

LINK21

CONNECT NORTHERN CALIFORNIA

LINK21 MEGAREGIONAL COMMUNITY MEETING SUMMARY

DRAFT FINAL

October 18, 2022 | 5:30-7 pm

Prepared By:
Link21 Engagement & Outreach Team (HDR)

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1. OVERVIEW

On Tuesday, October 18, 2022, the Link21 Program hosted the first 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 a megaregional focus accompanied by a polling exercise and a question-and-answer session. Seventy-two participants logged in via the Zoom option, and four attendees used the dial-in option.

A recording of the October 18, 2022, meeting is posted on the [Link21 website](#).

1.1. Meeting Summary

The meeting was facilitated by Link21 consultant, Kim Pallari from HDR. Ms. Pallari 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

Ms. Pallari 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)	
34	Alamo	1
	Berkeley	1
	Burlingame	2
	Carmel-by-the-Sea	1
	Davis	3
	Folsom	1
	Hayward	1
	Martinez	1
	Oakland	3
	Orinda	1
	Sacramento	3



	San Francisco	6
	San Jose	3
	San Cruz	1
	San Luis Obispo	1
	San Mateo	1
	San Rafael	1
	Tracy	1
	Walnut Creek	2
QUESTION 2: HOW DID YOU LEARN ABOUT TODAY'S MEETING?		
32	Advertisement	1
	BART Website	3
	Email	18
	Link21 Website	4
	News	1
	Social Media	4
	Word of Mouth	1

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, Bay Area Rapid Transit (BART)
- Nicole Franklin, Link21 Engagement and Outreach Manager, BART
- Camille Tsao, Link21 Program Lead, Capitol Corridor Joint Powers Authority (CCJPA)
- Greg Oslund, Link21 Delivery Manager, HNTB

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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

Nicole Franklin, Link21 Engagement and Outreach Manager 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

Greg Oslund, Link21 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 the 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	18
	Sacramento <--> Peninsula, Silicon Valley, and San Jose	11
	Sacramento <--> Oakland, Alameda, and East Bay	14
	Stockton and Central Valley <--> San Francisco	2
	Stockton and Central Valley <--> Peninsula, Silicon Valley, and San Jose	5
	Stockton and Central Valley <--> Oakland, Alameda, and East Bay	5
	Santa Cruz, Monterey, and Salinas <--> San Francisco	11
	Santa Cruz, Monterey, and Salinas <--> Peninsula, Silicon Valley, and San Jose	7
	Santa Cruz, Monterey, and Salinas <--> Oakland, Alameda, and East Bay	16
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	16
	Commute to school or college	2
	Get to business or medical appointments	9
	Get to the airport (SMF, SFO, OAK, SJC)	28
	Visit friends and family	22
	Entertainment such as concerts, sporting events, and festivals	25



	Other	6
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)	21
	Weekdays, midday (10 am - 4 pm)	17
	Weekdays, night (7 pm - 1 am)	12
	Weekdays, overnight (1-7 am)	2
	Weekends, mornings (7 am - Noon)	19
	Weekends, afternoons (Noon - 7 pm)	27
	Weekends, night (7 pm - 1 am)	11
	Weekends, overnight (1-7 am)	2

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
Are the Dumbarton rail and Santa Cruz rail still being planned?	<ul style="list-style-type: none"> ▫ Currently identified as a transit mode but not definitive that it is Regional Rail ▫ Acknowledged as a mobility solution and will continue to work to connect to it via Capitol Corridor and buses ▫ Santa Cruz is an MBAG plan for the future
If the core goal of Link21 is to build a second transbay crossing for BART and/or Capitol Corridor, why not go forward and expedite the construction that is needed?	<ul style="list-style-type: none"> ▫ Currently underway, now trying to plan for a correct cross bay connection ▫ Program wants to engage the public, specifically communities that have been historically marginalized and not involved in the planning process to ensure that the planning process is equitable
Why isn't Solano County in the picture? A vital link would be rail across the Carquinez, not to mention significant improvements to Capitol Corridor. In the Link21 life plan, a second bridge would be planned across Carquinez. This would improve route from Martinez to Richmond and reduce conflict between Contra Costa and Solano County.	<ul style="list-style-type: none"> ▫ Recognize the rail bridge crossing as a major challenge for both passenger and freight ▫ Capitol Corridor is conducting an engineering feasibility study to identify how to replace the bridge and in talks with other rail agencies and leaders about the bridge but unsure if Link21 will take on bridge improvements

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	<ul style="list-style-type: none"> ▫ Addressing the bridge is in the State Rail Plan
Is it true that no rail will be introduced in Marin/Sonoma counties?	<ul style="list-style-type: none"> ▫ Not true that we don't see rail potential in Marin/Sonoma counties ▫ Currently focused on people traveling between the transbay corridor
Population projections were taken pre-Covid. Also, transit utilization is permanently reduced due to increased working from home. Shouldn't the Link21 update the ridership model to properly address current conditions?	<ul style="list-style-type: none"> ▫ Model makes projection of recovery post-Covid, no one is sure of what will happen in the future ▫ Ridership model will be conducted with certain set of assumptions in the spring of next year ▫ Future projections will be completed using a sensitivity test and ridership model accounting for Covid impact, rider recovery, and other data ▫ There will be continued growth in the Megaregion but need to pinpoint where growth will be
Concerned about "last mile" connections. Rail stations need excellent local transit options and easy access for drop-off/pickup. Neither of those seems to be high priorities in station plans I've seen.	<ul style="list-style-type: none"> ▫ When talking about actual locations of new stations, the Program is far from identifying those specific locations ▫ Met with all jurisdictions numerous times and considering station locations, leading to lots of talks about connecting to bike network, availability of parking, etc.
In the plans, there doesn't seem to be many connections from East Bay San Francisco to Marin. In the wintertime, what about travel options to Truckee or Lake Tahoe? Any consideration to extend to these areas for the wintertime?	<ul style="list-style-type: none"> ▫ Interested in train travel further east and participating in a study that will improve rail travel to Reno outside of the Program ▫ Link21 - Northern California Megaregion
Why was East/West Oakland missing from the graphic?	<ul style="list-style-type: none"> ▫ Included in the plan but not every label fits on the map that was displayed during the presentation
Curious to know whether there's any option to link rail to Hwy 37. I know there is a study to potentially extend Smart Rail towards Hwy 37.	<ul style="list-style-type: none"> ▫ Study by Solano Transportation Authority to extend rail to Hwy 37 ▫ Recognized as potential rail connection in the future with Capitol Corridor supporting Solano rail service
I'm interested to know how Link21 is partnering with the developer community to find potential transit-oriented development (TOD) or co-development opportunities.	<ul style="list-style-type: none"> ▫ Specific locations have been identified and increased engagement with development community will begin

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	<ul style="list-style-type: none"> ▫ Rail station enhancements will be accompanied by improvements in the community and drive ridership ▫ Future phase of the work will be clear on working with developers ▫ Ensuring that using income generated in area will be reinvested into community
When will we see service announcements for different alignments?	<ul style="list-style-type: none"> ▫ Service research is currently beginning ▫ Program is resisting the urge to run more service concepts, but it will happen in Phase 2 after the project has been identified
Can the environmental approval process be accelerated?	<ul style="list-style-type: none"> ▫ Planned environmental duration is quick but dependent on funding ▫ We will do everything we can to expedite environmental when the Program is at that point
How will Link21 ensure the project is cost effective?	<ul style="list-style-type: none"> ▫ Six months ago, it was decided the team had enough information about overall scope of project and refocused on the project level ▫ Not involved with serious engineering yet and conducting feasibility analysis to ensure that project isn't over-committing ▫ Cost is one piece of the holistic approach to Link21 <ul style="list-style-type: none"> — Weighing cost against benefits to region due to time, savings, increased access to work, new linkages, and commitment to equity
Will Link21 attempt to focus on improving more local light rail such as VTA, SacRT, and MUNI?	<ul style="list-style-type: none"> ▫ Currently focused on Regional Rail and BART because they're higher capacity, carry more people, and travel at higher speeds ▫ Many partner agencies are working on other improvements to their rail system: Link21 is primarily focused on transbay corridor
Can you say more about how historically marginalized communities will be engaged in this project?	<ul style="list-style-type: none"> ▫ Equity is at the core of the Program ▫ This involves engaging marginalized communities early and often to listen and understand their needs ▫ Achieved by Co-Creation process, partnering with community-based



	<p>organizations (CBOs) in marginalized communities</p> <ul style="list-style-type: none"> ▫ Compensate CBOs and conducting grassroots outreach ▫ Translating Link21 content and presentations for a wide range of audiences ▫ Launching Equity Advisory Committee to work with staff to inform different work streams
Is Regional Rail on I-980 being considered?	<ul style="list-style-type: none"> ▫ Considering for both Regional Rail and BART
Why doesn't Link21 acknowledge the ferry network, and possibly incorporate it including improved transfer arrangements?	<ul style="list-style-type: none"> ▫ Link21 recognizes significance of ferry system in Bay Area even though it's not on the map ▫ Connecting with ferries would be great and could be an alternative to rail ▫ Aware that there are other modes that may serve people in different communities ▫ A multi-modal system that serves community is best
Will there be a partnership with cities that are linked to the various rail options so there is an equitable and sustainable bike/bus/walk options to rail stops?	<ul style="list-style-type: none"> ▫ Yes
Is there consideration of extending BART all the way to the outer Richmond and not turning down 19 th Avenue?	<ul style="list-style-type: none"> ▫ Disadvantage of rail going south towards 19th results in trains needing to wait and leave; operationally better to not dead-end in West San Francisco ▫ Consideration of BART to western area of San Francisco considered and studied for many years

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Table 1-4. Comments

COMMENTS

No comments.



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

00:00:20.860 --> 00:00:27.860

Kim Pallari, Link21, Moderator: For those of you who are prompt. Thank you for joining us. We're going to get started in just a few minutes.

2

00:00:28.130 --> 00:00:29.629

Kim Pallari, Link21, Moderator: Thank you for your patience.

3

00:01:45.210 --> 00:02:01.769

Kim Pallari, Link21, Moderator: It's 5:30 if you don't mind, for all of you who have been so prompt. I'm going to give it just a couple more minutes. I see we have about 30 attendees. We'll get started in two minutes. Thank you so much for your patience and welcome to the virtual community meeting for Link21.

4

00:02:56.290 --> 00:03:03.539

Kim Pallari, Link21, Moderator: Welcome to all those participants who are just joining. We're going to get started in just about a minute.

5

00:03:44.350 --> 00:03:55.420

Kim Pallari, Link21, Moderator: Okay, we have about uh almost 70 participants so we're gonna go ahead and get started. It's 5:32 and I want to be respectful of everyone's time.

6

00:03:55.430 --> 00:04:09.979



Thank you so much for joining us today to discuss the Link21 program. My name is Kim Pallari, and we are really excited to connect with many of you for the first time and welcome back to those who have participated in the past.

7

00:04:10.150 --> 00:04:29.769

Kim Pallari, Link21, Moderator: So today we want to share some really important information about our special Megaregion that we call home Northern California. How this multi-generational transportation program called Link21 will help maintain our quality of life by offering better ways to connect to the things we love.

8

00:04:29.850 --> 00:04:50.970

Kim Pallari, Link21, Moderator: BART and Capitol Corridor began work on Link21 Program back in 2019, and have been working hard to design an approach to evaluate plan and construct an interconnected train system throughout Northern California that also links to the statewide network as envisioned by the State Rail Plan.

9

00:04:52.390 --> 00:05:04.719

Kim Pallari, Link21, Moderator: The meeting format today includes presentation, some interactive question or polling then we'll close with a question-and-answer session. We really do want to hear from you.

10

00:05:04.880 --> 00:05:13.699

Kim Pallari, Link21, Moderator: But before we get started with the presentation, we would like to take a moment to go over a few housekeeping rules for the meeting.

11

00:05:13.710 --> 00:05:32.840

Kim Pallari, Link21, Moderator: People are joining via Zoom on this virtual meeting to reach as many participants as possible. We also are offering the meeting via the telephone. The meeting is being recorded, and that recording will be posted within a few days to the Link21 Program website.



12

00:05:33.480 --> 00:05:36.329

Kim Pallari, Link21, Moderator: We are hosting the meeting in English,

13

00:05:36.490 --> 00:05:50.739

Kim Pallari, Link21, Moderator: Spanish, and Cantonese. In order to access the audio channel for any of these languages, please click the interpretation button which is the globe icon in the Zoom taskbar.

14

00:05:51.680 --> 00:05:56.459

Kim Pallari, Link21, Moderator: A menu will then appear, and you may select the language you require.

15

00:05:57.100 --> 00:06:04.629

Kim Pallari, Link21, Moderator: This message will be repeated in all languages, and then you will be able to join the audio channel for that language.

16

00:06:05.580 --> 00:06:23.809

Kim Pallari, Link21, Moderator: Closed captioning is also available. If you would like to use this option, click the CC icon in the Zoom taskbar and then select subtitles to view on screen or live transcript to see the full transcript on the side panel.

17

00:06:24.600 --> 00:06:34.999

Kim Pallari, Link21, Moderator: Lastly, if you need technical support, you can use the Zoom chat box or raise your hand if you are on Zoom or excuse me on the telephone.



18

00:06:35.470 --> 00:06:42.279

Kim Pallari, Link21, Moderator: We now invite our interpreters to repeat these instructions, first in Spanish and then in Cantonese.

