

# LINK21

CONNECT NORTHERN CALIFORNIA

## LINK21 EAST BAY COMMUNITY MEETING SUMMARY

**DRAFT FINAL**

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October 26, 2022 | 5:30-7 pm

Prepared By:  
Link21 Engagement & Outreach Team (HDR)

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# 1. OVERVIEW

On Wednesday, October 26, 2022, the Link21 Program hosted the second of three virtual community meetings designed to introduce Link21 Program goals, present concept examples, review timelines, and provide an opportunity for attendees to ask questions directly to the Program team. The meeting was held from 5:30 to 7 pm via Zoom with closed captioning and simultaneous Spanish and Cantonese interpretation. A dial-in option was also available for those without internet access. There was a formal presentation with an East Bay focus accompanied by a polling exercise and a question-and-answer session. Fifty-three participants logged in via the Zoom option, while two attendees used the dial-in option.

A recording of the October 26, 2022, meeting is posted on the [Link21 website](#).

## 1.1. Meeting Summary

The meeting was facilitated by Linton Johnson, Strategic Program Manager at Bay Area Rapid Transit (BART). Mr. Johnson began the meeting with general housekeeping items (e.g., notifying participants the meeting was being recorded and that interpretation and closed captioning were available, etc.).

### 1.1.1. Polling Exercise: Getting to Know you

Mr. Johnson then began the first part of the polling exercise: *Getting to Know You*. Questions were presented to participants through a polling application (PollEv) and answers were visible to all participants.

**Table 1-1. Polling Exercise #1**

QUESTION 1: IN WHICH CITY OR ZIP CODE ARE YOU LOCATED?		
TOTAL RESPONSES	RESPONSE BREAKDOWN (NUMBER OF INDIVIDUAL RESPONSES)	
29	Alameda	6
	Alamo	1
	Albany	2
	Berkeley	2
	Fremont	2
	Kentfield	1
	Oakland	6
	Pablo Alto	1
	Pinole	1
	Sacramento	1
	San Francisco	1



	San Pablo	1
	San Ramon	1
	Sonoma	1
	Walnut Creek	2
<b>QUESTION 2: HOW DID YOU LEARN ABOUT TODAY'S MEETING?</b>		
35	CCJPA Website	1
	Email	8
	Link21 Website	4
	News	1
	Social Media	4
	Word of Mouth	8

### 1.1.2. Meeting Agenda and Speakers

The meeting agenda was presented:

- Northern California's Travel Needs
- Link21 Focused on Our Future
- Developing Initial Concepts
- Engagement Update
- Question and Answer

As well as the speaker panel:

- Sadie Graham, Link21 Program Director, BART
- Nicole Franklin, Link21 Engagement and Outreach Manager, BART
- Camille Tsao, Link21 Program Lead, Capitol Corridor Joint Powers Authority (CCJPA)
- Chester Fung, Link21 Planning and Engineering Delivery Manager, HNTB

### 1.1.3. Northern California's Travel Needs

Camille Tsao, Link21 Program Lead for CCJPA presented an overview of the Northern California Megaregion, highlighting issues impacting communities today and aspects of the Link21 Program designed to mitigate these impacts:

- Projected population growth and associated traffic congestion
- Current Northern California train network (made up of several regional rail operators), its limitations, and potential network options to show what agencies across the Megaregion are planning in the absence of Link21



- Second transbay crossing connecting Oakland and San Francisco
- Transform the passenger experience, promote equity and livability, support economic opportunity, and advance environmental protection

#### **1.1.4. Link21 Focused on Our Future**

Sadie Graham, Link21 Program Director for BART presented the Program timeline and highlighted the nexus between public input and the Program.

- **Phase 0 [2019 - 2022]:** Phase 0 included Program identification, a Market Analysis Report, service improvement surveys, data collection, co-creation workshops with community-based organizations, and public workshops
- **Phase 1 [2022 - 2024]:** Phase 1 is designed to identify concepts that will best serve diverse communities. Environmental work has been initiated and integrated to help understand current environmental constraints, and potential opportunities to inform concept development and guide Program decisions. The Environmental Constraints and Opportunities Report provides more detail on this work

Equity is at the core of Link21. By prioritizing open and transparent engagement with priority populations and marginalized communities, Link21 will be better able to design and deliver equitable train service to meet the priorities, needs, and values of our communities. To ensure that equitable solutions are incorporated throughout the Link21 Program, equity is integrated into planning and technical analyses. For instance, the Market Analysis Report used weighted data to define areas that could improve service or grow ridership by connecting people who do not have rail access today.

#### **1.1.5. Developing Initial Concepts**

Chester Fung, Link21 Planning and Engineering Delivery Manager for HNTB explained the building blocks that make up the Link21 concepts:

- Observing markets
- How to create equitable train service
- Comparing the different types of trains and train technology
- Physical improvements that could be made to train network infrastructure

One of the key components of the concepts is a new transbay crossing which will encourage more people to take the train and offer an alternative to congested roadways. Concepts will also have other key infrastructure improvements like enhanced or new stations. Currently, no decisions have been made on Link21 concepts and the examples do not demonstrate exact alignment. The examples presented general ideas of what could be but do not show other rail improvements that will be included in each concept. In early 2023, a full set of initial concepts may be shared and further evaluated.

**1.1.6. Poll Exercise: Understanding your Service Needs**

The second part of the polling exercise was designed to understand service needs.

**Table 1-2. Polling Exercise #2**

QUESTION 3: WHICH TRAIN CONNECTIONS WOULD YOU BE MOST LIKELY TO USE? SELECT UP TO THREE.		
TOTAL RESPONSES	RESPONSE BREAKDOWN (NUMBER OF INDIVIDUAL RESPONSES)	
89	Sacramento <--> San Francisco	12
	Sacramento <--> Peninsula, Silicon Valley, and San Jose	9
	Sacramento <--> Oakland, Alameda, and East Bay	30
	Stockton and Central Valley <--> San Francisco	1
	Stockton and Central Valley <--> Peninsula, Silicon Valley, and San Jose	2
	Stockton and Central Valley <--> Oakland, Alameda, and East Bay	10
	Santa Cruz, Monterey, and Salinas <--> San Francisco	9
	Santa Cruz, Monterey, and Salinas <--> Peninsula, Silicon Valley, and San Jose	1
	Santa Cruz, Monterey, and Salinas <--> Oakland, Alameda, and East Bay	25
QUESTION 4: IF TRAVELING BY TRAIN, WHAT TYPES OF TRIPS WOULD YOU BE MOST LIKELY TO MAKE? SELECT UP TO THREE.		
108	Commute to work	23
	Commute to school or college	4
	Get to business or medical appointments	11
	Get to the airport (SMF, SFO, OAK, SJC)	24
	Visit friends and family	23
	Entertainment such as concerts, sporting events, and festivals	22
	Other	1
QUESTION 5: IF YOU WERE TO TRAVEL BY TRAIN, WHAT TIME WOULD YOU MOST LIKELY RIDE? SELECT UP TO THREE.		
111	Weekdays, rush hours (7-10 am and 4-7 pm)	20
	Weekdays, midday (10 am - 4 pm)	8
	Weekdays, night (7 pm - 1 am)	14
	Weekdays, overnight (1-7 am)	1

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Weekends, mornings (7 am - Noon)	11
Weekends, afternoons (Noon - 7 pm)	20
Weekends, night (7 pm - 1 am)	17
Weekends, overnight (1-7 am)	6

### 1.1.7. Engagement and Q&A Session

During the Q&A session, attendees were given the opportunity to submit their questions via the Zoom Q&A feature or raise their virtual hands to ask their question. Questions and comments were addressed live.

**Table 1-3. Questions and Answers**

QUESTION	ANSWER
There is a big gap in service between Richmond and Larkspur. What plans are there to close that gap?	<ul style="list-style-type: none"> <li>▫ Megaregional scope does not mean rail improvements are being proposed for every county</li> <li>▫ Currently focused on transbay corridor between Oakland and San Francisco <ul style="list-style-type: none"> <li>— Other improvements are for facilitating trips through transbay corridor as it is the most congested in Northern California</li> </ul> </li> <li>▫ Lots of gaps throughout the entire region but primarily focused on transbay crossing for now</li> </ul>
What projects can you include to address the congestion and serve the people in West Contra Costa?	<ul style="list-style-type: none"> <li>▫ Contra Costa Transportation Authority is responsible for studying and addressing Contra Costa transportation needs</li> <li>▫ Both BART and Capitol Corridor serve parts of Contra Costa County</li> <li>▫ State Rail Plan is interested in Vallejo as part of I-80 corridor</li> <li>▫ Studying parts of that area which may or may not be included in Link21</li> </ul>
Has a 27 <sup>th</sup> Street Oakland infill station been considered for BART? Has a northwest Oakland (Mandela & Grand Avenue) station been considered?	<ul style="list-style-type: none"> <li>▫ Not yet, the team is still exploring different stations and would appreciate input from the public</li> <li>▫ Where new stations and in-fill stations could be is under consideration</li> <li>▫ Concepts shared identify stations in areas where integration points are needed to provide improvements for both systems <ul style="list-style-type: none"> <li>— Options mentioned but not drilling down to block-by-block yet</li> <li>— Stations are being considered for feasibility but not at more granular level until next year</li> </ul> </li> </ul>

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	<ul style="list-style-type: none"> <li>▫ Over the next year timeframe, project will zero in on station options. Public engagement will be conducted to evaluate the assets of the community and their needs</li> </ul>
How is this Program being funded?	<ul style="list-style-type: none"> <li>▫ Set aside in 2016 Regional Rail funds</li> <li>▫ State adds regular funding to the Program through Capitol Corridor</li> <li>▫ Funds set aside through regional funding as well and additional money is being pursued through state and federal funds</li> </ul>
Is 24-hour service possible?	<ul style="list-style-type: none"> <li>▫ A new tunnel could make 24-hour service possible but other things need to happen as well</li> </ul>
Will Link21 bring full service back?	<ul style="list-style-type: none"> <li>▫ Hoping to restore service to pre-Covid levels</li> <li>▫ Link21 makes assumptions about increasing service and would love at least one train per hour for most of the day</li> </ul>
Will Link21 think about separate passenger and freight tracks?	<ul style="list-style-type: none"> <li>▫ Requires working with the freights since they own the routes</li> <li>▫ Separate tracks would be ideal, but difficult to accomplish <ul style="list-style-type: none"> <li>— Considering for most congested parts (Emeryville, Richmond, and Peninsula service)</li> </ul> </li> <li>▫ To be seen if this is possible but the state is interested in more passenger tracks if possible</li> </ul>
What can residents do to advocate and expedite parts of this?	<ul style="list-style-type: none"> <li>▫ Get the word out and more people to weigh-in</li> <li>▫ Vote and advocate for more funding</li> <li>▫ Ride transit to demonstrate ridership needs</li> </ul>
Regional Rail and BART crossings should be "two alignments with two structures" since Regional Rail needs to be speedy and not slowed down by stations in the City of Alameda	<ul style="list-style-type: none"> <li>▫ Team is considering how each technology will integrate into the development of the Link21 system at the right time before other alignments are built</li> <li>▫ Recognize regional rail as complimentary systems that need to help each other out and improve reliability throughout the transbay corridor</li> </ul>
How can you modify the user costs to make it a more equitable option for West County residents?	<ul style="list-style-type: none"> <li>▫ This is an issue that the region and elected officials are looking to address overall outside of the Link21 Program</li> <li>▫ Overall transportation planning for Contra Costa is completed by Contra Costa <ul style="list-style-type: none"> <li>— Other operators such as MTC are considering equitable fare structures and currently operating a pilot program</li> </ul> </li> <li>▫ Western Contra Costa County/Richmond area not shown on maps, but the Link21 Program is considering improvements and potential in those areas</li> <li>▫ Considering the whole stretch from Richmond to Emeryville and looking at potential improvements</li> </ul>





<p>Are you working with anyone else that is developing an app to help travel all the different transit options?</p>	<ul style="list-style-type: none"> <li>▫ Providing a better, more integrated system is a key goal</li> <li>▫ MTC represents the nine County Bay Area region which has a number of different Bay Area transportation options</li> <li>▫ There are reasons to explore how to improve trip planning and transit option integration</li> <li>▫ The region is trying to address this now and if interested, attend the MTC Commission meeting</li> </ul>
<p>Is a I-980 corridor alignment for a second BART tunnel should a BART connection be made?</p>	<ul style="list-style-type: none"> <li>▫ It is possible but not confirming an exact alignment</li> <li>▫ Key is to keep flexibility and currently advancing concepts that could take place in the I-980 corridor and vision</li> <li>▫ Other opportunity to partner with the community and city to ensure that rail lines are aligned with local goals</li> </ul>
<p>Will all future rail improvements be electric or powered by tier 4 diesel locomotives?</p>	<ul style="list-style-type: none"> <li>▫ State has mandated by 2035 all transit and rail vehicles be zero emission</li> <li>▫ Hydrogen power is being considered to generate electricity but still in pilot</li> </ul>
<p>How do planned/considered ferry connections impact Link21 efforts?</p>	<ul style="list-style-type: none"> <li>▫ Ferry system has plans to expand and it is a great mode for some routes</li> <li>▫ Issue is capacity; how many people can you fit on a ferry?</li> </ul>
<p>Can you speak to the importance of value capture strategies to the Link21 project?</p>	<ul style="list-style-type: none"> <li>▫ When new transit is provided in new locations it is usually accompanied by an increase in land value</li> <li>▫ If transit agencies do not have ownership, they do not benefit from improvements in value of land</li> <li>▫ Working with partners and advocates to find out how this can be pushed at state legislative level</li> <li>▫ One of the potentials of value capture is figuring out how to take new money and place it back into the community</li> </ul>
<p>How would infill stations support transfers (specifically a San Antonio station)?</p>	<ul style="list-style-type: none"> <li>▫ Infill stations serve to provide access to more neighborhoods and communities that do not have a station (adding a station to an existing line)</li> <li>▫ Pro: more people will have access to the system</li> <li>▫ Con: train travel will be slower because you are stopping more often</li> <li>▫ Maybe a transfer station for BART but likely not regional rail</li> </ul>
<p>Is potential sea level rise being factored into the visioning/planning process?</p>	<ul style="list-style-type: none"> <li>▫ We have maps of potential sea level rise impacted areas</li> <li>▫ Any new infrastructure would be designed to be resilient to sea level rise</li> <li>▫ Bigger question regarding whole community and how they will be impacted by sea level rise</li> </ul>

**Table 1-4. Comments**



COMMENTS

No comments.

