



# LINK21

CONNECT NORTHERN CALIFORNIA

## IN-PERSON OPEN HOUSES SUMMARY

**FINAL**

---

July 2023

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

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## Acronyms and Abbreviations

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

## Link21 Program Team Names

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



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# 1. Overview of Open Houses

## 1.1. Purpose

In June 2023, the Link21 Program hosted three in-person open houses to share Program-level information and seek input from nearby communities regarding the crossing concepts. The purpose of the open houses was to:

- Share Link21 Program information and updates.
- Build awareness of Program vision and planning process.
- Answer questions and gather feedback on key Program elements.

## 1.2. Format and Location

The Link21 in-person open houses were held from 5:30-7:30 pm in Richmond, San Francisco, and Oakland. The format for all three locations included stations for visitors to navigate around the room, learn, and ask questions. Stations were grouped by content:

1. Welcome and Sign-in
2. Link21 Program Overview
3. Timeline and Process
4. Service Improvements
5. Concepts
6. Environmental Activities
7. Comment/Input Submittal

The stations included information printed on display boards, electronic displays on screens, and flip charts for capturing questions and comments. There was also a table with comment boxes and computers for visitors to submit their questions or comments. Program Team members staffed each station to engage with the public and Spanish and Cantonese interpreters were also available.

**Table 1-1** describes the date, time, location, and total number of attendees for each open house.

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**Table 1-2. In-Person Open Houses Details and Visitors**

EVENT	DATE, TIME, LOCATION	TOTAL ATTENDEES
In-Person Open House: East Bay, Richmond	Tuesday, June 13 5:30-7:30 pm Oakstop at Richmond Food Hall 1503 Macdonald Ave, Richmond, CA 94801	3
In-Person Open House: San Francisco	Thursday, June 15 5:30-7:30 pm Southeast Community Center in Bayview 1550 Evans Ave, San Francisco, CA 94124	7
In-Person Open House: East Bay, Oakland	Wednesday, June 21 5:30-7:30 pm Oakstop in Uptown Oakland 2323 Broadway, Oakland, CA 94612	34

*Sign-in sheets are in Error! Reference source not found..*

### 1.3. Promotion of Events

Link21's in-person open houses were promoted across the 21-county Megaregion using a variety of methods:

- Flyers in English, Spanish, and Traditional Chinese were distributed at San Francisco Bay Area Rapid Transit (BART) and Capitol Corridor stations, also at Link21 outreach and tabling events.
- Electronic messages were displayed at BART and Capitol Corridor stations from June through August.
- Link21 website (homepage and events page).
- Social media (organic posts and paid ads) were posted on BART and Capitol Corridor social media accounts in June and July.
- Advertisements in 27 digital and print news outlets, in English, Spanish, and Traditional Chinese.
- E-blasts to the Link21 email distribution list.
- Link21 May Stakeholder Update.
- News releases distributed via BART and Capitol Corridor.

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## 2. Open House Stations and Summary

### 2.1. What We Learned

Below are key takeaways from the three in-person open houses:

- Concern about the project's viability given the exodus of Bay Area residents.
- Desire to know next steps and when the concepts will be finalized.
- Excitement about the potential for new and improved rail connections.
- Interest in the train technology and whether the second crossing would provide service for BART or Capitol Corridor.
- Questions about Link21 as a priority given the current fiscal conditions at BART.
- Questions about outreach with communities that have been marginalized that may be impacted by future stations.

Each of the three open houses featured stations where attendees could learn about various aspects of Program planning. The key takeaways listed above are summarized from conversations between staff and participants at each station. For further details about the feedback received, see sections 2.2 through 2.8.

Flip chart and comment card images are in **Appendix B**.

### 2.2. Welcome and Sign-In Station

Guests were welcomed, offered a chance to sign in, and provided an understanding of the open house set up. Interpretation in Spanish and Cantonese was made available to attendees. The station also had informational materials in the following forms:

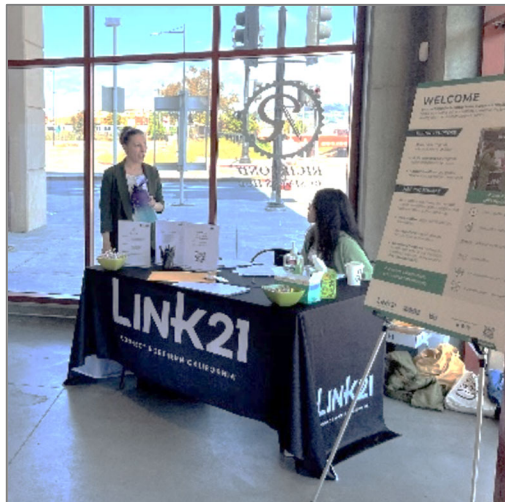
- QR code directing people to the email distribution sign-up form.
- Program fact sheet in English, Spanish, and Traditional Chinese.
- Equity fact sheet in English, Spanish, and Traditional Chinese.
- Phase 1 Guide in English, Spanish, and Traditional Chinese.

No feedback was captured at this station.

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**Figure 2-1. Welcome Station**



The Link21 Team hosts the first East Bay Link21 open house at Oakstop Richmond Food Hall on June 13.



Link21 Engagement and Outreach staff member Lisbet Sunshine prepares handouts for the Link21 open house at Southeast Community Center in Bayview, San Francisco on June 15.

### 2.3. Overview Station

The overview station offered information related to the Link21 Program purpose, what Link21 is, and why we are pursuing it. Display boards covered the Program benefits, goals, equity commitment, and megaregional map.

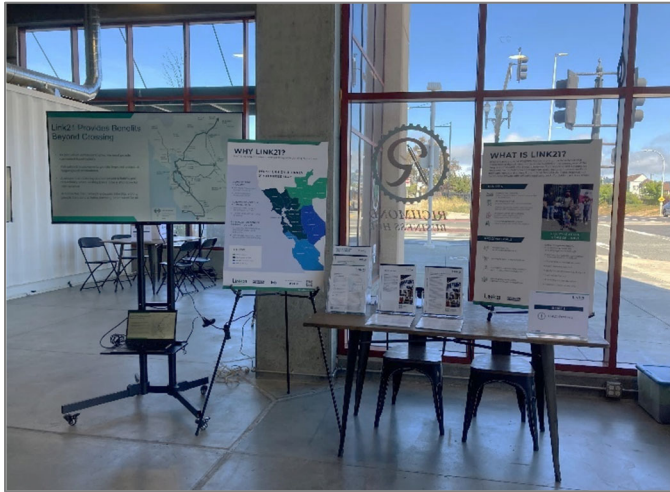
**Table 2-1. Overview Station Feedback**

#### CAPTURED FEEDBACK

- Bike East Bay member was eager to see anything to get more cars off the road!
- Is there a committee of transit riders? With these large projects, actual users should be involved.
- Bring Capitol Corridor back to San Francisco!
- Common questions included:
  - What type of technology is being considered?
  - Will the rail be underground or have any elevated tracks?
  - What groups are being targeted for outreach and how is equity part of the Program?
  - Can both types of trains be accommodated on one track?
  - Are two crossings still being considered?

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**Figure 2-2. Overview Station**



Link21 display boards provide information about the Program at the East Bay open house at Oakstop Richmond Food Hall on June 13.



Link21 staff member Emily Culling discusses the Program with an attendee at the second East Bay open house at Oakstop Uptown Oakland on June 21.

