



CONNECT NORTHERN CALIFORNIA



MEGAREGIONAL VIRTUAL COMMUNITY MEETING SUMMARY

DRAFT FINAL

Nov. 1, 2023 | 6 – 7:30 pm

Prepared By:
Link21 Engagement & Outreach (E&O) Consultant Team

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Acronyms and Abbreviations

ACRONYM/ABBREVIATION	DEFINITION
BART	San Francisco Bay Area Rapid Transit District
CCJPA	Capitol Corridor Joint Powers Authority

Link21 Program Team Names

TEAM NAME	TEAM MEMBERS
Program Management Consultants (PMC)	The HNTB Team
Program Management Team (PMT)	BART/CCJPA + PMC
Consultants	Consultants supporting program identification/project selection
Link21 Team	PMT + Consultants

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1. Overview

On Wednesday, Nov. 1, 2023, Link21 hosted a virtual community meeting from 6 - 7:30 pm via Zoom webinar with closed captioning. The meeting was simultaneously interpreted in Spanish and Cantonese and included a formal presentation with a Question & Answer (Q&A) session for attendees to interact directly with the Link21 Team. The virtual community meeting was recorded and posted on the Link21 [website](#).

56 participants registered in advance of the meeting to access the Zoom link and responded to the registration survey. Of the 56 registrants, 46 attended the meeting.

Table 1-1. Zoom Registration Questions and Responses

QUESTION 1: WHAT IS YOUR ZIP CODE?						
RESPONSES						
22101	94114	94507	94590	94610	94706	95616
91006	94116	94530	94601	94611	94709	95678
94010	94117	94530	94602	94619	94710	95816
94040	94121	94541	94606	94702	95050	95825
94062	94402	94556	94607	94703	95060	95826
94103	94501	94558	94608	94704	95110	
94107	94502	94580	94609	94705	95123	
QUESTION 2: HOW DID YOU LEARN ABOUT THIS EVENT? CHECK ALL THAT APPLY.						
ANSWER						RESPONSES
I saw it on social media (Twitter, Facebook, Instagram, LinkedIn, etc.).						16
I received a BART or Capitol Corridor email announcement.						14
I received an email announcement from another government or transit agency.						4
I saw an ad in a print or online newspaper.						0
I received a flyer at a transit station or event.						0
I heard about it from friends or family.						3
I received a phone call or email from someone who works for Link21.						4
I saw it covered in the news.						0
I saw it on the Link21 website.						7
Other						7

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**QUESTION 3: DO YOU CURRENTLY RIDE ANY TYPE OF TRAIN AS A FORM OF TRANSPORTATION?**

ANSWER	RESPONSES
Yes	45
No	7

QUESTION 4: WHICH TYPES OF TRAIN(S) DO YOU RIDE REGULARLY (ONCE PER WEEK OR MORE)? CHECK ALL THAT APPLY.

ANSWER	RESPONSES
Altamont Corridor Express (ACE)	0
Amtrak	14
BART	31
Caltrain	0
Capitol Corridor	14
San Francisco Muni Metro	19
San Joaquin	0
Sonoma-Marín Area Rail Transit (SMART)	0
Valley Transportation Authority (VTA) Light Rail	1
Other	0
None / I don't ride any of these regularly	0

1.1. Meeting Summary

The meeting was facilitated by Linton Johnson from the San Francisco Bay Area Rapid Transit (BART), who opened with welcoming remarks and thanked attendees for coming. He then went over meeting details, including the meeting being recorded, how to access the interpretation channels in Spanish and Cantonese, closed captioning, and how to reach out for technical support via the Q&A feature.

Linton introduced the below speaker panel:

- Sadie Graham, Link21 Program Director, BART
- Tim Lohrentz, Link21 Equity Programs Administrator, BART
- Camille Tsao, Link21 Program Lead, Capitol Corridor
- Andrew Tang, Link21 Manager of Program Evaluation, BART

Linton presented the below meeting agenda:

- Part 1: Link21 Recap
- Part 2: What's New



- Part 3: Next Steps & Question & Answer Session

1.1.1. Part 1: Link21 Recap

Sadie Graham, BART's Link21 Program Director, shared the Link21 vision: To transform the BART and Regional Rail network into a faster, more connected, equitable, affordable, and accessible train system for future generations in our Megaregion. Sadie described the core of Link21: a second train crossing between Oakland and San Francisco.

Sadie then shared Link21's goals:

- Transform the passenger experience.
- Promote equity and livability.
- Support economic opportunity and global competitiveness.
- Advance environmental stewardship and protection.

Sadie then introduced Tim Lohrentz, BART's Link21 Equity Programs Administrator, who talked about the Link21 Program's commitment to equity and what it means:

- Prioritize engagement with communities that have been systemically marginalized.
- Benefit those who need it most.
- Partner every step to avoid harms and create needed benefits.