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## APPENDIX A. ZOOM TRANSCRIPT

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

1

00:00:00.000 --> 00:00:01.830

Linton Johnson, Link21, Facilitator: Some questions

2

00:00:02.140 --> 00:00:15.170

Linton Johnson, Link21, Facilitator: We want to hear from you. We're recording this right now. Our goal is to save at least the last 30 minutes to answer your questions. We'll show you how you can connect with us. Um! A little bit later. But first

3

00:00:15.180 --> 00:00:29.169

Linton Johnson, Link21, Facilitator: let's get started with the presentation. We want to give first. Go over a few things with you. So you know that everyone on the phone or in the Zoom virtual meeting understands how to participate so to reach as many participants as possible.

4

00:00:29.180 --> 00:00:44.020

Linton Johnson, Link21, Facilitator: We are offering this meeting virtually on zoom as well as uh you to participate via telephone. Uh, the meeting is being recorded as you just saw, and it will be posted when it uh within a few days. On the Link21 Program site that's [Link21program.org](http://Link21program.org)

5

00:00:44.030 --> 00:00:54.969

Linton Johnson, Link21, Facilitator: um it's being hosted in English, Spanish, and Cantonese, in order to access the audio channel for any of these languages, please click the interpretation. Okay,

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6

00:00:54.980 --> 00:01:19.959

Linton Johnson, Link21, Facilitator: The global icon is in the Zoom task bar, and from there you will select your language from the menu. This message will be repeated in all languages. Close captioning is also available. If you would like to use this option, please click the CC icon in the Zoom task bar and then select subtitles to view on the screen or live transcript to see the full transcript on the side panel.

7

00:01:19.970 --> 00:01:27.189

Linton Johnson, Link21, Facilitator: And if you need to uh need technical support. You can use the Zoom Q&A option to describe the support that you need.

8

00:01:27.490 --> 00:01:36.739

Linton Johnson, Link21, Facilitator: Now we're going to invite our interpreters to repeat these instructions in Spanish, and then in cat to me. So first up is Maria with the Spanish transportation uh interpretation

9

00:01:38.620 --> 00:03:02.910

Maria, Link21, Spanish Interpreter: Spanish Interpretation

10

00:02:16.080 --> 00:02:18.470

Linton Johnson, Link21, Facilitator: Thank you, Maria. Now Weikuen will provide in Cantonese

11

00:02:18.500 --> 00:03:19.010

Weikuen Tang, Link21, Cantonese Interpreter: Cantonese Interpretation

12



00:03:49.010 --> 00:04:04.700

Weikuen Tang, Link21, Cantonese Interpreter: Cantonese Interpretation.

13

00:04:05.740 --> 00:04:15.240

Linton Johnson, Link21, Facilitator: Thank you Weikuen. Thank you, Maria. We appreciate it. We now my participants to join the interpretation audio channel by clicking the interpretation button in the task bar.

14

00:04:15.270 --> 00:04:28.230

Linton Johnson, Link21, Facilitator: Okay, this is the phone part to learn more about who is joining us in this virtual room. We'll be doing some interactive polling, and this is where you get to engage. We would like to ask a few questions during our meeting.

15

00:04:28.240 --> 00:04:38.049

Linton Johnson, Link21, Facilitator: First. We want to understand now where you're participating from, and how you heard about the events. Then we will pull again later in the meeting. First the poll.

16

00:04:38.060 --> 00:04:54.900

Linton Johnson, Link21, Facilitator: Here's how we're going to do this. We're going to use a software called Poll everywhere. Look at your screen here. We hope you will participate. Quite fun. A lot of options for you to begin. If you're on your computer, go to this website, which is on your screen. [PollEV.com/KWpoll1](https://PollEV.com/KWpoll1)

17

00:04:54.910 --> 00:05:09.440

Linton Johnson, Link21, Facilitator: [PollEV.com/KWpoll1](https://PollEV.com/KWpoll1)

18



00:05:09.810 --> 00:05:17.390

Linton Johnson, Link21, Facilitator: and if you're on your smartphone or some sort of mobile device, go to you can text KwPoll1

19

00:05:17.400 --> 00:05:32.880

Linton Johnson, Link21, Facilitator: to 22333 right. They're on your screen. If you're listening on the phone. That's Kwpoll1 to the short code 22333.

20

00:05:32.890 --> 00:05:57.160

Linton Johnson, Link21, Facilitator: And if you're texting, just a remind reminder, the question will not pop up. Just answer the question that you see on your screen, and there's also a QR code as well. We will read aloud each question and wait for responses. This information is helpful to our team, and not only forms our outreach and communication, but also informs our technical planning work, So we really appreciate your feedback.

21

00:05:57.170 --> 00:06:27.150

Linton Johnson, Link21, Facilitator: The chat feature in zoom can also be utilized for polling. Respond. If the poll everywhere software does not work for you. If you're joining us by telephone, by our toll, free call and phone line. You can share your responses with your phone line manager or interpreter just down star seven, which controls, raising and lowering of your hand. When you raise your hand the phone line manager will unmute you so you can share response with those on the phone line. We also record those responses and provide them together

22

00:06:27.160 --> 00:06:32.779

Linton Johnson, Link21, Facilitator: with what we receive on. Zoom. So ready? Our first question,

23

00:06:32.820 --> 00:06:38.210



Linton Johnson, Link21, Facilitator: in which city and or zip code are you located?

24

00:06:38.260 --> 00:06:54.090

Linton Johnson, Link21, Facilitator: And we've already got answers coming in nine, four, five hundred and one seems to be a pretty popular place. I'll meet as well. Oakland. Nine, four, six, and nine in the house. Lots of people from there. That's it, Code. We've got Albany and Fremont

25

00:06:54.100 --> 00:07:11.720

Linton Johnson, Link21, Facilitator: nine, four, seven, and four lots of phone or zip codes coming in. This is really exciting. So we have a lot of people joining us today. Looks like nine, four, five, and one is where most people are. Uh from. That's pretty cool. Nine, four, six, and nine. I will meet a county.

26

00:07:12.220 --> 00:07:27.039

Linton Johnson, Link21, Facilitator: This could be where you currently are or where you live. So all of these questions that we're asking are very informative to us, very helpful. So keep it coming in. We really appreciate it. Okay, let's move on to our second question,

27

00:07:27.110 --> 00:07:35.630

Linton Johnson, Link21, Facilitator: How did you learn about tonight's meeting? So, using the same software, How did you learn about today's

28

00:07:35.640 --> 00:07:56.739

Linton Johnson, Link21, Facilitator: meeting again? You could respond at [PollEv.com/KWPoll1](https://PollEv.com/KWPoll1). That information is at the top of your screen. I was uh, or if you want to text it in KWPoll1 to the number 22333. And remember, if you're texting, you will not see the question. Just

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00:07:56.960 --> 00:08:10.200

Linton Johnson, Link21, Facilitator: type in the answer. So the answers, We're getting right now. Social media, Twitter Capitol Corridor website Looks like email is a good one here. BART mailing lists, BART social media. All of these are great ways

30

00:08:10.210 --> 00:08:22.389

Linton Johnson, Link21, Facilitator: for us to communicate back with you. It's really good to hear how you're finding these things out so that way. We can make sure that we use these channels uh to their max. Oh, people are talking to each other. Somebody is

31

00:08:22.430 --> 00:08:38.720

Linton Johnson, Link21, Facilitator: gotten the word from a co-worker, or at work, or Ash Mcfoy. Oh, a specific person. I love that. It's like email uh and social media are some of the biggest ones here, a friend or a classmate, the website. That's all good.

32

00:08:38.730 --> 00:08:48.420

Linton Johnson, Link21, Facilitator: This is all fantastic information. We really appreciate. You, uh testing and email or chatting. How are you giving us this information. It's all super helpful,

33

00:08:50.160 --> 00:09:18.950

Linton Johnson, Link21, Facilitator: all right. We'll wait just a few more seconds here, as people are sending in their answers bark a bike walk. I'll make a Facebook page very specific, more specific. You're getting the better. It is us as well. I googled Link21. Thank God, Google works um all right. This is all really excellent information. Thank you very, very much. Okay. So um. And now we want to walk through our agenda for the virtual Webinar and introduce our speakers to a nice meeting

34

00:09:18.960 --> 00:09:22.089

Linton Johnson, Link21, Facilitator: is broken up into five parts.





35

00:09:22.190 --&gt; 00:09:39.770

Linton Johnson, Link21, Facilitator: Part one will be learning about California's travel needs, and part two how Link21 is focused on the future of the Northern California Megaregion. Part three is an explanation of example concepts, including more interactive polling,

36

00:09:39.780 --&gt; 00:10:02.050

Linton Johnson, Link21, Facilitator: and finally part four an opportunity for questions and answers with our presenters. So I guess I said five parts spoken about four parts. We have got a line up of stars to talk tonight. Talk with us tonight. We've got some great speakers, some really fabulous folks. Um, First we're gonna start with uh Sadie Graham. Uh she's from our Link21 program. She's the director. Say, say you please say hello.

37

00:10:04.380 --&gt; 00:10:07.170

Linton Johnson, Link21, Facilitator: Hello! Thanks for joining us tonight,

38

00:10:08.050 --&gt; 00:10:23.960

Linton Johnson, Link21, Facilitator: love having you, Sadie. Um, Camille Tsao is also one of our presenters and our panelists for this evening. She's also with the Link21 Program, and with the CCJPA. The Capitol Corridor Joint Powers Authority. Hi, Camille! Hello, Hey, everyone! Thanks for being here

39

00:10:24.140 --&gt; 00:10:37.530

Linton Johnson, Link21, Facilitator: looking forward to hearing you talk. Hi! Nicole! Nicole Franklin! There's our next person up on the who's going to be speaking with us tonight. She is our engagement and outreach manager, helping to put all of this together. Hi, Nicole!

40



00:10:37.910 --> 00:10:43.850

Nicole Franklin, Link21, Panelist: Good evening, Everyone, Thanks, Linton and I look forward to hearing everybody's input in their questions.

41

00:10:44.070 --> 00:10:51.049

Linton Johnson, Link21, Facilitator: And last, but not least, Chester Fung. Chester will present example project concepts. Good evening, Chester.

42

00:10:51.250 --> 00:10:53.719

Chester Fung, Link21, Panelist: Hello! Good evening, everyone. Thanks for your time,

43

00:10:54.490 --> 00:10:59.449

Linton Johnson, Link21, Facilitator: All right. So we're going to get started with Camille, Camille. Why, don't you take it away?

44

00:11:00.880 --> 00:11:02.450

Camille Tsao, Link21, Panelist: Thank you.

45

00:11:03.400 --> 00:11:14.489

Camille Tsao, Link21, Panelist: Um. So the Northern California Megaregion includes twenty-one counties as shown on this map. Link21 gets its name from the twenty-one county Megaregion.

46

00:11:14.500 --> 00:11:23.769

Camille Tsao, Link21, Panelist: Our region is a thriving and cherished place to live, but we do face challenges that will only get worse, as our population continues to grow

47

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00:11:23.780 --> 00:11:36.449

Camille Tsao, Link21, Panelist: as the fifth largest megaregional economy in the United States residents suffer a high cost of living that has resulted in moving further away from their jobs and schools in search of affordable housing.

48

00:11:36.810 --> 00:11:53.800

Camille Tsao, Link21, Panelist: Ours is a region where people regularly live, work and recreate across county lines, which means longer travel. Times and hours logged on the road resulting in persistent traffic and travel delays on our local freeway systems.

49

00:11:54.430 --> 00:12:01.299

Camille Tsao, Link21, Panelist: Pre-pandemic an average Bay Area commuter spent almost four days per year stuck in traffic

50

00:12:01.520 --> 00:12:11.960

Camille Tsao, Link21, Panelist: and the BART's transbay tube. The only real crossing between the East Bay and San Francisco Peninsula was at, or exceeding capacity.

51

00:12:12.430 --> 00:12:24.220

Camille Tsao, Link21, Panelist: We already have seen our freeways get back to the congestion that it was, and our train system is experiencing that rise in ridership as well as we come out of the pandemic

52

00:12:24.580 --> 00:12:36.230

Camille Tsao, Link21, Panelist: as transportation is a major contributor to pollution and climate change. As a result, our region faces health, damaging air quality that must be addressed

53

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00:12:41.970 --> 00:12:51.369

Camille Tsao, Link21, Panelist: without solutions. These challenges will only get worse, as our population is expected to reach fifteen million by the year 2040.

54

00:12:51.640 --> 00:12:55.989

Camille Tsao, Link21, Panelist: This growth will put even more demand on our transportation system

55

00:12:56.370 --> 00:13:06.970

Camille Tsao, Link21, Panelist: through an early market analysis we identified that by two thousand and forty. The daily trips within the San Francisco Bay area will increase by twenty-six percent.

56

00:13:07.030 --> 00:13:14.870

Camille Tsao, Link21, Panelist: The daily trips between the bay area counties and other megaregional counties an increase of 64 percent.

57

00:13:15.070 --> 00:13:24.129

Camille Tsao, Link21, Panelist: This growth and travel demand requires solutions that take people out of their cars and onto trains, giving them more travel options.

