



Multi-Modal Committee Meeting Agenda Monday, January 11, 2021, 9:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Committee Chair: Rebecca Kaplan, City of Oakland
Vice Chair: Nate Miley, Alameda County, District 4
Members: Karla Brown, Wilma Chan, Luis Freitas,
Elsa Ortiz, Rebecca Saltzman
Ex-Officio: Pauline Russo Cutter, John Bauters

Executive Director: Tess Lengyel
Staff Liaison: [Carolyn Clevenger](#)
Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/94196191099?pwd=UUtjOUcwbjVCUCtYNVNReEZEeWlwZz09>
Webinar ID: 941 9619 1099
Password: 028540

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 941 9619 1099
Password: 028540

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | |
|---|---|---|
| 4.1. Approve October 12, 2020 MMC Meeting Minutes | 1 | A |
| 4.2. I-580 Express Lanes Operations Update | 5 | I |

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. Link21 Project Briefing (formerly the New Transbay Rail Crossing Project) | 25 | I |
|--|----|---|

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: April 12, 2021

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).



Alameda CTC Schedule of Upcoming Meetings January and February 2021

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Lori Droste

City of Dublin
TBD

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
TBD

City of Pleasanton
Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vemaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	January 28, 2021 February 25, 2021
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	February 8, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	January 11, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	February 4, 2021
5:30 p.m.	Bicycle and Pedestrian Committee (BPAC)	February 4, 2021
1:30 p.m.	Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee (PAPCO/ParaTAC)	February 22, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.alamedactc.org). Meetings subject to change.

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Multi-Modal Committee

Meeting Minutes

Monday, October 12, 2020, 9:00 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners McBain, Mei, Miley and Thorne.

Subsequent to the Roll Call:

Commissioners Mei and Miley arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve June 13, 2020 Multi-Modal Committee Meeting Minutes

4.2 I-580 Express Lanes Operations Update

4.3 Express Lane Expenditure Plan Update

Commissioner Haggerty moved to approve the consent calendar. Commissioner Freitas seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cutter, Freitas, Haggerty, Kaplan, Marchand, Ortiz

No: None

Abstain: None

Absent: McBain, Mei, Miley, Thorne

5. Regular Matters

5.1. South Bay Connect Project Update

Tess Lengyel noted that this is an informational item in response to requests from Commissioners to receive an update on the South Bay Connect Project. Ms. Lengyel requested that the Capitol Corridor Joint Powers Authority (CCJPA) provide an update on the project and responses to the Commissioners' questions. She noted that this project is in early developmental stages and staff has requested that CCJPA return in spring 2021 to give Alameda CTC an update as the project analysis advances. Ms. Lengyel stated that the Governor Executive Order N-79-20, which requires all new cars and passenger vehicles sold in California be zero emission vehicle by 2035, also directs state agencies to develop strategies for an integrated, statewide rail and transit network. Carolyn Clevenger stated that Commissioners asked for some background of Alameda CTC's rail planning efforts and how they relate to the South Bay Connect Project. Ms. Clevenger stated that in 2016 the Commission approved the Goods Movement Plan and the Transit Plan for the County. Both plans identified the need to separate passenger and freight rail services in order to provide better reliability for both, as well as support future growth in passenger rail service. The CCJPA 2014 Vision Plan was included in those plans as part of the base existing conditions. From 2016 to 2018 Alameda CTC developed a

Rail Strategy Study for the County and identified improvements to best separate passenger and freight rail services. A future relocation of Capitol Corridor passenger rail service from Union Pacific Railroad (UPRR) Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark was included in the CCJPA 2014 Vision Plan Update and 2016 Vision Implementation Plan, as well as the 2018 California State Rail Plan. These rail improvements are also consistent with the Alameda CTC's 2016 Goods Movement Plan, Alameda CTC's Countywide Transit Plan and 2018 Rail Safety Enhancement Program, the 2017 Dumbarton Transportation Corridor Study, and Dumbarton Forward Design Alternatives Assessment. Ms. Clevenger introduced Rob Padgette, CCJPA General Manager. Mr. Padgette provide background on Capitol Corridor and a brief background on the South Bay Connect Project. He noted that CCJPA staff are aware of concerns that have been raised about the project and are committed to continuing to work with local communities to evaluate the project and address concerns. Mr. Padgette introduced the Project Manager and agency staff involved in the effort to present the project: Shirley Qian, Ben Tripousis, Sadie Graham, and Camille Tsao.

Commissioner Ortiz asked if the Ardenwood intermodal station is implemented and Dumbarton Rail moves forward with a station at Newark Junction, how the two stations will interface with each other. Ms. Qian noted the Dumbarton Rail study has not concluded where their station will be and the Dumbarton Rail work and the Southern Alameda County Rail Study are evaluating potential stations, services and connections in the area. Ms. Clevenger stated that there are many unknowns and uncertainties around the rail services and connections in the area and that the various agencies are working very closely together to consider the alternatives.

Commissioner Cutter stated that she has seen the presentation many times and she appreciates CCJPA expanding the presentation to provide the full context of the mega-regional project.

Commissioner Cutter stated that she was concerned for San Leandro regarding separating passenger from freight rail. She noted that if passenger rail will run along the coast and freight goes through the city, it could separate hospitals from the rest of the city.

Commissioner Cutter requested the project team to look at the safety of the homeless encampments along the existing rail lines. In particular she noted that if the rail traffic moves and trains will seldomly run on the existing tracks, there may be increased incidents because people will not be expecting trains. Mr. Padgette stated that CCJPA will continue to focus on safety with this project.

Commissioner Cutter stated that she does not see how this project will benefit Alameda County, but noted the potential benefits to the megaregion. She requested the project team to clearly show how Alameda County will benefit from the project.

Commissioner Mei expressed her thanks to the CCJPA for attending Fremont's City Council meeting to address their concerns. She noted that Fremont sent a letter to CCJPA stating their concerns around the relocation of freight trains, which could

impact Fremont greatly. Commissioner Mei stated that she believes in the regional solution; however, it must work for the cities as well. She stated that Fremont, Hayward, Newark and Union City will continue to work together to ensure their concerns are being heard for their residents.

Commissioner Kaplan asked if this item required action from the Committee. Ms. Lengyel confirmed that the item is informational only and the CCJPA project team will return to a future meeting to address the concerns expressed by the cities in Alameda County.

A public comment was made by Bob Czerwinski regarding the I-880 to Mission Boulevard East-West Connector Project. Ms. Lengyel informed Mr. Czerwinski that this item will be presented at the Programs and Projects Committee and he can comment at that time.

5.2. New Transbay Rail Crossing Project Update

Ms. Lengyel suggested that due to time, the New Transbay Rail Crossing Project Update be held and presented at a future meeting. Commissioner Kaplan asked what the timeline is for decisions on this item. Ms. Lengyel stated that this project is in the very beginning stages and there are no near-term deadlines for decisions.

5.3. Committee Member Reports

Commissioner Kaplan requested staff discuss a pilot program for free public transit at a future meeting.

6. Staff Reports

There were no staff reports.

7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: January 11, 2021

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DATE: January 4, 2021

TO: Multi-Modal Committee

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Ashley Tam, Associate Transportation Engineer

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes for the first quarter of fiscal year 2020-2021. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the first quarter of fiscal year 2020-2021 (July through September 2020). The express lanes continue to provide higher speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail. This Operations Update reflects data from July through September 2020.

Background

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles using a FasTrak® flex toll tag may enjoy the benefits of toll-free travel in the express lanes. Efforts are underway to modify the toll system to implement the 50% toll discount for Clean-Air Vehicles (CAV) in accordance with the new policy adopted in June 2020; implementation of the policy is expected in 2021 with prior outreach to notify the public of the change.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes, and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

Due to the COVID-19 public health crisis and state and regional Shelter-in-Place (SIP) orders, use of the express lanes has significantly decreased compared to prior years. As of September, overall express lane traffic volumes are still lower than traffic prior to the pandemic but are trending upward and reflect signs of recovery, particularly in the eastbound direction.

