



# BART Board of Directors

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June 12, 2025



# Agenda

1. Background
2. Meeting Purpose: Stage Gate 2
3. Evaluation and Evidence
4. Next Steps and Proposed Action





Background



# Planning For A Better Future

## Regional Rail Plan

**Metropolitan Transportation Commission (MTC)** identified alternatives for new transbay rail crossings

2007

## Measure RR

Projects: Relieve crowding, increase redundancy & reduce traffic congestion including new transbay rail crossing

2016

## CA State Rail Plan

**Caltrans** identified new Transbay Rail Crossing

**Horizon Initiative & Core Capacity Transit Study**  
**Metropolitan Transportation Commission (MTC)** identified investments

2018

## Regional Measure 3

**Bridge Toll Finance** including Transbay Rail Crossing

2019

## Plan Bay Area 2050

**Metropolitan Transportation Commission (MTC)** identified strategies and named transportation planning Projects including Link21

## Federal Corridor Identification & Development Program

**CalSTA** identified corridors including Link21

## CA State Rail Plan

**Caltrans** identified Link21 – critical to future rail vision

2021

**State Funding to Capitol Corridor Program** budgeted annually, includes Link21

2024

**Transit & Intercity Rail Program**  
**TIRCP Grant** to Capitol Corridor for Link21



# 2024 California State Rail Plan

DECEMBER 2024



“One **critical priority** for the State in Northern California is a **second transbay crossing** that supports an electrified, **standard-gauge** rail crossing, available for all rail service types.”

# Link21: A Multi-Generational Investment

## Connecting People & Places

### The Challenge (Problem Statement):

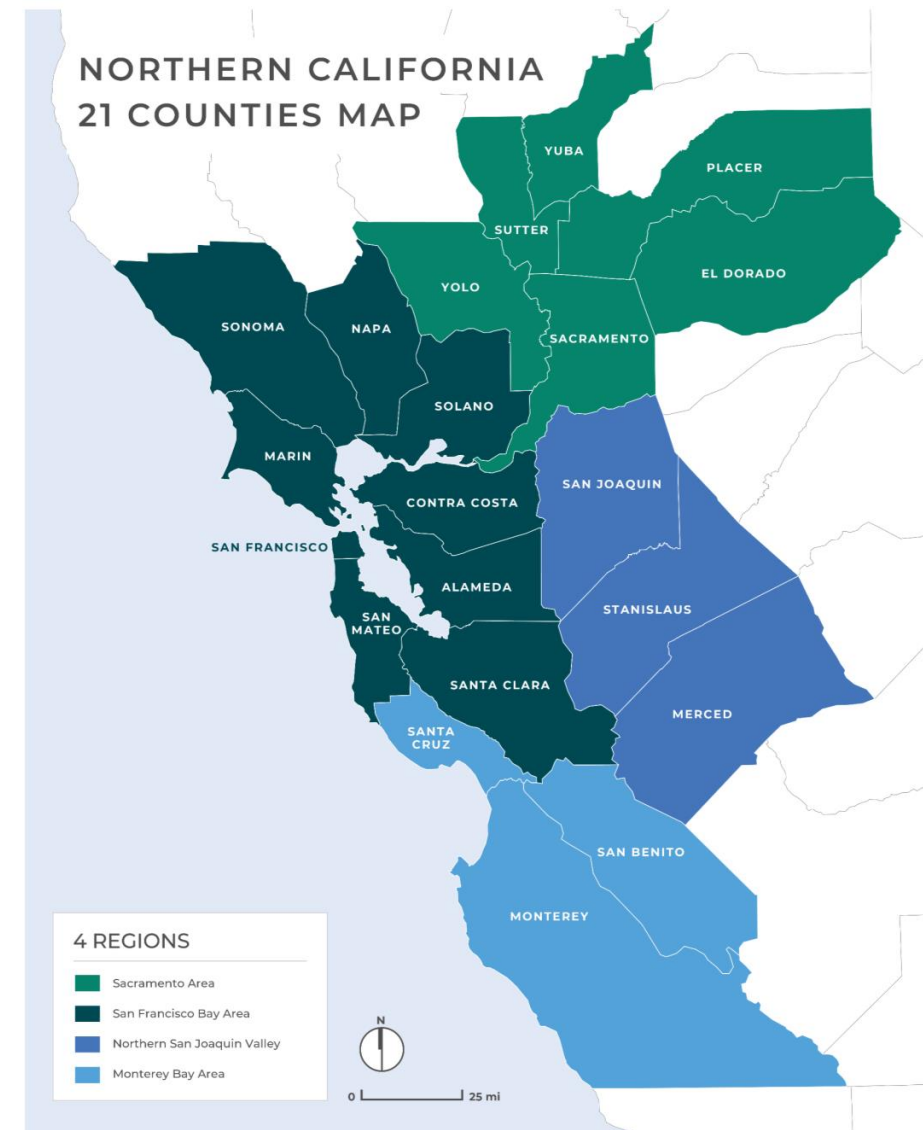
- Inadequate megaregional access by train
- Insufficient transbay rail capacity in the future
- Inequitable transportation