58

00:13:27.340 --> 00:13:46.699

Camille Tsao, Link21, Panelist: Today our rail network is made up of several regional rail operators who run longer distance services that connect people throughout the Megaregion into the core of the Bay Area and BART which provides frequent metro commuter service across five counties. Although we have a fair amount of rail service today,

59



00:13:46.710 --> 00:13:58.260

Camille Tsao, Link21, Panelist: it doesn't meet our growing needs. It's disconnected, sometimes inconvenient, and ultimately it's not competitive with cars especially for medium to long distance trips.

60

00:13:59.890 --> 00:14:09.249

Camille Tsao, Link21, Panelist: We believe that a connected passenger rail system has the power to positively transform Northern California for generations to come.

61

00:14:09.720 --> 00:14:27.440

Camille Tsao, Link21, Panelist: The planned and potential network map shown here demonstrates the future of our train system as planned by our partner agencies across the Megaregion. So this map does not show Link21 projects, but the ones that are being planned by our partners.

62

00:14:27.620 --> 00:14:33.659

Camille Tsao, Link21, Panelist: All of these improvements are in different phases of planning some really early. Some further along

63

00:14:34.570 --> 00:14:42.669

Camille Tsao, Link21, Panelist: the A's on the map represent real extensions, like the valley, leak or high speed rail from Merced to Gilroy.

64

00:14:50.500 --> 00:15:04.269

Camille Tsao, Link21, Panelist: The C's represent service improvements across the network, like the San Joaquin's. Two additional round trip trains in the Central valley and Caltrain's electrification and plans to run six trains an hour on the peninsula.

65



00:15:05.210 --> 00:15:22.010

Camille Tsao, Link21, Panelist: Lastly, the Ds. Represent infrastructure improvements like a rail bridge replacement in Benicia Martinez. It's important to note that because much of the regional rail network within the Megaregion runs on shared and owned tracks with freight such as the Union Pacific.

66

00:15:22.020 --> 00:15:27.649

Camille Tsao, Link21, Panelist: Any future improvements must be approved by our freight partners.

67

00:15:28.220 --> 00:15:35.410

Camille Tsao, Link21, Panelist: This vision for our future train network sets the context for the future environment that Link21 is planning here.

68

00:15:35.760 --> 00:15:43.470

Camille Tsao, Link21, Panelist: These collective improvements equate to big investments in travel solutions for future generations. However,

69

00:15:43.610 --> 00:15:55.570

Camille Tsao, Link21, Panelist: a critical piece of the transportation network is adding capacity and reliability connection across the physical barrier of the San Francisco Bay, with the second crossing.

70

00:15:56.000 --> 00:16:06.239

Camille Tsao, Link21, Panelist: A second rail crossing will further enhance the value and usefulness of megaregional train operations and amplify the benefits to riders throughout Northern California.

71



00:16:06.870 --> 00:16:22.479

Camille Tsao, Link21, Panelist: In addition, a new crossing. They also have further value when it's combined with other projects like the downtown extension project that extends rail to the salesforce transit Center in San Francisco, where it can link writers directly to the new classroom.

72

00:16:22.840 --> 00:16:26.890

Camille Tsao, Link21, Panelist: The second crossing is at the core of the Link21 Program,

73

00:16:27.090 --> 00:16:38.639

Camille Tsao, Link21, Panelist: and together with these improvements by other agencies shown on the map, Link21 will transform our way of traveling around the Megaregion to connect more people to where they want to go

74

00:16:38.730 --> 00:16:41.690

Camille Tsao, Link21, Panelist: quickly, safely and affordably,

75

00:16:41.720 --> 00:16:45.990

Camille Tsao, Link21, Panelist: whether traveling a few miles or a few counties over,

76

00:16:48.200 --> 00:16:56.710

Camille Tsao, Link21, Panelist: as a Program of projects of several projects Link21 will include network improvements for both part and regional rail

77

00:16:56.730 --> 00:17:00.100

Camille Tsao, Link21, Panelist: The Program's goals and objectives are listed here.



78

00:17:00.130 --> 00:17:06.150

Camille Tsao, Link21, Panelist: Ultimately we want to transform the passenger experience, promote equity and livability,

79

00:17:06.460 --> 00:17:11.520

Camille Tsao, Link21, Panelist: support economic opportunity and advance environmental protection.

80

00:17:11.750 --> 00:17:24.479

Camille Tsao, Link21, Panelist: These goals and objectives serve as the foundation for our program, and how we will identify, develop, and evaluate concepts that will evolve into projects for Link21.

81

00:17:24.849 --> 00:17:34.679

Camille Tsao, Link21, Panelist: Our Program is looking to reach more communities with better service, using new train technology and infrastructure like new tracks, structures, and signaling

82

00:17:34.970 --> 00:17:44.150

Camille Tsao, Link21, Panelist: the benefits will be felt across our Megaregion, elevating equity, expanding economic opportunity and creating environmental resilience.

83

00:17:45.050 --> 00:17:47.730

Camille Tsao, Link21, Panelist: And now I'll hand it over to Nicole Franklin.

84

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00:17:50.200 --> 00:17:52.240

Nicole Franklin, Link21, Panelist: Thank you so much, Camille,

85

00:17:53.540 --> 00:17:57.419

Nicole Franklin, Link21, Panelist: now I'm going to talk to you about the Program. Timeline,

86

00:17:57.890 --> 00:18:13.439

Nicole Franklin, Link21, Panelist: the Link21 program is a multi-year. Multi-phase planning program Phase Zero was just completed earlier. This year with the BART and CCJPA Board approved the work in the Program definition phase that's listed on the slide before you.

87

00:18:13.600 --> 00:18:23.669

Nicole Franklin, Link21, Panelist: We are now in Phase One, and the work that we are currently doing will continue through early two thousand and twenty-four, it will focus on project identification.

88

00:18:24.170 --> 00:18:37.679

Nicole Franklin, Link21, Panelist: This phase brings together engineering, service, planning, ridership, modeling, early environmental work and integrated through all of this is our public engagement. Working with all of you.

89

00:18:37.730 --> 00:18:52.669

Nicole Franklin, Link21, Panelist: The work accomplished in Phase One will result in identification of projects potentially move forward to phase two of the program, which is the environmental review phase, and that's estimated to beginning in mid-2024

90

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00:18:52.940 --> 00:19:10.049

Nicole Franklin, Link21, Panelist: as a long-term planning effort. You can see construction of a new crossing and opening of service. Isn't slated for many years. What is critical to this Program successes the ongoing engagement of our agency partners, too many stakeholders like yourself

91

00:19:10.060 --> 00:19:17.980

Nicole Franklin, Link21, Panelist: and the public that we can identify the right transportation solution to serve our growing needs of the Megaregion.

92

00:19:20.930 --> 00:19:27.989

Nicole Franklin, Link21, Panelist: A critical component of the Link21 Program is equity which is embedded in all of our work streams.

93

00:19:28.100 --> 00:19:40.310

Nicole Franklin, Link21, Panelist: We know that equitable processes create equitable outcomes, and by prioritizing open and transparent engagement with priority populations and communities that have been marginalized

94

00:19:40.320 --> 00:19:51.529

Nicole Franklin, Link21, Panelist: Link21 will be better able to design and deliver equitable train service that me to priorities, the needs and the values of the communities that we aim to serve

95

00:19:51.640 --> 00:20:07.139

Nicole Franklin, Link21, Panelist: to identify priority populations linked to when you census track partner with community-based organizations, conducted polling to establish programs, specific geographic areas most impacted by inequitable outcomes

96



00:20:07.150 --> 00:20:18.989

Nicole Franklin, Link21, Panelist: with equity at the core of Link21 we are committed to planning and developing projects differently than in the past and in partnerships with the communities that we serve.

97

00:20:19.240 --> 00:20:30.679

Nicole Franklin, Link21, Panelist: There are three components or strategies that are guiding the equity program. Um for Link21 and they are equity, integration, and our planning and technical analysis

98

00:20:30.730 --> 00:20:48.120

Nicole Franklin, Link21, Panelist: as an example, as we perform our market analysis. Last year priority populations were given a higher waiting to help define those areas where we might improve existing service or grow ridership by connecting people who don't have access to rail today.

99

00:20:48.660 --> 00:20:53.680

Nicole Franklin, Link21, Panelist: Link21 has also established a community-based organization, partnership program

100

00:20:53.730 --> 00:21:07.329

Nicole Franklin, Link21, Panelist: where we can co-create with our partners and the communities we have had three successful rounds of creation already, and plan to uh hold three additional rounds in the next twelve to eighteen months,

101

00:21:07.620 --> 00:21:27.290

Nicole Franklin, Link21, Panelist: and before the years out we will be establishing an Equity Advisory Council. We call it the EAC and the EAC Will be comprised of twenty members of the public who will be charged with helping the Link21 team guide our Project development and program decisions with an Equity Lens



102

00:21:31.290 --> 00:21:41.590

Nicole Franklin, Link21, Panelist: phase zero, which I mentioned earlier, set the foundation for the work we're currently doing some of the key highlights, including we established goals and objectives in phase zero

103

00:21:41.600 --> 00:21:54.400

Nicole Franklin, Link21, Panelist: uh, we came up with a decision-making framework that will dot guide our planning. We gather initial data through technical studies uh service, that uh surveys market analysis,

104

00:21:54.510 --> 00:22:05.099

Nicole Franklin, Link21, Panelist: and we engage stakeholders in the public to gain initial input. This initial Phase also of the targeted equity program that is embedded in all the work that we do.

105

00:22:07.570 --> 00:22:15.760

Nicole Franklin, Link21, Panelist: As I said earlier, our goal for this current work is to identify the potential projects to move into the environmental review.

106

00:22:15.780 --> 00:22:34.849

Nicole Franklin, Link21, Panelist: To do that, we will start with development of initial concepts. Concepts will be informed by the market analysis that we completed last uh phase service, planning, ridership, modeling, environmental uh work and engagement with the public. With you

107

00:22:34.960 --> 00:22:48.950

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Nicole Franklin, Link21, Panelist: consoles will be refined, using several metrics for considerations to make sure they meet our Program goals and objectives which we established, and they zero um and got the public input on

108

00:22:49.000 --> 00:22:58.310

Nicole Franklin, Link21, Panelist: as concepts are further refined and analyzed, a project or projects will be emerge for consideration and further examination.

109

00:22:58.910 --> 00:23:00.520

Nicole Franklin, Link21, Panelist: Next slide, please

110

00:23:01.240 --> 00:23:09.570

Nicole Franklin, Link21, Panelist: to get to identification of projects there could contain multiple alternatives. You first need to start with the development of concepts.

111

00:23:09.760 --> 00:23:19.099

Nicole Franklin, Link21, Panelist: Evaluation of these concepts will be done in the multi-step process that incorporates public feedback at each step along the way,

112

00:23:19.190 --> 00:23:33.719

Nicole Franklin, Link21, Panelist: we will start with a long list of initial concepts that is informed by public. Input we are gathering now. Concepts will go through two rounds of screening and refinement with more detailed analysis each time

113

00:23:33.970 --> 00:23:41.740

Nicole Franklin, Link21, Panelist: every evaluation consideration include things like your input cost effectiveness, writership and more.



114

00:23:42.030 --> 00:23:56.450

Nicole Franklin, Link21, Panelist: The initial concept list will be released next year and go through the first round of the violation. Our plan will be to come back to the public, following the first screening in spring of next year in two thousand and twenty-three.

115

00:23:56.650 --> 00:24:10.320

Nicole Franklin, Link21, Panelist: Ultimately, we will engage again, following the second screening around Phase Two thousand and twenty-three prior to identifying projects to move forward into Phase Two which is the environmental review base

116

00:24:10.330 --> 00:24:19.110

Nicole Franklin, Link21, Panelist: Phase Two is environmental review Phase, of course, and will initiate further definition around projects that may include alternatives

117

00:24:21.000 --> 00:24:31.290

Nicole Franklin, Link21, Panelist: to help us identify concepts that will best serve our diverse communities, Link21 has integrated and initiated early environmental work during Phase One

118

00:24:31.550 --> 00:24:41.100

Nicole Franklin, Link21, Panelist: The goal of this work is to learn and understand current environmental constraints and potential opportunities to inform our concept of development and guide our decisions.

119

00:24:41.230 --> 00:24:59.149

Nicole Franklin, Link21, Panelist: Conducting this environmental work early helps to set up for a more successful environmental process. In the next Phase of the planning

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where project alternatives will be analyzed, to determine potential impacts to the environment, such as community impacts, noise,

120

00:24:59.160 --> 00:25:02.300

Nicole Franklin, Link21, Panelist: air, quality, and other environmental resources

121

00:25:02.710 --> 00:25:12.380

Nicole Franklin, Link21, Panelist: direct base to the program. We also determine potential solutions and what is called mitigations to minimize any impacts that we identify.

122

00:25:12.600 --> 00:25:21.829

Nicole Franklin, Link21, Panelist: You can learn more about the early environmental work on our website where you can find the all uh environmental constraints and opportunities report.

123

00:25:22.320 --> 00:25:25.450

Nicole Franklin, Link21, Panelist: So now I'm going to turn it over to Chester.

124

00:25:28.300 --> 00:25:43.100

Chester Fung, Link21, Panelist: Alright, Thanks, Nicole. Um. I'll be sharing uh some of the example concepts shortly. But first, a few slides to remind those who have been involved and share with those who are new to Link21. How these concepts are being created one hundred and fifty,

125

00:25:43.320 --> 00:25:46.640

Chester Fung, Link21, Panelist: Link21 concepts are made from four building blocks.



126

00:25:46.710 --&gt; 00:26:00.380

Chester Fung, Link21, Panelist: The Uh. The markets uh refers to the places that could be served by a new or improved train network, while our market analysis identified the most popular destinations that people are traveling to uh

127

00:26:00.390 --&gt; 00:26:13.920

Chester Fung, Link21, Panelist: our areas within San Francisco and the Peninsula and areas in Oakland and the East Bay. There are other key destinations identified that extend further out throughout the Megaregion that demonstrate a need for a better connected network overall one hundred and fifty

128

00:26:14.550 --&gt; 00:26:25.299

Chester Fung, Link21, Panelist: um moving on Link21 is also considering improvements in train service, both for BART and for Capitol Corridor. And then also uh in train technology for both as well.

