

LINK21

CONNECT NORTHERN CALIFORNIA

LINK21 VIRTUAL OFFICE HOUR SUMMARY

DRAFT FINAL

November 17, 2022 | 4:30-5:30 pm

Prepared By:
Link21 Engagement & Outreach Team (HDR)

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1. OVERVIEW

On Thursday, November 17, 2022, the Link21 Program hosted the last of four virtual Office Hours designed to provide the public an opportunity to engage with the program team. Office Hours were held from 4:30 to 5:30 pm via Zoom with closed captioning and simultaneous Spanish and Cantonese interpretation. A dial-in option was also available for those without internet access. One participant logged in via Zoom, while none used the dial-in option.

A recording of the November 17, 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)
- Aidan Hughes, Link21 Planning and 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
Someone reached out about joining the Equity Advisory Council but has not heard back.	<ul style="list-style-type: none"> ▫ Selection committee will select 20 from a pool of 80 applicants ▫ Hoping to announce the Council members next month ▫ Members will serve a two-year term, so there will be opportunities to be selected or re-selected in the future
Design concept B shows two rails. If there was a new BART crossing, would that be a transfer station? Would it be under the proposed Caltrain tunnel?	<ul style="list-style-type: none"> ▫ These are example concepts, details will be part of an iterative upcoming process ▫ A BART crossing in a tunnel connecting to 4th and Townsend could act as a transfer between BART and high-speed rail (for now, that is Caltrain) ▫ Have not developed what the details will look like, it will be in a tunnel with the intention of transfer service ▫ There are different ways to make the arrangement work



	<ul style="list-style-type: none"> — Run a BART tunnel at the same depth near 4th and Townsend or below it — Tunnel would continue to a station near the existing Market Street station — Transfer between the two BART lines may be a pedestrian tunnel, or it may be something else — Right now, there is not an operator for standard gauge rail crossing — Trains operating on the Peninsula could come to Salesforce and to the East Bay and vice versa — We are thinking ‘how does the network work and what is the benefit to passengers’ regardless of who is operating the trains
<p>Link21 should reach out to TJPA’s “Portal” rebranding folks and ask to join Link21 advocacy to not send mixed messages to Washington</p>	<ul style="list-style-type: none"> ▫ We are in conversations with TJPA and various other partners around the region on funding strategies, messaging, and more
<p>If Caltrain terminates at 4th and King, would it be efficient to have a timed shuttle from that station to Emeryville?</p>	<ul style="list-style-type: none"> ▫ Link21 assumes tracks between 4th and Townsend and Salesforce will be complete ▫ Downtown Extension has been through the Environmental Review, so it is well advanced and included in Plan Bay Area ▫ Amtrak is Capitol Corridor; Link21 is in close collaboration with them ▫ When there is a new service, various public transit agencies discuss making timed connections to coordinate service as appropriate and practical
<p>Ignore DTX 4th and Townsend. Focus on PAX 7th Street, which will be fully integrated with MUNI and makes more sense with current and upcoming BART stations.</p>	<ul style="list-style-type: none"> ▫ Pennsylvania Extension is a significant grade separation that hooks Caltrain into a tunnel to allow at-grade access across what is now Caltrain tracks into Mission <ul style="list-style-type: none"> — This is not a Link21 project
<p>Are you still convinced another BART track is the right thing for the Megaregion?</p>	<ul style="list-style-type: none"> ▫ An important element for Link21 is a second transbay crossing <ul style="list-style-type: none"> — We do not know if the new crossing will be BART, regional rail, or a different technology — This project is looking at opportunities to add more capacity, but no decision has been made about the type — The Market Analysis Report developed by the Link21 team to look at potential for rail travel from Bay Area origins

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<p>What can we share about what to expect in 2023?</p>	<ul style="list-style-type: none"> ▫ Early 2023: sharing the development of concepts with the public ▫ Spring 2023: sharing the evaluation on the concepts ▫ We want the public to be engaged <ul style="list-style-type: none"> — Monthly grassroots outreach activities — Equity Advisory Council — Working with Priority Populations
<p>With limited funding, would you prioritize a BART only or regional rail only crossing?</p>	<ul style="list-style-type: none"> ▫ Currently exploring just BART, just regional rail, or both ▫ Evaluation will provide insight for which route to move forward with <ul style="list-style-type: none"> — Relying on a broad set of evaluation criteria — Made a commitment to gauge the project on more than just cost — Full and fair evaluation so we can understand the best step forward

Table 1-2. Comments

COMMENTS

The best approach to 7th Street station is Mission Bay Boulevard.

Link to the [PAX video](#) in the Q&A chat box.

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APPENDIX A. ZOOM TRANSCRIPT

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

1

00:00:14.510 --> 00:00:20.130

Lisa Marie Alley, Link21, Facilitator: Thank you for joining us for the Link21 virtual office hour. We will get started shortly.

2

00:00:53.690 --> 00:01:07.050

Elizabeth, Link21, Spanish Interpreter: Thank you again for joining us. It's about four hundred and thirty-one.

3

00:01:10.380 --> 00:01:15.110

Lisa Marie Alley, Link21, Facilitator: Elizabeth, If you can wait a moment till we put you in an interpretation channel, that would be great.

4

00:01:36.530 --> 00:01:40.210

Lisa Marie Alley, Link21, Facilitator: We're going to just give it a few more minutes, and then we will get started

5

00:02:32.980 --> 00:02:36.270

Lisa Marie Alley, Link21, Facilitator: all right. I think we are going to get started.

6

00:02:36.390 --> 00:02:40.090

Lisa Marie Alley, Link21, Facilitator: Thanks for joining us tonight to discuss the Link21 Program.



7

00:02:40.430 --> 00:02:44.160

Lisa Marie Alley, Link21, Facilitator: My name is Lisa Marie Alley, and I'll be tonight's facilitator.

8

00:02:44.220 --> 00:02:48.549

Lisa Marie Alley, Link21, Facilitator: We're excited to see some of you again and connect with some of you for the first time

9

00:02:49.270 --> 00:02:51.370

Lisa Marie Alley, Link21, Facilitator: today's virtual office hour

10

00:02:51.460 --> 00:02:57.240

Lisa Marie Alley, Link21, Facilitator: is being offered as a way for you to talk with some of our teams and ask questions about the Program.

11

00:02:57.870 --> 00:02:59.659

Lisa Marie Alley, Link21, Facilitator: But before we get started

12

00:03:00.690 --> 00:03:11.520

Lisa Marie Alley, Link21, Facilitator: answering your questions and having a dialogue, we would like to take a moment to go over a few things with you so that everyone on the phone or in the Zoom virtual meeting understands how to participate.

13

00:03:11.900 --> 00:03:16.600

Lisa Marie Alley, Link21, Facilitator: We are offering this meeting via Zoom and through a phone line



14

00:03:17.190 --> 00:03:23.799

Lisa Marie Alley, Link21, Facilitator: we are recording tonight's session, and we'll post it within a few days to the Link21 Program website.

15

00:03:26.280 --> 00:03:29.119

Lisa Marie Alley, Link21, Facilitator: We are also offering close captioning

16

00:03:29.320 --> 00:03:40.120

Lisa Marie Alley, Link21, Facilitator: it is available as well to use this option. Please click the CC Icon in the Zoom task bar and then select subtitles to view on screen

17

00:03:40.480 --> 00:03:45.330

Lisa Marie Alley, Link21, Facilitator: or a live transcript to see the full transcript on the side panel.

18

00:03:46.030 --> 00:03:52.560

Lisa Marie Alley, Link21, Facilitator: If you need technical support, you can use the Q. & A. Option also on the bottom of the Zoom task bar.

19

00:03:53.480 --> 00:03:58.699

Lisa Marie Alley, Link21, Facilitator: We are also hosting tonight's meeting in English, Spanish, and Cantonese

20

00:03:58.960 --> 00:04:03.540

Lisa Marie Alley, Link21, Facilitator: in order to access the audio channels for those of you that need these languages.

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21

00:04:03.630 --> 00:04:09.149

Lisa Marie Alley, Link21, Facilitator: There will be a globe icon, or the interpretation button at the bottom of the Zoom task bar.

22

00:04:09.490 --> 00:04:12.549

Lisa Marie Alley, Link21, Facilitator: When it appears you can pop into that channel.

23

00:04:13.300 --> 00:04:16.090

Lisa Marie Alley, Link21, Facilitator: Now I would like to invite Elizabeth

24

00:04:16.200 --> 00:04:23.899

Lisa Marie Alley, Link21, Facilitator: to provide these instructions in Spanish, and then we would welcome any Spanish speakers to join that interpretation channel. Elizabeth:

25

00:05:16.860 --> 00:05:18.010

Elizabeth, Link21, Spanish Interpreter: Thank you.

26

00:05:20.590 --> 00:05:29.200

Lisa Marie Alley, Link21, Facilitator: Thank you, Elizabeth, and those of you that needing Spanish interpretation, You can click the globe icon at the bottom of the Zoom task bar.

27

00:05:29.640 --> 00:05:45.999

Lisa Marie Alley, Link21, Facilitator: Let's go to the next slide. I do not let's go to the next slide. Thank you. Joining us tonight. We have two members of our program team.

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The first is Nicole Franklin. He's with BART, and she's the Link21 engagement and outreach manager, which, like, say, Hello, Nicole!

28

00:05:48.960 --> 00:05:51.960

Nicole Franklin, Link21, Panelist: Good evening, everybody. Thanks so much for joining us

29

00:05:53.100 --> 00:06:01.080

Lisa Marie Alley, Link21, Facilitator: and also joining us tonight is Aidan Hughes. Aidan is the planning and engineering project manager with ARUP. Would you like to say Hello!

30

00:06:02.700 --> 00:06:05.460

Aidan Hughes, Link21, Panelist: Hi! Everyone great to be here with you.