Tim shared that Link21's equitable community engagement efforts include agency working groups, community partnerships, the Equity Advisory Council, and co-creation workshops. As a result of these activities, Link21 has prioritized equity as a Program goal, defined Priority Populations, included equity in the business case evaluation, and prioritized equity metrics. 2023 engagement highlights have included:

- 14 Equity Advisory Council meetings and office hours, 63 government/agency events, and 63 general public and targeted community events.
- 21 electronic stakeholder updates and email communications, 20 social media posts, 7,719 subscribers, 119 comments received this year, and 1,563 participants in the online open house.
- In total, these add up to 140 unique events and 6,300 connections.

In these engagement efforts, Link21 has heard the following key themes:

- Importance of access, connections, and community.
- Service improvements, such as faster travel, increased service, better integration between agencies, and improved safety and security.
- Concerns about potential community impacts like gentrification or displacement, and the need to avoid community resources like churches and other key community treasures.



Link21 Crossing Decision

Tim then turned it over to Camille Tsao, Capitol Corridor's Link21 Program Lead, who shared more about the Link21 crossing decision. Camille began by reviewing the Program timeline and its current status. Link21 is currently in Phase 1 (Concept Identification), which focuses on the identification and refinement of preliminary concepts.

Camille elaborated on the decision between putting BART or Regional Rail in the crossing. Either decision could add 16 to 24 new trains each hour crossing the Bay. Camille showed two animations, one with BART in the crossing and one with Regional Rail in the crossing. These are available online [here](#).

With BART in the crossing, improvements would include:

- Better urban/metro service in the East Bay and across the Bay to San Francisco within the BART system.
- Redundancy and reliability on BART.

With Regional Rail in the crossing, improvements would include:

- Better urban/metro service in the East Bay and across the Bay to San Francisco within the Capitol Corridor system and at new Link21 stations.
- Redundancy and reliability on Regional Rail.
- Direct, one-seat ride between Sacramento and San Francisco.
- Connections from Caltrain to the East Bay.

For either service, transfers between BART and Regional Rail will be improved.

Camille showed two animations demonstrating time savings of 15-25 minutes in addition to eliminating a transfer for (1) travel from Sacramento to Salesforce Transit Center in San Francisco and (2) Fremont to 4th & Townsend in San Francisco.

1.1.2. Part 2 : What's New – Preliminary Benefits and Tradeoffs

Camille introduced Andrew Tang, BART's Link21 Manager of Program Evaluation, to provide more detail on Phase 1, beginning with what has been learned. BART or Regional Rail service technology could:

- Meet travel demand between San Francisco & Oakland by 2050.
- Provide uninterrupted transbay rail service if one crossing goes out of service.
- Improve service reliability and transbay redundancy with two crossings.
- Enable increased train frequency that can grow ridership (must be balanced with operating costs and larger fleet).



- Provide benefits to priority populations across the network in different ways.
- Reduce potential future crowding in the existing BART crossing.
- Reduce traffic on the Bay Bridge.
- Improve or provide new transfers between BART and Regional Rail to save travel time.
- Offer additional urban/metro service (like BART today — frequent and fast, timely).
- Provide extended hours on BART (requires policy decision/action by BART).
- Provide a limited initial increase in intercity train frequencies until future infrastructure is built.

Andrew then shared information about improvements specific to either BART or Regional Rail in the crossing.

BART in the crossing would:

- Increase frequency, improve reliability, and enable new transfers to Regional Rail.
- Leverage existing, planned, and potential BART improvements and connections.
- Provide service benefits, especially to priority populations within BART's service area.
- Improve access to jobs with increased frequency and better connectivity to job centers, such as Mission Bay and SOMA in San Francisco.

Regional Rail in the crossing would:

- Provide more direct megaregional service to San Francisco and the Peninsula, improve travel times and reliability, and enable a new transfer to BART.
- Allow inter-operability of different types of train services through the network and leverage existing, planned, and potential future Regional Rail improvements and connections.
- Provide service benefits to large concentrations of priority populations along existing and planned Regional Rail corridors. These improvements may require additional mitigation.
- Improve megaregional access to jobs and housing in San Francisco and on the Peninsula and expand connectively between job centers and more affordable housing.

Both technologies have deliverability and financial considerations:

- BART's benefits include:
 - More established federal funding process.
 - Likely does not require new governance.



- BART's considerations include:
 - May require funding sources apart from Federal Transit Administration funding.
 - Might compete with other BART funding needs.
- Regional Rail's benefits include:
 - Leverages more funding and financing options, including Federal Railroad Administration funding.
 - Is an important component within the California State Rail Plan.
- Regional Rail's considerations include:
 - More investment required than BART in the crossing.
 - May require increased interagency involvement and new governance.
 - Requires host railroad approval for changes within right-of-way.

Andrew then reintroduced Linton for a polling exercise.

