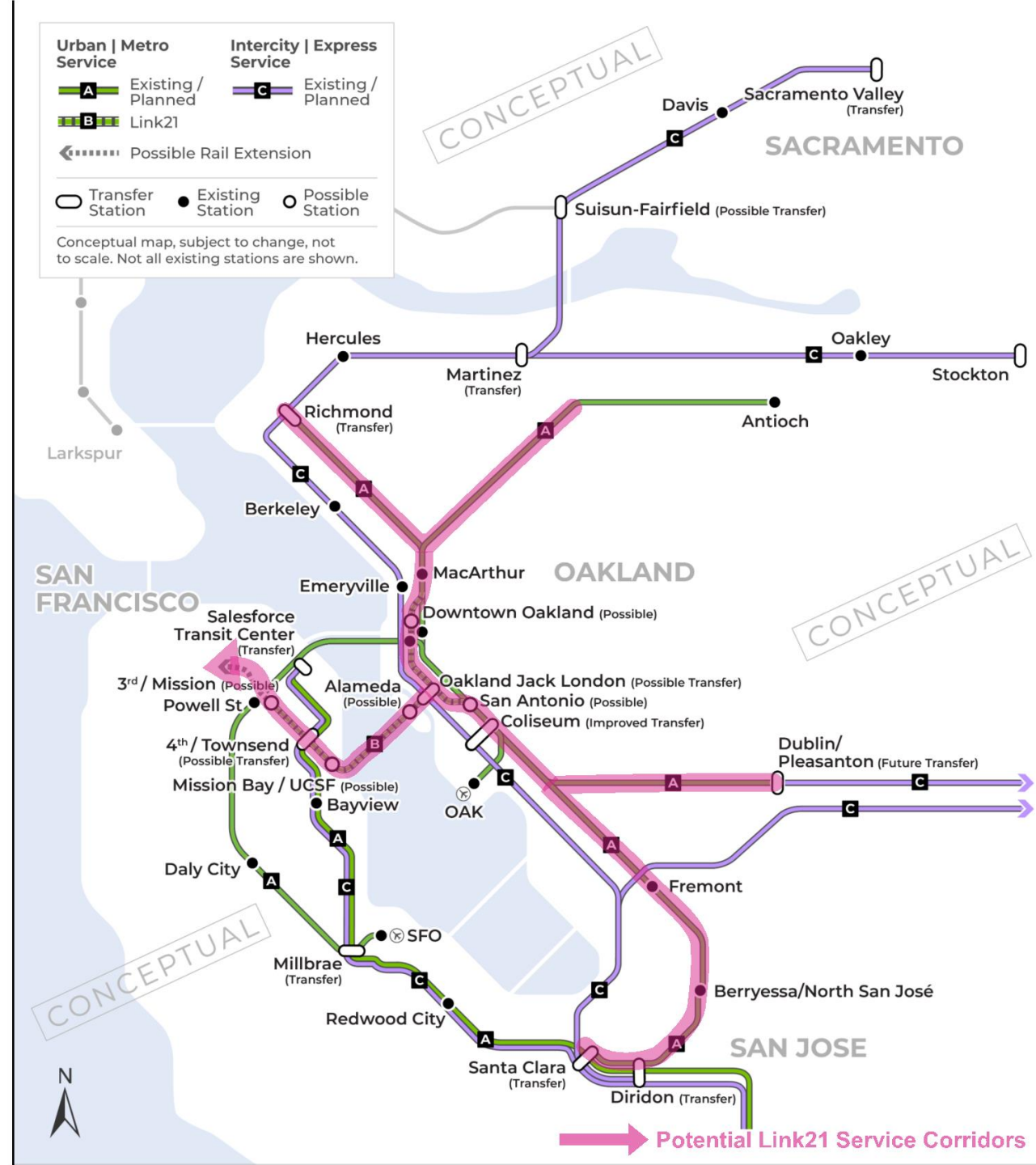


Concept: Broad-gauge (BART) Crossing

Accommodates only BART service

Example Concepts help to understand trade-offs

- New Urban | Metro service at new stations & improved Urban | Metro service at existing stations
- Includes Oakland transfer between BART & Regional Rail
- Improved service on existing BART lines
- BART trains could use either crossing (provides service redundancy and reduces crowding)
- Utilizing existing rail corridors – new track alignment is underground



Community Engagement – 2024

Equity Advisory Council:

- Bi-monthly meetings & office hours

Public Agencies:

