



## Program Overview

Alameda CTC Multi-Modal Committee

October 12, 2020



“New Transbay Rail Crossing”  
is now



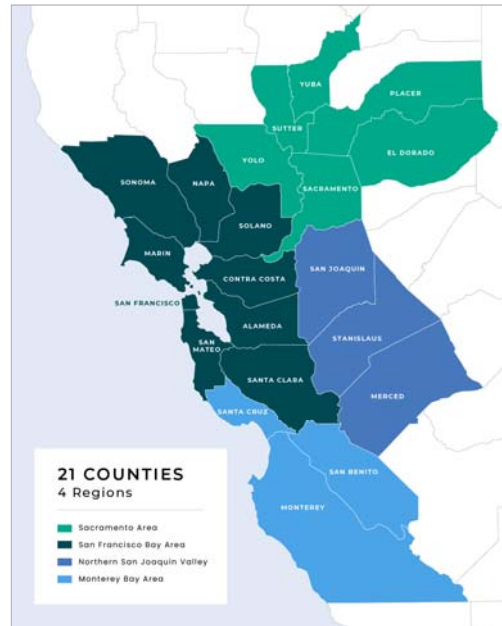
CONNECT NORTHERN CALIFORNIA



# The Need for Link21

Continued growth and prosperity in the Northern California Megaregion is challenged by a transportation system and transbay corridor unable to meet the needs of the 21-county area.

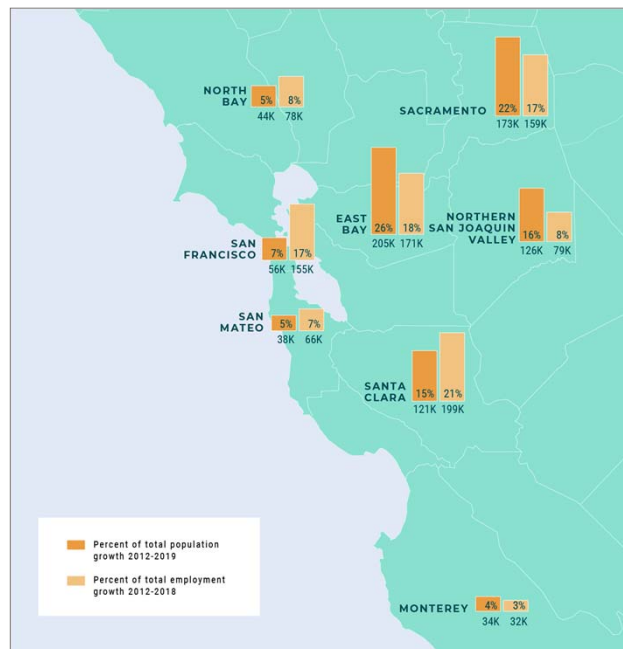
- High GHG emissions and air pollution
- Increasing congestion
- Unreliable travel times
- Overcrowded trains
- Lack of transbay redundancy



3

# Distribution of Population and Employment Growth Across the Northern California Megaregion 2012-2019

Sacramento was the most popular migration destination in July, with more than half of home searches from buyers outside the area. (Source: Redfin, Aug 2020)



Map Source: Bay Area Council Economic Institute  
Data: California Employment & Development Department Employment by Industry; California Department of Finance

4

# Link21 Program Vision

The **Link21 Program** will transform the passenger rail network in the Northern California Megaregion into a **faster**, more **integrated** system that provides a **safe, efficient, equitable, and affordable** means of travel for all types of trips.