1.1.3. Part 3: Polling Exercise: We Want to Hear from You

Linton introduced a poll using a digital tool, Mentimeter, which participants could access from a web browser on their computers or phones. Four questions were displayed in English, Spanish, and Traditional Chinese.

Between 29 and 32 participants voted on each question, primarily in English; three people participated in Spanish and one person participated in Traditional Chinese.

The questions and results are as follows:

Question 1: Which one of these two features of Link21 is more important to you personally? (29 responses)

- **23 votes:** A new Regional Rail crossing that enables a broader, more connected passenger rail network in Northern CA that links key megaregional destinations.
- **6 votes:** A new BART crossing that enables increased frequency of trains on all BART lines in the East Bay to San Francisco.

Question 2: In your opinion, how important are each of the following features in relation to a new San Francisco Bay crossing? (Scale of one to four; one is least important and four is most important; scores are averaged across 32 responses)

- **Score of 3.1:** Faster, direct connections from megaregional destinations like Sacramento and Stockton to jobs and housing in San Francisco and the Peninsula.
- **Score of 2.4:** Faster, direct connections to/from jobs and housing in Mission Bay and SOMA in San Francisco.



- **Score of 3.3:** Allowing Peninsula train service to extend through San Francisco to the East Bay, with faster service and direct trips.
- **Score of 2.8:** Reducing future crowding in the existing BART crossing.

Question 3: In your opinion, how important are each of the following features in relation to a new San Francisco Bay crossing? (Scale of one to four; one is least important and four is most important; scores are averaged across 30 responses)

- **Score of 3.5:** Leveraging local, state, and federal public investments on other rail projects by better connecting them.
- **Score of 2.4:** A new BART station in San Francisco with transfers to Caltrain.
- **Score of 2.5:** A new BART station in Central Oakland with transfers to Capitol Corridor.
- **Score of 2.9:** A new Regional Rail station in Central Oakland with transfers to BART.

Question 4: Large projects in the past have harmed communities. What can we do to address potential community impacts and protect community stability? (Free response, categorized by general themes of the responses)

- Housing and Development:
 - Affordable housing.
 - More housing.
 - Affordable housing at stations.
 - More dense housing near transit centers.
 - How can this project ensure that affordable housing is considered with the connectivity achieved by Link21?
 - The main impact is a rise in housing cost; need to keep housing affordable.
 - Land acquisition for affordable housing early to anchor affordability. Land tax to discourage speculators and pay for infrastructure.
 - Leverage the opportunity to acquire land for and build dense and affordable housing when building new infrastructure.
 - Transit oriented development.
- Engagement and Outreach:
 - Meaningful community engagement.
 - Enlightened format for community involvement. Give more attention to credible, coherent input instead of the usual collection of gadflies.
 - Communication.



- Lots of communication is important.
- Affordability:
 - Affordable fares.
- System Design:
 - Utilize current infrastructure as much as possible instead of building new (e.g. providing improved connectivity of regional rail).
 - Utilize construction and project management best practices from overseas.
 - Iterate and learn from mistakes.
 - Soundwalls near housing. Ensuring electric units so no fuel pollution.
 - Connectivity (last mile) to stations.
 - Tricky to do, but not making any current service (significantly) worse is important. Personally like the idea of infill stations along existing lines.
 - Learn from Crossrail how to integrate five underground stations each the size of an aircraft carrier with the existing underground system without blowing up Central London.
 - Regional Rail will close gap from Central Valley and will benefit low-income travelers.
 - Large *highway* projects have harmed communities... large public transit projects generally do the opposite and help communities.
 - Review what harm has been done in the past and see what can be done to reduce those impacts if no changes have been made.
- Environmental:
 - Reduce pollution.
 - Don't build projects that have adverse community impacts.

1.1.4. Part 3: What Happens Next

Linton shared ongoing and future activities from fall 2023 through April 2024. Virtual events include this community meeting, the office hours on Monday, Nov. 6, 2023, and the online open house, available mid-November 2023 at [Link21openhouse.com](https://link21openhouse.com).

Linton then opened the Question & Answer session where attendees were given the opportunity to submit questions via the Zoom Q&A feature or use the “raise hand” function to verbally ask their question. Questions were addressed live and via the Q&A feature. Questions and answers are listed below.