## 2.4. Timeline and Process Station

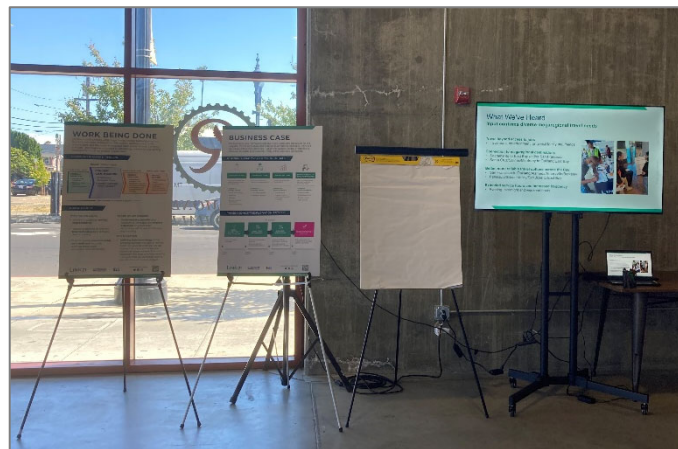
Information about the Phase 1 purpose and explanation of the business case was offered. Display boards described how Link21 is identifying service improvements, assessing train technologies, and collecting early environmental data and input to decide on technology and associated types of service Link21 will offer. The boards also explained the business case framework including strategy, economy, finance, and operations cases.

No feedback was captured at this station.

**Figure 2-3. Timeline and Process Station**



Link21 Planning and Engineering staff member Andrew Tang discusses Phase 1 progress at the San Francisco open house at Southeast Community Center in Bayview on June 15.



Link21 display boards and digital displays provide information about the Program at the East Bay open house at Oakstop Richmond Food Hall on June 13.



## 2.5. Service Improvements Station

This station provided information on service planning, education on Urban | Metro and Intercity | Express service types, and the train technology types available on broad- and standard-gauge rail.

**Table 2-2. Service Improvements Station Feedback**

CAPTURED FEEDBACK
<ul style="list-style-type: none"> <li>• Curious about San Francisco’s new Housing Element that would increase housing in western San Francisco and how it may impact ridership forecasts.</li> <li>• Excitement about all the data and empirical research that has gone into the project.</li> <li>• Concern that changing employment patterns including decreases in jobs in downtown San Francisco and work from home, will be a challenge for the project.</li> <li>• Request to match frequency with demand.</li> <li>• Support for outer travel with service to support those areas (e.g., I-5/99, Highway 17, 580/Altamont).</li> <li>• Fund 680 express bus as a short-term strategy (Diridon → Dublin → Walnut Creek → Vallejo).</li> <li>• Fare integration (see the California Integrated Travel Project); Offer an option that is Clipper Card + Connect Transit Card + Monterey-Salinas Transit + Altamont Corridor Express and San Joaquin Regional Transit District + Santa Cruz.</li> <li>• Apply urban core but sell the case to outer regions to entice super commuters to ditch cars.</li> </ul>

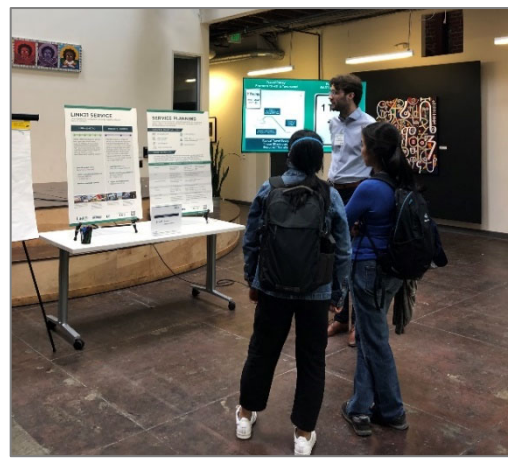
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*Associated flipchart photos are located in Error! Reference source not found..*

**Figure 2-4. Service Improvements Station**



Link21 display boards provide information about potential service improvements that can result from the Program, for the San Francisco open house at the Southeast Community Center in Bayview on June 15.



Attendees at the Oakland open house learn about Link21 from staff member Joseph Chroston-Bell, and read display boards and digital display, at Oakstop on June 21.



## 2.6. Concepts Station

Six different concepts that the Program is considering were showcased: two BART concepts and four Regional Rail concepts. There was a flip chart for staff to track feedback and comments that the public provided.

**Table 2-3. Concepts Station Feedback**

### CAPTURED FEEDBACK

- A new crossing too close to the existing crossing would duplicate service – suggested one further south instead.
- Bike access, safe bike parking, and e-bike compatibility should be a priority.
- Build it now; it will never be cheaper.
- Concept D is the best because it adds the most stations and single-seat connectivity.
- Connection to Mission Bay/Dogpatch is a plus for nightlife.
- Alameda is travel constrained so a station would be good.
- An Alameda station doesn't make sense because it adds time and there's not enough density.
- More access is needed for West Oakland.
- BART concept preferred for system redundancy; Regional Rail concept will not relieve BART congestion if the current transbay tube backs up the system.
- Urban stops are not urban enough along the Union Pacific right-of-way, basically kiss and rides; in France, the Réseau Express Régional (RER) system's urban stops have lots of activity.
- For the BART concept: I-980 is good bypass for the yellow line and Jack London Square is a good transfer to Regional Rail.
- Can we remove trains from Embarcadero at Howard Terminal.
- Advocate for Federal Railroad Administration or Federal Transit Administration funding for Union Pacific Railroad electrification.
- Merge rail agencies (Valley Link, Altamont Corridor Express, BART, Caltrain, Sonoma-Marín Area Rail Transit).
- Add a second BART and Regional Rail crossing in South or Mid Bay to connect to the Peninsula and balance the system.
- Why not a dual-gauge system?
- Can we have a single-seat ride around the Bay?
- Could there be a third track for redundancy or 24-hour service?
- Concept B for cost, concept C for connectivity.
- Consider possibility that office work does not return to Downtown San Francisco.

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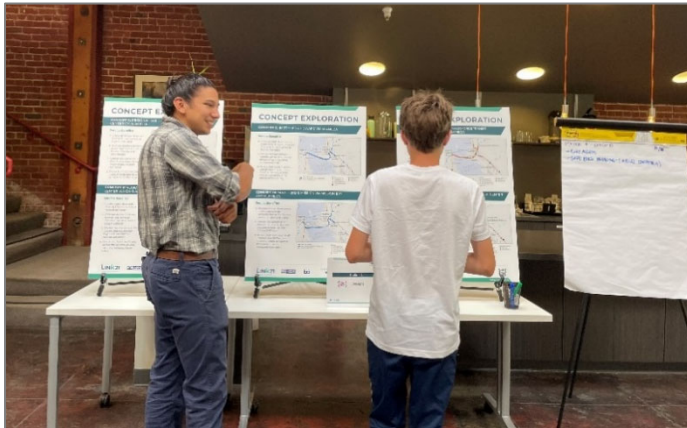
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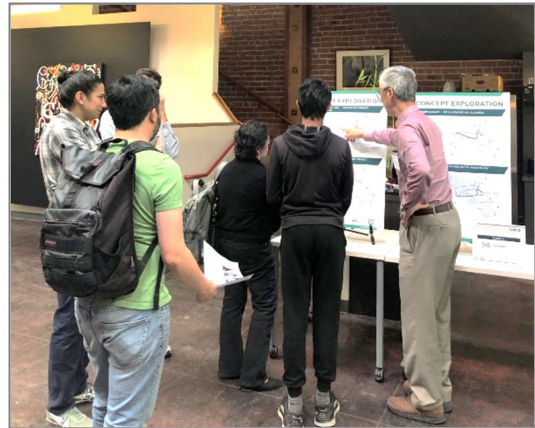




**Figure 2-5. Concepts Station**



A youth attendee at the Link21 Oakland open house learns about the Program concepts from Evan Acevedo, a Link21 Planning and Engineering staff member, at Oakstop on June 21.



Link21 Planning and Engineering staff member Andrew Tang shows the variations between Program concepts to attendees at the Oakland open house at Oakstop on June 21.

## 2.7. Environmental Activities Station

This station offered information about the Environmental Constraints and Opportunities (ECO) Report, the corridors on which the report focuses, and the collaboration between planning and environmental teams to ensure cohesion early in the planning process.

