



CONNECT NORTHERN CALIFORNIA

MEGAREGIONAL VIRTUAL OFFICE HOUR SUMMARY

DRAFT FINAL

Nov. 6, 2023 | 6 – 7 pm

Prepared By:
Link21 Engagement and Outreach (E&O) Consultant Team

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Acronyms and Abbreviations

ACRONYM/ABBREVIATION	DEFINITION
BART	San Francisco Bay Area Rapid Transit District
CCJPA	Capitol Corridor Joint Powers Authority

Link21 Program Team Names

TEAM NAME	TEAM MEMBERS
Program Management Consultants (PMC)	The HNTB Team
Program Management Team (PMT)	BART/CCJPA + PMC
Consultants	Consultants supporting program identification/project selection
Link21 Team	PMT + Consultants

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1. Overview

On Monday, Nov. 6, 2023, Link21 hosted a virtual office hour to provide the public an opportunity to engage with the Program team and ask questions. The office hour was held from 6-7 pm via Zoom with closed captioning and simultaneous Spanish and Cantonese interpretation.

Four participants logged in via Zoom (with two participants registering a week in advance). Participants reported being from the following zip codes: 90046, 95123, 94111, and 95682.

The virtual office hour was recorded and posted on the Link21 [website](#).

1.1. Meeting Summary

Lisa Marie Alley, with HDR, facilitated the office hour event. She began the meeting with general housekeeping items and proceeded to introduce the speaker panel:

- Brian Soland, Link21 Manager of Rail Planning, BART
- Chester Fung, Link21 Planning & Engineering Delivery Manager, HNTB

During the Question & Answer (Q&A) session, attendees were invited to submit their questions via the Zoom Q&A feature or use the "raise hand" function to verbally ask their question. Questions and comments were addressed live and via the Q&A feature.

Table 1-1. Questions and Answers

QUESTIONS	ANSWER
<p>How are you balancing equity concerns with the needs of more frequent and more affluent riders?</p>	<ul style="list-style-type: none"> • Link21 has embedded equity into the Program's goals and objectives, prioritizing it throughout. • Link21 has created an Equity Advisory Council (EAC) and participates in co-creation to ensure that equity and priority populations are involved in decision-making points and milestones. <ul style="list-style-type: none"> – The EAC typically meets every other month but will meet in October and November 2023. The EAC is currently discussing the anti-displacement program, future equity metrics for station development, and beginning to discuss community benefits. • Link21, through the development of the equity metric, will continue to have communities that have been marginalized and priority populations at the forefront. Visit the Link21 website to view the equity metrics and equity engagement activities.

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QUESTIONS	ANSWER
<p>What advancements are being made when it comes to project development?</p>	<ul style="list-style-type: none"> • Link21 is at a critical decision point. Link21 is analyzing the tradeoffs, constraints, and benefits of rail in the crossing and how to connect the rail network on both sides of the bay. • Link21 is considering two options: <ul style="list-style-type: none"> – Running on BART tracks would create a closed system connecting the regional BART network. This creates opportunities for more frequent service, an additional transfer point for the regional rail network, and bypassing the Oakland Y. – Running as a Regional Rail or standard gauge allows regional connections with Caltrain, Capitol Corridor, or additional regional networks. This creates an opportunity for links from Sacramento through Oakland and San Francisco to San Jose. • Link21 is analyzing the tradeoffs and constraints around the different alignments and technologies. Link21 will make a recommendation to both the BART and CCJPA boards in the spring of 2024, when the boards will have the decision-making authority.
<p>What are some preliminary differentiators and some tradeoffs between the different crossing options?</p>	<ul style="list-style-type: none"> • Both BART and Regional Rail will advance the core goals of the Link21 Program. • Link21 is exploring the benefits of each crossing to understand how to provide better service and increase the passenger experience. <ul style="list-style-type: none"> – BART's benefits include increased frequency, improved reliability, and new transfer points. – Regional Rail's benefits include more direct service, travel time savings, improved reliability, and new transfer points.
<p>What are some preliminary differentiators and tradeoffs between the different crossing options for promoting equity and livability?</p>	<ul style="list-style-type: none"> • Link21 is exploring the benefits of each crossing to understand how to provide travel benefits to priority populations. <ul style="list-style-type: none"> – BART's benefits include providing more frequent service to priority populations in the service area. – Regional Rail's benefits include the opportunity to provide better service to priority populations. Regional Rail may also require additional mitigation to reduce community impacts.