31

00:06:07.330 --> 00:06:08.970

Lisa Marie Alley, Link21, Facilitator: Thanks for being here

32

00:06:10.670 --> 00:06:16.540

Lisa Marie Alley, Link21, Facilitator: next up We're going to go into our question and answer session and conversation.

33

00:06:16.610 --> 00:06:23.999

Lisa Marie Alley, Link21, Facilitator: So those of you doing via Zoom. You can ask your questions verbally by raising your hand and we will call on you and unmute you.

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34

00:06:24.070 --> 00:06:30.310

Lisa Marie Alley, Link21, Facilitator: You can put your question in the Q&A box by clicking on the Q and A icon in the Zoom task bar.

35

00:06:30.720 --> 00:06:33.690

Lisa Marie Alley, Link21, Facilitator: Either way we'll be able to take your questions tonight.

36

00:06:33.870 --> 00:06:37.539

Lisa Marie Alley, Link21, Facilitator: If you are joining us by the toll-free phone number,

37

00:06:37.650 --> 00:06:42.080

Lisa Marie Alley, Link21, Facilitator: you can also raise or lower your hand by dialing Star Seven.

38

00:06:42.150 --> 00:06:47.579

Lisa Marie Alley, Link21, Facilitator: Our Phone Line Manager Amber will unmute you, record your question and add it into the queue.

39

00:06:48.730 --> 00:06:50.790

Lisa Marie Alley, Link21, Facilitator: So what I would like to do now

40

00:06:50.910 --> 00:06:53.120

Lisa Marie Alley, Link21, Facilitator: is pull down the PowerPoint,

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41

00:06:53.700 --> 00:06:57.839

Lisa Marie Alley, Link21, Facilitator: and see if there's anyone joining us tonight that would like to ask a question.

42

00:07:01.380 --> 00:07:06.119

If not, I've teed up a few for Aidan and Nicole to keep things lively

43

00:07:07.770 --> 00:07:11.890

Lisa Marie Alley, Link21, Facilitator: I see Wayne just joined us, our Cantonese Interpreter Highway.

44

00:07:14.460 --> 00:07:23.100

Wayne IC, Cantonese interpreter: Hi Lisa, I'm sorry um um Sorry I'm late.

45

00:07:23.140 --> 00:07:30.600

Lisa Marie Alley, Link21, Facilitator: Um I would offer if you would like to provide some instructions in Cantonese. Now, then, we will move back to the Q&A session.

46

00:07:30.680 --> 00:07:31.830

Wayne IC, Cantonese interpreter: Sure.

47

00:07:36.970 --> 00:07:43.179

Wayne IC, Cantonese interpreter: Um, I guess I need to dial into bridge line first. Right?

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48

00:07:44.740 --> 00:07:49.180

Lisa Marie Alley, Link21, Facilitator: Yes, please. And thanks for your patience for those of us that have joined online.

49

00:07:49.500 --> 00:07:53.319

Lisa Marie Alley, Link21, Facilitator: Okay, uh one moment, Not a problem,

50

00:07:53.650 --> 00:07:57.210

Lisa Marie Alley, Link21, Facilitator: Randy if you could. Spotlight Aidan and Nicole and I for a second,

51

00:07:58.940 --> 00:08:04.659

Lisa Marie Alley, Link21, Facilitator: and if we owe our spell it, if we want to go to the public while we wait for Wayne to get set up.

52

00:08:04.710 --> 00:08:13.090

Lisa Marie Alley, Link21, Facilitator: Um. I see Daniel, Roland and Tamara. If you have any questions, please drop them in the Q&A box or raise your hand.

53

00:08:13.270 --> 00:08:14.620

Lisa Marie Alley, Link21, Facilitator: Um!

54

00:08:15.600 --> 00:08:26.410

Lisa Marie Alley, Link21, Facilitator: So I see something in the Q&A box really quickly from Tamara, and I hope I'm saying that properly. Um. The question is, I've reached out about joining the board, but I have not heard anything back.

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55

00:08:26.670 --> 00:08:35.759

Lisa Marie Alley, Link21, Facilitator: Um! And then from the board I'm assuming you mean the BART board or the Capitol Corridor board. Um! I would leave this one to Nicole to talk about how your board is selected.

56

00:08:39.039 --> 00:08:43.729

Nicole Franklin, Link21, Panelist: I I actually want to. Uh clarify the question, because I don't know

57

00:08:44.540 --> 00:08:49.540

Nicole Franklin, Link21, Panelist: tomorrow. Is that what you're talking about? The BART board of the Capitol Corridor board, or

58

00:08:52.000 --> 00:09:01.049

Lisa Marie Alley, Link21, Facilitator: let's give them a few, and oh, tomorrow! Why don't we um allow tomorrow to talk, and we can unmute them and see if they could clarify that for us

59

00:09:01.620 --> 00:09:14.159

Tamuri Richardson: at Thank you. Uh. So I was reached out. Um I'm. President of the Solano County, Black Chamber of Commerce, and I was reached out to about the Link21, and I think it's the Capitol Corridor.

60

00:09:14.390 --> 00:09:27.050

Tamuri Richardson: So I am originally from the Bay Area, live in Solano County, and I think that connection is vital and super important, and I've been jumping on to the various different presentations that have been extremely helpful. Thank you.

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61

00:09:27.060 --> 00:09:41.260

Tamuri Richardson: Um! But I had not heard anything, and Of course I know we're all very, very busy, so I kind of wanted to know. How are you guys moving along with your selection? Have you already had your selection, so that I can check this box, and then just move forward, or whatever capacity,

62

00:09:41.730 --> 00:09:46.180

Lisa Marie Alley, Link21, Facilitator: and and I wanted to clarify. Is this for the Equity Advisory Council.

63

00:09:47.110 --> 00:09:54.270

Lisa Marie Alley, Link21, Facilitator: Is that what you're referring to? Or the BART or CCJPA Board of Directors? No, it's probably the advisory.

64

00:09:54.280 --> 00:10:11.319

Nicole Franklin, Link21, Panelist: Okay, Yes, yes, yes, okay. That's right. Thank you so much. That's why I wanted you to come off uh a and and kind of explain what you're looking for. So we're currently in the process of um kind of selecting the up to twenty members of our Equity Advisory Council, and it

65

00:10:11.690 --> 00:10:27.650

Nicole Franklin, Link21, Panelist: so consists of, uh individuals throughout the Megaregion uh with the focus on um where we believe we're going to have you look at the crossing area. Um! We did receive uh, almost with eighty applicants,

66

00:10:27.660 --> 00:10:39.029

Nicole Franklin, Link21, Panelist: and we're in the process of um doing evaluation, and we should announce probably next month. Um! Who those um Council people will be.



67

00:10:40.750 --> 00:10:43.269

Nicole Franklin, Link21, Panelist: They They're a two year term

68

00:10:43.350 --> 00:11:03.480

Nicole Franklin, Link21, Panelist: uh, and so there will be opportunity to. Uh, you know we submit in the future. If you're not selected. Um, and the meetings, you know will be publicized. You can, you know, always Um. Listen in and and give input or ask questions. Uh, but we'll have more about that selection process uh next month.

69

00:11:04.760 --> 00:11:12.259

Lisa Marie Alley, Link21, Facilitator: So stand by tomorrow. We're hoping to make those announcements next month, and then have the inaugural meeting in January.

70

00:11:13.000 --> 00:11:14.080

Nicole Franklin, Link21, Panelist: Yes,

71

00:11:14.540 --> 00:11:33.819

Lisa Marie Alley, Link21, Facilitator: awesome. Thank you. Um. Now I understand Wayne is prepared, And, Daniel I see your hands raised that if we could just give way in the floor for a moment um to provide some contacts and directions for our Cantonese speakers. Um! Who would then would go in the interpretation channel. So, Wayne? Um, if you could. The floor is yours.

72

00:11:36.490 --> 00:11:38.020

Wayne IC, Cantonese interpreter: Um: Okay,

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73

00:11:38.980 --> 00:11:40.040

Wayne IC, Cantonese interpreter: Thank you.

74

00:12:07.670 --> 00:12:08.770

Wayne IC, Cantonese interpreter: Come up.

75

00:12:48.850 --> 00:12:50.939

Wayne IC, Cantonese interpreter: Yeah, That Thank you.

76

00:12:51.470 --> 00:12:57.029

Lisa Marie Alley, Link21, Facilitator: Thanks, Wayne. And now the Cantonese interpretation channel is open. If anyone needs the assistance there.

77

00:12:57.090 --> 00:13:06.049

Lisa Marie Alley, Link21, Facilitator: Um, next up. I want to go to Daniel, who has his hand raised, and then we'll go to the Q&A box. Daniel, you can unmute. And ask your question.

78

00:13:06.300 --> 00:13:23.619

Daniel Bell: So Hi! Good evening. I've uh followed a couple of the presentations for Link21. And You know. I do understand that the primary project is for a second day crossing uh for uh the BART and or um Capitol Corridor,

79

00:13:23.920 --> 00:13:28.539

Daniel Bell: and I've been looking at um in particular uh the

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80

00:13:30.670 --> 00:13:47.570

Daniel Bell: conceptual designs, and one of the designs, a combined concept B, where it shows, uh two different uh bores, one for uh the rail and a separate one for BART. So I I understand these are conceptual designs. But

81

00:13:47.580 --> 00:14:05.279

Daniel Bell: I wonder if you could still explain how, for instance, if there was a new Bart uh tunnel going through Alameda and then into Mission Bay, and then coming into Fourth and King. It says that would be a possible transfer station.

82

00:14:05.350 --> 00:14:11.129

Daniel Bell: So that's a bark line uh BART tunnel. Would that, therefore, then, be

83

00:14:11.190 --> 00:14:18.950

Daniel Bell: uh under the proposed Caltrain tunnel? That is going to be the downtown extension.