**Table 2-4. Environmental Activities Station Feedback**

### CAPTURED FEEDBACK

- What about last mile connections/link ups to other transit?
- What electricity modes might be used?
- What environmental topics are you covering?
- How was travel demand calculated?
- Questions about what outreach was conducted to people in the Martinez to Coliseum corridor, such as communities that have been marginalized, zero car households, and people in low-income areas versus more affluent hills of the East Bay.
- Support for reducing carbon emissions and diesel output.
- One participant noted that Federal Railroad Administration or Federal Transit Administration funding could be used to convert the entire Union Pacific Railroad system to electricity.

*Associated flipchart photos are located in Error! Reference source not found..*

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**Figure 2-6. Environmental Activities Station**


Link21 Oakland open house attendees speak with Program staff at Oakstop on June 21.



Staff member Rosanna McGuire operates the Environmental Activities station at the San Francisco Link21 open house in the Southeast Community Center on June 15.

## 2.8. Comment/Input Submittal Station

This was a self-service station where members of the public could submit a paper or online comment card and also fill out a paper survey. A total of five comment cards and two surveys were completed for all three in-person open houses.

**Table 2-5. Transcribed Comment Forms**

### CAPTURED FEEDBACK

- As long as the new BART is safer, less expensive, faster, and less traffic, I might ride. Make going to the city fun and East Bay natives might get down with it.
- The open house and outreach should be held in equity priority communities where the people are affected by the decision and implications of the Link21 project. What is the level of outreach and consultation to federally recognized tribes and non-federally recognized tribes? Not just a check box. We sent letters and emails. Native American outreach requires time, patience, and relationship building.
- We need to create a UC San Francisco downtown! I asked my 18-year-old son what he would do with the empty downtown space, he said he would convert it into a University – to bring back people, workers, and lifelong education. There is so much office space that can be converted for this! Like another Cambridge!
- Make car subsidies STOP: price toll per seat in car (baseline quadruple toll), redirect increased tolls to fund transit. East Oakland connection cross-bay could increase airport accessibility (southern crossings). Just do it already, ridership is surging back, and origin destination (O/D) is more dispersed (we need this).

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**Figure 2-7. Comment/Input Submittal Station**



Attendees at the Link21 Oakland open house fill out comment cards and/or survey on paper or online about the Program at Oakstop on June 21.



Link21 Director Sadie Graham (BART) assists attendees of the Oakland open house with completion of a comment card at Oakstop on June 21.

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# Appendix A. Station Displays

## Welcome and Sign-In Station

Figure 2-8. Welcome Printed Board

**WELCOME**  
**Your participation is crucial to the success of Link21!**  
 Please sign in and visit our stations to explore the Link21 Program and talk directly with members of the Link21 Team.

**MEETING PURPOSE**

- **Share** Link21 Program information and updates
- **Build awareness** of Program vision and planning process
- **Answer questions** and gather feedback on key Program elements

**MEETING FORMAT**

As an open house event, you can walk around, view information or engage with team members at your own pace.

- **Visit stations** to gather information on displays
- **Ask questions** and talk directly with Link21 Team members
- **Share your feedback** by filling out a comment form or visit the online meeting (available on the website) **live through July 21**

For more information, visit [Link21Program.org](http://Link21Program.org)

**AVAILABLE INFORMATION**

- LINK21 OVERVIEW
- TIMELINE & PROCESS
- SERVICE IMPROVEMENTS
- CONCEPTS
- ENVIRONMENTAL ACTIVITIES
- COMMENT/INPUT SUBMITTAL

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No electronic displays at this station.



# Overview Station


Figure 2-9. Overview Printed Boards

## WHAT IS LINK21?

Link21 is a passenger rail Program that aims to improve train travel and connection of the rail network in Northern California. The centerpiece of the Program is a second train crossing between San Francisco and Oakland as envisioned in the California State Rail Plan. Link21 includes improvements to both San Francisco Bay Area Rapid Transit District (BART) and Regional Rail networks to provide safe, efficient, equitable, and affordable travel for all trips.

### BENEFITS

- CONNECTED MARKETS**  
Exploring opportunities to connect communities in the Megaregion
- IMPROVED SERVICE**  
Increase frequency and faster travel times  
Enhance access and create faster transfers between BART and Regional Rail networks
- MODERN TRAIN TECHNOLOGY**  
Greener, lighter, and faster trains  
Track, speed, and vehicle type
- IMPROVED INFRASTRUCTURE**  
Tracks, signaling, structures, and facilities




EQUITY IS AT THE CORE OF LINK21



**Link21 integrates equity** into planning, analysis, and engagement through:

- Community-based organization partnerships & co-creation
- Direct and accessible outreach
- Equity Advisory Council
- Equity Vision Statement & Blueprint
- Evaluation metrics
- Priority population definition
- Program goals & objectives

### PROGRAM GOALS

- TRANSFORM THE PASSENGER EXPERIENCE**
- PROMOTE EQUITY AND LIVABILITY**
- SUPPORT ECONOMIC OPPORTUNITY AND GLOBAL COMPETITIVENESS**
- ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION**



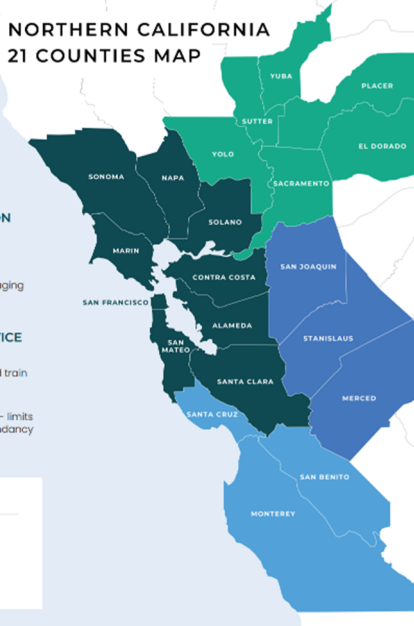
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## WHY LINK21?

Link21 is working to address challenges today while planning for our future.

### NORTHERN CALIFORNIA 21 COUNTIES MAP



#### ECONOMY, JOBS & HOUSING

- Fifth largest megaregional economy in country
- Jobs and affordable housing imbalance

#### ROADWAY CONGESTION & CLIMATE RISKS


- Persistent traffic – back to pre-pandemic numbers
- Climate- and health-damaging air pollution



#### PASSENGER RAIL SERVICE & INFRASTRUCTURE

- Inconvenient, disconnected train network with limited routes and service
- One Transbay rail crossing – limits service reliability and redundancy

#### 4 REGIONS

- Sacramento Area
- San Francisco Bay Area
- Northern San Joaquin Valley
- Monterey Bay Area



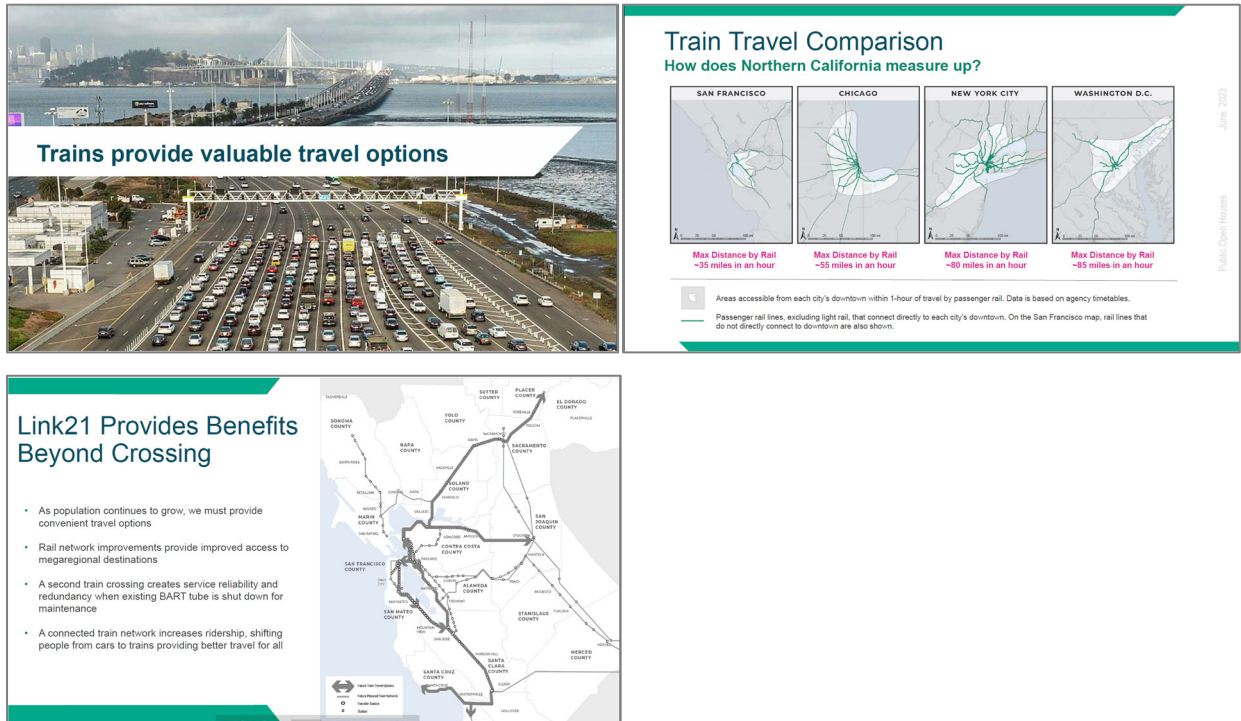
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**Figure 2-10. Overview Electronic Displays**





