

LINK21

CONNECT NORTHERN CALIFORNIA

LINK21 VIRTUAL OFFICE HOUR SUMMARY

DRAFT FINAL

October 19, 2022 | 12-1 pm

Prepared By:
Link21 Engagement & Outreach Team (HDR)

DRAFT - DELIBERATIVE





TABLE OF CONTENTS

1. Overview 1-1
 1.1.Meeting Summary 1-1

TABLES

Table 1-1. Questions and Answers 1-1
 Table 1-2. Comments..... 1-6

APPENDICES

Appendix A. Zoom Transcript..... 1-8

DRAFT - DELIBERATIVE



1. OVERVIEW

On Wednesday, October 19, 2022, the Link21 Program hosted the first of four virtual Office Hours designed to provide the public an opportunity to engage with the program team. Office Hours were held from 12 to 1 pm via Zoom with closed captioning and simultaneous Spanish and Cantonese interpretation. A dial-in option was also available for those without internet access. Five participants logged in via Zoom, while two used the dial-in option.

A recording of the October 19, 2022, session is posted on the [Link21 website](#).

1.1. Meeting Summary

The Office Hour was facilitated by Link21 consultant, Lisa Marie Alley from HDR. Ms. Alley began the meeting with general housekeeping items (e.g., notifying participants the meeting was being recorded and that interpretation and closed captioning were available), and proceeded to introduce the speaker panel:

- Nicole Franklin, Link21 Engagement and Outreach Manager, Bay Area Rapid Transit (BART)
- Chester Fung, Link21 Planning & Engineering Delivery Manager, HNTB
- Will Baumgardner, Link21 Planning & Engineering Planning Lead, ARUP
- Aidan Hughes, Link21 Planning & Engineering Project Manager, ARUP

Questions and answers as well as participant comments are summarized in the tables below.

Table 1-1. Questions and Answers

QUESTION	ANSWER
It seems like all alternatives have Regional Rail splitting and traveling towards the Coliseum, which necessitates extensive additional tunneling. Are any alternatives being considered that do not branch? I support all additional rail but want to make sure the funding is allocated well, serving Coliseum would duplicate existing service.	<ul style="list-style-type: none"> ▫ The splitting and branching included in the example concepts show trains from San Francisco (SF) into East Bay splitting up north (towards/past Oakland) or down south (towards San Leandro) ▫ There are ridership benefits that we can pick up going either way ▫ Looking at how to best define the concepts with improvements that capture all riders while paying attention to how much it would cost to build those improvements
Is there a possibility to expand the Amtrak California's Pacific Surfliner rail service going further north between San Luis Obispo and the new Salesforce Transit Center in	<ul style="list-style-type: none"> ▫ One of the potential benefits of Link21 is that the transbay crossing can be used by other rail services



<p>Downtown SF (via Salinas and Downtown San Jose)?</p>	<ul style="list-style-type: none"> ▫ There are plans to extend rail service from the Bay Area into Monterey County and Salinas that we are accounting for in our analyses ▫ Operating the rail service mentioned is not a Link21 service. We can see potential benefits but cannot promise rail service expansions that are operated by Amtrak
<p>The webinar last night seemed to cut off Marin but the October 19 map included Marin and north counties. Although "SMART" (Smartferry) is up and running, only a ferry service allows capacity per Coast Guard. What about an aerial bridge from Richmond to connect to "SMART" for greater capacity transfers from "SMART" to BART to go across into Richmond. In so far as timing goes, Golden Gate transit "dead heads" buses from Marin via Richmond to SF because it is faster than the Golden Gate Bridge into SF. The same holds true if BART would connect with "SMART" to transfer unlimited patrons into SF via Richmond into SF.</p>	<ul style="list-style-type: none"> ▫ Link21 is currently focused on the crossing between SF and Oakland, but we are also looking at opportunities where Link21 can plug into projects already being run by others, like SMART <ul style="list-style-type: none"> — There are plans to extend SMART in the Highway 37 corridor — As part of that, there is an investigation of the potential for express buses to take folks to the Richmond BART station — Our work so far has been focused on the crossing, but as we understand the concepts/projects more, we will begin to do more work around those connectivity questions — The question of the transfer to Richmond is important as in one of the concepts, Richmond is one place that could see increased service ▫ In terms of making a particular link from Vallejo across the water to the Richmond area, note that it is related to a separate CCJPA project <ul style="list-style-type: none"> — Link21 is interested in how we can increase connectivity but is not currently focused on this particular connection
<p>Interlining can cause operational problems and cascading delays across a transit system. If a second transbay tube is built for BART, will de-interlining be considered (i.e., blue and green line use old tube, yellow and red use old tube)?</p>	<ul style="list-style-type: none"> ▫ If a tube gets fed multiple lines, it can encounter problems and other lines can be affected ▫ We can separate the lines, but then some destinations will not be accessible to all the branches ▫ We are looking at the best way to operate the BART system if there were to be a new crossing and are interested to see the benefits of the various ways to operate the system <ul style="list-style-type: none"> — Link21 is developing the service plans that we might operate, but operational decisions will not be made by Link21—operational agencies will make them once service is ready ▫ We want to maximize operational flexibility in the future, and make sure BART or rail can modulate services to balance reliability, connectivity, user legibility, etc. These all factor into the service planning exercises

DRAFT - DELIBERATIVE



<p>The Transbay Transit Center will pose capacity constraints on California High Speed Rail (CAHSR) as soon as it opens. What considerations have been given to building a larger terminus for CAHSR in the East Bay to relieve capacity constraints at the Transbay Center?</p>	<ul style="list-style-type: none"> ▫ The Salesforce Transit Center is being designed to accommodate for high-speed rail (HSR) plus Caltrain service that is forecasted under their service vision and HSR’s business plan requirements ▫ Link21 assumes HSR terminates at Salesforce Transit Center where trains would turn and head back south to LA. Therefore, we’re not making an analysis around extending HSR across the Bay or providing other facilities for HSR on the East Bay side ▫ To maintain flexibility, we make sure the designs would accommodate a future HSR expansion if that is something they want to pursue <ul style="list-style-type: none"> — Adding additional trains to the Salesforce Transit Center in addition to Caltrain and HSR requires a large degree of coordination around operations. Link21 is working with CAHSR, Caltrain, Transbay Joint Powers Authority (TJPA), and other operators in the Megaregion to coordinate accordingly ▫ There is a constraint if we still want the ability for HSR to stop trains at the Salesforce Transit Center because the platforms needed are specially designed and would ultimately not address capacity issues
<p>For current rail service, between Sacramento and East Bay (via Capitol Corridor) and Stockton and Easy Bay (via San Joaquin), already have train service. Would Link21 just increase the number of daily trains since tracks are already here, and enhance existing service without years of environmental research where Link21 could have some positive outcomes a lot sooner?</p>	<ul style="list-style-type: none"> ▫ At this stage, we are considering where rail service can be increased around the Megaregion as it relates to the benefits that could come from the second transbay crossing <ul style="list-style-type: none"> — Once the crossing exists, it may be more beneficial to increase service in other parts of the Megaregion to access this new piece of the rail network ▫ We are seeing issues with increasing rail service that we are considering when it comes to what might be part of the Link21 Program and what should be addressed externally ▫ Passenger rail on freight owned tracks <ul style="list-style-type: none"> — If we increase passenger rail service, there will need to be expanded agreements between freight companies and passenger services that use them to allow increased service — In some cases, tracks are already at capacity, and we would have to look at building new infrastructure

DRAFT - DELIBERATIVE



	<ul style="list-style-type: none"> ▫ Link21 Program is long-term, but near-term services are already in the works, being studied, and planned by other agencies <ul style="list-style-type: none"> — Capitol Corridor implementation plan, San Joaquin County Joint Powers Authority, San Joaquin Regional Rail Commission, etc. are all studying improvements to make on existing corridors
<p>Will any of the six alternatives allow for some limited all night transbay rail service?</p>	<ul style="list-style-type: none"> ▫ Yes, although right now we are looking at the bigger-picture service needs as we are doing the analysis ▫ At this stage they are not alternatives, but concepts ▫ As we move into refining the concepts, we will get closer to thinking about projects and project alternatives, and thus will look at specific plans (that would include skip-stop, express, local vs. express, etc.) operating on the same tracks <ul style="list-style-type: none"> — This is primarily related to Regional Rail, but we are also talking to service planners at BART to understand how they can best operate their services to best serve the markets and their passengers
<p>Has any consideration been given to extending BART or other rail down the Macarthur/580 corridor into east Oakland and/or potentially replacing 580 with rail?</p>	<ul style="list-style-type: none"> ▫ We have considered what kind of rail improvements for BART/Regional Rail would make the crossing as beneficial as possible <ul style="list-style-type: none"> — Asking where in the East Bay it might connect to give the best ridership benefits possible ▫ Extending BART into east Oakland is not directly related to the crossing itself—concepts are just focused on the crossing. We may have a chance to investigate what happens when we connect to other corridors down the line
<p>Have you considered operating BART service on conventional rail (like eBART) and share blended tracks with Caltrain & HSR?</p>	<ul style="list-style-type: none"> ▫ Regional rail and BART operate on different gauges and therefore operating BART on regional rail has technical challenges ▫ Studies were done to understand how the two technologies might be merged and found the most efficient way was to operate on the gauge that it has <ul style="list-style-type: none"> — Rather than trying to mix the gauges, we are focused on transferring between the two different systems
<p>Will any of the six alternatives allow for some limited all night transbay rail service?</p>	<ul style="list-style-type: none"> ▫ We are in the early stages of developing concepts, looking at how big-picture changes will impact costs, benefits, and passenger experience