Table 1-2. Questions and Answers

QUESTIONS	ANSWERS
<p>Adrian Brandt: Could you please at some point during the meeting outline the other non-transbay rail tunnel components of Link21? Also, the projected rough costs and timeline of those components with respect to the transbay tunnel component. Might they be built first or independently of the transbay tunnel or are they dependent or conditional on the transbay tunnel being funded and built?</p>	<ul style="list-style-type: none"> • There are multiple levels to your question. • First, the core of Link21 is transbay rail crossing; other supportive rail improvements would be included, such as alignment connections, new stations, and a new maintenance yard. • To answer the second part, we don't have specific costs yet. • To answer the third part, lots of pathways, haven't mapped it out yet.
<p>Joel V: If building the BART option first for Link21, will that allow BART to run service 24/7 similar to how the NYC subway works? Being able to take BART after late night events will be a big plus.</p>	<ul style="list-style-type: none"> • We have heard from many people who are interested in BART extending their hours. There are a few things we need to keep in mind: first, maintenance occurs during those closed hours overnight, so we would need to look at that. We would need to look at what the cost of extending service would be.
<p>Eric McGovern: If you proceed with a Regional Rail crossing, is there a plan to electrify the Regional Rail to reduce emissions in the area?</p>	<ul style="list-style-type: none"> • We will only run zero-emission trains. Currently, we plan to have overhead wires, but we are not yet certain this will be the technology. Freight operators do not always like overhead wires, so we are also looking at hydrogen and battery-powered trains.
<p>Adrian Brandt: Since private freight railroads own the right-of-ways (ROWs) and tracks needed for regional rail, what does the Link21 Team envision can and would be done to ensure that these private freight railroads do not impede or exploit needed increased passenger train use of their infrastructure by demanding costly and/or excessive betterments in exchange for meager and unreliable passenger rail service at the mercy of their dispatchers who have a history of delaying passenger rail (e.g. Amtrak) for their profitable freight trains?</p>	<ul style="list-style-type: none"> • We are working to build on our relationship with freight operators. One grant application would include some funding for Union Pacific to join our team. We are looking to the state for leadership on this, too.
<p>Nathaniel Thompson: Underground/ underwater crossings for cars around the world</p>	<ul style="list-style-type: none"> • This is where we started because a tunnel like that would have addressed

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QUESTIONS	ANSWERS
<p>have in many cases been designed for two lanes of traffic in each direction. Shifting focus towards sustainability and transit-focused investment, has the feasibility of a 4-track alternative been considered already (e.g., with multiple bores – two tracks of each gauge – to take advantage of efficiencies in a single construction project)?</p>	<p>most of the issues we identified. We looked at having them in one crossing and two crossings, but through technical analyses, there was not enough demand for four tracks, and the cost savings were not significant enough. We might still build another crossing in the future.</p>
<p>Clarence Fischer: If BART option is decided, can "BART Central" handle new trains (old "p-250" system had 105 trains max). If Regional Rail is selected? Will control system handle all the new trains for safety?</p>	<ul style="list-style-type: none"> • Thank you for being on the Equity Advisory Council. If we have a new BART option, we would have to expand our operations control center. We are looking at a new operation control center location as a potential upgrade. Nice to see you here, Clarence.
<p>Jose Caballero: Are we missing out on an opportunity by not strengthening the connection from the Bay Area to Sacramento (displacement is happening into the Central Valley and Solano counties)?</p>	<ul style="list-style-type: none"> • We hear you; people have been moving out of the Bay Area for years to places like Sacramento and Solano Counties and the northern San Joaquin Valley. We are interconnected and want to connect everyone in Megaregion. We think that providing more frequent service, better travel times, and better fare affordability can help address these issues, and we're working on all of these issues.
<p>Matt Friedman: Will the Regional Rail alternative connect at Salesforce, Caltrain San Francisco, or both? Does this project include the Caltrain extension to Salesforce?</p>	<ul style="list-style-type: none"> • This project assumes the downtown crossing project, called the Portal, advances prior to a Link21 connection. So when Portal advances, it would connect at Salesforce Transit Center and connect to Caltrain.
<p>Andrew Salber: There is a large transit-dependent population in San Francisco that is located far away from the current BART alignment in San Francisco. For example, the west side of San Francisco is geographically further from BART than many East Bay populations and has very limited options for reaching employment centers such as Oakland, Walnut Creek, the Peninsula, etc. Is one of the crossing options (BART or Regional Rail) better for connecting west San Francisco</p>	<ul style="list-style-type: none"> • A western San Francisco rail extension is being advanced by San Francisco transit agencies and would be a separate project from Link21, but Link21 would be designed to connect to this extension as the project advances. If Link21 were a BART connection, the western San Francisco project would connect to the East Bay BART stations. If it were Regional Rail, it would connect better