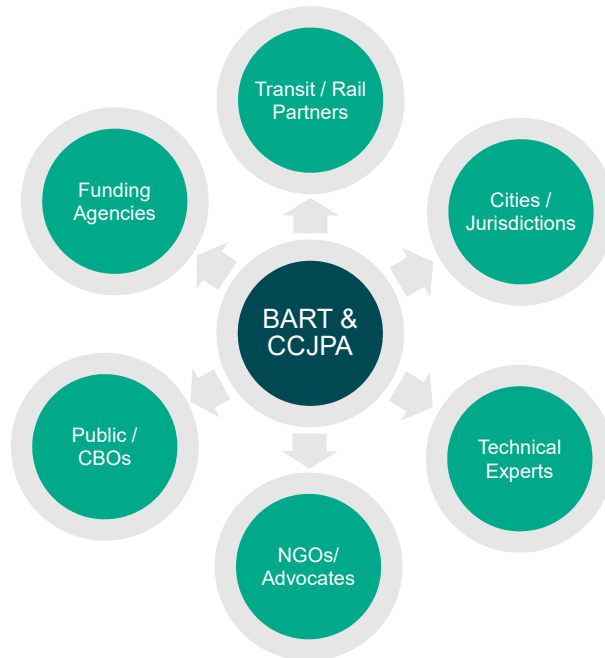
This Program, including a new BART and/or regional rail (including commuter, intercity, and high-speed rail) connection between the East Bay and San Francisco, will make rail transit the **mode of choice** for trips throughout the megaregion.



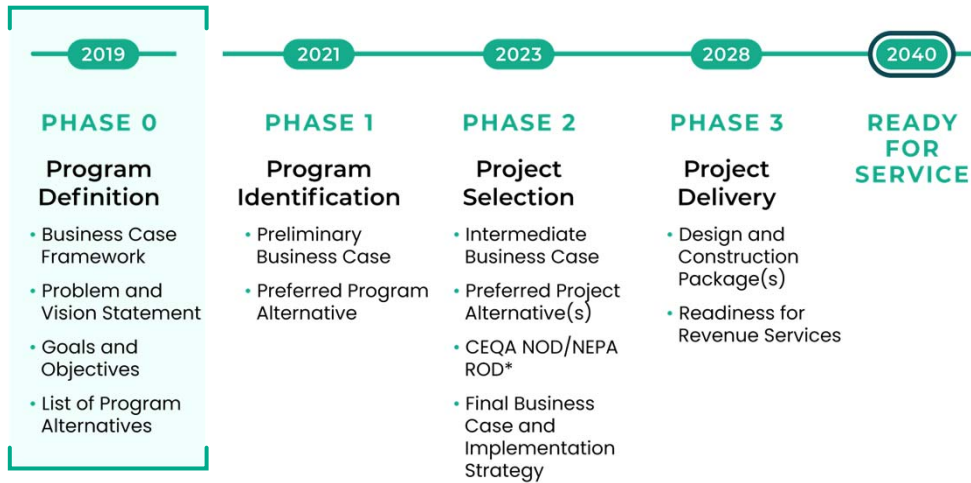
Above: 2040 Northern California Passenger Rail Network, based on the California State Rail Plan, 2018

# Link21 Program Partnership

- BART and CCJPA have partnered to advance the Link21 Program through close collaboration with stakeholders.
- Jurisdictions are indispensable partners in understanding and addressing the land use impacts of the Link21 Program, including displacement.



# Program Timeline



# Goals and Objectives



## TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share



## ENHANCE COMMUNITY AND LIVABILITY

- Connect people and places
- Improve safety, health and air quality
- Advance equity



## SUPPORT ECONOMIC GROWTH AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research and education centers
- Enable transit-supportive land use



## ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources

## Advancing with a Four-part Business Case



### STRATEGIC CASE

#### What are the Megaregion benefits?

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



### ECONOMIC CASE

#### What are the economic costs and benefits?

- Benefit/Cost Analysis
- Business and Employment
- Jobs and Housing



### 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



## Equity Vision Statement

### The Link21 Program commits to:

- Develop and implement a process that advances equity through all aspects of the Program
- Build respectful and interactive community partnerships through accessible community engagement
- Value the experience and input of individuals from priority populations
- Ensure that disadvantaged and small businesses are integrated throughout the Program's lifecycle