DRAFT - DELIBERATIVE



	<ul style="list-style-type: none"> ▫ Then we will start to think about details like span of service, how long service continues—BART or Regional Rail, etc., but we are considering that the crossing could enable BART to run throughout the night <ul style="list-style-type: none"> — Trying to get input across all communication channels with the public on their challenges, perceptions, etc. Input informs us on decisions like this — It is not the only thing needed for this consideration; other operational considerations would need to be worked out, but it could provide that flexibility for BART to consider it
<p>Is there a written or currently unwritten rule that all projects that will happen with Link21 will allow for "CLIPPER" as a fare payment option no matter if it is operated by BART or Regional Rail providers, so a common fare instrument can be used at all times?</p>	<ul style="list-style-type: none"> ▫ There are a lot of transportation agencies in the Bay Area where you can use Clipper, and BART is part of that program to provide ease of use to passengers ▫ Payment options are starting to evolve, aimed at making sure things are more seamless/user-friendly ▫ We are early in the planning of Link21 so we do not know what that will be, but we are keeping a close eye on ease of use ▫ Ultimately the payment/fare method is outside our jurisdiction (statewide decision and considers things in the long term)
<p>When will additional concepts (beyond the six) be presented to the public?</p>	<ul style="list-style-type: none"> ▫ We are continuing to work on the concepts and expect to continue through the rest of the year ▫ Early 2023 will have a full set of concepts that we can share with the public
<p>Could you talk about how equity is implemented in the work of Link21?</p>	<ul style="list-style-type: none"> ▫ Integrating the needs of the public into the technical aspects of the Program ▫ All workstream analyses take into consideration public needs ▫ Started with engaging our priority populations/marginalized communities in co-creation efforts with community-based organizations to find out what their needs are <ul style="list-style-type: none"> — We focused on a range of impediments in their lives, not just transportation, to get a good sense of what our priority populations need overall — Additional weighing is given to priority populations to make sure we are giving them valuable consideration ▫ Equity Advisory Council: advise the Program along the way and make sure we are keeping

DRAFT - DELIBERATIVE



	<p>equity and the needs of marginalized communities in mind</p> <ul style="list-style-type: none"> ▫ Our grassroots outreach makes sure we return to priority populations to hear their needs every step of the way ▫ We have engaged priority populations very early in the process to ensure their continual input
--	--

Table 1-2. Comments

COMMENTS
<p>On interlining questions, I would advise figuring out a service plan now, not after construction. Would hate to build a billion-dollar wye only to later determine that service will not use it.</p>
<p>On the matter of CAHSR thru-running, I think thru-running should be considered. Turning around and cleaning HSR trains at transbay will take up a lot of valuable space and time. Here is a blogpost from a local advocate on the matter: https://caltrain-hsr.blogspot.com/2021/09/down-tubes-with-dtx.html</p>
<p>Following up on HSR, turning around HSR at Transit Center would take a lot of space. If the trains turn around in Oakland it could work better and should be considered. It looks like you guys are working with HSR, so that is good.</p>
<p>The best thing about Link21 is that it makes it possible to move the HSR maintenance facility from Brisbane to the old Amtrak maintenance facility in Oakland.</p>
<p>I would like to see a concept that has one mainline Regional Rail line with stops in Alameda, I-980, Emeryville, and beyond. A large rail station replacing I-980 with many platforms could be a great place to clean and turn around HSR.</p>

DRAFT - DELIBERATIVE



INTENTIONALLY LEFT BLANK

DRAFT - DELIBERATIVE



APPENDIX A. ZOOM TRANSCRIPT

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

1

00:00:04.350 --> 00:00:11.080

Lisa Marie Alley, Link21, Facilitator: Thank you for joining us. We are going to wait a few minutes to get Today's Link21 virtual office hours started.

2

00:01:02.070 --> 00:01:12.219

Lisa Marie Alley, Link21, Facilitator: Thanks to those of you who joined us promptly right before the noon hour. We are going to wait a few minutes before we get the office hours started, just in case others want to join us,

3

00:01:12.400 --> 00:01:15.039

Lisa Marie Alley, Link21, Facilitator: and if another meeting might have been running late,

4

00:02:36.950 --> 00:02:46.780

Lisa Marie Alley, Link21, Facilitator: thank you for joining us. It's the top of the hour we are going to wait a few more minutes to see if anyone else joins us, and then we will get Today's virtual office hours starting

5

00:03:45.230 --> 00:03:49.779

Lisa Marie Alley, Link21, Facilitator: all right if we can go to the next slide I think we will get started.

6

00:03:51.210 --> 00:03:54.850



Lisa Marie Alley, Link21, Facilitator: Thank you for joining us today to discuss the Link21 program.

7

00:03:55.020 --> 00:04:02.699

Lisa Marie Alley, Link21, Facilitator: My name is Lisa Marie Alley, and we're excited to connect with many of you for the first time, and welcome back those who have participated before

8

00:04:02.900 --> 00:04:11.549

Lisa Marie Alley, Link21, Facilitator: today's virtual office hour is being offered as an opportunity for the public to ask questions to some of our program Technical Staff

9

00:04:13.210 --> 00:04:14.630

Lisa Marie Alley, Link21, Facilitator: next slide

10

00:04:15.640 --> 00:04:29.079

Lisa Marie Alley, Link21, Facilitator: before we get started with answering our questions and having a conversation, we would like to take a moment to go over a few things with you, so that everyone who's joining us on the phone or in the zoom virtual platform understands how to participate.

11

00:04:29.950 --> 00:04:36.919

Lisa Marie Alley, Link21, Facilitator: To reach as many people in the Northern California region. We're offering this meeting virtually and via the telephone

12

00:04:37.340 --> 00:04:45.280

DRAFT - DELIBERATIVE



Lisa Marie Alley, Link21, Facilitator: office hours. Sessions are being recorded and will be posted within a few days on the Link21 program website.

13

00:04:46.010 --> 00:04:51.720

Lisa Marie Alley, Link21, Facilitator: Today's office hours are also being hosted in English, Spanish, and Cantonese

14

00:04:51.860 --> 00:04:56.469

Lisa Marie Alley, Link21, Facilitator: in order to access the audio channel for any of these languages.

15

00:04:56.510 --> 00:05:02.320

Lisa Marie Alley, Link21, Facilitator: Please click the interpretation button that globe icon on the zoom taskbar,

16

00:05:02.720 --> 00:05:07.600

Lisa Marie Alley, Link21, Facilitator: and then you will pop up and appear, and you can select the language that you require.

17

00:05:07.760 --> 00:05:14.669

Lisa Marie Alley, Link21, Facilitator: This method will be repeated in all languages, and you would then will be able to join the audio channel. That works best for you.

18

00:05:15.390 --> 00:05:19.449

Lisa Marie Alley, Link21, Facilitator: We're also providing our office hours today in closed captioning.

DRAFT - DELIBERATIVE



19

00:05:19.580 --> 00:05:21.879

Lisa Marie Alley, Link21, Facilitator: If you would like to use this option,

20

00:05:22.000 --> 00:05:35.419

Lisa Marie Alley, Link21, Facilitator: please click the CC. Icon That's also in the zoom task bar, and then select the subtitles to view on the screen, or you can select live, transcript to the full transcript on the side panel.

21

00:05:36.740 --> 00:05:48.340

Lisa Marie Alley, Link21, Facilitator: And finally, if you need technical support, you can't hear me. Something's not working. You can put your technical needs in the Q&A. Option. That's also on the zoom task Bar.

22

00:05:48.730 --> 00:05:59.330

Lisa Marie Alley, Link21, Facilitator: Because today's meetings are being interpreted. We ask that when asking questions, and when our team is answering that we go slow so that they can keep that they can interpret life

23

00:05:59.710 --> 00:06:07.209

Lisa Marie Alley, Link21, Facilitator: first up. I'd like to ask Clara to join us to provide these instructions in Spanish. Clara. Thanks for joining us

24

00:06:37.560 --> 00:06:59.350

Clara, Link21, Spanish Interpreter: Lang,

25

00:06:59.360 --> 00:07:00.860

DRAFT - DELIBERATIVE



Clara, Link21, Spanish Interpreter: which is,

26

00:07:02.260 --> 00:07:11.040

Lisa Marie Alley, Link21, Facilitator: Thank you, Clara. And now I would like to ask Weikuen Tang to join us and provide these directions in Cantonese.

27

00:09:00.320 --> 00:09:01.870

Weikuen Tang, Link21, Cantonese Interpreter: Thank you.

28

00:09:02.810 --> 00:09:19.419

Lisa Marie Alley, Link21, Facilitator: Thank you, Weikuen, and a reminder. If you need interpretation, support, you can now go to the globe, Icon, and click Spanish or Cantonese next slide. I'd now like to introduce you to the panel that's here today for office hours

29

00:09:19.430 --> 00:09:25.189

Lisa Marie Alley, Link21, Facilitator: first joining us from BART is Nicole Franklin, who is the Link21 engagement and outreach manager.

30

00:09:25.540 --> 00:09:28.370

Nicole Franklin, Link21, Panelist: Good afternoon, everybody. Thanks for joining us

31

00:09:28.770 --> 00:09:36.830

Lisa Marie Alley, Link21, Facilitator: also joining us from HNTB. As Chester Fung, who is the Link21 planning and engineering delivery manager.

32



00:09:37.440 --> 00:09:39.239

Chester Fung, Link21, Panelist: Hi! Everyone good to be here

33

00:09:40.180 --> 00:09:47.920

Lisa Marie Alley, Link21, Facilitator: also joining us today is Aidan Hughes with ARUP. He's the Link21 planning and engineering project manager.

34

00:09:49.430 --> 00:09:50.690

Aidan Hughes, Link21, Panelist: Hi, Everyone

35

00:09:50.730 --> 00:09:53.899

Aidan Hughes, Link21, Panelist: Thanks for joining us, looking forward to speaking with you,

36

00:09:54.700 --> 00:09:56.659

Lisa Marie Alley, Link21, Facilitator: and also joining us,

37

00:09:57.050 --> 00:10:03.400

Lisa Marie Alley, Link21, Facilitator: is Will from Gardener with ARUP, and he's the Link21 planning and engineering lead,

38

00:10:04.290 --> 00:10:05.540

William Baumgardner, Link21, Panelist: Hey, everybody!

39

00:10:07.920 --> 00:10:26.410

DRAFT - DELIBERATIVE



Lisa Marie Alley, Link21, Facilitator: So we're excited to have a conversation with everyone today. Like to go to the next slide and just remind folks how they can participate in today's meeting. You can see from our participation. Tab that we've got some island callers from their phone and some of um individuals joining us from the zoom.