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QUESTIONS	ANSWERS
<p>to the region - for example a Geary Blvd. subway?</p>	<p>into the Regional Rail network and would have a transfer.</p>
<p>Raymond Ellis: How do you plan to address uncertainties in employment and population projections for the Bay Area region as well as post-COVID home-to-work commuting patterns? How confident are you that a second rail crossing - either BART or Regional Rail - is required to serve future regional travel demands?</p>	<ul style="list-style-type: none"> • We are going to evaluate the effectiveness of Link21 under a variety of different possible visions of what the future might hold, whether there is continued or even increased working from home. We should have those results to share soon. • To answer the second part of your question, by 2050, we are projecting that there will be significant unmet demand that will need to be addressed, and the existing BART crossing will be overcrowded. That is what Link21 is trying to address.
<p>Chris Heller: Is there still the possibility of the BART infill stations like San Antonio/Brooklyn Basin if Regional Rail goes in the crossing? Those are only shown in the “BART in the crossing” concepts. Thanks for all of your efforts on all of this!</p>	<ul style="list-style-type: none"> • While we have studied many potential stations such as the San Antonio/Brooklyn Basin infill station, these are concepts and we haven’t defined exactly where the stations will or will not be included. It will depend how different stations perform in our analysis and on what input we get. We will be trying to figure out which stations fit the best and will continue to iterate on station particulars and station locations.
<p>Ricardo Cano: Will both types of crossings include the development of infill stations on the existing BART system? If so, what locations are Link21 planners looking at? I saw a graphic from the Equity Advisory Council that showed an infill station in downtown Albany. Thank you.</p>	<ul style="list-style-type: none"> • One Equity Advisory Councilmember suggested we put a station in at the racetrack after its recent sale. BART recently put out its System Development Policy, which articulates how BART as an agency will look at new stations, whether they are extensions or infill. I’d recommend looking at that policy.
<p>Heryang Lee: What efforts are done to get input from people who do not have access to internet/computer?</p>	<ul style="list-style-type: none"> • Thank you for the question. We have an extensive grassroots effort that is ongoing where we work closely with our community-based organizations and leaders to identify events, meetings, presentations, and key opportunities to engage with their neighbors and constituents. We work with our partners to promote these opportunities and continue to gather

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QUESTIONS	ANSWERS
	input in person, through meetings, tabling, and hard surveying.
Heryang Lee: Will these slides/video recording be available on the website?	<ul style="list-style-type: none"> • Yes, we will place the presentation PDF on the website within a couple days. The video animations shown are already on the Program website and the survey link will be made available there as well. The website is Link21Program.org.
Derek Sagehorn: There are many federal/state subsidies for hydrogen and pressure for operators to use hydrogen trains, despite this being an unproven rail technology that has been scrapped in Germany (as opposed to catenary). Given the industrial sensitivities of hydrogen, where would a hydrogen train refuel in the West Bay in the vicinity of Salesforce Transit Center under a Regional Rail scenario?	<ul style="list-style-type: none"> • This is a great question. I don't think we know the answer as of yet. The State is taking the lead on identifying what technology is recommended for the State's passenger rail system. Thanks for coming!
Eric McGovern: Are there plans for California to take control of the freight rail lines (like New Jersey) so the state is not as constrained in pursuing paths for improving passenger rail?	<ul style="list-style-type: none"> • Not that I am aware of.
Nathaniel Thompson: Has there been engagement with the California High-Speed Rail (CAHSR) Authority on whether (far in the future) they see a potential case for expanding high-speed rail service from Salesforce Transit Center to Sacramento if a Regional Rail alternative were selected?	<ul style="list-style-type: none"> • We regularly engage with CAHSR. If Regional Rail is selected we would design it so that the trains could utilize the crossing - just not at their highest speeds. Great question.
Roland Lebrun: Why do you differentiate between a Regional Rail station with a BART connection and a BART station with a connection to Capitol Corridor? Is there anything wrong with a multimodal station with seamless transfers between the different rail systems?	<ul style="list-style-type: none"> • This question was not answered due to lack of time.
Eric McGovern: If the Regional Rail crossing goes forward, would it include improving the rail bridge across the Carquinez Strait?	<ul style="list-style-type: none"> • This question was not answered due to lack of time.
Heryang Lee: Preliminarily, what will be the impact to the current fares (if there will be an impact).	<ul style="list-style-type: none"> • This question was not answered due to lack of time.
Eric McGovern: Double stacked freight trains does not seem like something that should	<ul style="list-style-type: none"> • This question was not answered due to lack of time.

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QUESTIONS	ANSWERS
prevent electrification of rail lines, as Roland Lebrun mentioned. Will Link21 be re-engaging with freight rail companies, state government, and federal government to encourage electrification of our rail lines?	

