

LINK21

CONNECT NORTHERN CALIFORNIA

Caltrain

Advocacy and Major
Projects Committee

February 22, 2023



Northern California's Megaregion Today

Economy, Jobs & Housing:

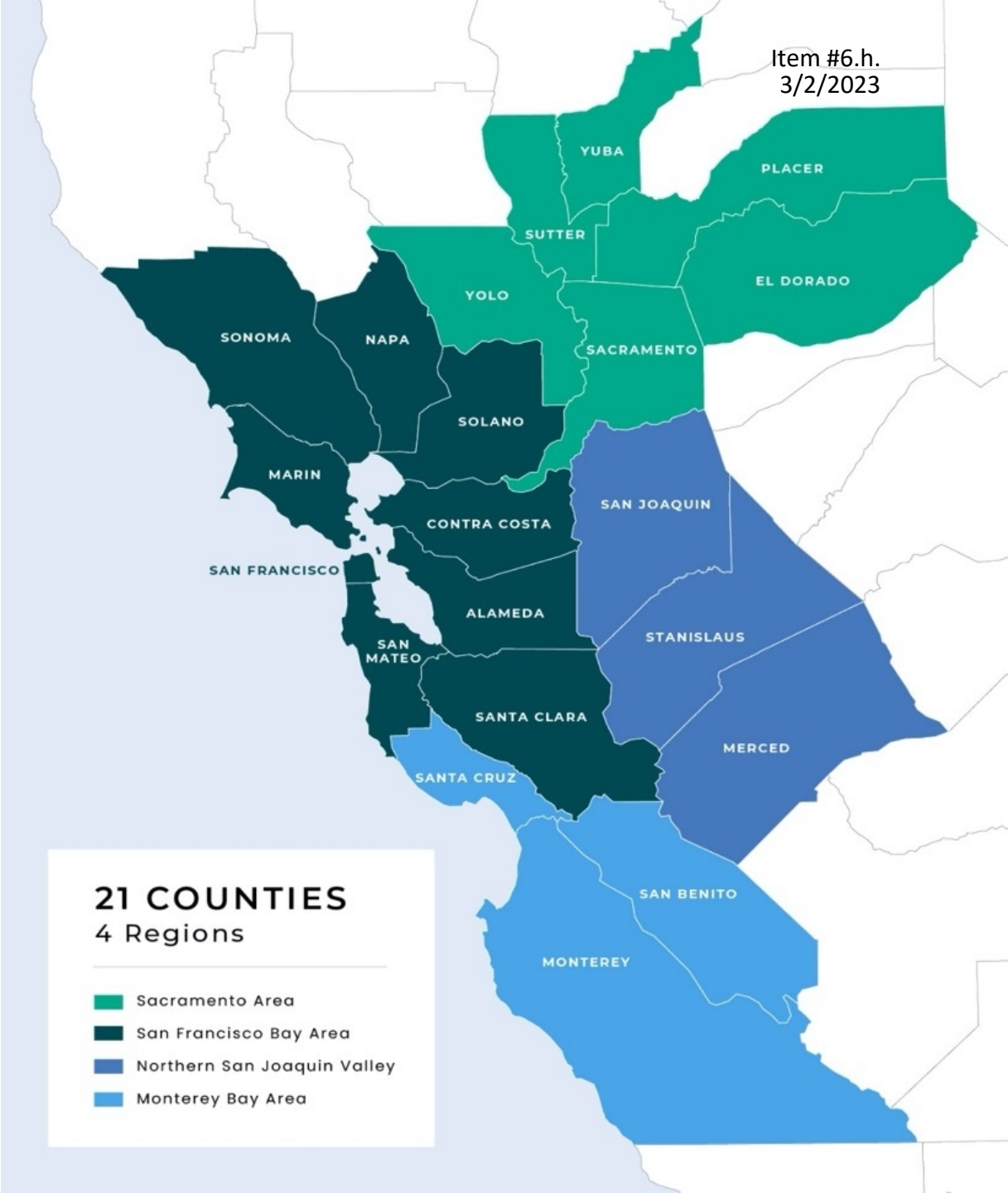
- Fifth largest megaregional economy in country
- Jobs and affordable housing imbalance