40

00:10:26.420 --> 00:10:35.520

Lisa Marie Alley, Link21, Facilitator: So when we move into the question and answer session. There's a button on the bottom of your zoom task. Bar that, says Q&A. You can drop your questions in there.

41

00:10:35.640 --> 00:10:40.980

Lisa Marie Alley, Link21, Facilitator: We are also offering. If you want to raise your hand and ask your question verbally.

42

00:10:41.150 --> 00:10:52.439

Lisa Marie Alley, Link21, Facilitator: If someone on the phone would like to ask a question, we will have to take a pause. They can say their question to our phone line manager, who will drop it in the Q&A so that we can respond to it.

43

00:10:53.060 --> 00:10:58.550

Lisa Marie Alley, Link21, Facilitator: Again there's multiple ways that our participants can join us today and ask their questions.

44

00:10:58.990 --> 00:11:01.560

Lisa Marie Alley, Link21, Facilitator: It's going to leave this up here for a few more minutes,

DRAFT - DELIBERATIVE



45

00:11:01.770 --> 00:11:04.549

Lisa Marie Alley, Link21, Facilitator: just in case someone needs to write it down.

46

00:11:05.620 --> 00:11:11.320

Lisa Marie Alley, Link21, Facilitator: And now I would ask for us to pull down the PowerPoint and get our panel on the screen,

47

00:11:11.410 --> 00:11:18.370

Lisa Marie Alley, Link21, Facilitator: and I want to see if there's anyone that would like to ask a question, Because now is the time

48

00:11:19.020 --> 00:11:24.850

Lisa Marie Alley, Link21, Facilitator: anyone joining us want to ask a question verbally, they can raise their hand and will unmute you.

49

00:11:26.460 --> 00:11:31.200

Lisa Marie Alley, Link21, Facilitator: If not, I do have a couple of questions in the Q&A box, so we'll start there.

50

00:11:31.750 --> 00:11:38.530

Lisa Marie Alley, Link21, Facilitator: Anthony is asking. I'm going to read these out loud, so people on the phone can also hear the questions.

51

00:11:38.720 --> 00:11:45.869

Lisa Marie Alley, Link21, Facilitator: It seems like alternatives having regional roles splitting and traveling towards the Coliseum,

DRAFT - DELIBERATIVE



52

00:11:45.930 --> 00:11:53.709

Lisa Marie Alley, Link21, Facilitator: which necessitates extensive additional Tunneling, or any alternatives being considered that not grant

53

00:11:54.680 --> 00:11:58.920

Lisa Marie Alley, Link21, Facilitator: I'm going to go to Chester first, if you'd like to address this one.

54

00:11:59.840 --> 00:12:13.309

Chester Fung, Link21, Panelist: Sure I can. I can do that. Um. So I I think the question is, or just to clarify the question uh the the splitting and the branching that are included in our

55

00:12:13.320 --> 00:12:26.180

Chester Fung, Link21, Panelist: our concept. Our example concepts are such that we can send trains after coming across from San Francisco to the East Bay. Going either north or south,

56

00:12:26.300 --> 00:12:28.960

Chester Fung, Link21, Panelist: is is your question

57

00:12:29.320 --> 00:12:32.350

Chester Fung, Link21, Panelist: about not doing

58

00:12:32.580 --> 00:12:34.760

Chester Fung, Link21, Panelist: one of those directions? Is that



59

00:12:34.860 --> 00:12:36.970

Chester Fung, Link21, Panelist: that what your question is about.

60

00:12:38.820 --> 00:12:50.870

Lisa Marie Alley, Link21, Facilitator: And, Anthony, if you would like to, if you would like to speak um you more than happy to raise your hand. There we go. Randy? Why don't we unmute an Anthony so he can clarify his question for Chester.

61

00:12:52.460 --> 00:13:07.199

Anthony Ottati: Oh, yeah, I'm just curious about that. Um, I guess if there any alternatives being considered they would serve kind of downtown Oakland, and then Emeryville on one main line. I like to. I support all additional rail, but

62

00:13:07.210 --> 00:13:16.269

Anthony Ottati: I just want to make sure the funding is is allocated. Well, and um, you know that'd be pretty expensive to serve the call steam, which would kind of be duplicating our existing part service.

63

00:13:16.340 --> 00:13:33.629

Chester Fung, Link21, Panelist: So just curious, if if that was being considered understood. Okay, I understand the question now, and and the the answer is, Yes, we we are looking at, uh, how best to define the uh, the concepts and the improvements, so that we're

64

00:13:33.640 --> 00:13:52.170

Chester Fung, Link21, Panelist: capturing you and all the writers that we're hoping to capture, but also, you know, paying attention to how much money might be uh that it



might cost to build those improvements. And so we are doing a an evaluation of the the benefits, including the ridership and the costs.

65

00:13:52.180 --> 00:13:56.150

Chester Fung, Link21, Panelist: Um! Some of the options that we have looked at,

66

00:13:56.160 --> 00:14:15.239

Chester Fung, Link21, Panelist: you know, allow us to understand. If we only served one area versus another area, how how would that? Um! How would that affect the the benefits? Uh? And um what our work um has shown so far is uh, that there is actually quite a bit of ridership

67

00:14:15.250 --> 00:14:35.129

Chester Fung, Link21, Panelist: uh in both directions. And um, you know, not just in Oakland, but even beyond Oakland, uh north of Oakland, as as you go go north along the uh existing Capitol Corridor line uh, as well as it as you as you go um south toward um the the the southern sort of East Bay

68

00:14:35.140 --> 00:14:52.469

Chester Fung, Link21, Panelist: um towards the at St. Leander. Um, that there are uh ridership benefits that we could pick up if we did extend improvements. Um, uh, you know, to to those extents. Um all that will be being looked at and and um

69

00:14:52.480 --> 00:14:57.630

Chester Fung, Link21, Panelist: uh evaluated in our upcoming. Uh, you know, evaluation.

70

00:14:57.730 --> 00:15:13.849

DRAFT - DELIBERATIVE



Chester Fung, Link21, Panelist: Uh, we are looking out for what is the most cost effective way to provide an improvement. Um! Our our work so far. Uh, we think that going as far as Coliseum, and and then um, you know, on the north

71

00:15:13.860 --> 00:15:19.350

Chester Fung, Link21, Panelist: um going further than just Oakland seems to have some some benefits that would be worthwhile

72

00:15:22.140 --> 00:15:24.220

Lisa Marie Alley, Link21, Facilitator: great. Thank you, Chester.

73

00:15:24.800 --> 00:15:25.670

Uh,

74

00:15:27.370 --> 00:15:31.429

Lisa Marie Alley, Link21, Facilitator: we're going to go on to our next question. That's in the Q&A chat box.

75

00:15:32.200 --> 00:15:36.840

Lisa Marie Alley, Link21, Facilitator: It says, I would like to know. Speaking of Link21

76

00:15:37.080 --> 00:15:44.640

Lisa Marie Alley, Link21, Facilitator: is there a possibility to expand the Amtrak, California's, Pacific Surfliner or rail service



77

00:15:44.910 --> 00:15:57.970

Lisa Marie Alley, Link21, Facilitator: going further north between San Francisco and the News Salesforce Transit Center in downtown San Francisco and parentheses. It says via Salinas and Downtown San Jose question mark.

78

00:15:58.830 --> 00:16:06.240

Lisa Marie Alley, Link21, Facilitator: So I believe you all in our zoom here can see the question Our team, Chester, is something you want to take or defer to Aidan.

79

00:16:06.800 --> 00:16:21.990

Chester Fung, Link21, Panelist: Uh I can start, and then I'm I'm certainly happy for Aidan and will to to jump in um, so it sounds like there. There's an interest in uh extend expanded rail service, and that reaches down from um

80

00:16:22.080 --> 00:16:40.210

Chester Fung, Link21, Panelist: this this south of the the Bay Area and and the Megaregion actually uh, from San Francisco up through to San Francisco. Um! That is one of the Uh. Yeah, that is one of the the the benefits, the potential benefits of Link twenty. One is that. Uh,

81

00:16:40.300 --> 00:16:56.409

Chester Fung, Link21, Panelist: if we do build a a regional rail crossing uh from San Francisco to Oakland that it could be used by other services like the um the one that's being mentioned. Um, we can um certainly look into uh

82

00:16:56.420 --> 00:17:12.400

DRAFT - DELIBERATIVE



Chester Fung, Link21, Panelist: the kinds of ridership benefits that we get we could get from uh doing something like that. We do know that. Um! There's already uh uh plans to extend rail service from the Bay area into um Monterey County and Salinas,

83

00:17:12.410 --> 00:17:27.210

Chester Fung, Link21, Panelist: uh, and we're we're accounting for that already, in our analysis. Um! This would be some, you know, an additional uh service. We think there could be benefits um to to doing that. Uh, uh, you know we

84

00:17:27.500 --> 00:17:28.460

sort of.

85

00:17:29.480 --> 00:17:48.860

Chester Fung, Link21, Panelist: But I'll I'll note that you know, as a sort of operating that service is not necessarily a a decision. That's a link twenty-one decision. We can, you know we can show what the benefits might be of expanded rail service. But, um! We're not necessarily in a position to to promise that.

86

00:17:48.870 --> 00:17:54.819

Chester Fung, Link21, Panelist: Um. You know that that kind of rail service operated by Amtrak would be expanded.

87

00:17:57.980 --> 00:18:01.100

Lisa Marie Alley, Link21, Facilitator: Great thanks. Is there anything you wanted to add?

88

00:18:04.500 --> 00:18:08.079

Aidan Hughes, Link21, Panelist: Oh, no, I think um. I think we've got that covered



89

00:18:08.230 --> 00:18:09.170

great.

90

00:18:09.520 --> 00:18:20.560

Lisa Marie Alley, Link21, Facilitator: Thank you. Um! As a reminder. If you're on um the zoom. You can always raise your hand to ask a verbal question, seeing none. I'm going to continue to go in our Q&A. box

91

00:18:20.630 --> 00:18:31.269

Lisa Marie Alley, Link21, Facilitator: um the next one I would like to go to um is sort of long so to spare with me while I, while I say it out loud to our phone listeners can hear her in county

92

00:18:31.400 --> 00:18:40.690

Lisa Marie Alley, Link21, Facilitator: talk last night seem to cut off. We're in Last night we had our first virtual webinar, which we had a lot of participants, and we also did a Q&A Session.