### 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.



# Link21 Project Funding and Spending

## Funding Allocations

- Current Funding: **\$156.0 M**
  - Measure RR: **\$150.0 M**
  - CalSTA: **\$5.0 M**
  - Other BART: **\$1.0 M**
- Future Funding: **\$61.3 M**
  - RM3: **\$50.0 M**
  - TIRCP (Caltrans): **\$11.3 M**

## Program Spending: 2017 - 2025

- 8+ Years
- Megaregional Context: 21 Counties
- Total Spent: **\$139.5 M**
  - **\$125.5 M**: Consultants (Project management, Engagement, Travel Demand, Planning/Engineering, and Environmental)
  - **\$14.0 M**: BART Labor



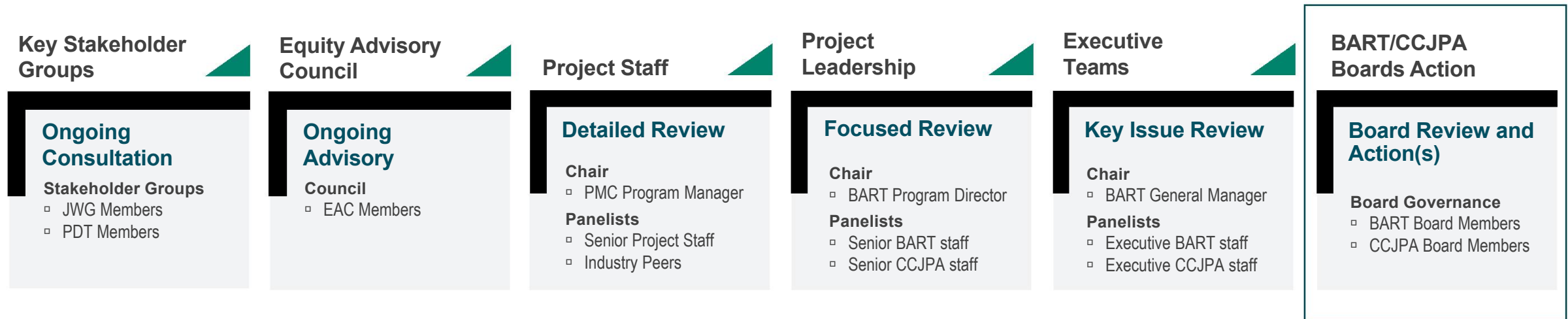


## Meeting Purpose: Stage Gate 2

# Stage Gate 2: The role of the BART/CCJPA Board

## Reminder: What are Stage Gates?

When a Stage Gate is passed successfully, it effectively closes one phase of a Project lifecycle and opens the next



A Stage Gate 2 Summary Report will be provided to the Board to support the action by summarizing evidence provided from across this phase of technical work.