- Regular meetings with local jurisdictions & transportation agencies
- Presentations to boards & commissions

Community Events:

- Tabling at stations and special events

Public Opinion Research (Fall 2023):

- Online survey to targeted registered voters across the Megaregion (1,255 respondents)



Virtual Community Meetings:

- **80** attendees; **62%** from Priority Population areas

Online Open House:

- Attracted **5,890** visitors

“Link21 would be a big win for the Bay Area and Northern California.” - Public comment



Public Opinion Research (Fall 2023)

General Support

70%

Support Link21
showing high levels of support for continued long-term planning & development



Key Feature Priority

52%


Very/extremely important
to allow Peninsula service to extend through San Francisco to Oakland, with faster & more direct trips



Key Feature Priority

71%

Very/extremely important
to create a broader, more-connected rail network & directly link systems together



Milestone Summary

- *Standard-gauge (Regional Rail) is the preferred technology in the new crossing.*

Transformational benefits for the Megaregion

Multiple train service opportunities with one new crossing

Foundational link for future rail network investments

Development within a **broad and integrated** program



State Rail Plan: 2050 Vision

Building toward a high-capacity network

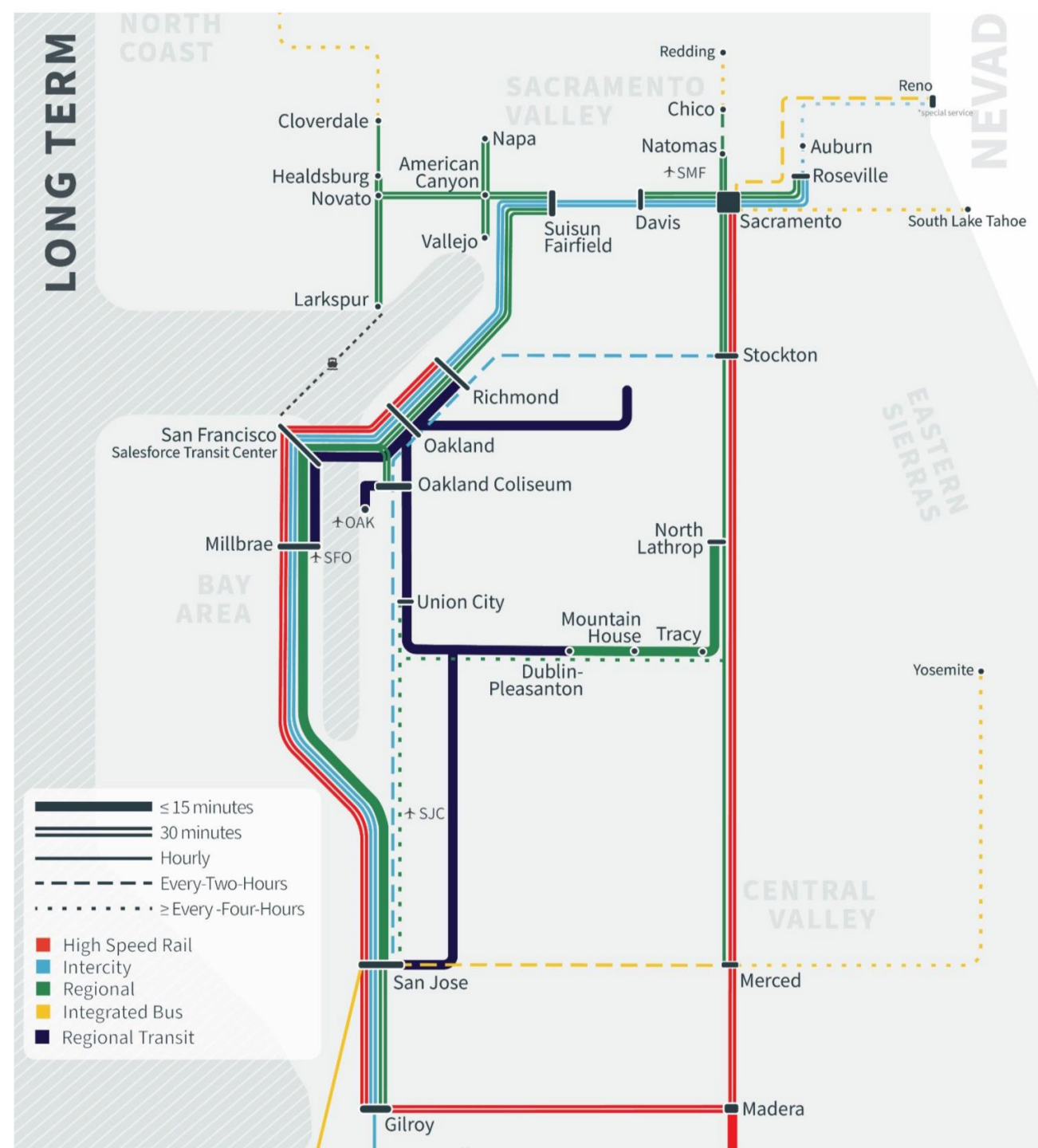
- Frequent, all-day, bi-directional service
- Interconnectedness between regions
- Statewide strategic priorities, like Link21, unlock capacity - critical for network
- CalSTA/Caltrans in a leadership position to deliver megaregional capital program