19

00:06:43.050 --> 00:06:44.290

Kim Pallari, Link21, Moderator: Clara.

20

00:07:22.100 --> 00:07:25.900

Kim Pallari, Link21, Moderator: Thank you, Clara, and Weikuen in Cantonese.

21

00:09:26.970 --> 00:09:35.129

Kim Pallari, Link21, Moderator: Thank you so much. We now invite participants to join the interpretation audio channel by clicking the interpretation button in the taskbar.

22

00:09:37.340 --> 00:09:38.250

Kim Pallari, Link21, Moderator: Okay,

23

00:09:38.990 --> 00:09:47.839

Kim Pallari, Link21, Moderator: to learn more about joining us in the virtual room. We will be doing some interactive polling, and we really want to get to know you. But first

24

00:09:48.010 --> 00:09:51.189

Kim Pallari, Link21, Moderator: let's give you the instructions of how to participate.

25



00:09:51.260 --> 00:09:55.599

Kim Pallari, Link21, Moderator: So we are going to use a software called PollEverywhere.

26

00:09:55.620 --> 00:10:13.129

Kim Pallari, Link21, Moderator: We hope you can participate in this poll. It's really important to help us understand who we are connecting with. To begin open a web browser on your computer, your smart device or your cell phone and go to PollEv.com/KWPoll1

27

00:10:13.420 --> 00:10:27.140

Kim Pallari, Link21, Moderator: or text KW POLL1

28

00:10:27.390 --> 00:10:35.860

Kim Pallari, Link21, Moderator: to 22333. If you are texting. The question will not pop up. Just to answer the question on the screen

29

00:10:36.080 --> 00:10:40.560

Kim Pallari, Link21, Moderator: we will read out loud each question and wait for the responses.

30

00:10:40.730 --> 00:10:47.969

Kim Pallari, Link21, Moderator: This information is helpful for our team to inform, not only our outreach and communications, but also the technical planning work.

31

00:10:48.340 --> 00:10:55.940



Kim Pallari, Link21, Moderator: The chat feature in the Zoom can be utilized as well for pulling responses. If pull everywhere does not work for you.

32

00:10:56.530 --> 00:11:07.940

Kim Pallari, Link21, Moderator: If you are joining via the toll-free call-in phone line, you can share your response with the phone call manager or Interpreter dial *7,

33

00:11:08.090 --> 00:11:25.260

Kim Pallari, Link21, Moderator: which controls raising and lowering your hands. When you raise your hands, the phone line manager will unmute you. So you share your response with those on the phone line. We will be recording those responses and provide them together with what we receive in the Zoom Webinar.

34

00:11:25.990 --> 00:11:29.510

Kim Pallari, Link21, Moderator: Okay, with that I'm going to give just a few minutes.

35

00:11:29.580 --> 00:11:38.520

Kim Pallari, Link21, Moderator: We'll go to the first question next slide, and we'll make sure everyone is. Oh, it looks like we already have a bunch of people hopping on. That's great

36

00:11:39.750 --> 00:11:45.939

Kim Pallari, Link21, Moderator: one back, please. Thank you. The first question is, in which city or zip code are you located?

37

00:11:47.960 --> 00:11:50.070

Kim Pallari, Link21, Moderator: We are seeing a great response.

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38

00:11:50.770 --> 00:11:53.640

Kim Pallari, Link21, Moderator: A lot of folks from San Jose

39

00:11:53.870 --> 00:11:56.649

Kim Pallari, Link21, Moderator: Central Valley, Tracy

40

00:11:56.960 --> 00:11:58.390

Kim Pallari, Link21, Moderator: Davis,

41

00:12:01.220 --> 00:12:05.089

Kim Pallari, Link21, Moderator: some peninsula on the Burlingame.

42

00:12:06.770 --> 00:12:07.690

Kim Pallari, Link21, Moderator: Awesome.

43

00:12:10.660 --> 00:12:12.690

Kim Pallari, Link21, Moderator: San Francisco.

44

00:12:16.880 --> 00:12:19.639

Kim Pallari, Link21, Moderator: Okay, Thank you so much.

45

00:12:21.600 --> 00:12:24.409

Kim Pallari, Link21, Moderator: Going to give it just another few moments

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46

00:12:25.520 --> 00:12:27.590

Kim Pallari, Link21, Moderator: before we move on. Okay,

47

00:12:27.630 --> 00:12:31.099

Kim Pallari, Link21, Moderator: it looks like it stops. Let's move on to the next question:

48

00:12:33.280 --> 00:12:36.610

Kim Pallari, Link21, Moderator: How did you learn about the meeting today?

49

00:12:37.730 --> 00:12:49.169

Kim Pallari, Link21, Moderator: Did you receive an email? Are you on our database contact list? Did you see social media posts through BART or Capitol Corridor, social media.

50

00:12:50.620 --> 00:12:53.590

Kim Pallari, Link21, Moderator: Did you see a digital ad

51

00:12:54.010 --> 00:12:57.270

Kim Pallari, Link21, Moderator: in your local publication?

52

00:12:57.890 --> 00:13:06.230

Kim Pallari, Link21, Moderator: Did you meet one of our staff members out at on, at a train station where we've been tabling, or at a community event.

53



00:13:06.480 --> 00:13:08.900

Kim Pallari, Link21, Moderator: How did you hear about us today?

54

00:13:10.230 --> 00:13:16.699

Kim Pallari, Link21, Moderator: I'm seeing quite a few emails. That's great to know. Many of you are on our email distribution list.

55

00:13:17.400 --> 00:13:21.549

Kim Pallari, Link21, Moderator: Did you hear about it through the website? Another option. I saw a web,

56

00:13:23.450 --> 00:13:26.109

Kim Pallari, Link21, Moderator: some, so some media as well,

57

00:13:28.170 --> 00:13:29.090

Kim Pallari, Link21, Moderator: right?

58

00:13:31.880 --> 00:13:37.580

Kim Pallari, Link21, Moderator: This really helps us understand where we're connecting, and how we can better connect with you in the future.

59

00:13:37.720 --> 00:13:41.820

Kim Pallari, Link21, Moderator: So we really appreciate your time in filling out these questions.



60

00:13:42.420 --> 00:13:47.999

Kim Pallari, Link21, Moderator: We will make sure we have a few more questions to ask at the end of the presentation

61

00:13:48.760 --> 00:13:54.760

Kim Pallari, Link21, Moderator: it's great. We're seeing some more some word of mouth for co-worker. I love that. Okay,

62

00:13:56.220 --> 00:13:57.950

Kim Pallari, Link21, Moderator: let's move on.

63

00:13:58.440 --> 00:13:59.789

Kim Pallari, Link21, Moderator: So our next

64

00:14:00.360 --> 00:14:06.369

Kim Pallari, Link21, Moderator: next step is to talk about the agenda and introduce our speakers so we can get right into the presentation. Go ahead next slide,

65

00:14:07.690 --> 00:14:19.280

Kim Pallari, Link21, Moderator: so our agenda will walk us through Northern California. The travel needs in our Megaregion. We'll talk about the focus of Link21 on our future.

66

00:14:19.380 --> 00:14:37.789

Kim Pallari, Link21, Moderator: The development of initial concepts is part of the Phase 1 work which is the work we're doing now and then the engagement that uh and

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outreach opportunities that we have this um happening right now this fall, and then we will save the last part of the meeting for question-and-answer session.

67

00:14:37.800 --> 00:14:41.250

Kim Pallari, Link21, Moderator: So let's introduce our speakers and panelists.

68

00:14:41.950 --> 00:14:43.099

Kim Pallari, Link21, Moderator: next slide.

69

00:14:43.460 --> 00:14:59.180

Kim Pallari, Link21, Moderator: So, Sadie Graham. It is the first image you see on the left, and she is the Link21 Program Director for BART. Sadie is here tonight listening in, and she will be able to address questions during the Q&A. Sadie, do you want to come on screen and say hello?

70

00:15:02.970 --> 00:15:04.810

Sadie Graham, Link21, Panelist: Hi there, everyone!

71

00:15:05.760 --> 00:15:08.939

Sadie Graham, Link21, Panelist: Thank you for coming today and sharing your time with us.

72

00:15:10.770 --> 00:15:28.670

Kim Pallari, Link21, Moderator: And thank you, Sadie. Camille Tsao is the Link21 Program Lead for Capitol Corridor Joint Powers Authority. Camille, you want to come on, or there you are, you would on. Say, Hi everyone, Camille Tsao, with Capitol

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Corridor, also leading the planning and engineering team. Thank you for being here tonight.

73

00:15:31.050 --> 00:15:44.210

Kim Pallari, Link21, Moderator: and next we have Nicole Franklin. Nicole is the Link21 Engagement and Outreach Manager for BART. Nicole, would you like to say hello? Sure. Good evening, everybody. Thanks so much for sharing a portion of your evening with us.

74

00:15:46.390 --> 00:16:05.400

Kim Pallari, Link21, Moderator: And last, but certainly not least, Greg Oslund, the Link21 Delivery Manager for HNTB for the kind of program management consultant team. Greg, would you like to say, hello? Hi, everybody! Um, I'm going to be talking to you about the Program or the project concepts looking forward to it, and thanks for showing up.

75

00:16:06.990 --> 00:16:13.200

Kim Pallari, Link21, Moderator: All right, with that we will jump right into the presentation and kicking that off is Camille.

76

00:16:14.630 --> 00:16:15.690

Camille Tsao, Link21, Panelist: All right.

77

00:16:16.750 --> 00:16:19.729

Camille Tsao, Link21, Panelist: Um, thank you. So next slide, please.

78

00:16:21.240 --> 00:16:30.699



Camille Tsao, Link21, Panelist: So the Northern California Megaregion includes 21 counties as shown on this map. Link21 gets its name from the 21 county Megaregion.

79

00:16:30.720 --> 00:16:38.950

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

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00:16:38.970 --> 00:16:51.519

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.

81

00:16:51.640 --> 00:17:02.059

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,

82

00:17:02.090 --> 00:17:05.160

Camille Tsao, Link21, Panelist: resulting in persistent traffic

83

00:17:05.200 --> 00:17:08.480

Camille Tsao, Link21, Panelist: and travel delays on our local freeway system.

84

00:17:09.420 --> 00:17:16.219

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

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85

00:17:16.670 --> 00:17:27.160

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

86

00:17:27.520 --> 00:17:39.289

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,

87

00:17:39.670 --> 00:17:50.899

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

88

00:17:57.240 --> 00:18:10.000

Camille Tsao, Link21, Panelist: without solutions. These challenges will only get worse, as our population is expected to reach fifteen million by two thousand and forty. This growth will put even more demand on our transportation system

89

00:18:10.260 --> 00:18:21.410

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

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00:18:21.430 --> 00:18:30.690

Camille Tsao, Link21, Panelist: and Even more critical is the increase in daily trips between the Bay area counties and other megaregional counties an increase of sixty four percent.



91

00:18:30.910 --> 00:18:40.340

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.

92

00:18:43.220 --> 00:19:00.729

Camille Tsao, Link21, Panelist: Today our rail network is made up of several regional rail operators who run long 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.

93

00:19:00.770 --> 00:19:06.109

Camille Tsao, Link21, Panelist: Although we have a fair amount of rail service today, it doesn't meet our growing needs.

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00:19:06.220 --> 00:19:15.350

Camille Tsao, Link21, Panelist: It is disconnected, sometimes inconvenient, and ultimately is not competitive with cars, especially for medium to long-distance trips.

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00:19:19.270 --> 00:19:29.290

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

96

00:19:29.550 --> 00:19:32.870

Camille Tsao, Link21, Panelist: This is consistent with the California State Rail Plan.

97

00:19:33.510 --> 00:19:46.140



Camille Tsao, Link21, Panelist: The planned and potential network map demonstrates the future of our train system as planned by our partner agencies across the Megaregion without without Link21.

98

00:19:46.450 --> 00:19:51.860

Camille Tsao, Link21, Panelist: So this map shows those projects before we put Link21 into place.

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00:19:52.050 --> 00:19:58.900

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

100

00:19:59.590 --> 00:20:08.949

Camille Tsao, Link21, Panelist: the A's. On this map represent rail extensions like the valley link or the High Speed Rail project from Merced to Gilroy.

101

00:20:09.850 --> 00:20:15.769

Camille Tsao, Link21, Panelist: The B's represent new or enhanced stations that will connect markets.

102

00:20:16.230 --> 00:20:26.480

Camille Tsao, Link21, Panelist: The C's represent service improvements across the network, like the San Joaquin service, adding to additional round-trip trains in the central valley,

103

00:20:26.720 --> 00:20:33.899

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Camille Tsao, Link21, Panelist: in Caltrains electrification along the peninsula, which plans to run six trains per hour

104

00:20:34.610 --> 00:20:43.960

Camille Tsao, Link21, Panelist: Lastly, the D's. Represent infrastructure improvements like a rail bridge replacement in Bronish and Martinez.

105

00:20:44.130 --> 00:20:52.009

Camille Tsao, Link21, Panelist: It is important to note that because much of the regional rail network within the Megaregion runs on shared,

106

00:20:52.060 --> 00:21:02.869

Camille Tsao, Link21, Panelist: and tracks owned by freight, such as the Union Pacific. Any future improvements must be approved by our freight partners before they're implemented.