Roadway Congestion & Climate Risks:

- Persistent traffic
- Climate - and health-damaging air pollution

Passenger Rail Service & Infrastructure:

- Inconvenient, disconnected train network with limited routes and service
- One rail crossing of Bay (BART Transbay Tube)

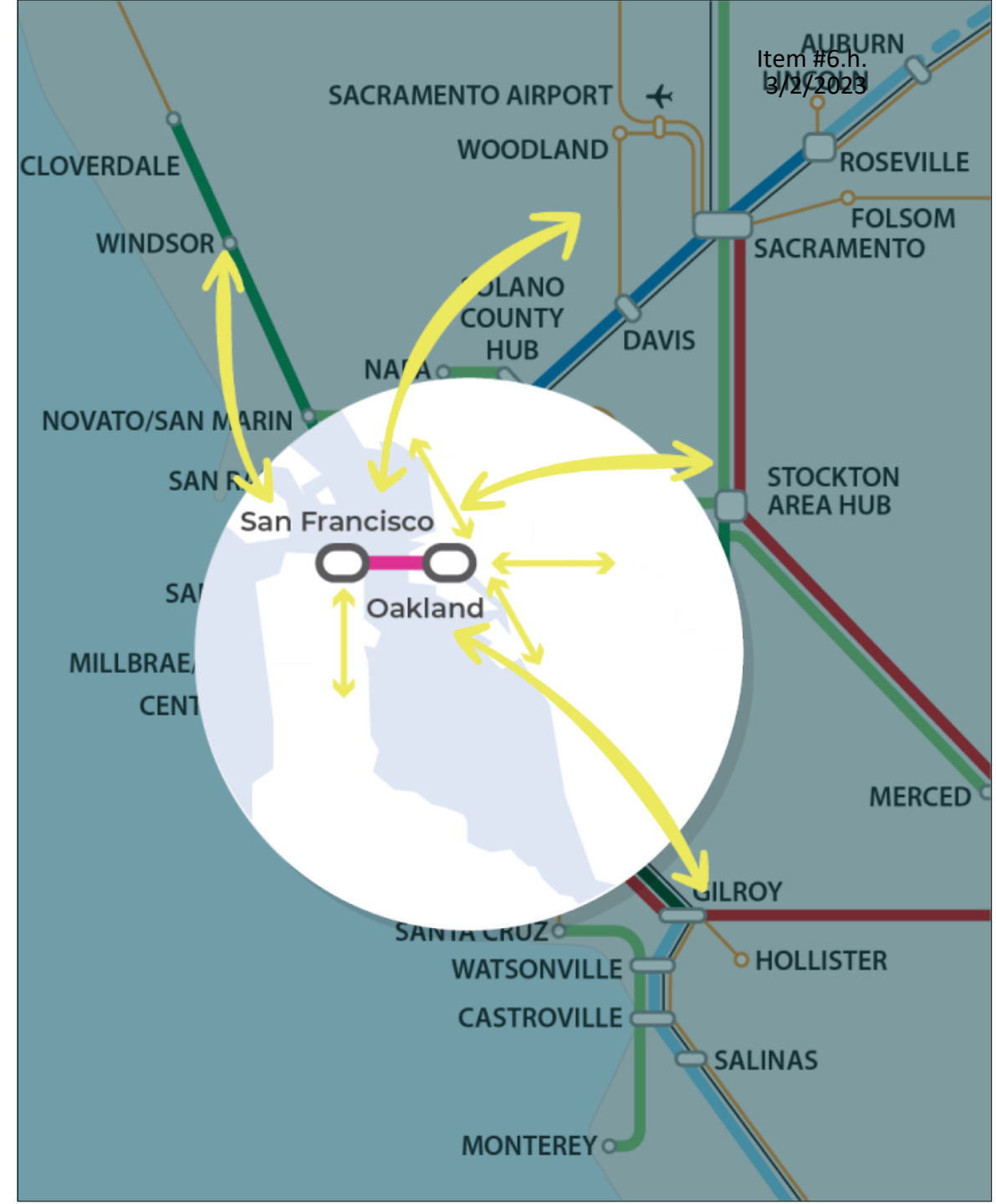


21 COUNTIES
4 Regions

- Sacramento Area
- San Francisco Bay Area
- Northern San Joaquin Valley
- Monterey Bay Area

Link21: A Program of Projects