# Meeting Purpose

## Board Action on Train Technology and Program Advancement

### 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.

*Staff Recommendation*

### 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

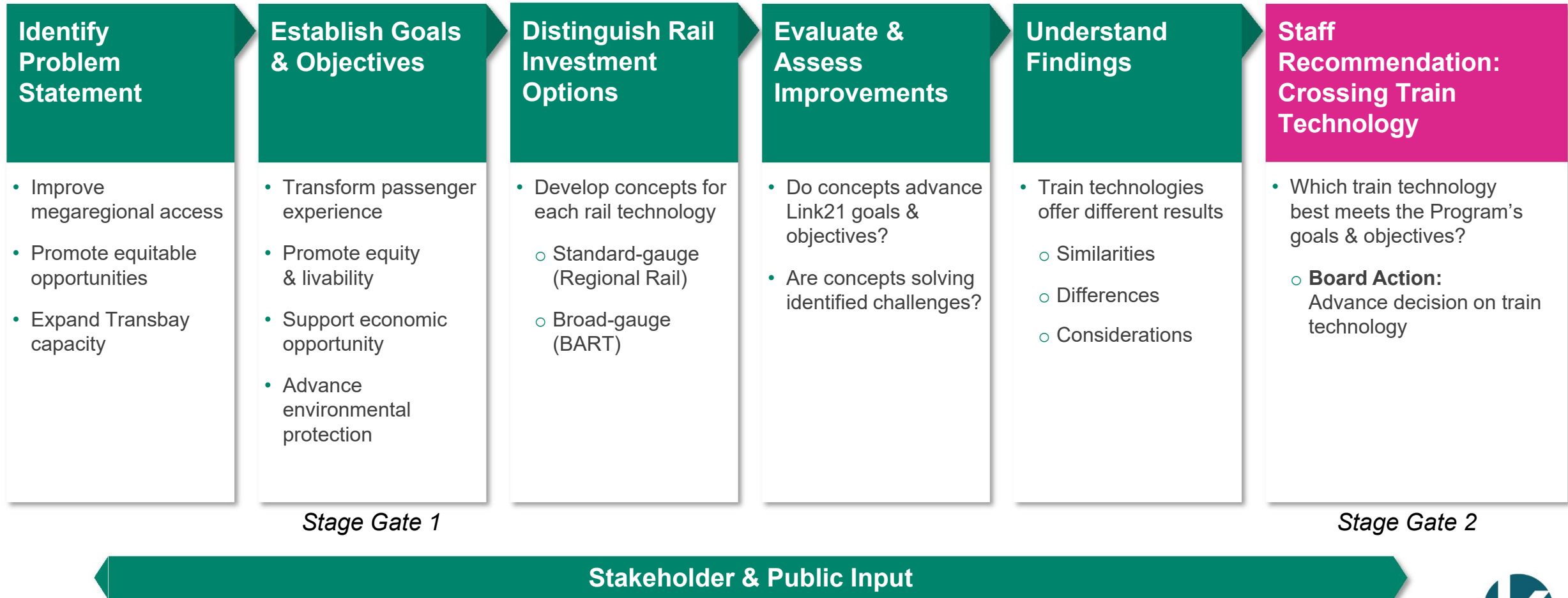




# Evaluation and Evidence

# Decision-Making Process

## Identifying New Crossing Train Technology



# 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



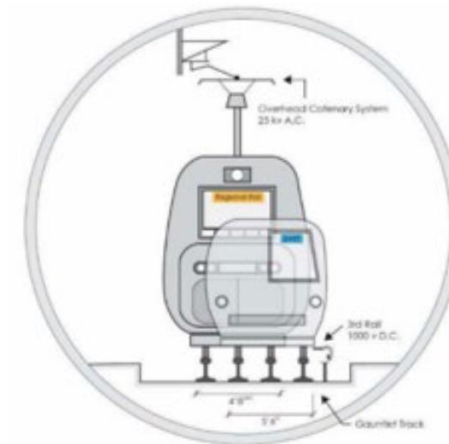
# Other Options Considered but not Advanced

## Four-Track Crossing (both track types side-by-side)

- No significant cost savings with one four-track crossing over two crossings
- Forecasted demand over the next 25+ years not sufficient to justify building four tracks or two tunnels

## Dual-Gauge (two track types “overlap” in one tunnel)

- Lower capacity (number of trains per hour) due to incompatible train crashworthiness standards.
- Costly upgrades to BART infrastructure would be required to accommodate heavier vehicles that run on standard-gauge tracks