84

00:14:19.370 --> 00:14:24.810

Daniel Bell: Is that too specific of a question, or can we? I'd just like to know what kind of the latest

85

00:14:24.840 --> 00:14:30.380

Daniel Bell: thinking best thinking would be for for that crossing, for instance,

86

00:14:30.920 --> 00:14:42.770

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Lisa Marie Alley, Link21, Facilitator: absolutely, and we've pulled up this visual aid. I want to make sure that this is the one we're talking about. Correct, Daniel.

87

00:14:44.050 --> 00:14:45.700

Aidan Hughes, Link21, Panelist: Yeah, sure. Thanks.

88

00:14:45.830 --> 00:14:47.620

Aidan Hughes, Link21, Panelist: Um, thanks, Daniel.

89

00:14:48.310 --> 00:14:53.999

Aidan Hughes, Link21, Panelist: So the the Question. Yes, is um. It's not too detailed of a question

90

00:14:54.160 --> 00:14:56.940

Aidan Hughes, Link21, Panelist: the way that we're thinking about the

91

00:14:57.250 --> 00:15:02.999

Aidan Hughes, Link21, Panelist: uh a concept that would connect to Fourth and Townsend would be that

92

00:15:03.520 --> 00:15:08.159

Aidan Hughes, Link21, Panelist: uh the BART crossing would be in a tunnel

93

00:15:08.580 --> 00:15:10.880

Aidan Hughes, Link21, Panelist: uh at the

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94

00:15:10.990 --> 00:15:18.840

Aidan Hughes, Link21, Panelist: At or close to Fourth and Townsend, and and therefore could act as a transfer. there would be a transfer

95

00:15:19.180 --> 00:15:22.730

Aidan Hughes, Link21, Panelist: for for passengers between BART and Regional Rail.

96

00:15:22.820 --> 00:15:27.580

Aidan Hughes, Link21, Panelist: Yeah, and Caltrain or high speed rail at that point. Um.

97

00:15:28.180 --> 00:15:29.150

Aidan Hughes, Link21, Panelist: So

98

00:15:29.690 --> 00:15:31.000

Aidan Hughes, Link21, Panelist: we

99

00:15:31.510 --> 00:15:35.290

Aidan Hughes, Link21, Panelist: The detail that we haven't got is the detail that shows

100

00:15:35.410 --> 00:15:52.129

Aidan Hughes, Link21, Panelist: we haven't developed detail on exactly what that looks like. But yes, it would be in tunnel, and yes, the intention would be if this concept advances that the intention would be that that would be a transfer between the two services. Does that answer your question? or do you have a follow up?

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101

00:15:57.330 --> 00:16:01.519

Daniel Bell: I'm an imagining that it would have to be at two different depths.

102

00:16:02.180 --> 00:16:09.449

Daniel Bell: In other words, the uh, the downtown extension. The uh couple, or rather the uh,

103

00:16:09.550 --> 00:16:24.730

Daniel Bell: Caltrain would eventually be also a tunnel underground at Fourth and King, and going over to the Salesforce Transit Center. It'll be underground. So I'm imagining then that the new BART, this new BART tunnel that you're talking about would have to be

104

00:16:24.850 --> 00:16:26.550

Daniel Bell: even below

105

00:16:26.870 --> 00:16:28.979

Daniel Bell: that Caltrain tunnel

106

00:16:29.110 --> 00:16:31.330

Daniel Bell: as it crosses. Is that correct?

107

00:16:33.590 --> 00:16:40.530

Aidan Hughes, Link21, Panelist: Um, We we, you know we haven't done that that, as I said, we haven't got the detailed design of that. But what I could.

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108

00:16:40.840 --> 00:16:43.439

Aidan Hughes, Link21, Panelist: But you could imagine that there could be.

109

00:16:43.730 --> 00:16:48.939

Aidan Hughes, Link21, Panelist: There could be two different ways of doing it. One would be to to run

110

00:16:49.130 --> 00:16:50.500

Aidan Hughes, Link21, Panelist: um

111

00:16:50.850 --> 00:16:55.310

Aidan Hughes, Link21, Panelist: uh to to run the BART tunnel below

112

00:16:55.670 --> 00:17:03.009

Aidan Hughes, Link21, Panelist: it's 4th and in Townsend that would be in the tunnel so below, 4th and Townsend, and or it could be

113

00:17:03.270 --> 00:17:13.659

Aidan Hughes, Link21, Panelist: in an area at the same at the same depth. But next to 4th and Townsend, and I I don't, I couldn't go into more detail than that. But,

114

00:17:13.770 --> 00:17:20.650

Aidan Hughes, Link21, Panelist: uh, there are different ways that you could make that arrangement work um once we get into the detail. But um!

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115

00:17:21.190 --> 00:17:26.199

Aidan Hughes, Link21, Panelist: And and I understand it's uh there's a lot going on down there, so um

116

00:17:26.720 --> 00:17:31.350

Aidan Hughes, Link21, Panelist: we would need to, you know. Figure that out when we get into the detail.

117

00:17:32.430 --> 00:17:34.290

Daniel Bell: Okay, I'm: am I muted?

118

00:17:35.280 --> 00:17:44.030

Daniel Bell: We can hear you

119

00:17:44.130 --> 00:18:03.560

Daniel Bell: image on the right uh it shows BART. Then heading toward Market Street. But then it shows a dotted arrow kind of going westerly. What is the concept here? What is the what is the inter section of the new BART tunnel to the existing Uh BART line underneath Market Street.

120

00:18:05.730 --> 00:18:12.799

Aidan Hughes, Link21, Panelist: Uh, yeah, So the the conceptually you could. You could imagine that a tunnel,

121

00:18:13.130 --> 00:18:18.510

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Aidan Hughes, Link21, Panelist: the tunnel would continue to a station close to the market

122

00:18:18.670 --> 00:18:22.529

Aidan Hughes, Link21, Panelist: close to the existing but Market Street station,

123

00:18:22.730 --> 00:18:24.030

Aidan Hughes, Link21, Panelist: and

124

00:18:24.130 --> 00:18:29.230

Aidan Hughes, Link21, Panelist: so the transfer between the two BART lines uh would be

125

00:18:29.520 --> 00:18:40.299

Aidan Hughes, Link21, Panelist: um, either a pedestrian tunnel or um, or at grade we I mean, we haven't got to that level. That's that's quite a level of detail.

126

00:18:40.930 --> 00:18:42.609

Aidan Hughes, Link21, Panelist: But that would be.

127

00:18:42.640 --> 00:18:46.929

Aidan Hughes, Link21, Panelist: That would be how the two, the two BART connection the two BART

128

00:18:46.960 --> 00:18:47.840

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Aidan Hughes, Link21, Panelist: uh

129

00:18:47.990 --> 00:18:49.450

Aidan Hughes, Link21, Panelist: crossings

130

00:18:49.600 --> 00:18:51.909

Aidan Hughes, Link21, Panelist: would be at Market Street,

131

00:18:51.940 --> 00:18:57.699

Aidan Hughes, Link21, Panelist: but not um, the lines wouldn't be the the two BART lines wouldn't be connected.

132

00:19:05.650 --> 00:19:15.900

Lisa Marie Alley, Link21, Facilitator: And again, these are just example concepts, what we're hearing from it. You know what we want to stress is that level of specificity, Daniel, and those finite details. That is an iterative ongoing process, and these are just supposed to be at a higher level scale.

133

00:19:15.950 --> 00:19:31.669

Aidan Hughes, Link21, Panelist: Yes, I'm kind of speculating on what I know about the local environment, but we haven't done the We haven't got into that level of detailed design right now

134

00:19:31.930 --> 00:19:38.950

Daniel Bell: I appreciate that. Um, it's just that. It is very congested down there. And now, of course, with the new central subway



135

00:19:39.020 --> 00:19:57.699

Daniel Bell: it's been, It will be opening on Saturday. You know there's yet another improvement that you have to traverse, so it's getting complicated down there. So. But let me ask this other question. The rail, the again with the image on the right, you show the rail coming into the Uh Salesforce Transit Center,

136

00:19:57.710 --> 00:20:13.329

Daniel Bell: and I presume that would come in at the lower box that is there right now underneath the salesforce transit center. And would that be then a Capitol Corridor Amtrak train coming in, and would it deadhead there? Or

137

00:20:13.710 --> 00:20:27.979

Daniel Bell: because, of course, uh Caltrain comes up the Peninsula. Eventually it'll come to the Salesforce Transit Center. So I just like, I guess my question is, is it going to be two different train operators, or how will that work?

138

00:20:31.490 --> 00:20:33.540

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

139

00:20:33.590 --> 00:20:42.810

Aidan Hughes, Link21, Panelist: The first is part of our work. We're assuming that the projects that are that are in the

140

00:20:43.490 --> 00:20:53.210

Aidan Hughes, Link21, Panelist: MTC's uh regional plan: Plan Bay Area uh have been completed by 2025, and so

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141

00:20:53.220 --> 00:21:03.879

Aidan Hughes, Link21, Panelist: does that assumes that the downtown extension, the extension that takes Caltrain into Salesforce and high-speed rail into Salesforce will be complete. So

142

00:21:04.170 --> 00:21:10.060

Aidan Hughes, Link21, Panelist: so Caltrain will be uh operating in the in the Salesforce, trying to send it.

143

00:21:10.600 --> 00:21:28.569

Aidan Hughes, Link21, Panelist: But the the other thing that we're doing as we're thinking conceptually about, This is not at this stage to start to think about how different operators would operate their systems. But to think about the network more broadly, and how trains could operate in the network?

