

LINK21

CONNECT NORTHERN CALIFORNIA

Contra Costa Taxpayers Association

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DRAFT - FOR INFORMATION ONLY



1

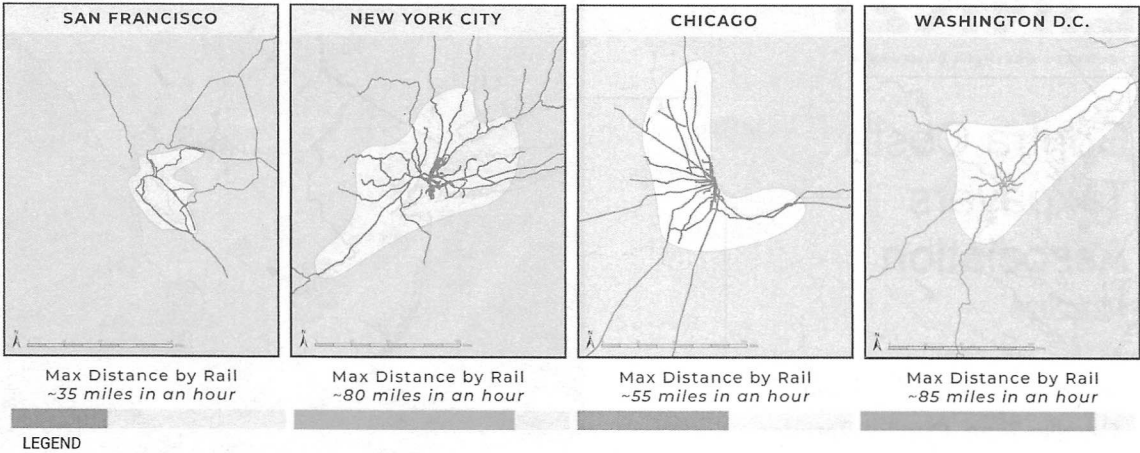
The Need for the Link21 Program

- Fifth largest megaregional economy in the country
- Inconvenient, disconnected rail service and limited routes
- Bay Area is limited by a single rail crossing (BART's Transbay Tube)
- Persistent traffic congestion
- Jobs and affordable housing imbalance
- Climate and health-damaging air pollution