FY 2020-2021 Q1 Operations Update:

Performance of the I-580 Express Lane for the first quarter (Q1) of fiscal year 2020-2021 are highlighted below. See Attachment A for more details.

- Motorists made over 1,641,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 25,600, a 27% decrease from the same quarter in the prior fiscal year. The average number of daily express lane users has been steadily increasing from June through September 2020.
 - Paid trips totaled 885,000, or 13,800 trips per day. This constitutes a 25% decrease from the same quarter in the previous fiscal year, but an 8% increase over the prior quarter.
 - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 63 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for SOV motorists was \$1.79 and \$3.02 for westbound and eastbound, respectively.
- CHP performed 607 hours of enforcement services and made 633 enforcement contacts during Q1.
- The estimated gross toll revenue generated from the I-580 Express Lanes in fiscal year 2020-21 thus far is \$2.18 million, excluding revenues from violation fees and penalties. The forecasted operating budget is \$1.43 million.

After SIP orders were issued in March, traffic volumes in the express lane decreased by approximately 60%. In response to the decreased usage, toll rates were rolled back to January 2018 levels, with maximum tolls of \$13 for westbound travel and \$9.50 for eastbound travel, which are lower than the pre-COVID maximums of \$14 and \$13, respectively. Express lane usage in Q1 of fiscal year 2020-2021 reflects an overall 27%

decrease in average daily traffic volumes compared to Q1 of the previous fiscal year, but there are directional disparities. Westbound I-580 express lane commute traffic is still at roughly 60% of pre-COVID levels, while eastbound I-580 express lane commute traffic is up to 95% of pre-COVID levels. Staff will manage eastbound express lane congestion by adjusting the dynamic pricing in early 2021 to increase the eastbound maximum toll back up to the January 2019 maximum of \$12.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. I-580 Express Lane Operations Update (FY 2020-21 Q1)

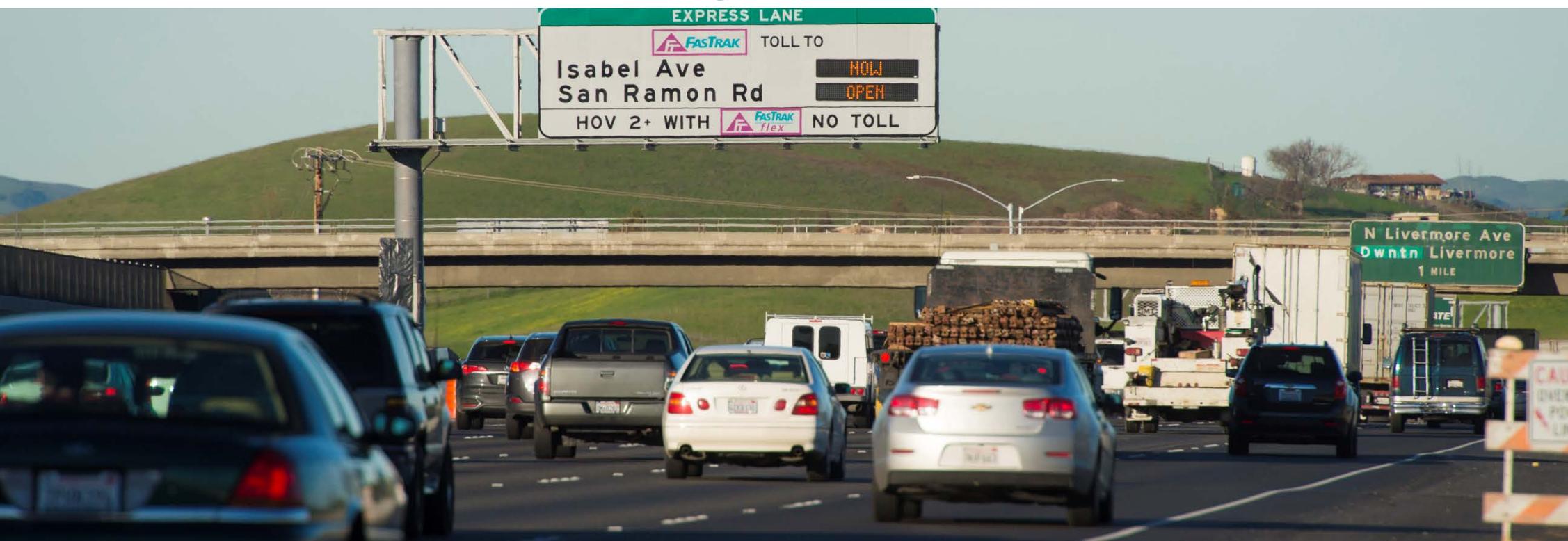
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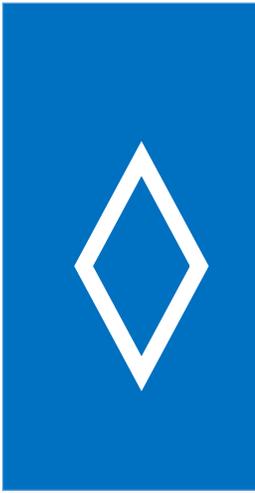
ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

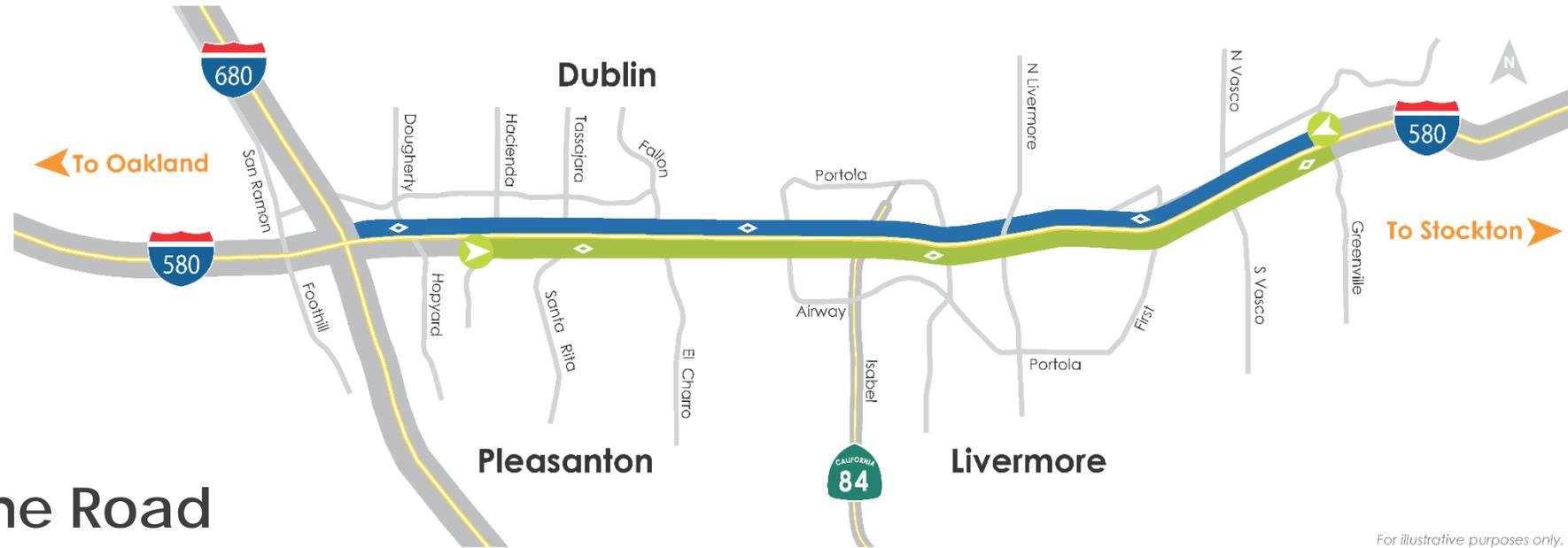


TOLL-PAYING VEHICLES



TRANSIT

I-580 Express Lane Overview



For illustrative purposes only.