129

00:26:25.400 --&gt; 00:26:32.529

Chester Fung, Link21, Panelist: But when we say, train technology. We're not talking about the trains of today, but rather newer train technology of the future

130

00:26:33.170 --&gt; 00:26:45.390

Chester Fung, Link21, Panelist: hundred and twenty-one is planning for a future with modern trains that are greener and faster. Modern regional rail trains can operate like urban metro service, and also serve those longer distance corridors

131

00:26:45.520 --&gt; 00:26:56.729

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Chester Fung, Link21, Panelist: Lastly, to improve service and access Link21 will need to improve existing infrastructure, which are things like stations. The crossing itself, track work,

132

00:26:57.320 --> 00:27:15.570

Chester Fung, Link21, Panelist: and putting these building blocks together. The concepts will show places that could be served by uh trains, types of service that could improve uh rider experience a new train technology and key infrastructure improvements to meet travel needs and improve operations for both BART and regional rail.

133

00:27:17.660 --> 00:27:26.849

Chester Fung, Link21, Panelist: So having shared the building blocks of concepts for Link21. I want to focus just for a moment on what we've learned through a market analysis that was conducted last

134

00:27:26.920 --> 00:27:44.250

Chester Fung, Link21, Panelist: The market analysis estimated where people across the Megaregion might use rail to travel through the transbay corridor between Oakland and San Francisco. The blue dots are the areas with the greatest amount of rail potential, and not surprisingly that potential increases the closer people are to the crossing one hundred and fifty.

135

00:27:44.510 --> 00:27:54.080

Chester Fung, Link21, Panelist: Now this analysis was equity weighted, meaning that areas with more equity. Populations were given way, higher weight than those with less,

136

00:27:54.730 --> 00:28:09.099

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Chester Fung, Link21, Panelist: and many of these areas are already served by Bart and other rail and transit operators. But this analysis indicates an opportunity to improve existing service, and maybe serve some communities that have little to no rail service. One

137

00:28:10.000 --> 00:28:19.050

Chester Fung, Link21, Panelist: note that the blue dots alone, don't tell us where improved rail service is needed most. Link21 also considered whether locations

138

00:28:19.060 --> 00:28:33.459

Chester Fung, Link21, Panelist: Already have access to other high capacity, transit service like ferries, light rail, or express bus, and whether communities could support a rail system, rail station with many residences and businesses in close proximity

139

00:28:33.470 --> 00:28:41.719

Chester Fung, Link21, Panelist: we're using this information along with public input and results from our previous service survey to develop initial concepts.

140

00:28:41.730 --> 00:28:57.620

Chester Fung, Link21, Panelist: The concepts will target new and improved train service to service to places with the grid with greater rail potential, and while this map alone doesn't tell the full story. It is one part of the many considerations that are being addressed as the team looks for solutions

141

00:28:58.870 --> 00:29:02.070

Chester Fung, Link21, Panelist: moving on to the next slide.

142

00:29:02.210 --> 00:29:07.229



Chester Fung, Link21, Panelist: Service and vehicle technology are the second and third building blocks. The

143

00:29:07.650 --> 00:29:22.479

Chester Fung, Link21, Panelist: And service is being planned so that all travelers, whether traveling short medium or long distances will see improvements. We're also looking at how to run. Trains more frequently, make trips faster, and extend operating hours where possible.

144

00:29:22.930 --> 00:29:47.510

Chester Fung, Link21, Panelist: You may be familiar with BART trains. They have high frequency and short distances between stops. You may not be as familiar with modern regional rail trains. Compared with today, they'll be greener, won't be diesel powered. And they'll be faster. They can offer passengers different types of service for those short, medium, and long distance trips, offering service more similar to BART.

145

00:29:47.990 --> 00:30:00.670

Chester Fung, Link21, Panelist: The train characteristics shown here demonstrate the different types of service that will be possible with modern new train technology as planned by Link21, and is envisioned in the State Rail Plan

146

00:30:00.920 --> 00:30:17.139

Chester Fung, Link21, Panelist: Caltrain, which you might be familiar with, is a good example of a regional rail urban metro service at the middle column that is moving towards greener solutions because they'll be converting their trains to electric power trains in just a few years

147

00:30:18.650 --> 00:30:20.780

Chester Fung, Link21, Panelist: moving on um

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148

00:30:20.940 --&gt; 00:30:39.599

Chester Fung, Link21, Panelist: I've talked about markets, service and technology. And now I'll talk about how those building blocks plus infrastructure create concepts for Link21, a key component of the concepts is a new crossing of the Bay which will encourage more people to take the train and offer an alternative to the congested roadways

149

00:30:39.820 --&gt; 00:30:55.990

Chester Fung, Link21, Panelist: This map illustrates how a new rail crossing unlocks that local and regional travel benefit uh for rail across the entire rail network. In other words, people that are far from the crossing will benefit from being able to travel by relative places that

150

00:30:56.000 --&gt; 00:30:59.969

Chester Fung, Link21, Panelist: currently do not have very efficient or convenient rail service.

151

00:31:00.050 --&gt; 00:31:15.880

Chester Fung, Link21, Panelist: One, for instance, we've heard from the public many times that they'd love to travel from, say Sacramento to San Francisco and the Peninsula, or from the Peninsula to the inner East Bay, with fewer or no transfers, and in less time than it takes today

152

00:31:15.890 --&gt; 00:31:25.049

Chester Fung, Link21, Panelist: This could be possible with the second rail crossing that accommodates regional rail and other key improvements that will address our capacity and reliability issues

153

00:31:25.740 --&gt; 00:31:35.640

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Chester Fung, Link21, Panelist: These train improvements are being identified and included in a range of different Link21 concepts, such as new crossings for both regional rail and BART,

154

00:31:35.870 --> 00:31:38.070

Chester Fung, Link21, Panelist: a new crossing for regional rail

155

00:31:38.100 --> 00:31:40.130

Chester Fung, Link21, Panelist: and a second BART crossing

156

00:31:41.030 --> 00:31:50.050

Chester Fung, Link21, Panelist: now along with the crossing concepts will include connections to the other rail service. For example, regional rail must connect to BART, and vice versa.

157

00:31:50.450 --> 00:31:57.370

Chester Fung, Link21, Panelist: Concepts will also have other key infrastructure improvements like the crossing enhanced and hand stations,

158

00:31:57.590 --> 00:32:06.059

Chester Fung, Link21, Panelist: and each crossing is developed to be able to operate and provide benefits on its own, and won't impede other planned and proposed projects,

159

00:32:06.220 --> 00:32:12.499

Chester Fung, Link21, Panelist: Ideally potential projects will enhance other projects. To deliver even greater benefits system-wide



160

00:32:16.420 --&gt; 00:32:30.019

Chester Fung, Link21, Panelist: Link21 is a collaborative effort, and we're in regular communication with local agencies and stakeholders. We keep them informed of our progress, and together we track the progress on the local projects and planning efforts that will influence our work

161

00:32:30.050 --&gt; 00:32:41.190

Chester Fung, Link21, Panelist: BART and Capitol Corridor are also coordinating Link21 studies with planning and projects that are being advanced separately from Link21. This slide shows some of those projects and planning efforts.

162

00:32:41.550 --&gt; 00:32:49.980

Chester Fung, Link21, Panelist: For instance, BART is planning to increase the number of trains in the trans-bay tube to thirty trains per hour as part of its core capacity project.

163

00:32:50.230 --&gt; 00:32:58.350

Chester Fung, Link21, Panelist: BART is also moving forward with, in collaboration with the city of Oakland on efforts to support transit-oriented development at many of its stations.

164

00:32:59.030 --&gt; 00:33:12.439

Chester Fung, Link21, Panelist: And meanwhile Caltrans and the city of Oakland are planning efforts in the I- 980 corridor to understand how the freeway infrastructure could be repurposed to allow better connectivity between Oakland and the West Oakland communities.

165

00:33:13.370 --&gt; 00:33:24.870

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Chester Fung, Link21, Panelist: We also know that the Alameda County Transportation Commission or Alameda CTC. And the Capitol Corridor Joint Powers Authority, Capitol Corridor, are advancing efforts of their own,

166

00:33:25.140 --> 00:33:30.430

Chester Fung, Link21, Panelist: and these are just a few of the things that we're continuing to consider in our planning work,

167

00:33:31.880 --> 00:33:36.590

Chester Fung, Link21, Panelist: moving on just a few notes on the example concepts we're about to share

168

00:33:37.570 --> 00:33:55.200

Chester Fung, Link21, Panelist: They're intended to be representative of what could be included in the concepts that will be released after the new year. There have been no decisions made on any Link21 concepts. Rather we are here to gather input to help further refine that initial concepts list.

169

00:33:55.720 --> 00:34:12.509

Chester Fung, Link21, Panelist: Now, the examples we're showing this evening do not show other key rail improvements that will also be included in future concepts. For instance, a concept that has regional rail in the new crossing could also have non crossing improvements to the BART system, or vice versa,

170

00:34:13.080 --> 00:34:19.510

Chester Fung, Link21, Panelist: and in early two thousand and twenty-three there will be a full set of initial concepts that will be shared and further evaluated.

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171

00:34:21.179 --&gt; 00:34:22.259

Chester Fung, Link21, Panelist: All right.

172

00:34:23.219 --&gt; 00:34:39.220

Chester Fung, Link21, Panelist: Here are some examples of the initial concepts that are being explored. Now, just for reference on these maps Orange represents regional rail, like Capitol Corridor, or ACE, or Caltrain, or the San Joaquin. Blue represents BART.

173

00:34:39.360 --&gt; 00:34:45.869

Chester Fung, Link21, Panelist: thick lines are the new or improved rail line alignments, thin lines are existing ones.

174

00:34:45.909 --&gt; 00:34:57.920

Chester Fung, Link21, Panelist: There's a black outline around some of these lines, and that represents what would be below ground if there's no black outline that's where the alignments would either be on or above ground,

175

00:34:59.380 --&gt; 00:35:15.260

Chester Fung, Link21, Panelist: and both the orange and blue lines show that where a trans bay crossing could connect to the existing rail network on either side of the Bay. In other words, we're not proposing only an independent rail service that shuttles back and forth across the Bay. We want to utilize sort of the entire network.

176

00:35:16.100 --&gt; 00:35:22.709

Chester Fung, Link21, Panelist: regional rail and BART run on different types of tracks, which is the main reason why they couldn't share the same crossing.





177

00:35:24.560 --&gt; 00:35:31.309

Chester Fung, Link21, Panelist: A BART crossing and regional rail crossing could both advance and be built as demonstrated in the maps. Here

178

00:35:31.420 --&gt; 00:35:37.590

Chester Fung, Link21, Panelist: we are looking at how we might do that with crossings that complement, and do not conflict with each other.

179

00:35:38.380 --&gt; 00:35:51.649

Chester Fung, Link21, Panelist: These two examples show how regional rail and BART might cross the Bay. The example on the left shows them side by side. The one on the right shows where they cross in different locations. Both configurations have pros and cons.

180

00:35:51.910 --&gt; 00:36:11.540

Chester Fung, Link21, Panelist: Uh, for instance, we've learned that having two types of rail together, side by side, as shown on the left is not necessarily a huge cost saver, whereas the concept on the right has an advantage of being able to serve more communities by having the rail lines separate in locations uh with different uh different new stations.

181

00:36:12.110 --&gt; 00:36:20.599

Chester Fung, Link21, Panelist: As we go through the next several months of concept development and valuation, we'll learn more about the benefits that each type of crossing can bring.

182

00:36:20.830 --&gt; 00:36:30.060



Chester Fung, Link21, Panelist: And then the next two slides I'm. About to show will show the same concepts that you see here, but separately, to simplify the visuals and focus on some of those details.

183

00:36:33.180 --> 00:36:51.900

Chester Fung, Link21, Panelist: All right. These are the previously shown regional rail example concepts um focused on the crossing of the Bay. Now a new regional rail crossing could offer another way to cross the bay. Besides the existing BART crossing that would build capacity and would add reliability,

184

00:36:51.910 --> 00:36:59.140

Chester Fung, Link21, Panelist: while also adding new connections between existing regional rail lines in the East Bay and the San Francisco and the Peninsula

185

00:36:59.330 --> 00:37:08.870

Chester Fung, Link21, Panelist: Today regional rail is designed to serve medium and long-distance travelers. So service generally covers the longer distances and doesn't stop very much,

186

00:37:09.160 --> 00:37:24.690

Chester Fung, Link21, Panelist: but with new modern trains as discussed earlier regional rail could also function more like a metro system, sort of like BART in dense urban areas, stopping more often, but doing so quickly, and having more frequent trains.

187

00:37:25.320 --> 00:37:30.219

Chester Fung, Link21, Panelist: Trains like this are already being used in this way in other major cities around the world.

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188

00:37:31.060 --> 00:37:32.869

Chester Fung, Link21, Panelist: In these examples

189

00:37:32.990 --> 00:37:45.409

Chester Fung, Link21, Panelist: regional rail in San Francisco connects to the salesforce transit centers Underground station and the future downtown extension that will connect the existing Caltrain line on the Peninsula. One,

190

00:37:45.920 --> 00:37:58.219

Chester Fung, Link21, Panelist: so these examples would allow Caltrain to run through to the East Bay, and it would allow trains from the East Bay, like on the Capitol Corridor to cross the bay into San Francisco

191

00:37:59.080 --> 00:38:15.239

Chester Fung, Link21, Panelist: and these concepts differ in the East Bay, showing different communities that could be served directly by the new crossing. On the left. The regional rail uh example could go to Alameda, then through West Oakland before serving those longer distance trips beyond the map

192

00:38:15.690 --> 00:38:21.549

Chester Fung, Link21, Panelist: This might increase travel time, because it does provide a less direct route across the bay to San Francisco.