# Timeline and Process Station

Figure 2-11. Timeline and Process Printed Boards

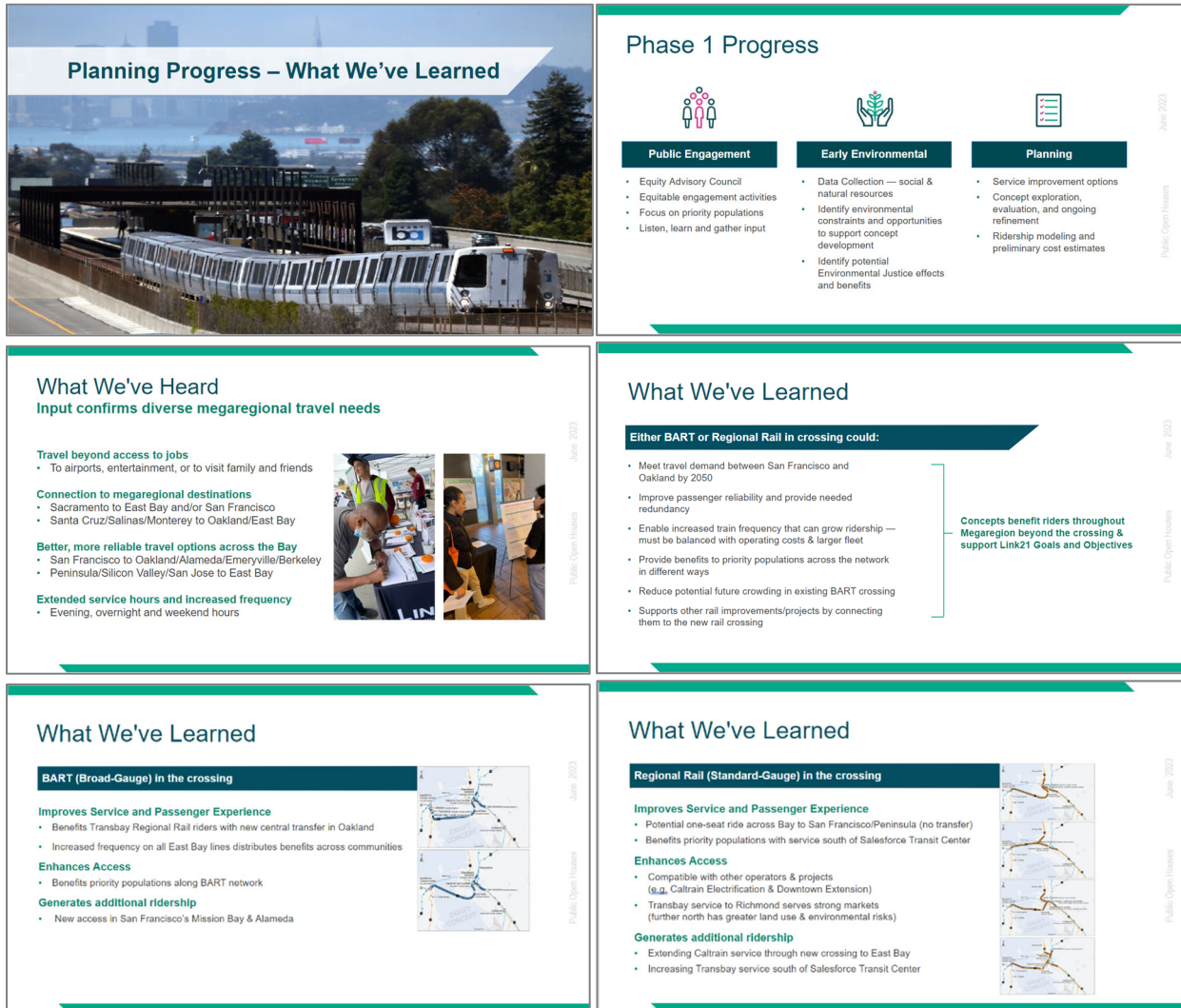


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Figure 2-12. Timeline and Process Electronic Displays



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# Service Improvements Station

Figure 2-13. Service Improvements Printed Boards

## LINK21 SERVICE

Link21 is supporting two types of service to meet the different needs of travelers.

### URBAN | METRO

Urban | Metro is a type of service that operates within metro regions at higher frequencies and medium average speeds. BART provides this service today. Caltrain will provide this type of service with its modern electrified trains starting in 2024.

- More frequent trains** (every 2-10 minutes)
- More stops/shorter distances** between stations (1-5 miles apart)
- Medium average speeds**

### INTERCITY | EXPRESS

Intercity | Express is a type of service for medium to long trips that connects regions, as well as urban and rural communities, at lower frequencies and higher average speeds. Operators like Capital Corridor, Amtrak, San Joaquins, Altamont Corridor Express, and others provide this service on shared tracks owned by private freight rail.

- Less frequent trains** (every 30 minutes-1 hour+)
- Fewer stops/longer distances** between stations (5+ miles apart)
- Higher average speeds,** faster travel times

Conventional BART trains run on broad-gauge tracks and provide high-capacity Urban | Metro service.

Caltrain electrified trains (service starting in 2024) run on standard-gauge tracks and can provide high-capacity Urban | Metro as well as express service.

eBART trains run on standard-gauge tracks and provide lower capacity but frequent Urban | Metro service.

Capital Corridor runs on standard-gauge tracks and will operate modern zero-emission trains by 2035, providing high-capacity Intercity | Express service.

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## SERVICE PLANNING

Improving train service and the passenger experience is a foundational goal of Link21. As we think about service, we are focusing on a number of different service components.

### SERVICE PLANNING INCLUDES:

**ROUTES AND STOPS**

**TRAIN SCHEDULE** (hours and days)

**TRAIN FREQUENCY**

**SPEED AND TRAVEL TIME**

**TRAIN TECHNOLOGY**

**TRACK TYPE** (shared or designated tracks, standard track gauge or broad track gauge)

**SERVICE RELIABILITY**

### TRAIN TECHNOLOGY

This table outlines differences in the two train technologies being considered in the new crossing. Both currently exist in the Bay Area and have different characteristics. While both technologies provide benefits to our riders, Link21 is exploring the trade-offs to identify a solution to meet the needs of our evolving Megaregion.

