

LINK21

CONNECT NORTHERN CALIFORNIA

LINK21 SAN FRANCISCO COMMUNITY MEETING SUMMARY

DRAFT FINAL

November 16, 2022 | 5:30-7 pm

Prepared By:
Link21 Engagement & Outreach Team (HDR)

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TABLE OF CONTENTS

- 1. Overview 1-3
 - 1.1.Meeting Summary 1-3
 - 1.1.1. *Polling Exercise: Getting to Know you*..... 1-3
 - 1.1.2. *Meeting Agenda and Speakers* 1-4
 - 1.1.3. *Northern California’s Travel Needs*..... 1-4
 - 1.1.4. *Link21 Focused on Our Future* 1-4
 - 1.1.5. *Developing Initial Concepts* 1-5
 - 1.1.6. *Poll Exercise: Understanding your Service Needs* 1-5
 - 1.1.7. *Engagement and Q&A Session* 1-6
 - 1.1.8. *Closing Remarks* 1-10

TABLES

- Table 1-1. Polling Exercise #1 1-3
- Table 1-2. Polling Exercise #2..... 1-5
- Table 1-3. Questions and Answers 1-7
- Table 1-4. Comments..... 1-9

APPENDICES

- Appendix A. Zoom Transcript..... 1-11

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1. OVERVIEW

On Wednesday, November 16, 2022, the Link21 Program hosted the last of three virtual community meetings designed to introduce Link21 Program goals, present concept examples, review timelines, and provide an opportunity for attendees to ask questions directly to the Program team. The meeting was held from 5:30 to 7 pm via Zoom with closed captioning and simultaneous Spanish and Cantonese interpretation. A dial-in option was also available for those without internet access. There was a formal presentation with a San Francisco focus accompanied by a polling exercise and a question-and-answer session. Twenty-six participants logged in via Zoom, while five attendees used the dial-in option.

A recording of the November 16, 2022, meeting is posted on the [Link21 website](#).

1.1. Meeting Summary

The meeting was facilitated by Link21 consultant, Kim Pallari from HDR. Ms. Pallari began the meeting with general housekeeping items (e.g., notifying participants the meeting was being recorded and that interpretation and closed captioning were available, etc.). Sadie Graham, Link21 Program Director, acknowledged Bay Area Rapid Transit (BART) District 6 Director Liz Ames, and introduced BART District 8 Director Janice Li who made opening remarks.

1.1.1. Polling Exercise: Getting to Know you

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

Table 1-1. Polling Exercise #1

QUESTION 1: IN WHICH CITY OR ZIP CODE ARE YOU LOCATED?		
TOTAL RESPONSES	RESPONSE BREAKDOWN (NUMBER OF INDIVIDUAL RESPONSES)	
14	Berkeley	3
	Oakland	6
	San Francisco	5
	San Jose	1
QUESTION 2: HOW DID YOU LEARN ABOUT TODAY'S MEETING?		
18	BART	2
	BART Anniversary Event	1
	Instagram	1
	Link21 Email Alert	7



	Link21 Website	6
	SFCTA Board Meeting	1

1.1.2. Meeting Agenda and Speakers

The meeting agenda was presented:

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

As well as the speaker panel:

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

1.1.3. Northern California’s Travel Needs

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

- Projected population growth and associated traffic congestion
- Current Northern California train network (made up of several regional rail operators), its limitations, and potential network options to show what agencies across the Megaregion are planning in the absence of Link21
- Second transbay crossing connecting Oakland and San Francisco
- Transform the passenger experience, promote equity and livability, support economic opportunity, and advance environmental protection

1.1.4. Link21 Focused on Our Future

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

- **Phase 0 [2019 - 2022]:** Phase 0 included Program identification, a Market Analysis Report, service improvement surveys, data collection, co-creation workshops with community-based organizations, and public workshops

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- **Phase 1 [2022 - 2024]:** Phase 1 is designed to identify concepts that will best serve diverse communities. Environmental work has been initiated and integrated to help understand current environmental constraints, and potential opportunities to inform concept development and guide Program decisions. The Environmental Constraints and Opportunities Report provides more detail on this work

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

1.1.5. Developing Initial Concepts

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

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

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

1.1.6. Poll Exercise: Understanding your Service Needs

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

Table 1-2. Polling Exercise #2

QUESTION 3: WHICH TRAIN CONNECTIONS WOULD YOU BE MOST LIKELY TO USE? SELECT UP TO THREE.		
TOTAL RESPONSES	RESPONSE BREAKDOWN (NUMBER OF INDIVIDUAL RESPONSES)	
38	Sacramento <--> San Francisco	8
	Sacramento <--> Peninsula, Silicon Valley, and San Jose	4
	Sacramento <--> Oakland, Alameda, and East Bay	6



	Stockton and Central Valley <--> San Francisco	5
	Stockton and Central Valley <--> Peninsula, Silicon Valley, and San Jose	0
	Stockton and Central Valley <--> Oakland, Alameda, and East Bay	1
	Santa Cruz, Monterey, and Salinas <--> San Francisco	6
	Santa Cruz, Monterey, and Salinas <--> Peninsula, Silicon Valley, and San Jose	2
	Santa Cruz, Monterey, and Salinas <--> Oakland, Alameda, and East Bay	6

QUESTION 4: IF TRAVELING BY TRAIN, WHAT TYPES OF TRIPS WOULD YOU BE MOST LIKELY TO MAKE? SELECT UP TO THREE.

47	Commute to work	9
	Commute to school or college	2
	Get to business or medical appointments	3
	Get to the airport (SMF, SFO, OAK, SJC)	11
	Visit friends and family	9
	Entertainment such as concerts, sporting events, and festivals	11
	Other	2

QUESTION 5: IF YOU WERE TO TRAVEL BY TRAIN, WHAT TIME WOULD YOU MOST LIKELY RIDE? SELECT UP TO THREE.

47	Weekdays, rush hours (7-10 am and 4-7 pm)	10
	Weekdays, midday (10 am - 4 pm)	2
	Weekdays, night (7 pm - 1 am)	9
	Weekdays, overnight (1-7 am)	1
	Weekends, mornings (7 am - Noon)	4
	Weekends, afternoons (Noon - 7 pm)	12
	Weekends, night (7 pm - 1 am)	8
	Weekends, overnight (1-7 am)	1

1.1.7. Engagement and Q&A Session

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

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

QUESTION	ANSWER
I don't see Oakland/East Bay to Peninsula listed?	<ul style="list-style-type: none"> ▫ Assume you mean that the Oakland/East Bay connection was not listed in the polling - noted
Is the Dumbarton Rail Crossing being considered?	<ul style="list-style-type: none"> ▫ Link21 is not leading the Dumbarton Rail Crossing project <ul style="list-style-type: none"> — We are watching out for it and seeing how it might develop — Capitol Corridor is continuing to plan for an intermodal connection at its Ardenwood station to connect with the Dumbarton transit service
Are there plans to integrate the crossing with the potential Howard Terminal ballpark?	<ul style="list-style-type: none"> ▫ No decisions on station location, and a lot of that has to do with where the crossing alignment is ▫ We do recognize that Howard Terminal is a regional draw
How can we get this project done faster, as we need it to address climate change?	<ul style="list-style-type: none"> ▫ We continue to need to identify monies to advance the Program. That is a place that you can help participate by talking to your elected officials, BART Board members, and at the MTC level, state level to share your support ▫ There is a required high level of technical work needed (e.g., some of our project evaluation is dependent on the models that we're building currently) ▫ Ride BART, Capitol Corridor, AC Transit, or Muni to support transit right now
What will be connectivity to the California High Speed Rail (HSR) system?	<ul style="list-style-type: none"> ▫ California High Speed Rail Authority (CHSRA) is advancing Phase 1 segment that extends from Central Valley to San Jose and San Francisco ending at the Salesforce Transit Center <ul style="list-style-type: none"> — Phase 2 is expected to go from the Central Valley to Sacramento, although has not been finalized ▫ Link21 has coordinated with CHSRA to make sure a future Bay crossing does not limit the access for HSR so it could get at least get across the Bay from Salesforce Transit Center to the East Bay
To run trains on different gauges, Spain uses axles with wheels that can move in or out a few inches to enable the train to run on any gauge. While we use the next decades and billions of dollars to achieve the Link21 dream, couldn't we achieve part of it right now. Then single seats could be enjoyed all the way from San	<ul style="list-style-type: none"> ▫ Unlike Spain, the Regional Rail track that Capitol Corridor, ACE, and San Joaquin run on is not owned by the government <ul style="list-style-type: none"> — Permissions required ▫ Spanish trains are much heavier than BART trains <ul style="list-style-type: none"> — By federal safety regulation, the lightweight BART trains and the freight trains cannot be in the same corridor ▫ Caltrain is about to commence revenue service with their standard vehicles so there is a precedent for different

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Francisco to Sacramento, Stockton, or Fresno.	types of vehicles sharing a corridor, but Caltrain owns its right of way so it's a little different
Does Link21 handle the procurement RFI or RFP or would they go to the specific transportation agency? For example, does the transbay tube go to the Transbay Authority or a BART project come to BART?	<ul style="list-style-type: none"> ▫ Link21 is a program sponsored by BART and CCJPA ▫ We are a long way off from discussing procurement until we know what the project will be ▫ MTC also considering how to deliver these mega projects more efficiently and cost effectively ▫ At BART and other agencies, we try to make sure that we are unbundling all our procurements to make sure that we are sharing the wealth of getting to do this work with all of our great partners in the construction business
Will your evaluation of rail alignments to Western San Francisco include an option for a joint Muni Metro new rail service tunnel that would allow for a Muni Metro extension all the way to the outer Richmond like the Market Street BART Muni shared tunnel?	<ul style="list-style-type: none"> ▫ San Francisco Planning Department and the San Francisco County Transportation Authority are expected to kick off this study very soon ▫ Link21 will coordinate about western San Francisco rail extension and interface with Link21 ▫ No decisions are made to date and Link21 will continue to coordinate
Concepts presented do not include cross-platform or perpendicular interchanges with the existing BART or Regional Rail systems. Is the time taken for walking transfers being used as part of the trip generation and service quality calculations?	<ul style="list-style-type: none"> ▫ Currently just thinking about where the transfers might occur between Regional Rail and BART ▫ Locations where we know vertical or elevation difference: <ul style="list-style-type: none"> — West Oakland BART: elevated — If we were to bring in Regional Rail perpendicular to it, would need to be underground — It will eventually be taken into consideration how much time it could take people to move between the systems ▫ Want to make transfers easier for people
Are you looking for a BART to ACE interchange?	<ul style="list-style-type: none"> ▫ Are not looking at that right now <ul style="list-style-type: none"> — Still in the process of identifying other improvements needed aside from the crossing ▫ If we feel like that is an improvement that really benefits folks moving through the transbay corridor, we will it put on the list of Link21 projects
What Regional Rail East Bay improvements are being considered as part of the Regional Rail options? Overhead wire as an example, tunnel or via that through Jack London Square.	<ul style="list-style-type: none"> ▫ Looking at making improvements that are about giving passenger rail service its own dedicated tracks ▫ In some places around the East Bay, we want higher frequency trains and more reliable trains <ul style="list-style-type: none"> — Up to Richmond, and maybe down to the Coliseum — Some parts may be grade-separated, including Jack London Square

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<p>There are several infrastructure projects comprising the overall Link21 program vision. Will infrastructure projects be phased in a way that the program benefits can be realized sooner. Like California HSR phasing, for example short-term improvements, initial network, or midterm improvements, intermediate network, and lastly, long term improvements ultimate network.</p>	<ul style="list-style-type: none"> ▫ Phasing will be part of this Program ▫ Would love to show some benefit sooner rather than later ▫ When it comes to building infrastructure, there's a long process that's required especially in California with our environmental clearance process and finding funding ▫ Some service improvements do require capital improvements to implement them, but there might be smaller projects that we need ahead of the crossing to connect it to something, and improvements needed on either end of the crossing ▫ Some improvements will be further away from the crossing that are necessary to facilitate transbay corridor travel
<p>Is it reasonable to see eastbound long distance Amtrak trains originating in downtown San Francisco?</p>	<ul style="list-style-type: none"> ▫ That's one of the things that we are most excited about in developing a concept that has Regional Rail with the new crossing across the San Francisco Bay and the ability to serve the longer distance trips directly into downtown San Francisco ▫ However, some folks when they refer to Amtrak, they may be referring to Capitol Corridor or San Joaquin or asking about long-distance Amtrak service like the Zephyr <ul style="list-style-type: none"> — The Zephyr which may just run one time a day and has a lot of on time performance issues — If we're running 12 plus trains an hour through the new crossing then there's some issues, so unsure which one the question was geared towards
<p>What is the funding status for construction of the downtown rail extension for Caltrain to Salesforce?</p>	<ul style="list-style-type: none"> ▫ Downtown rail extension is not a Link21 project, although we are partnering with the TJPA ▫ Project received entry into the Capital Investment Grants New Start program, which is an FTA program that will provide federal funding (total cost estimate is approximately \$5 billion dollars for that project) ▫ See website for outline about funds

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Table 1-4. Comments

COMMENTS
No comments.



1.1.8. Closing Remarks

Kim Pallari concluded the Q&A and thanked participants again for their participation. Sadie Graham then introduced guest, Bevin Dufty who sits on the Board of both BART and CCJPA.