## Link21 is Essential to Meet Megaregional Goals

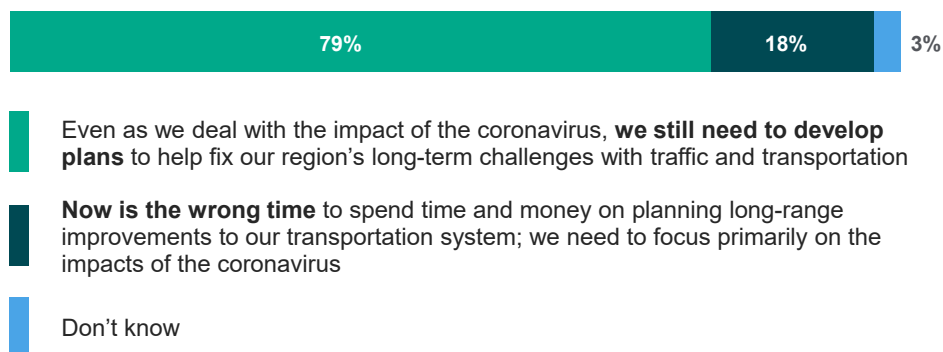
Link21 (as NTRC) is the top ranked transit project in PBA2050 for regional GHG reduction/climate goals

- Potential to reduce VMT by 1.2 – 4.8 million/day in 2050
- Link21 is currently in the 2nd phase (2035+) of PBA 2050
- Look to be included in next iteration of other RTPs



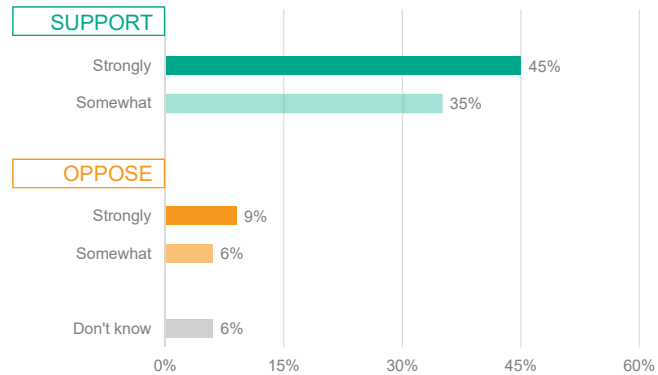
## Public support for long-term planning

Even during the Pandemic, respondents prefer to move forward with long-term transportation plans



## The Public Sees Integrated Rail as the Solution

This project will develop an integrated rail system that will make many direct trips throughout northern California possible by rail (including the greater Bay Area, the Monterey Bay area, the Sacramento area, and parts of the Central Valley) , in part by providing another transbay rail crossing in order to increase rail service.



**80% of Megaregion voters and 84% of Bay Area voters** polled support the New Transbay Rail Crossing Program

13

14

## Upcoming Milestones

- Release of Bay Area Council Economic Institute's *The Megaregional Case for a New Transbay Rail Crossing* report
- Launch of Link21 website and associated outreach
- Award of new Program Identification and Project Selection support contract



## Program Identification and Project Selection Procurement

- RFP released
- One RFP with four service categories and two phases
- More than 300 firms have expressed interest
- Authorization of contracts expected in early 2021

Service Category	Program Identification/ Phase 1	Project Selection/ Phase 2	Total
Engagement/Outreach	\$30M	\$105M	\$135M
Travel Demand/Land Use	\$10M	\$20M	\$30M
Planning/Engineering	\$55M	\$210M	\$265M
Environmental	\$30M	\$140M	\$170M
TOTAL	\$125M	\$475M	\$600M
SCHEDULE	≤ 6yrs	≤ 10yrs	≤ 16yrs

15

## Questions/ Comments







## Contact Information

- Sadie Graham, NTRC Acting Program Director: [sgraham@bart.gov](mailto:sgraham@bart.gov)
- Camille Tsao, CCJPA NTRA Lead: [camillet@capitolcorridor.org](mailto:camillet@capitolcorridor.org)
- Andrew Tang, BART Mgr. of Program Evaluation (NTRC): [atang@bart.gov](mailto:atang@bart.gov)

17

## Thank you