- A new transbay passenger rail crossing between Oakland and San Francisco (BART, regional rail or both)
- 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



Link21 Unlocks Travel Potential

Markets

- Better Megaregional connectivity

Service

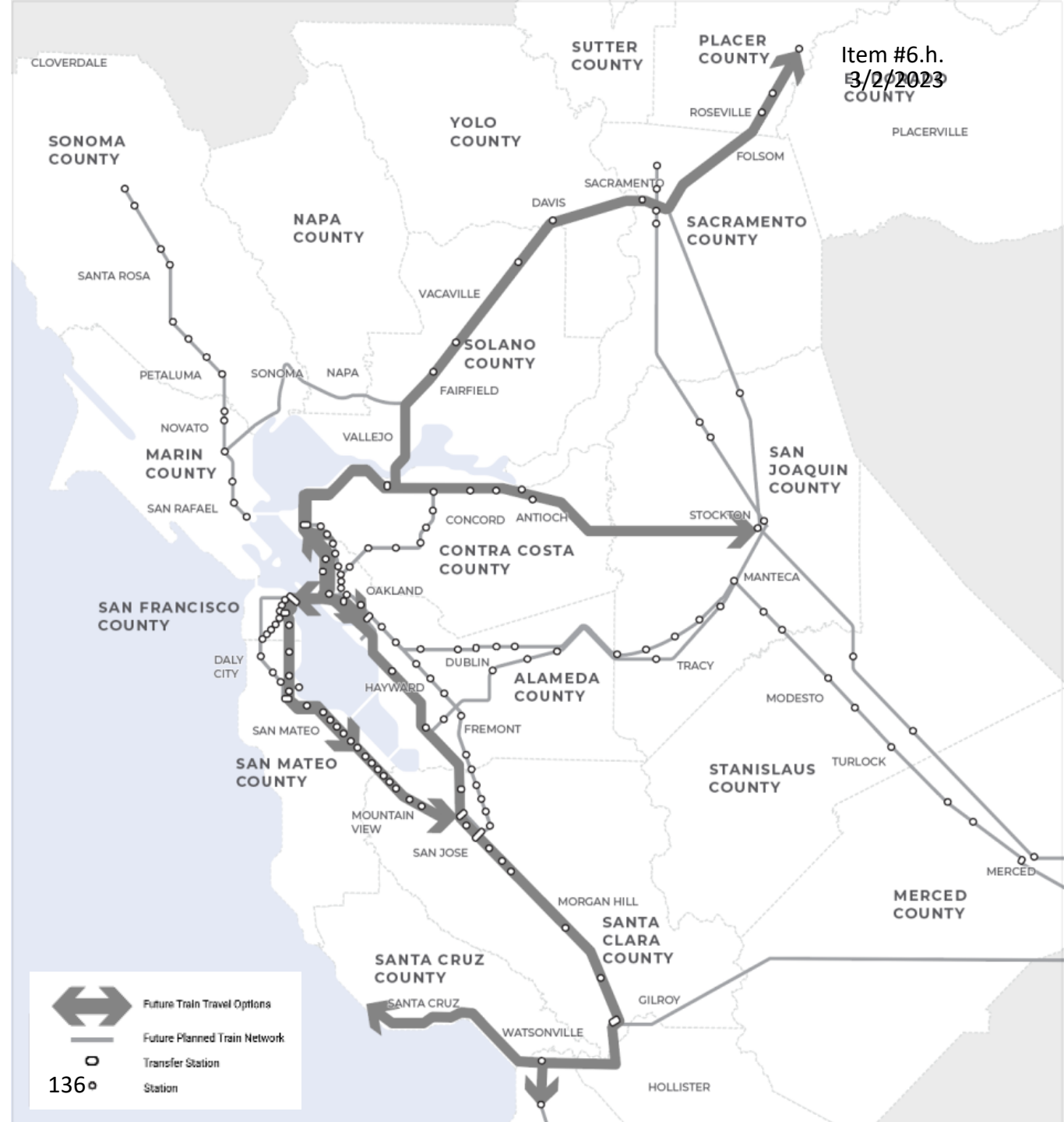
- Improved travel, frequency with some one-seat rides, and faster transfer opportunities
- More capacity, service redundancy and reliability, between BART and Regional Rail