93

00:18:40.770 --> 00:18:52.190

Lisa Marie Alley, Link21, Facilitator: So the 1960s map included Marin and North Counties, although quote unquote smart is up and running. Only a ferry service allows capacity per postcard.

94

00:18:52.280 --> 00:19:02.449

Lisa Marie Alley, Link21, Facilitator: What about an aerial bridge from Richmond to connect smart from greater capacity Transfers from SMART to BART to go across to Richmond

DRAFT - DELIBERATIVE



95

00:19:03.040 --> 00:19:14.239

Lisa Marie Alley, Link21, Facilitator: insofar as timing goes. Golden Gate transit at head buses from Marin via Richmond, San Francisco, because it's faster than the Golden Gate Bridge into SF.

96

00:19:14.680 --> 00:19:24.700

Lisa Marie Alley, Link21, Facilitator: The same holds true if I would connect with Smart to transfer unlimited patrons into Sf. The Richmond into SF. Please keep this in mind

97

00:19:25.240 --> 00:19:39.080

Lisa Marie Alley, Link21, Facilitator: when summary. I believe the question or the statement is making sure that we've got connectivity from Richmond to smart um systems, and throughout the area. Um. Is this something, Aidan, You want to kind of address?

98

00:19:41.160 --> 00:19:43.650

Aidan Hughes, Link21, Panelist: Yeah, sure. Thank you.

99

00:19:43.860 --> 00:19:45.020

Aidan Hughes, Link21, Panelist: Um.

100

00:19:45.130 --> 00:19:48.460

Aidan Hughes, Link21, Panelist: Yeah. There was. There was a lot of discussion yesterday about

101

00:19:48.630 --> 00:19:53.790

DRAFT - DELIBERATIVE



Aidan Hughes, Link21, Panelist: Marin and the the potential for rail

102

00:19:53.960 --> 00:19:58.749

Aidan Hughes, Link21, Panelist: uh rail transit and connect rail connectivity and marine

103

00:19:58.840 --> 00:20:11.979

Aidan Hughes, Link21, Panelist: um. And the the point was made that the work that Link21 is currently engaged in is focused on the crossing between San Francisco and Oakland,

104

00:20:12.190 --> 00:20:24.799

Aidan Hughes, Link21, Panelist: but uh, which which is true, but as part of our work, We're also, uh looking at opportunities where Link21 can connect into

105

00:20:24.870 --> 00:20:34.429

Aidan Hughes, Link21, Panelist: projects that are being developed by others. And so one of those projects clearly is the is the smart project.

106

00:20:34.570 --> 00:20:36.960

Aidan Hughes, Link21, Panelist: Um! And

107

00:20:37.040 --> 00:20:46.530

Aidan Hughes, Link21, Panelist: going forward there are. There are plans, although they're not in the Um. Published MPO plans. There are plans to extend SMART

DRAFT - DELIBERATIVE



108

00:20:46.720 --> 00:20:47.810

Aidan Hughes, Link21, Panelist: um

109

00:20:48.560 --> 00:20:51.990

Aidan Hughes, Link21, Panelist: in the in the um highway thirty-seven corridor,

110

00:20:52.380 --> 00:20:57.530

Aidan Hughes, Link21, Panelist: and I as I part of that, I understand there's also

111

00:20:57.780 --> 00:21:03.459

Aidan Hughes, Link21, Panelist: there is also investigation of the potential for express bus

112

00:21:03.540 --> 00:21:10.000

Aidan Hughes, Link21, Panelist: to take folk through to the Richmond. The Richmond Bard station, so

113

00:21:10.470 --> 00:21:29.469

Aidan Hughes, Link21, Panelist: our work so far has been, has been quite, quite focused. But as we as we understand the concepts and the projects. More, we'll begin to do more work around those connectivity questions. And I think that in particular this question about

114

00:21:29.480 --> 00:21:48.870

DRAFT - DELIBERATIVE



Aidan Hughes, Link21, Panelist: The transfer of Richmond is important, because under the different concepts that we're looking at uh a uh Richmond could be one of those places that get significantly increased service from both from and or regional rail,

115

00:21:48.880 --> 00:21:57.249

Aidan Hughes, Link21, Panelist: so that those points of connectivity get stronger and more um more appealing to riders from other

116

00:21:57.450 --> 00:22:00.579

Aidan Hughes, Link21, Panelist: other places, including including Marin.

117

00:22:01.270 --> 00:22:03.589

Aidan Hughes, Link21, Panelist: So yeah, thank you. That was a good question.

118

00:22:04.420 --> 00:22:07.600

Lisa Marie Alley, Link21, Facilitator: Great Anyone else want to add into the conversation.

119

00:22:08.510 --> 00:22:25.920

Chester Fung, Link21, Panelist: Uh, yeah, this is Chester. I can also mention that. Um: yeah, that if you think the question is being asked about making a particular link to you know that doesn't exist right now from the Vallejo area down to. If

120

00:22:25.930 --> 00:22:38.800

Chester Fung, Link21, Panelist: If the SMART connection, if the SMART project gets over to the lay Ho to make that connection down uh across uh the water to uh to the Richmond area. Um! I'll note that

DRAFT - DELIBERATIVE



121

00:22:38.810 --> 00:22:52.300

Chester Fung, Link21, Panelist: uh, that's related to another project that the Capitol Corridor Joint Powers, Authority, CCJPA, one of the sponsors of Link21 is looking at separately uh from the Link21 project

122

00:22:52.310 --> 00:23:09.860

Chester Fung, Link21, Panelist: um, and uh. So that is an an idea that um, you know they might be able to um to make some progress on it as well. Uh, and I think i'll i'll reinforce that uh what Aidan said, which is that? And for Link21 we are interested in

123

00:23:09.870 --> 00:23:26.619

Chester Fung, Link21, Panelist: uh the You know how we could connect um to other parts of the round network. That particular connection is not necessarily one that we're looking at. We're more more focused on the San Francisco to Oakland, and connecting through uh the network in that way.

124

00:23:26.850 --> 00:23:35.190

Chester Fung, Link21, Panelist: Um, but there are other projects around the mega region that might um look at similar things. So I just wanted to make that point.

125

00:23:36.650 --> 00:23:40.310

Lisa Marie Alley, Link21, Facilitator: Great. Thank you. Great. Here's the next question.

126

00:23:40.330 --> 00:23:47.429

Lisa Marie Alley, Link21, Facilitator: Interlining can cause operational problems and cascading delays across a transit system.



127

00:23:47.610 --> 00:24:00.190

Lisa Marie Alley, Link21, Facilitator: If the second transbay tube is built for BART will be interlining. Be considered. Example: blue in green line. Use the old cube, yellow and red we use sold to.

128

00:24:00.230 --> 00:24:06.020

Lisa Marie Alley, Link21, Facilitator: So the question is operational in nature. Um, Is this something, Chester? Do you want to start with?

129

00:24:06.130 --> 00:24:13.420

Chester Fung, Link21, Panelist: Uh, yeah, I can start. And then again, I'm happy for Aidan and will to to jump in if I um if I miss something. Um,

130

00:24:13.770 --> 00:24:32.710

Chester Fung, Link21, Panelist: I I understand the question. You know you've got a a crossing that gets fed by multiple lines and one little lines. Um, you know the the tube has a problem. What um multiple lines get affected it. It is an operational thing that we're. We're delays in one place can cascade um

131

00:24:33.000 --> 00:24:33.920

the

132

00:24:33.990 --> 00:24:45.420

Chester Fung, Link21, Panelist: it. It's true that if if we put in an additional tube uh we have an option that you know we can separate the lines Uh, It's also true that if you separate the lines, then um



133

00:24:45.430 --> 00:24:58.550

Chester Fung, Link21, Panelist: some destinations will no longer be accessible to all all the the the you know where all the different branches go, and that's a consideration uh for the the ridership benefits that we could bring.

134

00:24:58.560 --> 00:25:11.149

Chester Fung, Link21, Panelist: Now, uh, that, said, Uh, we are looking at uh! What the best way to operate the BART system might be if there were a new BART crossing. Sorry the lights when here it just went out. Um,

135

00:25:11.160 --> 00:25:27.110

Chester Fung, Link21, Panelist: uh, and we are interested this to see what the benefits are to. Uh, you know various ways to operate the system. Uh, and i'll also note that in Link21. What we're doing is, you know, uh

136

00:25:27.190 --> 00:25:33.800

Chester Fung, Link21, Panelist: developing what the kinds of service plans that we might operate.

137

00:25:34.140 --> 00:25:48.730

Chester Fung, Link21, Panelist: But we're What we're trying to do is this capital project, which is the you know what we're actually the infrastructure that we're building Once it's built. It can be operated in, you know, a number of ways. Those kinds of decisions

138

00:25:48.740 --> 00:26:07.240

Chester Fung, Link21, Panelist: will not be finalized by Link21. They'll be finalized, you know afterward. Once the operating agencies are ready to start running service, and at



that point you know, they could um again, you know, return to the question of, you know, which are the best lines to operate, and which of the of the crossings?

139

00:26:07.250 --> 00:26:18.670

Chester Fung, Link21, Panelist: Um. So we we are looking at that. We're conscious of the the reliability issues. Um, But we're also trying to balance with um, you know, reaching the most um ridership areas.

140

00:26:19.190 --> 00:26:21.030

Chester Fung, Link21, Panelist: Anyone I want to add anything.

141

00:26:21.280 --> 00:26:28.240

William Baumgardner, Link21, Panelist: Uh, Yeah, I can. I can just add on a little bit to that, Chester. Those I mean. It's a great question, and it's a good answer to the uh.

142

00:26:28.370 --> 00:26:38.660

William Baumgardner, Link21, Panelist: The point is, we want to maximize operational flexibility in the future. We want to make sure that our member is operating whatever

143

00:26:38.680 --> 00:26:43.580

William Baumgardner, Link21, Panelist: rail, and just on operating whatever rail infrastructure we're delivering

144

00:26:43.620 --> 00:26:45.530

William Baumgardner, Link21, Panelist: has the ability to

DRAFT - DELIBERATIVE



145

00:26:46.520 --> 00:27:02.319

William Baumgardner, Link21, Panelist: modulate their service and direct their service in the way of it balances all those things around reliability, connectivity user legibility, you know, um need to transfer all of those things factor into the service planning exercise.