CHARACTERISTICS	BART ON BROAD GAUGE	REGIONAL RAIL ON STANDARD GAUGE
Operators	<ul style="list-style-type: none"> <li>BART (not eBART or Oakland Airport Connector)</li> </ul>	<ul style="list-style-type: none"> <li>Capital Corridor</li> <li>Altamont Corridor Express</li> <li>Caltrain</li> <li>Amtrak (long distance)</li> <li>San Joaquins</li> <li>SMART</li> <li>CA High-Speed Rail</li> <li>eBART</li> </ul>
Track	<ul style="list-style-type: none"> <li>Dedicated tracks not shared with operators other than BART</li> <li>Broad Gauge: 5' 6" apart</li> </ul>	<ul style="list-style-type: none"> <li>Often shared with Freight (private owner) and Passenger rail operators</li> <li>Standard Gauge: 4' 8.5" apart</li> </ul>
Vehicle Characteristics	<ul style="list-style-type: none"> <li>Lighter, single level, more room for standees</li> </ul>	<ul style="list-style-type: none"> <li>Heavier, single or bi-level, more seating for longer distance travel</li> </ul>
Speed	<ul style="list-style-type: none"> <li>Max: 80 miles per hour*</li> </ul>	<ul style="list-style-type: none"> <li>Max: 110-125 miles per hour*</li> </ul>
Propulsion	<ul style="list-style-type: none"> <li>Electric Multiple Unit powered by electrified third rail</li> </ul>	<ul style="list-style-type: none"> <li>Electric Multiple Unit powered by overhead system or battery</li> <li>Hydrogen Multiple Unit powered by hydrogen</li> </ul>
Service Types	<ul style="list-style-type: none"> <li>Urban   Metro</li> </ul>	<ul style="list-style-type: none"> <li>Urban   Metro and Intercity   Express</li> </ul>
Performance	<ul style="list-style-type: none"> <li>Quick acceleration and deceleration ideal for frequent stopping Urban   Metro service</li> </ul>	<ul style="list-style-type: none"> <li>Modern trains accelerate and decelerate quickly for Urban   Metro style service and are also capable of higher speeds for Intercity   Express service</li> </ul>

\*The average speed will be lower based on the number of and distance between stops, as well as availability of straight track.

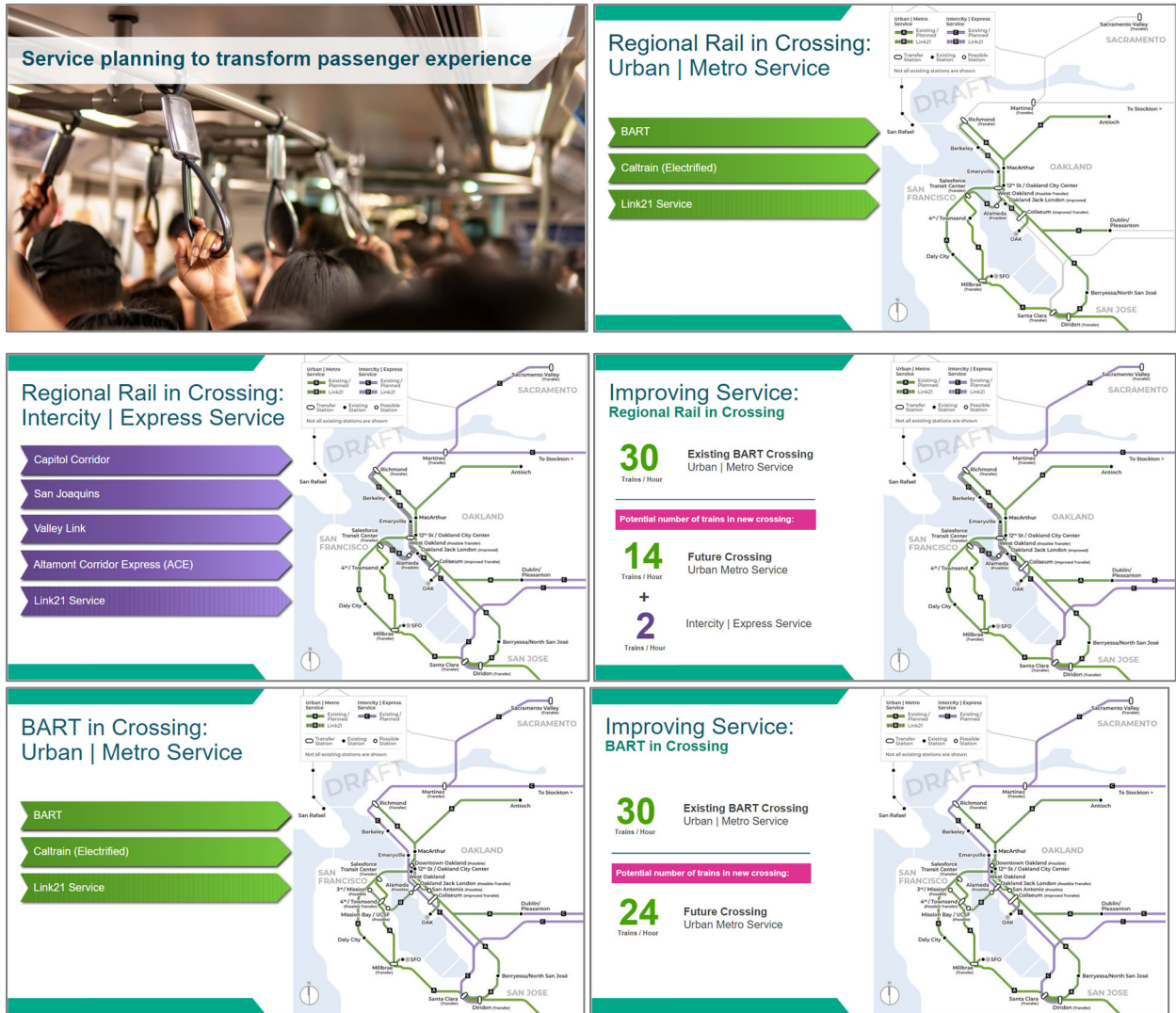
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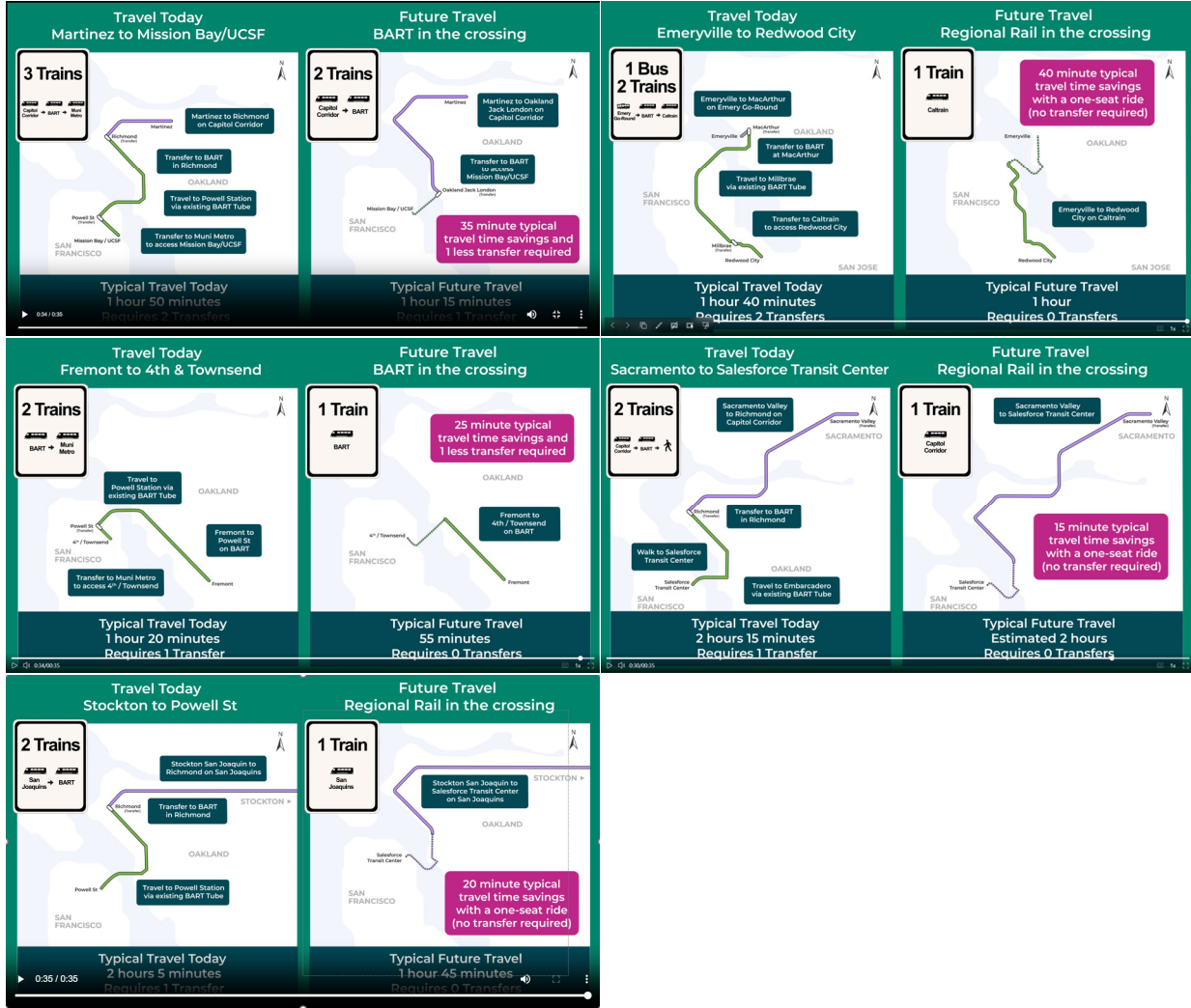
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Figure 2-14. Service Improvements Electronic Displays