193

00:38:22.040 --> 00:38:28.920

Chester Fung, Link21, Panelist: On the right it could go directly to West Oakland for that faster travel to the further destinations.



194

00:38:29.790 --> 00:38:37.859

Chester Fung, Link21, Panelist: These key markets were identified as locations with the highest transbay rail potential in that market analysis that I talked about a couple of slides ago,

195

00:38:37.910 --> 00:38:47.340

Chester Fung, Link21, Panelist: highlighting both a need to improve service where it exists today, and to potentially add service to neighborhoods where it does not exist currently like in Alameda.

196

00:38:48.300 --> 00:38:51.809

Chester Fung, Link21, Panelist: A few things might not be apparent on the maps.

197

00:38:52.820 --> 00:39:04.300

Chester Fung, Link21, Panelist: Improvements would be made beyond the crossing, Two, for example, north of Emeryville, onto Richmond, to allow more trains per hour and more reliable or on time service.

198

00:39:04.570 --> 00:39:18.269

Chester Fung, Link21, Panelist: We also want concepts to provide good transfer connections between regional rail and BART, as shown at the Oakland Coliseum station in these maps, and a possible new transfer in West Oakland, one hundred and fifty,

199

00:39:18.850 --> 00:39:26.849

Chester Fung, Link21, Panelist: and these are, in addition to the existing Richmond station, where improvements could make it easier to transfer between BART and regional rail there.

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200

00:39:27.580 --&gt; 00:39:46.160

Chester Fung, Link21, Panelist: In these example concepts, if regional rail would seem to be built in the crossing. First, we're studying how a regional rail would alleviate BART capacity issues and would help BART passengers when there are BART system delays, or if the existing or transbay tube needs to be closed for maintenance or other reasons,

201

00:39:47.880 --&gt; 00:39:55.449

Chester Fung, Link21, Panelist: all right, moving on to BART concepts. These are examples that show uh concepts for a new BART crossing

202

00:39:55.480 --&gt; 00:40:02.029

Chester Fung, Link21, Panelist: a new BART crossing could increase the capacity within the crowded existing transbay corridor.

203

00:40:02.090 --&gt; 00:40:09.370

Chester Fung, Link21, Panelist: It could provide service, redundancy, and reliability to that existing crossing in case of service disruption as I was just talking about,

204

00:40:09.590 --&gt; 00:40:17.630

Chester Fung, Link21, Panelist: and it could allow BART to expand operating hours, so it could operate later, into the night or and or on weekends.

205

00:40:18.790 --&gt; 00:40:33.599

Chester Fung, Link21, Panelist: The concepts here explore a range of different BART alignments in blue to serve different communities on the East Bay side. These examples are actually similar. They could both serve Alameda, a community. They currently not served directly by BART.



206

00:40:33.730 --> 00:40:40.220

Chester Fung, Link21, Panelist: They both show a potential new station in the Oakland, the downtown area of Oakland.

207

00:40:40.570 --> 00:40:45.479

Chester Fung, Link21, Panelist: They also include a potential new station in the San Antonio neighborhood of Oakland.

208

00:40:46.300 --> 00:40:57.840

Chester Fung, Link21, Panelist: Both examples join back up with the existing BART network to provide access to all of the existing lines on the East Bay, Richmond, Antioch, Dublin, Pleasanton Warm Springs,

209

00:40:58.600 --> 00:41:04.880

Chester Fung, Link21, Panelist: and to, and they also include more convenient transfers with regional overall at Jack London Square,

210

00:41:05.010 --> 00:41:14.349

Chester Fung, Link21, Panelist: which would be new, and the Oakland Coliseum, which could be one of those locations where uh transfers could be improved

211

00:41:15.070 --> 00:41:23.590

Chester Fung, Link21, Panelist: on the San Francisco side These examples of concepts could provide transfers to the existing BART lines along Market Street, shown in thin blue

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212

00:41:23.730 --&gt; 00:41:28.339

Chester Fung, Link21, Panelist: note that they do not join back up with the existing BART Market Street line.

213

00:41:29.670 --&gt; 00:41:45.699

Chester Fung, Link21, Panelist: Link21 concepts would be compatible, and possibly connect to, or even include, parts of, a future Western San Francisco Rail extension along Gary Boulevard, in Nineteenth Avenue. That is a related project that is being studied by San Francisco agencies

214

00:41:46.390 --&gt; 00:41:56.860

Chester Fung, Link21, Panelist: The gray dotted hour that you see on the left of the left hand side of these maps represents this potential future connection to those other parts of San Francisco beyond the downtown.

215

00:41:57.840 --&gt; 00:42:12.189

Chester Fung, Link21, Panelist: The example concepts have variations such as whether to serve additional communities like Mission Bay and San Francisco on the left, or to more closely provide redundancy to the existing BART crossing such as on the right.

216

00:42:13.050 --&gt; 00:42:33.699

Chester Fung, Link21, Panelist: The examples will also explore more convenient transfers that could occur between BART and regional rail. As an example on the left it features a transfer to Caltrain at the Salesforce Transit Center, and then on the right, the transfer to Caltrain, where to core occur closer to the existing Fourth and King Fourth and Townsend station

217

00:42:34.700 --&gt; 00:42:57.029



Chester Fung, Link21, Panelist: as a note and a reminder. Uh these example concepts do not represent exact alignments, and no decisions have been made on exactly where they could be. There is still some flexibility there. For instance, we are looking at multiple options in Oakland, so that Link21 could fit into the Oakland vision to remove the I nine hundred and eighty freeway. Should that uh idea advance forward

218

00:42:58.480 --> 00:43:15.700

Chester Fung, Link21, Panelist: the Link21 team is working to develop initial concepts that will be further defined through ongoing evaluation and input over the next fifteen months, so that we can identify a future project or projects to move forward to help solve our travel challenges. And with that I will ask Linton to jump back in.

219

00:43:23.880 --> 00:43:43.339

Linton Johnson, Link21, Facilitator: Sounds great, Chester. A great job on the presentation. Same for Nicole and Camille. You guys gave us a lot of great information, and I'm seeing the questions already piling up. We're going to get to your questions in a second. So uh my dream team here stick around. We got a lot of answers to give. But first

220

00:43:43.350 --> 00:44:02.699

Linton Johnson, Link21, Facilitator: we saw, you just saw some of the example concepts. Um! We want to ask you some questions. We need to get your feedback first, so to participate on the poll everywhere software, just a reminder. If you're on the computer, go to your web browser or on your mobile device, click or type in this link.

221

00:44:02.710 --> 00:44:14.439

Linton Johnson, Link21, Facilitator: [PollEv.com/KWPoll1](https://PollEv.com/KWPoll1)

222

00:44:14.660 --> 00:44:32.249

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Linton Johnson, Link21, Facilitator: and if you're on your phone you could text us KWPoll1 and then text it to the number 22333.

223

00:44:32.260 --> 00:44:38.889

Linton Johnson, Link21, Facilitator: and if you're joining us by the toll-free call-in phone line. You can share responses with your phone line manager

224

00:44:38.900 --> 00:44:52.820

Linton Johnson, Link21, Facilitator: or interpreter. Just dial pound. I'm sorry star seven, which controls, raising and lowering of your hand. When you raise your hand, the phone line manager will unmute you so you can share your responses with the person on the phone. Okay, so

225

00:44:52.850 --> 00:44:54.740

Linton Johnson, Link21, Facilitator: Here's the first question.

226

00:44:55.270 --> 00:45:11.319

Linton Johnson, Link21, Facilitator: Please select up to three examples of train connections that you would most likely use three examples. You're just going to uh type in one of the letters here. If you type in letter A, you're talking about Sacramento to San Francisco, B. Sacramento

227

00:45:11.330 --> 00:45:30.910

Linton Johnson, Link21, Facilitator: to the Peninsula Silicon Valley in San Jose, C. Is Sacramento to Oakland, Alameda, and the East Bay, Stockton and Central Valley to San Francisco. That's Letter D. Stockton and Central Valley to the Peninsula Silicon Valley in San Jose. That's Letter E.

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228

00:45:31.130 --> 00:45:38.890

Linton Johnson, Link21, Facilitator: Letter F. Is Stockton and Central Valley to Oakland, Alameda, and in the East Bay that is F.

229

00:45:39.170 --> 00:45:49.240

Linton Johnson, Link21, Facilitator: Um. If you think you would most likely use the quarter between Santa Cruz, Monterey, and Salinas to San Francisco, Give this letter G.

230

00:45:49.250 --> 00:45:59.320

Linton Johnson, Link21, Facilitator: And letter H is for the quarter between Santa Cruz, Monterey, and Salinas, to the Peninsula Silicon Valley in San Jose that is, H.

231

00:45:59.540 --> 00:46:17.049

Linton Johnson, Link21, Facilitator: And I is Santa Cruz Monterey and Salinas go between that area Oakland, Alameda, and the East Bay. That is I. So you can select up to three right now. Looks like leader is C.

232

00:46:17.080 --> 00:46:32.199

Linton Johnson, Link21, Facilitator: Between Sacramento, Oakland, Alameda, and the East Bay, with a close second here between Santa Cruz, Monterey, and Salinas basically to Oakland. In the East Bay thirty percent of folks really like C,

233

00:46:32.230 --> 00:46:35.810

Linton Johnson, Link21, Facilitator: and the 26 percent like I

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234

00:46:36.110 --> 00:46:54.600

Linton Johnson, Link21, Facilitator: uh looks like the quarter Stockton and the Central Valley to San Francisco is at least not popular amongst this group. But um, maybe with other groups, it will be uh it looks like. In third place, here is letter a Sacramento to San Francisco. So lots of great information here really appreciate you

235

00:46:54.640 --> 00:47:00.060

Linton Johnson, Link21, Facilitator: giving us your feedback. And so we're going to go on to the next question.

236

00:47:01.230 --> 00:47:03.870

Linton Johnson, Link21, Facilitator: So if traveling by train,

237

00:47:04.090 --> 00:47:09.020

Linton Johnson, Link21, Facilitator: what types of trips would you be most likely to make?

238

00:47:09.060 --> 00:47:20.089

Linton Johnson, Link21, Facilitator: All right? Letter A is commute to work as winning by far. Right now, again, you have a through G here, and you can select up to three.

239

00:47:20.130 --> 00:47:38.100

Linton Johnson, Link21, Facilitator: So I have to do all three, but select up to three A is commute to work, and B is commute to school or college, see is get to business or medical appointments. D. Is get to the airport, get out of town, have some fun uh E visit friends and family.



240

00:47:38.730 --> 00:47:43.509

Linton Johnson, Link21, Facilitator: Maybe you go to the airport to go, visit friends, family, or just visit friends and family in town doesn't matter.

241

00:47:43.650 --> 00:47:49.250

Linton Johnson, Link21, Facilitator: Well to get your feedback letter F is entertainment, such as concert, sporting events and festivals,

242

00:47:49.370 --> 00:48:16.969

Linton Johnson, Link21, Facilitator: and G is other. So right now it's like everybody wants to get the heck out of dodge um getting to the airport. See the San Francisco uh Oakland, San Jose or Sacramento uh twenty-four right now. Wanting D gets the airport love it, take me with you. Um! The other thing is, they love to see their friends and family, and uh, maybe not love going to commute and work, but I guess people just have to keep to work. I like work. Work is fun,

243

00:48:16.980 --> 00:48:30.349

Linton Johnson, Link21, Facilitator: Um! And then uh, oh, f entertainment, such as concert, sporting events and festival. So yeah, lot of great choices here. Thank you all for your feedback on this question.

244

00:48:30.670 --> 00:48:32.819

Linton Johnson, Link21, Facilitator: And then we have one last question.

245

00:48:33.270 --> 00:48:42.739

Linton Johnson, Link21, Facilitator: All right Here it is. Lastly, for your travel needs which time of the day and the week would you most likely use a train for travel,

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246

00:48:42.950 --> 00:48:44.710

Linton Johnson, Link21, Facilitator: A, rush hour.

247

00:48:44.820 --> 00:48:46.039

It's probably not a

248

00:48:46.240 --> 00:48:53.899

Linton Johnson, Link21, Facilitator: surprise there at seven zero Am. To ten Am. Or four Pm. To seven Pm. Weekdays, midday, ten am. To four Pm:

249

00:48:54.000 --> 00:49:04.499

Linton Johnson, Link21, Facilitator: We days uh, I guess weeknights is really what that says. There's seven Pm. To one Am. Overnight. One am to seven Am. That's d

250

00:49:04.650 --> 00:49:08.840

Linton Johnson, Link21, Facilitator: Um. E is weekend morning seven Am. To twelve Pm.

251

00:49:09.650 --> 00:49:12.580

Linton Johnson, Link21, Facilitator: F. Is weekends. Afternoon,

252

00:49:12.640 --> 00:49:15.149

Linton Johnson, Link21, Facilitator: twelve Pm. To seven Pm.

253

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00:49:15.300 --> 00:49:18.249

Linton Johnson, Link21, Facilitator: To be a popular choice so far with this group.

254

00:49:18.530 --> 00:49:24.820

Linton Johnson, Link21, Facilitator: G is weekends week and nights seven Pm. To one A. M.

255

00:49:25.090 --> 00:49:43.989

Linton Johnson, Link21, Facilitator: And then we have overnight on the weekends overnight workers, or people who enjoy being night owls. That is letter H. One Am. To seven A.M. So our winner, at least with this group is rush hour. Probably no surprise there, but a very close second weekend afternoon.

256

00:49:44.000 --> 00:49:52.070

Linton Johnson, Link21, Facilitator: It's a big market right there twelve Pm. To seven Pm. The lunchtime crowd and going into the evening there. Uh another

257

00:49:52.210 --> 00:49:58.849

Linton Johnson, Link21, Facilitator: popular choice. Amongst this group is letter G. Weekend Nights, seven P. M. To one A. M.