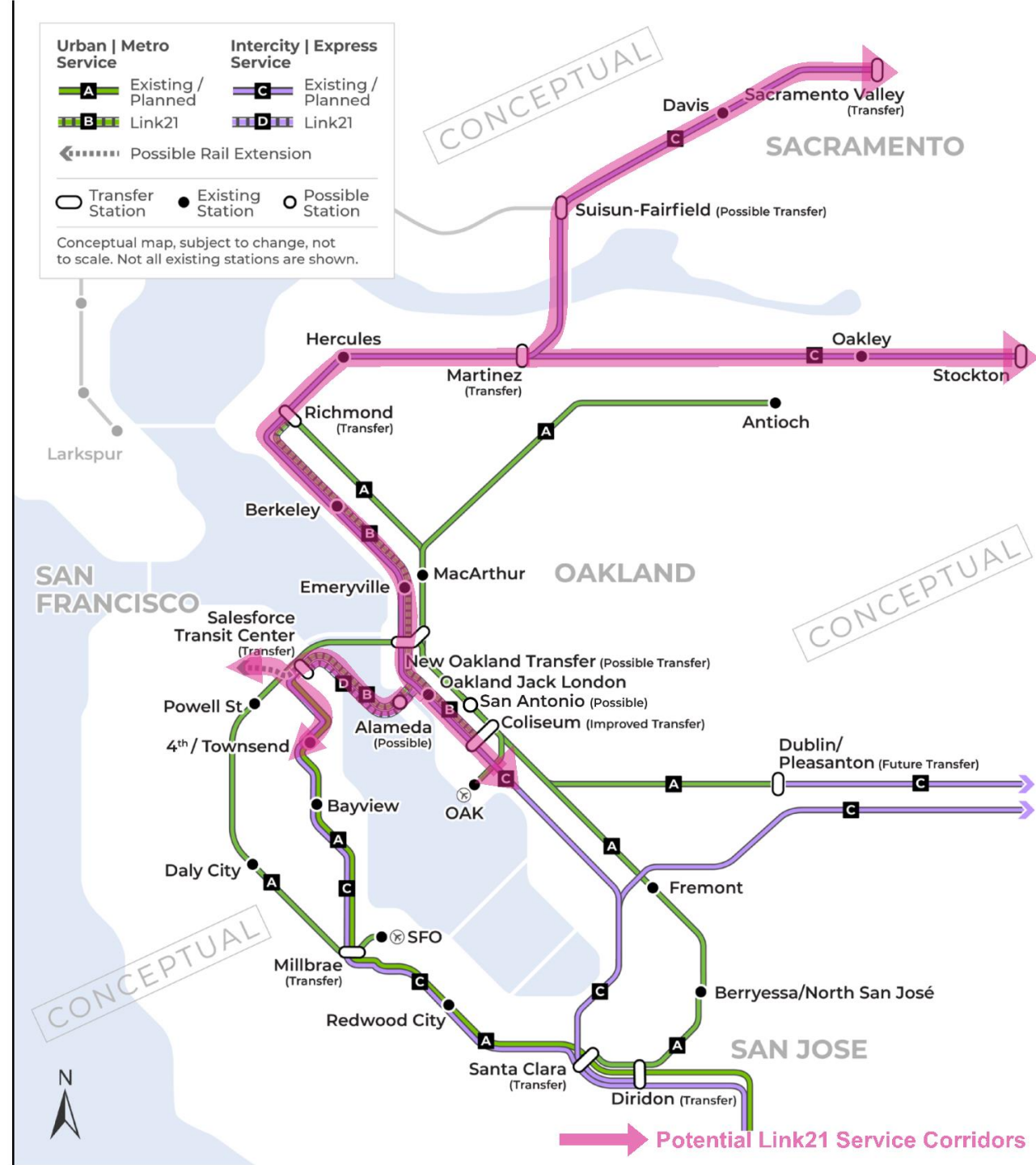


# Concept: Standard-gauge (Regional Rail) Crossing

## 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

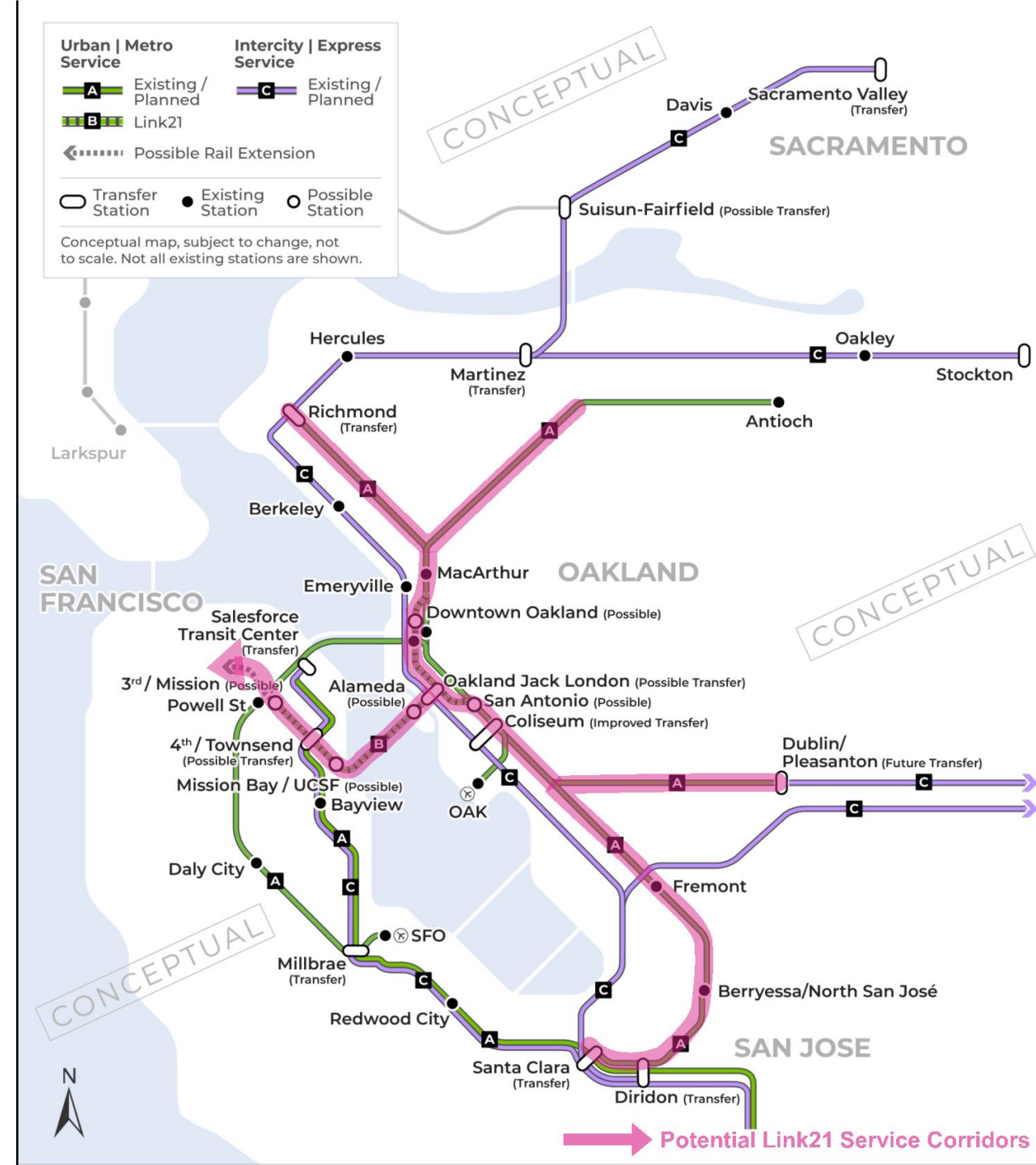


# Concept: Broad-gauge (BART) Crossing

## Accommodates only BART service

### Example Concepts help to understand trade-offs

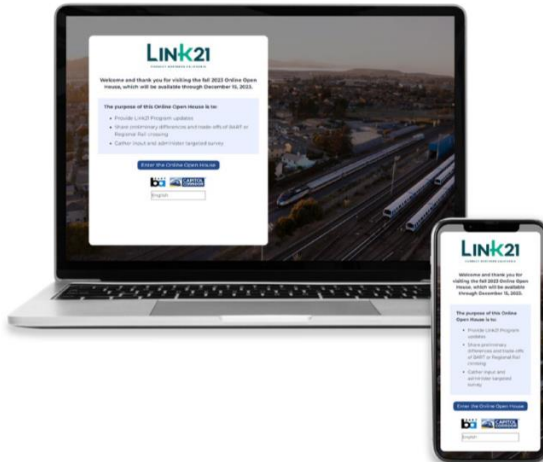
- New Urban | Metro service at new stations & improved Urban | Metro service at existing stations