Mr. Dufty thanked all the local valued transportation agency partners for their participation and support of the Link21 Program. He was proud to announce that both BART and Capitol Corridor Boards support Link21 and have partnered to advance it. He then explained the economic benefits that Link21 will generate with an estimated 377,000 jobs and approximately \$145 billion in economic benefits.

Mr. Dufty also explained how the Link21 Program is in the early stages of planning and how attendee input is essential.

Kim Pallari concluded the meeting with a final thank you and encouraged all attendees to continue to stay involved and engaged.



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

00:00:19.800 --> 00:00:36.770

Kim Pallari, Link21, Moderator: Welcome those of you who have joined very promptly. Uh, we're going to give it just a couple more minutes before we get started with this evening's presentation for the virtual community meeting for Link21. So thank you so much for your patience and for being here right on time.

2

00:01:23.980 --> 00:01:38.459

Kim Pallari, Link21, Moderator: Good evening, everyone. I see the attendee numbers jumping just a little bit. So uh it's about 5:31 according to my clock, we're gonna go ahead and give it maybe one more minute, and then we'll get started with the presentation. Thank you so much for being here.

3

00:02:35.170 --> 00:02:36.710

Kim Pallari, Link21, Moderator: Okay,

4

00:02:36.920 --> 00:02:50.940

Kim Pallari, Link21, Moderator: Why, don't we go ahead and get started uh for the evening with the Link21 virtual community meeting. We really really appreciate everyone's attendance. I want to be respectful of those of you who are on already of your time.

5

00:02:50.950 --> 00:03:08.190

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Kim Pallari, Link21, Moderator: Um, so thank you so much for joining us. Uh! My name is Kim Pallari, and I'm the moderator for this evening. We're very excited to connect with you. Um, many of you, maybe for the first time, and some of you who have been participating along the way. We really appreciate you being here this evening

6

00:03:08.430 --> 00:03:25.420

Kim Pallari, Link21, Moderator: Tonight is about sharing information with you about our special Megaregion that we call home. About this multi-generational transportation program called Link21 which will help to maintain our quality of life by offering better ways to connect to the things that we love.

7

00:03:26.530 --> 00:03:44.210

Kim Pallari, Link21, Moderator: BART and Capitol Corridor, began working on the Link21 Program back in 2019, and have since then have been working extremely hard to design an approach to evaluate plan, const and construct an interconnected train system throughout Northern California.

8

00:03:44.220 --> 00:03:46.820

Kim Pallari, Link21, Moderator: That also links to the statewide

9

00:03:46.920 --> 00:03:50.320

Kim Pallari, Link21, Moderator: network as envisioned by the State Rail Plan,

10

00:03:50.730 --> 00:04:03.209

Kim Pallari, Link21, Moderator: Despite the current pandemic and the aftereffects of it, are we believe that multi uh that mobility in the Megaregion is a vital step in rebuilding and maintaining our economy.

11



00:04:03.730 --> 00:04:21.280

Kim Pallari, Link21, Moderator: Whether going to work school or traveling. For other reasons like recreation, we still need to access and connect to the places we want to go. Our region is going to rebound in transportation will continue to be one of the most important catalysts to help us grow and prosper

12

00:04:22.120 --> 00:04:34.569

Kim Pallari, Link21, Moderator: Get to the next slide. Thank you. So we're going to talk a little bit about some of the logistics for tonight how to participate and how the meeting is set up. So this meeting is being recorded.

13

00:04:34.580 --> 00:04:44.160

Kim Pallari, Link21, Moderator: Um, and it will include a presentation, some interactive polling and a Q&A session. We really want to hear from you this evening.

14

00:04:44.250 --> 00:04:51.770

Kim Pallari, Link21, Moderator: So our goal is to save at least the last thirty minutes for the question and answer session, the Q&A session.

15

00:04:52.080 --> 00:05:05.969

Kim Pallari, Link21, Moderator: But before we get started with the presentation, we'd like to take a moment to go over a few things with you, so that everyone who is either on the virtual Zoom meeting or joining us via the telephone, understands how best to participate.

16

00:05:07.200 --> 00:05:23.729

Kim Pallari, Link21, Moderator: We're offering this meeting in both ways. The telephone and the virtual Zoom, so that we could reach as many people as possible. The meeting um is being hosted in English, Spanish, and Cantonese. It also includes closed captioning,

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17

00:05:24.210 --> 00:05:27.210

Kim Pallari, Link21, Moderator: and there is technical support available.

18

00:05:28.100 --> 00:05:38.589

Kim Pallari, Link21, Moderator: For those audio channels, um, for any of these languages. Please click the inner interpretation button, which is the globe. Icon in the Zoom task bar.

19

00:05:38.850 --> 00:05:47.189

Kim Pallari, Link21, Moderator: From there you will select your language for the menu. This message will be repeated in all languages before we get started.

20

00:05:47.930 --> 00:05:59.400

Kim Pallari, Link21, Moderator: If you require closed captioning, you can click the CC button or icon in the Zoom task bar and then select subtitles to view on screen

21

00:05:59.530 --> 00:06:04.049

Kim Pallari, Link21, Moderator: or live transcript to see the full transcript in the side panel.

22

00:06:04.950 --> 00:06:16.460

Kim Pallari, Link21, Moderator: Again, If you need technical support, you can use the Zoom question and answer option to describe the support that you need, and one of our um production assistance will help you.

23



00:06:17.300 --> 00:06:27.699

Kim Pallari, Link21, Moderator: We now invite our interpreters to repeat these instructions in both Spanish and Cantonese. So with that I'd like to welcome Maria to provide the Spanish interpretation.

24

00:07:31.390 --> 00:07:37.150

Kim Pallari, Link21, Moderator: Thank you, Maria. And Now I'd like to introduce our Cantonese interpreter, Yik-fai

25

00:08:57.310 --> 00:09:07.820

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

26

00:09:09.640 --> 00:09:18.570

Kim Pallari, Link21, Moderator: Okay, to help us learn more about who's joining us this evening at the meeting. We would really like to do some quick interactive polling.

27

00:09:20.370 --> 00:09:33.849

Kim Pallari, Link21, Moderator: Next slide. So here are how, here are the ways of how you can participate in this only. So we'd like to ask a few questions. Um. But first we want you to understand. You can participate in a number of different ways.

28

00:09:34.250 --> 00:09:53.119

Kim Pallari, Link21, Moderator: Uh, we're using the the software called Poll everywhere. So if you're joining via your computer, you can go to the website www.pollev.com/kwpoll1

29



00:09:53.130 --> 00:10:03.619

Kim Pallari, Link21, Moderator: and find the poll on your Internet browser. By smartphone, you can utilize that same address

30

00:10:03.660 --> 00:10:09.120

Kim Pallari, Link21, Moderator: to access the Internet. Via text. If you text

31

00:10:09.310 --> 00:10:26.649

Kim Pallari, Link21, Moderator: Kwpoll1 to 22333, you can reach poll everywhere on your mobile device, and lastly, you can utilize the QR code that is, on screen to access the poll as well.

32

00:10:27.180 --> 00:10:41.430

Kim Pallari, Link21, Moderator: So lots of different ways to try and engage with you on this polling. We have just a couple of the questions up front before the presentation, and then we will ask some questions towards the end, utilizing the same poll everywhere tool.

33

00:10:41.470 --> 00:10:42.690

Kim Pallari, Link21, Moderator: Next slide.

34

00:10:46.360 --> 00:10:59.189

Kim Pallari, Link21, Moderator: And one more time. If you are joining via phone, you can use the chat box to answer these questions. So the first question is, in which city or zip code are you located?

35

00:11:00.170 --> 00:11:11.169

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Kim Pallari, Link21, Moderator: So you can either enter in your city or your zip code, and we will be formulating all of the information. I see quite a few from Oakland, some from San Francisco.

36

00:11:11.660 --> 00:11:16.770

Kim Pallari, Link21, Moderator: I've not memorized all the zip codes, so we will figure out where everyone's coming from.

37

00:11:18.460 --> 00:11:21.880

Kim Pallari, Link21, Moderator: Berkeley. I see some from Berkeley. Thank you.

38

00:11:22.420 --> 00:11:25.180

Kim Pallari, Link21, Moderator: Lots of participation. This is great.

39

00:11:28.570 --> 00:11:35.799

Kim Pallari, Link21, Moderator: The larger it becomes on screen, the more um we're seeing people from some of the same locations, So that's great.

40

00:11:37.260 --> 00:11:41.130

Kim Pallari, Link21, Moderator: Give it a couple more minutes or few more seconds. Excuse me.

41

00:11:42.730 --> 00:11:43.810

Kim Pallari, Link21, Moderator: Okay.

42

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00:11:45.490 --> 00:11:48.999

Kim Pallari, Link21, Moderator: Thank you. We have one more question for you.

43

00:11:51.160 --> 00:11:56.499

Kim Pallari, Link21, Moderator: Okay. The next question is, how did you learn about tonight's meeting.

44

00:11:57.310 --> 00:12:06.939

Kim Pallari, Link21, Moderator: It could be from email the website. Maybe some of the display ads or in the local media. Um, maybe word of mouth?

45

00:12:07.880 --> 00:12:24.039

Kim Pallari, Link21, Moderator: We love to hear how you heard about this meeting this evening, so we it helps us understand how best to reach you and promote future opportunities. So I'm seeing an email alert. The websites couple from the website,

46

00:12:24.750 --> 00:12:28.790

Kim Pallari, Link21, Moderator: several from email. That's great. Thank you.

47

00:12:34.410 --> 00:12:48.409

Kim Pallari, Link21, Moderator: And if you aren't currently on our email list, you can go to our website and be added to that email list. Um. Oh, I I see that some people are joining because they heard about it at the BART anniversary events

48

00:12:49.360 --> 00:12:55.129

Kim Pallari, Link21, Moderator: or through um the SFCTA Board meeting. That's great

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49

00:12:56.100 --> 00:12:59.110

Kim Pallari, Link21, Moderator: from Bart directly awesome. So

50

00:12:59.450 --> 00:13:04.249

Kim Pallari, Link21, Moderator: the word is getting out. We really appreciate you all participating in that poll

51

00:13:04.980 --> 00:13:19.699

Kim Pallari, Link21, Moderator: um. We'll tabulate all that information, and it'll really help us in moving forward, understanding how best to reach you and and promote these future opportunities. So now we're going to get into the meeting agenda and introduction of the speakers next slide.

52

00:13:24.160 --> 00:13:32.440

Kim Pallari, Link21, Moderator: So our agenda is broken out into really four key parts. The first is learning about California's. Travel needs.

53

00:13:32.490 --> 00:13:49.469

Kim Pallari, Link21, Moderator: Part two will be focusing in on Link21, and how we're focused on the future for Northern California um in keeping our mobility. And then the third part is the an explanation and um of the initial example concept

54

00:13:49.590 --> 00:14:06.590

Kim Pallari, Link21, Moderator: um that we will be sharing with you for the potential transbay crossing, and the last will be our open um engagement opportunity, which is the question and answer session. So that's the way the meeting is broken out this evening. Let's go to the next slide.

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55

00:14:09.810 --> 00:14:26.690

Kim Pallari, Link21, Moderator: Okay, So let's need our speakers for this evening. First, we have on the left, we have Sadie Graham, who is the Program director for Link21. Sadie is with BART and she'll be here to present and also help answer any questions during Q&A. Sadie, would you like to say hello.

56

00:14:26.780 --> 00:14:29.209

Sadie Graham, Link21, Speaker/Panelist: Hi! Everyone! Thank you for coming today.

57

00:14:30.300 --> 00:14:42.239

Kim Pallari, Link21, Moderator: Awesome. Thank you. And next we have Camille Tsao with Capitol Corridor Joint Powers Authority. Camille will be also one of our presenters and panelists for the evening. Camille, would you like to introduce yourself?

58

00:14:42.680 --> 00:14:45.890

Camille Tsao, Link21, Speaker/Panelist: Good evening, Everyone thank you for joining us.

59

00:14:47.020 --> 00:14:55.619

Kim Pallari, Link21, Moderator: and Chester Fung, who is the Link21 planning and engineering delivery manager from HNTB. Chester. Would you like to say hello.

60

00:14:55.970 --> 00:14:58.090

Chester Fung, Link21, Panelist: Hi! Everyone Good to be here with you.

61

00:14:58.580 --> 00:15:06.140

DRAFT - DELIBERATIVE



Kim Pallari, Link21, Moderator: Thank you. And say, Sadie. Um! Would you like to? We have a couple of special guests? Would you like to just acknowledge them.

62

00:15:06.270 --> 00:15:32.550

Sadie Graham, Link21, Speaker/Panelist: Yes, um! I'd like to acknowledge uh Director liz Ames uh one of our board directors who's here tonight, and then I would ask. I'd like to um bring Director Janice Li um into the spotlight and just ask for her to give us a couple of opening remarks. Um, Director Lee was elected to the BART Board of Directors in 2018, and she represents BART and eighth district in San Francisco.

63

00:15:32.560 --> 00:15:47.570

Sadie Graham, Link21, Speaker/Panelist: Uh. She moved to San Francisco in 2013, where she began working as a community organizer with a San Francisco bicycle coalition, which is a membership based nonprofit with a mission of promoting the bicycle for everyday transportation.

64

00:15:47.580 --> 00:16:01.150

Sadie Graham, Link21, Speaker/Panelist: Uh, she lives in the outer sunset, and is obviously a regular bicycle commuter and transit rider, and she is a great um advocate for equity. Um! With that I'll just uh ask Director Li to say a few words. Thank you.