144

00:21:28.740 --> 00:21:37.260

Aidan Hughes, Link21, Panelist: Um, without having to get specific about how each operator could, uh, you know, would respond to that

145

00:21:37.410 --> 00:21:38.630

Aidan Hughes, Link21, Panelist: um,

146

00:21:38.940 --> 00:21:45.500

Aidan Hughes, Link21, Panelist: and that we do that because obviously right now there isn't an operator for a uh uh

147

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00:21:45.970 --> 00:21:49.459

Aidan Hughes, Link21, Panelist: the standard gauge rail crossing of the of the Bay. So

148

00:21:49.600 --> 00:21:51.280

Aidan Hughes, Link21, Panelist: um

149

00:21:51.690 --> 00:21:53.050

Aidan Hughes, Link21, Panelist: so it

150

00:21:53.200 --> 00:22:02.729

Aidan Hughes, Link21, Panelist: you could. You could imagine, or the the way that we're thinking about it is that uh trains operating uh on the Peninsula would then

151

00:22:02.800 --> 00:22:07.619

Aidan Hughes, Link21, Panelist: could come into Salesforce and continue across the Bay

152

00:22:08.010 --> 00:22:13.640

Aidan Hughes, Link21, Panelist: to the East Bay and to the East Bay connections and trains coming

153

00:22:14.810 --> 00:22:22.390

Aidan Hughes, Link21, Panelist: to the East Bay could continue into the Salesforce Transit Center and potentially down the Peninsula. So that that's how it

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154

00:22:23.000 --> 00:22:27.030

Aidan Hughes, Link21, Panelist: we're looking at a number of different ways. As to how you might arrange that.

155

00:22:27.260 --> 00:22:34.780

Aidan Hughes, Link21, Panelist: But, um, that's conceptually how we're thinking about it. We want to think about this as a network rather than about how to

156

00:22:35.020 --> 00:22:43.780

Aidan Hughes, Link21, Panelist: accommodate different operators at this point. How does the network work, and what's the benefit to passengers more broadly, regardless of

157

00:22:44.080 --> 00:22:48.380

Aidan Hughes, Link21, Panelist: which, who's operating the trains, or what color the trains are.

158

00:22:49.100 --> 00:22:55.889

Daniel Bell: Okay, Thank you. I'll let somebody else ask the question. I might have a for a follow up question later. Yeah, sure, of course

159

00:22:56.530 --> 00:23:14.209

Lisa Marie Alley, Link21, Facilitator: this is the point of the virtual office hours. Um, thank you, Daniel. Um and Aiden. So one of the things that was put in the Q&A. It's not really a question more of a comment, and I will read it out loud since we are recording this, it says, Good afternoon. Please consider reaching out to the TJPA's Portal



160

00:23:14.560 --> 00:23:22.789

Lisa Marie Alley, Link21, Facilitator: um rebranding folks and ask them to join the Link21 Advocacy Team to ensure that we're not sending miss messages to Washington.

161

00:23:23.090 --> 00:23:41.499

Lisa Marie Alley, Link21, Facilitator: So for some that don't know. The TJPA portal is the new name for the DTX um, which we've heard reference tonight. Um, and uh, I will pitch this over to Nicole, But it's my understanding. We are in conversations with TJPA and others about our connectivity with the DTX

162

00:23:41.590 --> 00:23:48.200

Nicole Franklin, Link21, Panelist: Yeah, no, absolutely, I think. Listen you it first part rolling things for

163

00:23:48.390 --> 00:24:03.039

Nicole Franklin, Link21, Panelist: thanks for the uh, the the note there, and the recommendation. We are in a communication with our various partners around the region uh about kind of partnering on things about sending, you know, clear messages.

164

00:24:03.050 --> 00:24:12.489

Nicole Franklin, Link21, Panelist: Um, talking about funding strategy um and messaging. So Um, yeah, we are definitely um in lack of step with them.

165

00:24:15.800 --> 00:24:17.999

Lisa Marie Alley, Link21, Facilitator: And Aidan. Did you want to add anything?

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166

00:24:19.930 --> 00:24:21.330

Aidan Hughes, Link21, Panelist: Nicole

167

00:24:21.510 --> 00:24:22.900

Aidan Hughes, Link21, Panelist: said what I was going to say,

168

00:24:24.500 --> 00:24:39.540

Lisa Marie Alley, Link21, Facilitator: just to try to help you Aidan,

169

00:24:40.370 --> 00:24:44.019

Lisa Marie Alley, Link21, Facilitator: Daniel. The time is now, if you have more than you would like to ask.

170

00:24:47.510 --> 00:24:49.760

Lisa Marie Alley, Link21, Facilitator: Wonderful. Go ahead, Daniel.

171

00:24:50.770 --> 00:24:52.090

Daniel Bell: Okay, Thank you.

172

00:24:52.480 --> 00:24:53.740

Daniel Bell: Um.

173

00:24:53.960 --> 00:25:00.740



Daniel Bell: Let's see. We know this project is going to take a a number of years and and uh, but uh,

174

00:25:01.390 --> 00:25:11.839

Daniel Bell: but we we also know that Caltrain is going to be electrified, probably long before this project gets developed, and so we'll at least have Caltrain

175

00:25:11.960 --> 00:25:16.730

Daniel Bell: electrified, electrified Caltrain coming up 4th and King.

176

00:25:17.060 --> 00:25:34.449

Daniel Bell: So the intent, obviously is to try to link the rail line, so my question would be, then again back, kind of the image that we are looking at earlier. If Caltrain is going to terminate at Fourth and King for probably many years, you know, Let's be honest

177

00:25:34.740 --> 00:25:41.610

Daniel Bell: Um, but one from the Peninsula or from San Francisco who wants to go to Sacramento

178

00:25:41.900 --> 00:25:58.230

Daniel Bell: Wouldn't it be efficient to have a a bus shuttle. They direct bus shuttle from the Fourth and King Station over to the Emeryville station, and timed obviously so. Then somebody could

179

00:25:58.240 --> 00:26:11.209

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Daniel Bell: get on a train and head north to Sacramento on. I'm just looking at this as an interim, and um, and I know Amtrak has a lot of connector buses, you know, throughout its system.

180

00:26:11.410 --> 00:26:28.280

Daniel Bell: Um. So that's one question. Another observation is right. Now, if you're in San Francisco, and you want to take Amtrak from Emeryville, where you go to the Salesforce Center at the on Mission Street, and you hop on an Amtrak bus there.

181

00:26:28.660 --> 00:26:32.080

Daniel Bell: But uh again, it's not connecting

182

00:26:32.170 --> 00:26:35.250

Daniel Bell: the Caltrain to the Capitol Corridor.

183

00:26:38.780 --> 00:26:40.950

Aidan Hughes, Link21, Panelist: Um, yeah. So

184

00:26:42.110 --> 00:26:49.170

Aidan Hughes, Link21, Panelist: the assumption the assumption that that Link21 is making is that is that the

185

00:26:49.240 --> 00:26:57.540

Aidan Hughes, Link21, Panelist: the rail connection between 4th and Townsend and Salesforce Transit Center will be will be in,

186



00:26:57.780 --> 00:27:03.049

Aidan Hughes, Link21, Panelist: you know fully constructed and operational, and Caltrain will be running

187

00:27:03.310 --> 00:27:09.059

Aidan Hughes, Link21, Panelist: Caltrain and high speed rail will be running into the salesforce transit center. Um!

188

00:27:09.500 --> 00:27:10.750

Aidan Hughes, Link21, Panelist: That this

189

00:27:11.200 --> 00:27:12.910

Aidan Hughes, Link21, Panelist: There, There's a sort of

190

00:27:13.060 --> 00:27:21.570

Aidan Hughes, Link21, Panelist: you know. The downtown extension has been planned. It's through it's going. It's been through its environmental. It's up to thirty percent design.

191

00:27:21.830 --> 00:27:26.729

Aidan Hughes, Link21, Panelist: Um, so it's it's well advanced, and

192

00:27:27.020 --> 00:27:35.059

Aidan Hughes, Link21, Panelist: so we've and it's. It's in the plan it's in Plan Bay Area as a project. It would be completed by the time that Link21 is

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193

00:27:35.720 --> 00:27:38.719

Aidan Hughes, Link21, Panelist: uh before Link21 So,

194

00:27:39.280 --> 00:27:40.540

Aidan Hughes, Link21, Panelist: um!

195

00:27:42.060 --> 00:27:46.830

Aidan Hughes, Link21, Panelist: Does that. Answer your question, Daniel. I I I know about the Amtrak

196

00:27:47.030 --> 00:27:48.450

Aidan Hughes, Link21, Panelist: um.

197

00:27:48.700 --> 00:27:51.559

Aidan Hughes, Link21, Panelist: The current Amtrak bus connections at

198

00:27:52.290 --> 00:28:06.059

Daniel Bell: Emeryville between Emeryville and salesforce, but I I don't think that was your primary. That that is the connection right now. I'm just looking uh in this interim period, if it would be a nice test

199

00:28:06.070 --> 00:28:22.540

Daniel Bell: to see if you have interested rail users. That would, you know. You know. You know you know it's in the Peninsula uh Redwood City, and and want to go to Sacramento as an example.

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200

00:28:22.570 --> 00:28:27.750

Daniel Bell: It just seems to me um a a a fast connection

201

00:28:28.230 --> 00:28:34.229

Daniel Bell: uh from the Fourth and King over to Emeryville on a bus would make sense.

202

00:28:35.710 --> 00:28:39.500

Aidan Hughes, Link21, Panelist: Yeah, okay, I I I understand what you're saying. Um,

203

00:28:40.500 --> 00:28:42.210

Aidan Hughes, Link21, Panelist: I guess you'd need to.

204

00:28:42.270 --> 00:28:45.860

Aidan Hughes, Link21, Panelist: You'd need to make a judgment as to whether that would be a

205

00:28:47.280 --> 00:28:51.670

Aidan Hughes, Link21, Panelist: I mean, that might be an interesting test. But um,

206

00:28:52.880 --> 00:28:57.009

Aidan Hughes, Link21, Panelist: that's that. That would be quite a significant

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207

00:28:57.400 --> 00:29:00.180

Aidan Hughes, Link21, Panelist: travel time, and including

208

00:29:00.710 --> 00:29:04.079

Aidan Hughes, Link21, Panelist: the bus trip, would be quite a significant

209

00:29:04.580 --> 00:29:10.790

Aidan Hughes, Link21, Panelist: travel time and quite a uh with two, with two changes of mode. Um,

210

00:29:11.710 --> 00:29:16.540

Aidan Hughes, Link21, Panelist: so that could be quite a disincentive to people wanting to make that trip. Um!