258

00:49:58.870 --> 00:50:10.860

Linton Johnson, Link21, Facilitator: And we really appreciate all of you all who are taking the time to respond to these questions. This is great feedback for us, and will help us in the decision making on Link21.

259

00:50:11.960 --> 00:50:29.740

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Linton Johnson, Link21, Facilitator: So we want to say, thank you for taking the time to answer our questions. We appreciate your participation in this, Webinar, and we want to remind you there are other opportunities for engagement in the Link21 Program. Um, We've scheduled three virtual webinars and four office hours to connect directly with you.

260

00:50:29.750 --> 00:50:32.269

Linton Johnson, Link21, Facilitator: Our team is out in the community

261

00:50:32.280 --> 00:50:50.349

Linton Johnson, Link21, Facilitator: and presenting sharing information and answer questions. You might see us at a bunch of different events. Here are some of the ones that are upcoming right now. We have some fall public events, virtual community meetings. We've got a Megaregion overview with uh an East Bay focus. That is what we're doing tonight,

262

00:50:50.360 --> 00:50:57.020

Linton Johnson, Link21, Facilitator: and then we have a San Francisco focus. That'll be November the sixteenth from five, thirty to seven Pm.

263

00:50:57.340 --> 00:51:11.089

Linton Johnson, Link21, Facilitator: And we have office hours. So we've already had previous office hours, as you can see there on the screen. But upcoming for those of you might be on the phone. We've got office hours on October twenty, seventh, from four, thirty to five, thirty Pm.

264

00:51:11.100 --> 00:51:24.679

Linton Johnson, Link21, Facilitator: And then again on November seventeenth, from four, thirty to five, thirty. Pm. So again we got some public events. San Francisco focus is one that's happening November sixteenth by thirty to seven Pm.



265

00:51:24.690 --> 00:51:41.790

Linton Johnson, Link21, Facilitator: We got virtual off hours the um the day right after that. So four hundred and thirty to five, thirty Pm. And you can always go to Link21 program dot org forward slash events for more details. We'll also share some of our contact information and a later slide.

266

00:51:44.140 --> 00:51:47.220

Linton Johnson, Link21, Facilitator: Okay, So we want you to stay engaged.

267

00:51:47.450 --> 00:51:49.159

Linton Johnson, Link21, Facilitator: Um, We've got

268

00:51:49.300 --> 00:51:51.929

Linton Johnson, Link21, Facilitator: ways for you to connect with us,

269

00:51:52.080 --> 00:52:07.469

Linton Johnson, Link21, Facilitator: and you can do that by participating in our Speaker Bureau and grassroots. We've got tabling at rail stations in our neighborhoods. Um! You want to stay engaged, You can Please call us, if you like. Eight hundred and fifty-five, nine hundred and five. A link

270

00:52:07.480 --> 00:52:24.870

Linton Johnson, Link21, Facilitator: Link spells five hundred and sixty-five. That's eight, five, five, nine hundred and five link. Um. Obviously, you can visit us online Link21 program Org: You can get electronic sign ups information from our library, and then you can submit your comments, and of course follow us on social. We love that.

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271

00:52:24.880 --> 00:52:34.869

Linton Johnson, Link21, Facilitator: Follow BART and the CCJPA. That's the Capitol Corridor Joint Powers Authority on Twitter, Facebook and Instagram and hashtag Link21.

272

00:52:35.160 --> 00:52:37.090

Linton Johnson, Link21, Facilitator: I love those hashtags,

273

00:52:37.460 --> 00:52:43.720

Linton Johnson, Link21, Facilitator: all right. So as we discussed um, there are lots of questions piling up,

274

00:52:43.760 --> 00:53:13.659

Linton Johnson, Link21, Facilitator: and we've got hopefully answers to most of them. If we don't have your answer, we will get back to you. We don't have all the answers, but we will try our best. The part of this is understanding some of the questions that you have, that even if we don't have an answer to, we can jot that down and get an answer later. But we do have the best of the best with us tonight to answer as many questions as we can. So how are you going to be able to ask? Ask your questions? So this time we'll open it up for the Q A Part. There are several ways to participate whether you are on the phone or sitting at your computer or

275

00:53:13.670 --> 00:53:22.070

Linton Johnson, Link21, Facilitator: on your mobile device. So for those joining us via Zoom, you may ask your questions verbally or tight them into the Q&A box

276

00:53:22.080 --> 00:53:50.589

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Linton Johnson, Link21, Facilitator: you can access the Q A box by clicking on the Q A icon in the Zoom task bar. If you're watching online, you can see what this the icon is uh online. If you prefer to ask your question verbally, you can raise your hand, using the raise hand, icon in the task. Bar. Yes, we will take you. Live when I come to you. Um! The Webinar host will grant you permission to speak upon which you can unmute? And Ask your question; and if you're joining us via

277

00:53:50.600 --> 00:54:19.629

Linton Johnson, Link21, Facilitator: the toll-free dial in lines, you can raise or lower your hand a dialing star. Seven. I got right this time. It's a counting form, but it's really star seven. The phone line manager will unmute you and record your question and add it to the queue. There might be a little small pause that happens. So all of you are who are online, or uh, someone is asking a question by by phone. Uh, there'll be a pause while that question gets read and play back. So just

278

00:54:19.860 --> 00:54:38.370

Linton Johnson, Link21, Facilitator: let you know. Okay, um. Now off to our first question. So we're gonna do a question from Brian Culbertson, and he says there is a big gap in service between Richmond and Larkspur. What plans are there to close

279

00:54:38.380 --> 00:54:54.630

Linton Johnson, Link21, Facilitator: that gap? And because it's kind of a controversial question, I think Camille's got her hand up. She's just a get started going. Yeah, thanks for the question. And um, I'm going to answer that question and and just kind of generally we do get questions a lot about

280

00:54:54.640 --> 00:55:13.199

Camille Tsao, Link21, Panelist: um. You know. Areas where it doesn't seem that we're addressing rail Um, And so uh first off I'll say that you know the program is uh Link21 for the twenty-one county Megaregion. Uh it doesn't mean that we are

281



00:55:13.280 --> 00:55:27.740

Camille Tsao, Link21, Panelist: proposing rail improvements in all counties of the twenty-one so I just want to make that clear. Um! But we are studying the benefits to the twenty-one county Megaregion.

282

00:55:27.750 --> 00:55:39.679

Camille Tsao, Link21, Panelist: Um and a lot of it comes from improving existing services. Um in our network. So uh, specifically Richmond to larks for um.

283

00:55:39.930 --> 00:55:49.800

Camille Tsao, Link21, Panelist: So we are focused on the transbay corridor between Oakland and San Francisco trying to improve travel in that corridor.

284

00:55:49.970 --> 00:56:05.770

Camille Tsao, Link21, Panelist: Um. So any other improvements that we are looking at are facilitating trips through the translate corridor because it is the most congested corridor in the Northern California region. Um.

285

00:56:06.050 --> 00:56:24.199

Camille Tsao, Link21, Panelist: So we acknowledge that there is that gap there that you mentioned. There are a lot of gaps in our system, and we do have a lot of other partner agencies that are studying uh the different gaps and needs. And um, we are just focusing on

286

00:56:24.210 --> 00:56:40.359

Camille Tsao, Link21, Panelist: regional rail slash BART uh the transbay corridor, and anything related to trips moving through the transit corridor. So I hope that answers that, and possibly other questions that would have a similar answer.



287

00:56:41.570 --&gt; 00:57:00.020

Linton Johnson, Link21, Facilitator: Well, so I'm going to, since you're doing contrast to right now, maybe I'll just pick up on another question. That is also about that area before we move on to some other areas here. Uh, but the Camille, one anonymous attendee, says that they see no proposed improvements in west Contra Costa County. This area has not.

288

00:57:00.030 --&gt; 00:57:05.219

Linton Johnson, Link21, Facilitator: It has one of the most congested freeways I eighty, and a large number of communities

289

00:57:05.230 --&gt; 00:57:22.020

Linton Johnson, Link21, Facilitator: of concern and residents that experience health impacts from porter quality. So this person is asking, What projects can you include to address the congestion? And this and serve the people less. Contra Costa

290

00:57:22.030 --&gt; 00:57:41.919

Camille Tsao, Link21, Panelist: is the authority responsible for um, you know, looking at and studying the needs in the transportation needs in contra cost accounting um. So you know, both BART and a Capitol Corridor do serve parts of western Contra Costa.

291

00:57:41.930 --&gt; 00:57:56.700

Camille Tsao, Link21, Panelist: Um. So you know we are part of those solutions, but there are many others that also need to be uh implemented to improve not only travel on the I eighty, but in other parts of western Contra Costa. So um

292

00:57:56.800 --&gt; 00:58:01.320

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Camille Tsao, Link21, Panelist: CCTA is is a partner agency of ours that we have to coordinate with.

293

00:58:01.450 --> 00:58:13.910

Camille Tsao, Link21, Panelist: So um we are looking at. You know how to better improve and connect um rail. You know where we have rail currently. Um and

294

00:58:14.210 --> 00:58:29.849

Camille Tsao, Link21, Panelist: um, you know one of the things for Capitol Corridor, like the station in Hercules, has been proposed for a while. Now. Um! The State Rail Plan is really interested in Vallejo, and what the market is like

295

00:58:29.860 --> 00:58:48.189

Camille Tsao, Link21, Panelist: um for Vallejo and I mentioned that because it is on the I 980 corridor. So there are a number of things that are being considered in our study, and some of them might be part of Link21. Others might not be part of Link21, but still happen. Um under other programs.

296

00:58:48.280 --> 00:58:52.999

Camille Tsao, Link21, Panelist: So um it is it is still ongoing.

297

00:58:54.780 --> 00:59:12.899

Linton Johnson, Link21, Facilitator: All right. Great answer. We really appreciate that. Um, I think this question might be for Chester. But let me know if somebody else must ask uh answer it, Um, Cody, Aaron says, has a twenty-seven Street, Oakland, in full station, be considered for BART

298

00:59:13.020 --> 00:59:14.330



Sunday, because it

299

00:59:14.640 --> 00:59:16.530

Linton Johnson, Link21, Facilitator: something you can answer, Chester.

300

00:59:16.950 --> 00:59:19.829

Chester Fung, Link21, Panelist: Certainly, I can start. Um,

301

00:59:20.060 --> 00:59:29.370

Chester Fung, Link21, Panelist: we uh no, not yet. Um. But so, looking at potential stations and where they could be, is still ahead of us.

302

00:59:29.380 --> 00:59:44.839

Chester Fung, Link21, Panelist: Um in in the process, and we're certainly interested in uh, input from the community. So uh, that's something that you want to enter into consideration. And tonight's a good time to tell us about that.

303

00:59:45.740 --> 00:59:54.280

Linton Johnson, Link21, Facilitator: Well, Cody also has another question kind of the same related, so it has a Northwest Oakland and Delaware and Grant Avenue station to consider it as well.

304

00:59:55.380 --> 01:00:00.980

Linton Johnson, Link21, Facilitator: I'm just gonna get all these questions on the way here, because it's

305



01:00:01.420 --> 01:00:19.960

Chester Fung, Link21, Panelist: so. Where stations could be where new um stations could be and in full stations could be, is again still ahead of us. Um, we've done some initial thinking about that. We've identified a few locations potentially in West Oakland uh area. Um! But you know again, we we uh

306

01:00:19.970 --> 01:00:39.880

Chester Fung, Link21, Panelist: deliberate, you know. Uh, considering that is, is still uh continues to be ahead of us, so certainly. Um, we're interested to hear input about what uh folks think um, you know, particularly in in communities all around uh about potential new stations. So um, you know. Good input to be getting at this point.

307

01:00:40.120 --> 01:00:55.160

Sadie Graham, Link21, Panelist: Yeah, I'll just um. I'll build off of that, you know. We and some of the concepts that Chester showed. Um I spoke to. You know we have stations. There's clearly our stations um identified, and those are

308

01:00:55.170 --> 01:01:07.489

Sadie Graham, Link21, Panelist: mostly um, because those are where we would need to have um integration points between the two systems to make sure that we are doing what we're doing, providing the network um improvements for both systems.

309

01:01:07.500 --> 01:01:36.729

Sadie Graham, Link21, Panelist: Um, but I think what Chester is saying, and so we're looking at that. But we're not narrowing down to the block by block sort of level right Now, that's that's not the decision point that we're at right now. We're a little bit higher than that. And so um clearly, we have to look at areas where stations need to happen and and investigate sort of like the potentials, and make sure that we understand that things are feasible. But we won't be at that sort of like block by block station location for um,

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310

01:01:36.870 --&gt; 01:01:38.080

Sadie Graham, Link21, Panelist: uh,

311

01:01:38.090 --&gt; 01:02:07.300

Nicole Franklin, Link21, Panelist: probably another year or more in the Program. So hopefully that clarifies the answer. Looks like Nicole wants to add to that as well, and if I can add to that, and through that timeframe that that city just mentioned, one of the key things we'll be doing is engaging with the public, and our priority populations extensively to make sure we're clear about kind of what their needs are, and making sure we're clear about um the assets of that community,

312

01:02:07.310 --&gt; 01:02:17.940

Nicole Franklin, Link21, Panelist: so that when we make those final decisions uh we will have uh have informed uh input from um those communities that will be serving with that new station. So

313

01:02:20.150 --&gt; 01:02:50.139

Linton Johnson, Link21, Facilitator: good. Um, I think that's going to answer a lot of code. This question is, he does has more specific ones um about location, but it looks like you've answered those. So, Cody. Thank you very much for uh sending in your questions. We're going to move on to an anonymous attendee, and you know what I think. This one goes to Sadie uh the person's asking about money and City knows mostly all about the money, as they'll say. The question is, who is funding this project? Great question? Yeah, um. So the project is right now funded by. There was some setup

314

01:02:50.150 --&gt; 01:03:06.440

Sadie Graham, Link21, Panelist: aside funds in parts two thousand and sixteen. Measure our bond, and so that's what is the majority of the funds. Um, the State um adds a regular funding to the program um through Capitol Corridor as our partner,

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315

01:03:06.450 --&gt; 01:03:36.439

Sadie Graham, Link21, Panelist: and then we do have funds that are set aside from the region as part of our own three funds um, which are not quite available to us as of yet, because there's some legal issues with that money overall for the whole system. So that's what we have so far, and we are actively pursuing, you know, State and Federal grant opportunities to continue to fund the program. Development. Um, you know we're not yet at the point where we know what the implementation like the Capitol construction costs are going to be

316

01:03:36.450 --&gt; 01:03:42.289

Sadie Graham, Link21, Panelist: so. We're certainly not at that point of of trying to get those funds as of yet

317

01:03:44.380 --&gt; 01:03:57.650

Linton Johnson, Link21, Facilitator: another question that we have is, will 24-hour service really be possible, Chester. That the person who can answer that?