65

00:16:01.720 --> 00:16:29.929

Janice Li, Link21, BART & CCJPA Board Director: Uh, yeah, Thank you so much, Sadie. Hi! Everyone uh realizing. Now I have to update my bio because I actually live in the inner Richmond now. Um! But I just want to say Thank you so much for joining tonight's meeting. You are the hardest of the bunch. You just care so deeply about transit and transportation, the future of the Bay Area, and for that I can't thank you enough. You're in really really great hands here. The the team that we we've got at BART Capitol Corridor and on the HNTB side

66



00:16:29.940 --> 00:16:53.729

Janice Li, Link21, BART & CCJPA Board Director: of the really really great consultants who are supporting with our outreach. Um! We're really here to listen. Uh, we appreciate your engagement, and so be be honest with us, and just know that this is just one of the many, many, many points of engagement that we're going to have along this very long journey we're taking together, and you have my commitment for as long as I'm on the BART board. It's going to be another few years. Um! That

67

00:16:53.740 --> 00:17:10.840

Janice Li, Link21, BART & CCJPA Board Director: we really want to see this happen as fast as possible. So they're going to show you some timelines, and you have the BART board's commitment, you have my commitment that we want to see those things shortened as much as possible, because we recognize the urgency in this project as visionary as it is. So again, just thank you all for your time.

68

00:17:13.810 --> 00:17:21.450

Kim Pallari, Link21, Moderator: Awesome. Thank you So much, Director. Okay, let's go move to the next slide, and we'll kick off the presentation with Camille.

69

00:17:25.550 --> 00:17:26.730

Hi everyone.

70

00:17:28.310 --> 00:17:39.490

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

71

00:17:39.650 --> 00:17:49.640

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

72

00:17:49.800 --> 00:18:03.160

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

73

00:18:03.590 --> 00:18:19.160

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

74

00:18:19.360 --> 00:18:36.889

Camille Tsao, Link21, Speaker/Panelist: Pre-pandemic, an average bay area commuter spent almost four days per year stuck in traffic, and in the BART's transbay tube, the only rail crossing between the East Bay and San Francisco Peninsula, was at or exceeding its capacity.

75

00:18:37.070 --> 00:18:55.229

Camille Tsao, Link21, Speaker/Panelist: We already have seen our freeways get back to the congestion that it was pre pandemic, and our train system is experiencing that rise and ridership, as well as we come out of the pandemic. As transportation is a major contributor to pollution and climate change.

76

00:18:55.240 --> 00:19:00.259

Camille Tsao, Link21, Speaker/Panelist: Um! Our region faces health, damaging air, quality that must be addressed



77

00:19:02.020 --> 00:19:11.250

Camille Tsao, Link21, Speaker/Panelist: Without mobility solutions, these challenges will only get worse, as our population is expected to reach fifteen million by 2040.

78

00:19:11.410 --> 00:19:15.810

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

79

00:19:16.130 --> 00:19:26.220

Camille Tsao, Link21, Speaker/Panelist: Through an early market analysis. We identified that by 2040. The daily trips within the San Francisco Bay area will increase by twenty-six percent.

80

00:19:26.380 --> 00:19:33.709

Camille Tsao, Link21, Speaker/Panelist: The daily trips between the Bay Area counties and other megaregional counties will increase by sixty four percent.

81

00:19:33.810 --> 00:19:42.720

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

82

00:19:45.940 --> 00:20:02.819

Camille Tsao, Link21, Speaker/Panelist: Today our network is a rail network is made up of several regional rail operators. Uj and BART, who run longer. Okay, it's made of the several regional rail operators who run longer distance services that connect people throughout the Megaregion



83

00:20:02.870 --> 00:20:05.280

Camille Tsao, Link21, Speaker/Panelist: into the core of the Bay Area.

84

00:20:05.290 --> 00:20:25.159

Camille Tsao, Link21, Speaker/Panelist: And BART, which provides frequent metro commuter service across five counties. Although we have a fair amount of rail service today, it doesn't quite meet our growing needs. It's disconnected, sometimes inconvenience, and ultimately is not competitive with cars, especially for medium to long distance trips.

85

00:20:27.010 --> 00:20:36.059

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

86

00:20:36.150 --> 00:20:50.540

Camille Tsao, Link21, Speaker/Panelist: The planned and potential network map here demonstrates the future of our train system as planned by our partner agencies across the Megaregion. This doesn't include the plan improvements by Link21.

87

00:20:50.770 --> 00:20:57.059

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

88

00:20:57.380 --> 00:21:06.220

Camille Tsao, Link21, Speaker/Panelist: The A's on the map represent rail extensions, like the Valley Link or high speed rail from Merced to Gilroy



89

00:21:06.520 --> 00:21:12.799

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

90

00:21:13.160 --> 00:21:23.989

Camille Tsao, Link21, Speaker/Panelist: The C's represent service improvements across the network, like the two additional round trip trains in the Central Valley.

91

00:21:24.080 --> 00:21:30.749

Camille Tsao, Link21, Speaker/Panelist: Caltrains electrification and plans to run six trains an hour on the peninsula.

92

00:21:31.490 --> 00:21:39.769

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

93

00:21:40.040 --> 00:21:52.040

Camille Tsao, Link21, Speaker/Panelist: It's important to note that because much of the regional rail network within the Mega Megaregion runs on, shared and on tracks with freight, such as the Union Pacific Railroad.

94

00:21:52.090 --> 00:21:57.450

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

95

DRAFT - DELIBERATIVE



00:21:58.590 --> 00:22:06.229

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

96

00:22:06.670 --> 00:22:13.690

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

97

00:22:14.000 --> 00:22:25.889

Camille Tsao, Link21, Speaker/Panelist: However, a critical piece of the transportation network is adding capacity and reliable connections across the physical barrier of the San Francisco Bay with a second crossing.

98

00:22:26.490 --> 00:22:38.540

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

99

00:22:39.060 --> 00:22:49.690

Camille Tsao, Link21, Speaker/Panelist: In addition, the new crossing may also have further value when it's combined with other projects like the downtown rail extension in San Francisco,

100

00:22:49.930 --> 00:22:57.879

Camille Tsao, Link21, Speaker/Panelist: that extends rail to the Salesforce Transit Center, where it can link riders directly to the new crossing.

101

DRAFT - DELIBERATIVE



00:22:58.630 --> 00:23:07.420

Camille Tsao, Link21, Speaker/Panelist: This second crossing is at the core of the Link21 Program, and together with these improvements by other agencies shown on the map,

102

00:23:07.440 --> 00:23:22.729

Camille Tsao, Link21, Speaker/Panelist: Link21 will help transform our way of traveling around the Megaregion to connect more people to where they want to go quickly, safely and affordably, whether traveling a few miles or a few counties over.

103

00:23:28.450 --> 00:23:35.999

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

104

00:23:36.150 --> 00:23:39.820

Camille Tsao, Link21, Speaker/Panelist: The Programs, goals, and objectives are listed here.

105

00:23:39.960 --> 00:23:46.100

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

106

00:23:46.190 --> 00:23:51.430

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

107

00:23:51.760 --> 00:24:04.420



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

108

00:24:04.680 --> 00:24:14.499

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

109

00:24:14.760 --> 00:24:17.860

Camille Tsao, Link21, Speaker/Panelist: the benefits will be felt across our Megaregion,

110

00:24:17.960 --> 00:24:24.779

Camille Tsao, Link21, Speaker/Panelist: elevating equity, expanding economic opportunity and creating environmental resilience.

111

00:24:25.580 --> 00:24:27.850

Camille Tsao, Link21, Speaker/Panelist: And now I'll hand it over to Sadie.

112

00:24:28.910 --> 00:24:39.480

Sadie Graham, Link21, Speaker/Panelist: Excellent. Thanks, Camille. So as uh Director Lee uh mentioned Link21 Program is a multi-year multi-phase planning process.

113

00:24:39.490 --> 00:24:58.100

Sadie Graham, Link21, Speaker/Panelist: So phase uh zero was completed earlier this year, when BART and Capitol Corridor boards approved the work that we completed in



Phase Zero. Our current work, which is phase one will take us through early 2024, and we'll focus on the project identification.

114

00:24:58.210 --> 00:25:10.630

Sadie Graham, Link21, Speaker/Panelist: So this phase is a lot of work. We brings together engineering, service, planning, ridership, modeling, early environmental work, um and integrated throughout. All of this is our public engagement.

115

00:25:10.640 --> 00:25:25.180

Sadie Graham, Link21, Speaker/Panelist: So the work that will be accomplished in phase. One will result in the identification of projects that then will advance into the environmental review phase, which is phase two estimated to begin in mid 2024.

116

00:25:25.250 --> 00:25:50.409

Sadie Graham, Link21, Speaker/Panelist: So this is a long range planning effort, and the construction of a new crossing and opening of service is not slated for many years. Um! But what is critical to the Program success is the ongoing engagement with you, our agency partners, community stakeholders, so that we can identify the right transportation uh solutions to serve the the regions growing needs.

117

00:25:50.420 --> 00:25:51.450

Sadie Graham, Link21, Speaker/Panelist: Next slide.

118

00:25:52.740 --> 00:26:22.690

Sadie Graham, Link21, Speaker/Panelist: So what I think is really unique about this program is that we are centering equity at the beginning of the planning stage, and really at the core of all of our work. Um! We know that equitable processes create equitable outcomes and right prioritizing um open and transparent engagement with communities that have been historically marginalized. Link21 will be it better able to

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design and deliverable a deliver equitable train service. That means the priorities, needs and values of our community.

119

00:26:22.700 --> 00:26:42.030

Sadie Graham, Link21, Speaker/Panelist: So there's three components of our equity strategy that are guiding the Program. Equity is integrated into our planning and technical analysis. So as an example um in Phase Zero when we are doing our market analysis, we develop priority populations,

120

00:26:42.040 --> 00:26:53.529

Sadie Graham, Link21, Speaker/Panelist: and they were given a higher waiting to help to find those areas where we might improve existing service or grow ridership by connecting people who don't really have access to rail today.

121

00:26:54.330 --> 00:27:08.879

Sadie Graham, Link21, Speaker/Panelist: Link21 has also established a community based organization partnership program uh, where we can co-create um solutions to to the rail problems and build lasting relationships with our partners and their communities.

122

00:27:08.890 --> 00:27:17.270

Sadie Graham, Link21, Speaker/Panelist: We've had uh three successful rounds of co-creation already and plan to hold another three rounds over the next uh twelve to eighteen months,

123

00:27:17.280 --> 00:27:35.450

Sadie Graham, Link21, Speaker/Panelist: and before the years out Um, we will have established our Equity Advisory Council and the EAC members will bring advocacy and lived experience to the Program, and will be charged with helping to guide project development and Program decisions through an equity equity lens. Next slide, please.



124

00:27:36.270 --> 00:27:55.229

Sadie Graham, Link21, Speaker/Panelist: So uh what we've accomplished so far uh Phase Zero set the foundation for the work that's now under way uh the highlights include establishing the goals and objectives that Camille um just spoke to develop uh developing a decision, making framework that will guide the future planning and decision making in a transparent way.

125

00:27:55.240 --> 00:28:07.730

Sadie Graham, Link21, Speaker/Panelist: Gathering initial data through technical studies service, uh surveys market analysis, engaging with our stakeholders and developing the equity framework I just spoke to. Next slide, please.

126

00:28:07.860 --> 00:28:21.120

Sadie Graham, Link21, Speaker/Panelist: Um. So, as I stated earlier, our goal for this current work is to identify potential projects that will then move into environmental review um where they'll undergo further um design and refinement.

127

00:28:21.130 --> 00:28:38.889

Sadie Graham, Link21, Speaker/Panelist: But to get there we need to start with the development of initial concepts um, and examples of which you'll see in a few minutes. Um from Chester. The concepts will be informed by our market analysis service, planning, ridership, modeling and environmental work, um and timely public input.

128

00:28:39.040 --> 00:28:54.620

Sadie Graham, Link21, Speaker/Panelist: The concepts will be refined using several metrics that um all tied back to our goals and objectives to understand and ensure that as we're advancing project concepts, they are meeting the goals and objectives that have been adopted by our boards,

129

DRAFT - DELIBERATIVE



00:28:54.630 --> 00:29:00.530

Sadie Graham, Link21, Speaker/Panelist: and they'll be further refined and analyzed and brought to the public for for input. Next slide, please.

130

00:29:01.200 --> 00:29:15.879

Sadie Graham, Link21, Speaker/Panelist: So to get to a final project. Um! We are starting with, uh, the development of concepts. The evaluation of these concepts will be a multi step process that I that will incorporate um public input. And tonight is just the very beginning of this.

131

00:29:15.890 --> 00:29:30.710

Sadie Graham, Link21, Speaker/Panelist: We we're going to start with a long list of concepts that are going to be in informed by the input we're gathering now and have gathered already. They'll go. Those concepts will go through two rounds of screening and refinement with more detailed analysis each time.

132

00:29:30.770 --> 00:29:45.830

Sadie Graham, Link21, Speaker/Panelist: Some of this detailed analysis is uh depended on. Some of the ridership modeling and travel demand models that we're currently building, which will enable us to look more deeply and closely at the benefits that the concepts will be able to deliver.

133

00:29:45.980 --> 00:29:59.360

Sadie Graham, Link21, Speaker/Panelist: Um key evaluation, considerations will include things um like public input, but also cost effectiveness, ridership, um and um benefits to equity communities.