211

00:29:16.940 --> 00:29:22.439

Aidan Hughes, Link21, Panelist: I I don't know how much it would tell you about what would eventually be a very

212

00:29:23.190 --> 00:29:24.660

Aidan Hughes, Link21, Panelist: uh

213

00:29:24.970 --> 00:29:30.349

Aidan Hughes, Link21, Panelist: a a really relatively small travel time between

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214

00:29:31.260 --> 00:29:34.969

Aidan Hughes, Link21, Panelist: fourth and fourth and King, and and

215

00:29:35.160 --> 00:29:38.579

Aidan Hughes, Link21, Panelist: you know in them, in a matter of a few minutes, supposed to

216

00:29:39.250 --> 00:29:41.960

Aidan Hughes, Link21, Panelist: have a bus traveling through traffic.

217

00:29:42.540 --> 00:30:00.890

Daniel Bell: Okay? Well, I I I understand what you're saying. It's an interesting idea, not one that we thought about. So we we'll. We'll just. We'll just hope that the extension will be completed, and somebody from the and take Caltrain to the downtown extension, and then and then hop on

218

00:30:00.900 --> 00:30:05.260

Daniel Bell: the Amtrak a bus that connects over to Emeryville.

219

00:30:05.510 --> 00:30:10.729

Aidan Hughes, Link21, Panelist: So that's also gonna happen. Yeah,

220

00:30:10.790 --> 00:30:19.149

Nicole Franklin, Link21, Panelist: sorry, Nicole

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221

00:30:19.340 --> 00:30:32.439

Nicole Franklin, Link21, Panelist: Now Aidan and LMA, kick me under the virtual table if I'm going the wrong direction with this. First of all, for folks who do are not familiar when it comes to like. When you see Amtrak, when it's going up eighty between the Bay Area and Sacramento of that's, you know, basically Capitol Corridor

222

00:30:32.970 --> 00:30:55.920

Nicole Franklin, Link21, Panelist: which is operated by Amtrak little boring details. But I just wanted to highlight that because that uh CCJPA board is also one of the um, the sponsors of the Link21 Program. So we we. We collaborate with them, you know, very closely, in terms of just generally about uh service connections. I can say

223

00:30:55.930 --> 00:31:25.119

Nicole Franklin, Link21, Panelist: that generally when there is a new service in the Bay Area, the uh various uh public transit agencies where it makes sense uh do talk about um making connections and time, connection and all that. So I'm not saying that. Um what you're proposing. Um, they're going to do. But I do know that when new service comes online uh transit operators like AC Transit and BART, and others, we do talk to our um

224

00:31:25.130 --> 00:31:32.480

Nicole Franklin, Link21, Panelist: public transit partners, and Do you try to coordinate service as appropriate and more practical

225

00:31:33.400 --> 00:31:34.750

Daniel Bell: Okay, Thank you.

226

00:31:35.060 --> 00:31:36.010



Nicole Franklin, Link21, Panelist: Sure.

227

00:31:36.590 --> 00:31:42.900

Lisa Marie Alley, Link21, Facilitator: Absolutely. So. We have a comment that's in the comment. Q& A box, and I want to read out loud.

228

00:31:43.180 --> 00:31:59.050

Lisa Marie Alley, Link21, Facilitator: Um, it says, please ignore the DTX 4th and Townsend Caltrain station, which is not connected to the central Subway 4th and Brandon Station. Please focus and said on the Pax or Pax Seventh Street Caltrain Station,

229

00:31:59.250 --> 00:32:03.650

Lisa Marie Alley, Link21, Facilitator: which will be fully integrated with MUNI via the Mission Bay loop

230

00:32:03.780 --> 00:32:09.589

Lisa Marie Alley, Link21, Facilitator: which will connect with the N and the T at grade. After the Caltrain tracks are removed,

231

00:32:09.790 --> 00:32:17.320

Lisa Marie Alley, Link21, Facilitator: the Seventh Street Caltrain station will connect Muni, both light rail and buses at Breed, above Caltrain

232

00:32:17.370 --> 00:32:19.719

Lisa Marie Alley, Link21, Facilitator: above BART coming from Alameda.

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233

00:32:20.350 --> 00:32:27.519

Lisa Marie Alley, Link21, Facilitator: The next BART station will be existing Sixteenth Street BART which may which will be modeled after the new Powell station.

234

00:32:27.970 --> 00:32:46.939

Nicole Franklin, Link21, Panelist: So just some thoughts there on um potential opportunities in San Francisco. We just wanted to make sure we read that for the record. Nicole, did you want to say something? Yeah, just just for the record. And and and I don't want to pick on Roland? I I know, Roland from back at my um my VTA days and my high-speed rail days.

235

00:32:47.060 --> 00:32:59.919

Nicole Franklin, Link21, Panelist: Um, can you? Just for the record, either Rowland or at least we say what Pax is just so. Folks who are not familiar with the stuff like Roland is. We know we're talking about. Uh, and then for the record,

236

00:33:04.250 --> 00:33:05.790

Nicole Franklin, Link21, Panelist: or or Aidan. the Pennsylvania. What is it?

237

00:33:06.340 --> 00:33:15.329

Aidan Hughes, Link21, Panelist: The Pennsylvania avenue extension? Which is it's it's a it's.

238

00:33:15.430 --> 00:33:18.200

Aidan Hughes, Link21, Panelist: Uh I mean. You could think of it as as a



239

00:33:18.230 --> 00:33:19.830

Aidan Hughes, Link21, Panelist: significant

240

00:33:20.210 --> 00:33:23.350

Aidan Hughes, Link21, Panelist: kind of grade separation. So it it

241

00:33:23.640 --> 00:33:25.760

Aidan Hughes, Link21, Panelist: puts Caltrain into

242

00:33:26.000 --> 00:33:28.360

Aidan Hughes, Link21, Panelist: a tunnel in order to allow

243

00:33:28.640 --> 00:33:29.910

Aidan Hughes, Link21, Panelist: um

244

00:33:30.030 --> 00:33:33.759

Aidan Hughes, Link21, Panelist: access across, You know, at grade access across

245

00:33:34.030 --> 00:33:36.880

Aidan Hughes, Link21, Panelist: across what is now Caltrain tracks

246

00:33:37.300 --> 00:33:41.199

Aidan Hughes, Link21, Panelist: in in between into Mission Bay from the city

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247

00:33:41.870 --> 00:33:50.369

Nicole Franklin, Link21, Panelist: and that that is not a Link21 uh up uh uh no. Pax is being um

248

00:33:50.580 --> 00:33:51.500

Aidan Hughes, Link21, Panelist: the

249

00:33:51.730 --> 00:34:07.109

Nicole Franklin, Link21, Panelist: Sf: SFCTA a progressing the Pax work right now. Yeah. And so that's the San Francisco County transportation. Uh: sorry. Yeah, It's just like some of the other people who are not familiar with all of this stuff. Um: so perfect. Thank you.

250

00:34:07.360 --> 00:34:08.209

Okay,

251

00:34:10.560 --> 00:34:22.280

Lisa Marie Alley, Link21, Facilitator: I think it's good to remind people what at grade means, because some people don't always know that term either and I'm gonna let you as the planning and engineering person try to explain that set up through that.

252

00:34:22.290 --> 00:34:32.750

Aidan Hughes, Link21, Panelist: It's. It seems like I can't. I can't get away from my uh technical routes here. But um,

253

00:34:33.290 --> 00:34:40.109

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Aidan Hughes, Link21, Panelist: yeah. So at at grade means that you can. You could travel at the same

254

00:34:40.330 --> 00:34:41.540

Aidan Hughes, Link21, Panelist: um.

255

00:34:41.590 --> 00:34:51.589

Aidan Hughes, Link21, Panelist: You can just walk straight across as if you're on a flat street. You can walk straight across from on Sixteenth Street, straight across from the City into Mission Bay,

256

00:34:51.750 --> 00:34:58.090

Aidan Hughes, Link21, Panelist: and I think the point that Roland was making is that that would allow transit bus transit to make those same

257

00:34:58.820 --> 00:35:03.709

Aidan Hughes, Link21, Panelist: uh connections straight across, just like they were on a regular street, because

258

00:35:04.020 --> 00:35:07.889

Aidan Hughes, Link21, Panelist: the Caltrain trains would have been the Caltrain lines would have been

259

00:35:08.350 --> 00:35:10.680

Aidan Hughes, Link21, Panelist: uh put into a tunnel at that point.

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260

00:35:11.900 --> 00:35:29.010

Nicole Franklin, Link21, Panelist: Not like I. How I like to explain at grade is when you're train your bike, your pedestrian, and your car all on the same level. Right? You're on street level right? And then, when you have the aerial guide way aerial that's like when part is like you're on a elevated structure Right?

261

00:35:29.020 --> 00:35:42.209

Nicole Franklin, Link21, Panelist: Um. And then, you know, we all know about uh below ground we won't get a difference between below ground. Um, in a trench. But those are your basic three different levels, for where public transportation runs,

262

00:35:42.660 --> 00:35:59.430

Lisa Marie Alley, Link21, Facilitator: Thank you. I see we have a new member joining us tonight. So Vaughn, if you have a question and you're more than welcome to put it in the Q&A function, or you can raise your hand, and you can ask it verbally, or you can just spend the next twenty-five minutes listening to us. Oh, I see your hands up on. Go ahead.

263

00:36:01.500 --> 00:36:08.709

Vaughn Wolffe: Um, yeah. I sorry. I thought it was at five thirty, not four, thirty, I guess, I can't read my own writing, anyways. Um,

264

00:36:09.740 --> 00:36:13.479

Vaughn Wolffe: and I So I missed a bunch, and you can correct me.

265

00:36:13.570 --> 00:36:23.349



Vaughn Wolffe: Are you still convinced that putting another crossing of BART across to San Francisco is the only way to do this, I mean, is the is the primary, best primary thing to do?