107

00:21:03.660 --> 00:21:11.700

Camille Tsao, Link21, Panelist: The vision for our future train network sets the context for the future environment Link21 is planning within

108

00:21:12.070 --> 00:21:30.740

Camille Tsao, Link21, Panelist: these collective improvements equate to big investments in travel solutions for future generations. However, a critical piece of the transportation network is adding capacity and reliable connections across the physical barrier of the San Francisco Bay, with a second rail crossing.

109

00:21:31.190 --> 00:21:41.530



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

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00:21:41.830 --> 00:21:46.329

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

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00:21:46.350 --> 00:22:00.299

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

112

00:22:00.310 --> 00:22:06.639

Camille Tsao, Link21, Panelist: quickly, safely and affordably, whether traveling a few miles or a few counties over.

113

00:22:09.990 --> 00:22:17.440

Camille Tsao, Link21, Panelist: As a program of several projects Link21 will include network improvements for both BART and regional rail.

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00:22:17.520 --> 00:22:20.999

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

115

00:22:21.070 --> 00:22:31.049

Camille Tsao, Link21, Panelist: Ultimately we want to transform the passenger experience, promote equity and livability, support economic opportunity and advance environmental protection.



116

00:22:31.140 --> 00:22:38.359

Camille Tsao, Link21, Panelist: These goals and objectives serve as the foundation for our Program, and are how we will identify, develop,

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00:22:38.400 --> 00:22:44.140

Camille Tsao, Link21, Panelist: and evaluate concepts that will evolve into projects for Link21.

118

00:22:45.010 --> 00:22:52.630

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

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00:22:52.770 --> 00:22:56.290

Camille Tsao, Link21, Panelist: like new tracks, structures and signaling

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00:22:56.810 --> 00:23:06.709

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

121

00:23:08.700 --> 00:23:11.319

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

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00:23:11.550 --> 00:23:12.590

Thanks.

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123

00:23:13.020 --> 00:23:14.340

Nicole Franklin, Link21, Panelist: Thank you, Camille.

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00:23:18.960 --> 00:23:35.450

Nicole Franklin, Link21, Panelist: The Link21 Program is a multi year. Multi-phase planning process Phase zero was completed earlier this year with the when the BART and CCJPA boards approved the work completed in Phase zero and initiated Phase one.

125

00:23:35.690 --> 00:23:55.109

Nicole Franklin, Link21, Panelist: Our current work through early two thousand and twenty-four will focus on project identification This phase brings together the engineering, service, planning, ridership, modeling, early environmental work and integrated throughout. All of this is you Um, the public

126

00:23:55.120 --> 00:24:06.040

Nicole Franklin, Link21, Panelist: and our engagement. The work accomplished in Phase one will result in identification of projects to potentially move forward into environmental review and Phase two

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00:24:06.080 --> 00:24:09.590

Nicole Franklin, Link21, Panelist: which estimated to beginning in mid two thousand and twenty-four

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00:24:10.300 --> 00:24:20.440

Nicole Franklin, Link21, Panelist: as a long-term planning effort. You can see construction of a new crossing and ultimately opening of service won't happen for many years.



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00:24:20.480 --> 00:24:27.849

Nicole Franklin, Link21, Panelist: What is critical to this Program? Success is the ongoing engagement of our agency partners,

130

00:24:27.930 --> 00:24:37.680

Nicole Franklin, Link21, Panelist: our community stakeholders like yourself and the public, so that we can identify the right transportation solutions to serve our growing needs.

131

00:24:37.910 --> 00:24:39.200

Nicole Franklin, Link21, Panelist: Next slide

132

00:24:43.770 --> 00:24:55.340

Nicole Franklin, Link21, Panelist: a critical component of the Link21 Program is equity which is embedded in all of our workstreams. We know that equitable processes create equitable outcomes,

133

00:24:55.350 --> 00:25:10.960

Nicole Franklin, Link21, Panelist: and by prioritizing open and transparent engagement with our priority populations and the communities that we aim to serve um Link21 will be better able to design, deliver equitable train service that meets the priorities, the needs

134

00:25:11.250 --> 00:25:22.379

Nicole Franklin, Link21, Panelist: and values of our communities with equity. At the core of Link21, we are committed to planning and developing projects differently, and in partnering with the communities we serve,



135

00:25:22.750 --> 00:25:36.380

Nicole Franklin, Link21, Panelist: there are three components of strategies that are guiding our equity program, and they are equity, integration in our planning and technical analysis. As an example, as we perform our market analysis last year,

136

00:25:36.390 --> 00:25:49.800

Nicole Franklin, Link21, Panelist: so the 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 do not have access to rail today.

137

00:25:50.440 --> 00:26:00.689

Nicole Franklin, Link21, Panelist: Link21 has also established a community-based organization partnership program, where we co-create with our partners and communities.

138

00:26:00.870 --> 00:26:09.000

Nicole Franklin, Link21, Panelist: We've had three successful rounds of co-creation already, and we plan to hold another three rounds over the next twelve to eighteen months,

139

00:26:09.290 --> 00:26:15.099

Nicole Franklin, Link21, Panelist: and before the years out we will establish our Equity Advisory Council. We call it the EAC

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00:26:15.500 --> 00:26:26.670

Nicole Franklin, Link21, Panelist: Case he will select twenty members who will be charged with helping to guide the program development and any decisions we make in the program from an equity lens



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00:26:27.440 --> 00:26:28.530

next one.

142

00:26:30.200 --> 00:26:37.179

Nicole Franklin, Link21, Panelist: Now Phase zero set the foundation for the work we're doing now. Some of the key highlights included,

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00:26:37.530 --> 00:26:44.849

Nicole Franklin, Link21, Panelist: working with community to establish goals and objectives, a decision-making framework that will guide planning,

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00:26:44.870 --> 00:26:55.919

Nicole Franklin, Link21, Panelist: gathering, initial data through technical studies, service surveys and market analysis and engaging stakeholders in the public to gather initial input.

145

00:26:56.200 --> 00:27:03.039

Nicole Franklin, Link21, Panelist: This initial phase also set up the targeted equity program that is embedded in all the work that we do.

146

00:27:05.320 --> 00:27:22.440

Nicole Franklin, Link21, Panelist: As I stated earlier. Our goal for this current work is to identify potential projects, to move into the environmental review phase, To do that, we will start with development of initial concepts. Concepts will be informed by the market analysis that I mentioned earlier

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147

00:27:22.450 --> 00:27:29.310

Nicole Franklin, Link21, Panelist: service planning ridership models and environmental work. And of course, your Input

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00:27:29.550 --> 00:27:38.700

Nicole Franklin, Link21, Panelist: concepts will be redefined, using several metrics or considerations to make sure that they meet our program. Goals and objectives

149

00:27:38.980 --> 00:27:48.660

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

150

00:27:49.030 --> 00:27:50.620

Nicole Franklin, Link21, Panelist: Next slide, please.

151

00:27:51.380 --> 00:28:07.019

Nicole Franklin, Link21, Panelist: The evaluation of concepts will be a multi-step process that it incorporates public input at every step of the way, we will start with a long list of initial concepts that is informed by your input that we're gathering. Now,

152

00:28:07.260 --> 00:28:15.310

Nicole Franklin, Link21, Panelist: concepts will go through two rounds of screening and refinement with more detailed analysis each time.

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00:28:15.560 --> 00:28:23.679

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Nicole Franklin, Link21, Panelist: Key evaluation. Considerations include things like your input cost, effectiveness, ridership and more.

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00:28:23.960 --> 00:28:39.540

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

155

00:28:39.980 --> 00:28:54.250

Nicole Franklin, Link21, Panelist: um. Ultimately we will engage again, following the second screening around, I would say fall of next year prior to identifying projects to move forward into phase two which is the environmental review phase

156

00:28:54.320 --> 00:28:55.800

Nicole Franklin, Link21, Panelist: base two

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00:28:56.260 --> 00:29:02.019

Nicole Franklin, Link21, Panelist: um. We'll further define our projects that may include multiple alternatives.

158

00:29:02.420 --> 00:29:04.090

Nicole Franklin, Link21, Panelist: Next slide. Please

159

00:29:06.430 --> 00:29:22.800

Nicole Franklin, Link21, Panelist: to help us identify concepts that will best serve our diverse communities. Link21, was integrated and initiated early environmental view



during phase One, the goal of this work is to learn and understand current environmental constraints

160

00:29:22.810 --> 00:29:28.489

Nicole Franklin, Link21, Panelist: and potential opportunities to inform the concept. Development and guide decisions.

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00:29:28.760 --> 00:29:46.090

Nicole Franklin, Link21, Panelist: Conducting this environmental work early helps us to set up for a more successful environmental review process in the next phase of planning, where projects, alternatives will be analyzed, to determine potential impacts to the environment, such as community impacts, noise,

162

00:29:46.180 --> 00:29:49.960

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

163

00:29:50.200 --> 00:30:00.590

Nicole Franklin, Link21, Panelist: During Phase two of the program we also determine potential solutions or what is called mitigations to minimize impacts that are identified.

164

00:30:00.650 --> 00:30:09.489

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

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00:30:09.920 --> 00:30:11.520

Nicole Franklin, Link21, Panelist: next slide, please.



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00:30:12.570 --> 00:30:18.060

Nicole Franklin, Link21, Panelist: And now I'm going to turn it over to Greg, who will go over with you. Our initial concepts.

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00:30:18.960 --> 00:30:21.140

Greg Oslund, Link21, Panelist: All right, Thank you. Nicole.

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00:30:21.220 --> 00:30:50.859

Greg Oslund, Link21, Panelist: Um, yeah, that's right. Jump to the next slide. There you go. Um. So I want to talk to you about this this structure that we're showing here these building blocks. Um! This is something that we use as a team every day to uh to talk about concepts and talk about the order of the work, and that's in. There's shown here the market service, technology and infrastructure, and it's something that we use more or less in that order. So the first order of business for us uh starting in Phase zero, and certainly now and

169

00:30:50.870 --> 00:31:00.120

Greg Oslund, Link21, Panelist: one is the identification of the markets that we might serve, and then really important and very close to markets is,

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00:31:00.220 --> 00:31:17.979

Greg Oslund, Link21, Panelist: what kind of service are we going to provide? So that includes schedule, the travel time, the frequency of those trains we all know all of us that use the train. Uh really appreciate the fact when the trains coming every three minutes, you don't have to worry about schedule. You know, there's going to be a train there very close to when you arrive. So that's a really important piece.

171

00:31:17.990 --> 00:31:34.879



Greg Oslund, Link21, Panelist: The technology is the third building block that we're working on, and that's the the type of trains. So most of you are familiar with BART. It's a great system, great technology. But we're also looking at what we're calling regional rail, and that has some advantage as well that i'll share in a second,

172

00:31:34.890 --> 00:32:03.350

Greg Oslund, Link21, Panelist: and then finally, um After we kind of define those first three. We need to identify Um, the type of infrastructure, the physical improvements that are needed to make all that happen. So that's in this case with this Program lot of focus on underground work, tunnels and such, but also train stations uh yards, etc. So all of that is in the infrastructure. So this is something that you'll see over and over, and you've and any of you who attended

173

00:32:03.360 --> 00:32:13.829

Greg Oslund, Link21, Panelist: uh prior presentations. You've seen this. So this is not something new. This is something that we use to guide all of our work uh from Phase zero to the present time. Next slide,

174

00:32:15.450 --> 00:32:32.910

Greg Oslund, Link21, Panelist: hey? Great! I just want to remind you. If you can slow a little bit or so, our interpreters can keep up with you. Um! I would appreciate it, Thank you as will they? All right. Well, I thought I was, but i'll go. I'm just getting I will slow down. Thank you. Um! So this next slide is about

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00:32:32.920 --> 00:32:37.300

Greg Oslund, Link21, Panelist: the markets. Um! So again, that was that first building block

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00:32:37.310 --> 00:32:56.779

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Greg Oslund, Link21, Panelist: and um! This is a tool that uh Nicole referred to. That's the way it's uh regarding the equity waiting. So how does that really work? So we have a tool, a market analysis tool that identifies the rail potential, the unmet demand. And uh rail potential throughout Northern California.

177

00:32:56.940 --> 00:33:14.499

Greg Oslund, Link21, Panelist: And what you're seeing here is a depiction of that. So uh, you can see all of the various markets and communities that might get served by uh Link21, and then the larger the bubble. Uh that indicates the more uh potential um ridership, if you will.

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00:33:14.510 --> 00:33:19.320

Greg Oslund, Link21, Panelist: And, as was said earlier. It's equity weighted, meaning that um

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00:33:19.330 --> 00:33:45.229

Greg Oslund, Link21, Panelist: uh those communities uh that have been traditionally underserved, will be a prioritized um with a waiting factor Um, which affects the size of the bubbles that you're seeing there. So this is a tool that we're using, and we'll continue to use more complex tools as we move forward to really identify, ultimately identify the writership, but potential. How many people would use these various

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00:33:45.240 --> 00:33:49.780

Greg Oslund, Link21, Panelist: um systems that we could create uh, with these different concepts

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00:33:50.040 --> 00:33:51.120

Greg Oslund, Link21, Panelist: next slide.