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QUESTIONS	ANSWER
<p>The world record for the third rail is 108 mph. The world record for Overhead Catenary System (OCS) is 350 mph (World Record Train Speed Video). Is there any reason for BART not being interested in operating over longer distances at speeds and access of 80 mph?</p>	<ul style="list-style-type: none"> • The Overhead Catenary System (OCS) is how trains get their power from above. BART trains do not use OCS but get their power from the third rail on the ground. • BART has a delicate balance to strike between providing low travel times, meaning higher speeds, while trying to serve as many people as possible. Increased station locations prevent trains from going at top speeds but maximize ridership. • Link21 is currently operator agnostic. Link21 wants to understand how to create a service that advances the Program's goals and connections throughout the Bay and Megaregion.
<p>What are some preliminary differentiators and tradeoffs between the different crossing options when supporting economic opportunities?</p>	<ul style="list-style-type: none"> • Link21 is exploring the benefits of each crossing to understand how to provide enhanced access to housing and jobs. <ul style="list-style-type: none"> – BART's benefits include providing improved access and frequency to jobs and potential connectivity to jobs and areas within San Francisco. – Regional Rail's benefits include improved megaregional access to jobs and housing with expanded connectivity between jobs and less expensive housing.
<p>What are some preliminary differentiators and tradeoffs between the different crossing options regarding deliverability and financial considerations?</p>	<ul style="list-style-type: none"> • Link21 uses a business case to analyze the potential options. • Funding and deliverability considerations are outside the program goals but essential for the business case. Funding deliverability refers to understanding how a project could be built and funded. <ul style="list-style-type: none"> – BART's benefits include an established federal funding process and does not require new governance. We will have to consider limited funding and competitiveness. – Regional Rail's benefits include more federal funding options and is considered an essential component of the California State Rail Plan. We will have to consider additional investment, interagency coordination, and host railroad approval for the right of way.

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QUESTIONS	ANSWER
<p>BART is operating at 70 mph in the East Bay, resulting in a San Jose to San Francisco travel time of 60 minutes instead of 30 minutes as mandated by Prop 1A. Have you considered having parallel BART and Capitol Corridor lines in the East Bay, whereby riders traveling long distances would use Capitol Corridor operating at 110 mph between stations with BART connections for shorter distances?</p>	<ul style="list-style-type: none"> • The Capitol Corridor Vision Plan examines opportunities to increase speed, reliability, and frequency. • Portions of the Capitol Corridor tracks run parallel to BART, and part of the future vision is that BART will serve shorter service while Capitol Corridor will serve longer distances. • Link21 is looking to improve urban metro and intercity express service. <ul style="list-style-type: none"> – BART operates as an urban metro service that connects urban centers with surrounding suburbs and cities with more frequency and medium speeds. – Intercity express service connects town centers across longer distances with less frequency. • Link21 seeks to try to improve both urban metro and intercity express services.
<p>You also need to address long-standing equity issues between the peninsula and the East Bay, which could be addressed by upgrading Capitol Corridor to the same kind of service as a Caltrain baby bullet.</p>	<ul style="list-style-type: none"> • Link21 continues to embed equity in the work. We will continue engaging with communities that have been marginalized and priority populations throughout a BART or Regional Rail crossing. • The Capitol Corridor Vision Plan has identified several reliability and frequency improvements, which is a great starting place for a baby bullet to operate and integrate with the Regional Rail crossing.
<p>Looking at the slide (Urban Metro Service and Intercity Express Service), have you considered operating the red train, which I believe we're referring to as the Caltrain electrified train with a blue bar livery train.</p>	<ul style="list-style-type: none"> • Link21 is not currently considering train design, but that type of train could operate and use the Link21 crossing. This question comes down to operator and governance, which has not been analyzed yet. • We recognize the value of train design, as it shapes people's perceptions of the service Link21 would provide riders.

Table 1-2. Comments

COMMENTS
<p>The point I'm trying to make is that long-distance and short-distance travelers need different solutions to travel between their origins and their destinations.</p>
<p>The 2014 Transbay blended tunnel concept has a great picture of a Bombardier double-decker blue train including cross-platform transfers with red double-decker trains at the Salesforce Transit Center.</p>
<p>Caltrain HSR Compatibility Blog - The False Choice of Link21</p>

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Appendix A. Zoom Transcript

This is a Zoom transcript of the meeting. Other than correcting spelling of names, content has not been changed or revised.

00:00:21.840 --> 00:00:26.379

Lisa Marie Alley, Facilitator: Hi, thank you for joining us. We will be starting right around 6 pm.

00:00:37.220 --> 00:00:41.270

Lisa Marie Alley, Facilitator: Hi Roland, thanks for joining us. We're going to get started right around 6 pm.

00:01:45.920 --> 00:01:47.849

Lisa Marie Alley, Facilitator: Thank you for joining the Link21 virtual office hour. We will start in just a few minutes.

00:03:05.170 --> 00:03:10.685

Lisa Marie Alley, Facilitator: Once again, thanks for joining us tonight. We'll get started in about two minutes. Thank you.

00:04:01.600 --> 00:04:13.580

Lisa Marie Alley, Facilitator: Alright, it's just now 6 pm on Monday, November 6. We're going to wait one or two more minutes just to see if anyone else will be joining us tonight, and then we'll start the Link21 virtual office hour.

00:04:50.790 --> 00:04:55.130

Lisa Marie Alley, Facilitator: Thank you for joining us, Liam. We're going to get started shortly in just about a minute.

00:05:53.670 --> 00:06:31.976

Lisa Marie Alley, Facilitator: Alright, it's 6 pm. I think we'll get started. Good evening and thank you for joining us to talk about the Link21 Program tonight. We're hosting this virtual office hour to have a conversation with you. For those who have participated in previous meetings; welcome back, and for anyone who's new; thanks for joining us. My

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name's Lisa Marie, and I'll be facilitating and moderating the meeting this evening. But before we dive into the conversation, we want to get a few housekeeping items out of the way. First we want to remind everybody we have interpreters on the line and we'll talk about that in a minute.