Rules of the Road

- Hours are 5 AM – 8 PM, Monday through Friday
- FasTrak® is required for all users
- Carpools (2+), motorcycles, transit buses, and eligible clean-air vehicles* travel toll-free with FasTrak Flex set to HOV 2 or HOV3+

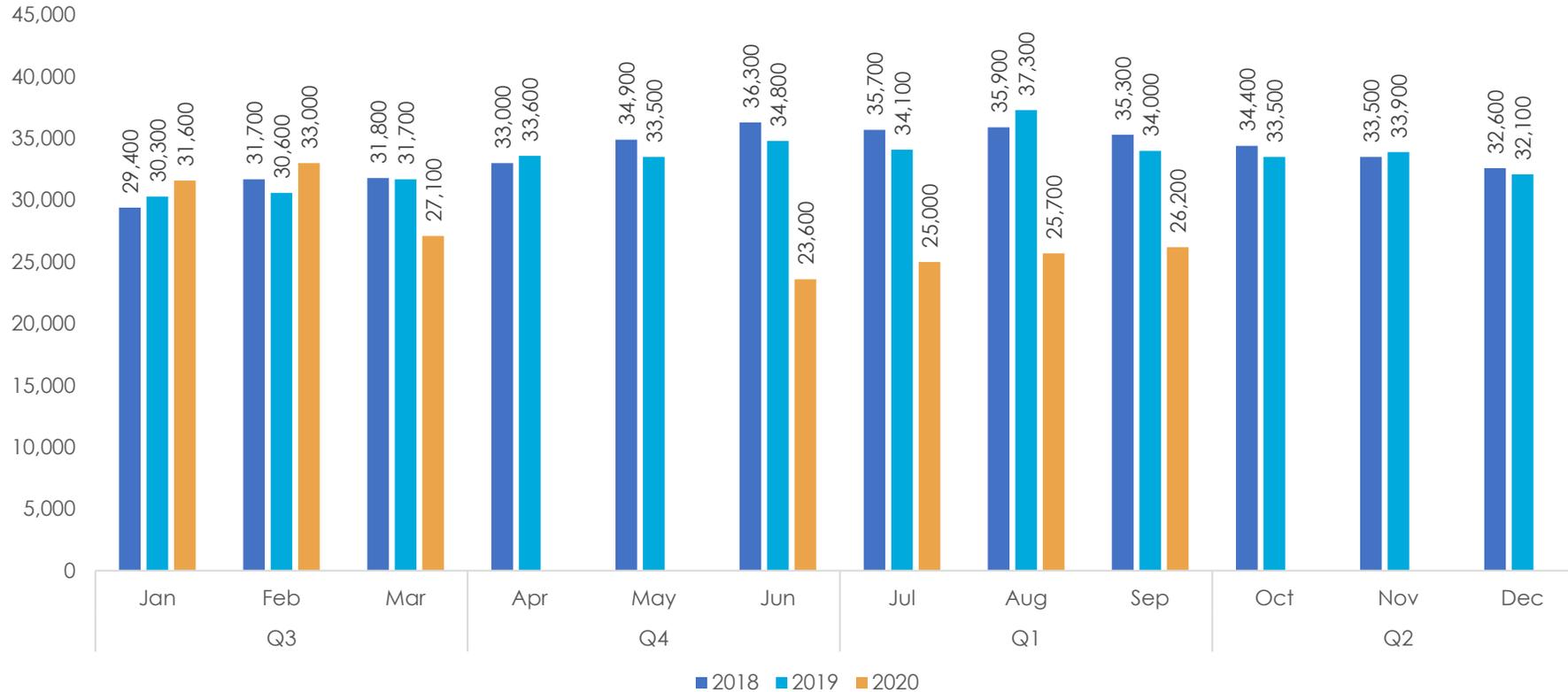
* Policy to charge single-occupant CAVs a 50% toll will be implemented later in 2021 with prior outreach to notify the public of the change.

FY 20/21 Q1 Performance Highlights

- Motorists made over 1,641,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 25,600, a 27% decrease from the same quarter in the prior fiscal year. The average number of daily express lane users has been steadily increasing from June through September 2020.
 - Paid trips totaled 885,000, or 13,800 trips per day. This constitutes a 25% decrease from the same quarter in the previous fiscal year, but an 8% increase over the prior quarter.
 - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 63 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$1.79 and \$3.02 for westbound and eastbound, respectively.
- CHP performed 607 hours of enforcement services and made 633 enforcement contacts during Q1.
- The estimated gross toll revenue generated from the I-580 Express Lanes in fiscal year 2020-21 thus far is \$2.18 million, excluding revenues from violation fees and penalties. The forecasted operating budget is \$1.43 million.

Average Daily Express Lane Trips

Through FY 2020-2021 Q1



Q1 of FY 2020-2021

1,641,000

Trips

Avg. Daily Trips compared to Q1 of FY 2020-2021

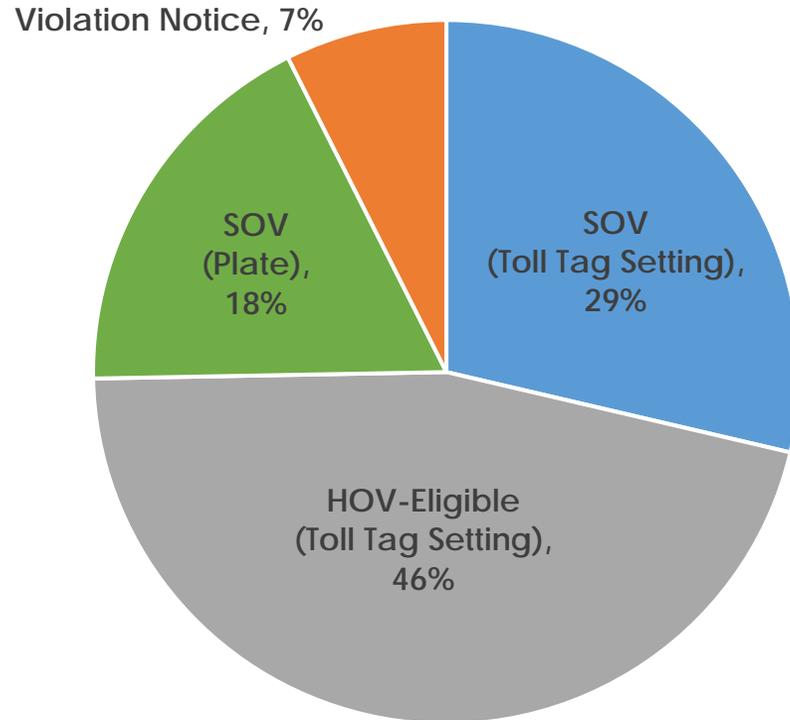
-27%

Note: Express Lane tolling operations were suspended between 3/20/20 and 6/1/2020 in response to the COVID-19 public health crisis.

Over 35.4 million trips have been taken since the I-580 Express Lane opened in February 2016. There were a total of 1,640,000 trips during tolling hours in Q1 of FY 2020-2021. Express Lanes saw an average of 25,600 trips per day, which is approximately 27% fewer trips compared to Q1 of the prior FY.

