

***Receive Update on
the Link21 Program***

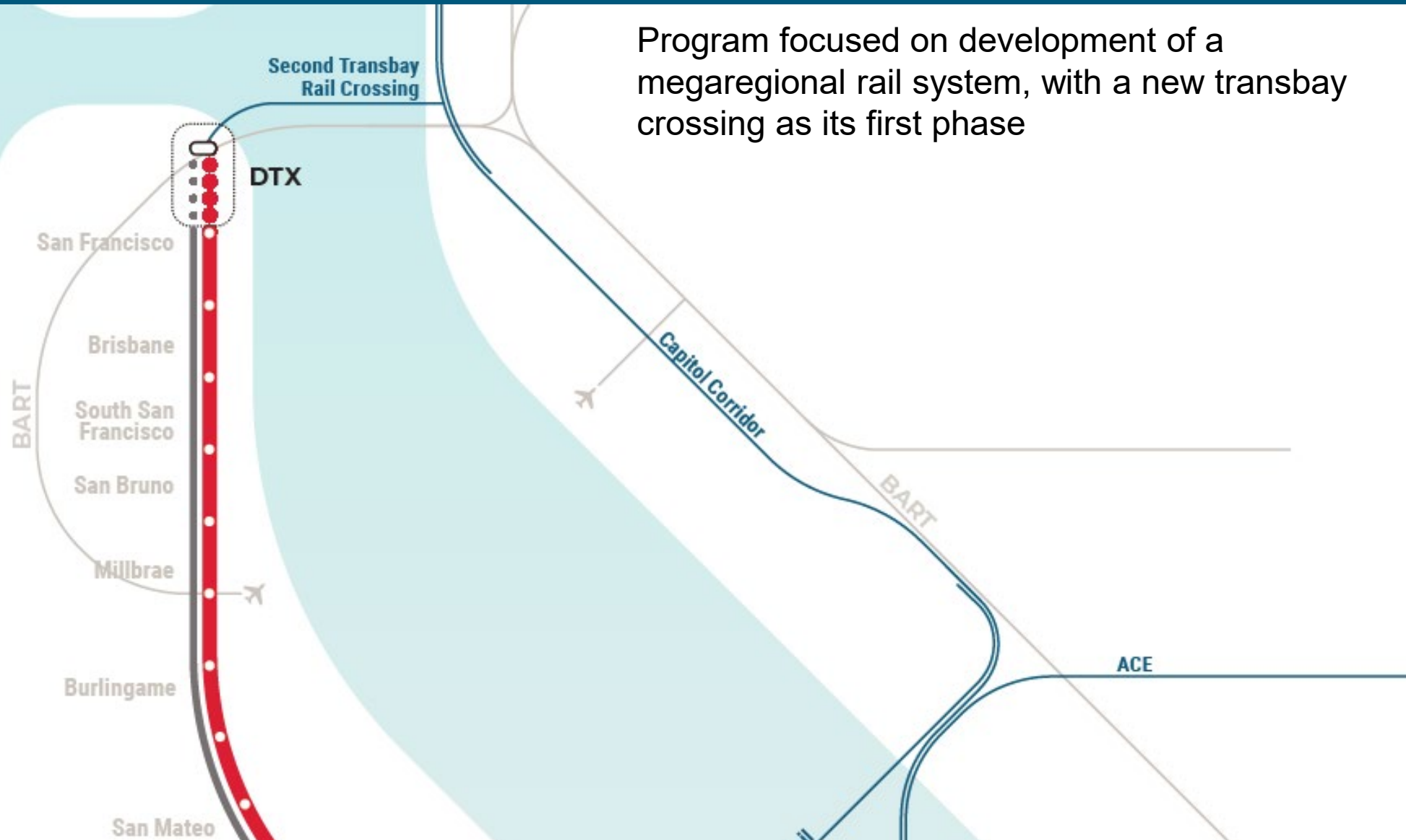
***JPB AMP Committee Meeting
December 18, 2024***