00:06:30.240 --> 00:07:05.695

Lisa Marie Alley, Facilitator: This meeting is virtual, and it is being recorded. We will post this video on the website in a few days. It's also being hosted in English, Spanish, and Cantonese. In a few minutes we'll open up the language channels for any of us joining tonight. In order to access those channels, you'll see a little globe and interpretation bottom button. Excuse me on the Zoom taskbar. You'll need to move into that language channel when we tell you English, Spanish, or Cantonese.

00:07:04.010 --> 00:07:23.645

Lisa Marie Alley, Facilitator: It may be different from the last time you've used Zoom. It is for me, so I'll have to remember to go into that English channel. And we also want you to know that we will have closed captioning this evening. There is a CC icon in the Zoom taskbar, and we select the subtitles to view on your screen or a live transcript as well.

00:07:25.610 --> 00:07:44.300

Lisa Marie Alley, Facilitator: If you need technical support, you can use the Zoom Q&A option or raise your hand. Now, I'd like to invite our interpreters to repeat these instructions in Spanish and Cantonese. Let's start with our Spanish interpreter, Claudia. Claudia, I invite you to come on and share these instructions in Spanish.

00:07:46.210 --> 00:08:38.308

<Spanish interpretation>

00:08:39.679 --> 00:08:46.548

Lisa Marie Alley, Facilitator: Thank you, Claudia. And now I invite Junting to also provide the instructions in Cantonese.

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00:08:46.890 --> 00:09:45.860

Junting, Cantonese Interpreter: Thank you. <Cantonese interpretation>. Back to you, thank you.

00:09:46.570 --> 00:10:20.597

Lisa Marie Alley, Facilitator: Thank you. Junting. Now we are going to open up the interpretation channels. You can see there's a little globe on your screen. All of us need to go into our interpretation channel, so everyone go there now and you should see if you're in English, there'll be a little sign that says the EN in English or if you're in Spanish or Cantonese, it will come up like that. And if you do need technical support, please reach out to our technical support team by using the Q&A function. Let's go to the next slide.

00:10:20.300 --> 00:10:30.073

Lisa Marie Alley, Facilitator: I'm happy to have joining me tonight, Brian Soland and Chester Fung from the project team. Brian, why don't you introduce yourself first?

00:10:29.710 --> 00:10:36.838

Brian Soland, BART: Hi everyone, Brian Soland here with BART. I am the Manager of Rail Planning for the Link21 Program.

00:10:38.850 --> 00:10:40.339

Lisa Marie Alley, Facilitator: Thank you. And Chester.

00:10:41.590 --> 00:10:51.802

Chester Fung, HNTB (he/him): Hi everyone, I'm Chester Fung with HNTB. I'm on the program management team supporting BART and CCJPA on this Program for engineering and planning.

00:10:50.800 --> 00:11:21.106

Lisa Marie Alley, Facilitator: Awesome, thanks for joining me tonight. Next slide. So now we really wanna open it up and have a conversation with those of you that have joined us tonight. There's a couple of ways you can do it. You can drop it in the Q&A function if you would like to type in your question or you may raise your hand and we'll call on you

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in the attendee panel. If those of you are on the phone joining us, it doesn't look like we have anybody, but that's *7 to raise your hand.

00:11:19.360 --> 00:11:29.371

Lisa Marie Alley, Facilitator: Why don't we open it up? Does anyone joining us tonight have any questions for myself, Brian, or Chester about the Link21 Program?

00:11:47.890 --> 00:12:19.810

Lisa Marie Alley, Facilitator: Well, I'm not seeing anything, but we will stay on the line until 7 pm, as we publicly noticed this office hour going from 6 to 7, so if anyone wants to ask us a question, you may raise your hand. You can also add it in the Q&A box because I can always log questions over to Brian and Chester to see if they're on their toes tonight.

00:12:33.230 --> 00:12:55.870

Lisa Marie Alley, Facilitator: I see a pop up from Liam. One of the questions that is being asked in the chat is: *How are you balancing equity concerns with the needs of more frequent and more affluent riders?* Do you mind? I'm going to take this one being part of the E&O team, unless you wanted to jump in, Brian.

00:12:56.010 --> 00:12:57.399

Brian Soland, BART: Go ahead, Lisa Marie.

00:12:57.670 --> 00:13:32.069

Lisa Marie Alley, Facilitator: So Link21 has always had equity embedded in the work that we do. When you look at back at the Program's goals and objectives that we've established, equity is pervasive throughout. What does that mean? That means we've created an Equity Advisory Council to guide the Program to make sure that we're thinking about equity in the decisions and milestones we make. We are participating in something called co-creation, when we partner with CBOs and priority populations to ensure that we're getting their input in decision making and the advancement of the project.

00:13:32.130 --> 00:14:02.743

Lisa Marie Alley, Facilitator: We also recognize that this Program is about moving people around the region and around Northern California, so we have really tried to



make sure that equity is embedded into the Program in many ways. And there's always work to be done to continue to have marginalized communities and priority populations at the forefront. And we recognize that through some of our work with development of the equity metrics that we're trying to keep those things first and foremost.

00:14:01.780 --> 00:14:23.889

Lisa Marie Alley, Facilitator: I welcome you to visit the website where we have a number of our equity metrics and equity engagement activities on there. But it's definitely something that this Program is pioneering and putting at the forefront. Brian or Chester, did you guys want to add anything to that?