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00:33:55.410 --> 00:34:09.640

Greg Oslund, Link21, Panelist: Um. Now this slide is kind of depicting the choices that we have, and there are. This is just a a real generalized. There are many, many choices for train technology, but each of them have kind of strengths

183

00:34:09.650 --> 00:34:33.720

Greg Oslund, Link21, Panelist: and trade offs. And um, really, the key is blending all of these integrated systems together. So they really work for you. All. All of us that are going to be using are using, and we'll be using the trains in the future. So the one year many of you are familiar with is part so in terms of frequency. Uh, it can be as little as every two, three minutes up to thirty minutes. So uh very high frequency trains

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00:34:33.730 --> 00:34:59.089

Greg Oslund, Link21, Panelist: uh there stops, or can be as short as some are even less than a mile on the barred system, but generally one to five miles apart. Uh, in this case. Um! Some of you may not realize it, but BART is unique. Um! In terms of the a type of track that uses the with between the tracks. It's a unique system to BART um, and so that's something has to be accounted for uh the service area for BART

185

00:34:59.100 --> 00:35:10.889

Greg Oslund, Link21, Panelist: is urban and surveillance areas. You all know it. You know it in the urban core. Very close, uh, you know, frequency spacing, and station spacing, and further out

186

00:35:10.900 --> 00:35:27.549

Greg Oslund, Link21, Panelist: uh it kind of changes character, if you will, as it moves further out. Now, the other two um the two modes or two technologies that we're showing on the right there. There's modern uh, regional rail, urban and modern regional rail long distance. So the the urban



187

00:35:27.560 --> 00:35:33.660

Greg Oslund, Link21, Panelist: is, there are. There are train systems that are becoming uh available, and uh,

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00:35:33.670 --> 00:35:59.230

Greg Oslund, Link21, Panelist: um, more and more available that would start to operate similarly to BART. So they're going to be electric first of all, and they're going to have frequencies. They're going to approach that of bar, and and in most respects be similar to BART, and that's something that is becoming available. It's available today and increasingly available over time. And why? That's important. It just gives us another choice to serve the urban core.

189

00:35:59.290 --> 00:36:10.510

Greg Oslund, Link21, Panelist: The one on the right could be the very same train that's in the middle. There. Um uses the same track same systems, but it's really set up so that it can be um

190

00:36:10.520 --> 00:36:27.669

Greg Oslund, Link21, Panelist: uh serve those long haul trips, and on those long haul trips you're looking at frequencies. It might be thirty minutes might even be sixty minutes, once an hour uh the station, spacing generally five miles apart. Uh, they share the network uh the national network. They often um

191

00:36:27.680 --> 00:36:31.839

Greg Oslund, Link21, Panelist: uh can tie into a larger network, a national network.

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00:36:32.510 --> 00:36:50.089



Greg Oslund, Link21, Panelist: And um. So these are the types of technologies that we're looking at. And um, it really, honestly, that was something that was a big Uh-huh for us. And the first couple of years of the program is just the emerging technologies, and how we can get creative and think about things differently

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00:36:50.620 --> 00:36:51.790

Greg Oslund, Link21, Panelist: next slide.

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00:36:55.100 --> 00:36:56.109

Greg Oslund, Link21, Panelist: So,

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00:36:56.720 --> 00:37:10.659

Greg Oslund, Link21, Panelist: even though a lot of the construction that we might see with Link21 might be localized in certain areas. It is true that that those improvements will unlock uh benefits throughout the Megaregion

196

00:37:10.670 --> 00:37:26.280

Greg Oslund, Link21, Panelist: so kind of going back to our model of our building blocks, market service, technology and infrastructure. So on the market side it will provide better connectivity throughout the Megaregion, and I'll give you an example. Um. We have some concepts that would extend

197

00:37:26.290 --> 00:37:55.600

Greg Oslund, Link21, Panelist: regional rail from the Peninsula across the bay and into the E space. So think about connecting Caltrain with Tap corridor. That is one of our more than one of our concepts. So imagine you're on the Peninsula, and you want to go to Sacramento. There's potentially you could do that with one seat ride uh, if not one seat ride It's going to be a lot easier than it is now. So that's exciting on the service side. Um! We can improve frequency of train service and the choices that you all have.



198

00:37:55.610 --> 00:38:07.329

Greg Oslund, Link21, Panelist: Uh, we have the opportunity to create better transfers. That's a really important part of what we're doing and the concept development. And you'll see that in a few minutes the technology is greener, lighter, faster

199

00:38:07.490 --> 00:38:27.349

Greg Oslund, Link21, Panelist: as I just described, and then the infrastructure allows us to really upgrade and enhance tracks, signaling structures and other facilities. Um, and probably really important, related to that is, create some redundancy in the system, so the system is easier to maintain, and is more nimble in the

200

00:38:27.360 --> 00:38:41.899

Greg Oslund, Link21, Panelist: the fact that if we have some sort of an emergency where maybe one of the the tube has to get closed across the bay. It would be really nice to have the second one, so that we can maintain service throughout any kind of situation next slide.

201

00:38:45.080 --> 00:38:54.879

Greg Oslund, Link21, Panelist: So I'm going to talk to you about a couple of the example concepts, and what I'd like to do is I'd like to cover this one last. But can you advance, slide, please,

202

00:38:56.040 --> 00:38:57.020

Greg Oslund, Link21, Panelist: so

203

00:38:57.110 --> 00:39:05.980



Greg Oslund, Link21, Panelist: shown in orange or these are the regional rail um crossing concepts. These are just two examples. Uh, and I want to kind of point out some of the

204

00:39:05.990 --> 00:39:25.759

Greg Oslund, Link21, Panelist: the line symbology. So you know what you're looking at here. So uh, generally on the program anything that we depict an orange as regional rail and blue as part. So you can see here in the light blue line. That's the existing BART system, and then overlay it on that. We're showing two concepts that are regional rail. You'll also see um

205

00:39:25.770 --> 00:39:26.759

Greg Oslund, Link21, Panelist: that

206

00:39:26.770 --> 00:39:46.079

Greg Oslund, Link21, Panelist: for the entire crossing the orange line is bounded by black lines, so that indicates anytime. You see that that's all underground, uh, or under the Bay, and then where the borders drop off, that would be typically that is track work that's accurate. It's at the same level as the adjoining communities, and the street network.

207

00:39:46.090 --> 00:39:55.949

Greg Oslund, Link21, Panelist: Um! So we put these side by side. So you kind of see two of these concepts and make them easier to compare between the two, the one on the right,

208

00:39:56.210 --> 00:40:17.749

Greg Oslund, Link21, Panelist: the goal. There is really to provide the most direct connection between, say, Emeryville and the Salesforce Transit Center, and I want to stop right there, because I just referring to the SDC. You'll see with our regional rail



concepts. They all have a common terminus in San Francisco, and that is the Salesforce Transit Center. So I just wanted to point that out.

209

00:40:17.760 --> 00:40:33.779

Greg Oslund, Link21, Panelist: Um. So the one on the right is very direct. The the goal there is to really get fast travel times between the East Bay and San Francisco, and it also connects you can see through a a junction over in the east base side, so it connects both north and south.

210

00:40:33.790 --> 00:40:51.299

Greg Oslund, Link21, Panelist: Now the one on the left is a little different uh kind of objective. There, there we're looking at. Well, what if we are willing to sacrifice just a little bit of travel time uh between, uh, say, Emeryville and SDC. But uh, and if we're willing to accept that,

211

00:40:51.310 --> 00:41:06.770

Greg Oslund, Link21, Panelist: you know we might be able to serve new markets like Alameda, and that's what's shown here. So this one swing south before it goes across the Bay and picks up that market that is eliminated. A market that is not currently served by rail, transit

212

00:41:06.830 --> 00:41:16.009

Greg Oslund, Link21, Panelist: the regional rail options, and we'll be happy to answer any questions. Um, when we get to the Q&A section next slide.

213

00:41:17.740 --> 00:41:36.910

Greg Oslund, Link21, Panelist: Okay, so let's um. Let's compare a couple of BART concepts here so kind of similar idea. Um, But in this particular depiction Um, we're looking to kind of compare the left and right. They both serve new markets, but the one on the right really um kind of



214

00:41:36.920 --> 00:41:41.619

Greg Oslund, Link21, Panelist: the intention here was to pick up his new many new more core markets as we could.

215

00:41:42.130 --> 00:41:52.970

Greg Oslund, Link21, Panelist: So in this case you can see it comes down. It's not easy to tell, but it comes down from the Macarthur station. This one's shown kind of following the I nine hundred and eighty corridor,

216

00:41:53.030 --> 00:41:57.919

Greg Oslund, Link21, Panelist: and then it crosses under the estuary over to all the Meta,

217

00:41:57.960 --> 00:42:09.590

Greg Oslund, Link21, Panelist: where we could put a station, and Then it curves west and goes across the bay and Uh emerges down in the Mission Bay area, maybe south of Chase

218

00:42:09.600 --> 00:42:29.590

Greg Oslund, Link21, Panelist: Um, and then it curves north and finds its way back up to the uh the downtown area. So um! This one, you can see, would really hit a whole bunch of new markets. Alameda and Mission Bay, and our market analysis indicates that those are very strong uh markets, and there's a lot of demand to serve. Those markets

219

00:42:29.600 --> 00:42:45.360

Greg Oslund, Link21, Panelist: can also see, uh, similar to the the regional rails. We have to make a connection south to connect to those part line settings south, and we



have a potential station at San Antonio, so that'd be a brand new station uh just south of Lake Merit Station.

220

00:42:45.490 --> 00:42:48.419

Greg Oslund, Link21, Panelist: Now the one on the left uh

221

00:42:48.430 --> 00:43:16.249

Greg Oslund, Link21, Panelist: what we're trying to test here as well. But if we serve Alameda, but then we go directly across the bay and tie into something close to the Salesforce Transit Center, so we might come in on mission. It might come in on Howard. The point is, we get it closer to where there we know there's strong kind of demand that we've traditionally seen in the downtown San Francisco. So we're really setting these concepts so so that we can compare benefits and trade offs of each

222

00:43:16.860 --> 00:43:22.010

Greg Oslund, Link21, Panelist: uh next slide, and that would be the first one I skipped over. But we're showing on both.

223

00:43:22.410 --> 00:43:25.129

Greg Oslund, Link21, Panelist: So what we're trying to do here is,

224

00:43:25.480 --> 00:43:26.430

Greg Oslund, Link21, Panelist: you know

225

00:43:26.440 --> 00:43:51.289

Greg Oslund, Link21, Panelist: we believe that there's a need for an additional processing of the bay. Uh in our lifetimes, if you will you know within that timing two



thousand and thirty-nine that Nicole talked about. But there may be a need ultimately for two more crossings beyond that time and Um! So what we've tested here was, How could you combine a BART and a regional rail crossing, and would they be compatible?

226

00:43:51.300 --> 00:43:52.599

Greg Oslund, Link21, Panelist: So the we had

227

00:43:52.610 --> 00:44:22.040

Greg Oslund, Link21, Panelist: basically two kind of concepts here, the one on the left is testing the idea. Well, what if you put them on the same alignment across the bay? Would that save us money? Would it be less environmentally impactful. Um! Would there be an advantage to doing that? Is it feasible? Those types of questions? So that's what you're seeing there. So both regional rail and BART one coming down from Macarthur. They combine and Alanita, and then they follow a common alignment

228

00:44:22.050 --> 00:44:27.159

Greg Oslund, Link21, Panelist: across the Bay, tying into the downtown area now the one on the right.

229

00:44:27.350 --> 00:44:49.749

Greg Oslund, Link21, Panelist: It's also a double. But this one's very different. This one is What if you What if you might uh made regional rail really fast and direct for those longer trips into San Francisco kind of a straight shot in San Francisco. And then what if you relied on BART to do the heavy lifting in terms of expanding service and markets within the core area.

230

00:44:49.760 --> 00:45:02.389

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Greg Oslund, Link21, Panelist: So um very different approaches. But again, these are showing you uh six examples here, and these are ones that we've already identified as moving forward in the process.

231

00:45:02.400 --> 00:45:12.479

Greg Oslund, Link21, Panelist: And over the next uh, eight weeks or so, or by the end of the year we'll identify additional concepts that will be advanced. But that's where we're at right now

232

00:45:12.920 --> 00:45:14.100

Greg Oslund, Link21, Panelist: next slide,

233

00:45:17.500 --> 00:45:25.609

Greg Oslund, Link21, Panelist: and that is it. I think I'm turning it over to Kim, maybe,

234

00:45:25.970 --> 00:45:46.959

Kim Pallari, Link21, Moderator: and I do want to acknowledge we've we've had a lot of great chat already happening with great comments and questions, so we will get to those in just a moment really appreciate the enthusiasm. So we we're getting ready to kick off and start to implement some service planning. So we have a couple of questions related to understanding more. Your service needs.

235

00:45:46.970 --> 00:46:03.350

Um. So we'd like you to uh get your polling device ready again, so that we can participate together in pull everywhere. So just as a reminder um through your web browser, you can go to the next slide or mobile device. Make sure you go to

236

00:46:03.360 --> 00:46:10.129



Kim Pallari, Link21, Moderator: [PollEv.com/KWPoll1](https://poller.com/KWPoll1)

237

00:46:10.270 --> 00:46:22.560

Kim Pallari, Link21, Moderator: and via text message. You can text KWPoll1 to 22333 and again, if you're joining by uh the telephone,

238

00:46:22.590 --> 00:46:38.129

Kim Pallari, Link21, Moderator: you can share your your response with the phone line manager by touching and dialing star seven to raise your hands. Um, and we'll get your response recorded. So the first poll go ahead to the next slide.