- Includes Oakland transfer between BART & Regional Rail
- Improved service on existing BART lines
- BART trains could use either crossing (provides service redundancy and reduces crowding)
- Utilizing existing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



# Broad Stakeholder & Public Outreach

**185** Agency Stakeholders Briefings

**164** Community Stakeholder Events



# Overview of Analysis Results

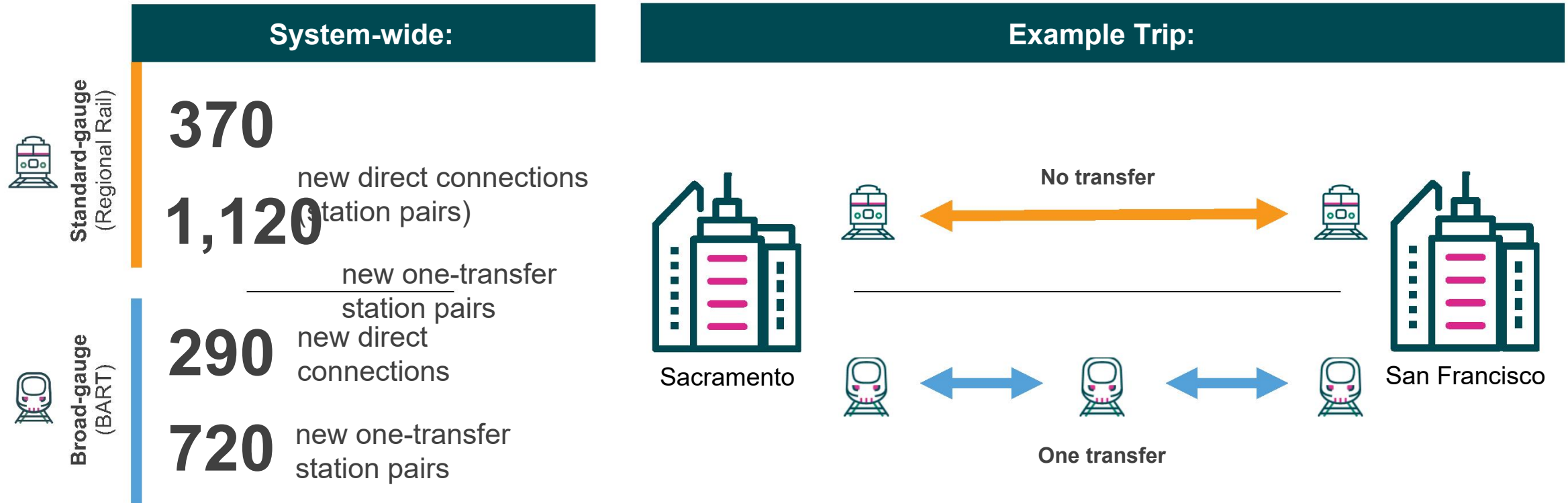
## Rationale for Standard-Gauge Crossing