00:14:24.000 --> 00:14:37.970

Brian Soland, BART: That was a very thorough answer, Lisa Marie. I don't have anything to add. I was going to say that we do have specific metrics that we are looking at around equity. Covered that one.

00:14:39.440 --> 00:15:26.095

Chester Fung, HNTB (he/him): Yeah, I might, I agree that the Program is looking at how the concepts compare to each other. And that's in a general way, and also for specifically for those priority populations that we care about. And I'll also just wanna mention that as part of the equity commitment, the program has convened an Equity Advisory Council that I think Lisa Marie can talk about more but it's body that was created specifically to really get input from, you know, key populations.

00:15:28.460 --> 00:16:03.220

Lisa Marie Alley, Facilitator: And they're meeting every other month. It just so happens due to the holidays, they met in October, and they're meeting again in November. The EAC is talking about things like the anti-displacement approach for the Link21 Program. They're having their voices heard and input on future equity metrics. As we develop concepts and look at station locations, community benefits is going to be a huge conversation topic next year as we start to really have more definition around the Program.

00:16:03.220 --> 00:16:36.190

Lisa Marie Alley, Facilitator: But it's definitely something we look at on an ongoing basis. And I'm going to ask Mark Anthony if you could put in the chat the link to the Link21 Equity page from the website. Just so those joining us have easy access to it, and it will

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provide you a plethora of information about the work we're doing with priority populations and the equity community. So thank you for your question, Liam, and thank you, Mark Anthony, for pulling that up for us.

00:16:55.490 --> 00:17:07.719

Lisa Marie Alley, Facilitator: Alright, we're here all night. No one wants me to sing? I'm just kidding! So please keep your questions coming, and we'll answer them as the night progresses.

00:18:43.450 --> 00:18:56.372

Lisa Marie Alley, Facilitator: Alright, so we don't have to sit here in silence. Do we want to talk about some of the advancements we're making when it comes to concept development for the project?

00:18:54.820 --> 00:19:09.239

Lisa Marie Alley, Facilitator: Brian or Chester, where are we at right now? I know that last week we presented kind of some service tradeoffs and benefits. I can pull those slides up or is there anything you want to share with those of us on the phone about that?

00:19:10.480 --> 00:20:09.959

Brian Soland, BART: But I guess I could share one thing. Right now in the Program we are sort of like, I'd say, at a pretty critical point. We're coming to a head on making a decision if it should be Regional Rail or BART in the crossing. If it were BART in the crossing, it would be, you know, BART tracks. BART gauge is a little bit wider than the standard national gauge for rail so it's a closed system. So if it were a BART gauge you would connect into the BART network and if it were Regional Rail or standard gauge, we would connect in with the Caltrain and Capitol Corridor networks as well as any other Regional Rail or center gauge serving rail.

00:20:10.160 --> 00:21:07.970

Brian Soland, BART: So it is an important point of our Program coming to this decision. It will unlock more opportunities to get more detail into where exactly stations would go, and things like that. We have some concepts that are out there to understand what are the tradeoffs or what are the opportunities and constraints around different alignments. But really, we haven't gotten into that level of detail yet so it's an important point that where we'd be taking an analysis that shows the different tradeoffs and the benefits of

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these two technologies to the BART Board and the Capitol Corridor Joint Powers Authority Board for decision on that account.

00:21:08.200 --> 00:21:49.460

Brian Soland, BART: We are a little bit of ways away from actually doing that. We would actually do that in the New Year in the spring of 2024, but in this latest webinar that we held last week, we went through some of those more qualitative benefits and tradeoffs. And you know, there are some distinct differences between what you get between BART and Regional Rail, but it's an important choice that we're heading toward so yeah, I think maybe a question came up now.

00:21:49.620 --> 00:22:00.110

Lisa Marie Alley, Facilitator: Yeah, if you can advance the slides, Henry. There you go. So this is the map, I think, Brian, that might help the conversation we're having right now.

00:22:01.540 --> 00:22:26.850

Brian Soland, BART: Yeah, so these maps are great. They're scenarios, I guess, one with BART in the crossing and one with Regional Rail. What you really highlight here is that with BART it connects into the BART network on the East Bay bypassing the Oakland Y. And what that opens up is opportunity for more.

00:22:26.980 --> 00:24:21.879

Brian Soland, BART: Oakland Y where all the lines kind of come together right in the middle of Oakland, it's a bit of a bottleneck, it limits the amount of trains you can run on each of those East Bay BART lines. And so with this, with a BART scenario, you would unlock the potential to run more frequent service on any of those BART lines to get across the bay into San Francisco. You'd also have the opportunity to have another transfer point for Regional Rail so the Capitol Corridor on the East Bay side and in San Francisco with Caltrain. So there'd be that opportunity with the BART scenario and there'd also be opportunity for maybe we looked at different station alignments through Mission Bay and South of Market (SOMA) on the Regional Rail side. You really unlock the potential to a whole new network, really with crossing, right? You end up with a community. Connect all the way from Sacramento through Oakland, which is you know, you can do that on rail now, but maybe can cross the bay. Now I'll get over to San Francisco and connect down the Peninsula all the way to San Jose. So there's a potential here for a megaregional network with the Regional Rail side, so it's quite a

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difference right between what you get with BART versus Regional Rail in the crossing. Chester, any other highlights you want to add there?