Typical Express Lane Trip User Breakdown

FY 2020-2021 Q1

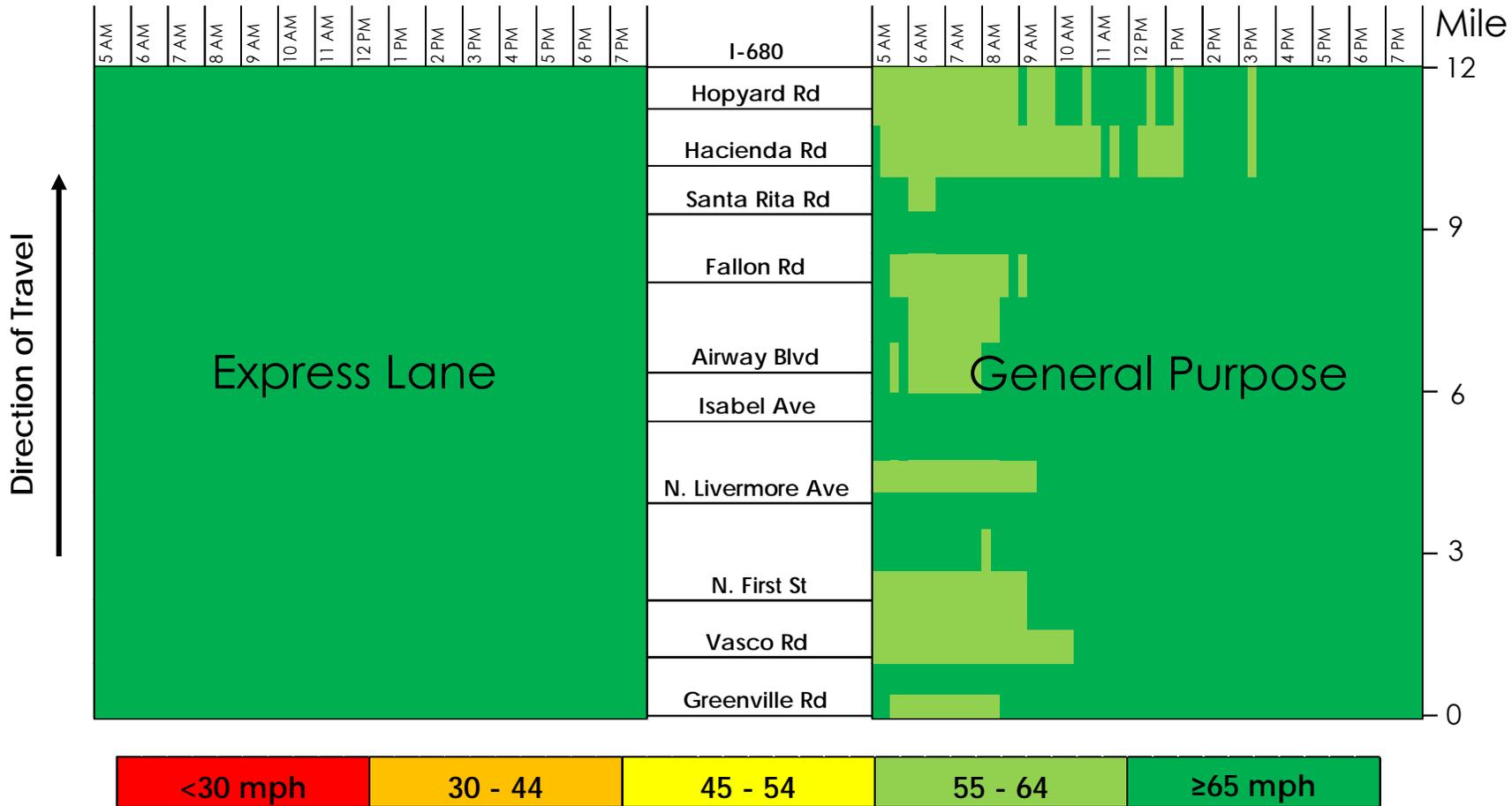


Toll-free trips made up 46% of all trips in Q1, a 2% reduction from Q1 of the previous fiscal year. It is too soon to know if the pandemic has had a lasting impact on carpooling in the region.

Approximately 70% percent of all trips taken by users without a toll tag were assessed tolls via FasTrak account in Q1. All others were issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q1

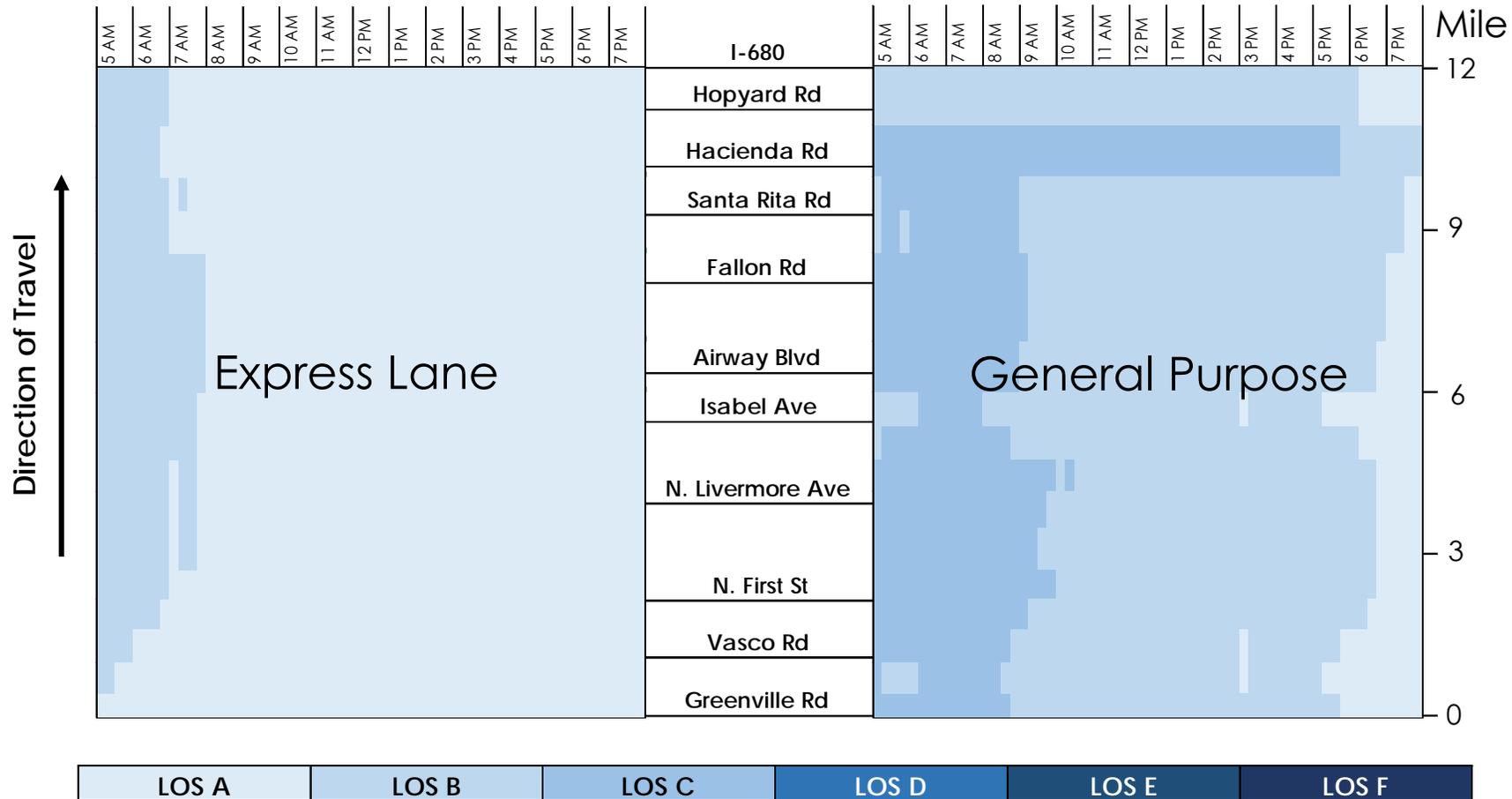


Express lanes average 5 – 9 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Express Lane speeds average 73 mph during the morning commute period, and remain above 65 mph at all times throughout the corridor.