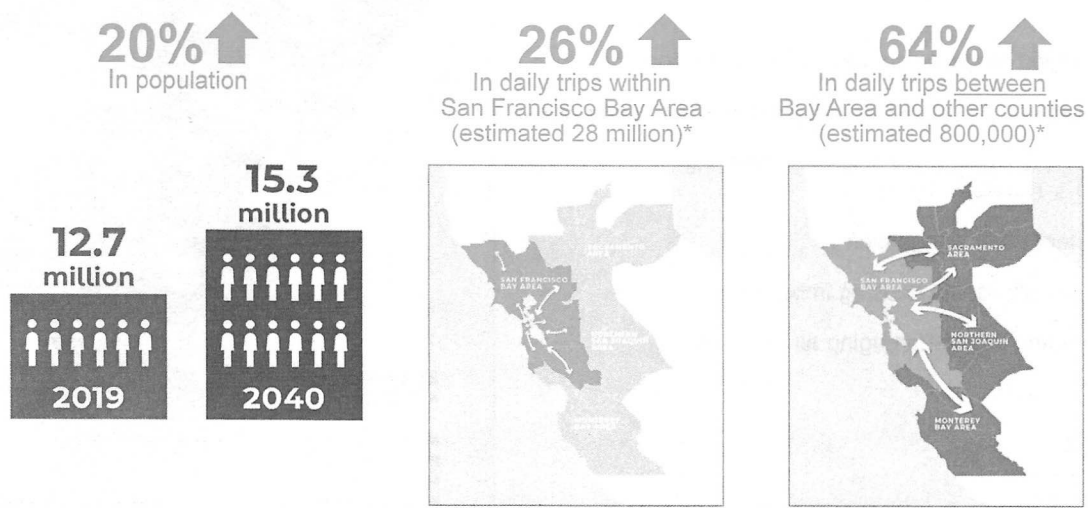


2

One Hour Commute Sheds by Megaregion

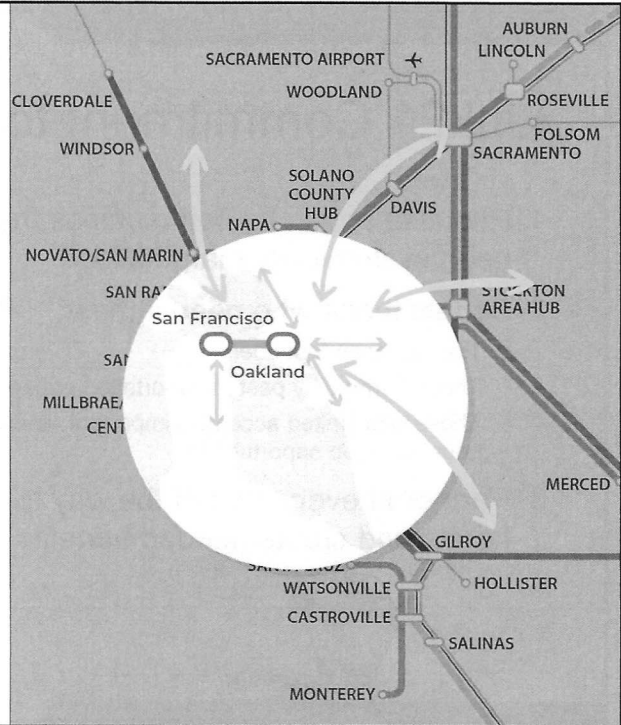


Projected Growth from 2015 to 2040



Link21 is a program of projects

- **A new transbay passenger rail crossing** (BART, Regional Rail, or both) between Oakland and San Francisco
- **Synergies between rail projects throughout the Megaregion** to reduce the perceived distance between destinations
- **Network improvements for both Regional Rail and BART** - better travel time, frequency, hours of service, new markets



5

Link 21 Goals & 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 community stability



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



6

Link21 Commitment to Equity

1. Prioritize engaging communities that have been systemically marginalized
2. Benefit those who need it most:
 - Transit dependent riders
 - Those harmed by past transportation projects
 - Those with limited access to important resources like housing or job opportunities
3. Partner at every step of the way to avoid harms and create needed benefits

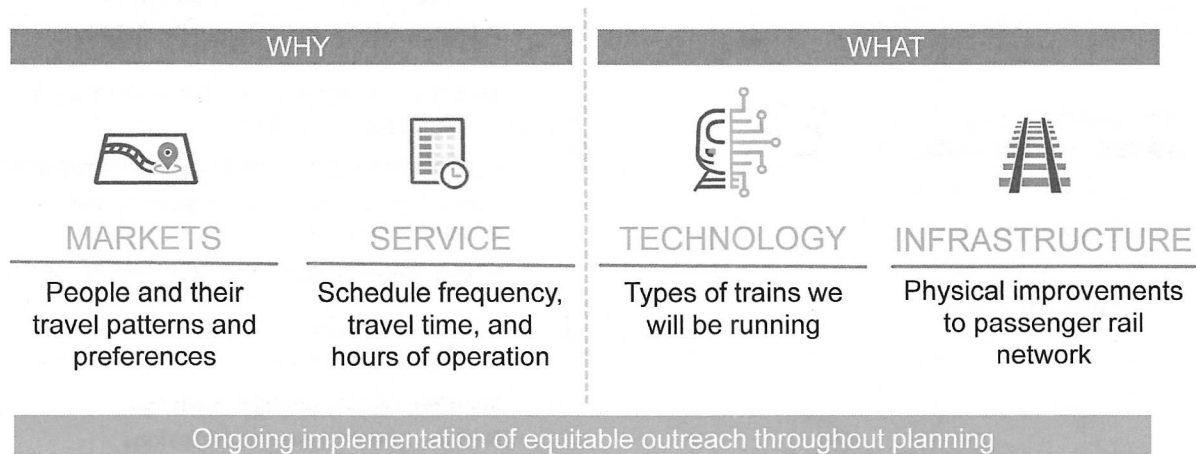


7

7

How are Concepts Created?