134

00:29:59.370 --> 00:30:11.369



Sadie Graham, Link21, Speaker/Panelist: Our initial concept list will be released early next year and then go through that first round of evaluation, and our plan will be to come back to the public following that for screening in 2023

135

00:30:11.400 --> 00:30:22.350

Sadie Graham, Link21, Speaker/Panelist: um. Ultimately, we will engage again following the second screening around the fall of 2023 uh prior to identifying projects that we would recommend to advance forward.

136

00:30:22.360 --> 00:30:31.989

Sadie Graham, Link21, Speaker/Panelist: Uh Phase Two is the environmental review. And of course, at that point we'll initiate further definition around the projects that may include multiple alternatives.

137

00:30:33.020 --> 00:30:45.660

Sadie Graham, Link21, Speaker/Panelist: Okay, so to help us identify the concepts that will best serve our diverse communities. Link21 has integrated and initiated early environmental work during this Phase One which we're in right now.

138

00:30:45.670 --> 00:30:56.210

Sadie Graham, Link21, Speaker/Panelist: The goal of the work is to learn and understand the current environmental constraints and potential opportunities to inform the concept development and guide our decision making.

139

00:30:56.510 --> 00:31:03.669

Sadie Graham, Link21, Speaker/Panelist: Conducting this environmental work early really helps us set the stage for more successful environmental process. In the next

140



00:31:03.680 --> 00:31:18.370

Sadie Graham, Link21, Speaker/Panelist: Phases of planning where project alternatives in environmental review will be analyzed to determine potential impacts to the environment, such as community impacts, noise, air, quality, and other environmental resources.

141

00:31:18.380 --> 00:31:28.500

Sadie Graham, Link21, Speaker/Panelist: So during phase two, the Program will also determine potential solutions or what are called mitigations to minimize and address any impacts identified.

142

00:31:28.510 --> 00:31:40.620

Sadie Graham, Link21, Speaker/Panelist: You can learn more about the early environmental work that we've done as far on our website. Um in the document library. There's a very comprehensive environmental constraints and opportunities report.

143

00:31:40.680 --> 00:31:44.069

Sadie Graham, Link21, Speaker/Panelist: And so with that I'm going to pass it over to Chester.

144

00:31:46.170 --> 00:31:47.420

Chester Fung, Link21, Panelist: Thanks, Sadie.

145

00:31:47.990 --> 00:31:58.609

Chester Fung, Link21, Panelist: I'll share some example concept shortly. But first, a few slides to remind those who have been involved and share with those who are new to the Link21, how the concepts are created.

146



00:31:58.930 --> 00:32:08.139

Chester Fung, Link21, Panelist: The Link21 concepts are made from four building blocks. The markets refers to the places that could be served by a new or approved rail network.

147

00:32:08.430 --> 00:32:27.080

Chester Fung, Link21, Panelist: And while our market analysis identified the most popular destinations that people are traveling to within San Francisco and the peninsula and areas in Oakland and East Bay. There are other key destinations that were identified extending further out into the Megaregion, which demonstrates a need for a better-connected network.

148

00:32:27.720 --> 00:32:39.320

Chester Fung, Link21, Panelist: Link21 is also considering improvements to train service both to BART and regional rail. And just as a reminder, regional rail is the term that we're using for services like Capitol Corridor, Caltrain, and others.

149

00:32:39.570 --> 00:32:52.600

Chester Fung, Link21, Panelist: And Link21 is also considering a train technology for both as well. And when we say train technology, we're not just talking about the trains of today, but rather a newer train technology of the future. More on that in in a little bit.

150

00:32:52.610 --> 00:33:08.009

Chester Fung, Link21, Panelist: And what we're uh planning for a future in which modern trains are greener and faster than the ones that you see today. These modern regional rail trains can operate like an urban metro service, and also serve those longer distance corridors.

151

00:33:08.480 --> 00:33:21.519

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Chester Fung, Link21, Panelist: And lastly, to improve service and access Link21 will need to improve existing infrastructure, which is things like the crossing itself uh, new stations, and changes to the existing tracks.

152

00:33:21.530 --> 00:33:38.019

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

153

00:33:40.200 --> 00:33:57.049

Chester Fung, Link21, Panelist: Having shared the building blocks of concepts for Link21. I want to focus for a moment on what we've learned through a market analysis that was conducted last year. The market analysis estimated where people across the Megaregion might use rail to travel through the transbay corridor between Oakland and San Francisco.

154

00:33:57.060 --> 00:34:06.749

Chester Fung, Link21, Panelist: The blue dots here are the areas with the greatest amounts of rail potential, and not surprisingly that potential increases the closer people are to the crossing.

155

00:34:06.940 --> 00:34:15.560

Chester Fung, Link21, Panelist: This analysis was equity weighted, meaning that areas with more equity populations are given a higher weight than those with less.

156

00:34:15.870 --> 00:34:30.100

Chester Fung, Link21, Panelist: Many of these areas are already served by BART and other rail and transit providers. Uh. But this analysis indicates an opportunity to improve



existing service, as well as serve some communities that currently have little or no rail service.

157

00:34:30.219 --> 00:34:39.710

Chester Fung, Link21, Panelist: And we are seeing we are seeing western San Francisco as a potential generator of transbay rail trips. So we'll keep an eye out for that as we go through our analysis.

158

00:34:39.719 --> 00:34:55.910

Chester Fung, Link21, Panelist: Note that the blue dots alone, don't yell us where improved rail service is needed. The Link21 team is also considering whether locations already have access to high capacity, transit service like ferry, light rail, or express bus.

159

00:34:56.010 --> 00:35:10.109

Chester Fung, Link21, Panelist: And whether communities could support a rail system with many residences and businesses within close proximity. We're using this information along with public input and results from our previous service survey to develop those initial concepts.

160

00:35:10.240 --> 00:35:25.929

Chester Fung, Link21, Panelist: The concepts will target new and improved train service to places with the greater rail potential. And while this map alone doesn't tell the whole story, it is one of many of the many considerations take into account as the team looks for travel solutions.

161

00:35:27.420 --> 00:35:43.590

Chester Fung, Link21, Panelist: Okay, so service and vehicle technology are the second and third building blocks. Service is being planned so that all travelers where the traveling short medium or long distances will see improvements. We're also looking at how to run trains more frequently,

DRAFT - DELIBERATIVE



162

00:35:43.600 --> 00:35:47.599

Chester Fung, Link21, Panelist: make trips faster, and extend operating hours where possible.

163

00:35:48.140 --> 00:36:12.919

Chester Fung, Link21, Panelist: You might be familiar with BART trains. They come often. They are short distances between stops. You may be not as if you may not be as familiar with modern regional rail trains compared with today. They'll be greener. In other words, they won't be diesel powered. They'll be faster, and they can offer passengers different types of service for those short medium and long trips offering service more similar to BART.

164

00:36:12.930 --> 00:36:25.229

Chester Fung, Link21, Panelist: The train characteristics that we're showing here demonstrate the different types of service that will be possible with new modern regional rail technology as planned by Link21 and and as envisioned in the State Rail Plan.

165

00:36:25.750 --> 00:36:38.639

Chester Fung, Link21, Panelist: Caltrain, which you might be familiar with is a good example of a regional rail urban metro service. The middle column that is moving toward greener solutions converting to electric power trains in just a few years.

166

00:36:42.020 --> 00:36:50.590

Chester Fung, Link21, Panelist: Having talked about markets, service and technology, I'll now talk about how those building blocks plus infrastructure will create concepts for Link21.

167

DRAFT - DELIBERATIVE



00:36:51.460 --> 00:37:00.360

Chester Fung, Link21, Panelist: A key component of the concepts is that new crossing of the Bay which will encourage more people to take the train and offer an alternative to the congested roadways.

168

00:37:00.820 --> 00:37:12.269

Chester Fung, Link21, Panelist: This map illustrates how a new rail crossing unlocks local and regional travel benefits across the whole rail network. Even people far from the crossing will benefit

169

00:37:12.280 --> 00:37:38.419

Chester Fung, Link21, Panelist: from being able to travel by rail between places that currently do not have very efficient or convenient rail service. For instance, we've heard from the public in interest to travel from Sacramento to San Francisco and the Peninsula, or the Peninsula to the inner East Bay with fewer or no transfers, and in less time. And this could be possible with the new rail crossing for regional rail and other improvements that addressed BART capacity and reliability issues.

170

00:37:39.190 --> 00:37:49.580

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

171

00:37:49.740 --> 00:37:54.150

Chester Fung, Link21, Panelist: a new crossing for regional rail, or a second BART crossing.

172

00:37:54.760 --> 00:38:04.160

DRAFT - DELIBERATIVE



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

173

00:38:04.710 --> 00:38:16.670

Chester Fung, Link21, Panelist: The concepts will also have other key infrastructure improvements beyond the crossing, including enhanced or new stations and improvements to other parts of the rail network that allow more trains to use the crossing one.

174

00:38:17.350 --> 00:38:27.499

Chester Fung, Link21, Panelist: Each concept developed, is able to operate and provide benefits on its own. And so and it also won't, impede other plan or proposed projects.

175

00:38:27.560 --> 00:38:34.519

Chester Fung, Link21, Panelist: In fact, we think the potential concepts will enhance the other projects to deliver even greater benefits system-wide.

176

00:38:38.350 --> 00:38:57.839

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

177

00:38:57.850 --> 00:39:04.370

Chester Fung, Link21, Panelist: We're working with Caltrain, and to understand how their current plans and service vision get incorporated into a new crossing.



178

00:39:04.830 --> 00:39:16.250

Chester Fung, Link21, Panelist: We're working with the Transbay Joint Powers Authority to make sure that the design of the downtown rail extension and the Salesforce Transit Center can accommodate the regional rail crossing concepts that we're developing.

179

00:39:17.130 --> 00:39:31.509

Chester Fung, Link21, Panelist: And then the San Francisco County Transportation Authority in partnership with the Municipal Transportation Agency and the San Francisco Planning Department are leading a planning effort in the Geary Nineteenth Avenue Uh transit corridor.

180

00:39:31.520 --> 00:39:37.649

Chester Fung, Link21, Panelist: And we're working with them to make sure that our concepts are flexible enough to meet the transit needs in that corridor.

181

00:39:37.940 --> 00:39:47.959

Chester Fung, Link21, Panelist: Finally, we've been tracking the planning efforts for a potential new Caltrain station in the Bay View neighborhood, so that we can assess how that should be addressed in our planning.

182

00:39:49.850 --> 00:39:54.749

Chester Fung, Link21, Panelist: Okay, almost there. Just a few notes on the examples that we're about to show.

183

00:39:55.560 --> 00:40:03.820

Chester Fung, Link21, Panelist: First, they're intended to be representative of what could be included in the concepts that we'll be sharing after the New Year as Sadie has mentioned.

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184

00:40:04.530 --> 00:40:13.889

Chester Fung, Link21, Panelist: There have not been any decisions made on any Link21 concepts. Rather we're here tonight to gather input to help further refine that initial concept list.

185

00:40:14.260 --> 00:40:29.039

Chester Fung, Link21, Panelist: The examples we're showing tonight, don't show other key rail improvements that will be included in the concepts. For instance, a concept that has regional rail in a new crossing could also include non-crossing improvements to the BART system or vice versa.

186

00:40:29.380 --> 00:40:37.009

Chester Fung, Link21, Panelist: Again, in early 2023 we'll be we'll have a full set of initial concepts that we'll share, and and then take into a further evaluation.

187

00:40:39.110 --> 00:40:52.680

Chester Fung, Link21, Panelist: Okay, here are some of the initial concepts being explored. Now, just for reference on these maps, orange represents regional rail like Capitol Corridor, ACE Caltrain, San Joaquin's. Blue represents BART.

188

00:40:52.980 --> 00:40:58.950

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

189

00:40:59.030 --> 00:41:10.609

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Chester Fung, Link21, Panelist: The black outline represents where new alignments or improvement alignments would be below ground. No outline in black shows where alignments would be on or above ground.

190

00:41:11.870 --> 00:41:29.089

Chester Fung, Link21, Panelist: Both orange and blue lines show where a transbay crossing could connect to the regional rail could connect to the existing rail network on either side of the Bay. In other words, we are not proposing only an independent rail service that shuttles back and forth across the Bay. We're looking for a full network connectivity.

191

00:41:29.890 --> 00:41:36.519

Chester Fung, Link21, Panelist: Regional and BART run on different types of tracks. That's the main reason why they couldn't share the same crossing.

192

00:41:37.280 --> 00:41:43.020

A BART crossing and a regional rail crossing could both advance and be built as shown in these maps.

193

00:41:43.170 --> 00:41:48.449

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

194

00:41:48.940 --> 00:41:59.859

Chester Fung, Link21, Panelist: These are two examples that show how regional rail and BART might cross the Bay. The example on the left shows them side by side. The example on the right shows where they would cross in different locations.

195



00:42:00.130 --> 00:42:11.440

Chester Fung, Link21, Panelist: Both configurations have pros and cons. For instance, we've learned that having two types of rail together side by side, is shown on the left is not necessarily a huge cost saver.

196

00:42:11.530 --> 00:42:18.880

Chester Fung, Link21, Panelist: Whereas the concept on the right could serve a few more communities by having the lines in separate locations with new stations.

197

00:42:19.320 --> 00:42:25.910

Chester Fung, Link21, Panelist: Now, as we go through the next several months of concept development and evaluation, we'll learn more about the benefits of each crossing.

198

00:42:27.780 --> 00:42:36.200

Chester Fung, Link21, Panelist: The next two slides will show show the same concepts that you see here, but separately to simplify the visuals and focus on some of the details.

