



# Link21 Program Monthly Stakeholder Update

## Fall 2022 Engagement

During fall 2022, the Link21 Team proactively engaged with key stakeholders and the public through various in-person and virtual outreach activities to provide Program updates and seek valuable input on example concepts for a new transbay crossing that could connect new markets and provide improved service and other key passenger rail improvements.

Outreach began with targeted discussions with jurisdictions, regional agency partners, and the BART and CCJPA Boards of Directors (Boards). The team then focused on engaging industry organizations and community stakeholders, and they concluded with large megaregional and targeted public virtual events. In total, the Program participated in 28 virtual briefings, seven Speakers Bureau events, and tabled in-person at 22 locations, including in stations, community events, universities, and a tribal event. In addition, Link21 hosted seven interactive virtual webinars and office hours directly engaging approximately 1,900 people. Ongoing efforts to build awareness about Link21 using digital platforms, such as social media, online media publications, and the Link21 website, resulted in 3.5 million impressions (ads, posts, and webpage views).

All input received and gathered is being reviewed and considered by the Link21 Team to help shape the development of the initial list of concepts that will be complete in early 2023.

### Here are some highlights of what we heard:

- General excitement over Link21
- Expressed need for improved train service for better travel options
  - Longer hours of operation, more frequency, better transfers
  - Better connectivity and train reliability (across the Bay, from areas to the east and south into the core Bay Area)
- Complaints related to current service (cost, safety, access, etc.)

- Questions around how the new train crossing will integrate with existing systems and other rail and transit projects currently being planned by other agencies
- Concern about project cost and the long development schedule

With the public's help, much work is occurring to identify, evaluate, and refine concepts to move forward towards a potential Link21 project that meets the needs of our growing and dynamic Megaregion.

## Example Concepts – A Deep Dive

The goal for Phase 1 is to identify a potential project to advance into environmental review. To do this, we are starting with initial concepts that are informed by the market analysis, service planning, ridership modeling, early environmental work, and public input. Concepts are being refined using several metrics to ensure they meet Link21's goals and objectives. Throughout 2023, concepts will go through multiple rounds of refinement and a project will emerge for consideration and advancement by the BART and CCJPA Boards in early 2024.

## What is Included in a Concept

A concept is a set of potential improvements that include a new train crossing of the San Francisco Bay with connections to the BART and Regional Rail (e.g. Capitol Corridor, Caltrain) networks on either side of the bay. The concepts will also include more convenient transfers between the rail networks and other key infrastructure improvements beyond the crossing, such as enhanced or new stations and improvements to other parts of the rail network to create better capacity and service reliability. The concepts described below focus on the infrastructure improvements that will enable overlapping of types of rail service – resulting in better connectivity, faster travel times, increased frequencies, easier transfers and better connections.

*(continued on page 2)*

(continued from page 1)

The concepts include options for a second BART crossing, a new Regional Rail crossing, or opportunity for both. Each concept must operate and provide benefits on its own and will not impede other planned and proposed projects being driven by our partner agencies. In fact, we see the new Link21 crossing as a critical piece of the future transportation network that will amplify the benefits of other planned rail and transit projects around the Megaregion to create a more connected and seamless network.

Service benefits will allow riders to access places not served before and provide more frequent trains, faster rides, and potentially fewer or more convenient transfers to get to desired megaregional destinations.

The new crossing will encourage more people to take the train and offer an alternative to congested roadways that benefit all travelers. The map below illustrates how a new rail crossing in conjunction with other key rail improvements unlock both local and regional travel options across the entire rail network to connect travelers to where they want to go.

### Unlocking Train Travel Potential

[View online at Link21Program.org](#)



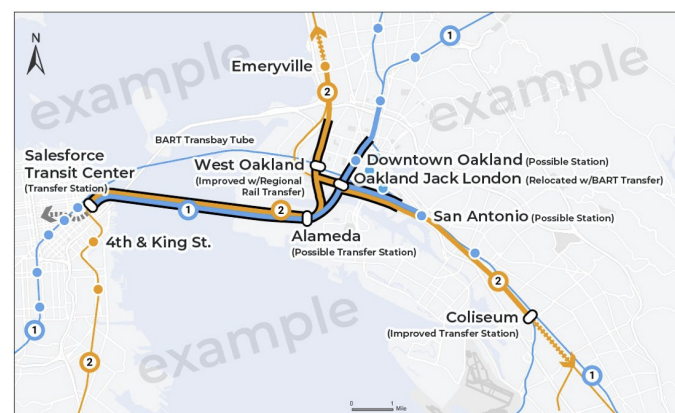
However, understanding that any new or enhanced train infrastructure will affect local communities, such as temporary construction for stations or rail work, Link21 is proactively collaborating with local jurisdictions and the community in this early planning phase before a project is identified to truly understand concerns and needs that will help shape the future project.