239

00:46:38.340 --> 00:46:40.230

Kim Pallari, Link21, Moderator: The first question. We have

240

00:46:40.320 --> 00:46:52.170

Kim Pallari, Link21, Moderator: tons of response already. Which train connections would you most likely use? You're allowed to select up to three, So we're giving some Scenarios of travel destinations.

241

00:46:52.230 --> 00:46:55.319

A Sacramento to San Francisco,

242

00:46:55.520 --> 00:47:01.109

Kim Pallari, Link21, Moderator: the Sacramento to the Peninsula Silicon Valley, San Jose area.

243



00:47:01.170 --> 00:47:16.119

Kim Pallari, Link21, Moderator: See Sacramento to Oakland, Alameda in east Bay and obviously anywhere, you know, in between those connections, the next for D. Stockton, in the Central Valley into San Francisco.

244

00:47:16.330 --> 00:47:24.150

Kim Pallari, Link21, Moderator: So in the central valley, all the way to to the Peninsula, Silicon Valley in San Jose, which is E.

245

00:47:24.230 --> 00:47:30.069

Kim Pallari, Link21, Moderator: F. Stockton, in Central Valley to Oakland, Alameda it in the East Bay,

246

00:47:30.560 --> 00:47:39.730

Kim Pallari, Link21, Moderator: and the last set are G. From the South Santa Cruz, Monterey, Salinas area up to San Francisco,

247

00:47:40.240 --> 00:47:47.630

Kim Pallari, Link21, Moderator: Santa Cruz, Monterey, and Salinas to the Peninsula Silicon Valley in San Jose is a response. H.

248

00:47:47.900 --> 00:47:55.539

Kim Pallari, Link21, Moderator: And lastly response, I, Santa Cruz, Monterey, and Salinas two Oakland of Alameda in the East Bay.

249

00:47:57.990 --> 00:48:14.240



Kim Pallari, Link21, Moderator: So I see a lot of response nineteen for coming um Between the South Bay, Santa Cruz, Monterey, Salinas area to Oakland, Alameda, and East Bay. I also see a ties of seventeen

250

00:48:14.250 --> 00:48:20.580

Kim Pallari, Link21, Moderator: between Sacramento and San Francisco, or uh the Sacramento corridor all the way down into the East Bay,

251

00:48:26.430 --> 00:48:35.129

Kim Pallari, Link21, Moderator: and a smaller percentage from the central Valley Um into the peninsula at about six percent all the way down Silicon Valley in San Jose.

252

00:48:35.260 --> 00:48:40.290

Kim Pallari, Link21, Moderator: Okay, Thank you so much for participating. Let's get to the next poll.

253

00:48:42.420 --> 00:49:02.199

Kim Pallari, Link21, Moderator: If you were travelling by train, what types of trips would you most likely make? And again select up to three. Would you use the train to commute to work? I am for A possibly to commute to school or uh college um at any level really uh option B

254

00:49:02.600 --> 00:49:06.210

Kim Pallari, Link21, Moderator: to get to business or medical appointments,

255

00:49:06.740 --> 00:49:08.379

Kim Pallari, Link21, Moderator: option, C.

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256

00:49:09.050 --> 00:49:16.819

Kim Pallari, Link21, Moderator: To travel to an airport, whether it's Sacramento, International, SFO, Oakland, or San Jose

257

00:49:16.870 --> 00:49:18.349

Option B.

258

00:49:18.420 --> 00:49:20.620

Kim Pallari, Link21, Moderator: To visit family and Friends

259

00:49:20.670 --> 00:49:22.279

Kim Pallari, Link21, Moderator: Option E

260

00:49:22.840 --> 00:49:35.309

Kim Pallari, Link21, Moderator: entertained to go to some type of entertainment, whether it's a concert or a sporting event, a festival option F, or any other type of travel option G.

261

00:49:37.100 --> 00:49:44.090

Kim Pallari, Link21, Moderator: So far we're seeing about twenty, seven percent to access the various airports around the Megaregion,

262

00:49:45.110 --> 00:49:48.499

Kim Pallari, Link21, Moderator: twenty, four percent for entertainment purposes,

DRAFT - DELIBERATIVE



263

00:49:49.270 --> 00:49:52.730

Kim Pallari, Link21, Moderator: twenty, one to connect with family and friends,

264

00:49:53.620 --> 00:49:56.640

Kim Pallari, Link21, Moderator: about fifteen percent to commute, to work,

265

00:49:58.090 --> 00:50:04.899

Kim Pallari, Link21, Moderator: and about eight percent for business or other types of medical or other appointments.

266

00:50:05.720 --> 00:50:07.649

Kim Pallari, Link21, Moderator: Great. Thank you so much.

267

00:50:07.770 --> 00:50:09.539

Kim Pallari, Link21, Moderator: Let's move on to the next,

268

00:50:10.900 --> 00:50:26.570

Kim Pallari, Link21, Moderator: and this is your final poll. And uh, before we get into the end of the presentation and Q&A. So if you were traveling by train. What times would you likely ride So, please again, you? You're able to select up to three.

269

00:50:26.670 --> 00:50:43.579

Kim Pallari, Link21, Moderator: Would you ride during the weekdays what we would call rush hour seven Am. To ten Am. Or four Pm. To seven Pm. Option A. During the weekdays in the midday timeframe from ten Am. To four Pm. Option B.

DRAFT - DELIBERATIVE



270

00:50:44.610 --> 00:50:52.520

Kim Pallari, Link21, Moderator: Lastly, during the weekdays at night, through the night, from seven Pm. To around one A. M. Option C.

271

00:50:54.140 --> 00:50:57.399

Kim Pallari, Link21, Moderator: Option D on the week week, days

272

00:50:57.540 --> 00:51:02.820

um overnight from one am All the way down to seven am.

273

00:51:03.980 --> 00:51:09.070

Kim Pallari, Link21, Moderator: Option E over the weekends in the mornings from seven am to noon

274

00:51:10.460 --> 00:51:15.699

Kim Pallari, Link21, Moderator: option f the weekend afternoon from twelve noon to seven pm.

275

00:51:16.280 --> 00:51:22.500

Kim Pallari, Link21, Moderator: Option G. On the weekends at night seven pm. To around one am.

276

00:51:22.860 --> 00:51:28.220

Kim Pallari, Link21, Moderator: For H on the weekends overnight from one am. To seven, am.

DRAFT - DELIBERATIVE



277

00:51:31.360 --> 00:51:40.470

Kim Pallari, Link21, Moderator: I see about twenty-three percent uh potentially riding on the weekends in the afternoon between twelve and seven pm.

278

00:51:40.900 --> 00:51:52.419

Kim Pallari, Link21, Moderator: Twenty during the weekday that your typical what would you call your typical rush hour? Seven, eight or in the morning, seven to ten am. In the afternoon, four to seven pm:

279

00:51:52.950 --> 00:51:56.700

Kim Pallari, Link21, Moderator: seventeen percent weekend mornings

280

00:51:56.880 --> 00:52:01.219

Kim Pallari, Link21, Moderator: and uh sixteen percent weekdays, midday.

281

00:52:02.250 --> 00:52:03.259

Kim Pallari, Link21, Moderator: Okay.

282

00:52:06.040 --> 00:52:08.720

Kim Pallari, Link21, Moderator: Just got another two on the weekends

283

00:52:08.980 --> 00:52:11.720

Kim Pallari, Link21, Moderator: overnight, and on the weekdays overnight.

284



00:52:12.110 --> 00:52:13.700

Kim Pallari, Link21, Moderator: Great. Thank you.

285

00:52:15.310 --> 00:52:20.119

Kim Pallari, Link21, Moderator: Hey? Next slide. Thank you so much for participating in our polling

286

00:52:20.670 --> 00:52:31.610

we have scheduled. Let's go. One more slide over. We've scheduled this virtual Webinar and two additional virtual Webinars over the next couple of weeks

287

00:52:31.620 --> 00:52:59.339

Kim Pallari, Link21, Moderator: They're listed here. The East Bay uh focus. Webinar is October twenty, sixth, from five thirty to seven. San Francisco focus is November sixteenth, at the same time five, thirty to seven Pm. We've also scheduled some virtual office hours. Those are an opportunity for you to come on um line with us in a virtual space just like this a Zoom meeting. We're on the telephone and answer questions directly to the staff.

288

00:52:59.430 --> 00:53:04.570

Uh. Those are scheduled for October nineteenth, from noon to one pm.

289

00:53:04.850 --> 00:53:09.449

Kim Pallari, Link21, Moderator: On October, the twenty fourth from five, thirty to six, thirty,

290

00:53:10.650 --> 00:53:15.809



Kim Pallari, Link21, Moderator: October the twenty seventh, from four, thirty to five, thirty,

291

00:53:16.480 --> 00:53:22.529

Kim Pallari, Link21, Moderator: and again on November seventeenth, from four, thirty to five, thirty.

292

00:53:23.090 --> 00:53:39.669

Kim Pallari, Link21, Moderator: All of these events and opportunities can be found on our events page on the Link21program.org website. And we're offering up the office hours at different times, hoping that we can catch you at your convenience for participation

293

00:53:40.620 --> 00:53:42.000

Kim Pallari, Link21, Moderator: next slide.

294

00:53:46.280 --> 00:53:49.619

Kim Pallari, Link21, Moderator: So there is lots of ways to stay engaged with us.

295

00:53:49.630 --> 00:54:07.760

Kim Pallari, Link21, Moderator: We have a speakers bureau where we go out and come direct to the communities and look for opportunities to come and speak at your organization or community group. We also are out in the communities regularly tabling at different community events and rail stations.

296

00:54:07.830 --> 00:54:15.979

DRAFT - DELIBERATIVE



Kim Pallari, Link21, Moderator: So if you are interested in having us come out, please reach out. We have a telephone number eight hundred and fifty, five,

297

00:54:16.200 --> 00:54:21.640

Kim Pallari, Link21, Moderator: nine hundred and five link, which is five, four, six, five.

298

00:54:21.960 --> 00:54:43.139

Kim Pallari, Link21, Moderator: We also have our website, which is our main resource. Hub, where you can go and find information at um. We keep that website updated regularly. It's our information library. You can also sign up if you're not already on the database you can sign up to be um to be a member of our database, where we shoot out regular emails.

299

00:54:43.580 --> 00:55:04.300

Kim Pallari, Link21, Moderator: Um! And then, of course, we are communicating often over social media, which, if you follow BART or Capitol Corridor, CCJPA's social media handles, Twitter, Facebook, and Instagram. Um. You can find us there um at Link21. Okay, with that,

300

00:55:04.310 --> 00:55:07.200

Kim Pallari, Link21, Moderator: go on to the next slide.

301

00:55:07.780 --> 00:55:26.660

Kim Pallari, Link21, Moderator: So we are going to start the question and answer session at this point. And again, you guys are having no uh, no problems with asking your questions, both in the chat and in the Q&A box. So I'm glad to see people have been able to do that. I'm gonna just basically walk through the instructions really quickly



302

00:55:26.670 --> 00:55:42.790

Kim Pallari, Link21, Moderator: for those um who have not joined yet. So with the Zoom desktop or mobile app attendees. You can type your question uh by pressing the Q&A button in the meeting control taskbar

303

00:55:43.140 --> 00:55:54.639

Kim Pallari, Link21, Moderator: um, which is at the bottom. It should be at the bottom of your screen, and you can ask your question verbally as well by raising your hands, which is a button in the meeting control tap, bar as well.

304

00:55:54.930 --> 00:56:00.109

Kim Pallari, Link21, Moderator: And then, if you're dialing in via telephone, you just need to hit star seven,

305

00:56:00.240 --> 00:56:09.590

Kim Pallari, Link21, Moderator: which raises and lowers your hands, and the phone manager will um will work with us to unmute you, and so that you can ask your questions.

306

00:56:09.600 --> 00:56:38.400

Kim Pallari, Link21, Moderator: I would just ask if you um have a question verbally, if you keep it as succinct as possible, so that we can um get to as many responses as possible, and be patient as I, the moderator, and toggling between the Q&A box, the raised hands, and what was already put in the chat during the presentation. So I will, we will get to you. We are here for another um almost forty minutes. So really appreciate

307

00:56:38.410 --> 00:56:41.460

these the great dialogue that's already started.



308

00:56:41.670 --> 00:56:51.290

Kim Pallari, Link21, Moderator: Uh, So with that I'm going to go ahead and get started, and I'm going to start with some of those earlier chats in the chat box that came in during the presentation first.

309

00:56:51.310 --> 00:57:01.180

Kim Pallari, Link21, Moderator: Um. So there was a question about the Dumbarton rail and Santa Cruz rail planning work that's happening Are those still being planned?

310

00:57:01.290 --> 00:57:06.409

Kim Pallari, Link21, Moderator: Um, And with that I will kick it over to possibly Camille, to answer that first question.

311

00:57:06.610 --> 00:57:26.120

Camille Tsao, Link21, Panelist: Yes, happy to do that, and thanks everybody for all the great questions. We'll try to get to as many as we can. Um, so uh the Dumbarton project has been studied. Um multiple times. I've studied it myself as a consultant Um. Currently it is uh

312

00:57:26.240 --> 00:57:36.990

Camille Tsao, Link21, Panelist: identified as a a transit mode, but it is not a definitive that it is a regional rail um mode.