State Rail Plan: 2050 Vision

Creating the network in the Northern California Megaregion will require:

- New infrastructure
- Existing infrastructure improvements
- Bridging of key network gaps
- Improved coordination of services across the system
- ...all to provide frequencies need to meet growing demands

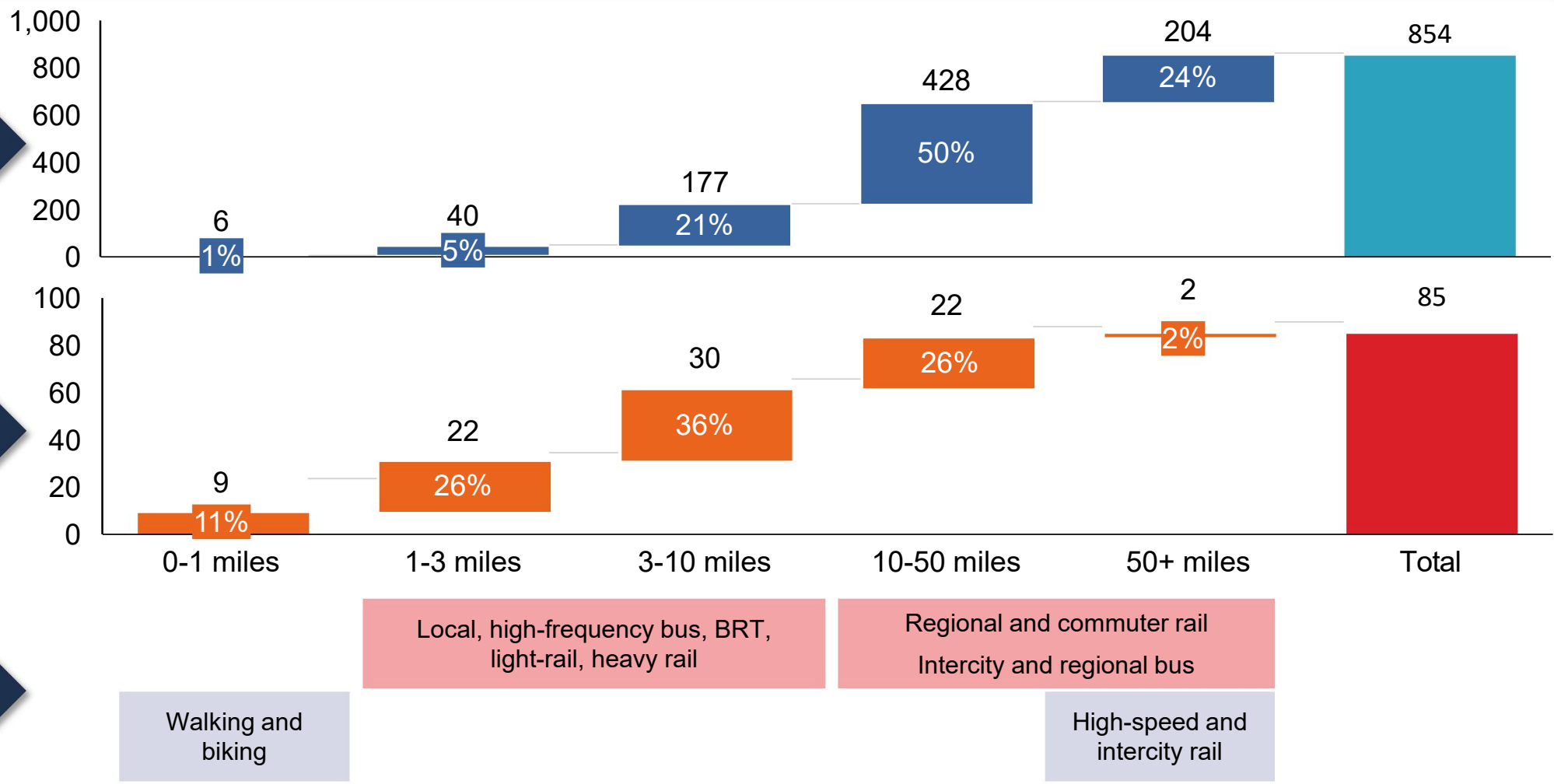


California light vehicle travel patterns in 2023

Daily vehicle miles travelled by trip distance, millions

Daily auto trip counts by trip distance, millions

Potential mode shift



Source: The California Air Resources Board.; California State Transportation Agency (CalSTA) RFO #23-02; Replica Fall 2023, discussions with CalSTA and Caltrans Dec. 2023 – Feb. 2024