199

00:42:37.730 --> 00:42:51.269

Chester Fung, Link21, Panelist: Okay, So these are some of the previously shown examples of Regional Rail crossing of the Bay. A new region overall crossing could offer another way to cross the Bay. Besides the existing BART crossing which would build capacity and reliability.

200

00:42:51.280 --> 00:42:57.999

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



201

00:42:58.620 --> 00:43:20.989

Chester Fung, Link21, Panelist: And today regional rail is designed to serve medium and long-distance travelers. So, service generally covers those longer distances and doesn't stop as much. But with those modern trains as I talked about earlier, regional rail could also function like a metro system like BART in dense urban areas, stopping more often, but doing so quickly, and having more frequent trains.

202

00:43:21.330 --> 00:43:25.130

Chester Fung, Link21, Panelist: These trains are already used this way in other major cities around the world.

203

00:43:26.110 --> 00:43:37.860

Chester Fung, Link21, Panelist: In these examples, Regional Rail in San Francisco connects into the Salesforce Transit Center's underground station and the future downtown rail extension to link up with the existing Caltrain line on the Peninsula.

204

00:43:37.880 --> 00:43:47.060

Chester Fung, Link21, Panelist: This would allow Caltrain to run through to the East Bay, and trains from East Bay, like Capitol Corridor to cross the Bay into San Francisco and the Peninsula.

205

00:43:48.550 --> 00:43:51.170

Chester Fung, Link21, Panelist: These concepts differ in the East Bay,

206

00:43:51.240 --> 00:44:02.610

Chester Fung, Link21, Panelist: showing that a new crossing could directly serve different communities. On the left, regional rail could go to Alameda and then through West Oakland before serving those longer distances beyond the map.



207

00:44:03.360 --> 00:44:14.849

Chester Fung, Link21, Panelist: This might increase travel time because it travels a less direct route across the Bay to San Francisco, whereas on the right it could go directly to West Oakland for faster travel to farther destinations.

208

00:44:15.360 --> 00:44:30.800

Chester Fung, Link21, Panelist: These key markets were identified as locations with the highest transbay rail potential in our market analysis and highlighted a need both to improve service to where it is today, and also potentially add service to the neighborhoods where it currently doesn't exist like in Alameda.

209

00:44:32.510 --> 00:44:35.749

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

210

00:44:36.480 --> 00:44:48.189

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

211

00:44:48.470 --> 00:45:00.119

Chester Fung, Link21, Panelist: We're also defining concepts to provide good transfer connections between regional rail and BART. As shown at the Oakland Coliseum Station, and a possible new transfer in West Oakland.

212

00:45:00.430 --> 00:45:07.739

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



213

00:45:08.700 --> 00:45:25.089

Chester Fung, Link21, Panelist: And in these example concepts, if regional rail is crossing first, we are studying how regional rail could alleviate BART capacity issues and help BART passengers during BART system delays, or if the existing BART tube needs to be closed for maintenance or for other reasons.

214

00:45:27.210 --> 00:45:31.550

Chester Fung, Link21, Panelist: Okay. Next are examples that show concepts for a new BART crossing.

215

00:45:32.280 --> 00:45:43.479

Chester Fung, Link21, Panelist: A new BART crossing could increase capacity within the existed crowding BART transbay crossing, and could also provide service, redundancy, and reliability in the case of service disruption.

216

00:45:43.890 --> 00:45:50.440

Chester Fung, Link21, Panelist: And it could also allow BART to expand operating hours, for instance, later into the night or on weekends.

217

00:45:51.280 --> 00:45:56.979

Chester Fung, Link21, Panelist: The concepts explore a range of different BART alignments in blue to serve different communities.

218

00:45:57.340 --> 00:46:06.940

Chester Fung, Link21, Panelist: On the East Bay side, these are actually relatively the same. They could both serve Alameda, a community currently not served directly by BART.

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219

00:46:07.570 --> 00:46:12.049

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

220

00:46:12.070 --> 00:46:16.480

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

221

00:46:17.110 --> 00:46:27.500

Chester Fung, Link21, Panelist: Both examples join back up to the existing BART network to provide access to all lines. Richmond, Antioch, Dublin, Pleasanton, Warm Springs, and below.

222

00:46:28.980 --> 00:46:38.600

Chester Fung, Link21, Panelist: They also provide more convenient transfers with Regional Rail at Oakland Jack London Square, which would be new and then the Oakland Coliseum, which would be an improved transfer.

223

00:46:38.910 --> 00:46:47.530

Chester Fung, Link21, Panelist: In San Francisco, these concepts could provide transfers to the existing BART lines along Market Street, shown in the thin blue.

224

00:46:47.740 --> 00:46:52.759

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

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225

00:46:53.310 --> 00:47:09.009

Chester Fung, Link21, Panelist: Link21 concepts will be compatible with, and possibly connect to, uh the western San Francisco Rail extension along Gary and Nineteenth Avenue that I just talked about. That's the related project that's being studied by San Francisco agencies.

226

00:47:09.020 --> 00:47:17.639

Chester Fung, Link21, Panelist: The gray dotted arrow that you see on the left of the map represents that potential feature connection to other parts in San Francisco beyond downtown.

227

00:47:18.560 --> 00:47:21.400

Chester Fung, Link21, Panelist: Example concepts have variations

228

00:47:21.420 --> 00:47:31.559

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

229

00:47:32.310 --> 00:47:48.450

Chester Fung, Link21, Panelist: The concepts will also explore where more convenient transfers could occur between BART and regional rail. For example, on the left it features a transfer to Caltrain at the Salesforce Transit Center on the right, the transfer to Caltrain what happened at Fourth and Kings Station.

230

00:47:49.780 --> 00:48:10.249

Chester Fung, Link21, Panelist: Uh as a note and a reminder. These example concepts do not represent exact alignments. There is still flexibility there. For instance, in Oakland



we will carry multiple alignment options, including on the 980 freeway, but also other nearby alignments so that Link21 could fit into Oakland's vision to remove the 980 freeway,

231

00:48:10.260 --> 00:48:12.050

Chester Fung, Link21, Panelist: but is not dependent on that.

232

00:48:12.920 --> 00:48:27.249

Chester Fung, Link21, Panelist: The Link21 team is developing initial concepts that would be further defined through ongoing evaluation and input over the next fifteen months, so that we can identify a future project or projects to advance uh as Sadie was talking about earlier.

233

00:48:28.680 --> 00:48:30.520

Chester Fung, Link21, Panelist: All right now. Back to Kim.

234

00:48:33.800 --> 00:48:50.499

Kim Pallari, Link21, Moderator: Thank you, Chester. Okay, So we've given you a lot of information about concepts. Um, That obviously a key building walk, as you heard, is service, and we want to hear a little bit more about your service needs. So we want to bring up another polling opportunity

235

00:48:50.510 --> 00:49:09.850

Kim Pallari, Link21, Moderator: um to get a few um key data points and information from you on your service needs and desires. So again to participate on the poll, you could go to poll everywhere via your web browser or your mobile device. You can click um or type in the link.

236



00:49:10.000 --> 00:49:18.659

Kim Pallari, Link21, Moderator: www.PollEv.com/KWPoll1

237

00:49:18.850 --> 00:49:21.009

Kim Pallari, Link21, Moderator: You can also text

238

00:49:21.280 --> 00:49:25.009

Kim Pallari, Link21, Moderator: kwpoll1 to

239

00:49:25.070 --> 00:49:43.329

Kim Pallari, Link21, Moderator: 22333, and lastly if you are joining via telephone um, you can share your response with the phone manager or you can dial star seven, which controls raising your hands. Um. So with that, let's get to the first poll question.

240

00:49:44.760 --> 00:49:57.990

Kim Pallari, Link21, Moderator: Okay. So the first question is, which train connections would you be most likely to use? You can select up to three A. Is Sacramento to San Francisco.

241

00:49:58.050 --> 00:50:03.319

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

242

00:50:03.540 --> 00:50:04.700

Kim Pallari, Link21, Moderator: C.

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243

00:50:04.760 --> 00:50:07.979

Kim Pallari, Link21, Moderator: Sacramento to Oakland, Alameda, and the East Bay,

244

00:50:08.180 --> 00:50:12.260

Kim Pallari, Link21, Moderator: D. Stockton in the Central valley to San Francisco

245

00:50:12.470 --> 00:50:17.730

Kim Pallari, Link21, Moderator: E. Stockton, in Central Valley to the Peninsula, Silicon Valley, or San Jose

246

00:50:18.330 --> 00:50:23.639

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

247

00:50:24.220 --> 00:50:25.520

Kim Pallari, Link21, Moderator: G.

248

00:50:25.750 --> 00:50:30.190

Kim Pallari, Link21, Moderator: Santa Cruz Monterey and Salinas to San Francisco,

249

00:50:30.790 --> 00:50:37.239

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

250

DRAFT - DELIBERATIVE



00:50:37.260 --> 00:50:43.589

Kim Pallari, Link21, Moderator: and I. Santa Cruz Monterey Salinas to the East Bay, Alameda and Oakland.

251

00:50:44.590 --> 00:50:50.549

Kim Pallari, Link21, Moderator: So we're seeing Um about twenty three percent between Sacramento and San Francisco.

252

00:50:51.680 --> 00:50:59.710

Kim Pallari, Link21, Moderator: The next highest result is about eighteen percent between Sacramento and the East Bay areas like Alameda and Oakland.

253

00:51:00.370 --> 00:51:17.100

Kim Pallari, Link21, Moderator: closely followed, actually tied at this point to um some folks traveling between the southern area of our Megaregion and San Francisco southern area, and the space so coming from Santa Cruz, Monterey, and Salinas to San Francisco,

254

00:51:17.330 --> 00:51:20.410

Kim Pallari, Link21, Moderator: or to Oakland, Alameda, and the East Bay.

255

00:51:21.460 --> 00:51:24.390

Kim Pallari, Link21, Moderator: This is really good information. Thank you so much.

256

00:51:24.550 --> 00:51:27.549

Kim Pallari, Link21, Moderator: Give it a couple more seconds and we'll move on.

DRAFT - DELIBERATIVE



257

00:51:29.010 --> 00:51:39.629

Kim Pallari, Link21, Moderator: Okay. So, if you're traveling by train, this next question, what types of trips would you most likely take? So again, you can select it to three.

258

00:51:39.970 --> 00:51:44.559

Kim Pallari, Link21, Moderator: Would you be utilizing the train to commute to work? That's answer A.

259

00:51:44.830 --> 00:51:48.270

Kim Pallari, Link21, Moderator: To commute to school or college answer, B.

260

00:51:48.890 --> 00:51:53.749

to get to um a place of business or medical appointments,

261

00:51:53.830 --> 00:51:54.970

Kim Pallari, Link21, Moderator: C.

262

00:51:55.400 --> 00:52:06.240

Kim Pallari, Link21, Moderator: to travel to the airport, any of the airports in and around our Megaregion. Sacramento, San Francisco, Oakland, or San Jose Airport, that's D.

263

00:52:07.060 --> 00:52:09.729

Kim Pallari, Link21, Moderator: E. is to visit friends and family

264

DRAFT - DELIBERATIVE



00:52:10.000 --> 00:52:21.999

Kim Pallari, Link21, Moderator: F. for entertainment reasons, maybe, to go to a concert or sporting event or festival. I spend two hours today in the queue trying to get Taylor Swift concert tickets to no avail.

265

00:52:22.030 --> 00:52:29.840

Kim Pallari, Link21, Moderator: Lots of great opportunity for recreation around here or G. other. So we're seeing a lot of great

266

00:52:30.010 --> 00:52:41.240

Kim Pallari, Link21, Moderator: travel by train to get to airports. Lots of people wanting to utilize train to access travel beyond uh twenty, three percent for entertainment purposes, right.

267

00:52:42.100 --> 00:52:48.030

Kim Pallari, Link21, Moderator: Nineteen percent to commute, to work and also to go visit family and friends,

268

00:52:49.620 --> 00:52:56.509

Kim Pallari, Link21, Moderator: and then the next largest looks to be to go to medical appointments, other kinds of appointments or business at six percent.

269

00:52:57.130 --> 00:52:59.750

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

270

00:53:00.460 --> 00:53:17.220

DRAFT - DELIBERATIVE



Kim Pallari, Link21, Moderator: Last question, I believe, of the night before we move um into the final part of the presentation, and the question and answer session would be if you were traveling by train what times would you likely ride? And again you can select up to three.

271

00:53:17.460 --> 00:53:24.959

Kim Pallari, Link21, Moderator: So A is it during weekday rush hours, so that would be morning time. Between seven and ten AM.

272

00:53:25.230 --> 00:53:29.149

Kim Pallari, Link21, Moderator: Afternoon, between four and seven PM.

273

00:53:29.790 --> 00:53:34.840

Kim Pallari, Link21, Moderator: B. During the weekdays in the middle of the day between ten AM and four.

274

00:53:35.780 --> 00:53:42.659

Kim Pallari, Link21, Moderator: C. during the week, maybe towards the evening or night, from seven PM until one AM.

275

00:53:43.400 --> 00:53:49.649

Kim Pallari, Link21, Moderator: Or D. overnight during the weekdays between one AM and seven AM.

276

00:53:50.830 --> 00:53:57.139

Kim Pallari, Link21, Moderator: Next. We'll look at week weekends. So E. weekend mornings between seven AM and noon.