Westbound I-580 Corridor LOS Heat Maps

FY2020-2021 Q1

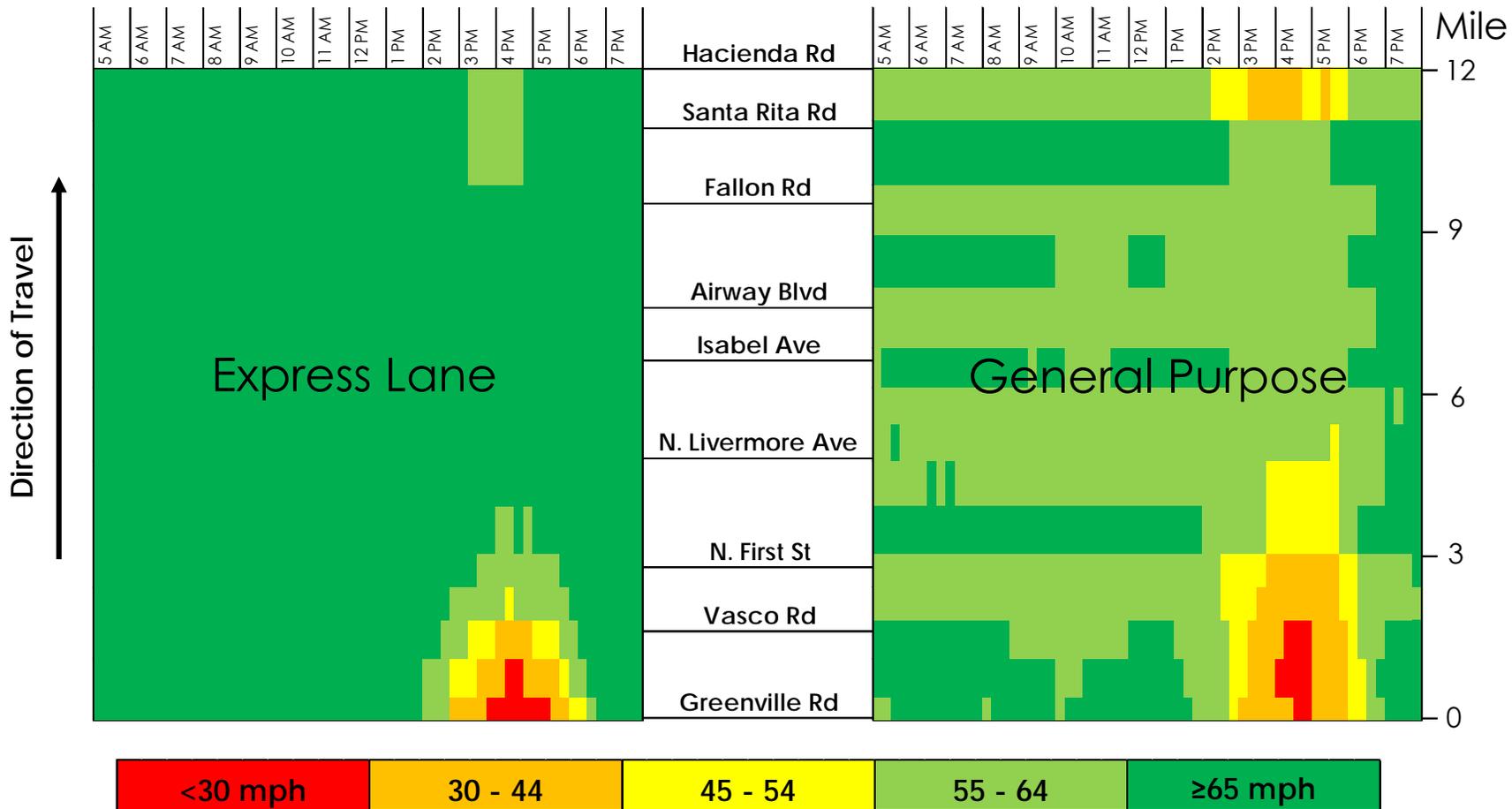


The express lane generally performed at LOS A, except for the early morning hours when the lanes performed at LOS B.

Comparatively, the general purpose lanes performed at LOS C for large segments during the morning peak.

Eastbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q1

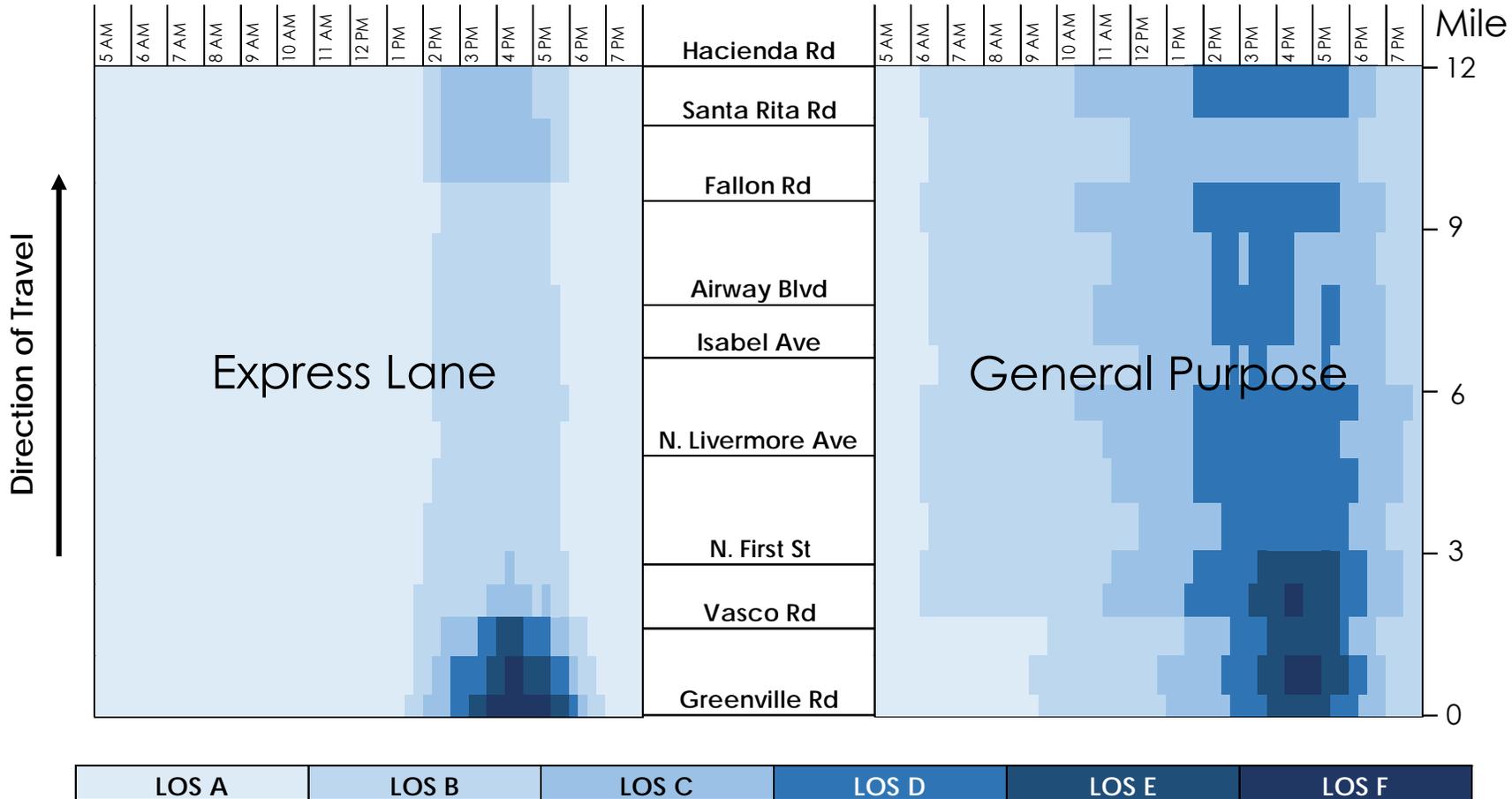


Express lanes average 7 – 12 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back along I-580 into the express lane corridor.