313

00:57:37.170 --> 00:57:56.860

Camille Tsao, Link21, Panelist: So in Plan Bay area, the Metropolitan Transportation Commissions um transportation plan for two thousand and fifty Um. It is not identified as regional rail, so we acknowledge that it is a a mobility solution for our region,



314

00:57:56.910 --> 00:58:14.160

Camille Tsao, Link21, Panelist: and we will certainly, you know, continue to work to connecting to it. Um! On either side of the bay, you know Caltrain and Capitol Corridor as well as buses um would connect to it. But we don't know what it is yet, so we acknowledges it. Its existence.

315

00:58:14.280 --> 00:58:21.159

Camille Tsao, Link21, Panelist: Um in the future. But uh, since it's not a rail project, we do not show it as a real project.

316

00:58:21.670 --> 00:58:27.640

Camille Tsao, Link21, Panelist: Um! And then for Santa Cruz um absolutely that is in the um,

317

00:58:27.770 --> 00:58:39.250

Camille Tsao, Link21, Panelist: the the um and bag plan um for the future. So we acknowledge that in in the future there will be a a Santa Cruz branch. Um,

318

00:58:40.880 --> 00:58:42.079

Camille Tsao, Link21, Panelist: no. There you go.

319

00:58:43.040 --> 00:58:44.800

Kim Pallari, Link21, Moderator: Thank you, Camille.

320

00:58:45.360 --> 00:59:07.270

DRAFT - DELIBERATIVE



Kim Pallari, Link21, Moderator: Okay, I'm going to take another question out of the chat box before I bounce around a little bit here. So this question is, if the core goal is already established, to build a second bay rail tube for BART or Capitol Corridor, Why not simply go forward to develop this goal and expedite construction?

321

00:59:07.660 --> 00:59:10.539

Kim Pallari, Link21, Moderator: Sadie? Would you like to tackle that question?

322

00:59:11.860 --> 00:59:20.729

Sadie Graham, Link21, Panelist: Sure, I think. Um, that is what we are doing. I think that often we're trying to take a step back. Um, and make sure that we

323

00:59:20.800 --> 00:59:43.929

Sadie Graham, Link21, Panelist: plan that um crossing in the right location, and That's a lot more difficult to do when you're actually getting down into it. And one of the things that we really want to make sure that we're prioritizing which Hasn't um necessarily been done as much in the past is, we are really trying to engage the public specifically. Um

324

00:59:43.940 --> 00:59:58.429

Sadie Graham, Link21, Panelist: communities that have been historically marginalized or not participated in these these types of planning processes. To understand really how we can best um meet their needs along with everyone else's so. Um

325

00:59:58.880 --> 01:00:00.880

Sadie Graham, Link21, Panelist: hopefully. That answers your question.

326

01:00:02.730 --> 01:00:07.029



Kim Pallari, Link21, Moderator: Thank you. Feel free to jump in anyone else if you any time.

327

01:00:09.990 --> 01:00:37.679

Kim Pallari, Link21, Moderator: Okay, uh, there's a couple of questions Um, I see about Solano County. So um. The next question is, Why is lot of county? Not even in the picture, except maybe northward to Napa. To me a vital link would be rail across the Cartinus, not to mention considerable improvements to the Capitol Corridor likely within the Link21 timeframe.

328

01:00:37.690 --> 01:00:41.469

Kim Pallari, Link21, Moderator: The second suspension bridge will be installed over the cartiness

329

01:00:41.480 --> 01:01:06.729

Kim Pallari, Link21, Moderator: it is vital to include within planning the conversation to the old metal span to railroad use before some unthinking person at Caltrans decides to tear it down. This link can make the ah routes serving Martinez from Vallejo and Richmond, handled as shuttle links to avoid conflict and enable more commerce between Contra Costa and Solano counties.

330

01:01:06.870 --> 01:01:12.649

Kim Pallari, Link21, Moderator: Samuel, do you want to talk about the coordination there? Yeah. Happy to do so.

331

01:01:12.810 --> 01:01:24.700

Camille Tsao, Link21, Panelist: Yeah. We at Capitol Corridor and at Link21 absolutely understand that that crossing that bridge uh that rail bridge is a um,

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332

01:01:24.880 --> 01:01:30.850

Camille Tsao, Link21, Panelist: a major challenge for not just passenger rail, but for freight rail.

333

01:01:30.970 --> 01:01:48.570

Camille Tsao, Link21, Panelist: Um. And so uh Capitol Corridor is actually been conducting a engineering feasibility study of what it would take to replace that bridge and the State of California Department of Rail and Mass transit there. Um

334

01:01:48.580 --> 01:02:05.910

Camille Tsao, Link21, Panelist: part of that study. They're funding it, and they're also on our program Development team. We also talked to the Union Pacific about it. Um! And so Link21 is acknowledging that that is definitely an improvement that is needed.

335

01:02:05.920 --> 01:02:23.419

Camille Tsao, Link21, Panelist: Um, whether it's one that Link21 takes on or not is is to be determined. But, um! We definitely acknowledged that without that replacement of that bridge Um, we will be limited in how much service train service can be delivered

336

01:02:23.430 --> 01:02:39.229

Camille Tsao, Link21, Panelist: um across that bridge, and that we can't re improve reliability on that corridor without replacing it. So we absolutely acknowledge the need for it. It's in the State Rail Plan that's soon to be released.

337

01:02:39.240 --> 01:02:46.029

Camille Tsao, Link21, Panelist: Um! So it, you know it has not. Um! It has not been forgotten. It's not being overlooked.



338

01:02:48.720 --> 01:03:06.290

Kim Pallari, Link21, Moderator: Thank you, Camille. I'm going to jump up to some of the questions asked or comments asked or addressed in the Q&A uh. So the first one is um. Is it true that you do not see any rail potential in Marin Sonoma counties?

339

01:03:07.660 --> 01:03:09.040

Kim Pallari, Link21, Moderator: Um,

340

01:03:09.130 --> 01:03:13.920

Kim Pallari, Link21, Moderator: I would say, Camille, or or say, do you want to take that?

341

01:03:14.340 --> 01:03:33.470

Camille Tsao, Link21, Panelist: I I I'm happy to take it. Um! It is not true to say that we do not see real potential in marine or Sonoma counties. Um, I think what you're seeing or um should interpret from our studies is that we're looking at the rail potential of people

342

01:03:33.480 --> 01:03:45.820

Camille Tsao, Link21, Panelist: traveling through the transbay corridor between Oakland and San Francisco. So folks in in the Sonoma and Marin counties, if they are going to San Francisco.

343

01:03:46.080 --> 01:03:49.699

Camille Tsao, Link21, Panelist: They are unlikely to use the transbay corridor.

344

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01:03:49.880 --> 01:04:03.709

Camille Tsao, Link21, Panelist: Um. But it is not to say that there is zero rail potential in those counties. It just means that for travel across the transbay corridor. It is unlikely that folks coming from those counties would use. It.

345

01:04:06.840 --> 01:04:12.500

Kim Pallari, Link21, Moderator: Thank you, Camille. I'm going to go to. I have a couple of hands raised,

346

01:04:12.580 --> 01:04:24.449

Kim Pallari, Link21, Moderator: so the first I'm. Going to go there next, I see Mark. Ah, Josh, forgive me if I mispronounce your name. Joffe. Can we please unmute Mark

347

01:04:24.740 --> 01:04:26.250

Marc Joffe: Hi! Can you hear me?

348

01:04:26.790 --> 01:04:29.230

Kim Pallari, Link21, Moderator: Yes, we can.

349

01:04:29.430 --> 01:04:43.309

Marc Joffe: Uh thank you, and thanks for the very informative presentation the the population figures that you presented seem to be have been developed. Uh uh, in the late uh, two thousand and ten before the pandemic

350

01:04:43.330 --> 01:04:55.439



Marc Joffe: uh the prop current population projection from the Department of Finance is only for about fourteen point four million in the twenty-one county They uh uh Link21 area,

351

01:04:55.450 --> 01:05:15.039

Marc Joffe: and um also transit utilization is permanently reduced by the fact that we've had the increase work from home as a result of Covid nineteen don't. You think it's really necessary for you guys to update your ridership model so that you properly size this project as you're developing it.

352

01:05:17.190 --> 01:05:36.749

Kim Pallari, Link21, Moderator: Thank you. Mark. Uh, that's a good question. I'm going to direct that actually, possibly over to Greg. And if you want to pass that over to someone else, please do but um answer around the the projections of population when they were taken, and if there's um opportunity for us to uh continue to

353

01:05:36.760 --> 01:05:39.520

Kim Pallari, Link21, Moderator: adjust that as we move through this program,

354

01:05:39.790 --> 01:05:47.199

Greg Oslund, Link21, Panelist: sure. Yeah. So our model um makes certain assumptions about the recovery post. Covid and I don't know that

355

01:05:47.440 --> 01:06:07.609

Greg Oslund, Link21, Panelist: anybody's got the numbers that we can all believe one hundred, and we're in a very kind of a difficult situation about what the future holds. So I would start with that I would. The other thing I'll say, though, is that we um we're going to do our ridership analysis with a certain set of assumptions one I just laid out,

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356

01:06:07.620 --> 01:06:13.860

Greg Oslund, Link21, Panelist: and then after that, and as a part of that process we're going to do a whole series of sensitivity tests

357

01:06:13.870 --> 01:06:29.929

Greg Oslund, Link21, Panelist: that will test the kind of the durability and the reliability of our model, and one of those are different assumptions about Covid recovery and overcrowding and ridership. So it's something that we built into the process. I wish I could tell you we have.

358

01:06:29.940 --> 01:06:48.900

Greg Oslund, Link21, Panelist: We know what the future is gonna be. Uh, but we don't um. Nobody does, really. So that's our approach is to use the assumptions we have, and then use sensitivity to us to understand. Would it change the answer? That's the most important piece? Would it substantially change the answer about this Mega project.

359

01:06:50.580 --> 01:07:16.399

Sadie Graham, Link21, Panelist: And, Sadie, do you want to say anything else there? Well, I just. I did want to add that you know I appreciate um, you double checking the numbers, and we're more than happy to look at that. Um, I think we do know, though, that we can trust that there is going to continue to be growth in the Northern California Megaregion. But I think your point is sort of where that growth um ends up. Being located is is is the key. And,

360

01:07:16.410 --> 01:07:37.709

Sadie Graham, Link21, Panelist: as Greg said, I just wanted to clarify, We will be looking at this in our ridership model. It's important to note that we're building our ridership model right now, and so that won't. Be ready for us to use to do this actual type of analysis until um the spring of next year. And this is a question we get very often, and it's one that we



361

01:07:37.720 --> 01:07:50.639

Sadie Graham, Link21, Panelist: definitely agree that we need to um look at. And so, when we do have sort of a more informative answer to bring back um, we definitely will. And so uh, I appreciate the thoughtful question.

362

01:07:52.260 --> 01:08:01.319

Thank you, Sandy. Uh, there is a comment. It Doesn't. It's not. It's a comment, not really a question. But I want to call it out in the Q&A.

363

01:08:01.330 --> 01:08:26.650

Kim Pallari, Link21, Moderator: Ah. Concerned about the last mile connections. Air gets points for longer distance beyond regional rail, of course, because airport support support lots of parking for private car access from throughout a metro area. Rail stations do not so rail stations need excellent local transit options and easy access for drop off and pick up one hundred.

364

01:08:26.660 --> 01:08:36.279

Kim Pallari, Link21, Moderator: Neither of those seem to be high priorities in station plans I've seen, so that needs to be kind of explicit in the planning.

365

01:08:36.290 --> 01:09:03.679

Sadie Graham, Link21, Panelist: So a great comment about planning for parking, and how stations fit within the context of the neighborhood. Thank you for that, can I? Right? Because I can't. Um, There is a question in there, and so I think one of the things I did want to reiterate is that I, as I believe, uh Greg was when he was talking about the concepts. These are um example concepts. And really, when we're we

366

01:09:03.729 --> 01:09:32.619



Sadie Graham, Link21, Panelist: we need to point out where we need new state stations to make the proper connections. But when we're talking about the actual location of where those stations will be, we're quite far from um getting to those actual sort of like on the ground locations. And so I very much agree with this sentiment there, and it's something that we will continue to do as we further define the location of the stations.

367

01:09:33.120 --> 01:09:47.530

Greg Oslund, Link21, Panelist: Yeah, I'll just add real quick, because it's on my mind is that you know we've met with all of the jurisdictions uh some numerous times. And you know we're all, even though we haven't even we're not even really talking about specific station locations.

368

01:09:47.540 --> 01:10:14.010

Greg Oslund, Link21, Panelist: Um, we are thinking about station locations and right in those discussions there's a lot of talk about. Well, how does it connect with the Byte network? You know it's, and we don't want any parking. We want it to be connected, you know. Everybody's got a different opinion. So we're collecting all that we're hearing it. It's just not quite ready to put into action, because we're not down to that kind of level of station planning yet, but it's a really good comment you made. It's really really important.

369

01:10:15.810 --> 01:10:25.840

Kim Pallari, Link21, Moderator: Thank you for that response. I'm going to go to a hand raised as well again. Corey Busay. D us a Y. Corey.

370

01:10:26.430 --> 01:10:28.060

Corey Busay: Uh yeah. Can you hear me?

371

01:10:28.650 --> 01:10:45.639



Corey Busay: We can welcome. Thank you very much. Um. I had two uh quick questions. Um. I noticed in the plans that there doesn't seem to be many direct connections um from the SF. Or East Bay to Marin

372

01:10:45.660 --> 01:10:58.459

Corey Busay: um. So just kind of wondering. You know what what's what's happening there, and then also something that you know I've been very adamant about in terms of getting out of the car.