277

00:53:57.490 --> 00:53:58.459

Kim Pallari, Link21, Moderator: F.

278

00:53:58.720 --> 00:54:04.070

Kim Pallari, Link21, Moderator: on the weekend afternoon between noon and seven PM.

279

00:54:04.930 --> 00:54:11.579

Kim Pallari, Link21, Moderator: G. On the weekend nights between seven PM and one AM.

280

00:54:11.720 --> 00:54:16.960

Kim Pallari, Link21, Moderator: And lastly, weekends overnight between one AM and seven AM.

281

00:54:17.940 --> 00:54:27.900

Kim Pallari, Link21, Moderator: So, it looks like there's a strong interest in utilizing the train travel during the weekends in the afternoon between noon and seven PM with twenty-six.

282

00:54:28.470 --> 00:54:36.420

Kim Pallari, Link21, Moderator: Twenty-three percent during the weekday typical rush hours, morning in the AM and the afternoon PM.

283

00:54:36.880 --> 00:54:46.009

DRAFT - DELIBERATIVE



Kim Pallari, Link21, Moderator: Let's see next. I see weekdays in the night. So later in the evenings between seven PM and one AM are nineteen.

284

00:54:46.270 --> 00:54:48.640

Kim Pallari, Link21, Moderator: Followed closely by weekend nights.

285

00:54:48.880 --> 00:54:50.870

Kim Pallari, Link21, Moderator: Seven PM and one AM.

286

00:54:52.600 --> 00:54:56.629

Kim Pallari, Link21, Moderator: Awesome. Thank you so much for participating in those polls.

287

00:54:58.500 --> 00:55:00.929

Kim Pallari, Link21, Moderator: We really appreciate it. So

288

00:55:01.630 --> 00:55:13.879

Kim Pallari, Link21, Moderator: let's get on and to the presentation the last part about um the engagement opportunities. Obviously, this is our San Francisco Webinar. We've already held two other webinars.

289

00:55:13.890 --> 00:55:28.889

Kim Pallari, Link21, Moderator: Um! We've also held three office hours, and we have one more tomorrow from four thirty to five thirty. That office hour is an opportunity for you to jump on and just ask questions directly of the panel.

290



00:55:28.900 --> 00:55:43.300

Kim Pallari, Link21, Moderator: Um! To give you time to digest this evening's um information or go on the website at Link21program.org um, and learn more and be able to come and talk directly to the team.

291

00:55:43.320 --> 00:55:46.280

Kim Pallari, Link21, Moderator: All of our events over the last um

292

00:55:46.410 --> 00:55:55.500

Kim Pallari, Link21, Moderator: couple of months and of all of our future events will always be listed on the Link21 program org website if you go to the events page.

293

00:55:55.600 --> 00:55:56.810

Kim Pallari, Link21, Moderator: Next Slide.

294

00:55:58.180 --> 00:56:18.050

Kim Pallari, Link21, Moderator: There's lots of opportunity you heard Director Li talk about. This is just the beginning. Um! There's lots of opportunity to engage with us, and we really hope you do stay engaged. We have a very active um, what we call a Speakers Bureau and grassroots program. You might have seen us out tabling within your communities

295

00:56:18.060 --> 00:56:37.730

Kim Pallari, Link21, Moderator: or at your rail stations. Um, we're gonna continue to work very, very hard to come direct to the community. So if there's an opportunity for us to come and speak at your organization or to your um association, you can contact us via the website, or give us a call at 8

296



00:56:37.760 --> 00:56:44.030

Kim Pallari, Link21, Moderator: 55905LINK, which is 5465.

297

00:56:44.080 --> 00:56:51.040

Kim Pallari, Link21, Moderator: We also obviously have the website Um, which is our main resource hub of information.

298

00:56:51.120 --> 00:57:02.140

Kim Pallari, Link21, Moderator: You can sign up to receive e-blasts. Many of you are already on that list as we learned tonight. Um! That's the place to go to get a lot of the updated information. Um,

299

00:57:02.160 --> 00:57:16.659

Kim Pallari, Link21, Moderator: Sometimes there's technical information documents up there that we want to share ,opportunities for future engagement, and really just the progress of the program itself. And then, lastly, social media. We are working really hard to

300

00:57:16.670 --> 00:57:31.670

Kim Pallari, Link21, Moderator: um share information via social media Um outlets. Facebook, Instagram, Twitter, and LinkedIn, and we are utilizing those accounts through the BART and Capitol Corridor, so you can find us at hashtag Link21 there.

301

00:57:34.030 --> 00:57:41.879

Kim Pallari, Link21, Moderator: So before we get to the question and answer session. Thank you so much for your patience. I want to bring Sadie back on. We have another special guest with us.

302

DRAFT - DELIBERATIVE



00:57:45.610 --> 00:57:58.520

Kim Pallari, Link21, Moderator: Oh, I think we're gonna do that at close out, so let's just keep going. Oh, I thank you. I apologize for that. Okay, So we're gonna jump into Q&A. Right now, and there's a couple of ways to participate. Um first

303

00:57:58.530 --> 00:58:13.139

Kim Pallari, Link21, Moderator: is obviously there's a question and answer box, and I see many of you have already typed in your questions there. So, if you go to the question and answer button at in the meeting control task bar, which is at the bottom of your screen.

304

00:58:13.150 --> 00:58:23.479

Kim Pallari, Link21, Moderator: Um, You can type in your question there. You can also ask your question verbally, though by raising your hands so you can press the raise hand button if you're on the virtual Webinar.

305

00:58:23.490 --> 00:58:39.940

Kim Pallari, Link21, Moderator: Um. If you are on the telephone and are dialed in, you can raise your hands and ask a question verbally by hitting star seven, and we will um see your hand raised and unmute you to speak, so we really encourage you to use the question and answer lots,

306

00:58:39.950 --> 00:58:47.710

Kim Pallari, Link21, Moderator: but we also encourage you if you would like to um raise your hand as well um where we welcome that opportunity,

307

00:58:47.940 --> 00:58:56.549

Kim Pallari, Link21, Moderator: and with that we can get started. And so I'm going to open up the Q&A box myself, so we can see



308

00:58:57.120 --> 00:59:00.420

Kim Pallari, Link21, Moderator: who who are going to for the first question here.

309

00:59:01.610 --> 00:59:03.120

Kim Pallari, Link21, Moderator: Okay.

310

00:59:03.200 --> 00:59:09.110

Kim Pallari, Link21, Moderator: So the first question we have is from Anthony

311

00:59:10.210 --> 00:59:28.959

Kim Pallari, Link21, Moderator: and it it's about the Oakland East Bay um to Peninsula listed. So basically I'm, I'm thinking that's from the um the polling. You're asking How come we don't have the Oakland East Bay to the Peninsula listed and that would be top on your response. We'll make sure we note that.

312

00:59:29.890 --> 00:59:34.400

Kim Pallari, Link21, Moderator: Um: Okay. So we've got another question.

313

00:59:35.280 --> 00:59:37.289

Kim Pallari, Link21, Moderator: Here. Let's see.

314

00:59:38.900 --> 00:59:50.360

Kim Pallari, Link21, Moderator: I'm going to give this question here to you, Chester. So this is a question about the Dumbarton rail crossing is that the Dumbarton rail crossing being considered in the scope of this Program?

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315

00:59:51.670 --> 00:59:56.739

Chester Fung, Link21, Panelist: Uh, thanks, Kim. So the Dumbarton rail corridor

316

00:59:56.820 --> 00:59:58.240

Chester Fung, Link21, Panelist: is being

317

00:59:58.530 --> 01:00:03.239

Chester Fung, Link21, Panelist: um currently studied for an improved transit corridor by others.

318

01:00:03.280 --> 01:00:10.110

Chester Fung, Link21, Panelist: At this time it's still unclear whether it will be rail or a different transit service.

319

01:00:10.620 --> 01:00:23.859

Chester Fung, Link21, Panelist: Uh, so Link21 is not leading that project. Um! That would be utilizing this corridor. Um! So we're. We're watching out for it and seeing you know how it might develop.

320

01:00:23.870 --> 01:00:40.730

Chester Fung, Link21, Panelist: Uh. In the meantime, Capitol Corridor is continuing to plan for an intermodal connection at its Ardenwood station to connect with the Dumbarton transit service, whatever it might be. Uh, but we it within Link21 are not looking at that corridor as a possible

321



01:00:40.740 --> 01:00:44.750

Chester Fung, Link21, Panelist: uh transbay um investment for Link21.

322

01:00:47.080 --> 01:00:58.459

Kim Pallari, Link21, Moderator: Great. Thank you, Chester. Okay. So this one's coming to you, Camille. Are there plans to integrate the crossing with the potential Howard terminal ballpark.

323

01:00:59.770 --> 01:01:09.450

Camille Tsao, Link21, Speaker/Panelist: So um Howard Terminal ballpark is a proposal in city the city of Oakland uh near the Jack London square area.

324

01:01:09.570 --> 01:01:24.229

Camille Tsao, Link21, Speaker/Panelist: Um, We are definitely looking at the possibility of improving uh real connections in Jack London Square. Um, Hopefully, you know, between BART and Regional Rail.

325

01:01:24.240 --> 01:01:37.610

Camille Tsao, Link21, Speaker/Panelist: We Haven't decided on a location of the station in that area. We have an existing Oakland Jack London station that's served by a Capitol Corridor um an Amtrak long distance. But um

326

01:01:37.620 --> 01:01:57.829

Camille Tsao, Link21, Speaker/Panelist: we haven't decided on a station location, and a lot of that has to do with where is the crossing alignment? Um. Where do trains, either BART or regional rail, go you know into Oakland. So there's a lot to figure out yet before we can um determine where the station will be. But we do recognize that

327



01:01:57.840 --> 01:02:12.500

Camille Tsao, Link21, Speaker/Panelist: Howard Terminal is a potential regional draw that um to, you know bring a lot of people on a BART regional rail train, so we'll be considering it as we develop uh the Program further.

328

01:02:13.480 --> 01:02:28.119

Kim Pallari, Link21, Moderator: Great. Thank you, Camille. Okay, Sadie, this question is coming to you. How can we get this project moving faster? We have not ever heard that question. Um, we need this to combat climate change.

329

01:02:28.830 --> 01:02:31.960

Sadie Graham, Link21, Speaker/Panelist: Yeah, I agree. I think. Um.

330

01:02:31.970 --> 01:03:00.389

Sadie Graham, Link21, Speaker/Panelist: Well, there's probably three things I'd say is you can become an advocate for the project. Um, you know we are in the planning phases, and so we will continue to need to identify monies in order to advance the program. And so that is a place that you can help participate um, by talking to your elected officials, the BART Board members, and such um at the MTC level, state level.

331

01:03:00.400 --> 01:03:24.780

Sadie Graham, Link21, Speaker/Panelist: Um! In order to sort of uh share your support. There is a high level technical work that does have to be done that ultimately um does, you know, take some time. Uh, for instance, I mentioned that you know, some of our project evaluation is dependent on the models that we're building currently, and so um there is a lot of work to be done.

332

01:03:24.790 --> 01:03:41.800

Sadie Graham, Link21, Speaker/Panelist: I would also say that Um, one of the goals of the project is really to identify. It will be a big project, and we're hopeful that we can start



to um, you know, carve out some of those smaller projects and deliver on them and in earlier than just the crossing itself.

333

01:03:41.810 --> 01:03:49.410

Sadie Graham, Link21, Speaker/Panelist: And that would hopefully be able to provide benefits um to the passengers in a, you know, shorter timeline.

334

01:03:49.420 --> 01:04:07.970

Sadie Graham, Link21, Speaker/Panelist: And then ultimately, I really think the best thing you can do for a Link21, and any project, is just ride BART, ride Capitol Corridor right? AC transit right. You need You know you need to support transit right now, because it's been um it's been a tough couple of years, and so, if you want to, you know,

335

01:04:07.980 --> 01:04:12.779

Sadie Graham, Link21, Speaker/Panelist: put uh your grassroots efforts. That's really what you can do.

336

01:04:13.710 --> 01:04:26.400

Kim Pallari, Link21, Moderator: Thank you, Sadie. Okay, I'm going to spread the wealth. Chester, I'm, coming back to you with this next question. Um, What will be the connectivity to the California high speed rail system?

337

01:04:27.560 --> 01:04:43.710

Chester Fung, Link21, Panelist: Sure. Thanks. That's yeah. I'll take that. So the high speed rail. The California High Speed Rail Authority is advancing what they're calling their phase one segment and that extends from Central Valley to San Jose and San Francisco and ends at the Salesforce Transit Center.



338

01:04:43.760 --> 01:04:44.770

Chester Fung, Link21, Panelist: Um.

339

01:04:45.320 --> 01:05:04.849

Chester Fung, Link21, Panelist: The phase two is uh expected after this phase. Um and it's expected to go from the Central Valley to Sacramento. The routing has not been finalized for Phase Two uh Link21 is coordinated with high speed rail to make sure that

340

01:05:04.860 --> 01:05:14.609

Chester Fung, Link21, Panelist: if uh, you know, in in in the future. Uh, we provide as much flexibility as possible for the High Speed Rail Authorities. So, for instance,

341

01:05:14.620 --> 01:05:35.600

Chester Fung, Link21, Panelist: um, we're gonna try to make sure that the Uh future Bay crossing, if we build a regional route crossing, does not limit the access for high speed rail so it could get at least get across the Bay um from Salesforce Transit Center to the East Bay. But I do want to note that the, you know, the California High Speed Rail Authority is not

342

01:05:35.820 --> 01:06:02.190

Chester Fung, Link21, Panelist: um finalized the exact routing for that phase two um. It may not go, you know, start from Salesforce Transit Center and go across. It may go from the central valley directly to Sacramento. Um! That's something that we're gonna monitor. But as we develop our um concepts we'll develop them in a such way that we don't preclude high speed rail from using the new crossing. If it's a regional rail one.