Eastbound I-580 Corridor LOS Heat Maps

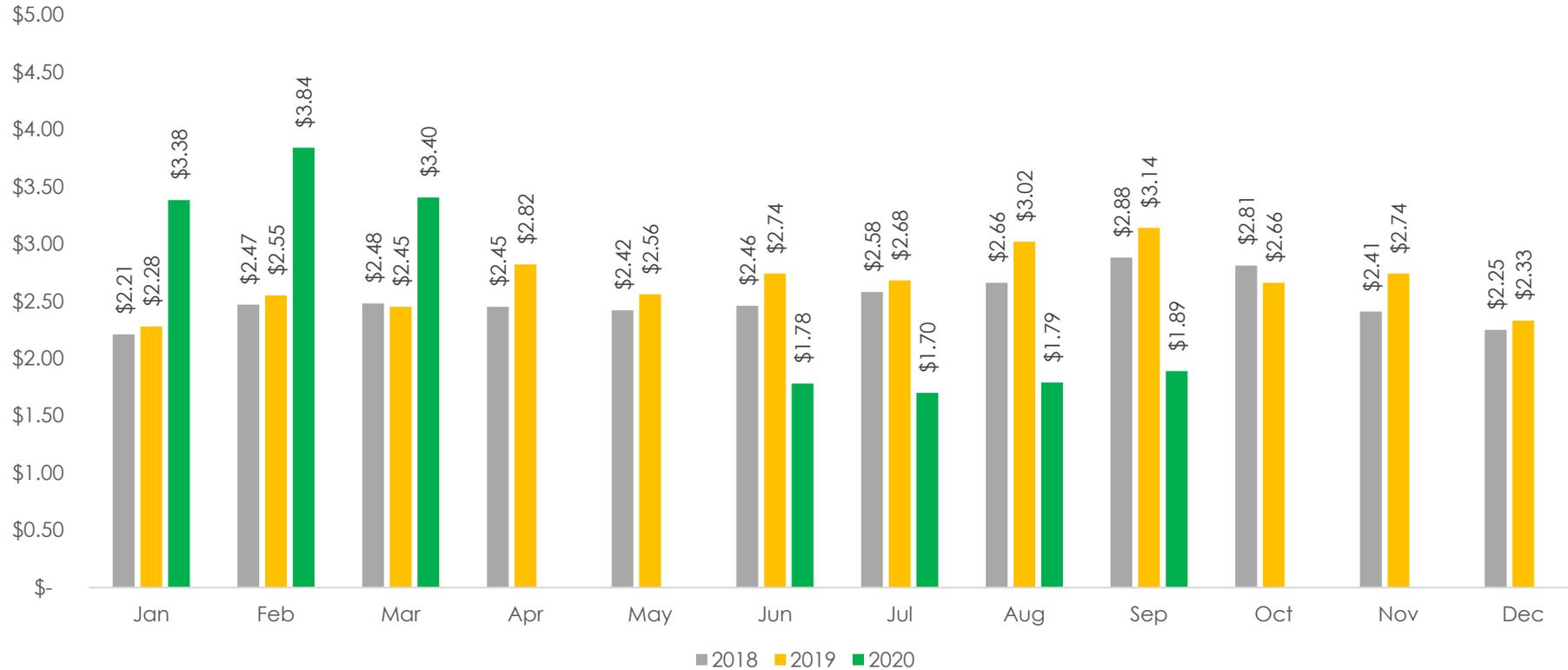
FY2020-2021 Q1



During the evening commute period, general purpose lanes perform at LOS D or worse throughout much of the corridor.

Comparatively, express lane degradation does not last as long or extend as far as the general purpose lanes.

I-580 Westbound Assessed Toll



Average tolls paid ticked upward very slightly during Q1, with an average assessed toll of \$1.79. Although the pricing cap on the maximum westbound toll is \$13, the dynamic pricing algorithm did not reach this cap in Q1.

FY 20-21 Q1:

Maximum Posted Toll Rate:

\$12.00
(2 of 64 days)

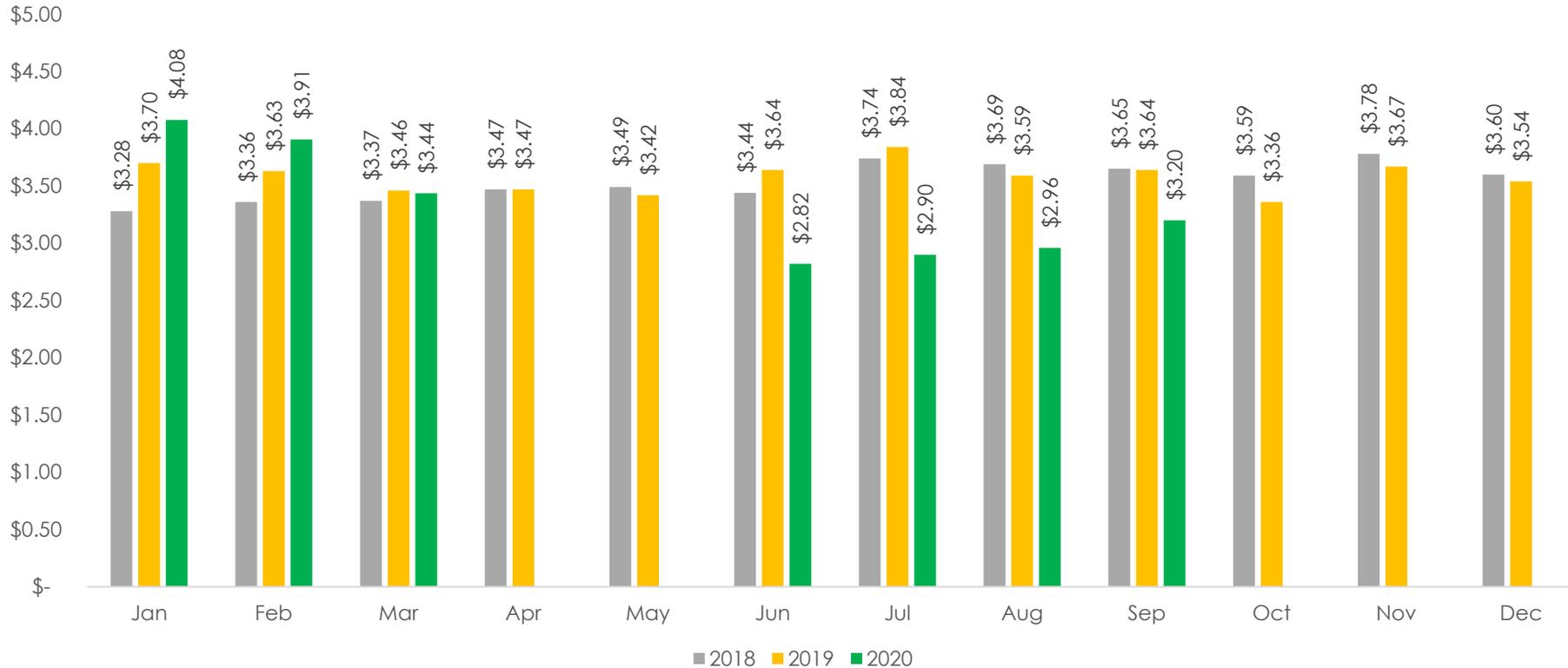
Percent paying \$13.00
(Maximum Toll):

0%

Average Assessed Toll:

\$1.79

I-580 Eastbound Assessed Toll



FY 20-21 Q1:

Maximum Posted Toll Rate:

\$9.50
(54 of 64 days)

Percent paying \$9.50
(Maximum Toll):

3.4%

Average Assessed Toll:

\$3.02

Average tolls paid increased slightly from Q4 of FY1920. The average assessed toll was \$3.02. The pricing cap on eastbound tolls is \$9.50; just 3.4% of toll-paying users paid this rate in Q1.