|   | Standard-Gauge   | Broad-Gauge |
|---|--|-------------|
| <b>Promote Livability</b>   | ✓  | ✓           |
| <b>Improved access to stations &amp; jobs</b>   | ✓  | ✓           |
| <b>Added transbay capacity &amp; redundancy</b>   | ✓  | ✓           |
| <b>Ridership</b> <i>Both generate significant new rail trips (~100k), highly dependent on number and location of stations</i> | ✓  | ✓           |
| <b>Megaregional connectivity</b>  | ✓  |             |
| <b>Interoperability (multiple operator access)</b>  | ✓  |             |
| <b>Greater amplification of rail investment benefits</b>  | ✓  |             |
| <b>Funding Opportunity</b> <i>More opportunity for Standard-Gauge through FRA programs</i>                                    | ✓  |             |
| <b>Cost</b>   | <i>Similar for crossing, Standard-Gauge likely requires more for supporting infrastructure</i> |             |



# Differences: Megaregional Connectivity

## How Link21 Transforms The Passenger Experience



*\* New station pairs subject to change with future service plan*

**TRADE-OFF  
FOR  
PASSENGERS**



**Standard-gauge** (Regional Rail): Connects megaregional destinations & improves local & regional travel with multiple services

**Broad-gauge** (BART): serves local & regional travel within BART network with more Urban | Metro service



# Differences: Rail/Transit Travel Time Savings

## Giving Back Time In Your Day

|  | Sacramento to San Francisco | Fremont to Mission Bay      | Emeryville to Redwood City  |
|--|-----------------------------|-----------------------------|-----------------------------|
| <br><b>Standard-gauge</b><br>(Regional Rail) | <b>22</b><br>Minute Savings | <b>00</b><br>Minute Savings | <b>45</b><br>Minute Savings |
| <br><b>Broad-gauge</b><br>(BART)             | <b>06</b><br>Minute Savings | <b>20</b><br>Minute Savings | <b>15</b><br>Minute Savings |

### TRADE-OFF FOR PASSENGERS

**Standard-gauge** (Regional Rail): Provides greater travel time savings to new megaregional destinations for fewer people

**Broad-gauge** (BART): Provides significantly less travel time savings to more people with shorter wait times in most East Bay stations & larger travel time savings to new stations (e.g. Mission Bay)



# Differences: Interoperability

## Comparing Regional Or Megaregional Improvements

### TRADE-OFF

**Standard-gauge** (Regional Rail) opens crossing to megaregional service providers

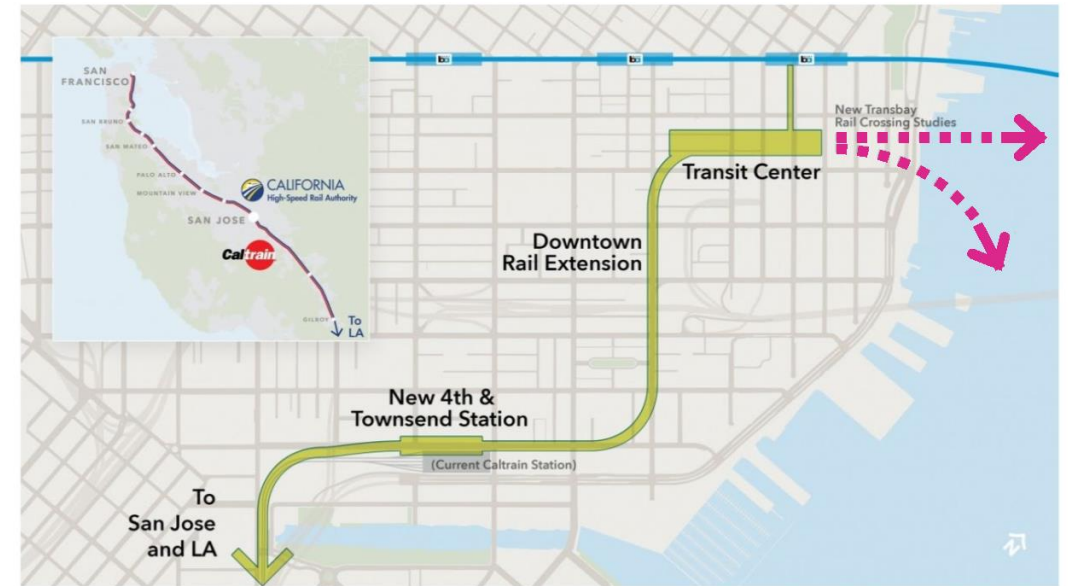
- Caltrain (via The Portal), San Joaquins, Capitol Corridor, CA High-Speed Rail
- Greater impact on megaregional connectivity and reliability