00:24:29.100 --> 00:24:31.880

Chester Fung, HNTB (he/him): No, I think that covers it. Yeah.

00:24:33.090 --> 00:24:56.564

Lisa Marie Alley, Facilitator: And when we talk about this decision, this is anticipated in the spring of next year where the Link21 Team would be taking a recommendation to both the BART and the Capitol Corridor Joint Powers Authority boards with the recommendation, correct? That's what the decision is that we're looking forward to next year.

00:25:15.370 --> 00:25:34.549

Chester Fung, HNTB (he/him): I don't know if we wanna go through some of the service and benefits that are offered by BART in the crossing and Regional Rail in the crossing, but I think there are some slides from last week that showed some of those.

00:25:32.700 --> 00:25:53.650

Lisa Marie Alley, Facilitator: Yes, Henry, if you can go to slide 24, we'll kind of talk about some preliminary differentiators and some tradeoffs between the different options in that crossing. Keep going a few more. One more.

00:25:54.050 --> 00:27:06.479

Brian Soland, BART: There we go. If you go back one slide, I can kind of walk us through this. You know there is either BART or Regional Rail. And the reason we're looking at both of them is that they do actually advance some of the those core things the goals of the Program. You know they would help us meet travel demand by 2050 and beyond. It would give us the opportunity to have uninterrupted transparent rail service if one of the lines were to go out, or if the existing transmit went out of service. You have an alternate route getting across the Bay. You know, improving service reliability that you know, it would bolster all of these things. If it were Regional Rail or BART, and so, you know, they both could advance different parts of our overarching, like addressing our problem statement and addressing the overarching goals of the Program.

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00:27:06.830 --> 00:28:09.208

Brian Soland, BART: And on the next slide you can see, I'll walk you through some of the differences. We organize them around our project goals. So you know, providing better service, really, that's what this one is. About the goal being transforming the passenger experience. But with BART in the crossing, as I mentioned before, you get better frequencies in the East Bay BART lines improving reliability, new transfer opportunities with Regional Rail. You have direct and faster trips for megaregional destinations. You know, you might have more people living farther away, and you know a lot of people moved further away from their jobs during the pandemic, and you could see the opportunity to better connect where people are living more affordably with jobs either in Sacramento or in Bay area.

00:28:09.440 --> 00:29:36.229

Brian Soland, BART: Travel time savings. One thing that the Regional Rail and the crossing does is it opens up the opportunity for Caltrain, or that, you know, train service to operate on the pen and come up through Salesforce Transit Center. Assuming the Portal, the Downtown crossing project gets built, continues through Salesforce Transit Center across the Bay and then connecting to the East Bay, you would have direct service in the inner East Bay to, you know, jobs and housing on the Peninsula. So it unlocks that opportunity reliability for Regional Rail. And again, you know, in either option for creating new transfer opportunities between the BART and Regional Rail. Next slide. And you know, I think this is feel free to stop me if you there are questions. Because I think that's why we're here. And make this more of a conversation hopefully with BART in the crossing you're leveraging existing system that's been built, and as well as new connections.

00:29:36.229 --> 00:31:17.312

Brian Soland, BART: Valley Link is one of those connections that is, I mean in the future. And you know that there could be increased opportunity for connection there for Regional Rail. It unlocks interoperability between systems, and it leverages things like the Downtown Crossing, the Portal as it's called, electrification of countering the frequency and reliability improvements that would come along with the Capitol Corridor Vision Plan. There are a lot happening in rail right now, and a lot of ideas are around improving regional rail, so it would bolster those ideas in those projects and make them bolster the benefits right like of each of those different projects (next slide) promoting equity and livability. So they both do this, but in slightly different ways. BART could provide that service again to the, you know, more frequent service, and on the BART network and by doing so provide better service to the priority populations that are currently in that service area.

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00:31:14.690 --> 00:31:52.959

Brian Soland, BART: You know, there are along the alignments where we're identifying proof service there are larger concentrations of priority populations and so there's opportunity there to provide better service to those populations. With Regional Rail, there are some portions of the alignment that are at-grade, and so with that thumbsy you know consideration here it would require additional mitigation to any community impacts so something to consider on that front.

00:31:54.090 --> 00:32:30.339

Lisa Marie Alley, Facilitator: Brian, we have a question in the Q&A box, if you don't mind me jumping in real fast. Yeah, awesome. So the question I'm going to read out loud so that our interpreters can interpret as well: *The world record for third rail is 108 miles per hour. The world record for OCS (which I'm not entirely sure what that means) is 350 miles per hour. Is there any reason for BART not being interested in operating over longer distances at speeds and access of 80 miles per hour?*

00:32:32.900 --> 00:32:39.044

Lisa Marie Alley, Facilitator: So I'm going to look at Brian and Chester for this one. Take it away.

00:32:40.760 --> 00:32:42.810

Brian Soland, BART: I assume the world record for OCS is 350 miles per hour, right?

00:32:47.230 --> 00:32:49.670

Chester Fung, HNTB (he/him): Stands for overhead catenary system. By the way, that's the, you know, getting power for the train from the above which is different from what BART does, which is get power from a third rail on the ground.

00:33:04.710 --> 00:33:08.300

Brian Soland, BART: BART not being interested in operating.