Table 1-3. Comments

COMMENTS
<p>Roland Lebrun: With all due respect, this is backwards. We already have a BART crossing, so the new crossing should be standard (not BART gauge). The next (third) crossing will be BART because it needs to replace the current (first) BART crossing. I hope this makes sense.</p>
<p>Roland Lebrun: The UCSF-to-Alameda tunnel should be a BART tunnel but that is NOT the next (second) crossing.</p>
<p>Roland Lebrun: Please monitor Valley Link extensively: the current plan is to relocate the Valley Link station south (outside) of the I-580 median so the transfers between BART and Valley Link at Dublin/Pleasanton will be worse in BOTH directions than the transfers between BART and southbound Caltrain at Millbrae!!!</p>
<p>Roland Lebrun: I told the Valley Link Board that I would be designing the station myself and I was planning to run the design by Andrew once the draft is ready for review.</p>
<p>Roland Lebrun: Once again, I respectfully disagree: a PROPERLY DESIGNED Regional Rail crossing would be substantially less expensive than a BART crossing and is likely to attract private financing IF OPERATED AS A CONCESSION.</p>
<p>Roland Lebrun: Going back to the UCSF to BART (third) tunnel, this tunnel needs a phased approach starting with connecting Alameda to the existing BART system in the East Bay at which point Alameda residents will be able to cross the Bay through the existing tunnel.</p>
<p>Roland Lebrun: The questions are biased: the Central Subway provides great connections to Mission Bay and SOMA. Future BART crowding will no longer be an issue once riders have a choice between the two tubes.</p>
<p>Pamela Morris: Please note, it is very difficult to move the “slider” for opinions.</p>
<p>Adrian Brandt: Note that BART is implementing CBTC (communication-based train control) to allow 30 trains per hour per direction through their existing transbay tube. So with increased work from home, it seems they are already in good shape for transbay capacity.</p>
<p>Roland Lebrun: India resolved all issues operating double-stack trains under the wire: https://youtu.be/yNq8IP6cfL4?t=6</p>
<p>Adrian Brandt: Double-stack freight can (and does!) fit under catenary wires! So that’s a lame excuse given by freight railroads such as Union Pacific. The single \$80m battery EMU pilot/demo train that Caltrain will acquire from Stadler several years from now are expressly for serving its Gilroy extension (and maybe Salinas) on electrification-hostile Union Pacific railroad tracks.</p>

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Adrian Brandt: Numerous studies and presentations highlight the fact that due to inherent inefficiencies of green H₂ production, compression, storage, fueling and fuel cell conversion back to electrical power, it takes 3x more clean, green KWh to use hydrogen to supply a HEMU train with a KWh of traction power than a BEMU (battery) train. The TL;DR is that H₂ trains are extremely inefficient vs. battery powered trains.

Linton thanked everyone for attending and closed the meeting at 7:32 pm.

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Appendix A. Zoom Transcript

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

00:00:33.130 --> 00:00:34.830

Sadie Graham, BART (she/her): Sorry.

00:04:47.000 --> 00:04:55.820

Linton Johnson, BART: Hello, everyone. Thanks for joining us. We're going to get started in just a few minutes right at the top of the hour. Thank you everyone for standing by.

00:05:06.150 --> 00:05:17.956

Linton Johnson, BART: Give it just a few more seconds, because we said we'd start at 6, and we will. So, right as the clock is the top of the hour we're going to get started. But thanks for everyone for joining in!

00:05:21.560 --> 00:05:59.860

Linton Johnson, BART: Alright. It is 6 o'clock. Good evening. Thanks for joining us today for this overview of the Link21 Program for those of you who have been participating in these meetings previously. Welcome back. And for anyone who is new, we're glad you're engaging with us. I'm Linton Johnson. I'm your moderator for this evening, and I know many of you are having dinner, so we're happy you're spending your dinner time with us, and I know there's a Warriors game on, Warriors versus the Kings. So, my job is to keep this moving so that you get all the information you need in as short a time as possible. I promise we'll be done by roughly half time, which is the best part of the game, right? So you'll get to see the game. And my producers have told me "Linton, no lallygagging."

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Linton Johnson, BART: So we're going to keep this thing going. So let's just get started. We're here to talk to you today about Link21, a megaregional multi-generational transportation program for Northern California. But before we dive into the presentation, let's get some housekeeping items out of the way. The meeting format includes a presentation, a question and answer session, and a survey. Our goal is to save at least

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the last 30 minutes to answer your questions and to reach as many participants as possible. We're offering this meeting virtually on Zoom as well as participation via telephone. The meeting is being recorded and will be posted within a few days on the Link21 Program website.

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Linton Johnson, BART: It's also being hosted in English, Spanish, and Cantonese, and in a few minutes, we'll open the language channels. But in order to access the audio channel for any of these languages, please click the interpretation button. You're going to find that it's a globe icon in the Zoom task bar, and then everyone needs to move to a language channel. That means all attendees and all panelists. This is different from some of the previous webinars, for those who've been on previous webinars. Now a menu will appear, and you may select the language you require. The message will be repeated in all languages, and then you'll be able to join the audio channel, for that language.

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Linton Johnson, BART: Closed Captioning is also available, and if you would like to use this option, please click the CC icon in the Zoom taskbar and then select subtitles to view on screen or live transcript to see the full transcript on the side panel. If you need technical support, you can use the Zoom Q&A option, and just raise your hand. Now we invite our interpreters to repeat these instructions in Spanish, and then in Cantonese. Our Spanish interpreters are Claudia and Marcy and I invite you both to come on camera now, and one of you share these instructions in Spanish.