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# Concepts Station

Figure 2-15. Concepts Printed Boards

## CONCEPT EXPLORATION

**CONCEPT A: REGIONAL RAIL — SALESFORCE TRANSIT CENTER VIA ALAMEDA**

**Service Benefits:**

- Offers both Urban | Metro and Intercity | Express service on Regional Rail tracks
- Prioritizes Oakland connection to BART over shorter travel time between East Bay and San Francisco
- Creates new connection in West Oakland (transfer between Regional Rail & multiple BART lines)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/Silicon Valley

Legend:

- Regional Rail Concept
- Regional Rail Concept (Tracks underground)
- Regional Rail Concept (Possible improvements)
- Possible Rail Extension

Stations:

- Existing BART Rail
- Possible BART Rail
- Existing Regional Rail
- Possible Regional Rail
- Transfer

Existing and Planned:

- BART Rail
- Regional Rail

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**CONCEPT B: REGIONAL RAIL — SALESFORCE TRANSIT CENTER VIA OAKLAND**

**Service Benefits:**

- Offers Urban | Metro and InterCity | Express service on regional rail tracks
- Prioritizes shorter travel time between East Bay-San Francisco over more station stops in Oakland
- Creates new connection in West Oakland (transfer between Regional Rail & BART for southbound riders)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/Silicon Valley

Legend:

- Regional Rail Concept
- Regional Rail Concept (Tracks underground)
- Regional Rail Concept (Possible improvements)
- Possible Rail Extension

Stations:

- Existing BART Rail
- Possible BART Rail
- Existing Regional Rail
- Possible Regional Rail
- Transfer

Existing and Planned:

- BART Rail
- Regional Rail

CONCEPT STATION CALIFORNIA

FOLLOW BART AND CCRA ON

Spring/Summer 2023

## CONCEPT EXPLORATION

**CONCEPT C: BART — 1ST & HOWARD VIA ALAMEDA**

**Service Benefits:**

- Increases Urban | Metro service and includes stronger connection to InterCity | Express service on Regional Rail tracks
- Creates new connection in Oakland Jack London (transfer between Regional Rail and multiple BART lines)
- Serves Market Street / Financial District in San Francisco (near Salesforce Transit Center for Regional Rail service to the Peninsula/Silicon Valley)

Legend:

- BART Rail Concept
- BART Rail Concept (Tracks underground)
- Possible Rail Extension

Stations:

- Existing BART Rail
- Possible BART Rail
- Existing Regional Rail
- Possible Regional Rail
- Transfer

Existing and Planned:

- BART Rail
- Regional Rail

---

**CONCEPT D: BART — 3RD & MISSION VIA MISSION BAY AND ALAMEDA**

**Service Benefits:**

- Increases Urban | Metro service and includes stronger connection to InterCity | Express service on regional rail tracks
- Creates new connection in Oakland Jack London (transfer between Regional Rail and multiple BART lines)
- Serves Mission Bay / UCSF in San Francisco and 4th/Townsend station to transfer to Regional Rail service to reach Peninsula/Silicon Valley

Legend:

- BART Rail Concept
- BART Rail Concept (Tracks underground)
- Possible Rail Extension

Stations:

- Existing BART Rail
- Possible BART Rail
- Existing Regional Rail
- Possible Regional Rail
- Transfer

Existing and Planned:

- BART Rail
- Regional Rail

CONCEPT STATION CALIFORNIA

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# CONCEPT EXPLORATION

## CONCEPT E: REGIONAL RAIL — SALESFORCE TRANSIT CENTER TO MACARTHUR VIA ALAMEDA

### Service Benefits:

- Offers Urban | Metro and Intercity | Express service on regional rail tracks
- Prioritizes Oakland connection to BART over shorter travel time between East Bay and San Francisco
- Creates new connection at MacArthur station in Oakland (transfer between Regional Rail & multiple BART lines)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/ Silicon Valley



## CONCEPT F: REGIONAL RAIL — SALESFORCE TRANSIT CENTER TO OAKLAND CITY CENTER VIA ALAMEDA

### Service Benefits:

- Offers Urban | Metro and Intercity | Express service on regional rail tracks
- Prioritizes Oakland connection to BART over shorter travel time between East Bay and San Francisco
- Creates new connection in Downtown Oakland (transfer between Regional Rail & multiple BART lines)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/ Silicon Valley



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No electronic displays at this station.



# Environmental Activities Station

Figure 2-16. Environmental Activities Printed Boards

## ENVIRONMENTAL

Link21 is integrating environmental, equity, and environmental justice considerations into early planning work through equitable engagement, concept development, and identifying constraints and opportunities.

### ENVIRONMENTAL CONSTRAINTS AND OPPORTUNITIES (ECO) REPORT

**Constraints are:**  
Physical or social conditions that may limit Link21 from meeting its vision, goals, and objectives; limit priority populations/environmental justice communities from experiencing Link21 benefits; result in substantial impacts to people or the environment due to infrastructure development; and/or substantially increase costs and delay schedule to implement Link21.

**Opportunities include:**  
**Transportation Opportunities** to further the Link21 vision, goals, and objectives and increase the ability of priority populations/environmental justice communities to experience Link21 benefits.  
**Environmental Opportunities** to improve Link21 environmental performance by reducing impacts, promoting benefits, and/or providing for collaboration with other efforts to advance environmental priorities.