Concepts are built from **four key building blocks** to best serve riders

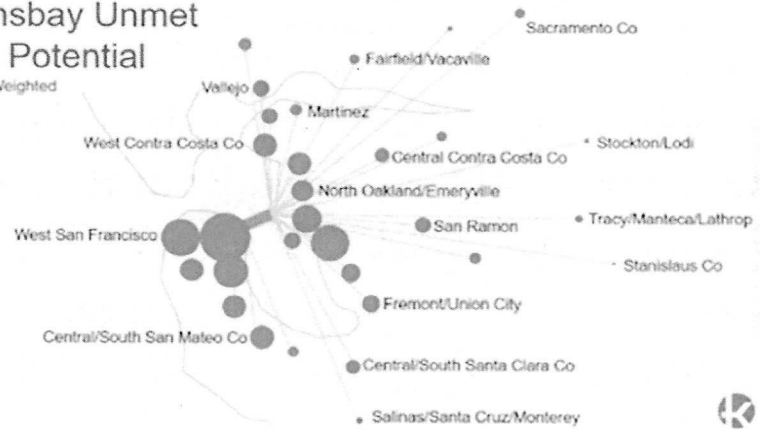


8

Understanding the Megaregion - Markets

Transbay Unmet Rail Potential




Equity Weighted



45% of all unmet medium-long rail need would use new transbay crossing



Link21: New Trains and Service

	BART	MODERN REGIONAL RAIL URBAN METRO SERVICE	MODERN REGIONAL RAIL LONG DISTANCE SERVICE
			
FREQUENCY	More frequent trains Every 2-30 minutes (varies by route/time of day)	Similar to BART	Less frequent trains Every 30 minutes (varies by route/time of day)
STOPS	1-5 miles apart	Similar to BART	5+ miles apart (express service)
TRACK	Designated BART only	Shared with national network	Shared with national network
SERVICE AREA	Urban/Suburban Areas Within 5-County BART District	Urban/Metro areas	Urban/Suburban Centers Across 21-County Megaregion

NEW TRAIN TECHNOLOGY that is greener, lighter, and faster

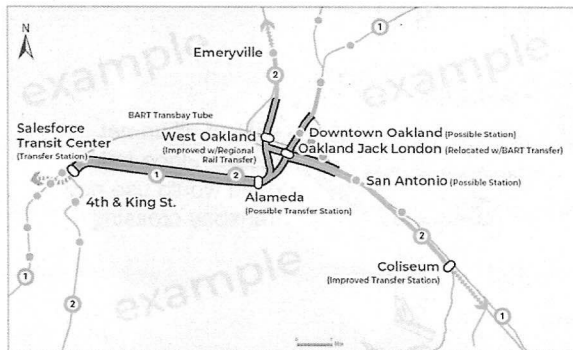


11

Example Concepts:

Regional Rail & BART in Crossing

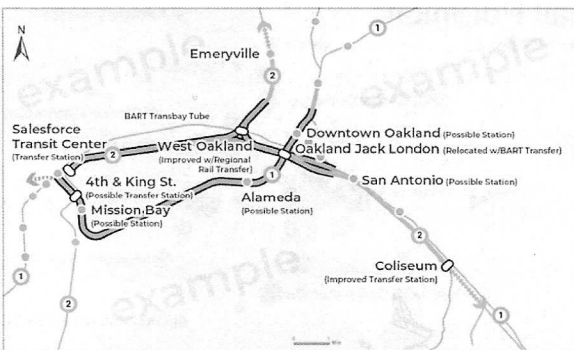
ONE ALIGNMENT - TWO STRUCTURES



- ② Regional Rail Concept
- Regional Rail Concept (Tracks Underground)
- Regional Rail Concept (Possible Improvements)

Stations
 ● BART ● Regional Rail ○ Transfer

TWO ALIGNMENTS - TWO STRUCTURES



- ① BART Concept
- BART Rail Concept (Tracks Underground)
- BART Rail Concept (Possible Extension)

Existing and Planned
 -①- BART -②- Regional Rail



11

12

Link21's Four-Part Business Case



STRATEGIC CASE

What are the Megaregion benefits?

- Passenger Experience
- Community, Livability, and Equity
- Economic Growth and Competitiveness
- Environmental Stewardship
- Land Use



ECONOMIC CASE

What are the economic costs and benefits?

- Benefit/Cost Analysis
- User benefits
- Business and Employment



FINANCIAL CASE

What is the financial viability?

- Revenue Generation
- Cost Effectiveness
- Funding Opportunities
- Financing Options



DELIVERABILITY & OPERATIONS CASE

What is required to deliver and operate the project?