Technology

- Greener, lighter, and faster trains

Infrastructure

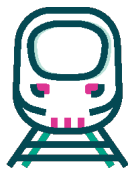
- Enhanced tracks, signaling, structures, and facilities



Link21: Modern Trains and Service

Example: Caltrain EMU

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



Link21 and the Caltrain Corridor

- Caltrain assumptions from Caltrain Service Vision (start with 6TPH per PBA2050)
- Modern vehicles (standard gauge, zero-emission) compatible with Caltrain EMU
- Electrification and Downtown Extension / The Portal are important predecessor projects to Link21

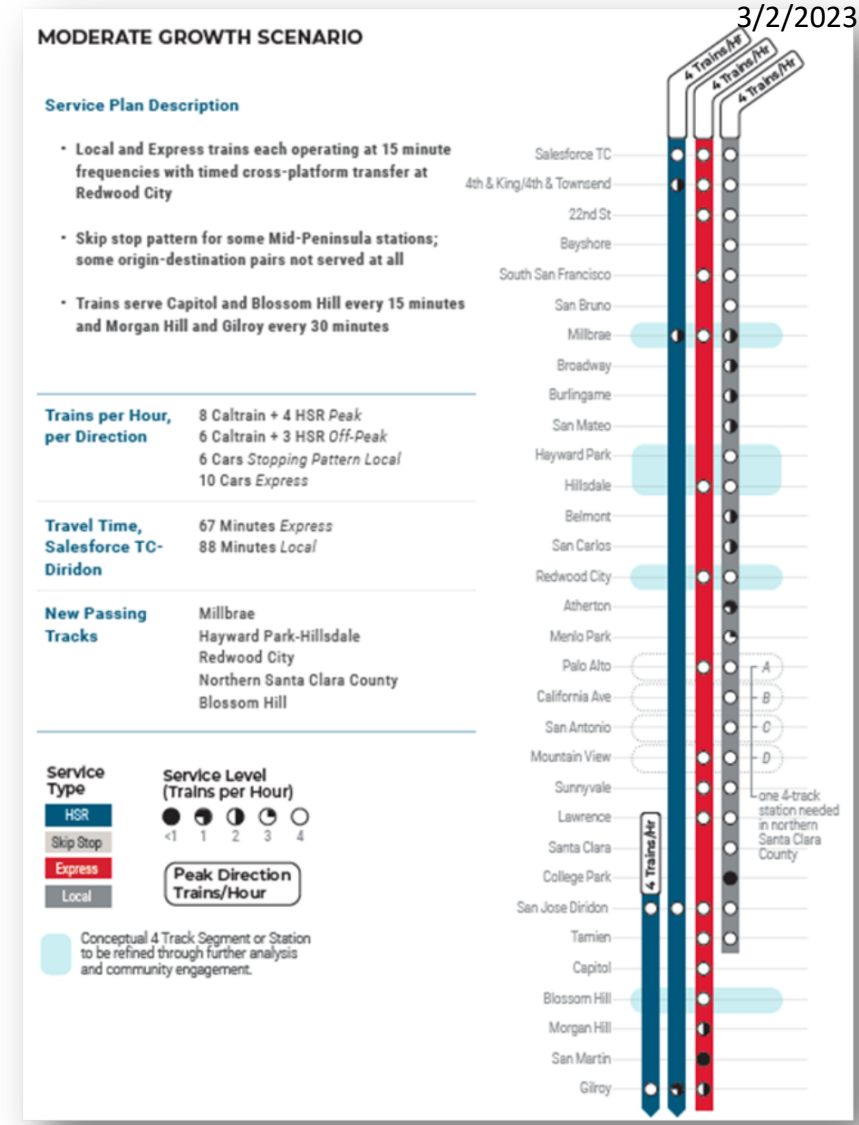


Sources: Caltrain (EMU) and SFCTA (DTX map)



Service Considerations

- Regional Rail Crossing – 10 TPHPD
 - 6 Caltrain connect to East Bay through crossing