266

00:36:23.450 --> 00:36:25.869

Vaughn Wolffe: for a Megaregion project?

267

00:36:28.420 --> 00:36:31.660

Vaughn Wolffe: the context of what you're talking about.

268

00:36:31.850 --> 00:36:46.149

Lisa Marie Alley, Link21, Facilitator: No, this is a time to ask questions. I think it's probably best to take a quick step back and look at what Link21 is trying to accomplish, and the programs charged with looking at a potential crossing between

269

00:36:46.160 --> 00:37:04.599

Lisa Marie Alley, Link21, Facilitator: the East Bay and San Francisco. Um. At this moment, in the planning process we don't know if it'll be bar regional rail or technology that could still um be um coming forward. Um! So I think I'll let Aidan and Nicole jump in. But part of what we're looking at from a major megaregional perspective is

270

00:37:04.690 --> 00:37:15.129

Lisa Marie Alley, Link21, Facilitator: is, we know that the current transit systems in and around the Bay Area and then Northern California Megaregion are strained, and this is an opportunity to provide additional capacity.

271

00:37:15.140 --> 00:37:27.760



Lisa Marie Alley, Link21, Facilitator: Um by adding the second potential crossing. And so I just wanted to clarify that the decision hasn't been made. What system is going to be in there but we are looking at and planning um for different types.

272

00:37:27.770 --> 00:37:39.460

Lisa Marie Alley, Link21, Facilitator: Um, I would pitch it over to Aidan to talk about the two different types. We're we're looking at um and kind of where we're at this process, because this is a long lead process. Um. And there's still several decisions to be made in the future.

273

00:37:40.730 --> 00:37:44.560

Aidan Hughes, Link21, Panelist: Yeah, thanks, thanks, Lisa Marie.

274

00:37:44.750 --> 00:37:53.679

Aidan Hughes, Link21, Panelist: You know, perhaps one of the slides, because you asked the question about whether whether we we're convinced, or whether we believe it it's

275

00:37:54.000 --> 00:38:01.600

Aidan Hughes, Link21, Panelist: an appropriate uh an appropriate project? Perhaps. But do we have the market analysis, the blue,

276

00:38:01.620 --> 00:38:04.740

Nicole Franklin, Link21, Panelist: the blue blobs.

277

00:38:05.330 --> 00:38:06.520

Aidan Hughes, Link21, Panelist: You think we don't



278

00:38:07.230 --> 00:38:12.060

Aidan Hughes, Link21, Panelist: that? That's when you want right

279

00:38:12.450 --> 00:38:18.379

Aidan Hughes, Link21, Panelist: This isn't this isn't the representation of of the whole market analysis. But

280

00:38:19.980 --> 00:38:34.610

Aidan Hughes, Link21, Panelist: at the beginning of of the work the the Link21 team developed a a market analysis which was to look at the potential for rail travel from origins and destinations throughout the Megaregion,

281

00:38:35.050 --> 00:38:37.969

Aidan Hughes, Link21, Panelist: and the blue dots represent

282

00:38:38.270 --> 00:38:52.280

Aidan Hughes, Link21, Panelist: the areas where there are the greatest potential. Uh they? These are all equity. The The slide that we're showing you is equity weighted, so that priority populations uh get um

283

00:38:53.020 --> 00:38:58.160

Aidan Hughes, Link21, Panelist: get more weight than the uh other populations.

284

00:38:58.460 --> 00:39:02.120

Aidan Hughes, Link21, Panelist: But the mark. What the market analysis told us

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285

00:39:02.760 --> 00:39:11.350

Aidan Hughes, Link21, Panelist: was that there is a significant potential for people. So this is just the rail that the transbay rail potential. So it's

286

00:39:11.410 --> 00:39:19.579

Aidan Hughes, Link21, Panelist: It's telling us what the um potential is for people to make to make that crossing in a new rail cross.

287

00:39:20.110 --> 00:39:21.890

Aidan Hughes, Link21, Panelist: So So that's

288

00:39:22.290 --> 00:39:29.059

Aidan Hughes, Link21, Panelist: that's part of the justification. That's part of the work that we've done in order to understand whether people will use the crossing

289

00:39:29.570 --> 00:39:35.649

Aidan Hughes, Link21, Panelist: um and and what Lisa Marie was referring to was that the crossing could either be by

290

00:39:36.200 --> 00:39:45.870

Aidan Hughes, Link21, Panelist: um by a BART crossing or by a a by regional rail, which would, you know you might think of regional rail as either Caltrain or

291

00:39:45.960 --> 00:39:49.829

Aidan Hughes, Link21, Panelist: Capitol Corridor, for example, but could also be ACE.

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292

00:39:50.080 --> 00:39:51.850

Aidan Hughes, Link21, Panelist: Um! And

293

00:39:53.210 --> 00:39:57.160

Vaughn Wolffe: what what you here where you was this based upon what

294

00:39:58.100 --> 00:39:59.250

Vaughn Wolffe: I mean,

295

00:39:59.660 --> 00:40:08.799

Vaughn Wolffe: my understanding why things are, and I've I've one reason to Bay Area and stuff um, and we went to work on Caltrain in the old days and stuff Um!

296

00:40:09.480 --> 00:40:21.499

Vaughn Wolffe: This things have changed in the last ten or fifteen years. Um, San Jose is not even on this map, but it's much bigger city than San Francisco and or um Oakland combined

297

00:40:21.540 --> 00:40:23.910

Vaughn Wolffe: um and Santa Clara,

298

00:40:23.970 --> 00:40:25.020

and

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299

00:40:25.510 --> 00:40:26.560

Vaughn Wolffe: this

300

00:40:26.720 --> 00:40:38.180

Vaughn Wolffe: another crossing all these dots for these people coming from the East Bay to the Um. San Francisco are all currently BART taxpayers for the most part.

301

00:40:38.490 --> 00:40:42.669

Vaughn Wolffe: Um, but they don't take BART into the city even now,

302

00:40:43.060 --> 00:40:46.520

Vaughn Wolffe: with part there, and they're still in the the

303

00:40:46.550 --> 00:40:52.040

Vaughn Wolffe: uh at the at the Bay Bridge is getting more and more packed,

304

00:40:52.060 --> 00:40:58.820

Vaughn Wolffe: but BART's not carrying the four hundred thousand it was carrying years ago, and it probably never will.

305

00:40:59.090 --> 00:41:05.429

Vaughn Wolffe: Um. So what year was this projection of when you know that it may grow.

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306

00:41:05.450 --> 00:41:08.579

Vaughn Wolffe: Um, there's a good chance. It may never grow.

307

00:41:11.090 --> 00:41:12.250

Aidan Hughes, Link21, Panelist: Um

308

00:41:12.370 --> 00:41:27.440

Aidan Hughes, Link21, Panelist: I'd I'd need to so it wasn't my uh, I I wasn't directly involved in developing the marked analysis it was undertaken by others in the Link21 team.

309

00:41:27.450 --> 00:41:32.540

Aidan Hughes, Link21, Panelist: I believe that the that this is based on uh

310

00:41:32.730 --> 00:41:34.850

Aidan Hughes, Link21, Panelist: twenty uh

311

00:41:35.240 --> 00:41:37.100

Aidan Hughes, Link21, Panelist: 2019

312

00:41:37.160 --> 00:41:38.510

Aidan Hughes, Link21, Panelist: ah data,

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313

00:41:38.660 --> 00:41:42.700

Aidan Hughes, Link21, Panelist: therefore it's. I understand that's pretty. It's pre-pandemic

314

00:41:42.870 --> 00:41:44.250

Aidan Hughes, Link21, Panelist: um,

315

00:41:44.750 --> 00:41:46.009

Aidan Hughes, Link21, Panelist: and

316

00:41:47.110 --> 00:42:02.780

Aidan Hughes, Link21, Panelist: it's it's a representation of the work. It's not all of the work. So the and we don't have not every origin and destination is shown on here, which is why you don't see San Jose, for example. But um! We took

317

00:42:03.000 --> 00:42:05.250

Aidan Hughes, Link21, Panelist: the every

318

00:42:05.340 --> 00:42:11.709

Aidan Hughes, Link21, Panelist: uh we took zones for the whole of the Megaregion and compared them, or they were compared

319

00:42:11.730 --> 00:42:12.870

Aidan Hughes, Link21, Panelist: um

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320

00:42:13.070 --> 00:42:15.709

Aidan Hughes, Link21, Panelist: to understand rail potential.

321

00:42:16.480 --> 00:42:23.930

Aidan Hughes, Link21, Panelist: But now I I. The other thing obviously is that things have changed since the pre-pandemic times

322

00:42:24.190 --> 00:42:25.779

Aidan Hughes, Link21, Panelist: uh, and

323

00:42:26.490 --> 00:42:31.619

Aidan Hughes, Link21, Panelist: part of the work that we'll do will be to test the

324

00:42:31.750 --> 00:42:40.380

Aidan Hughes, Link21, Panelist: uh uncertainty around travel patterns going forward So that that will be part of the work that we do. We're not relying entirely on

325

00:42:40.730 --> 00:42:43.729

Aidan Hughes, Link21, Panelist: uh, just on the pre-pandemic data.