146

00:27:02.330 --> 00:27:11.740

William Baumgardner, Link21, Panelist: Um, and we know those will evolve. And Even after this project is built they will continue to evolve and change. And so the aim is to make sure that

147

00:27:11.810 --> 00:27:16.160

William Baumgardner, Link21, Panelist: the infrastructure that is put in the places has that flexibility.

148

00:27:16.370 --> 00:27:19.449

William Baumgardner, Link21, Panelist: Uh, with respect to what service you've run on

149

00:27:22.570 --> 00:27:25.530

Lisa Marie Alley, Link21, Facilitator: great. Let's go to our next question.

150

00:27:25.820 --> 00:27:41.810

Lisa Marie Alley, Link21, Facilitator: Um, here's the question: Transit center will pose capacity constraints. Once a California high-speed rail system is up and running, and is soon open considerations have been given to building a larger terminus

151

00:27:41.820 --> 00:27:47.729



Lisa Marie Alley, Link21, Facilitator: for the high-speed rail system in the East Bay. Relieve capacity constraints at Transbay.

152

00:27:48.080 --> 00:27:50.860

Lisa Marie Alley, Link21, Facilitator: Aidan I'm going to jump to you to start with this.

153

00:27:52.500 --> 00:27:53.630

Aidan Hughes, Link21, Panelist: Yeah, Sure,

154

00:27:53.960 --> 00:27:55.599

Aidan Hughes, Link21, Panelist: Thanks. Lisa all right,

155

00:27:55.910 --> 00:27:57.150

Aidan Hughes, Link21, Panelist: The

156

00:27:57.410 --> 00:27:59.710

Aidan Hughes, Link21, Panelist: so. So the the question,

157

00:27:59.960 --> 00:28:04.789

Aidan Hughes, Link21, Panelist: the question about the capacity of um Salesforce transit center,

158

00:28:05.100 --> 00:28:06.530

Aidan Hughes, Link21, Panelist: the the

DRAFT - DELIBERATIVE



159

00:28:07.830 --> 00:28:13.759

Aidan Hughes, Link21, Panelist: the Salesforce transistor is being designed to accommodate, or can accommodate

160

00:28:14.070 --> 00:28:15.360

Aidan Hughes, Link21, Panelist: um

161

00:28:15.980 --> 00:28:33.059

Aidan Hughes, Link21, Panelist: for high-speed rail plus the Caltrain service that's that's um forecast under the Caltrain service vision so it has. It has a lot of capacity. It doesn't have unlimited capacity, but it does accommodate high speed rails.

162

00:28:33.190 --> 00:28:35.970

Aidan Hughes, Link21, Panelist: Um! The business plan

163

00:28:36.210 --> 00:28:41.639

Aidan Hughes, Link21, Panelist: uh requirements that are that are set out in high-speed wells. Business plan. So um,

164

00:28:42.260 --> 00:28:47.889

Aidan Hughes, Link21, Panelist: so that that's one that's one thing in terms of extending high-speed rail.

165

00:28:48.240 --> 00:28:57.440

Aidan Hughes, Link21, Panelist: The work of Link21 is assuming that that high-speed rail

DRAFT - DELIBERATIVE



166

00:28:57.780 --> 00:28:59.510

Aidan Hughes, Link21, Panelist: terminates at

167

00:29:00.090 --> 00:29:06.900

Aidan Hughes, Link21, Panelist: terminated Salesforce transit center, and uh trains turn and then head south

168

00:29:07.030 --> 00:29:24.699

Aidan Hughes, Link21, Panelist: to La that we're assuming that because that's what's in the the high-speed rail business plan. Um that's what the aiming to get funding for, and um it's not within, like Link21's charge to try to re-plan high-speed rail, and that for

169

00:29:24.710 --> 00:29:36.800

Aidan Hughes, Link21, Panelist: we're not making any uh we're not doing any analysis around extending high-speed rail across the bay, and or providing other facilities for high-speed rail

170

00:29:36.910 --> 00:29:38.709

Aidan Hughes, Link21, Panelist: on the east side.

171

00:29:38.750 --> 00:29:46.389

Aidan Hughes, Link21, Panelist: Um! What we will do uh, in order to maintain flexibility is to make sure that our design,

172

00:29:46.520 --> 00:29:57.919

DRAFT - DELIBERATIVE



Aidan Hughes, Link21, Panelist: uh, when we move into design that any designs would accommodate any future, would accommodate a future um high-speed rail

173

00:29:58.060 --> 00:30:03.859

Aidan Hughes, Link21, Panelist: uh expansion, if that's something that they want to pursue. But it's not um

174

00:30:03.920 --> 00:30:11.729

Aidan Hughes, Link21, Panelist: expanding high-speed rail across the bank isn't within the uh isn't. Something that's within the charge of

175

00:30:11.760 --> 00:30:13.670

Aidan Hughes, Link21, Panelist: the Link21 project

176

00:30:16.870 --> 00:30:28.509

Lisa Marie Alley, Link21, Facilitator: There's a certain coordination, though with high-speed rail, I would say, part of the charge of Link21 was to coordinate and to partner with some of the services that use that system.

177

00:30:28.520 --> 00:30:37.879

Aidan Hughes, Link21, Panelist: Yeah, for sure. Because if um, adding an additional trains into the Salesforce transit center in addition to Caltrain

178

00:30:38.140 --> 00:30:43.119

Aidan Hughes, Link21, Panelist: um and high-speed rail does cause um



179

00:30:43.480 --> 00:30:57.350

Aidan Hughes, Link21, Panelist: Does require a large degree of coordination around operations? Uh it's not too. It's not to compromise high-speed rail. It's simply to understand how we can accommodate all the different requirements. So

180

00:30:57.430 --> 00:31:16.289

Aidan Hughes, Link21, Panelist: the Link21 is working, not just with high-speed rail, but also, uh with Count Train with CCJPA. Uh with the all the other rail operators uh in the Megaregion. Because, uh, this is a big. There's a big coordination issue as much as a um

181

00:31:16.300 --> 00:31:17.900

Aidan Hughes, Link21, Panelist: planning and design effort.

182

00:31:20.440 --> 00:31:36.500

Chester Fung, Link21, Panelist: Great Chester, did you want to add anything else. Yeah, just from a practical um standpoint that if uh, I'll just note because the question seems to be thinking that we might be able to get more capacity if we didn't stop

183

00:31:36.510 --> 00:31:45.350

Chester Fung, Link21, Panelist: terminate the high-speed rail trains at the Salesforce transit center, and maybe we could get more capacity out of this Salesforce transit center. If we did,

184

00:31:47.450 --> 00:31:55.099

Chester Fung, Link21, Panelist: we still want to stop high-speed rail trains if we still want the ability for high-speed rail trains to stop at the Salesforce transit center.

DRAFT - DELIBERATIVE



185

00:31:55.270 --> 00:32:15.089

Chester Fung, Link21, Panelist: That in and up itself represents a constraint because the um the kind of state uh platforms that you'd need to design for high-speed rail. You know whether they those trains stop and terminate there, or they move on from there. You still need to design, you know, especially for those high-speed trains. So I don't

186

00:32:15.100 --> 00:32:30.549

Chester Fung, Link21, Panelist: see that we would get a capacity improvement in, you know, expansion, or, you know, save on capacity at salesforce transit center. If those high-speed trains actually just keep kept pushing through after they dropped off their passengers, and the fact that

187

00:32:30.560 --> 00:32:47.499

Chester Fung, Link21, Panelist: we want them to stop to drop off and pick up passengers means that we do still need to design. You know, part of the Salesforce transit center uh to accommodate that. When I say we, I don't mean Link21. That's the Salesforce transit center, and you know which is

188

00:32:47.760 --> 00:32:51.809

Chester Fung, Link21, Panelist: being created and designed separately from Link21

189

00:32:52.310 --> 00:32:53.270

Lisa Marie Alley, Link21, Facilitator: great.

190

00:32:53.590 --> 00:33:01.130

Lisa Marie Alley, Link21, Facilitator: Our next question is for current rail service between Sacramento and the East Bay, the Capitol Corridor



191

00:33:01.370 --> 00:33:05.480

Lisa Marie Alley, Link21, Facilitator: and stopped it in the East Bay. Yeah, the San Joaquin

192

00:33:05.700 --> 00:33:20.339

Lisa Marie Alley, Link21, Facilitator: already has train service there between those areas. But Link21 just increased the number of really trained, since tracks are already there, or could it enhance existing service without years of environmental research?

193

00:33:20.600 --> 00:33:24.570

Lisa Marie Alley, Link21, Facilitator: This is where Link21 could have some positive outcomes a lot sooner.

194

00:33:25.160 --> 00:33:35.070

Lisa Marie Alley, Link21, Facilitator: The question is Link21 increasing the number of train services that some potentially, from some of those existing stations and existing services that are provided?

195

00:33:35.700 --> 00:33:39.110

Lisa Marie Alley, Link21, Facilitator: And do we want to talk about that, Chester? Do you want to start first?

196

00:33:39.130 --> 00:33:41.319

Chester Fung, Link21, Panelist: Yeah, I can start first. Um,

197

00:33:41.570 --> 00:33:45.269



Chester Fung, Link21, Panelist: We are within the Link21 program,

198

00:33:45.570 --> 00:34:00.910

Chester Fung, Link21, Panelist: considering where uh rail service could be increased around the Megaregion, as it relates to you know how uh the benefits that could come from a crossing uh of San Francisco Bay. So uh, you know,

199

00:34:00.920 --> 00:34:17.689

Chester Fung, Link21, Panelist: once a crossing exists. Um it may um uh make it more beneficial to increase service in other parts of the Megaregion, because they can then access this new piece of the round network. Um!

200

00:34:18.040 --> 00:34:25.259

Chester Fung, Link21, Panelist: The there are issues that we are seeing with increasing rail service.