**Broad-gauge** (BART) improves service for BART riders

- More service within existing BART network in the East Bay

### Sample Project Enabling Interoperability

#### The Portal – Downtown Rail Extension





# Differences: Amplifying Benefits For Rail Investments

## How Link21 Enhances The Future Rail Network



### Standard-gauge projects:

- Portal (DTX)
- Carquinez Bridge Replacement
- Sacramento Valley Station
- Sacramento to Roseville 3rd Track
- Caltrain Electrification
- CA High-Speed Rail
- Valley Link
- Valley Rail
- TAMC Salinas Extension
- Bayview, Oakley, Hercules stations



### Broad-gauge projects:

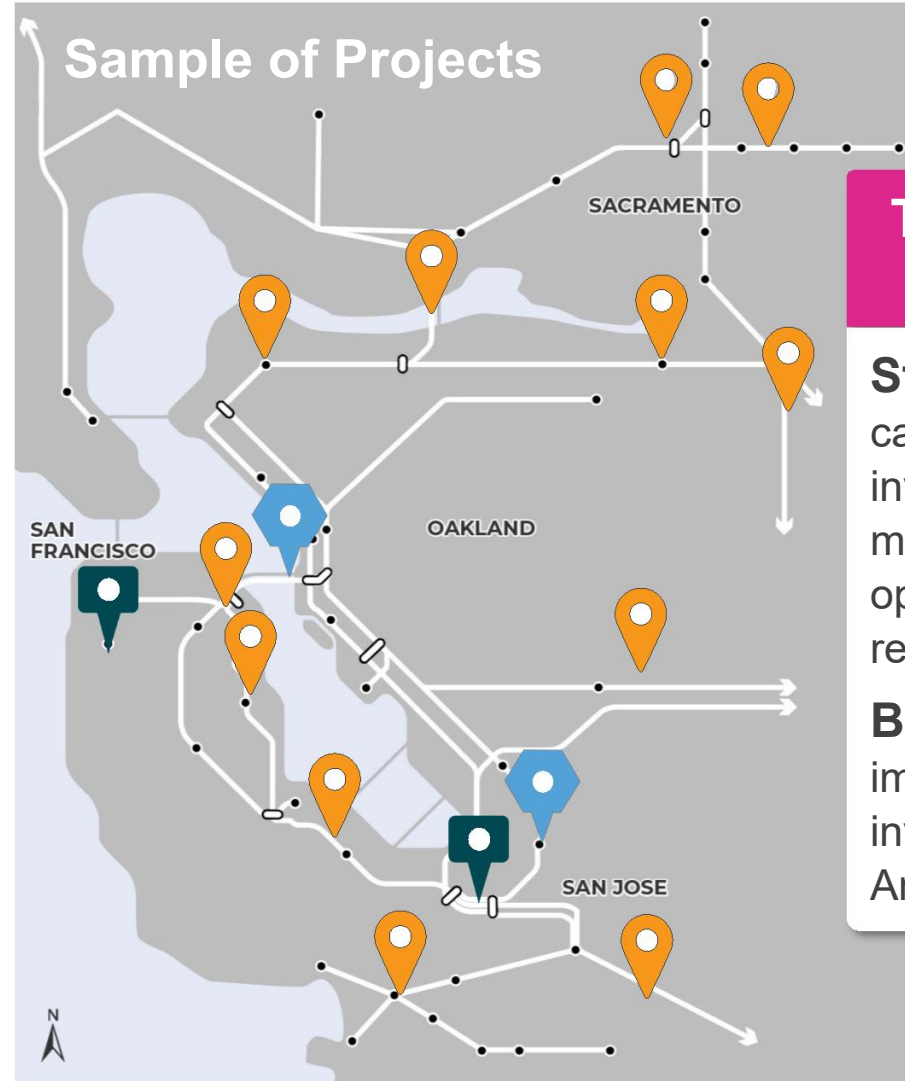
- BART Core Capacity
- Silicon Valley Extension (Phase 2)



### Either / both gauge projects:

- Western S.F. Rail Ext
- San Jose Diridon Station

*\* partial list*



### TRADE-OFF FOR FUTURE NETWORK

**Standard-gauge** (Regional Rail) capitalizes on more planned rail investments that connect the megaregional network, creating more options for Northern California residents

**Broad-gauge** (BART) improves service to planned rail investments within urban core of Bay Area



# Economic Development and Job Creation

## ➤ **Create thousands of jobs, including:**

- Construction
- Station maintenance
- Operations and train control
- Other support and consultants