Legend:  
■ ECO Study Area  
■ Major California Highways

### LINK21 ECO STUDY CORRIDORS

The ECO report identifies and characterizes constraints and opportunities in the social and natural environment across the 21-county megaregion. Topics addressed include:

- Biological resources
- Community facilities
- Community vulnerability/ environmental burdens
- Cultural resources
- Existing land use
- Hazardous waste and materials
- Hydrology and sea-level rise
- Important farmland
- Major utilities
- Priority populations
- Recreation
- Sensitive receptors
- Transportation facilities

### PLANNING AND ENVIRONMENTAL (PEL) LINKAGES

**Planning and Environment Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:**

- Considers environmental, community, and economic goals early in planning
- Uses the information developed during planning to inform the environmental review process

**Link21's process is similar and includes:**

- Identifying constraints and opportunities
- Engaging with local communities to help identify priority community resources and potential community opportunities

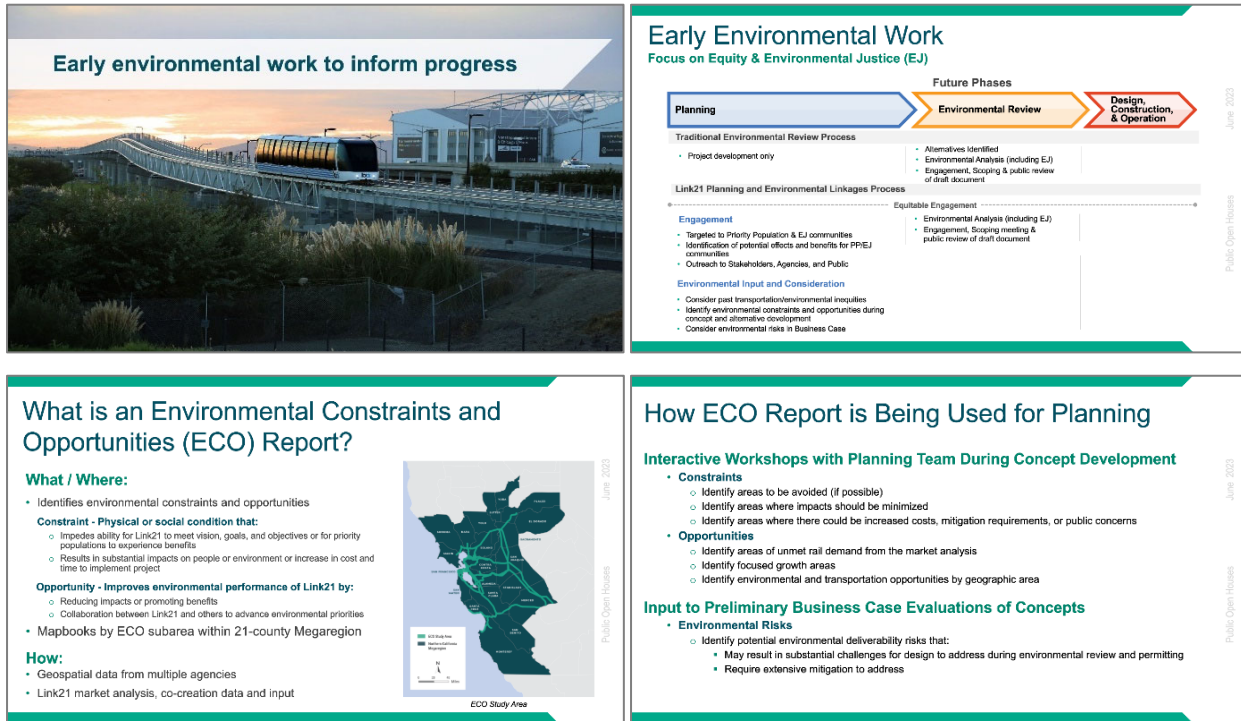
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Figure 2-17. Environmental Activities Electronic Displays



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# Appendix B. Flip Charts and Comment Cards

## Richmond

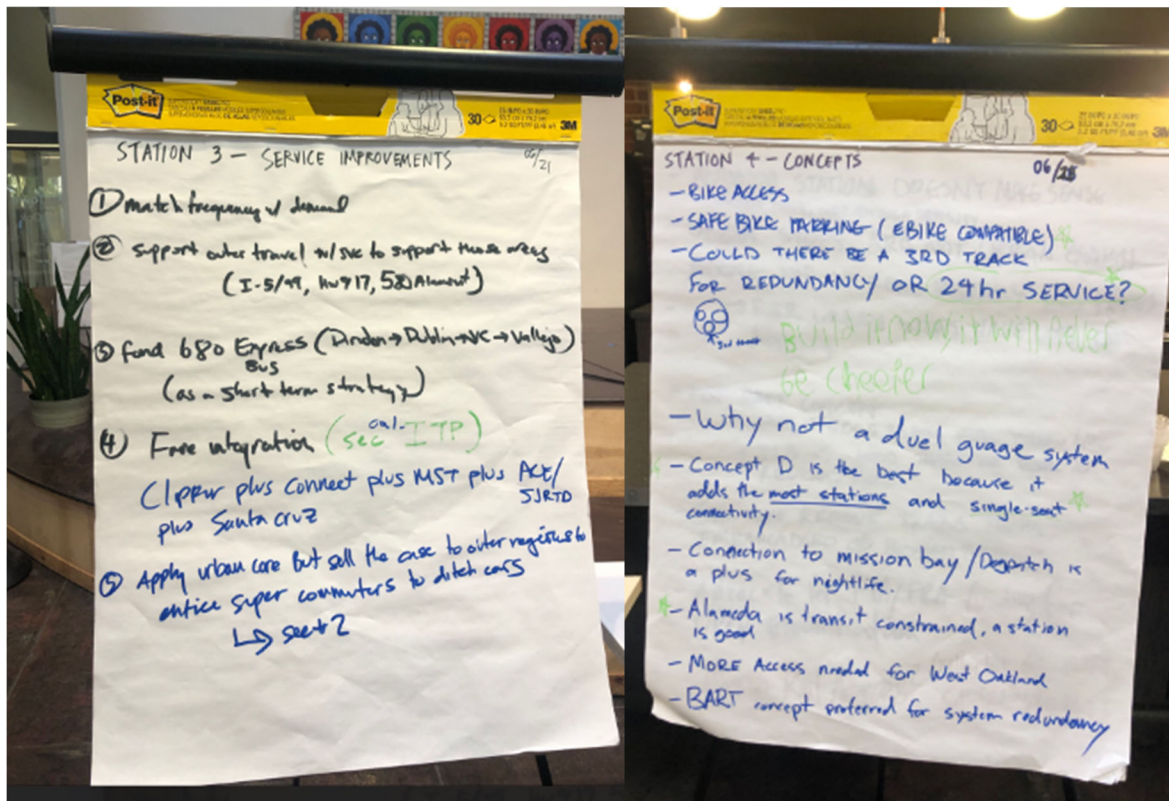
No flip chart notes or comment cards were submitted at this event.

## San Francisco

No comment forms were submitted. The text from flip charts were transcribed into the feedback sections for each station. Images of the flip chart notes were not captured.

## Oakland

Figure 2-18. Oakland Flip Charts



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- Add a second BART & RR Crossing in South or mid bay to connect to Peninsula and before the system
- CAN WE HAVE A SINGLE SEAT RIDE AROUND THE BAY?
- CONCEPT B FOR COST  
C FOR CONNECTIVITY
- CONSIDER POSSIBILITY THAT ORKE WORK DOES NOT RETURN TO DOWNTOWN  
↳ REPLACE WITH A UNIVERSITY
- RENT OUT BART STATIONS FOR PARTIES

- ALAMEDA STATION DOESN'T MAKE SENSE  
- ADDS TIME, NOT ENOUGH DENSITY
- URBAN STOPS ARE NOT URBAN ENOUGH ALONG THE UP ROW, BASKAWY KISS & RDES
- → RER URBAN STOPS HAVE LOTS OF ACTIVITY
- FOR BART CONCEPT  
→ 1970 IS GOOD BYPASS FOR Yellow line  
→ JLS IS GOOD TRANSFER ~~FOR~~ TO REGIONAL RAIL
- CAN WE REMOVE TRAINS FROM EMBARCADERO @ HOWARD TERMINAL
- Advocate for FTA/FRA funding for VPPR Electrification
- Merge Rail Agencies? (Valley Link, ACE, BART, CALTRAIN, SMART)

- ALAMEDA STATION DOESN'T MAKE SENSE  
- ADDS TIME, NOT ENOUGH DENSITY
- URBAN STOPS ARE NOT URBAN ENOUGH ALONG THE UP ROW, BASKAWY KISS & RDES
- → RER URBAN STOPS HAVE LOTS OF ACTIVITY
- FOR BART CONCEPT  
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- CAN WE REMOVE TRAINS FROM EMBARCADERO @ HOWARD TERMINAL
- Advocate for FTA/FRA funding for VPPR Electrification
- Merge Rail Agencies? (Valley Link, ACE, BART, CALTRAIN, SMART)

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Figure 2-19. Oakland Comment Cards

For attendee privacy, contact information has been redacted from the comment cards below.