Federal Railroad Administration's Corridor Identification & Development Program

State Rail Plan sets the vision for the CID Program corridors

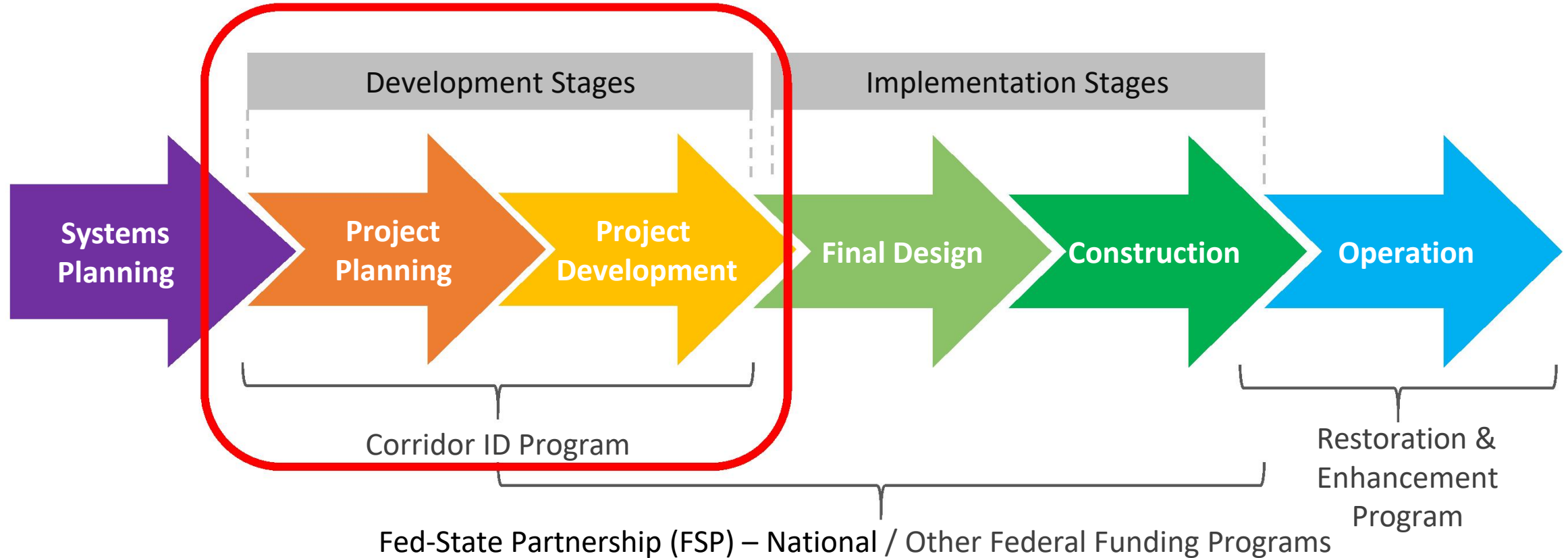
The CID Program is a federal program intended to:

- Develop a sustained, comprehensive intercity passenger rail planning and development program
- Set forth a capital project pipeline ready for Federal funding

The CID Program will provide a model framework for rail planning and capital project implementation across the state's rail network



Corridor Identification & Development Program



Next Steps

Planning Focus Areas



Corridor ID Program and State Rail Plan



Project Definition & Refinement



Key Stakeholder Coordination



Funding Strategy



Ongoing Public Engagement & Equity





Thank you