Today's Presentation

1. Update on the Link21 program
 - A. Link21 staff's proposed technology selection of standard gauge regional rail for the new transbay rail crossing
 - B. Transfer of leadership to CalSTA, next phase for the program
2. Seek AMP guidance on Caltrain's desired role in program oversight and decision-making in upcoming phases

Link21 in Caltrain context

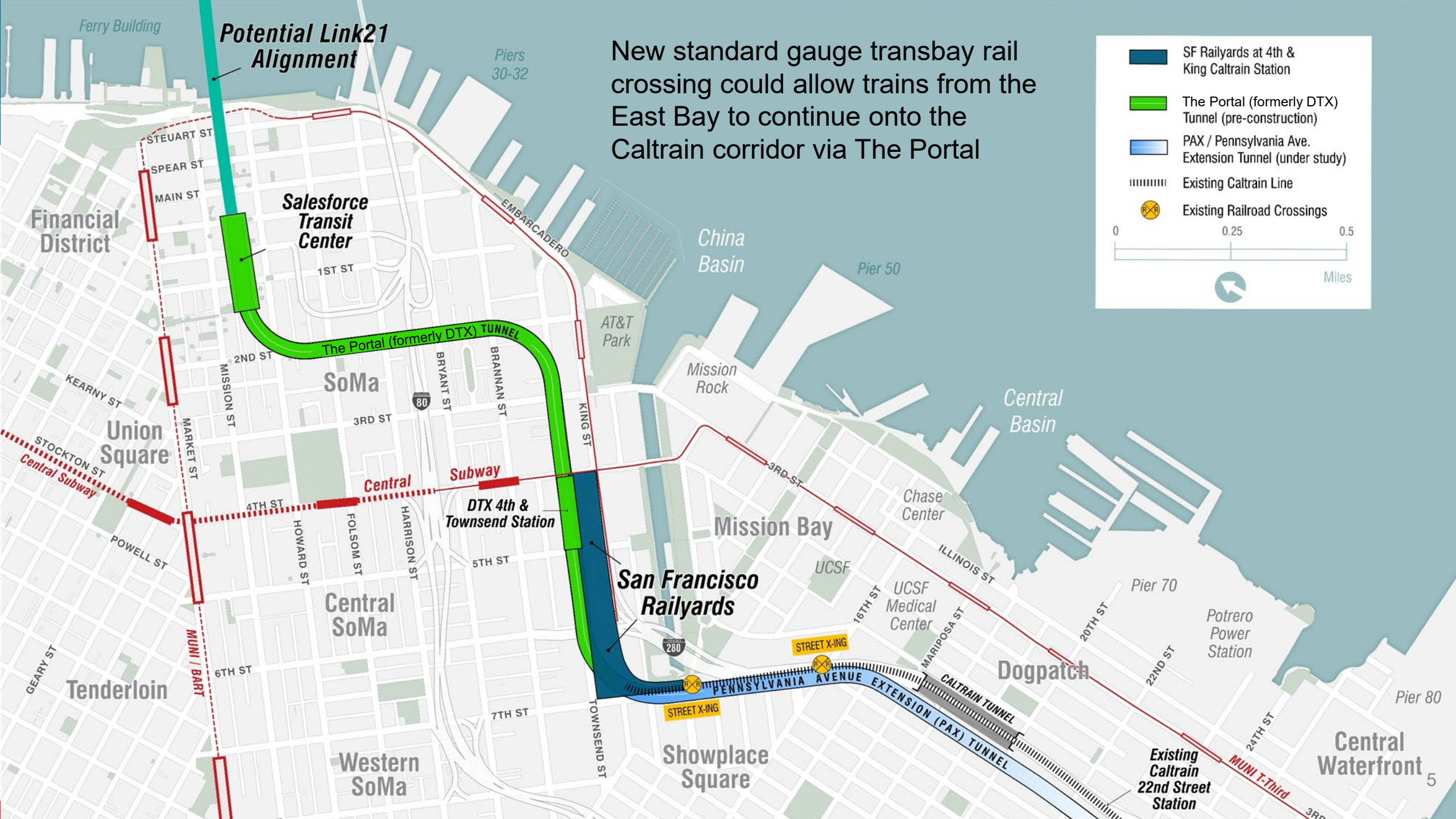


Program focused on development of a megaregional rail system, with a new transbay crossing as its first phase