While no decisions on concepts have been made, the example concepts represent what the Program is developing, and they were shared last fall to seek initial input.

### EXAMPLE CONCEPTS: REGIONAL RAIL AND BART CROSSINGS

#### One Alignment – Two Structures

[View online at Link21Program.org](#)



#### Two Alignments – Two Structures

[View online at Link21Program.org](#)



These example concepts demonstrate a phased option that would ultimately include new crossings for both services, orange representing Regional Rail and blue representing BART. Since the two services operate with different vehicle and track types, they cannot run within the same structure so these examples show an option for running parallel in one alignment or separated to reach more communities. As the initial list of concepts are further developed and evaluated, the Program will determine the trade-offs and benefits of each to help find the best option to advance.

(continued on page 3)

The next two sets of maps show the same concepts, but separately to simplify the visuals and to focus on some of the details.

### Alameda to Salesforce Transit Center

A map showing the proposed BART extension route from Emeryville to Coliseum. The route is highlighted in orange and includes several stations marked with circles. The stations are: Emeryville, West Oakland (Improved w/Regional Rail Transfer), Oakland Jack London (Improved Station), Alameda (Possible Station), 4th & King St., and Coliseum (Improved Transfer Station). The map also shows the existing BART Transbay Tube and the proposed extension. A scale bar indicates 0 to 1 mile, and a north arrow is present.

A map showing the proposed BART extension route from Emeryville to Coliseum. The route is highlighted in orange and black, with station locations marked by circles. The route starts at Emeryville, goes south to West Oakland, then west to 4th & King St., then further west to the Salesforce Transit Center. From the Salesforce Transit Center, the route goes east to West Oakland, then south to Oakland Jack London, and finally south to Coliseum. The map also shows existing BART lines in blue and other transit lines in grey. A scale bar indicates 0 to 1 mile, and a north arrow is present.

Map showing the proposed BART extension route from Emeryville to Coliseum, passing through West Oakland and Oakland Jack London. The route is highlighted in orange and black, with station locations marked by circles. The route is labeled with station names: Emeryville, West Oakland (Improved w/Regional Rail Transfer), Oakland Jack London (Improved Station), Coliseum (Improved Transfer Station), 4th & King St., and Salesforce Transit Center (Transfer Station). The map also shows existing BART lines in blue and other transit lines in grey. A scale bar indicates 0 to 1 mile, and a north arrow is present.

Today, Regional Rail is designed to serve medium- to long-distance travelers, so service generally does not stop as much. But in dense urban areas, if equipped with modern trains as planned for Link21, Regional Rail could also function more as a metro system like BART, stopping more often but doing so quickly and having more frequent trains. These trains are already used this way in other major cities around the world.

These example concepts differ in the East Bay providing direct service to different communities. Concepts will explore serving Alameda and West Oakland before extending to longer-distance routes and markets. The concept on the right provides a faster, more direct route between San Francisco and West Oakland. These examples connect key destinations identified through the market analysis performed in 2021 that also highlighted the opportunities for transbay rail potential, improvements of existing service, and potential to add service to new neighborhoods, such as Alameda.

Improvements would also be made beyond the crossing (e.g., north of Emeryville on to Richmond) to allow more trains per hour, and more reliable (on-time) service. Concepts will include better transfers between services, such as the Oakland Coliseum and Richmond Stations, or a new transfer in West Oakland. As the region continues to grow, we need to provide reliable travel options. A second crossing also creates capacity and redundancy in the event of a maintenance or other type of closure which gives riders another option for crossing the Bay.

The map illustrates the proposed BART and BART Rail network in the Oakland and Emeryville area. Key features include:

- Legend:**
  - BART Concept:** Represented by a blue line with a blue circle containing the number 1.
  - BART Rail Concept (Tracks Underground):** Represented by a thick blue line.
  - BART Rail Concept (Possible Extension):** Represented by a dashed line with a blue circle containing the number 1.
  - Existing and Planned:**
    - BART:** Represented by a blue line with a blue circle containing the number 1.
    - Regional Rail:** Represented by an orange line with a yellow circle containing the number 2.
- Map Labels:**
  - Emeryville**
  - Salesforce Transit Center (Transfer Station)**
  - BART Transbay Tube**
  - Downtown Oakland (Possible Station)**
  - Oakland Jack London (Relocated w/BART Transfer)**
  - San Antonio (Possible Station)**
  - Alameda (Possible Station)**
  - 4th & King St.**
  - Coliseum (Improved Transfer Station)**
- Scale and Orientation:**
  - A north arrow is located in the top left corner.
  - A scale bar indicating 0 to 1 mile is located in the bottom right corner.