318

01:03:58.010 --&gt; 01:04:07.420

Chester Fung, Link21, Panelist: Uh, yes, it is. It is possible um to operate 24-hour service, you know with. If we put in a new box crossing,

319

01:04:07.580 --&gt; 01:04:21.329

Chester Fung, Link21, Panelist: putting in a new Bay crossing is not the only thing that needs to happen in order to enable uh bar to run 24-hour service. There are other things that need to that that would need to happen to. Uh, but yes, this would help a new Bay crossing would help.

320

01:04:22.770 --&gt; 01:04:34.679



Linton Johnson, Link21, Facilitator: Well, thank you very much for that um Camille. We have a three-part question from Clarence Fisher. So I'm gonna try to read this um. So truth from Sacramento to Oakland, San Francisco, number one

321

01:04:34.690 --> 01:04:44.669

Linton Johnson, Link21, Facilitator: Capitol Corridor cut twenty-two percent of service a few months ago will Link21 increase the service back. Let's handle it part by part instead of

322

01:04:44.680 --> 01:05:02.369

Camille Tsao, Link21, Panelist: Yeah. Sure. Okay. Um, yes. I mean, we're looking pretty far in the future, right, and for sure, we hope to not only restore our service to um pre Covid levels, or, you know, normal levels, but we'd love to have more service.

323

01:05:02.380 --> 01:05:18.369

Camille Tsao, Link21, Panelist: Um! And you know there are a number of things required to do that uh, including working with the freight because they own right of way. So um. We need their permission uh to run more trains on their right of way. But

324

01:05:18.380 --> 01:05:26.910

Camille Tsao, Link21, Panelist: um! The assumption Yes, Link21 does make assumptions about increasing service. You know we'd love to have

325

01:05:27.520 --> 01:05:32.529

Camille Tsao, Link21, Panelist: at least one train an hour, you know, throughout most of the day, if we could,

326

01:05:32.960 --> 01:05:37.909

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Camille Tsao, Link21, Panelist: so we're. But we're looking at several different scenarios.

327

01:05:38.390 --> 01:05:50.829

Linton Johnson, Link21, Facilitator: Okay, I thought it was a three-part question. It's actually two. So that's good. So the second part is with mentioned that regional rail needs to coordinate with freight service. We'll link to another one. Think about separate rail regional tracks

328

01:05:50.840 --> 01:06:00.290

Linton Johnson, Link21, Facilitator: uh to regional rail service. Um. So those rail and freight or people and freight aren't competing. Well, they'll always be competing against, or will we always be competing against freight trains?

329

01:06:00.550 --> 01:06:03.650

Camille Tsao, Link21, Panelist: Yeah. So um, it would be.

330

01:06:03.810 --> 01:06:11.719

Camille Tsao, Link21, Panelist: It would be awesome if we could have totally separate tracks for passengers and freight

331

01:06:11.800 --> 01:06:30.320

Camille Tsao, Link21, Panelist: trains. Um! That would be a tall feat to separate all of them. But we are looking at at that in. You know, the most congested parts of our corridor Um, such as between Emeryville and Richmond, to

332

01:06:30.330 --> 01:06:44.210



Camille Tsao, Link21, Panelist: to talk about some of the service improvements that we mentioned, including, you know, more peninsula service to the East Bay. We would really need to do something about that particular section. Um. And so

333

01:06:44.220 --> 01:07:03.639

Camille Tsao, Link21, Panelist: again, it still remains to be seen if we're able to do that. Um! But uh, it's something that definitely we're interested in. Uh, the State is interested in that. It's in their real plan that they would love to have more dedicated passenger tracks, where possible, so definitely a consideration.

334

01:07:04.880 --> 01:07:20.799

Linton Johnson, Link21, Facilitator: Well, so, uh Nicole, you're the engagement and outreach uh manager. This question from Brian Culbertson asks that this is a very long time for such critical improvements. Other things residents can advocate for to expedite parts of this.

335

01:07:20.930 --> 01:07:25.720

Nicole Franklin, Link21, Panelist: Yeah, absolutely. I think first of all, just you know,

336

01:07:25.730 --> 01:07:55.640

Nicole Franklin, Link21, Panelist: getting the word out and getting more people uh involved in Link21, and having been weigh in. Uh, that's also going to your elected officials and advocating for the project. Uh, you know, when there's an opportunity to find out or are for voting for funding uh to make sure that um we get the funding. We need to move the Link21 Program from planning to realization. Uh? And then another thing is, you know, Link21

337

01:07:55.650 --> 01:08:10.009

Nicole Franklin, Link21, Panelist: is uh a part of our passenger rail network. Uh, and what that means is, there are other projects uh that Camille kind of went over in one of



the earlier slides talked about pro because it's projects that are in the planning or by others, you know, just

338

01:08:10.020 --> 01:08:35.380

Nicole Franklin, Link21, Panelist: advocating for those projects. Um kind of helps Link21 as well, because Link21 is actually going to be unlocking some of the potential of those other projects. So just making sure that you are knowledgeable at all. The different transportation projects that are uh underway are being planned in the Megaregion and advocating specifically for Link21 um when it comes to funding and getting the uh endorsement of your elected officials.

339

01:08:35.609 --> 01:08:50.940

Sadie Graham, Link21, Panelist: Well, I want to throw something in transit. I mean the best thing that you can do for transit right now, because um, as the previous question sort of was noting. You know the pandemic has had a really a significant impact on transit is to,

340

01:08:51.000 --> 01:08:58.930

Sadie Graham, Link21, Panelist: you know, make the choice to ride the train. Uh next time you're traveling, and then tell your friends what a great experience it was.

341

01:08:59.680 --> 01:09:17.539

Linton Johnson, Link21, Facilitator: Yeah, I get the right to go on. It looks like one of the answers in our polling question was, where would you want to go and visit family and friends? So have them visit me, too. Everybody gets around on train. Um, hey? Listen!

342

01:09:17.569 --> 01:09:29.300

Linton Johnson, Link21, Facilitator: If you're joining via Zoom, just a reminder how you can ask those questions because we still have a lot of time that we would love to



answer all of your questions. Um, you may ask your questions verbally, or type them in the Q A box

343

01:09:29.310 --> 01:09:42.439

Linton Johnson, Link21, Facilitator: Uh: you can also access that Q A box by clicking on the Q A icon in the Zoom task bar uh information is right there on your screen. Um you if you've dialed in um

344

01:09:42.450 --> 01:09:49.559

Linton Johnson, Link21, Facilitator: star seven raises or lowers your hand, and the phone line manager will unmute you to speak.

345

01:09:49.569 --> 01:10:08.039

Linton Johnson, Link21, Facilitator: And of course, if you want to just talk to us. You're welcome to You don't have to type it in. You can talk to us verbally on Zoom ask your question verbally by pressing the raise hand button and meeting control in the meeting control task bar, and we will let you speaking directly with all of us. These are great questions that we have.

346

01:10:08.050 --> 01:10:15.459

Linton Johnson, Link21, Facilitator: We have another question about regional rail and the BART crossings. This one from Daniel Bell.

347

01:10:15.470 --> 01:10:33.090

Linton Johnson, Link21, Facilitator: Um regional rail and BART crossing should be two alignments with two structures, since the regional rail needs to be speedy and not slowed down by stations in the city of Alameda sounds more like a comment versus a question. But who would like to? Uh expand on that? Go ahead, Camille.

DRAFT - DELIBERATIVE



348

01:10:33.590 --> 01:10:37.240

Camille Tsao, Link21, Panelist: Yeah, I mean, I'll say that thank you for um.

349

01:10:37.320 --> 01:10:53.859

Camille Tsao, Link21, Panelist: Understanding that each technology does something a little different. And we realize that, too, in our service planning, we're definitely thinking about how each technology can um do what it does best.

350

01:10:53.870 --> 01:11:06.490

Camille Tsao, Link21, Panelist: Um. However, as you saw from Chester's presentation, you know, if we should need to phase, we have to think about. Okay. If we build one technology first. Is it able to do?

351

01:11:06.730 --> 01:11:13.030

Camille Tsao, Link21, Panelist: Uh, you know, cover what what we need? Um, uh to help the

352

01:11:13.130 --> 01:11:28.660

Camille Tsao, Link21, Panelist: to help in until the other technology uh is built until the other alignment is built and comes online. So really, you know, we're looking at if part of regional rail is complementary systems and they really need to um

353

01:11:28.720 --> 01:11:45.519

Camille Tsao, Link21, Panelist: help each other out and support each other in terms of improving reliability. And, you know, just helping to get people uh through the transbay corridor. Um, and serving markets. Um, So we're looking. We're definitely looking at service types and um all that.



354

01:11:45.980 --> 01:11:47.400

Camille Tsao, Link21, Panelist: Thanks for the question.

355

01:11:47.700 --> 01:11:49.050

Sure.

356

01:11:49.390 --> 01:11:59.159

Linton Johnson, Link21, Facilitator: Um, so say this question might be for you, because it's a little bit about money, but it might not be so. Just let me know. Um. This anonymous attendees is there? Maybe? Um,

357

01:11:59.170 --> 01:12:14.310

Linton Johnson, Link21, Facilitator: Let's see here. I lost the question. There may be access to rail and west Contra Costa, but the rail cost is too expensive according to this person. How can you modify the user cost to make it more equitable options for west county residents?

358

01:12:19.010 --> 01:12:32.639

Sadie Graham, Link21, Panelist: Well, so I think I think, Camille answered part of this question earlier in talking about, you know, the overall transportation planning is the responsibility of the Contra Costa Transportation Authority.

359

01:12:32.650 --> 01:12:40.549

Sadie Graham, Link21, Panelist: Um! But I would say that as a region um at MTC and with the other um

360

DRAFT - DELIBERATIVE





01:12:40.610 --> 01:13:00.180

Sadie Graham, Link21, Panelist: technology operators. Um, they're looking at this question. I believe MTC is spearheading, you know, some equitable fair, different approaches to addressing equitable fair structures. Um! And there is actually a pilot that MTC has been advancing.

361

01:13:00.190 --> 01:13:13.130

Sadie Graham, Link21, Panelist: So I think that this is not um as much a Link21 specific question. It's more of the existing operating agencies uh at present. And I do think that there.

362

01:13:13.140 --> 01:13:26.549

Sadie Graham, Link21, Panelist: You know that this is an issue that the region and the elected officials are aware of, and are making steps to um address sort of at this moment outside of the overall Link21 Program,

363

01:13:26.790 --> 01:13:29.700

Sadie Graham, Link21, Panelist: Camille I saw. Did you want to say something? Are you good?

364

01:13:29.820 --> 01:13:31.280

Camille Tsao, Link21, Panelist: No, you covered it?

365

01:13:31.510 --> 01:13:32.389

Okay,

366

01:13:33.880 --> 01:13:48.079



Linton Johnson, Link21, Facilitator: All right, so it looks like we do have somebody with a raised hand. Uh my producers are telling me this, but I don't. Oh, it's Paul Berg and I'm: I'm butchering your name. I'm: sorry, Paul, but I'm gonna let you speak here. Go ahead, Paul.

367

01:13:50.110 --> 01:13:52.449

Paul Bergamaschi: Okay. Thank you. Um.

368

01:13:53.720 --> 01:14:03.109

Paul Bergamaschi: A comment that E: having a user friendly uh system to navigate all the different um

369

01:14:03.910 --> 01:14:16.839

Paul Bergamaschi: components of the urban uh public transit system would be very helpful. You you're focused on train. Are you working with anyone else? Or is there a separate program that

370

01:14:16.880 --> 01:14:27.440

Paul Bergamaschi: is looking to develop a um, You know, an app that you can use on your phone. Stockholm is a great example, you know. Bus uh,

371

01:14:27.490 --> 01:14:33.000

Paul Bergamaschi: you know. Subways um regional commuter rail. Um,

372

01:14:33.190 --> 01:14:49.250

DRAFT - DELIBERATIVE



Paul Bergamaschi: you know regional rail ferries are all very easy to coordinate. You know you. You can plan a trip using four different modes of transportation effortlessly, and I would. I think that would go a long ways to getting people to use transit more.