Recent Activity

- In November 2024, Link21 staff presented an informational item to BART and Capitol Corridor Joint Powers Authority (CCJPA) Boards comparing BART gauge and standard gauge options for the proposed new transbay rail crossing, and **recommended selecting standard gauge regional rail technology**
- Both Boards will vote on standard gauge technology recommendation in early 2025
- CalSTA would assume leadership of the program and advance it under FRA's Corridor Identification Program, which is a federal funding program for intercity rail (FRA program currently identifies the corridor with CCJPA as grantee)
- Proposal would be consistent with the forthcoming State Rail Plan

New standard gauge transbay rail crossing could allow trains from the East Bay to continue onto the Caltrain corridor via The Portal



- SF Railyards at 4th & King Caltrain Station
- The Portal (formerly DTX) Tunnel (pre-construction)
- PAX / Pennsylvania Ave. Extension Tunnel (under study)
- Existing Caltrain Line
- Existing Railroad Crossings

0 0.25 0.5 Miles

Caltrain Engagement in Link21

- Program is currently led by BART and Capital Corridor
- Caltrain staff provide limited input on technical assumptions
- Caltrain staff participate in periodic information-sharing groups led by Link21 staff
- Although Link21 would have direct impacts to the Caltrain corridor, the program has not yet provided resources to Caltrain for thorough technical review and engagement, as it has for Capitol Corridor and BART.

Standard Gauge Technology

- Compatible with most rail systems, including Caltrain, but not compatible with BART
- Use of standard gauge technology may mean that trains in the new crossing would need to continue onto the Caltrain corridor
- Could create opportunities for Caltrain, such as trains continuing to the East Bay
- Possible ROW impacts for Caltrain corridor to accommodate more trains
- Capacity of the new crossing would likely be constrained by the available capacity on the Caltrain corridor, unless additional capacity is added
- Additional improvements to the regional rail network beyond the new transbay crossing would be needed

Recent Caltrain Staff Feedback

- Support for standard gauge regional rail technology in the new transbay rail crossing
- Stakeholder rail operators, including Caltrain, need to have a role in program decision-making
- Boards and Commissions that represent Bay Area rail operators, including JPB, need to be formally engaged as partners
- CalSTA should develop a multi-agency oversight and decision-making structure as a top priority for the upcoming phase of work
- Discuss funding for Caltrain staff time and resources to support Link21 work

Next Steps

- **Today**
 - Informational update on the Link21 program, provided by Caltrain staff
 - Seeking input and guidance on Caltrain's desired role in oversight and decision-making in upcoming phases of the program
- **Early 2025 BART/CCJPA Boards vote on Link21 staff recommendation**
 - Standard gauge regional rail technology in the proposed new transbay rail crossing
- **Caltrain Staff Engagement**
 - Initiating conversations with CalSTA staff in advance of next program phase
 - Requesting formal involvement in the program's decision-making, alongside other stakeholder rail agencies
 - Discussing resources to support Caltrain's engagement
 - Will return to AMP to discuss Caltrain's integration into the program's oversight structure as the program gets ready to enter the next phase of work

Questions for discussion

Staff is seeking guidance on Caltrain's engagement with Link21 project

Questions:

1. Do you have any feedback on Caltrain's next steps and proposed role in the Link21 program?
2. What else do you want to know about the Link21 program and its relationship to Caltrain?