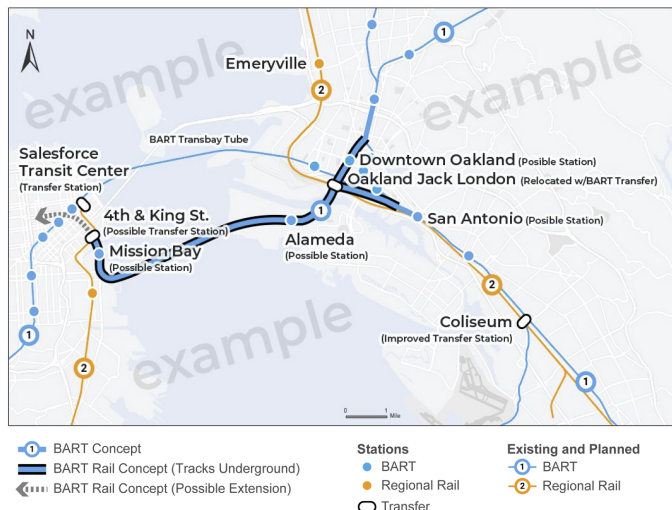
Page 3

(continued from page 3)

## EXAMPLE CONCEPTS: BART (CONT)

### MacArthur to Mission Bay

[View online at Link21Program.org](https://www.link21program.org)



The BART example concepts show a similar connection to the existing network on the East Bay, but it differs on the San Francisco side. Both examples could serve Alameda, currently not served directly by BART, and they show a potential new station in the downtown Oakland area. They also include a possible new station in the San Antonio neighborhood of Oakland. Both examples join back up with the existing BART network (all lines – Richmond, Antioch, Dublin-Pleasanton, and Warm Springs), and they include a new convenient transfer at Oakland Jack London Square and improved transfer at the Oakland Coliseum.

In San Francisco, the example concepts could provide transfers to the existing BART lines along Market Street (shown in thin blue); however, they would not join up with the existing BART Market Street line, as the new crossing would be intended to function as an alternative routing to the existing one in order to increase overall transbay transit capacity. Link21 concepts will be compatible with and possibly connect to a future western San Francisco rail extension along Geary Boulevard and 19th Avenue, a project being studied by San Francisco agencies as represented by the grey dotted arrow.

Example concepts show opportunity to serve different communities in San Francisco, such as a new station in Mission Bay or a direct line to the Salesforce Transit Center, to provide redundancy to the existing BART crossing. Concepts will also explore more convenient transfers between services at the Salesforce Transit Center and the 4th and King Stations.

As a note and reminder, these example concepts do not represent exact alignments and could shift north, south, east, or west as analysis and refinement of concepts occurs this year based on local jurisdictional plans and public input.

## Past & Upcoming Meetings/Presentations

JAN 3	BART & CCJPA STAFF
JAN 6	CALTRAIN STAFF
JAN 8-12	TRANSPORTATION RESEARCH BOARD ANNUAL MEETING
JAN 10	SOUTH BAY TRANSPORTATION OFFICIALS ASSOCIATION
JAN 17	CITY OF ALAMEDA STAFF
JAN 19	SAN FRANCISCO AGENCIES COORDINATION
JAN 25	CITY OF OAKLAND STAFF
JAN 26	CONSTRUCTION MANAGEMENT ASSOCIATION OF AMERICA'S NORCAL CHAPTER: CAPITAL IMPROVEMENT PROGRAM BAY AREA RAIL
JAN 27	CONTRA COSTA TAXPAYERS ASSOCIATION
FEB 1	CITY OF RICHMOND STAFF
FEB 2	CITY OF EMERYVILLE STAFF
FEB 3	CALTRAIN STAFF
FEB 14	LINK21 EQUITY ADVISORY COUNCIL – RESCHEDULED
FEB 22	CALTRAIN ADVOCACY AND MAJOR PROJECTS COMMITTEE
FEB 28	LINK21 EQUITY ADVISORY COUNCIL

The Link21 Team is in the process of scheduling additional meetings with jurisdictions, regional agency partners, and Link21 working groups, staff, and executive project development teams, as well as the BART and CCJPA Boards.

Stay engaged in this transformational rail program as we work towards identifying a Link21 project. There will be many opportunities to participate and share your thoughts.

### Connecting with Link21

Website: [www.Link21Program.org](https://www.Link21Program.org)

Email: [info@link21program.org](mailto:info@link21program.org)

Phone: 855-905-LINK (9045)