201

00:34:25.310 --> 00:34:45.010

Chester Fung, Link21, Panelist: They may be ones that we want to take on within link twenty-one. Um! They may be things that um would need to get addressed outside of Link21. We still are working. Uh we still are considering what? Uh, what again, what it? What might be part of um building Link21 program. I'll mention that.

202

00:34:45.020 --> 00:35:03.580

Chester Fung, Link21, Panelist: Uh yes, it is theoretically possible to increase rail service on some of those um uh services in the East Bay. Um from Stockton, and from Sacramento. Um, But it's also true that the um existing passenger rail services

203

00:35:03.700 --> 00:35:22.490



Chester Fung, Link21, Panelist: run up are operated on a freight um owned freight owned rails uh freight run great own tracks uh right away. And so uh, in order to increase uh passenger rail service. Uh, there would need to be,

204

00:35:22.500 --> 00:35:39.900

Chester Fung, Link21, Panelist: uh, you know, expanded agreements between the you know, the the freight um uh the freight companies that own the tracks and the you know the passenger services that use them uh to allow um increased service. In some cases

205

00:35:39.910 --> 00:36:06.480

Chester Fung, Link21, Panelist: uh the tracks are our capacity, and there's no way to uh to increase those uh services in those cases, you know, we we'd be looking at having to build new infrastructure. So that's kind of where um where we'd be. In In that case. Um! We are looking at that. And sure if there are opportunities to do that kind of thing sooner than building the crossing uh, we'll certainly look out for that.

206

00:36:06.490 --> 00:36:14.589

Chester Fung, Link21, Panelist: Um! But there are existing constraints. Um uh on on increasing uh passenger rail service, particularly in the East Bay.

207

00:36:15.340 --> 00:36:22.179

Lisa Marie Alley, Link21, Facilitator: And well, if you in mind. Can we talk about some of the improvements that are happening on these systems by the system operators

208

00:36:22.330 --> 00:36:29.760

William Baumgardner, Link21, Panelist: already? Yeah, sure. I just. You know, I just want to reiterate that the Link21 program is very much a long term,

DRAFT - DELIBERATIVE



209

00:36:29.790 --> 00:36:30.830

no

210

00:36:30.990 --> 00:36:37.749

William Baumgardner, Link21, Panelist: uh program, and there are a number of more near term improvements that the local Uh agencies that have more

211

00:36:37.800 --> 00:36:38.950

William Baumgardner, Link21, Panelist: direct responsibility

212

00:36:39.230 --> 00:36:48.840

William Baumgardner, Link21, Panelist: uh over those services that are those things are already. A number of things are already in the works and or being studied and meet plan. And so there's like the Capitol Corridor

213

00:36:49.570 --> 00:36:58.959

William Baumgardner, Link21, Panelist: uh vision implementation plan uh on that for that corridor that has a number of incremental improvements to you know any people

214

00:36:59.160 --> 00:37:08.489

William Baumgardner, Link21, Panelist: improved service? Um Similarly and in county that there's so the joint Sam marking joint powers

215

00:37:08.920 --> 00:37:11.470

William Baumgardner, Link21, Panelist: Oh, our

DRAFT - DELIBERATIVE



216

00:37:13.740 --> 00:37:19.790

William Baumgardner, Link21, Panelist: for the acronym! But they are studying improvements for the

217

00:37:19.990 --> 00:37:21.389

William Baumgardner, Link21, Panelist: on the existing corridor,

218

00:37:21.650 --> 00:37:24.020

William Baumgardner, Link21, Panelist: you know, or improve service on the existing corridor.

219

00:37:27.770 --> 00:37:42.039

Lisa Marie Alley, Link21, Facilitator: Great Thank you. Alright, Our next question is another operational one is express, ie. Skip, stop service by either BART or regional rail being considered in the Link21 planning efforts.

220

00:37:43.170 --> 00:37:49.949

Lisa Marie Alley, Link21, Facilitator: I see everyone nodding, which is great. I'm going to ask um. The three of our technical team members who would like to take this one on.

221

00:37:51.940 --> 00:37:53.450

Aidan Hughes, Link21, Panelist: I can respond.

222

00:37:53.950 --> 00:37:55.089

Lisa Marie Alley, Link21, Facilitator: Thanks. Everyone.

DRAFT - DELIBERATIVE



223

00:37:56.270 --> 00:37:58.569

Aidan Hughes, Link21, Panelist: Yeah. The um.

224

00:38:00.760 --> 00:38:06.450

Aidan Hughes, Link21, Panelist: The short answer is yes, although

225

00:38:06.550 --> 00:38:07.779

Aidan Hughes, Link21, Panelist: um

226

00:38:08.010 --> 00:38:24.670

Aidan Hughes, Link21, Panelist: right now we're looking at some of the bigger picture service and frequency needs as we as we do an analysis, not someone's talking about. Someone had mentioned um alternatives.

227

00:38:24.710 --> 00:38:29.889

Aidan Hughes, Link21, Panelist: We're showing six examples of concepts right now than our alternatives.

228

00:38:29.960 --> 00:38:36.660

Aidan Hughes, Link21, Panelist: Uh, we have a number of concepts that we're looking at. We're doing some of the big picture service planning

229

00:38:36.890 --> 00:38:37.990

Aidan Hughes, Link21, Panelist: um,

DRAFT - DELIBERATIVE



230

00:38:38.020 --> 00:38:43.190

Aidan Hughes, Link21, Panelist: and we're making some assumptions about how how trains would operate

231

00:38:43.400 --> 00:38:46.679

Aidan Hughes, Link21, Panelist: as we As we move into

232

00:38:46.940 --> 00:38:51.989

Aidan Hughes, Link21, Panelist: um, refining some of those concepts, we get closer to thinking of more about

233

00:38:52.550 --> 00:39:05.770

Aidan Hughes, Link21, Panelist: projects and project alternatives. We will look at specific service plans that would include um skip, stop That would include um express

234

00:39:05.780 --> 00:39:24.869

Aidan Hughes, Link21, Panelist: uh that would include local versus express versus skip stop operating on the side tracks. And yes, that would also be true. Not just. That would primarily be related to regional rail. But we're also talking to the Uh service planners, and but to understand

235

00:39:24.930 --> 00:39:27.109

Aidan Hughes, Link21, Panelist: um how um

236

00:39:27.200 --> 00:39:41.729

DRAFT - DELIBERATIVE



Aidan Hughes, Link21, Panelist: they bought it always in a uh in a mode of understanding how they can best um operate their network, their service in order to best of the markets and the

237

00:39:42.030 --> 00:39:59.570

Aidan Hughes, Link21, Panelist: that passengers so uh all that customer. So um the range of different things that we will look at in more detail. Um, right now, where we're looking at some of the kind of bigger picture moves as we move it through quite a number of uh concepts.

238

00:39:59.990 --> 00:40:01.410

Aidan Hughes, Link21, Panelist: Um, I've got

239

00:40:02.170 --> 00:40:03.740

Aidan Hughes, Link21, Panelist: Answer the question

240

00:40:06.620 --> 00:40:24.719

Lisa Marie Alley, Link21, Facilitator: great. And as Aidan mentioned, we recently unveiled and brought forward to the public Some of these example concepts that include regional rail include bar or options of both in there, and we've got those slides. If we want to pull them up to reference them at all during this office hours. Um, so thank you for that.

241

00:40:24.730 --> 00:40:35.280

Lisa Marie Alley, Link21, Facilitator: Um. The next question has any consideration been given to extending BART or the rail on the Macarthur, 580 corridor and East Oakland,

242

00:40:35.520 --> 00:40:39.850



Lisa Marie Alley, Link21, Facilitator: and or potentially replacing the 580 with rail.

243

00:40:43.020 --> 00:40:47.759

Lisa Marie Alley, Link21, Facilitator: I know we've been looking at this, so let me see who wants to stab at this one.

244

00:40:49.350 --> 00:40:51.549

Chester Fung, Link21, Panelist: Uh, I can start um,

245

00:40:51.720 --> 00:40:54.290

Chester Fung, Link21, Panelist: and then others can jump in.

246

00:40:54.880 --> 00:40:57.200

Chester Fung, Link21, Panelist: We have um

247

00:40:57.220 --> 00:40:59.590

Chester Fung, Link21, Panelist: considered. You know

248

00:40:59.990 --> 00:41:02.369

Chester Fung, Link21, Panelist: what kind of um

249

00:41:02.550 --> 00:41:16.379

Chester Fung, Link21, Panelist: rail improvements, you know, for BART or for regional rail uh would make the crossing um itself between San Francisco and Oakland. Um as beneficial as possible. Um,

DRAFT - DELIBERATIVE



250

00:41:16.670 --> 00:41:17.890

Chester Fung, Link21, Panelist: uh!

251

00:41:17.900 --> 00:41:38.379

Chester Fung, Link21, Panelist: So we've been looking into. If there is a new park crossing, for instance. Uh where on the east by a East Bay side, might it connect to or serve to um, you know. Give us the best ridership benefits. Um uh a uh for the crossing.

252

00:41:38.390 --> 00:41:39.220

Chester Fung, Link21, Panelist: Um.

253

00:41:39.340 --> 00:41:58.180

Chester Fung, Link21, Panelist: The these ideas that are in the question. You know the Macarthur uh 580 corridor into East Oakland. Um! It's possible uh that, uh serving those areas and connecting to the crossing Um, you know, could provide some strong benefits. Um! But

254

00:41:58.670 --> 00:42:01.629

Chester Fung, Link21, Panelist: also those are um

255

00:42:01.730 --> 00:42:02.939

William Baumgardner, Link21, Panelist: all right.

256

00:42:05.520 --> 00:42:20.039

DRAFT - DELIBERATIVE



Chester Fung, Link21, Panelist: Those are not directly related to the crossing itself. Uh, and so our concepts that we're, you know, some of the examples of which we're sharing here are really just focused on the crossing. Um, and

257

00:42:20.050 --> 00:42:36.369

Chester Fung, Link21, Panelist: uh, we, we may have a chance to look into um, you know what happens if you connect with other um other corridors. Um, But we are, you know, interested in in and focused on the crossing uh itself. This you know, these other ideas

258

00:42:36.380 --> 00:42:51.560

Chester Fung, Link21, Panelist: could be in and of themselves. Um! Entirely different projects. Um, uh that. That um you know, separate from the crossing. Um. So you know we've looked into them. Seems like you know some of them,

259

00:42:51.570 --> 00:43:02.639

Chester Fung, Link21, Panelist: it might be might be worth um exploring just independently. Um, but we were. We're focused, we're focusing, going forward on on the crossing

260

00:43:06.470 --> 00:43:14.050

Lisa Marie Alley, Link21, Facilitator: great. So the next question: Have you considered operating BART service on conventional rail

261

00:43:14.330 --> 00:43:20.049

Lisa Marie Alley, Link21, Facilitator: like eBART and shared blended tracks with Cal train and high-speed rail.