373

01:10:58.650 --> 01:11:14.050

Corey Busay: Um is in the winter time having travel options to either south like Tahoe or Truckee. Um, And I know that Amtrak currently has a train to Truckee um. But there's only basically one time, and it's quite inconvenient

374

01:11:14.060 --> 01:11:22.719

Corey Busay: uh to go there. So I was just wondering if there was any consideration to extend that, you know, especially in the winter, Friday night, going there and and sending it coming back.

375

01:11:24.020 --> 01:11:35.609

Kim Pallari, Link21, Moderator: So let's tackle that first, that last one, first, the connection in the winter up towards east towards the Tahoe Truckee area. Uh Camille, Would you like to take that?

376

01:11:35.830 --> 01:11:47.329

Camille Tsao, Link21, Panelist: Yeah. So there's definitely interest in um train travel further east. Um, and uh, we are participating in a study.

377



01:11:47.340 --> 01:12:04.889

Camille Tsao, Link21, Panelist: Um! That is looking at improving rail travel to Reno. Um! It's. It's not part of Link21 right now we're sticking Link21 is sticking to the twenty-one county, Northern California Megaregion. So we're not crossing any state lines yet, as far as I know.

378

01:12:04.900 --> 01:12:22.450

Camille Tsao, Link21, Panelist: Um, but that definitely is being looked at. Um, and as far as your marine question Um, we did have a question earlier about you know, Marin Sonoma real potential uh and um. So your question about Marin to the East Bay?

379

01:12:22.460 --> 01:12:39.800

Camille Tsao, Link21, Panelist: Um. We are focusing on the transbay Corridor, Oakland to um San Francisco. So any trips that are facilitated that lead to the transbay corridor is kind of the sandbox that we're playing in it doesn't mean that there isn't

380

01:12:39.900 --> 01:12:54.900

Camille Tsao, Link21, Panelist: um potential in in other corridors or going in other directions. But um! Because our geography is so big we really need to try and and focus on um trips that eventually lead to that transbay travel.

381

01:12:57.550 --> 01:13:15.309

Kim Pallari, Link21, Moderator: Thank you, Camille. Uh a question that was early on in the chat is a question around the Graphic that we had during the presentation. Uh, uh! Why was the East Oakland in West Oakland missing from the Graphic? Um

382

01:13:15.320 --> 01:13:25.120

Kim Pallari, Link21, Moderator: uh Greg, Do you want to take a stab at that. We can pull that image back up, if need be. Um, I'm! Assuming they're talking about the concept graphics.



383

01:13:25.920 --> 01:13:34.099

Sadie Graham, Link21, Panelist: If you want to pull that back that. Can you re um? Can you? That question, please?

384

01:13:34.610 --> 01:13:40.709

Kim Pallari, Link21, Moderator: Why was East Oakland and West Oaklands missing from the graphics?

385

01:13:41.570 --> 01:13:45.380

Greg Oslund, Link21, Panelist: Is it maybe the the bubbles, the market bubbles.

386

01:13:46.650 --> 01:13:47.849

Greg Oslund, Link21, Panelist: Um:

387

01:13:48.840 --> 01:13:50.440

Greg Oslund, Link21, Panelist: yeah, let's bring that up.

388

01:13:51.590 --> 01:13:56.539

Kim Pallari, Link21, Moderator: So it's the blue dot graphic of above this. There you go. Thank you.

389

01:13:57.120 --> 01:13:58.860

Greg Oslund, Link21, Panelist: Yeah. Um.

390



01:14:00.200 --> 01:14:09.950

Greg Oslund, Link21, Panelist: Well, I I it appears not all the bubbles are labeled because of It'd be hard to get them all in there. But, um!

391

01:14:10.220 --> 01:14:30.180

Greg Oslund, Link21, Panelist: I assure you they're all there we have we have? I can't remember how many travel analysis zones we have tied to this area, but west uh west Oakland, East Oakland, all things, Oakland, are very much in the model, and um, so I can't say why it's not labeled, but they're in there,

392

01:14:30.190 --> 01:14:31.280

Greg Oslund, Link21, Panelist: I promise.

393

01:14:34.170 --> 01:14:52.640

Kim Pallari, Link21, Moderator: Thank you, Craig. I'm gonna go back up to the Q&A box. There's a question of curious to know whether there's an option to link rail to Highway 37. I know there is a study to potentially extend smart rail towards Highway 37.

394

01:14:52.870 --> 01:14:53.950

Kim Pallari, Link21, Moderator: um

395

01:14:54.160 --> 01:14:55.110

meal.

396

01:14:58.160 --> 01:15:04.380

Camille Tsao, Link21, Panelist: Yes, there is a study going on um the Solano Transportation Authority.



397

01:15:04.420 --> 01:15:13.260

Camille Tsao, Link21, Panelist: Um, and it was working together uh with smart to look at that, and I believe it's, you know, still still

398

01:15:13.460 --> 01:15:27.700

Camille Tsao, Link21, Panelist: being considered. Um Again, since we are looking at the Trans Bay corridor between Oakland and San Francisco. Um, We just acknowledged that that is a potential rail connection in the future.

399

01:15:27.710 --> 01:15:37.710

Camille Tsao, Link21, Panelist: Um, since Capitol Corridor service uh would serve the Solano rail hub, we would obviously connect to that rail service, should it? Um,

400

01:15:37.790 --> 01:15:45.299

Camille Tsao, Link21, Panelist: should it be implemented. So those are just. It's just one of those connections that we have to keep in mind as we're thinking about future service.

401

01:15:47.460 --> 01:16:02.669

Kim Pallari, Link21, Moderator: Thank you, Camille. Uh Another question from the chat is, I'm interested to know how Link21 is partnering with the developer community to find potential transit, oriented development or code development opportunities.

402

01:16:03.250 --> 01:16:05.170

Kim Pallari, Link21, Moderator: Um great

403



01:16:06.290 --> 01:16:12.400

Kim Pallari, Link21, Moderator: and take us out at that. No, I think we'll ask Nicole to take that question, Kim.

404

01:16:12.420 --> 01:16:16.100

Kim Pallari, Link21, Moderator: Sure, Nicole. Sure um.

405

01:16:16.450 --> 01:16:24.350

Nicole Franklin, Link21, Panelist: Right now we are still in it, like uh Greg and Camille and others have said, we're still in the planning phase for Link21, and we haven't um

406

01:16:24.520 --> 01:16:39.909

Nicole Franklin, Link21, Panelist: identify specific station locations yet, but once we do that, we will be taking station access in my as well as trans or into development opportunities. And I could speak for BART's current process where we um

407

01:16:40.020 --> 01:16:56.470

Nicole Franklin, Link21, Panelist: identify stations with our local jurisdictions and our communities to determine. Um what type of us we want in a specific station area to make sure that it's about enhancement of that community. Uh, and to also make sure that

408

01:16:56.500 --> 01:17:13.270

Nicole Franklin, Link21, Panelist: you are providing uses. Not only that's complimenting to the area, but also that will drive ridership. Um, because remember, at the end of the day Link21 is about you and about quality of life. Uh: And so when we put out the solicitations for developers.

409



01:17:13.280 --> 01:17:26.929

Nicole Franklin, Link21, Panelist: We um prioritize around uses that will provide affordable housing uh neighborhood serving um uses. Uh, and we also just make sure again that it supports our our rider base.

410

01:17:26.940 --> 01:17:42.310

Nicole Franklin, Link21, Panelist: And so that is gonna be in a subsequent um a future phase. But I'll definitely be part of bringing the community in to first make sure we're clear about uh what they need in their community. Uh, and then another component we could talk about in the future is um

411

01:17:42.320 --> 01:17:49.660

Nicole Franklin, Link21, Panelist: just making sure that we use um the income generated from that area to reinvest it in the community.

412

01:17:51.510 --> 01:17:53.240

Kim Pallari, Link21, Moderator: Thank you, Nicole.

413

01:17:53.370 --> 01:18:06.110

Kim Pallari, Link21, Moderator: Uh, I see another question in the Q&A box uh related to schedule of activities. When will we see proposed service options for different alignments?

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01:18:06.320 --> 01:18:09.980

Kim Pallari, Link21, Moderator: So kind of a activity schedule question,

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01:18:10.880 --> 01:18:14.699

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Kim Pallari, Link21, Moderator: right? Do you want to take that on our safety? Go ahead. I see you coming on.

416

01:18:14.970 --> 01:18:16.779

Greg Oslund, Link21, Panelist: Sure I can, you know.

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01:18:16.820 --> 01:18:23.269

Greg Oslund, Link21, Panelist: So we're doing service planning right now. The first bit of it, and

418

01:18:23.280 --> 01:18:37.270

Greg Oslund, Link21, Panelist: you know clearly there's lots of different types of service that can be provided. So we're starting in a place. That's what we're doing now. Um, we're actually having to resist the urge of running more service concepts.

419

01:18:37.280 --> 01:19:00.319

Greg Oslund, Link21, Panelist: Uh now. Um! But that is definitely something that will happen uh in Phase two. So that's after we actually identify What is the the right project? Then there's lots of work that can be done about the different types of service and service variations and uh service hours frequency, all of that express service. It's all on the table. We're just not quite there yet.

420

01:19:01.210 --> 01:19:18.980

Sadie Graham, Link21, Panelist: Uh Kim. I'd like to go add, if those are the type, exact types of questions that um, when people have a little bit more technical interest, they would, they should come. Attend our office hours, and hopefully we can give a little bit more um in detailed conversational answer. There,

421



01:19:19.680 --> 01:19:29.259

Kim Pallari, Link21, Moderator: that's a great comment, Sadie. We'll put those dates back up on the screen when we're at the towards the end of the meeting, so you can grab those office hour dates.

422

01:19:29.380 --> 01:19:42.460

Um, thank you, Sadie. Another kind of schedule question is about, uh, can the environmental approval process be accelerated? I feel most of us agree we could use this project tomorrow.

423

01:19:43.240 --> 01:19:45.089

Kim Pallari, Link21, Moderator: Maybe you want to take a sub

424

01:19:46.990 --> 01:19:52.499

Sadie Graham, Link21, Panelist: um the. That's a very loaded question, and it but I appreciate the support. But um!

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01:19:52.510 --> 01:20:14.049

Sadie Graham, Link21, Panelist: You're giving the program. I think that um, we will do everything that we can to expedite the environmental when we are at that point. Um, and I think that there's there's conversations happening at other um levels of the region in the State to address some of those same sort of concerns. Um about

426

01:20:14.060 --> 01:20:18.310

Sadie Graham, Link21, Panelist: uh environmental, maybe sometimes slowing down the process so

427



01:20:19.880 --> 01:20:23.930

Greg Oslund, Link21, Panelist: well in our plan. Environmental duration is fairly

428

01:20:24.240 --> 01:20:39.140

Greg Oslund, Link21, Panelist: fairly quick, fairly aggressive. And uh, you know, things slow down when money falls short and other things happen. So we are not. Um. We're not starting with a schedule that's abnormally long. In fact, it's it's quite quick.

429

01:20:42.830 --> 01:20:46.600

Kim Pallari, Link21, Moderator: Thank you. Another question um about.

430

01:20:47.650 --> 01:20:54.869

Oh, I just uh how will a Link21 insurance alignments and stations are cost effective,

431

01:20:55.530 --> 01:20:56.510

Kim Pallari, Link21, Moderator: hey?

432

01:20:59.510 --> 01:21:07.560

Sadie Graham, Link21, Panelist: Um! Well, I'll. I will actually ask Greg to answer that question

433

01:21:08.010 --> 01:21:17.720

Greg Oslund, Link21, Panelist: about six months ago. I guess it was that we we kind of switched gears a little bit and decided that we had. It was We had enough

434

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01:21:17.970 --> 01:21:29.649

Greg Oslund, Link21, Panelist: uh knowledge about the kind of the overall picture of the Program that and all of that. And we decided we decided as a team to get focused at, uh, at the project level.

435

01:21:29.660 --> 01:21:54.439

Greg Oslund, Link21, Panelist: And I would say, in terms of answering that particular question, We, when we look at concepts, we're very aware of what these things cost. And we're very aware that even the simplest version of Link21 is a big lift. So, um you know when we look at concepts. We're aware of how much tunneling are we talking about,

436

01:21:54.450 --> 01:21:56.320

Greg Oslund, Link21, Panelist: so that just having that

437

01:21:56.370 --> 01:22:10.159

Greg Oslund, Link21, Panelist: having that perspective is important because it keeps us, it allows us to scope these projects, so that in the end they can fit some kind of reasonable budget. So we we start there, I um,

438

01:22:10.930 --> 01:22:34.800

Greg Oslund, Link21, Panelist: and you know we're not quite. We're not to that point where we're really in this serious engineering. We're doing feasibility analysis right now that make sure that we're not committing to something that is extremely difficult, or maybe even not possible. So this is, uh, you know, this is the scale of things, or where we're at. But I will say that you know It's a big part of what I do is keeping an eye on that piece, so that we don't

439

01:22:34.810 --> 01:22:44.729



Greg Oslund, Link21, Panelist: get our spells into position where we commit ourselves something that is extremely difficult and expensive to deliver. We already have our hands full. We're totally aware of the

440

01:22:44.740 --> 01:23:14.730

Sadie Graham, Link21, Panelist: That's a really good question, and I'll just add on to that if it's okay. That, um, you know, cost effective is also one piece of the way in which we're taking sort of a more holistic look at our per of this project. And so we're also. In addition to cost, we're wearing that against you know, understanding the benefits that Um, this type of project can bring the region um things in like time. Safe

441

01:23:14.740 --> 01:23:44.719

Sadie Graham, Link21, Panelist: things, um, you know, increase access to work creating linkages that aren't there. And ultimately again, as we, as Nicole said about coming back and um doubling down on the commitment to equity, making sure that um the the alignments and stations that we deliver are benefiting all um, and specifically those that need transit the most. So um we're trying to ensure that they're cost effective. And um we're also weighing the cost against the benefit

442

01:23:44.730 --> 01:23:48.270

Sadie Graham, Link21, Panelist: It's that the the um concepts can provide.