I-580 CHP Enforcement

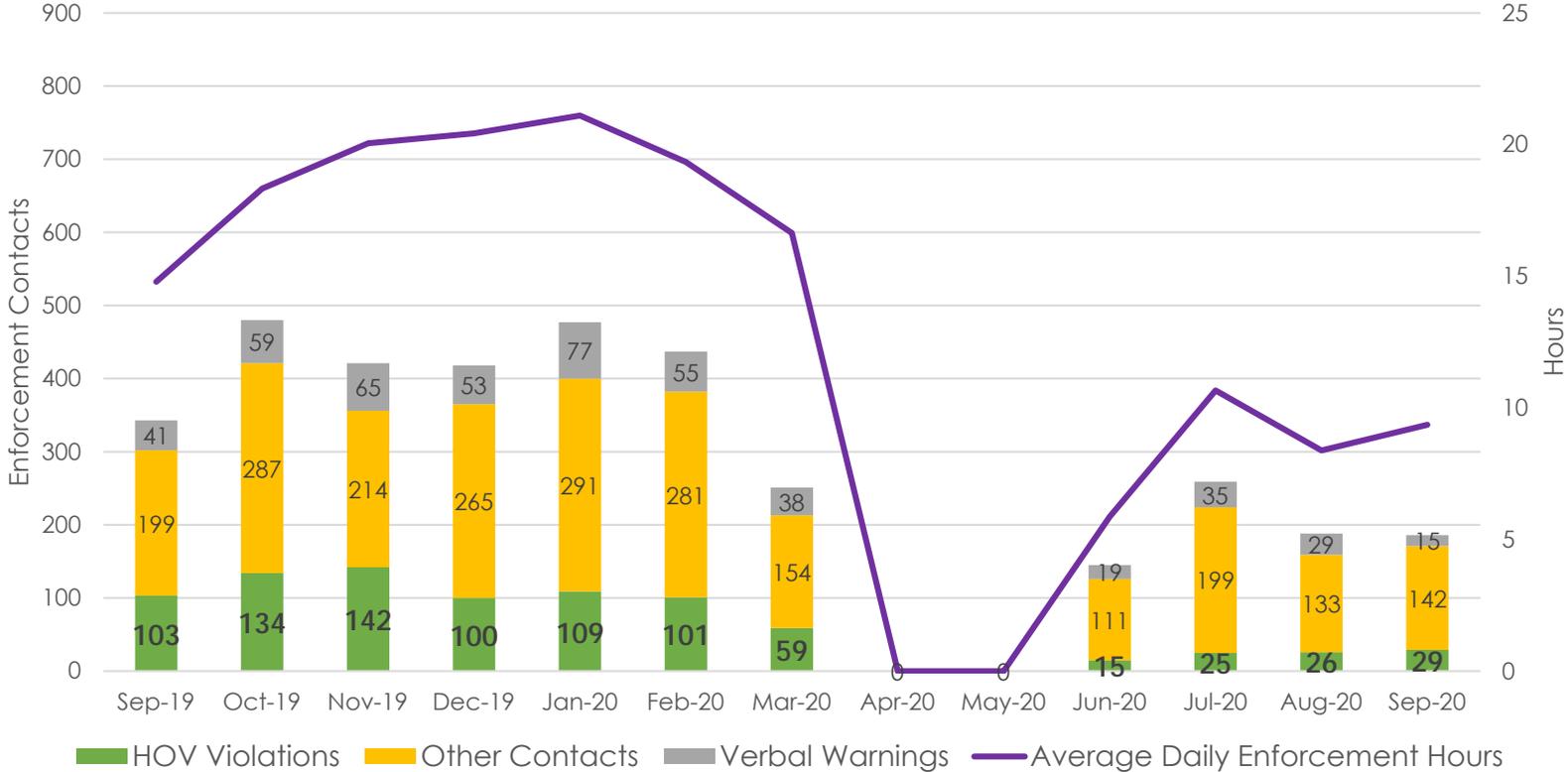
September 2019 – September 2020



Average cost per CHP contact in Q1:

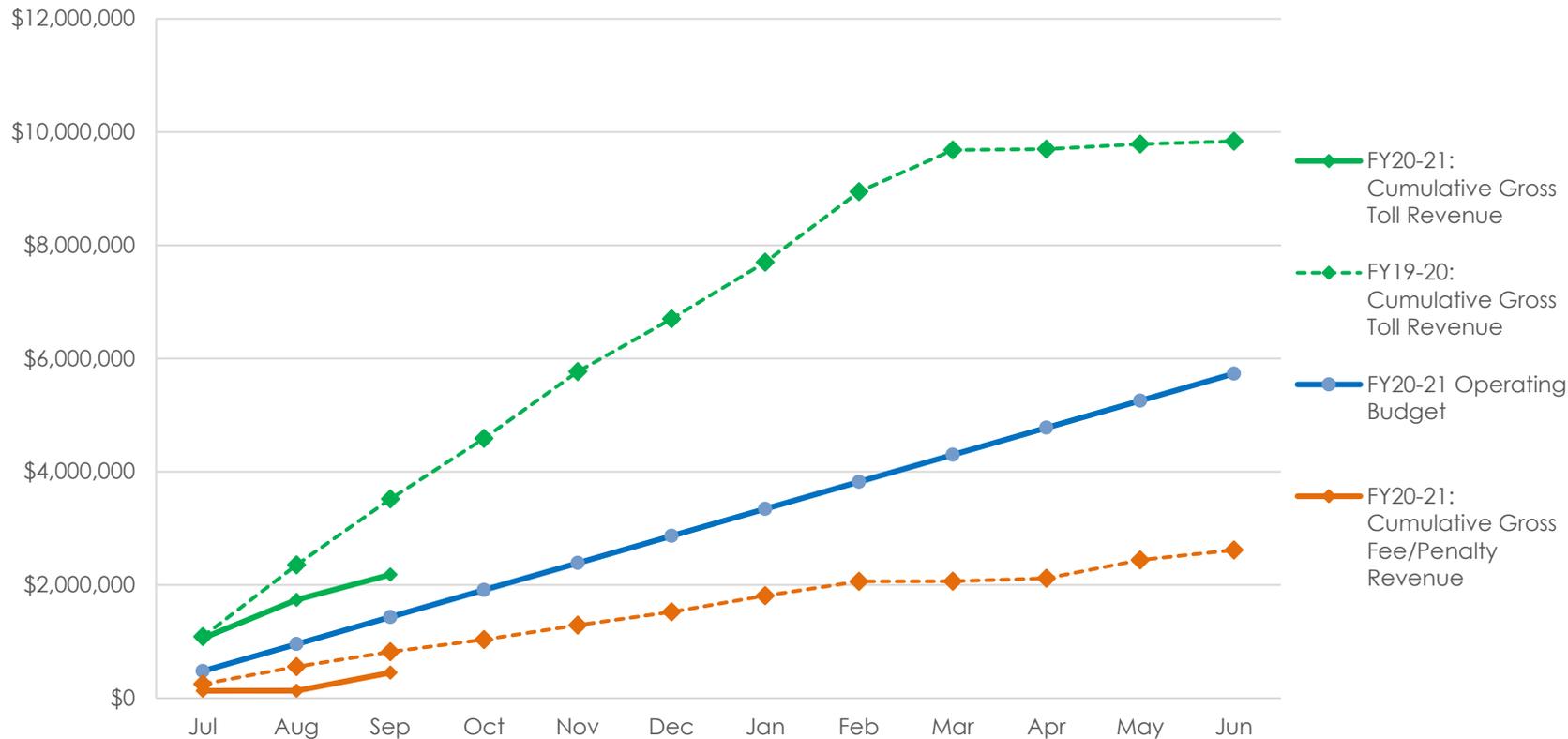
\$111

CHP recorded 633 enforcement contacts in FY 20-21 Q1, 13% of which resulted in toll evasion violations.