## ➤ **Link economic hubs**

- Economic agglomeration by improved linkages between employment centers



## Next Steps and Proposed Action

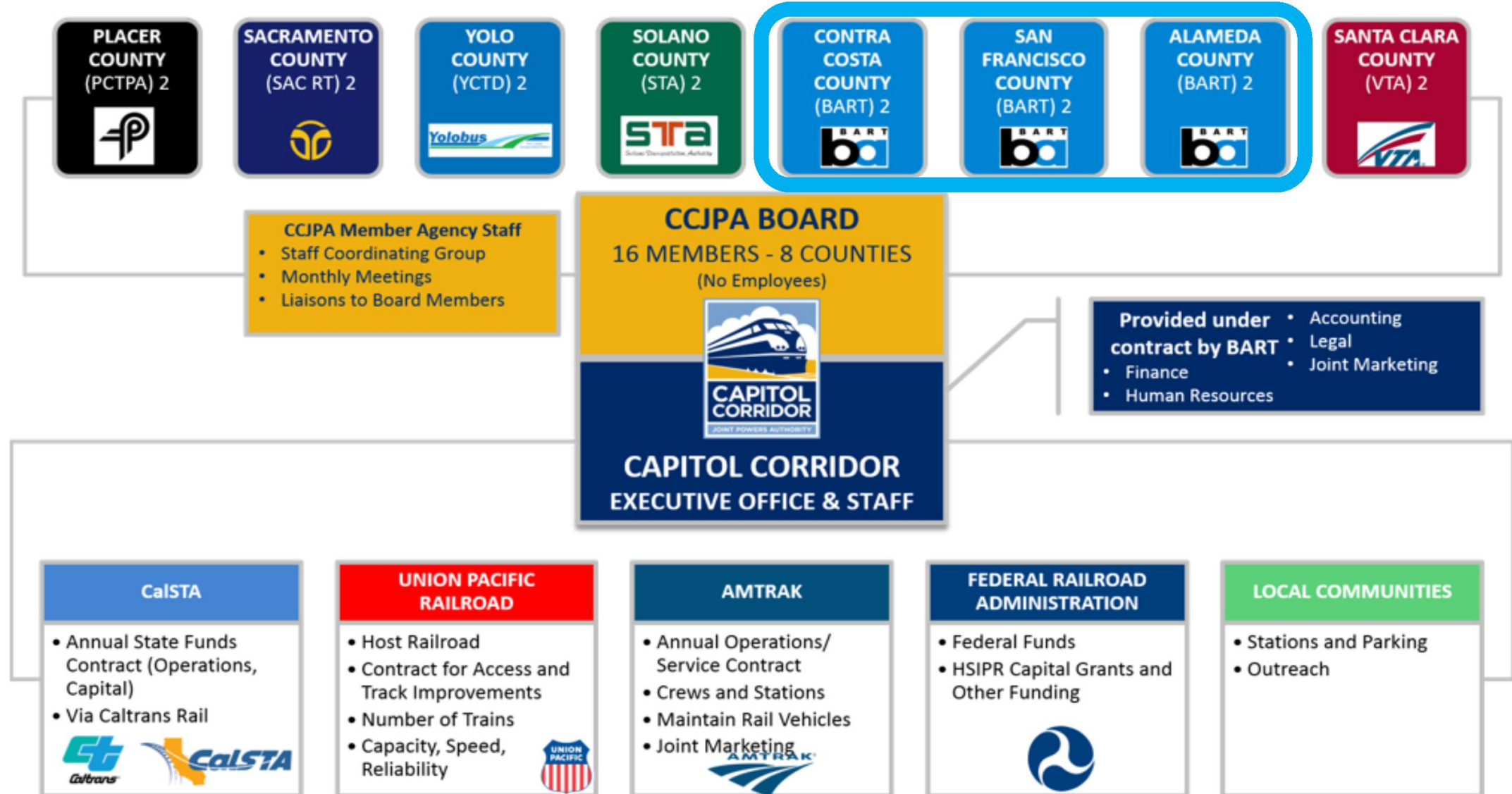
# How the Link21 Program Advances

## Program Next Steps

- **Funding strategy:** Use Federal and TIRCP funds for program advancement
  - TIRCP: Standard Gauge crossing is identified within the State Rail Plan; TIRCP funds can support a standard-gauge
  - Federal Corridor ID Program: advancing for Capitol Corridor includes a standard gauge crossing; effort is being led by CalSTA with partner agencies, including CCJPA
- **Shift program leadership to the State and management and policy oversight to CCJPA:** Aligns funding program and technology decision
- **Advance program through the Federal Corridor ID Program:** Project definition and refinement; Ongoing public and stakeholder engagement
- **Reduced spending and pace to align with Corridor ID Program**



# Capitol Corridor Governance Overview



# Proposed Board Action

The Board approves the Link21 Program staff recommendation to:

1. Advance a standard-gauge crossing between Oakland and San Francisco and associated improvements (Stage Gate 2) for continued project development within the Link21 Program;
2. Transfer leadership of the Link21 Program to the State of California with program management responsibilities and policy oversight assigned to the Capitol Corridor Joint Powers Authority (CCJPA), with continued staff support and involvement from BART; and
3. Affirm the District's essential role in the Transbay Corridor, and the Program's continued engagement with BART labor leadership on future workforce opportunities as it advances.