DRAFT - DELIBERATIVE



262

00:43:24.020 --> 00:43:26.150

Lisa Marie Alley, Link21, Facilitator: Aidan, Do you want to start with this one?

263

00:43:29.210 --> 00:43:30.220

Aidan Hughes, Link21, Panelist: Sure,

264

00:43:30.340 --> 00:43:32.400

Aidan Hughes, Link21, Panelist: and Hi Roland

265

00:43:33.020 --> 00:43:34.319

Aidan Hughes, Link21, Panelist: um

266

00:43:35.800 --> 00:43:40.830

Aidan Hughes, Link21, Panelist: the I, as as you know, a roll, and we've got um

267

00:43:42.980 --> 00:43:52.259

Aidan Hughes, Link21, Panelist: regional rail and and BART operate on with different gauges, and that for operating.

268

00:43:52.690 --> 00:44:02.559

Aidan Hughes, Link21, Panelist: But on a on regional rail has has its technical challenges trying to integrate those those two things. And

DRAFT - DELIBERATIVE



269

00:44:02.620 --> 00:44:17.079

Aidan Hughes, Link21, Panelist: uh, there was studies done during uh phase zero to understand how the two technologies might uh might be able to be uh to be merged,

270

00:44:17.190 --> 00:44:25.789

Aidan Hughes, Link21, Panelist: as you've suggested. But during those studies it it became. It became apparent that

271

00:44:25.800 --> 00:44:38.910

Aidan Hughes, Link21, Panelist: the most uh efficient way for us to move forward would be to was that that BART stays on the the gauge that it has regional rail would be on the gauge that it has

272

00:44:38.920 --> 00:44:47.430

Aidan Hughes, Link21, Panelist: and that we would focus. And we continue. We are focusing on understanding ways of being able to

273

00:44:48.150 --> 00:44:59.529

Aidan Hughes, Link21, Panelist: uh ways of being able to, uh transfer between button regional rail in order to meet the goals and objectives of of Link21 so, rather than trying to run

274

00:44:59.650 --> 00:45:08.670

Aidan Hughes, Link21, Panelist: uh try to mix the gauges where we're focusing more on transferring between the two different the two different systems.

DRAFT - DELIBERATIVE



275

00:45:13.660 --> 00:45:26.310

Lisa Marie Alley, Link21, Facilitator: Awesome, great. All right. Let's go to. We've got three more questions in the queue. Um! Well, any of these six alternatives allow for some limited on the Trans Bay rail service

276

00:45:26.370 --> 00:45:45.339

Lisa Marie Alley, Link21, Facilitator: before we get to that. I just want to clarify that we don't have alternatives out there, But we have presented example concepts, so I just wanted to clarify that. Um. But I think the question is, whatever scenario and option we go with is right. Trans Bay Rail service being considered

277

00:45:46.590 --> 00:45:47.540

Aidan Hughes, Link21, Panelist: sure.

278

00:45:48.110 --> 00:45:49.389

Lisa Marie Alley, Link21, Facilitator: Go ahead and

279

00:45:49.620 --> 00:45:50.600

Aidan Hughes, Link21, Panelist: okay,

280

00:45:50.660 --> 00:45:51.899

Aidan Hughes, Link21, Panelist: Um,

281

00:45:52.500 --> 00:46:08.670

DRAFT - DELIBERATIVE



Aidan Hughes, Link21, Panelist: And I I kind of uh that this this is a sort of bit of a caveat to everything that we're doing now, because we're in the very early stages of developing concepts. And as part of that, as I said, we're kind of putting some.

282

00:46:08.680 --> 00:46:19.170

Aidan Hughes, Link21, Panelist: We're looking at, kind of like the big how the big picture changes will um will impact costs and benefits and passenger experience.

283

00:46:19.650 --> 00:46:28.270

Aidan Hughes, Link21, Panelist: Uh, as we move from concepts and start to get to a better understanding and definition of

284

00:46:28.400 --> 00:46:38.139

Aidan Hughes, Link21, Panelist: of projects. Then we'll start to look at some of the details about span of service. Weather service.

285

00:46:38.240 --> 00:46:53.589

Aidan Hughes, Link21, Panelist: Uh continues how much longer service continues, whether it might be all night, whether that refers to whether that would be but or regional, rail or parts of those services. So the details of that are all to come.

286

00:46:53.600 --> 00:47:07.389

Aidan Hughes, Link21, Panelist: Uh, there's certainly nothing off the table, and you know they they, I think some of the most important work we're doing now is getting the this type of input, but also input across the other

287

00:47:07.420 --> 00:47:25.239

Aidan Hughes, Link21, Panelist: uh communication channels that we have with with the general public understanding what people's uh requirements are, and what and what



people's, perceptions are, of what a good rail service would look like, because that kind of input allows us to

288

00:47:25.340 --> 00:47:37.689

Aidan Hughes, Link21, Panelist: uh to in to inform our views about things like extending service. Um, providing more frequent service uh, and the markets that we need to cover. So

289

00:47:37.920 --> 00:47:40.359

Aidan Hughes, Link21, Panelist: I that answers your question, Anthony,

290

00:47:42.360 --> 00:47:57.640

Chester Fung, Link21, Panelist: and I I guess maybe I'll just say directly. Yes, um. We are considering that if there is, for instance, a new BART crossing that it could enable bar to run service through the through the night.

291

00:47:57.650 --> 00:48:13.330

Chester Fung, Link21, Panelist: It is not the only thing that would need to happen for BART to be able to run service through the night. Um, there are up um maintenance and um, you know, maintenance issues to to be worked out. Um, but uh another two would.

292

00:48:13.340 --> 00:48:21.929

Chester Fung, Link21, Panelist: We'd be able to another crossing would be able to provide that flexibility for bar to. You know um to to to consider that.

293

00:48:25.000 --> 00:48:37.969



Lisa Marie Alley, Link21, Facilitator: Thank you. Let's go to our next question, and this has to do with the common fare instrument. The question is followed. If there are written or currently unwritten rule, it allows, all projects

294

00:48:38.020 --> 00:48:41.399

Lisa Marie Alley, Link21, Facilitator: will happen with quote unquote Link21

295

00:48:41.810 --> 00:48:54.430

Lisa Marie Alley, Link21, Facilitator: that all projects will allow for Clipper as a fare payment option, no matter if it's operated by BART or regional rails. So really is there a common fare instrument that can be used at all times?

296

00:48:55.470 --> 00:48:59.330

Lisa Marie Alley, Link21, Facilitator: And again, we're in a very early planning stage of this program.

297

00:48:59.340 --> 00:49:28.319

Nicole Franklin, Link21, Panelist: So what I want to do is I want to go to Nicole for this one to talk about the clipper um and that instrument, if there is a fare instrument that we can all use, and then we can go out of that Nicole. Do you want to take this one? Sure, sure. I'm as folks know. Um. There are a lot of transportation agencies around the bay area where you can use clipper Um and BART is definitely a part of that that program to provide um just ease of use to our our passengers and our riders. So we appreciate that.

298

00:49:28.330 --> 00:49:38.149

Nicole Franklin, Link21, Panelist: Uh, I do know that just like other aspects of transit like um vehicle technology, just payment options are starting to evolve as well,

DRAFT - DELIBERATIVE



299

00:49:38.160 --> 00:49:51.630

Nicole Franklin, Link21, Panelist: and so which also is aimed at making sure that um things are more seamless and user-friendly. I, As we said, I think we're so early in the planning for Link21 that um

300

00:49:51.640 --> 00:50:09.269

Nicole Franklin, Link21, Panelist: we don't know what that will be, but we still keep our eye out for the passenger experience and ease of use and things being more seamless, so with that, as our guiding principle. I'm pretty confident that we will be looking at something. Um, hopefully. It'll be universal. But again we're so early in the process

301

00:50:09.950 --> 00:50:13.080

Nicole Franklin, Link21, Panelist: does that anybody else on the panel have anything to add.

302

00:50:14.230 --> 00:50:22.229

William Baumgardner, Link21, Panelist: Uh, yeah, I would just mention while it's outside of our our direct mission state. It's a state white program looking at this right now. Um,

303

00:50:24.810 --> 00:50:26.519

William Baumgardner, Link21, Panelist: that fair payment

304

00:50:26.770 --> 00:50:28.469

William Baumgardner, Link21, Panelist: as well as uh

305

00:50:28.920 --> 00:50:32.199

DRAFT - DELIBERATIVE



William Baumgardner, Link21, Panelist: parts of the user experience.

306

00:50:41.980 --> 00:50:49.069

Lisa Marie Alley, Link21, Facilitator: Great. Thank you, will. So that with the answering of that question. We've got no other. Q. And A. In the queue.

307

00:50:49.110 --> 00:51:05.989

Lisa Marie Alley, Link21, Facilitator: Um, We are gonna stay on until one o'clock. If there's any other questions you can drop them in the Q. A. You can raise your hand to ask them verbally, and if you're on the phone you can put Star Nine and our phone line manager will support getting your question put into the queue.

308

00:51:19.810 --> 00:51:24.719

Lisa Marie Alley, Link21, Facilitator: All right. Anthony has raised his hand. Randy, Can we unmute Anthony?

309

00:51:25.170 --> 00:51:31.020

Anthony Ottati: There's no other questions. Just want to follow up on the the high-speed rail thing.

310

00:51:31.060 --> 00:51:42.979

Anthony Ottati: Um! So it just seems like turning around high speed. We're all at the transit center. It would take up a lot of space. They have to clean the trains. It takes like a while to turn the trains around. Um. So if the trains could go into Oakland,

311

00:51:43.050 --> 00:51:51.760

DRAFT - DELIBERATIVE



Anthony Ottati: turn around somewhere else, it could be good. So it seems like that should be considered, and it sounds like you all are working with high speeds and stuff. So that's so exciting.