326

00:42:44.260 --> 00:42:45.370

Aidan Hughes, Link21, Panelist: Um,

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327

00:42:47.220 --> 00:42:54.199

Aidan Hughes, Link21, Panelist: I think that did you have other. There were a couple of other questions in there. I didn't get them all

328

00:42:54.340 --> 00:43:04.970

Vaughn Wolffe: I I went to one of these initially, one 2021 a couple of years ago. Um! And they were talking about the traffic getting in the San Francisco as the

329

00:43:05.090 --> 00:43:12.899

Vaughn Wolffe: uh generator, for you know, coming for another crossing, and the link was the crossing. They're also talking about a megaregional

330

00:43:14.790 --> 00:43:24.129

Vaughn Wolffe: rail. If I'm. Looking at Megaregion from Rockville to uh Rocklin to uh San Jose, or south south of San Jose. Um,

331

00:43:24.190 --> 00:43:34.000

Vaughn Wolffe: I I you know, putting another BART crossing into San Francisco Just wouldn't be the main project I would concentrate on um in my second part of this is,

332

00:43:34.080 --> 00:43:35.220

Vaughn Wolffe: it's

333

00:43:35.240 --> 00:43:44.750

Vaughn Wolffe: taken thirty years for to go sixteen miles from uh Fremont to San Jose, and it's that's still up in the air and multiple billions of dollars,



334

00:43:44.870 --> 00:43:59.879

Vaughn Wolffe: the world's changing. We've only got like eight or nine years to get our stuff together on CO2 emissions, and these projects taking twenty or thirty years and costing multiple billions of dollars, usually don't pan out. They haven't in the past, and they're not panning on now.

335

00:44:00.030 --> 00:44:01.129

Vaughn Wolffe: So

336

00:44:01.170 --> 00:44:11.120

Vaughn Wolffe: the idea of some very large project like this um and spending a great deal of time and money trying to think it's going to show up one of these days.

337

00:44:11.280 --> 00:44:17.859

Vaughn Wolffe: Um might be old fashion, I guess this is the kind way to say it. Um,

338

00:44:17.930 --> 00:44:21.839

Vaughn Wolffe: we the United States doesn't build things anymore.

339

00:44:22.000 --> 00:44:33.450

Vaughn Wolffe: Maybe you should start with something small or like upgrading the Capitol Corridor or something that along its whole route, and get it bulletproof. Um, and and it

340

00:44:33.500 --> 00:44:44.169

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Vaughn Wolffe: carrying as many people across the Megaregion as possible, and especially getting into San Jose rather than concentrating and getting into San Francisco, which has great vacancies,

341

00:44:44.210 --> 00:44:49.350

Vaughn Wolffe: and they're only going to fill up if Elon Musk commands his people come into the office anyway, so I

342

00:44:49.480 --> 00:44:51.290

Vaughn Wolffe: I just. It looks like

343

00:44:51.690 --> 00:45:02.660

Vaughn Wolffe: you're looking way too long in the future with without any hope for getting the revenue that's going to be needed, and I'm seventy-three. Um. I'll be dead before any of this gets built so

344

00:45:03.130 --> 00:45:13.890

Vaughn Wolffe: that's my two cents. Sorry, for taking up so much.

345

00:45:13.900 --> 00:45:27.810

Nicole Franklin, Link21, Panelist: You know You're bringing um your years of, you know. Experience to to the table. Um, but I would like to offer for this um number one for Link21 of the important um

346

00:45:27.820 --> 00:45:36.979

Nicole Franklin, Link21, Panelist: elements are things that the second uh transbay uh tunnel or uh passenger rail crossing will bring will be redundancy.



347

00:45:36.990 --> 00:45:53.849

Nicole Franklin, Link21, Panelist: Um the BART tunnel. Um, you know it has to go down for whatever reason. Um, we will have, you know, a a second tunnel, and also um picking up new markets. We also know you, and you're absolutely right about this. Things are are changing.

348

00:45:53.860 --> 00:46:09.230

Nicole Franklin, Link21, Panelist: There are a lot of people who um maybe work in hybrid or but there are also a lot of people who are still um had to move out of the immediate Bay Area, but they still work here, and they they come here regularly, either daily or you know, a couple of times a week.

349

00:46:09.240 --> 00:46:22.289

Nicole Franklin, Link21, Panelist: Um! And so just getting people who live in what we're calling these halo counties who come into the immediate Bay Area, we still have to provide service and access to to to them.

350

00:46:22.300 --> 00:46:51.760

Nicole Franklin, Link21, Panelist: Um, I do feel like to your point, like if you, If you have Capitol Corridor the Link21 would be kind of an improve you know an improvement to Capitol Corridor to get. You know, more people down from Sacramento down to the Bay Bay Area. Uh, and then we do. We have all these other projects like you mentioned like Bar to Silicon Valley with Link21. The the the value only Link21 is kind of providing. But a connection to all these other um passenger real projects that um are in the pipeline by others.

351

00:46:52.080 --> 00:47:20.719

Nicole Franklin, Link21, Panelist: So um there, there is some value to that, and then also Um, uh, I I I'm a little behind you um, in terms of years. But I do know that you know our youth, our our future, and they are very concerned about the environment, and uh, they are very concerned, are interested in being able to move around



Megaregion uh, uh, more easily. And so this is an investment in a commitment to our future.

352

00:47:20.730 --> 00:47:49.670

Nicole Franklin, Link21, Panelist: We have prior generations. We've done a lot to the earth, and we've done a lot to our environment, and this is our commitment to look out for the people after we're gone, and so I think that there are a lot of very tech good technical reasons in terms of our market analysis and the planning and engineering work that is going into this in terms of looking at what other uh public transportation infrastructure projects that are on the horizon by others, but in terms of Link21.

353

00:47:49.680 --> 00:48:01.089

Nicole Franklin, Link21, Panelist: We have those sound reasons for wanting to move forward with the project, but also to make sure that we um do. We need to save our environment and to have this infrastructure improvement for the future.

354

00:48:04.710 --> 00:48:09.339

Lisa Marie Alley, Link21, Facilitator: Thanks, Nicole, and thank you, Vaughan, for your comments. We really appreciate them.

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00:48:09.500 --> 00:48:28.159

Lisa Marie Alley, Link21, Facilitator: Um, we've got about the little more than ten minutes left tonight. And so again. Um, those on the phone, those joining us on Zoom. You're more than welcome to continue asking your questions. Um, I'm just gonna read a couple of things in the Q and A. Um. But if anyone has a question, please raise your hand.

356

00:48:28.170 --> 00:48:49.050

Lisa Marie Alley, Link21, Facilitator: I'll put it in the Q and A box. I'm going to go with more about the DTX rebranding. Someone put in the Q and A. That the next steps,



Roland did, will be to present to the DTX ESC. Tomorrow at one or eleven, Excuse me, and there's a Link put in the Q&A box as well. So thank you for that, Roland.

357

00:48:49.060 --> 00:49:02.729

Lisa Marie Alley, Link21, Facilitator: Um, excuse me um. One of the other comments posted in the Q&A box is as followed: Um The best approach to the Seventh Street station from the East Bay is Mission Bay Boulevard,

358

00:49:02.820 --> 00:49:06.909

Lisa Marie Alley, Link21, Facilitator: Sixteenth Street is easier from an engineering point of view

359

00:49:07.000 --> 00:49:24.419

Lisa Marie Alley, Link21, Facilitator: but Mission Bay Boulevard provides a much better interface to the Seventh Street Caltrain station. So again continuing to hear some feedback on what to do on the San Francisco side of the proposed um new rail crossing. So thanks for that, Roland Um,

360

00:49:24.430 --> 00:49:30.389

Lisa Marie Alley, Link21, Facilitator: Any other anyone else want to raise their hand or ask another question. When we've got about ten minutes left

361

00:49:33.600 --> 00:49:50.970

Lisa Marie Alley, Link21, Facilitator: great, I will read one more comment in the box. Um from Roland. Thank you. With regards to Vaughn's question. I live in South San Jose and I to take BART to downtown San Francisco, because it's faster than Caltrain, because Muni is so slow getting to Market.

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362

00:49:50.980 --> 00:50:02.619

Lisa Marie Alley, Link21, Facilitator: Things may change when the central subway opens, but the packs and the DTX are the ultimate solution to restore Caltrain and ridership back to pre-pandemic pandemic levels.

363

00:50:02.700 --> 00:50:12.930

Lisa Marie Alley, Link21, Facilitator: Um, thank you for that. Roland We can clear that one. And then the last one that was put in recently was Um. The DTX ESC means executive steering committee. So thank you for that.

364

00:50:13.710 --> 00:50:18.040

Lisa Marie Alley, Link21, Facilitator: Um, like, I said, we have about ten minutes left.

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00:50:18.080 --> 00:50:26.789

Lisa Marie Alley, Link21, Facilitator: Um, I was gonna ask a question. Um! What can we share with the public about what to expect in 2023?

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00:50:26.800 --> 00:50:47.610

Lisa Marie Alley, Link21, Facilitator: Um as we've talked about? We've shared with the public these example concepts to give an idea of what we're envisioning for potential new um train crossing um. I know nothing set in stone, and we're preliminary looking at things. But what can the public expect? And how can they be engaged next year, as we move forward to getting through the stage gate process.

367

00:50:47.760 --> 00:51:01.970

Nicole Franklin, Link21, Panelist: Nicole, Do you want to take that one on first



368

00:51:02.030 --> 00:51:04.869

Nicole Franklin, Link21, Panelist: I want to kinda collaborate with Aidan on this question. Aidan do you want to just talk super high level about what we are going to be sharing with the public and then I can talk about how they can engage

369

00:51:07.500 --> 00:51:10.130

Aidan Hughes, Link21, Panelist: sure

370

00:51:10.210 --> 00:51:24.569

Aidan Hughes, Link21, Panelist: what we've been showing folk through these uh presentations over the last of the last month have been example concepts, and early in early in the New Year we'll be

371

00:51:24.890 --> 00:51:28.069

Aidan Hughes, Link21, Panelist: uh we'll be sharing uh

372

00:51:28.190 --> 00:51:38.239

Aidan Hughes, Link21, Panelist: the development of concepts, and we'd be showing the concepts that we're currently evaluating. So there'll be more information for people to see

373

00:51:38.330 --> 00:51:39.649

Aidan Hughes, Link21, Panelist: about

374

00:51:39.830 --> 00:51:43.139

Aidan Hughes, Link21, Panelist: about the concepts, and



375

00:51:43.830 --> 00:51:50.069

Aidan Hughes, Link21, Panelist: that And then, uh, later in the year, in the spring, we'll be

376

00:51:50.140 --> 00:51:53.459

Aidan Hughes, Link21, Panelist: uh we we would ha sorry

377

00:51:53.850 --> 00:52:03.370

Aidan Hughes, Link21, Panelist: n once we've got those uh concepts, we'll take them through an evaluation, so that so that when we get to the spring

378

00:52:03.570 --> 00:52:08.570

Aidan Hughes, Link21, Panelist: we'll be able to show folk the the results of the evaluation

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00:52:09.400 --> 00:52:11.370

Aidan Hughes, Link21, Panelist: and um,

380

00:52:12.190 --> 00:52:21.209

Aidan Hughes, Link21, Panelist: so that that's really that there's sort of the the the next two big steps in in terms of our work and sharing our work with uh,

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00:52:21.370 --> 00:52:23.099

Aidan Hughes, Link21, Panelist: with you all. So

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382

00:52:23.500 --> 00:52:31.820

Nicole Franklin, Link21, Panelist: no, I think I think that's perfect. And thank you. I I think the only thing I would expand upon is um.