The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. Enforcement activities were put on hold when tolling operations were suspended due to COVID-19, and resumed in June.

I-580 Express Lanes: Financials



FY20-21 Cumulative Revenue (July 2020 – September 2020)*

Estimated Gross Toll Revenue**

\$2,180,000

**Does not include revenues from violation fees/penalties.

Est. Operating Budget

\$1,430,000

The I-580 Express Lanes generated an estimated \$2,180,000 in gross toll revenues during Q1 of fiscal year 2020-2021. Through September, the estimated operating budget is \$1,430,000.

*Note: Does not include revenues from the latter half of September due to technical issues resulting in delayed revenue processing.

COVID-19 Impacts: Daily Trips & Tolls

Averages	Pre COVID-19 (Q1 FY2019-2020)	Mid-COVID-19 (Q1 FY2020-2021)	% Change
Avg. Daily EL Traffic Volume	334,200	243,000	-27%
Avg. Daily EL Trips	35,200	25,600	-27%
Share of Toll-Free Trips	48%	46%	-2%
Average Assessed Toll	\$2.95 WB	\$1.79 WB	-39%
	\$3.69 EB	\$3.02 EB	-18%
Maximum Posted Toll	\$13.00 WB	\$12.00 WB	-8%
	\$12.00 EB	\$9.50 EB	-21%

The I-580 Express Lanes average daily traffic was 27% lower in Q1 of FY 2020-2021 compared to the same quarter of the previous year. Staff reduced the pricing caps for maximum tolls in response to reduced demand. Although a slightly smaller share of express lane trips are toll-free during the pandemic, this has not offset reduced traffic and lower fares, resulting in a significant decrease in average assessed tolls for both directions.

COVID-19 Impacts: Traffic

Averages	Westbound Peak Period (6-9 AM)			Eastbound Peak Period (3-6 PM)		
	Pre COVID-19 (Q1 2019-2020)	Q1 FY2020-2021	% Change	Pre COVID-19 (Q1 2019-2020)	Q1 FY2020-2021	% Change
EL Speed (mph)	63	73	+16%	58	63	+9%
EL Volumes (veh/hr)	1,200	700	-42%	1,700	1,600	-6%
GP Speed (mph)	56	65	+16%	49	52	+7%
GP Volume (veh/hr)	5,700	5,400	-5%	5,300	5,200	-2%

Westbound EL morning traffic has decreased 42% from pre-COVID-19 levels in Q1 of the previous fiscal year, while GP traffic has decreased just 5%. However Eastbound traffic has endured, with the evening peak commute period reflecting a 6% decrease in EL traffic volumes and a 2% decrease in GP traffic over the same time frame.

For more information, visit
www.AlamedaCTC.org/expresslanes





Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: January 4, 2021

TO: Multi-Modal Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Cathleen Sullivan, Director of Planning

SUBJECT: Link21 Project Briefing (formerly the New Transbay Rail Crossing Project)

Recommendation

This item is to provide the Commission with an update on the Link21 Program (formerly the New Transbay Rail Crossing Project) led by BART in partnership with the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service. This is an information item only.

Background

BART and CCJPA are partnering to advance the Link21 Program. The partner agencies will attend the January Multi-Modal Committee to provide an overview of the program. Alameda CTC staff serves on the technical advisory group, the multi-agency Program Development Team, and the Executive Director serves on the Executive Advisory Team.

Link21 will transform the megaregional rail network into a faster, more integrated system that provides a safe, efficient, equitable, and affordable means of travel for all types of trips. The Program will serve the 21-county Northern California Megaregion, which spans from Sacramento to Monterey, San Francisco to the Central Valley and points in between. At the core of this Program is a new Transbay rail crossing between San Francisco and Oakland that could serve BART, regional rail and high-speed rail. The potential benefits of Link21 are to: increase connections between affordable housing and high-quality jobs; enable fast, frequent, reliable, safe, and accessible rail service; improve air quality by creating alternatives to driving; and meet the future travel demands of Northern California's growing, diverse population. Attachment A provides an overview of the project.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Link21 Fact Sheet

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LINK21

CONNECT NORTHERN CALIFORNIA

A Transformative Program for Northern California

Link 21 (formerly called New Transbay Rail Crossing) will transform the rail network serving the 21-county Northern California Megaregion, which ranges from Sacramento to Monterey, San Francisco to the Central Valley and points between. The program is currently in the early planning stages. At the core of Link21 is a new transbay crossing between San Francisco and the East Bay (Oakland Area) for BART and/or regional rail that will:

- **INCREASE** connections between affordable housing and high-quality jobs
- **ENABLE** fast, frequent, reliable, safe, and accessible rail service
- **IMPROVE** air quality by creating alternatives to driving
- **MEET** the future travel demands of Northern California's growing, diverse population

The Northern California megaregion is home to more than 12.5 million people and is the fifth largest economy in the United States. Population is expected to reach 16 million by 2050. Travel demands across the region are expected to increase sharply in coming decades.

The San Francisco Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) have partnered to advance Link21.

December 2020

NORTHERN CALIFORNIA MEGAREGIONAL RAIL MAP

Connect Northern California



Looking Toward Recovery

Because of the pandemic, Northern California, the United States, and the world are facing an unprecedented health emergency with vast economic impacts. BART and CCJPA, as transit operators, have continued to provide essential services during these challenging times.

While meeting current transit demand, BART and CCJPA continue to look toward the future. Northern California is resilient, and the region has recovered from disasters in the past. Transportation agencies, such as the Metropolitan Transportation Commission, anticipate that the long-term trends in jobs, travel and population will not decrease due to COVID-19.

The Link21 program has been discussed and planned for more than a decade. BART and CCJPA will continue to adapt and plan for a time when the pandemic is behind us. We look forward to people returning to transit as a preferred transportation option. This program will ensure that Northern California's transit system will meet their needs.

Program Vision

Link21 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 (Oakland area) and San Francisco, will make rail transit the **mode of choice** for trips throughout the megaregion.

Program Phases

2019	PHASE 0 Program Definition <ul style="list-style-type: none">• Business Case Framework• Problem and Vision Statement• Goals and Objectives• List of Program Alternatives
2021	PHASE 1 Program Identification <ul style="list-style-type: none">• Preliminary Business Case• Preferred Program Alternative
2024	PHASE 2 Project(s) Selection <ul style="list-style-type: none">• Intermediate Business Case• Preferred Project Alternative(s)• CEQA NOD/NEPA ROD*• Final Business Case and Implementation Strategy
2028	PHASE 3 Project(s) Delivery <ul style="list-style-type: none">• Design• Construction• Testing and Commissioning
2040	SERVICE <i>One or more projects may be ready for service before 2040</i>

ENGAGEMENT

* CEQA NOD = California Environmental Quality Act Notice of Determination
NEPA ROD = National Environmental Policy Act Record of Decision

Program Goals and Objectives

The following four goals reflect the broad benefits that will be achieved by this program. The foundational goal—**TRANSFORM THE PASSENGER EXPERIENCE**—serves as the catalyst to enable the other three goals to come to fruition.



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

Our Commitment to Equity and Inclusion

Link21 is committed to equity and will focus on partnering with priority populations to maximize benefits and minimize burdens for communities that, historically and currently, suffer and experience negative impacts from infrastructure projects. We will collaborate with these communities to understand the equity implications of Link21 and work toward beneficial program processes and outcomes. Link21 commits to:

- Developing and implementing a process that advances equity through all aspects of the program
- Building respectful and interactive community partnerships through accessible community engagement
- Valuing the experience and input of individuals from priority populations
- Ensuring that disadvantaged and small businesses are integrated throughout the program's lifecycle