00:33:08.460 --> 00:34:19.124

Chester Fung, HNTB (he/him): I could take a shot at the actual question. And I think I would say that by saying that agencies like BART, I think, are trying to balance between, you know, providing high service that you know travel times as low as

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possible on the one hand, which would mean, you know, higher speeds. But also serving as many people as possible, and that means putting in stations. You know where you know the ridership would come from, and so there ends up being a tradeoff between operating higher speeds and longer distances on the one hand but also serving you know, more station stops, and therefore serving, you know, riders and increasing ridership and maximizing ridership. On the other hand, and I think that's the kind of tradeoff that BART faces in operating its system. There are, you know, places in the system where the station spacing is shorter where we think that we can get more riders.

00:34:19.124 --> 00:35:04.880

Chester Fung, HNTB (he/him): Then there are, you know, segments where it's a little bit longer. But you know BART is a system that is trying to do a bit of both right, serving some of the longer distances, but also you know where possible, and where possible serving, you know, more stations, which means that you can't even get up to the 100 mile per hour top speed. But you know, those are the places that generate more of the ridership, and that becomes an important consideration for an agency like BART.

00:35:03.650 --> 00:35:52.340

Brian Soland, BART: Yeah. Yeah, just reading your question here, Roland, you know you might be thinking about who might the operator be of a feature Link21 Program, or you know, in terms of governance and operating, you know, if BART would be interested in and operating that sort of service. You know, at this point in time the term we invite to use is we're operator agnostic. We're kind of looking at this not from who would operate it, but rather, what is the best service that we can identify and provide to meet the Program's goals.

00:35:52.750 --> 00:36:59.460

Brian Soland, BART: And certainly there are different benefits and tradeoffs pros and different, you know. But revulsion systems. We've named a couple here and looking at the wider you know, state requirements and national expectations, for you know, moving away from diesel and toward other propulsion. You know it definitely something that will be looked at closely the type of propulsion, but in terms of operating you know we we're not quite there yet. We're again trying to find, you know what is the best solution here to make a connection across the Bay and also meet the broader Program. Goals advancing connections throughout the Megaregion, so appreciate the question there.

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00:37:03.520 --> 00:37:36.130

Lisa Marie Alley, Facilitator: Thank you, Roland, and thanks for putting the link in the Q&A box as well. Do you want to go back to the differentiator slides, Brian? Okay. Okay, Henry, if you can get us back to the slide we ended on, please. That look right.

00:37:40.370 --> 00:37:54.260

Brian Soland, BART: Can you go back one slide? Okay, so yeah, I talked about equity and mobility. Okay, so next slide here. Yes.

00:37:55.180 --> 00:38:47.590

Brian Soland, BART: So this one's about accessing connections to housing and jobs. And you know, that again, all of these things are kind of qualitative. We're getting into the numbers and the details of these things. But you know that's in the works. But for BART, you know, it improves access to just by increasing the frequency. A lot of it links to that additional frequency in the East Bay, but also verizon potential. You know, some of the different potential stations we've looked at include Mission Bay and SOMA, where there are density of housing and jobs, so provide the opportunity to connect those in a way that that Regional Rail wouldn't be able to.

00:38:47.970 --> 00:39:55.559

Brian Soland, BART: Regional Rail on the other hand, you know, it's more of a megaregional connectivity. I kind of mentioned this in that first slide. You know, more affordable housing farther away from the city centers could be more accessible with a Regional Rail type solution and connecting to them jobs and housing in San Francisco as well as Sacramento, you know, going to Sacramento would be another benefit here, expand connectivity between those job centers and less expensive housing. So that, as I mentioned, so (next slide) so we we're using a business case to do our analysis there. There are different pieces of that business case. If you've been to any Link21 meetings in the past, you may have heard us talk about how we're using the business case to analyze the different potential options.

00:39:56.160 --> 00:42:11.540

Brian Soland, BART: And so this is outside of our goals and objectives, but they're still important within that business case: context, deliverability, and financial considerations. Financial meaning like, how would a project like this be funded? It is this fundable deliverability, meaning you know, how could this project be built? And it could; you actually deliver a project like this. And so we've looked at these things. We're still very early in our thinking and engineering and design, such as it's very early days. And on



that regard, so a lot of these are you know, may maybe more higher level than what you might be used to, but in terms of BART in the crossing, it more established federal funding processes. In terms of getting that funding, it probably wouldn't require new governance right? Like already operates BART so continue to operate more BART considerations. Though FTA funding, might be limited. It may also compete with other BART funds or other projects. And BART funding needs as well as that other projects that are going off after more limited FTA funding. So at least this time, these things do change in terms of Regional Rail. There are more funding and financing options. The Federal Railroad Administration has funding programs that could help fund that, you know. This project from Regional Rail would be eligible to go after. It's also an important component of the State Rail Plan. The State Rail Planning advise a crossing across the Bay that's standard gauge and connects from Sacramento down to San Jose considerations here.

00:42:11.540 --> 00:43:09.393

Brian Soland, BART: We're still getting into the details of the cost, but it likely requires more investment than BART, just given that Regional Rail hasn't had the amount of investment that BART has, so the system upgrades that are needed would be more. It may require more increased interagency involvement, and new government. Potentially a new governance to operate this and then portions of the right-of-way, you know, are owned by host railroads or private railroads, and so working with them is an opportunity, but as well as a challenge, so it's definitely consideration and for a regional gauge option.