 - Metro Service operation (higher frequency, more stops)
 - 4 TPHPD from East Bay turn at STC
 - Express / Intercity Service (lower frequency, fewer stops)
 - Potential to increase service in crossing consistent with Caltrain’s Vision
- HSR – 4TPHPD to STC
- BART (New) Crossing – 24TPHPD
 - Existing BART tube assumed 30 TPHPD
 - Results in increased frequency on all East Bay BART lines



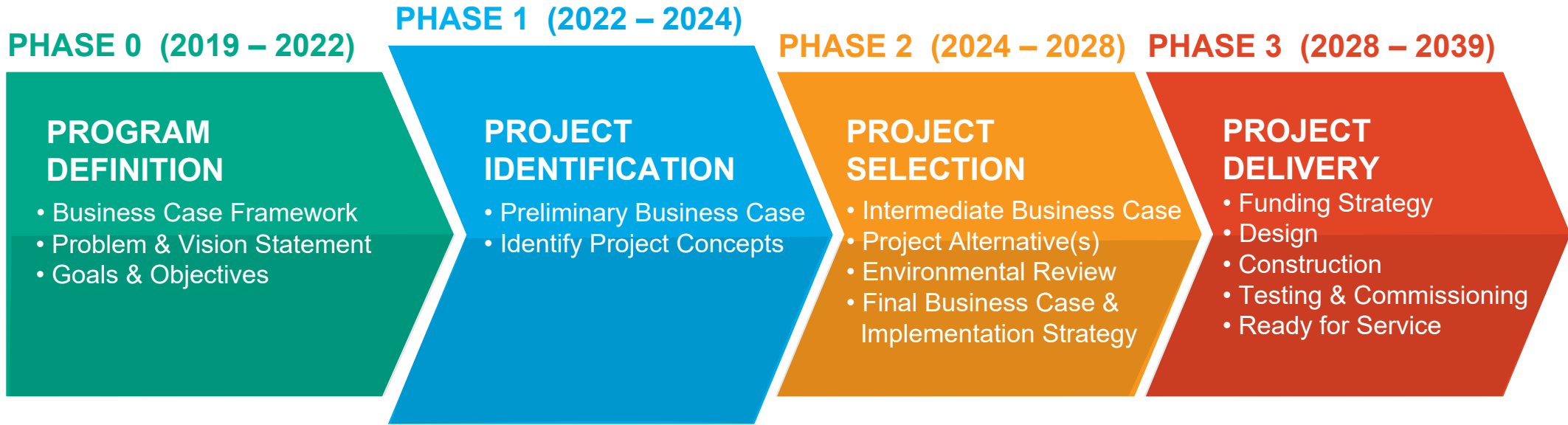
For Regional Rail, mix of service types and stopping patterns - similar to Caltrain service

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Link21 Program Timeline



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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

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