312

00:51:53.110 --> 00:52:02.100

Lisa Marie Alley, Link21, Facilitator: Yes, thank you for that, Anthony. Follow up regarding high-speed rail. Um. Let's see any other questions.

313

00:52:02.970 --> 00:52:11.959

Lisa Marie Alley, Link21, Facilitator: If not, we're going to stay on the line. But I want to pull up a slide that talks about some of our other all engagement activities. CeCe, Can you pull that up for us?

314

00:52:12.010 --> 00:52:23.560

Lisa Marie Alley, Link21, Facilitator: Um! We did see some of the people on today's call joined us last night for our Webinar. We do have two more uh virtual community Webinars coming up.

315

00:52:23.760 --> 00:52:29.510

Lisa Marie Alley, Link21, Facilitator: They are October the twenty, sixth, and November the sixteenth, both from five-thirty to seven,

316

00:52:30.120 --> 00:52:38.870

Lisa Marie Alley, Link21, Facilitator: and we do have some additional office hours. Um, the twenty fourth, the twenty-seventh, and then November seventeenth.

317

00:52:39.030 --> 00:52:45.729

DRAFT - DELIBERATIVE



Lisa Marie Alley, Link21, Facilitator: So I just wanted to throw those up in Quiche. Um. You wanted to hear more about Link21, and the progress we're making,

318

00:52:47.790 --> 00:53:05.110

Lisa Marie Alley, Link21, Facilitator: so we will wait on the line for about nine more minutes. There's any other questions again. If you're on the phone you can push Star Nine to ask your question to our phone line manager, or if you want to raise your hand and ask a verbal question you can. We're always welcome to drop it in the Q. A. Feed from the Zoom taskbar

319

00:53:39.860 --> 00:53:44.010

Lisa Marie Alley, Link21, Facilitator: all right. I see something that's come into the Q. And A. Box,

320

00:53:44.770 --> 00:53:59.699

Lisa Marie Alley, Link21, Facilitator: and it's A. It's actually a statement more than a question, and I'll read it out loud. The best thing about Link21 is that it makes it possible to move the high-speed rail maintenance facility from Brisbane to the old Amtrak maintenance facility in Oakland,

321

00:54:00.680 --> 00:54:07.979

Lisa Marie Alley, Link21, Facilitator: while again, we've kind of talked about high-speed relatives operating and running its own system. We are in coordination with them,

322

00:54:09.610 --> 00:54:11.980

Lisa Marie Alley, Link21, Facilitator: and thank you for that for that statement.

323

00:54:56.440 --> 00:55:03.779



Lisa Marie Alley, Link21, Facilitator: All right. Here's a question: When will additional concepts on the six be presented to the public?

324

00:55:06.720 --> 00:55:10.549

Lisa Marie Alley, Link21, Facilitator: So, Chester, do you want to take this?

325

00:55:11.050 --> 00:55:17.040

Chester Fung, Link21, Panelist: We're continuing to work on the the concepts.

326

00:55:17.260 --> 00:55:21.710

Chester Fung, Link21, Panelist: And uh, we expect to to um

327

00:55:22.420 --> 00:55:24.009

Chester Fung, Link21, Panelist: continue doing that

328

00:55:24.180 --> 00:55:26.290

Chester Fung, Link21, Panelist: through the rest of the year.

329

00:55:26.390 --> 00:55:35.460

Chester Fung, Link21, Panelist: We're thinking that uh in two thousand and twenty-three. We'll have a full set that we can uh come back and um share with the public

330

00:55:36.340 --> 00:55:39.299

Lisa Marie Alley, Link21, Facilitator: and CeCe If you can pull up, slide nine.



331

00:55:39.770 --> 00:55:49.940

Lisa Marie Alley, Link21, Facilitator: We can show you kind of our project identification process and the public, input and and where the public can get involved kind of based on that question.

332

00:55:50.020 --> 00:55:57.459

Lisa Marie Alley, Link21, Facilitator: Um. So as you can see here today, we're at concept exploration. We've shared um example concepts.

333

00:55:57.510 --> 00:56:04.249

Lisa Marie Alley, Link21, Facilitator: The initial evaluation and list of concepts will be coming out in spring of 2023.

334

00:56:59.630 --> 00:57:02.689

Lisa Marie Alley, Link21, Facilitator: All right, CeCe You can pull down the slide deck. That'd be great

335

00:57:03.520 --> 00:57:19.149

Lisa Marie Alley, Link21, Facilitator: if I have a question I'm going to post to Nicole. One of the things Link21 talks about is equity, and the importance of equity being integrated throughout the work that we do. Could you talk a little bit about how we're implementing equity in the in the work and getting to this point in the program?

336

00:57:19.330 --> 00:57:24.850

Nicole Franklin, Link21, Panelist: Sure, um! This is kind of an exciting thing. Um, that I'd like

DRAFT - DELIBERATIVE



337

00:57:24.860 --> 00:57:54.120

Nicole Franklin, Link21, Panelist: for the public to know in terms of how we are not just doing equitable outreach or equitable engagement. But how we're actually integrating uh the needs and the feedback of the public. Uh into our technical. First of all, we have um a lot of uh equity um team members who sit on all the different work streams, even the technical work streams uh to make sure that when um our teams may be our business case who worked on the market analysis, or if it's

338

00:57:54.250 --> 00:57:58.260

Nicole Franklin, Link21, Panelist: our planning and engineering team folks you see here on the screen with me

339

00:57:58.270 --> 00:58:27.619

Nicole Franklin, Link21, Panelist: when they are doing their their, their their analysis of the work that they're taking into consideration. Um. Public needs that public need um component is start for It started with our priority populations, our our marginalized communities, where we worked with community-based organizations, kind of co-create sessions with uh the public specifically our marginalized communities to determine what their needs are. Uh, and so not. It's just about transportation. But

340

00:58:27.630 --> 00:58:35.959

Nicole Franklin, Link21, Panelist: the things that kind of are impediments their life. Um. And then we also ask to the questions about transportation. It may be

341

00:58:35.970 --> 00:59:05.319

Nicole Franklin, Link21, Panelist: cost. It may be um first and last mile. It could be a variety of topics, some of which are not in the purview of linked to one. However, we wanted to get a good sense of uh what our party poppy populations needed, and so with those meetings that we collaborate with our community-based organizations. Um, we take that information, and we kinda working into our our technical work streams to

DRAFT - DELIBERATIVE



make sure that, for example, we are marketing analysis that when we're looking at different

342

00:59:05.330 --> 00:59:30.189

Nicole Franklin, Link21, Panelist: areas that we may um that need additional rail service. Um, that we waited those priority population areas. We gave them a additional waiting, so that we can make sure that um that they were taken into consideration. So we're doing things like that throughout um the planning process. We're also starting at an Equity Advisory Council, where we're recruiting up to twenty people from

343

00:59:30.200 --> 00:59:54.459

Nicole Franklin, Link21, Panelist: marginalized communities uh around the link twenty, one um mega region to have them sit on the council and advise us uh along the way to make sure that we're keeping um uh equity in our pro. Our marginalized community needs in mind. Um, and we do grassroots outreach um, and we um, you know, keep making sure that we go back

344

00:59:54.470 --> 01:00:20.219

Nicole Franklin, Link21, Panelist: to our priority populations to make sure that we are hearing their needs every step of the way. I think my my last comment on this is What makes me excited about it is it's a big technical project, and we're starting to engage our priority populations really early in the process. Uh, and we're going to make sure that with our eac and our community based organizations and our party populations that they continue to have input throughout the process.

345

01:00:22.010 --> 01:00:40.099

Lisa Marie Alley, Link21, Facilitator: Thanks to cool for that, and we've got about two minutes left, and I'd like to just remind everybody that you can join us in an up coming up, and or you can always stay engaged with the program. A variety of ways. One is um through joining us at some of our speakers grow our grassroots event.

DRAFT - DELIBERATIVE



346

01:00:40.110 --> 01:00:51.379

Lisa Marie Alley, Link21, Facilitator: The other is always looking at our website link21program.org, or following us on social media

347

01:00:51.500 --> 01:01:06.680

Lisa Marie Alley, Link21, Facilitator: um we've got about one minute left. Um! So I'm gonna just read one more comment that came in, and then we'll wrap it up. Um! It says. I would like to see a concept that has one main line regional rail line with stops in Alameda

348

01:01:06.770 --> 01:01:10.030

Lisa Marie Alley, Link21, Facilitator: I980, Henry Vaughan. Beyond

349

01:01:10.050 --> 01:01:17.169

Lisa Marie Alley, Link21, Facilitator: a large rail station, replacing ninety with many platforms could be a great place to clean and turn around high-speed rail

350

01:01:18.460 --> 01:01:27.029

Lisa Marie Alley, Link21, Facilitator: again. I want to thank everyone for joining us today and for your great questions and for our panelists, for providing answers

351

01:01:27.070 --> 01:01:36.049

Lisa Marie Alley, Link21, Facilitator: as noted earlier. We will be summarizing today's office hours and posting the recording and the meeting summary on the website in the coming days.

DRAFT - DELIBERATIVE



352

01:01:37.620 --> 01:01:43.049

Lisa Marie Alley, Link21, Facilitator: We are almost to the top of the hour. If you can pull down the slide for me. CeCe that would be great

353

01:01:44.830 --> 01:01:57.870

Lisa Marie Alley, Link21, Facilitator: um with that up of the hour. No more questions in the queue. I want to thank everyone for spending some of your busy day with us, and We hope that you gain something from this, and we look forward to seeing you at a future Link21 event

354

01:01:58.230 --> 01:02:02.120

Lisa Marie Alley, Link21, Facilitator: You want to say goodbye, panel members. We can say goodbye and thank you.

355

01:02:02.290 --> 01:02:05.779

Lisa Marie Alley, Link21, Facilitator: Thank you,

356

01:02:14.840 --> 01:02:17.249

Lisa Marie Alley, Link21, Facilitator: Randy. You can stop the recording.

DRAFT - DELIBERATIVE