00:43:09.490 --> 00:43:22.120

Brian Soland, BART: And I think that's the summary of the differentiators and tradeoffs. Hopefully, I spurred some questions from our Link21 enthusiast.

00:43:23.470 --> 00:44:15.168

Lisa Marie Alley, Facilitator: Yes, so I'm going to read this again for our interpreters and those joining us in other places so bear with me. So it says: *BART is operating at 70 miles per hour in the East Bay, resulting in a San Jose to San Francisco travel time of 60 minutes instead of 30 minutes as mandated by Prop 1A. Have you considered having parallel BART and Capitol Corridor lines in the East Bay, whereby riders traveling long distances would use Capitol Corridor operating at 110 miles per hour between stations with BART connections for shorter distances?*

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00:44:17.430 --> 00:45:53.700

Brian Soland, BART: Yeah, I mean, just kind of unpacking Capitol Corridor does currently operate to San Jose. Maybe a less frequency and what that person asking this question is thinking, but and may be probably at a lower average speed so certainly the Capitol Corridor Vision Plan would be a good place to start here. I'm not an expert when it comes to that Vision Plan, but I know that there are opportunities to increase speed, reliability, and frequency in that plan and provide opportunities to connect to faster and more reliability along the Capitol Corridor or that connects between Oakland through Richmond and then up. Oh man, I don't want to mess up any stationing but Martinez out to Davis in Sacramento and forces that line certainly parallel the BART corridor.

00:45:59.710 --> 00:46:00.639

Lisa Marie Alley, Facilitator: Chester, did you want to add anything?

00:46:04.040 --> 00:46:39.730

Chester Fung, HNTB (he/him): I'm just thinking about the question, you know, trying to figure out the question. What the question is getting at, and I think that if the idea is on the East Bay we might have both BART and Capitol Corridor, and people use BART for shorter distances and Capitol Corridor for longer distances. Yes, we are, that is part of the vision of what we have in mind, in fact, that you know that exists today.

00:46:39.930 --> 00:46:42.871

Chester Fung, HNTB (he/him): Capitol Corridor and BART both run on East Bay, and soon BART will get to downtown San Jose. And BART will have more stations than Capitol Corridor in that East Bay, and we do expect that we think it's a good combination. Whereby if you do need to get to a place where there's a station for BART, you take BART, otherwise, if you wanna get quickly from San Jose to San Francisco, you could take Capitol Corridor in addition to what you would do today, which is you would take Caltrain, right? Today you would take Caltrain because there's no way to get across the Bay.

00:47:31.440 --> 00:47:56.130

Chester Fung, HNTB (he/him): Once you're on Capitol Corridor, if you're going up from San Jose and that's what one of the you know, if you have Regional Rail in the crossing, that's what you would enable is you could take Capitol Corridor up the East Bay, probably had fewer station stops than BART, and you would be able to get across into San Francisco. That's the vision, right?



00:47:57.540 --> 00:48:38.310

Brian Soland, BART: Yeah, with the Regional Rail would unlock that opportunity, certainly for train to connect from Sacramento down to San Jose on the East Bay side. I think that's the perks of Lauren's question, thank you for that. The point I'm trying to make is that long distance and short distance travelers need different solutions to travel between their origins and their destinations.

00:48:42.174 --> 00:48:43.009

Lisa Marie Alley, Facilitator: Thank you for clarifying that.

00:48:43.330 --> 00:48:44.300

Brian Soland, BART: Good point.

00:48:44.730 --> 00:48:53.090

Lisa Marie Alley, Facilitator: We pulled up this slide. I don't know if you wanna speak to it, Brian, because it kinda talks about a little bit of what I think we're talking about or no.

00:48:53.800 --> 00:50:13.839

Brian Soland, BART: It's a great slide to what we're talking about. And so there's when we think about different types of service, we've categorized it into urban metro and intercity express service. So the urban metro is basically what you see with BART. It's like a more of a metropolitan area regional type service that connects urban centers with the surrounding suburbs and cities more frequent. And you know commuters as well as anyone you know, traveling for any other daily needs, you know, it's that type of service that's basically BART provides. I'll train with an electrified system will be more like it's more frequent, stops and stations are closer together, the average speeds (as the person asking the question) was indicating lower or medium, as stated here.

00:50:13.890 --> 00:51:23.810

Brian Soland, BART: And yeah, so you know, this is a system. This is type of system that in the area at least, we know pretty well intercity or express type services more like the Capitol Corridor. So it's, you know, hitting town centers, longer distances, or further away from each other like these ones are less. If you ever traveled in Europe, like you may have gotten on one of these types of trains and travel from downtown. They have a more robust train network and it works really well there, getting around in these, typically, you know, they come every half hour to an hour, and they can build up more

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speed and get fast, you know, so we have us for travel time going these longer distances.

00:51:24.030 --> 00:52:49.089

Brian Soland, BART: And so yeah, it's two different types of service. What Link21 seeks to do is try to improve both of these types of service. With BART in the crossing, it's more focused on urban metro service, right? Unlocking more potential for more frequency, but it does offer some you know, or hopefully better, transfers to the Regional Rail network. With the Regional Rail option, it could also provide urban metro service in the core, and that's kind of what we're looking at, closer stop spacing in the inner East Bay and in San Francisco. But then, once you go out, you're actually traveling those faster speeds connecting more of the intercity service. But in a way, it's trying to do both and maybe accomplishing that more so than the BART, not the BART option. And that's what I did was trying to describe in the tradeoff slide when we were talking about connections and better service.