**LINK21** CONNECT NORTHERN CALIFORNIA

The Link21 Program listens to public input. Please submit comments by mailing this postcard or using our additional contact methods.  
**Online comment form:** [Link21Program.org/en/contact](http://Link21Program.org/en/contact) or QR code  
**Email:** [inquiries@Link21Program.org](mailto:inquiries@Link21Program.org) **Phone:** (855) 905-Link [5465]

**Comment Card**

The Open-House and outreach should be held in equity priority communities, where the people are ~~evenly~~ <sup>the</sup> affected by the decision and implication of the Link 21 project.

What is the level of Outreach and Consultation to Federally recognized tribes and non-Federally Recognized tribes? Not just a check box. We sent letters and emails. Native-American outreach requires time, patience, and relationship building.

**Submitted by:**

**Name:** Stephen Conter

**Address:**

**LINK21** CONNECT NORTHERN CALIFORNIA

Link21 計畫聽取公眾的意見。  
 請通過郵寄此明信片或使用我們的其他聯繫方式提交您的意見。  
**在線意見表:** [Link21Program.org/en/contact](http://Link21Program.org/en/contact) 或掃描二維碼  
**電子郵件:** [inquiries@Link21Program.org](mailto:inquiries@Link21Program.org) **電話:** (855) 905-Link [5465]

**意見卡**

We need to create a UC San Francisco downtown! (I asked my 18 year old son what he would do w/ the empty downtown space - he said he would convert it into a University - to bring BACC people, workers- life long education. There is so much office space that can be converted for this! Like another Cambridge!)

**提交人:** <sup>Beta Colussi</sup>

**姓名:** Sebastian Colussi

**地址:**

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**LINK21**  
CONNECT NORTHERN CALIFORNIA

The Link21 Program listens to public input. Please submit comments by mailing this postcard or using our additional contact methods.  
**Online comment form:** [Link21Program.org/en/contact](http://Link21Program.org/en/contact) or QR code  
**Email:** [inquiries@Link21Program.org](mailto:inquiries@Link21Program.org) **Phone:** (855) 905-Link [5465]

**Comment Card**

Make car subsidies STOP  
 - price toll per seat in car (baseline quadruple toll)  
 - redirect increase tolls to fund transit  
 East Oakland connection <sup>along</sup> could increase  
 airport accessibility (southern crossings)  
 Just do it already, ridership is surging back  
 and O/D is more dispersed (we need this)

**Submitted by:**

**Name:** Kwan Butts **Phone:** [redacted]  
**Address:** 65 [redacted]

**LINK21**  
CONNECT NORTHERN CALIFORNIA

The Link21 Program listens to public input. Please submit comments by mailing this postcard or using our additional contact methods.  
**Online comment form:** [Link21Program.org/en/contact](http://Link21Program.org/en/contact) or QR code  
**Email:** [inquiries@Link21Program.org](mailto:inquiries@Link21Program.org) **Phone:** (855) 905-Link [5465]

**Comment Card**

AS LONG AS THE NEW BART IS SAFER, LESS  
 EXPENSIVE AND FASTER AND LESS TRAFFIC,  
 I MIGHT RIDE. MAKE GOING TO THE CITY  
 FUN AND EAST BAY NATIVES MIGHT GET  
 DOWN WITH IT.

**Submitted by:**

**Name:** Jordan Lewis **Pho**  
**Address:** [redacted] **Emi**

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# Appendix C. Sign-In Sheets

For attendee privacy, contact information has been redacted from the sign-in sheets below.

## Richmond

Sign-in sheets were made available but attendees chose not to fill out contact information.

## San Francisco

Figure 2-20. San Francisco Sign-In Sheets

**Link21 | In-Person Open Houses**

June 13, 5:30-7:30 pm  
Oakstop at Richmond Food Hall  
1503 Macdonald Avenue  
Richmond, CA 94801

June 15, 5:30-7:30 pm  
Southeast Community Center in Bayview  
1550 Evans Avenue  
San Francisco, CA 94124

June 21, 5:30-7:30 pm  
Oakstop in Uptown Oakland  
2323 Broadway  
Oakland, CA 94612

CONNECT NORTHERN CALIFORNIA

Name	Company/Organization	Address, City & Zip	Phone #	Email
EDWARD MASON				
JOAN CHIAPESCE				
Jackie Day	LPL			
ANDREW HEIDEL	SFCTA			
JR Eppan				
Vanessa Ross Aquino	EAC			

\*By providing your information, you will be added to the Link21 email distribution list.  
 Al proporcionar su correo electrónico, se lo agregará a la lista de distribución del proyecto. | 閣下所提供的電郵地址，將會被加入工程項目的通訊名單內

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Link21 | In-Person Open Houses

June 13, 5:30-7:30 pm  
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June 15, 5:30-7:30 pm  
Southeast Community Center in Bayview  
1550 Evans Avenue  
San Francisco, CA 94124

June 21, 5:30-7:30 pm  
Oakstop in Uptown Oakland  
2323 Broadway  
Oakland, CA 94612



Name	Company/Organization	Address, City & Zip	Phone #	Email
Kansai Uchida	SFMTA			

By providing your information, you will be added to the Link21 email distribution list.  
Al proporcionar su correo electrónico, se lo agregará a la lista de distribución del proyecto. | 閣下所提供的電郵地址, 將會被加入工程項目的通訊名單內

Oakland

Figure 2-21. Oakland Sign-In Sheets

Link21 | In-Person Open Houses

June 13, 5:30-7:30 pm  
Oakstop at Richmond Food Hall  
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Richmond, CA 94801

June 15, 5:30-7:30 pm  
Southeast Community Center in Bayview  
1550 Evans Avenue  
San Francisco, CA 94124

June 21, 5:30-7:30 pm  
Oakstop in Uptown Oakland  
2323 Broadway  
Oakland, CA 94612



Name	Company/Organization	Address, City & Zip	Phone #	Email
Michael Schafer	Old Oakland Neighbors			
Pratish Vad	Stee			
Stephen Conteh	Captrans			
Steven Schlanster	-			
Sodgha Sirovoot	-			
Noah Larson	-			
Haleema Bhargava	TransPwr			
Tom Tran	SF Planning			
John Hanna	CA Alliance for Jobs		141	
Ben Frazier	Alta Planning			H
Andrei Bakhtin	Lincoln University			604
Kuan Butts	TRANSPORT OAKLAND			67
Jake Freedman	-			
Jessie Au				432

\*By providing your information, you will be added to the Link21 email distribution list.  
Al proporcionar su correo electrónico, se lo agregará a la lista de distribución del proyecto. | 閣下所提供的電郵地址, 將會被加入工程項目的通訊名單內

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1550 Evans Avenue  
San Francisco, CA 94124

June 21, 5:30-7:30 pm  
Oakstop in Uptown Oakland  
2323 Broadway  
Oakland, CA 94612



Name	Company/Organization	Address, City & Zip	Phone #	Email
Justin Hu-Kyun	Bike East Day			
Catalina E.S.	N/A			
<del>Todd Brown</del>				
Nick Plich	City of Albany			
Tommaso Boggia				
Ave Sorron	bc Berkeley/Seamless			
Lily Moser	Congresswoman Barbara Lee			
Nadine Deleany				
Chris Lu				
M O Campbell	Self			
Liz Kirby	SOMACC			
Anthony Campana				

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Southeast Community Center in Bayview  
1550 Evans Avenue  
San Francisco, CA 94124

June 21, 5:30-7:30 pm  
Oakstop in Uptown Oakland  
2323 Broadway  
Oakland, CA 94612



Name	Company/Organization	Address, City & Zip	Phone #	Email
Dat Teo				
Beta Galuska				

\*By providing your information, you will be added to the Link21 email distribution list.

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