373

01:14:50.930 --> 01:15:20.910

Sadie Graham, Link21, Panelist: Yeah, I'll. I'll respond to that. I think, similar to the answer to the last question. Um, this is an issue Uh, that clearly is a problem. And you know, while we're trying to that's one of our long term goals to provide a better, more integrated um connected system, you know, with the customer experience in mind, I would say that this is another thing that MTC. Um. Has taken on fairly strongly in the last year

374

01:15:20.920 --> 01:15:49.879

Sadie Graham, Link21, Panelist: to um looking at addressing. And that's the Metropolitan Transportation Commission. Um! And so they represent the nine region or the nine county uh Bay Area region, which does have a number of different transit agencies. And so there is, I think, underway now, a it, a concerted effort to sort of address the issues that you that you raised, you know, in terms of planning. Uh, you know

375

01:15:49.890 --> 01:15:57.750

Sadie Graham, Link21, Panelist: fair uh expenditures, you know, having um having it be just much more customer facing um

376

01:15:57.760 --> 01:16:15.209

Sadie Graham, Link21, Panelist: solutions, so that there aren't those barriers for people who are trying to access transit. So uh I mean Well, certainly it's a goal of ours. It's also something that I think, is being addressed, or the region is attempting to address now, and

377



01:16:15.220 --> 01:16:34.000

Sadie Graham, Link21, Panelist: Um has been for a while so hopefully. We start to see some solutions now, and if you are interested in that, those types of things I would, I would urge you to sort of to um, you know. Attend some of the MTC Commission meetings where they are actively sort of discussing those things hopefully. That answers your question.

378

01:16:35.680 --> 01:16:50.739

Linton Johnson, Link21, Facilitator: All right, Um, Chester, I think we have a question for you, Christopher, since Snake is asking, Is it confirmed that the 980 quarter will be used for an alignment for a second BART tunnel. Should a BART connection be made

379

01:16:51.470 --> 01:16:56.479

Chester Fung, Link21, Panelist: sure I can confirm It's possible, you know. At this point we are not.

380

01:16:56.950 --> 01:17:11.840

Chester Fung, Link21, Panelist: It's like forming up an exact alignment. Um, you know, like nine hundred and eighty. But um we're wanting. The key is building, keeping flexibility in there. And so we are moving forward concepts that um could be in the nine hundred and eighty corridor,

381

01:17:11.850 --> 01:17:27.279

Chester Fung, Link21, Panelist: and not the only possibility. We're keeping other options open as well. But certainly we we're keeping that one open because we want Link21 to be able to fit into that vision of the nine hundred and eighty um, you know the nine hundred and eighty vision, if that moves forward

382

01:17:28.260 --> 01:17:55.529

DRAFT - DELIBERATIVE



Nicole Franklin, Link21, Panelist: great, and that would just Oh, go ahead, please. No, And I was gonna say, and that would be another uh opportunity for Link21 to partner with the city and the community to make sure that if the Link21 alignment goes there, that it is um in line with the community, and the city's vision for uh bringing that area back together uh west of plan downtown. So we definitely be very working very closely with them.

383

01:17:57.120 --> 01:18:11.400

Linton Johnson, Link21, Facilitator: All right, Camille. This one's for you. Um will all future rail improvements be electric or powered by tier four diesel locomotives. This is from an anonymous person, but I think you can handle that So um.

384

01:18:11.410 --> 01:18:20.949

Camille Tsao, Link21, Panelist: The State has mandated that by two thousand and thirty-five, all transit and rail vehicles be zero emission.

385

01:18:21.120 --> 01:18:31.800

Camille Tsao, Link21, Panelist: So the answer is, we will be zero mission definitely by the time this project is open. Um, whether

386

01:18:31.810 --> 01:18:46.160

Camille Tsao, Link21, Panelist: it's electric or something else. Um, for our trains the State is thinking about hydrogen power to generate electricity on the trains. Um!

387

01:18:46.210 --> 01:19:00.920

Camille Tsao, Link21, Panelist: But you know that's still in pilot. Um right now. They've got a pilot down in Southern California. Um! So it's still yet to be determined exactly what zero mission vehicles will be run, but they will not be diesel.



388

01:19:02.170 --&gt; 01:19:18.340

Linton Johnson, Link21, Facilitator: One more question for you. Let's talk ferries. Camille. Um, How do you, How do planned or considered ferry connections and impact Link21's, efforts, and can frequent intermodal ferry service reduce the need for expensive direct rail connections.

389

01:19:18.610 --&gt; 01:19:32.079

Camille Tsao, Link21, Panelist: So I think we, as a region, are really lucky to have the ferry system that we do. And um, I know that the ferry system does have plans to expand, and it is a really great mode.

390

01:19:32.090 --&gt; 01:19:51.839

Camille Tsao, Link21, Panelist: Um for some routes. Um. And so uh the issue is um capacity. How many people can you fit on a ferry boat? Um versus a train? And so depending on, you know the roots that you're looking at um. Sometimes ferry would be just fine.

391

01:19:51.850 --&gt; 01:20:11.160

Camille Tsao, Link21, Panelist: Sometimes you need more capacity, and a train would be better. Uh, sometimes you need both. We have both in the translate corridor. So um, really depending on the market that you're looking at. Uh you. You figure out which mode is is suitable. Mode or modes are suitable for that market, but

392

01:20:11.170 --&gt; 01:20:13.799

Camille Tsao, Link21, Panelist: the ferry system is definitely an asset here,

393

01:20:15.420 --&gt; 01:20:45.399

DRAFT - DELIBERATIVE



Linton Johnson, Link21, Facilitator: like to have multiple options always good, to have multiple options when it comes to transit, just to remind we about nine more minutes, but we still have more questions, and if you want to ask one if you're on Zoom, you can ask your questions verbally, or type them into the Q A box. You can access the Q A box by clicking on the Q&A icon in the Zoom task bar. And if you prefer to ask your question verbally. You can just raise your hand and use the raise hand, icon, and the task bar when it comes to you. When I come to you Um, the Webinar host will grant you permission to speak to.

394

01:20:45.410 --> 01:21:01.580

Linton Johnson, Link21, Facilitator: You can unmute yourself before you ask your question, and if you're joining us via the toll-free Dallas lines. You can raise or lower your hand by dialing star seven the phone line manager will unmute you and record your question, and add that to the queue.

395

01:21:02.090 --> 01:21:25.200

Linton Johnson, Link21, Facilitator: So we have got a a few more questions. Um, Sadie, I think this one might be for you because you're the money. Lady. Uh, speaking of funding according to this anonymous attendee, can you speak to the importance of value captured strategies to the Link21 projects? How can we use value, capture to fund, transit and provide community benefits like affordable housing at potential new stations?

396

01:21:27.070 --> 01:21:38.870

Sadie Graham, Link21, Panelist: Yeah. So just a little bit of background. Um, you know, when new transit is provided. Um in new locations it off often. Uh,

397

01:21:38.880 --> 01:21:49.030

Sadie Graham, Link21, Panelist: then, a cut is accompanied by increased land value, and so the owners of that land uh benefit from that land value. And so what the

398



01:21:49.040 --> 01:22:18.699

Sadie Graham, Link21, Panelist: what the color is talking about is, you know, if transit agencies or other jurisdictions, Don't have ownership of some of those lands, then they lose out on gaining from the value that is sort of made by the infrastructure investment. And so the idea of value. Capture is then um With the public infrastructure investment, there should be some mechanism for the public to then gain that value back um for the sort of public good.

399

01:22:18.910 --> 01:22:48.889

Sadie Graham, Link21, Panelist: And so um! This is something that we know that we need to address as we begin to advance, Link21 and think about our stations. Um! It's actually something that really needs to be addressed, I think, at the at the statewide legislation level, because there are um reasons why transit agencies and other jurisdictions don't have the ability to, you know. Acquire land um before

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01:22:48.900 --> 01:22:51.890

Sadie Graham, Link21, Panelist: um projects are funded, or

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01:22:51.900 --> 01:23:19.349

Sadie Graham, Link21, Panelist: and so we can't benefit on that. So I think this is, uh ideally more of a legislation, a legislative issue, that um you know Link21 and all other transit agencies and frankly jurisdictions, because it relates to any real infrastructure. Project. Um! And so we're working with our partners and advocates to find out ways in which that we can sort of uh advance this at the sort of state legislative

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01:23:19.360 --> 01:23:49.349

Sadie Graham, Link21, Panelist: um level. And then I think it's really important to note that one of you know. We also recognize that Um, you know, new stations and new transit, and just any sort of new infrastructure also has the potential for negative impacts to the community, right? And so um! One of the potentials about value capture is, how can we take that new value and make sure that we're um putting that money back into the community, so that we're not causing things like anti-displacement

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403

01:23:49.360 --&gt; 01:24:11.099

Sadie Graham, Link21, Panelist: and such and so that the like the near-term community who is impacted by any of the infrastructure is also um benefiting in ways beyond just the service provides, so that long-winded answer. But I had to do a little education first. Sorry I well, I actually I appreciate that. I was not aware of all that. So thank you very much for inviting me to.

404

01:24:11.110 --&gt; 01:24:23.359

Linton Johnson, Link21, Facilitator: Yeah. All right, Chester. Here's one for you. Um. The question is from another anonymous person. How can you call Link21 equitable if it's not proposing any improvements in west Country Costa County.

405

01:24:23.690 --&gt; 01:24:39.279

Chester Fung, Link21, Panelist: Yeah. Just um to to clarify um. You know western Contra Costa County, Richmond area in particular. Uh just wanted to note that even though those areas weren't showing on our maps. Um, that I was going through earlier

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01:24:39.290 --&gt; 01:25:07.100

Chester Fung, Link21, Panelist: uh the Link21 Program is considering potential real improvements in those areas, because you know we're certainly interested in making sure that if we build a new crossing that we can get a lot of trains there and we can get a lot of people there uh, and that we understand that that might entail improving the network. The real network in other places, including near Richmond, for instance, the whole stretch from uh, you know Richmond to Emeryville. So

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01:25:07.110 --&gt; 01:25:15.069

Chester Fung, Link21, Panelist: um, we are looking to make uh rail improvements that we think would benefit. You know that that general area as well.

408



01:25:16.420 --> 01:25:33.109

Linton Johnson, Link21, Facilitator: Thank you. Great answer. All right. So, Camille, this one's for you uh another anonymous one. Um! This one is um asking uh, I think this is Christopher Heller's question would be interested in hearing more about how the info stations would support transfers

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01:25:33.120 --> 01:25:40.240

Linton Johnson, Link21, Facilitator: uh this person. Christopher is personally interested in San Antonio station, but it's just in general as well.

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01:25:41.260 --> 01:25:44.090

Camille Tsao, Link21, Panelist: Yeah, um, so

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01:25:45.280 --> 01:25:54.630

Camille Tsao, Link21, Panelist: it's kind of two parts there. Um infrastructure stations, Um, you know, serve to basically

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01:25:54.640 --> 01:26:07.709

Camille Tsao, Link21, Panelist: access. Provide access for more neighborhoods or communities that might not currently have a station. And infiltration means you're adding a station to an existing line. Um!

413

01:26:07.720 --> 01:26:15.460

Camille Tsao, Link21, Panelist: And there are um pros and cons to doing that. The pro is that um, you know you're getting

414

01:26:15.900 --> 01:26:34.800

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Camille Tsao, Link21, Panelist: more supposedly more people will have access to the system because you have another station. Um, the con is that uh, your train travel will be slower because you are stopping more often. So it's a little bit of a you know it's a little bit of a catch twenty-two you stop more,

415

01:26:34.810 --> 01:26:36.669

Camille Tsao, Link21, Panelist: your trip is slower,

416

01:26:36.820 --> 01:26:42.139

Camille Tsao, Link21, Panelist: but if you stop more, you're accessing more people and stations. Um,

417

01:26:42.220 --> 01:27:00.559

Camille Tsao, Link21, Panelist: so. Um! Whether there are transfers at that station or not really depends on. You know how many train services you have going through there. Um, so it's a little. It's a little hard to answer without um knowing, you know specifically which stations I think you mentioned San Antonio, which

418

01:27:00.570 --> 01:27:18.599

Camille Tsao, Link21, Panelist: um is essentially between uh Lake Merit and a Fruitville. Um that has been considered as an infill station in the past, and we are looking at it as a possible guard info station. Will it be a transfer station? Um,

419

01:27:19.140 --> 01:27:30.969

Camille Tsao, Link21, Panelist: maybe for BART? I don't see it as a transfer station for regional rail and part. Um. But yeah, these are things that are still um being developed

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01:27:32.010 --> 01:27:53.670



Linton Johnson, Link21, Facilitator: all right. I think we have time for one last question. This one's from Paul again, and I believe, Chester, you might have the answer to this. I hope um is his question says, uh, is potential sea level rise being factored into the visioning planning process. Many rail right of ways are in low lying areas. Interesting question,

421

01:27:53.680 --> 01:28:05.010

Chester Fung, Link21, Panelist: Yes, and the answer is, Yes, it is being factored in. We are aware of it. We've actually got maps of potential sea level rise impacted areas. Um, And we're looking at how that

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01:28:05.020 --> 01:28:18.529

Chester Fung, Link21, Panelist: uh interacts with the rail system. Um, certainly anything that we would propose as new infrastructure would be a, you know, designed to be resilient to uh sea level rise.

423

01:28:18.550 --> 01:28:39.590

Chester Fung, Link21, Panelist: Um, But there is a bigger question um about not just the rail infrastructure, but the whole community in those areas are also potentially affected by sea level rise. We understand that there is a regional and megaregional conversation that needs to happen about how to protect overall communities overall from sea level rise

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01:28:39.600 --> 01:28:46.589

Chester Fung, Link21, Panelist: Link21 certainly interested in participating in those conversations. But that's something that's kind of bigger than you know, bigger than Link21.

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01:28:48.310 --> 01:29:16.920

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Linton Johnson, Link21, Facilitator: Well, that ends our session. Thank you all of our experts. Um! It is seven o'clock. I know people ready to get back to their families. We really appreciate all the time that you spent today giving us your feedback, and if we didn't answer your question, we are logging all of these questions. Um. So at a future date. We'll get back to you if we have the answers. But we're keeping track of a question that you're answering. Be sure to go Link21 program dot com because we've got future uh events like this happening,

426

01:29:16.930 --> 01:29:30.220

Linton Johnson, Link21, Facilitator: we can always uh ask questions. Um in our feedback session of the website. Um, But thank you very much. Everybody thank you. To our panelists. We had a great time tonight. Give us a lot of feedback, and we look forward to seeing you the next time. Have a great evening. Everybody.

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