343

01:06:03.520 --> 01:06:19.770

DRAFT - DELIBERATIVE



Kim Pallari, Link21, Moderator: Great. Thank you, Chester. Okay, Camille, this is a little bit of a longer question. Um. So I'm going to read through it, and we'll leave it available for me in case we need to repeat some of it. So for more than a hundred years Spain has used a cheap,

344

01:06:19.780 --> 01:06:24.479

Kim Pallari, Link21, Moderator: fast, and easy method that allows trains to run on different gauges.

345

01:06:24.670 --> 01:06:40.480

Kim Pallari, Link21, Moderator: It simply uses axles with wheels that can move in or out a few inches to enable the train to run on any gauge. While we use the next decades and billions of dollars to achieve the Link21 dream couldn't we achieve part of it right now,

346

01:06:40.510 --> 01:06:44.369

Kim Pallari, Link21, Moderator: if we put those axles on some of our BART cars.

347

01:06:44.580 --> 01:06:52.130

Kim Pallari, Link21, Moderator: Then single seeds could be enjoyed all the way from San Francisco to Sacramento, Stockton, or Fresno.

348

01:06:52.310 --> 01:06:59.760

Kim Pallari, Link21, Moderator: Conventional engines, with full equipped BART cars on conventional tracks with no electricity is available.

349

01:07:00.110 --> 01:07:06.580



Kim Pallari, Link21, Moderator: No major construction would be necessary to achieve this goal. Months, not decades, would be the timeframe.

350

01:07:07.490 --> 01:07:17.970

Camille Tsao, Link21, Speaker/Panelist: So I love the out of the box thinking, and I really appreciate it, because Um, that's the kind of stuff we need for a Program like this.

351

01:07:17.980 --> 01:07:37.130

Camille Tsao, Link21, Speaker/Panelist: Um, and I'll just. I'll throw out a couple of reasons why it's not so easy. Um, First off the um the regional rail tracks that Capitol Corridor and ACE, and the San Joaquin run on um is not owned by U.S. in the public sector.

352

01:07:37.140 --> 01:07:56.849

Camille Tsao, Link21, Speaker/Panelist: uh In Spain. I love the Spanish system. I wish we could um replicate there's um. The government owns the tracks, and so uh whatever service we run, we need um the permission from the freight. Um, not just service, but any improvements we make

353

01:07:57.190 --> 01:08:13.569

Camille Tsao, Link21, Speaker/Panelist: um. And so uh it isn't up to us really to just, you know, do what we want on their right of way. Um, In addition, you know freight trains and um uh the passenger trains that currently run

354

01:08:13.580 --> 01:08:28.150

Camille Tsao, Link21, Speaker/Panelist: um are much heavier than BART trains, and so um, just simply by federal regulation you couldn't have uh the lightweight trains that BART operates

DRAFT - DELIBERATIVE



355

01:08:28.160 --> 01:08:47.219

Camille Tsao, Link21, Speaker/Panelist: uh on the same tracks uh in the in the same corridor as um as heavy freight trains um for safety reasons. Um, I won't go in it too much, but the Caltrains um about to uh commence revenue service with their

356

01:08:47.229 --> 01:08:52.349

Camille Tsao, Link21, Speaker/Panelist: new electrified fleet, modern European

357

01:08:52.359 --> 01:09:12.439

Camille Tsao, Link21, Speaker/Panelist: Uh standard Um uh vehicles. Um! So, you know, there is a precedent for different types of vehicles uh sharing uh corridor, but Caltrain owns it's right of way. It's a little bit of a different situation. There, there's only one freight train a day, and it's

358

01:09:12.450 --> 01:09:29.830

Camille Tsao, Link21, Speaker/Panelist: generally operating a different time from from Caltrain. So, um I love. I love you at about you're out of the box thinking. But and unfortunately, it's not something we'd be able to turn on right away. It's a little more um involved than that. But thank you for the suggestion.

359

01:09:30.649 --> 01:09:35.319

Kim Pallari, Link21, Moderator: Thank you, Camille. Okay. So, Sadie, this is for you.

360

01:09:35.460 --> 01:09:50.219

Kim Pallari, Link21, Moderator: Uh, in theory. If some of these projects come to fruition, does Link21 handle the procurement RFI or RFP, excuse me, or would they go to the specific transportation agency?



361

01:09:50.390 --> 01:10:01.370

Kim Pallari, Link21, Moderator: Um. Let's say it's transbay tube. Does the transbay tube go to the Transbay Authority or BART project come to BART. What would uh, what would happen if it's a combined project?

362

01:10:01.780 --> 01:10:18.889

Sadie Graham, Link21, Speaker/Panelist: Yeah, uh, that's a good question. And so just to clarify. You know, Link21 is a program that I work for part of. Um Camille works for Capitol Corridor. Our two agencies are working together to sponsor this work. Um!

363

01:10:18.900 --> 01:10:31.680

Sadie Graham, Link21, Speaker/Panelist: As for the procurement, who would do it? I think we're frankly a little bit of a long way off from there right now. Um, until we know what the project will be. Um! And I think the

364

01:10:32.010 --> 01:10:46.039

Sadie Graham, Link21, Speaker/Panelist: participant raises a really good question. You know, when you have talking about different technologies and integrating service. Um, And so we don't really have an answer right now, but I will say that um

365

01:10:46.270 --> 01:11:09.649

Sadie Graham, Link21, Speaker/Panelist: that this is also something that MRC is sort of thinking about as a regional question in terms of how to deliver these megaprojects. You know ultimately more effectively and cost effectively. And so, um hopefully there could also be some direction from the region at that. You know there are a lot of

366

01:11:09.660 --> 01:11:24.950

DRAFT - DELIBERATIVE



Sadie Graham, Link21, Speaker/Panelist: different models for, and, for instance, that you know the TJPA Um is a is a joint powers association that is um designed to deliver the trains uh the Salesforce terminal um.

367

01:11:25.470 --> 01:11:29.549

Sadie Graham, Link21, Speaker/Panelist: And so I guess the answer is, I don't know.

368

01:11:30.120 --> 01:11:49.630

Sadie Graham, Link21, Speaker/Panelist: Ultimately. Um, but it's definitely something that we're thinking about in addition to different types of procurement methods. Right? Um. And then also, you know, BART and other agencies we really do try to make sure that we are not unbundling all of our procurements to make sure that we are

369

01:11:49.910 --> 01:12:06.850

Sadie Graham, Link21, Speaker/Panelist: um sharing the wealth of getting to do this work with all of our, you know ,great um partners in that in the construction um business. And so that's something that certainly will be a part of this in some way or another. So.

370

01:12:07.650 --> 01:12:13.059

Kim Pallari, Link21, Moderator: Thank you, Sadie. Okay, Chester, back to you on the next question.

371

01:12:13.120 --> 01:12:32.059

Kim Pallari, Link21, Moderator: Will your evaluation of rail alignments to Western San Francisco include an option for a joint Muni Metro new rail service tunnel that would allow for a Muni Metro extension all the way to the outer Richmond like the Market Street BART Muni shared tunnel?



372

01:12:33.100 --> 01:12:37.679

Chester Fung, Link21, Panelist: Yeah, thanks. That an interesting idea. Um, I will

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01:12:37.690 --> 01:12:56.849

Chester Fung, Link21, Panelist: definitely want to note that, though that uh, that is a question about the western San Francisco rail extension that is being studied by San Francisco agencies. You know the the San Francisco Planning Department, the San Francisco County Transportation Authority uh that that study hasn't

374

01:12:56.860 --> 01:13:13.520

Chester Fung, Link21, Panelist: fully gotten up to uh up and running yet. But um, we're expecting it uh very soon to kick off uh, and so Link21 certainly going to be coordinating with those agencies about how they're thinking about um that western San Francisco rail extension

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01:13:13.530 --> 01:13:31.650

Chester Fung, Link21, Panelist: um so that we can coordinate um, you know, how it interfaces with Link21. Um! But we're not making any decisions about um you know what that would look like That's yeah, that's the San Francisco Uh project. But we'll be coordinating with them to see how that unfolds.

376

01:13:33.580 --> 01:13:50.709

Kim Pallari, Link21, Moderator: Okay, great. Thank you. Chester. Okay, Camille. Um the next ones for you. The concepts presented do not appear to include cross platform or perpendicular interchanges with the existing BART or regional rail systems.

377

01:13:50.720 --> 01:13:59.729



Kim Pallari, Link21, Moderator: Is the time taken for walking transfers being used as part of the trip generation and service quality calculations?

378

01:14:00.590 --> 01:14:14.859

Camille Tsao, Link21, Speaker/Panelist: Yeah, um. We will eventually get to that point. Um right now. We're at a stage where we're just thinking about where t uh transfers might occur between regional rail and BART.

379

01:14:14.870 --> 01:14:26.789

Camille Tsao, Link21, Speaker/Panelist: Um. There are definitely locations where we know there would be quite a vertical difference. Um, for example, the West Oakland BART station is elevated.

380

01:14:26.800 --> 01:14:37.919

Camille Tsao, Link21, Speaker/Panelist: If we were to bring in um regional rail and a, you know, perpendicular to it. Uh, it would likely need to be underground quite a ways. And so we're aware that

381

01:14:37.930 --> 01:14:53.850

Camille Tsao, Link21, Speaker/Panelist: there's quite some distance there. It might not be the easiest transfer to make um. So there are locations where we know um that there may be some elevation distance. It will eventually be taken into consideration. The time

382

01:14:53.860 --> 01:15:10.860

Camille Tsao, Link21, Speaker/Panelist: to do that for people to, you know, move between the systems. We're just not at that stage, but that will definitely be considered. And, um, I can tell you, we want to make transfers easier for people. We don't want people to be afraid of making transfers, because,



383

01:15:10.870 --> 01:15:23.319

Camille Tsao, Link21, Speaker/Panelist: frankly, people will have more options and be able to get to more places and frankly get to places quicker if um transfers are easier and they're willing to make them so.

384

01:15:23.970 --> 01:15:24.900

Camille Tsao, Link21, Speaker/Panelist: Thanks,

385

01:15:25.720 --> 01:15:34.969

Kim Pallari, Link21, Moderator: Camille. I'm gonna come back to you with another question. Um! The question is, are you looking at Shin for a BART to ACE interchange?

386

01:15:35.560 --> 01:15:49.169

Camille Tsao, Link21, Speaker/Panelist: Um! So we aren't looking at that right now. Um! We are still yet to identify some of the uh, you know, other improvements aside from the crossing.

387

01:15:49.180 --> 01:16:08.520

Camille Tsao, Link21, Speaker/Panelist: Um. And so, you know, if we, if we feel like that is an improvement that's really going to benefit folks moving through the transbay corridor. Um, Then it's, you know. More likely to um Get on list if you will of Link21 projects.

388

01:16:08.530 --> 01:16:13.840

Camille Tsao, Link21, Speaker/Panelist: Um, but so far we're we're not at that point. Um

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389

01:16:13.930 --> 01:16:16.020

Camille Tsao, Link21, Speaker/Panelist: uh in the in the process.

390

01:16:16.990 --> 01:16:23.950

Kim Pallari, Link21, Moderator: Great. Thank you. Um! Just a quick reminder that if you are interested in um

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01:16:23.960 --> 01:16:39.920

Kim Pallari, Link21, Moderator: raising your hands um, and asking your question for real fully, we welcome that opportunity. Um, You can do that on the phone by hitting star seven or um if you're on the virtual meeting. Of course, you can go down to the your toolbar at the bottom and click the raise hand function.

392

01:16:40.170 --> 01:16:53.710

Kim Pallari, Link21, Moderator: Um. Okay. So the next question is for you, Chester. Um, and it is what regional rail East Bay improvements are being considered as part of the regional rail options?

393

01:16:53.760 --> 01:16:59.459

Kim Pallari, Link21, Moderator: Overhead wire as an example, tunnel or via that through Jack London Square.

394

01:17:00.760 --> 01:17:09.939

Chester Fung, Link21, Panelist: Yeah, thanks for that question. So um, as we're developing our our concepts, particularly ones that have regional rail crossings. Um!

395



01:17:09.950 --> 01:17:29.699

Chester Fung, Link21, Panelist: We are looking at um making improvements, and the improvements are really about giving passenger rail service its own dedicated tracks. Uh, uh, in some places around the East Bay that are that are most important where we want um higher frequency trains and more reliable trains.

396

01:17:29.710 --> 01:17:41.019

Chester Fung, Link21, Panelist: Um! So we're talking about, you know. Maybe uh the stretch um that goes up to Richmond, and maybe the stretch that goes down to a Coliseum

397

01:17:41.030 --> 01:17:54.279

Chester Fung, Link21, Panelist: and um some parts of that will be great separated um, including Jack London Square. We think that we, you know that's a key place that will want to give passenger tracks their own dedicated passenger trains, their own dedicated tracks.

398

01:17:54.290 --> 01:18:14.749

Chester Fung, Link21, Panelist: Um, and so that is um part of what we're looking at. Uh. It may may be that other places uh it can stay, you know, at grade where it is now. Um, we just want to give um passengers uh trains their own set of tracks, you know, next for instance, next to the freight tracks.