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Marci V., Spanish Interpreter: <Spanish interpretation>

00:09:03.120 --> 00:09:13.180

Linton Johnson, BART: Okay, Marcy, thank you very much. Alright. So our next set of interpreters are Felix and Junting, and one of them will be speaking in Cantonese. Go ahead.

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Felix Z., Cantonese Interpreter: Thank you, Linton. <Cantonese interpretation> The message is done. Thank you. Back to you, Linton.

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00:10:51.910 --> 00:11:26.540

Linton Johnson, BART: Alright, Felix, thank you so much. And now we invite all participants to join your interpretation audio channel by clicking the interpretation button in the taskbar. Again everyone, please join your interpretation channel. That includes me, so I'm going to do it as well. Okay. So, I think everybody's had a little bit of time to go to their interpretation channel. So, we'll go onto the next slide and let us let us introduce our speakers for today. Let's start off with Sadie Graham. Once we get to the next slide, so we can show who they are. Hi, Sadie.

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Sadie Graham, BART (she/her): Good evening.

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Linton Johnson, BART: Good evening. You're the Program Director for Link21,

00:11:39.300 --> 00:11:40.224

Sadie Graham, BART (she/her): I am. Yes, thanks.

00:11:41.380 --> 00:11:50.810

Linton Johnson, BART: Yeah, the big cheese. I know that you're the big boss. She keeps me employed so have to be nice to her. Alright. Then our next guest is Tim Lohrentz.

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Tim Lohrentz, BART: Yeah. Hi, Linton. Yeah, I'm the Equity Program Administrator within the Office of Civil Rights, which means I'm the Equity Lead for Link21.

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Linton Johnson, BART: Welcome, welcome, Tim, and Camille is next.

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Camille Tsao, CCJPA: Hey, everybody, Camille Tsao with Capitol Corridor. I'm the Link21 Program Lead for our agency. Nice to see you all.



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Linton Johnson, BART: Andrew Tang, BART: And then Andrew Tang.

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Andrew Tang, BART: Hi, my name's Andrew Tang. I'm with BART, and I'm the Manager of Program Evaluation for Link21.

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Linton Johnson, BART: Alright. Thank you. We look forward to hearing all of your great work tonight because you guys have been working hard and putting all this together. We appreciate that we're going to move onto the next slide and kind of give you an overall agenda review. So tonight's meeting is broken up into 3 parts, part 1, we will discuss what Link21 is and why it is needed within our megaregional trade network. We will also share an update on our program engagement and what we have heard from stakeholders and the public, where the Program is headed with a key decision for the crossing, and a reminder of the potential service improvements that are driving that future decision.

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Linton Johnson, BART: In part 2, we're going to focus on what we've learned about the benefits that either BART or Regional Rail crossing can provide and what the differences are. And next, we will also ask specific questions of our audience (that's you) in a poll. This looks like it's going to be fun, and then open the session up to part 3, which is our question and answer session. During that time, you'll have the opportunity to ask questions directly of our team members, either through the Q&A feature on Zoom, or by raising your hands and asking the questions live. So, with that, let's move onto the next slide. Let's get started with our presentation. Sadie, who is the Link21 Director for BART will be kicking us off this evening and discussing what Link21 is and why it's an important part of the planning for a better future that will connect our Megaregion like it has never been connected before. Take it away, Sadie.

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Sadie Graham, BART (she/her): Thanks, Linton. Next slide, please. So good evening, everyone. And thanks for tuning in. I wanna tell you a little bit more about what Link21 is. So Link21 is a transformational rail improvement program from Northern California. The vision is to transform the BART and Regional Rail networks into faster, more connected, equitable, affordable, and accessible train system for the future generations. The 21 in Link21 stands for the 21 county Northern California Megaregion that you see



here on the map. And it does not mean that we're building rail extensions within all 21 counties, but rather we're studying the benefits that our project can bring to the entire Megaregion by enhancing the existing train, not network, and the service that we provide to our residents. So next slide, please.

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Sadie Graham, BART (she/her): So what exactly is Link21 at its core? Link21 will construct a second train crossing between Oakland and San Francisco. The new crossing is really a critical project that's been identified within the California State Rail Plan to better integrate Northern California's rail network as part of a statewide vision for a future train network that offers efficient passenger and freight service to support both the economy and help achieve the climate goals that we have set for ourselves of reducing greenhouse gas emissions by 85% in 2045, and along with the second crossing Link21 will include improvements to both BART and Regional Rail. It will connect to new markets and provide improved service all while using modern trained technology that's cleaner and greener. And ultimately Link21 is looking for solutions that offer future residents and passengers the ability to travel more conveniently across the Megaregion. Next slide.