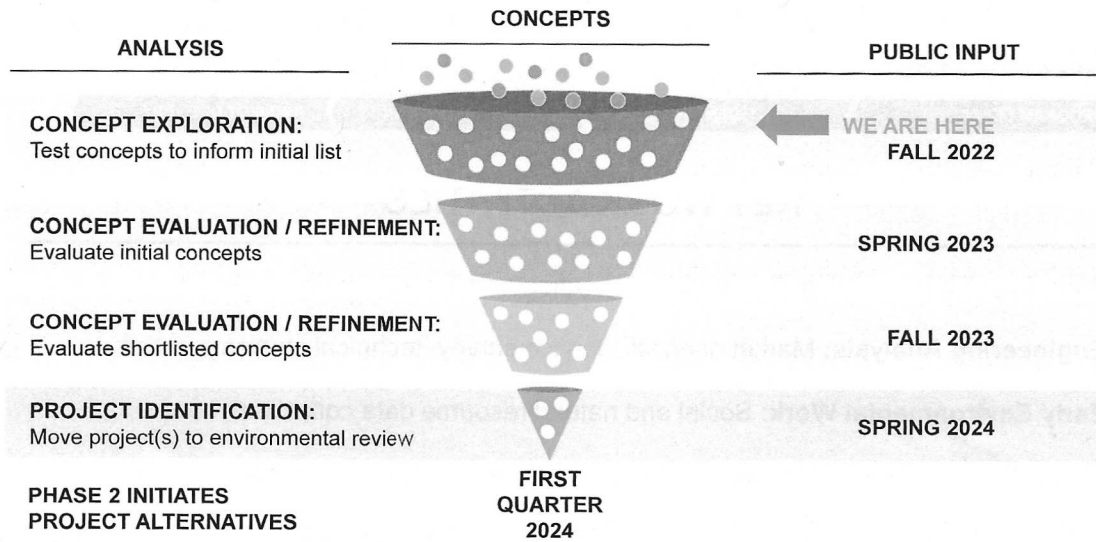
- Governance
- Project Risks
- Construction and Operations
- Network Functionality



12

13

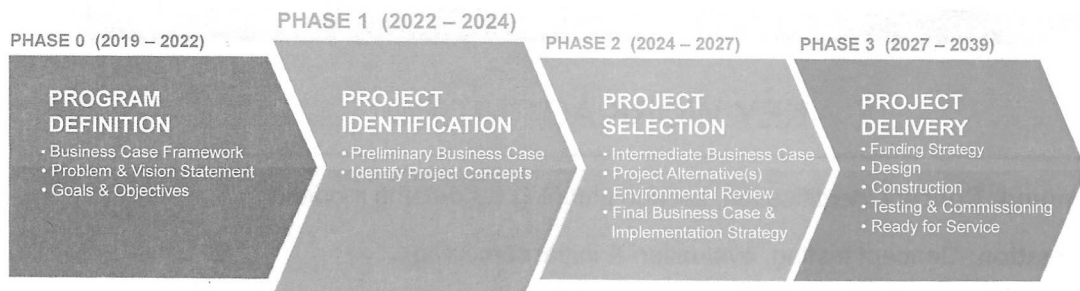
Project Identification Process & Public Input



13

14

Link21 Timeline



14

15

What We've Accomplished

PHASE 0 (2019 – 2022) PHASE 1 (2022 – 2024) PHASE 2 (2024 – 2028) PHASE 3 (2029 – 2039)

PROGRAM DEFINITION

PROJECT IDENTIFICATION

PROJECT SELECTION

PROJECT DELIVERY

KEY WORK ACTIVITIES

- **Planning:** Early visioning, Program identification and decision framework
- **Engineering Analysis:** Market analysis, service survey, technical studies
- **Early Environmental Work:** Social and natural resource data collection
- **Public Engagement:** Co-creation and stakeholder / public workshops



15

16

Phase 1 Focus

PHASE 0 (2019 – 2022) PHASE 1 (2022 – 2024) PHASE 2 (2024 – 2028) PHASE 3 (2029 – 2039)

PROGRAM DEFINITION

PROJECT IDENTIFICATION

PROJECT SELECTION

PROJECT DELIVERY

KEY WORK ACTIVITIES

- **Planning:** Concept identification, service planning & ridership modeling
- **Evaluation:** Concept testing, evaluation & initial screening
- **Engineering Feasibility:** Studies on concepts
- **Early Environmental Work:** Identification of constraints & opportunities
- **Public Engagement:** Ongoing equitable engagement through planning



16

17

Link21 2022 Funding Strategy



SOURCE	REQUEST	TIMEFRAME
FRA Federal-State Partnership Program/Corridors	\$50-75M	NOFO expected this Fall; delayed
FRA Corridor Identification and Development Program	TBD	Fall 2022 NOFO
Transit and Intercity Rail Program (TIRCP) – Program Development Funding	\$20-25M	Fall 2022 NOFO



17

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Thank you!
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18