383

00:52:32.150 --> 00:52:35.650

Nicole Franklin, Link21, Panelist: Firstly, that evaluation um

384

00:52:35.660 --> 00:52:54.409

Nicole Franklin, Link21, Panelist: part that Aidan uh mentioned we will be when we come back out and show you uh actual um. You know concepts that are under consideration. We'll kind of kill to explain and share with you how they're being evaluated, and so that you can understand

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00:52:54.690 --> 00:53:00.049

Nicole Franklin, Link21, Panelist: but different elements that go into a concept, and what makes it feasible,

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00:53:00.780 --> 00:53:19.759

Nicole Franklin, Link21, Panelist: And then that way, as the members of the public, you can kind of have informed decisions. So then, when you kind of give your input about like this one versus that one, it's not only just because you like where it is, you understand the different uh components that make up the concept,

387

00:53:19.770 --> 00:53:26.610

Nicole Franklin, Link21, Panelist: so to speak, And how? What are, what are the criteria? Are the things that we're using to evaluate



388

00:53:26.750 --> 00:53:38.400

Nicole Franklin, Link21, Panelist: the feasibility, or how those concepts work. Um, because at the end of the day this is about you. This is about making sure the passenger experience

389

00:53:38.420 --> 00:53:42.860

Nicole Franklin, Link21, Panelist: for future transit riders uh kind of works for you.

390

00:53:42.900 --> 00:54:02.090

Nicole Franklin, Link21, Panelist: Uh, it is also for the folks who do not plan to get on this system, but will be quite, ecstatic about less people being on the road. So if you're riding public transit, you um, I think, tuning in and paying attention to Link21 and giving your input

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00:54:02.220 --> 00:54:10.749

Nicole Franklin, Link21, Panelist: um is particularly important to make sure that the end of the day we do have a passenger rail improvement. Um, that

392

00:54:10.810 --> 00:54:17.130

Nicole Franklin, Link21, Panelist: the public um is interested in. We will be having additional grassroots

393

00:54:17.140 --> 00:54:43.020

Nicole Franklin, Link21, Panelist: um outreach activities. That means going into station going into communities, especially communities where we think there may be um a station or infrastructure improvements. We would go into those communities and um do an outreach to them. Um. In addition to that, we will continue to work with our priority populations uh from marginalized communities to get their input early and often.



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00:54:43.110 --> 00:54:52.459

Nicole Franklin, Link21, Panelist: Uh, we will also, when we um get our um first members of the Equity Advisory Council on board

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00:54:52.590 --> 00:55:05.170

Nicole Franklin, Link21, Panelist: getting them to kind of give us uh input on the new concepts that will be rolling out uh, and then we it all depends on um

396

00:55:05.180 --> 00:55:20.990

Nicole Franklin, Link21, Panelist: um kind of the results of this engagement round, but we we may mix it up a little bit. Maybe, instead of having, you know, three webinars, we may do something a little different to make sure that we're reaching out um to uh affected communities. So the moral to story is

397

00:55:21.190 --> 00:55:22.509

Nicole Franklin, Link21, Panelist: tune in

398

00:55:22.640 --> 00:55:24.329

Nicole Franklin, Link21, Panelist: checking our website

399

00:55:24.390 --> 00:55:38.549

Nicole Franklin, Link21, Panelist: sign up for our alerts. Uh, and you know, if you think of an idea before you know the next round of outreach, you know, send us an email. We have an email on our website that you can a time in, but there will be at least um

400

00:55:38.670 --> 00:55:56.430

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Nicole Franklin, Link21, Panelist: two additional formal opportunities for you to weigh on in via um engagement out outreach in the spring, and then in the fall. But then again we'll We're always doing outreach on a monthly basis in different communities. So um stay tuned to our website.

401

00:55:57.480 --> 00:55:58.890

Lisa Marie Alley, Link21, Facilitator: Thank you, Nicole

402

00:55:58.940 --> 00:56:04.160

Lisa Marie Alley, Link21, Facilitator: and Daniel. I see your hands raised. We've got about four minutes. I'm going to let you have the final question.

403

00:56:05.040 --> 00:56:22.979

Daniel Bell: Uh, thank you. Um, I know this evaluation of the the various routes is, is going to be uh complex and multi-layered. But do you see at the end of the day because of limited financing, that you might just prioritize, and and either ask for

404

00:56:23.030 --> 00:56:27.089

Daniel Bell: only a BART crossing or only a rail crossing

405

00:56:31.820 --> 00:56:33.209

Aidan Hughes, Link21, Panelist: You want me to.

406

00:56:33.990 --> 00:56:41.720

Aidan Hughes, Link21, Panelist: Can I take that? Yeah. Yeah. So so, Daniel, at the moment we're looking at um,



407

00:56:42.490 --> 00:56:45.629

Aidan Hughes, Link21, Panelist: either one or the other, or both.

408

00:56:45.720 --> 00:56:48.089

Aidan Hughes, Link21, Panelist: Um and

409

00:56:48.870 --> 00:56:51.480

Aidan Hughes, Link21, Panelist: the evaluation will

410

00:56:52.200 --> 00:56:57.399

Aidan Hughes, Link21, Panelist: provide us with it with the insight as to whether to progress with,

411

00:56:58.060 --> 00:57:08.320

Aidan Hughes, Link21, Panelist: with with two crossings with one, whether to phase them so on. Uh, but we will be relying on a broad set of uh, of

412

00:57:08.950 --> 00:57:15.370

Aidan Hughes, Link21, Panelist: evaluation criteria not not only on on cost,

413

00:57:16.260 --> 00:57:18.069

Aidan Hughes, Link21, Panelist: so so I think

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414

00:57:18.650 --> 00:57:20.060

Aidan Hughes, Link21, Panelist: it's.

415

00:57:20.210 --> 00:57:30.239

Aidan Hughes, Link21, Panelist: I I mean, I can't. I can't at this stage say how how it's going to land. But it's not going to be. It's not going to be only on cost. That That was the commitment that was made,

416

00:57:30.550 --> 00:57:34.649

Aidan Hughes, Link21, Panelist: you know by the by, the two boards that this would be a um.

417

00:57:35.310 --> 00:57:41.379

Aidan Hughes, Link21, Panelist: This would be a full and a full and fair evaluation. It's not uh we're not trying to

418

00:57:41.580 --> 00:57:48.269

Aidan Hughes, Link21, Panelist: uh shortcut things here, I mean, we we we need to know, and everyone else needs to know what they uh,

419

00:57:49.210 --> 00:57:52.740

Aidan Hughes, Link21, Panelist: what what what the best way forward is so,

420

00:57:53.390 --> 00:57:54.410

Nicole.

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421

00:57:54.710 --> 00:57:57.849

Daniel Bell: Okay,

422

00:57:59.060 --> 00:58:01.049

Aidan Hughes, Link21, Panelist: Thank you. All right.

423

00:58:01.470 --> 00:58:02.520

Lisa Marie Alley, Link21, Facilitator: Perfect.

424

00:58:02.700 --> 00:58:12.589

Lisa Marie Alley, Link21, Facilitator: Well, we've got about two minutes left. I just want to remind everybody We will be posting this video on to the Link21 website in the coming days, even though there is a holiday next week.

425

00:58:12.600 --> 00:58:27.789

Lisa Marie Alley, Link21, Facilitator: Um! And that we will be compiling all of the data that we heard, whether it was from an office hour or a webinar, I mean compiling summaries of each uh virtual event, and then putting together all the input and feedback that we've received from the public.

426

00:58:27.800 --> 00:58:43.980

Lisa Marie Alley, Link21, Facilitator: Um, to hear what people had to say is, we advance these concepts and look at the next phase of the Program. Um, as Nicole said earlier. Stay tuned if a lot of work to do in 2023, and we'd like to partner with all of you as we advance the Program. Um! So with that

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427

00:58:43.990 --> 00:58:54.529

Lisa Marie Alley, Link21, Facilitator: I'm gonna say thank you. We do need to stand for one more minute till five, thirty, and then we will let everyone go. But we appreciate um, everyone participating tonight, and it was a great dialogue,

428

00:58:55.200 --> 00:58:57.460

Nicole Franklin, Link21, Panelist: and thank you So much for joining us.

429

00:58:58.580 --> 00:59:01.689

Aidan Hughes, Link21, Panelist: Thank you. It's been great great questions tonight.

430

00:59:12.150 --> 00:59:14.160

Lisa Marie Alley, Link21, Facilitator: Thanks, Roland. We appreciate it.

431

00:59:15.970 --> 00:59:17.359

Nicole Franklin, Link21, Panelist: Thanks for

432

00:59:44.980 --> 00:59:59.150

Lisa Marie Alley, Link21, Facilitator: all right, Thanks. Everyone. That's a wrap for our full Webinar series and virtual office hours. Thanks, everyone. Thanks so much, everybody for your help for the last couple of weeks. But um close the recording down, and we'll have a quick minute when Randy says.

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