00:52:49.920 --> 00:54:01.141

Lisa Marie Alley, Facilitator: We do have a question in the Q&A, if you don't mind me jumping in, Brian. The question is: *You also need to address long standing equity issues between the peninsula and the East Bay, which could be addressed by upgrading Capitol Corridor to the same kind of service as a Caltrain baby bullet.* And so I answered a question earlier about how Link21 is embedding equity in the work that we do to ensure that we're talking to marginalized communities and priority populations all along, either a Regional Rail or BART crossing in the corridor, and some of the concept areas that we're looking at. I don't know if there's anything else Chester or Brian wants to add. You know the Caltrain baby bullet service; I don't know if that's apples-to-apples comparisons to Regional Rail or BART service that we're looking at now. But to restate, we are thinking about those equity perspectives and making sure as we define the Program and advance things that's being considered.

00:54:00.730 --> 00:55:36.039

Brian Soland, BART: I just wanna say thanks to the person asking the question. You know, for thinking about this sort of stuff, it's really like useful to hear this sort of feedback and to hear ideas about these. You know, I'm a transit nerd, so I like working with all this stuff and it's great just to hear people ask these sorts of questions and think through these ideas. So, what you know, I think terms of a corridor again, like a Capitol Corridor Vision Plan is, you know, that they have identified and there are a number of improvements to help with reliability and frequency. And that would be the start to get to a place where there could be something like a baby bullet that the Caltrain operates,

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you know. And if it could be integrated in with a Regional Rail crossing, you know that that would work really well. I can envision that working really well, so yeah, thanks for the idea.

00:55:38.760 --> 00:56:00.470

Lisa Marie Alley, Facilitator: Thank you. And then the next question is: *Looking at the slide (which we've pulled up again), have you considered operating the red train, which I believe we're referring to as the Caltrain electrified train with a blue bar livery train.*

00:56:01.170 --> 00:57:18.483

Brian Soland, BART: Basically, we're not there yet. You know, in terms of thinking through the design necessarily train, but like that sort of training, could be a train that that would operate and use. You use Link21 crossing. And, you know, I think it comes really down to the operator, and like all of the governance and all that stuff that we haven't tackled yet. You know we're just not there yet. And we're, you know, well it'll be important to think those things through. Caltrain is recognizable, BART is recognizable, you know. Thinking through how things look, you know, is very important, and it will help like reception in people's minds of this type of service they're getting and yeah, I think that certainly all those details will be thought through some point.

00:57:23.232 --> 00:57:43.798

Lisa Marie Alley, Facilitator: Thank you for those questions. We've got a little less than 10 minutes to go until the top of the hour. We invite folks to continue asking their questions in the Q&A or you can always raise your hand and ask a verbal question as well. I'll give us just a minute to pause and see if any new questions come in.

00:58:56.078 --> 00:59:49.938

Lisa Marie Alley, Facilitator: Alright, we've got about five minutes left in the office hour. I would like to let folks know that we had our virtual open house, our community meeting last week. And we're anticipating doing an online on-demand open house starting on November 13 where you can go onto the Link21 website and join the conversation 24/7 for about a month. Great thing to do over the holidays. If you have nothing to do, or you want to enjoy learning about Link21 and sharing it with your family members, we will be asking some questions similar to what we did at the community virtual meeting last week to gain the public's input on some of these differentiators and service tradeoff conversations again, that will be at the Link21 website starting on November 13. And we'll have it open for about a month to share a lot of what you heard tonight and what you heard on that virtual meeting and engage with members of the public in a different



format to continue to seek input on this project. So thank you, Henry, for pulling up that slide quickly.

01:00:07.960 --> 01:00:49.690

Lisa Marie Alley, Facilitator: Like I said, we've got about four minutes left if there's any other final questions. We've got one that just popped up in the chat. I'm going to read this one out loud. It says: *The 2014 Transbay blended tunnel concept has a great picture of a bombardier double-decker blue train including cross-platform transfers with red double-decker trains at the Salesforce Transit Center.* So it's not really a question, but Roland, thank you for sharing that information with us and we'll make sure and note that when we do our summary, and we will look at it. Thank you.

01:00:50.070 --> 01:00:51.349

Brian Soland, BART: Love it. Thank you.

01:01:53.100 --> 01:02:28.109

Lisa Marie Alley, Facilitator: But I know we've got two minutes left, so Roland and KPIX TV, thank you for joining us and for the other members of the public that joined us. We have a website, a phone number, ways to connect with us and they're shown there on the screen. And thank you, Roland, for putting the link into the Q&A as well. Pass out on the website, and we're always putting things out on social media. We will stay on for a couple more minutes and we'll wrap up shortly.

01:03:53.240 --> 01:04:11.453

Lisa Marie Alley, Facilitator: Thanks again for everyone joining us tonight. It's 7 pm and I'm going to conclude tonight's Link21 virtual office hour. And thanks again to Brian and Chester and our technical team, and for those of you joining us online tonight, have a great rest of your Monday evening. Thank you.

01:04:10.480 --> 01:04:11.115

Brian Soland, BART: Thank you, Lisa Marie.

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