399

01:18:14.760 --> 01:18:15.820

Chester Fung, Link21, Panelist: Um,

400

01:18:15.900 --> 01:18:30.389

Chester Fung, Link21, Panelist: there might be overhead wire. Um, uh, We're considering that. Um, um, you know that's something to look at. A little bit further down

DRAFT - DELIBERATIVE



the line. But we are, you know, the most important thing, and the biggest ticket items are really about,

401

01:18:30.560 --> 01:18:40.479

Chester Fung, Link21, Panelist: you know, how can we make the improvements to give passenger trains more dedicated Um right away, and um make it faster and make it more frequent.

402

01:18:42.000 --> 01:18:57.550

Kim Pallari, Link21, Moderator: Great. Thank you. So, I think this will be our last question potentially. Um. But Camille, I'm gonna kick this over to you. Uh, there are a number of infrastructure projects comprising the overall Link21 Program vision.

403

01:18:57.560 --> 01:19:12.320

Kim Pallari, Link21, Moderator: Will infrastructure projects be phased in a way that the program benefits can be realized sooner. Similar to California high-speed rail phasing, for example, short-term improvements, initial network,

404

01:19:12.540 --> 01:19:19.570

Kim Pallari, Link21, Moderator: or midterm improvements, intermediate network, and lastly, long term improvements, ultimate network.

405

01:19:19.820 --> 01:19:20.910

Camille Tsao, Link21, Speaker/Panelist: mhm

406

01:19:21.010 --> 01:19:36.789



Camille Tsao, Link21, Speaker/Panelist: Phasing is definitely going to have to be part of this Program because it's gonna have a lot of components in it. Um! And obviously we would love to show some benefit sooner rather than later. Um

407

01:19:36.800 --> 01:19:53.199

Camille Tsao, Link21, Speaker/Panelist: and um, you know, there's a lot we can do just in the realm of service. Um! When it comes to building infrastructure, you know, there's a there's a long process that's required. Um, especially in California, with our environmental clearance

408

01:19:53.210 --> 01:20:11.299

Camille Tsao, Link21, Speaker/Panelist: um process. Um just finding funding um. And so um! I would really like to see us find, you know, small ways in which we can improve service. Now, some of those service improvements do require uh capital improvements in order to implement them. But

409

01:20:11.310 --> 01:20:21.799

Camille Tsao, Link21, Speaker/Panelist: just in any little way we can improve the passenger experience um, by improving service. I would love to see those happen sooner rather than later.

410

01:20:21.920 --> 01:20:28.400

Camille Tsao, Link21, Speaker/Panelist: And um! But there might be smaller projects that we need ahead of the crossing, you know. If

411

01:20:28.570 --> 01:20:48.239

Camille Tsao, Link21, Speaker/Panelist: if you just start with the crossing first, I mean, what are you going to connect to right? And so Um! There's going to be uh improvements needed on either end of the crossing. They're going to be improvements

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that are a little bit further away from the crossing that we find are necessary. Um! In order to facilitate transbay corridor travel. So

412

01:20:48.250 --> 01:20:57.140

Camille Tsao, Link21, Speaker/Panelist: for sure there will be phasing. We Haven't figured it out yet. But um, we will definitely be looking at short midterm and well.

413

01:20:57.880 --> 01:21:19.740

Kim Pallari, Link21, Moderator: Great. Thank you. Okay, I lied. We have time for a couple of more questions. You guys are being so efficient with your answering. Um. Chester, I'm going to come to you with uh the next question. Might it be reasonable to see eastbound long distance Amtrak trains originating in downtown San Francisco?

414

01:21:20.590 --> 01:21:41.180

Chester Fung, Link21, Panelist: Um: Yeah. Thanks for the question. Yes, it would be reasonable. In fact, that's one of the things that we are excite most excited about um in developing a concept that has regional rail with the new, you know, new crossing across San Francisco Bay is the ability to uh serve the longer distance trips in directly into downtown San Francisco.

415

01:21:41.190 --> 01:21:42.010

Chester Fung, Link21, Panelist: Um!

416

01:21:42.240 --> 01:22:10.340

Chester Fung, Link21, Panelist: Exact service plans are not necessarily what we're trying to pin down during this phase of work. That there is still plenty of time for that. But that's in the thinking. And so, as we, you know, consider our concepts and the service for our concepts, and start thinking about the benefits um doing things like like um starting um uh Amtrak trains in in San Francisco and going to the East Bay and and beyond, is part of our thinking.



417

01:22:11.020 --> 01:22:21.810

Camille Tsao, Link21, Speaker/Panelist: May I add to that answer? Some folks, when they refer to Amtrak, they may be referring to the Capitol Corridor or San Joaquins

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01:22:21.930 --> 01:22:29.240

Camille Tsao, Link21, Speaker/Panelist: who operate the service. Um, so I'm not sure if the person asking is asking about

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01:22:29.260 --> 01:22:46.169

Camille Tsao, Link21, Speaker/Panelist: those, or if they're asking about long distance Amtrak service, like the Zephyr, which which may just run one time a day and Um has a lot of on time performance issues. Um. So if we're running, you know,

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01:22:46.360 --> 01:22:53.159

Camille Tsao, Link21, Speaker/Panelist: twelve plus trains an hour through the new crossing, and then we've got a slide in a one

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01:22:53.440 --> 01:22:58.380

Camille Tsao, Link21, Speaker/Panelist: train a day Amtrak that's not on time. Um,

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01:22:58.790 --> 01:23:00.470

Camille Tsao, Link21, Speaker/Panelist: that's you know.

423

01:23:00.510 --> 01:23:18.359

Camille Tsao, Link21, Speaker/Panelist: Yeah, it. There, there's some issues, so I'm not sure which. Not for which one the the question was geared towards. But for sure,



Chester, what Chester was referring to is more for our, you know, Northern California um inner city passenger service.

424

01:23:19.460 --> 01:23:36.020

Kim Pallari, Link21, Moderator: Okay, Thank you for that clarification. I appreciate that. Um last question. I think of the evening. Sadie, I'm going to pass it over to you. What is the funding status for construction of the downtown rail extension for Caltrain to Salesforce?

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01:23:36.290 --> 01:23:43.730

Sadie Graham, Link21, Speaker/Panelist: Okay, Um. This is a great question, and I'm happy to share what I know. But I will say that Um

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01:23:43.740 --> 01:24:12.830

Sadie Graham, Link21, Speaker/Panelist: that is not this project, although we are partnering with them. Um! I would say there's been great news in the last year, because uh the project received um on entry into the capital investment Grants new start program, which is a FTA program. Um, and so that will um provide federal funding for the project. I think the total cost estimate is approximately five billion dollars for that um project.

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01:24:12.840 --> 01:24:30.200

Sadie Graham, Link21, Speaker/Panelist: And so as part of that new starts program. I believe the TJPA needs to work on coming up with the other, local and State and other committed dollars um in order to enter, or in order to advance that work. And so

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01:24:30.210 --> 01:24:59.229

Sadie Graham, Link21, Speaker/Panelist: they, if you look at your website, at their website. Um in March tenth, it looks like they had an update on this. That's what I'm looking at. Um, and you know there's a pretty clear outline of how they think they can



get that those funds I will say that you know things like measure. Um. The transportation funding measures in San Francisco are um the exactly which just recently passed is what's needed to help provide funding for this type of project. So

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01:24:59.240 --> 01:25:05.789

Sadie Graham, Link21, Speaker/Panelist: thank you for those on the call. Anyone who, on behalf of CCJPA and BART for anyone who voted for that successful measure.

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01:25:06.100 --> 01:25:27.110

Sadie Graham, Link21, Speaker/Panelist: And so with that I am going to take a moment and just um introduce a director, Bevan Dufty, who is a BART and Capitol Corridor Joint um Powers board member since 2016. Um, I'm going to ask him to give some closing remarks. But first I'm just going to tell you a little bit about him.

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01:25:27.120 --> 01:25:50.420

Sadie Graham, Link21, Speaker/Panelist: He holds over forty years of experience, serving the public and connecting communities through public transfer transportation initiatives. Uh, he's a long time champion of community based planning, is an advocate for equity and LGBTQIA rights and is known for really just solving complex problems from the ground up um starting with the community.

432

01:25:50.430 --> 01:26:13.030

Sadie Graham, Link21, Speaker/Panelist: Amongst many of his professional achievements, he has led efforts to return rail to Los Angeles, and innovated a new response to homelessness that helped house over five hundred formally displaced veterans in San Francisco as the Director of Hope. So it's my pleasure to have him here tonight, and with that I'm going to ask him to give a few remarks, and then we'll close out the meeting.

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01:26:13.040 --> 01:26:19.279



Sadie Graham, Link21, Speaker/Panelist: Go ahead Director.

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01:26:19.290 --> 01:26:39.910

Bevan Dufty, Link21, BART & CCJPA Board Director: Thank you so much, and I want to thank everyone who's on this call. Uh, I have been in government and politics for forty-six years, and so I've gone to a lot of community meetings in my time. And I want to say thank you to Sadie Camille, Chester, and Kim for running a great meeting and providing a lot of information, and I really enjoyed hearing the Q&A.

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01:26:39.920 --> 01:27:08.929

Bevan Dufty, Link21, BART & CCJPA Board Director: Uh. I want to piggy back on what Sadie said, which is uh eight days ago, nine days ago I was in a deep, morose depression about where our country was going, and um frankly, I worked very hard on Prop L, and everyone was telling us that we were going to Poll at 61 or 62 when we needed a two-thirds vote, and I think many of you who are very involved in aware, and know that unfortunately um in the June primary election

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01:27:08.940 --> 01:27:37.859

Bevan Dufty, Link21, BART & CCJPA Board Director: uh MUNI had a a bond measure that um lost by one percentage point uh in in getting to the two thirds vote. And I say that to say that um, since over the over the past eight days today was the last day that ballots dropped and Prop L passed with seventy-one point seventy one, and I think that That's something that we can draw a lot of encouragement from that. The people in the city and county of San Francisco are thoughtful and aware,

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01:27:37.870 --> 01:28:04.779

Bevan Dufty, Link21, BART & CCJPA Board Director: and that being engaged around the vision of Link21 around the vision that um we can have both equity and what we do as part of Link21 and to undo some of the injustices, such as what happened when BART built um the West Oakland Station, and divided a vibrant community, and did a amount of damage to it. Um! I do also want to say that just



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01:28:04.790 --> 01:28:34.690

Bevan Dufty, Link21, BART & CCJPA Board Director: uh how exciting it is to have a project like this when you have a very rail and transit-oriented President and um, I do think that a Link21 is viewed as a project of national significance. It rises above a four- or five-mile extension of a light rail system. This is just of the magnitude of linking these 21 counties together. So um! I do want to shout out to Lisbet Sunshine, Um, who is a friend as long as I've been in city government, and I'm so

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01:28:34.700 --> 01:29:03.180

Bevan Dufty, Link21, BART & CCJPA Board Director: please, that she and uh colleagues at her firm are going to be involved uh with outreach. And so I just want to say, Hey. And uh also uh Director Janice Li, who I believe will be uh the next board president of um the BART board, and how important that is to have someone of a younger generation in that leadership role. I believe that she would be um the youngest board president um in in BART's history. So I do want to say that um

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01:29:03.190 --> 01:29:32.870

Bevan Dufty, Link21, BART & CCJPA Board Director: L Yes uh which I can say now, since the campaign is over in a in a government setting. But I do think that I'm deriving a lot of hope around the partnership that um many of us uh BART directors had in our own private roles campaigning and being supportive of it, and that San Francisco paid very close attention just as they did in passing proposition J to make JFK drive car free. So I'm very hopeful that in the coming years we probably are going to go

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01:29:32.880 --> 01:29:51.659

Bevan Dufty, Link21, BART & CCJPA Board Director: uh to a funding measure that would be essential to have the local match for the federal and state monies it will be able to get, and I just appreciate everyone being here at a very seminal and early part of this process. You you are here, and we're very grateful for that. Thank you, Sadie.

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01:29:53.700 --> 01:30:06.180



Sadie Graham, Link21, Speaker/Panelist: Thank you so much this kind of words, and that I'm going to hand it back to Kim, who can just wrap us up and uh keep you informed that you know how you can continue to participate. And again, Thank you.

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01:30:06.450 --> 01:30:18.430

Kim Pallari, Link21, Moderator: Thank you so much. Director Dufty. Um, Okay. So thank you everyone for participating this evening. We didn't get to every question. But I do want to remind you that we have a Q&A.

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01:30:18.440 --> 01:30:39.479

Kim Pallari, Link21, Moderator: Another Q&A opportunity tomorrow at four thirty with the office hour. uh Where, where you can come if you have the opportunity and ask directly. But we also are putting some summaries of these workshops up on the website. Um, And we are answering the questions, all of them that specially the ones we did not get to you will be able to find that there.

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01:30:39.490 --> 01:30:54.229

Kim Pallari, Link21, Moderator: So uh, give us a few days to get that done. But we are. We will make sure that the recording of this meeting, as well as the answers to your questions, are are there and available for you, and really do encourage you to continue to stay engaged with us,

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01:30:54.240 --> 01:31:09.639

Kim Pallari, Link21, Moderator: and in the coming year, because there's lots of planning to do and lots of opportunity to weigh in. So with that thank you for sharing your evening with us. We look forward to talking to you again soon and have a great rest of your evening. Thank you.

DRAFT - DELIBERATIVE