443

01:23:50.670 --> 01:24:19.040

Kim Pallari, Link21, Moderator: Thank you, Greg and Sadie. The next question, and we have just under ten minutes to go. Um. We might stay on a couple of more minutes longer to try and address more questions, but as a reminder. As Katie mentioned, we do have Q&A office hours coming, and additional Webinar opportunities. So the next question is will Link21 attempts to focus on improving more local light rail, such as VTA

444

01:24:19.050 --> 01:24:22.130



Kim Pallari, Link21, Moderator: SacRT: and Muni

445

01:24:22.720 --> 01:24:24.179

Kim Pallari, Link21, Moderator: go ahead Camille.

446

01:24:24.870 --> 01:24:42.880

Camille Tsao, Link21, Panelist: Yeah. So our charge is to um really look at regional rail and BART. Um. It is very important that we connect to local transit services such as the light rail systems that you mentioned,

447

01:24:42.890 --> 01:24:46.290

Camille Tsao, Link21, Panelist: but we are focused on regional rail and BART. Because

448

01:24:46.300 --> 01:25:05.259

Camille Tsao, Link21, Panelist: they are higher capacity. They travel. They can carry more people. They can go um at higher speeds and longer distances. Um, Then light rail can typically handle and light rail is typically more suited for those local, those local trips.

449

01:25:05.270 --> 01:25:19.359

Camille Tsao, Link21, Panelist: Um. And I just want to say, because I know we're not going to be able to answer all questions, but we want to acknowledge that there are a lot of different partner agencies that are working

450

01:25:19.370 --> 01:25:38.140

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Camille Tsao, Link21, Panelist: on many different improvements to the transit system into the rail system, and so we, as Link21, are not in charge of all of those different things. Um, our charge really is, you know, to facilitate those trips,

451

01:25:38.150 --> 01:25:46.869

Camille Tsao, Link21, Panelist: and many of those will be mega regional trips, but ones that go through the transbay corridor between Oakland and San Francisco.

452

01:25:46.880 --> 01:26:06.610

Camille Tsao, Link21, Panelist: And so, if you're wondering why we are looking at other corridors or other transfer opportunities that may not be directly related to the transbay corridor. That's why it's not because it's not important. It's not because we don't want to connect to it. It's simply because

453

01:26:06.620 --> 01:26:19.880

Camille Tsao, Link21, Panelist: that is our charge and other agencies are responsible for those other ones, and we will coordinate with them and work with them. But, um! We are not in charge of those other agencies projects.

454

01:26:22.020 --> 01:26:32.960

Kim Pallari, Link21, Moderator: Thank you, Camille. The next question is for you, Nicole. Can you tell us a little bit more about how historically marginalized communities will be engaged in this project.

455

01:26:33.530 --> 01:26:50.120

Nicole Franklin, Link21, Panelist: Sure I mentioned this earlier as well as uh saving kind of equity, is at the core of our Program. Um! And what that means to us is to make sure that we engage uh, marginalized, historically marginalized communities early and often,



456

01:26:50.130 --> 01:27:08.450

Nicole Franklin, Link21, Panelist: uh and actually going to them uh, and to listen and understand their needs first, before talking about what this Program can be, because the Program is going to be what works for all of our different communities, including our marginalized communities. And how we're doing that is

457

01:27:08.740 --> 01:27:27.630

Nicole Franklin, Link21, Panelist: like I mentioned earlier we have our co-creation sessions. We partner with our community-based organizations who help us getting in touch with our party populations, our marginalized communities, and we work with those community-based organizations to co-create the meetings so that they um

458

01:27:27.640 --> 01:27:29.369

Nicole Franklin, Link21, Panelist: meet the needs of

459

01:27:29.460 --> 01:27:47.350

Nicole Franklin, Link21, Panelist: the marginalized community that we're going to be working with. We um compensate our community-based organizations because they are, you know some of thematic experts, and have lived experience, and they should be compensated for that, as well as our uh marginalized community members who participate in our co-creation.

460

01:27:47.550 --> 01:28:00.679

Nicole Franklin, Link21, Panelist: So that's one way that we um engage them also again doing grassroots outreach and going into the communities as well as things. And I know this is something that standard, but making sure that

461

01:28:00.690 --> 01:28:23.959



Nicole Franklin, Link21, Panelist: when we go into certain communities that we make sure we understand the language uh for some of the predominant languages like there are certain meetings when we go into them. We, you know, have translation in long uh, and so uh, that's kind of some of our key ways to work with our um priority populations or in marginalized communities. And another one is, I think, I mentioned earlier. We're going to be starting our uh Equity

462

01:28:24.020 --> 01:28:46.969

Nicole Franklin, Link21, Panelist: Advisory Committee, which will draw from um our marginalized communities, and they will be participating as a council and working with staff every step of the way to inform the different work streams um to lead us from one Phase of Link21 to the other. So um we are definitely um making sure, and when we produce content

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01:28:46.980 --> 01:29:12.880

Nicole Franklin, Link21, Panelist: that we translated in different languages. Um! And again, I think I just want to double down and say um, making sure that we engage um folks who have not been historically um participating in these big infrastructure projects early um, and that's something that we feel as new as getting people involved early. Um! And not waiting to a project is defined, and then informing the public about it.

464

01:29:14.630 --> 01:29:41.069

Kim Pallari, Link21, Moderator: Thank you, Nicole. I know we just have a few minutes left. So before I get to the next question, I've already committed the panel to hanging out a little bit longer. I want to pull up the slides. Cc: That uh shows the dates in times of the Webinars and uh virtual office hours. And again, if you go to the Link21program.org website. Um it to the events Page. You can see all of our events, including the grassroots,

465

01:29:41.080 --> 01:29:53.849

Kim Pallari, Link21, Moderator: um tabling events and things that we do. But here it is the next question um I wanted to ask while that slide is up for a few minutes, for those that do have to leave at seven promptly



466

01:29:53.900 --> 01:30:06.209

is regional rail on nine hundred and eighty, being considered as shown in the grassroots connect Oakland proposal. So is that regional rail on nine hundred and eighty being considered

467

01:30:06.340 --> 01:30:07.740

uh Camille.

468

01:30:09.560 --> 01:30:14.020

Camille Tsao, Link21, Panelist: I'll let Greg handle that one because he hasn't spoken in a while.

469

01:30:14.240 --> 01:30:16.950

Awesome thanks. Great.

470

01:30:17.300 --> 01:30:30.070

Greg Oslund, Link21, Panelist: Yes, so we're considering both. Uh, we have options with uh regional rail and the nine hundred and eighty corridor um, and also BART. So both uh technologies are being tested in that particular corridor.

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01:30:32.470 --> 01:30:42.140

Kim Pallari, Link21, Moderator: Thank you, Greg, and just a reminder that this meeting was recorded, and we will put the recording up on the website also a reminder that

472

01:30:42.150 --> 01:31:01.260

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Kim Pallari, Link21, Moderator: we will um have a meeting summary where we can address uh other questions. If we don't get to all of them. Um in the meeting summary that will go up on the website as well, and we're always adding to our frequently asked questions, documents. So we really appreciate the thoughtful comments and questions tonight.

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01:31:01.380 --> 01:31:12.429

Kim Pallari, Link21, Moderator: Um, okay. We can pull down the uh PowerPoint. We can see everyone's faces a little bit larger. Thank you. Um. Once upon a time

474

01:31:12.440 --> 01:31:26.320

Kim Pallari, Link21, Moderator: ferry boats were run by railroads as part of their systems. Why doesn't Link21 at least acknowledge the ferry network and possibly incorporate it including improved transfer arrangements.

475

01:31:28.530 --> 01:31:34.830

Kim Pallari, Link21, Moderator: Go ahead, Sadie, or you know.

476

01:31:34.910 --> 01:31:49.639

Camille Tsao, Link21, Panelist: Um, yeah, although you don't see it in our maps. Necessarily, we absolutely acknowledge that the ferry system has huge potential in the bay area. Uh, we're lucky to have the ferry system.

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01:31:49.650 --> 01:31:55.860

Camille Tsao, Link21, Panelist: Um. And so, you know, as we spoke earlier about connecting with

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01:31:55.880 --> 01:32:01.450



Camille Tsao, Link21, Panelist: uh other transit systems, I mean connecting with ferries would be great.

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01:32:01.460 --> 01:32:23.690

Camille Tsao, Link21, Panelist: Um! We also see it as a real great alternative to rail in some cases. Um, I know that some folks were asking about the Paliho market and the potential of serving Thelyho by rail. It is something that we're looking at um as a possibility, you know, when, as I mentioned earlier, the Capitol Corridor is studying

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01:32:23.700 --> 01:32:30.719

Camille Tsao, Link21, Panelist: uh the potential replacement of the Uh, the Venetia Martinez rail bridge across the Cartina straight.

481

01:32:31.010 --> 01:33:00.989

Camille Tsao, Link21, Panelist: But when we think about serving Vallejo um increasing ferry service. There is also a great way for people to get from Vallejo to San Francisco, so we as the Link21 team. Although we are focused on rail solutions. We are also very much aware that there may be other modes that are well suited to serve people in different communities. And um, really, what's best is a multi

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01:33:01.000 --> 01:33:06.970

Camille Tsao, Link21, Panelist: system where people have really great choices that are going to serve their communities well.

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01:33:06.990 --> 01:33:17.209

Camille Tsao, Link21, Panelist: Um. So I'm a big fan of the ferry system. I think. Um, you know we are looking at how ferries can serve people as well, but it's not our focus.

484

01:33:19.310 --> 01:33:36.639

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Kim Pallari, Link21, Moderator: Thank you, Camille. We're going to take just a few more questions. Um. So the next one is from question and answer. Will there be a partnership with cities that are linked to the various rail options. So there is equitable and sustainable bike

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01:33:36.650 --> 01:33:39.679

Kim Pallari, Link21, Moderator: bus walk options to rail stops.

486

01:33:40.950 --> 01:33:44.359

Sadie Graham, Link21, Panelist: Since we're running well on time. I'm just going to say Yes,

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01:33:46.950 --> 01:33:53.130

Kim Pallari, Link21, Moderator: Thank you, Sadie. Short in suite. Um. Last question.

488

01:33:55.020 --> 01:33:55.860

Kim Pallari, Link21, Moderator: Okay.

489

01:33:57.110 --> 01:34:05.109

Kim Pallari, Link21, Moderator: Is there consideration of extending BARTs all the way to the outer Richmond, and not turning down Nineteenth Avenue

490

01:34:07.190 --> 01:34:08.230

Kim Pallari, Link21, Moderator: meal.

491

01:34:09.570 --> 01:34:26.549



Camille Tsao, Link21, Panelist: So um the the western uh extension of rail in in San Francisco um is being led by San Francisco agencies. They are certainly our partners in this. We coordinate them with them very often.

492

01:34:26.560 --> 01:34:42.579

Camille Tsao, Link21, Panelist: And um the consideration of of BART um out to the western part of San Francisco has been studied for many years. Uh it's still it's still being considered. Um. I'll just say quickly that

493

01:34:42.590 --> 01:34:56.270

Camille Tsao, Link21, Panelist: the disadvantage of BART going to the west and not going south down to Nineteenth Street is then. Now you have a place where BART trains um have have ended their route,

494

01:34:56.280 --> 01:35:07.350

Camille Tsao, Link21, Panelist: and you need a place for all those trains to land and and wait until they need to leave um. So it's more than just sending trains out there they need a place to go

495

01:35:07.360 --> 01:35:23.399

Camille Tsao, Link21, Panelist: um, and so should should they go down south, toward down nineteenth towards like daily city. Then they can hook back up to the system so operationally, it would be better for it not to just dead end in the western part of San Francisco.

496

01:35:23.410 --> 01:35:27.780

Camille Tsao, Link21, Panelist: But that, again, is not our study. It's a It's a project that belongs to San Francisco.

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497

01:35:29.490 --> 01:35:46.970

Kim Pallari, Link21, Moderator: Thank you, Camille, and we're gonna end on a positive comment. I see in the chat. Um, thank you for all the great info. Um! I am excited to see the expansion of the system. Public transit will be super important to meet our climate goals.

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01:35:47.020 --> 01:36:13.350

Kim Pallari, Link21, Moderator: So thank you for that comments. With that it's about seven hundred and five. According to my clock, we really really appreciate your time joining us this evening. We do have several more events planned, as you know, and heard from us tonight. Um, please tell your friends, family and colleagues to join the conversation. This is a really important um rail improvement program for the Megaregion. So thank you. Panelists and speakers one

499

01:36:13.360 --> 01:36:21.340

Nicole Franklin, Link21, Panelist: for the great dialogue and answers as well, and have a wonderful night, everyone. Thank you so much.

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