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Sadie Graham, BART (she/her): So Link21 is a program that's focused on reimagining a better future, but also balancing with finding solutions for the challenges that we face today. So BART and Capitol Corridor are working together on this Program, and we're committed to creating a plan for future generations that considers the lessons learned from the past, understands the current post-covid challenges and flexes to accommodate a future that is uncertain. We understand that residents need to travel for more than just to commute to their 9 to 5 jobs, but are also traveling regularly to reach families, recreational destinations like concerts and museums, or to go to medical or educational locations for essential services. Meaning, we need to provide service that extends beyond those peak commute periods through evenings and weekends. You can see this in the fact that our weekend and off-peak ridership service, our off-peak ridership is rebounding faster in the post-pandemic area time than the traditional commute hours.

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Sadie Graham, BART (she/her): As the fifth largest megaregional economy in the country, we play an important role in ensuring our vitality, which means connecting people to their jobs. And we know Northern California struggles with a job's housing imbalance, especially in the greater Bay Area. So the pandemic really added to this

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challenge by opening the door for remote work, which in many cases led people to move further away from their employment centers. And as we can, as we continue to recover from the pandemic, we're seeing that the freeway network is congested nearly as much as it was pre-pandemic, specifically corridors like the transbay corridor between Oakland and San Francisco, and this congestion is significantly contributing to our air pollution in the region. And it's also impacting our economy because we know that time means money on top of this. In the future, population is projected to grow to 15 million by 2050, with over 1 million new jobs and homes. This growth is dependent on a reliable transportation network that creates thriving communities and connects them to job centers. And while our Regional Rail network in Northern California is fairly extensive, it is often disconnected and unreliable, so it's inconvenient.

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Sadie Graham, BART (she/her): Agencies across the Megaregion are investing significantly in improvements to better connect the existing systems to create more reliability, redundancy, and essentially create a network that is responsive to the transportation needs of all users, especially the transit dependent users and priority populations. Link21 and programs like this will be the catalyst for shifting travel modes from cars to trains, growing ridership, decreasing air pollution, and connecting people where they want to go. Next slide. As we set out to define the project, we met with community-based organizations and other stakeholder partners to identify goals and objectives that meet their needs based on their early engagement. We established these 4 key goals focused on transforming the passenger experience, promoting equity and livability, supporting economic opportunity, and advancing environmental protection. The goals are backed by key objectives each that support how we have identified, developed, and evaluated rail solutions that will provide benefits felt across the Megaregion. Now, I'm going to hand off to Tim to speak more about our commitment to equity. Tim.

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Tim Lohrentz, BART: Thanks, Sadie. As Sadie said, promoting equity is one of our four goals of Link21. Next slide, please. What our commitment to equity means: we prioritize engaging communities that have been systematically marginalized. And we also want to make Link21 to benefit those who need it most. Transit dependent riders, people who have no cars, those harmed by past transportation projects, and those with limited access to important resources, like housing or job opportunities. In addition, people who are spending a high percentage of their household income on transportation. We call these the priority populations. We want to partner every step of the way to avoid harms and create needed benefits. This is to promote health and stable communities, to create community benefits and protect against community instability and displacement. Next slide, please. So we have an agency working group with many different city

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government/city planning offices as well as transportation agencies, and meet regularly with these groups. We also have a lot of community partnerships. So at this moment we have over 40 community partnerships throughout the Megaregion, where we meet with them, meet with the leaders, meet with the members of those organizations. We created an Equity Advisory Council that has 18 members and has been meeting since January. So far, we've had 14 meetings, and our next meeting will be on November 28, and the public is invited to attend. The Equity Advisory Council is made up of people who have lived experience in terms of transportation within the Bay Area and the Megaregion. They advise us on key aspects of the project, including equity metrics as well as anti-displacement efforts.

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Tim Lohrentz, BART: And then we also have co-creation workshops. Last year we did a lot of co-creation with the community to define our equity metrics as well as to look at the overall goals of the project next year. We plan even more co-creation as we near the time, as we are planning station locations and station amenities. So all of these things are things that we are informed by the stakeholder groups, and this helps us to prioritize equity as a proven goal. We define priority populations, which is areas of the Megaregion where people have the most transportation burdens, and through the priority populations we look at equity in the business case evaluation. And so we want to create a business case and create a project that benefits the priority populations the most, if that's possible. And this means that we have to prioritize the equity metrics, such as looking at who are the new riders and our higher percentage of the new riders from the priority population then and from the general population at large. Another metric we're looking at is this time savings that would be created by Link21 are people from priority populations. Would they be saving more time with Link21 than the population at large? Next slide, please. So in 2023 we have done a lot of engagement highlights. As I mentioned the Equity Advisory Council meetings, we have done 63 events with government agencies as well as 63 public and targeted community events. In 2022, most of these were virtual. Now, this year in 2023, we're doing a lot of live events throughout the Megaregion. So we have done 21 stakeholder updates and email notifications, 20 social media posts, and we have over 7,000 subscribers to Link21. Next slide, please.

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Tim Lohrentz, BART: So, what have we heard? Through all of this engagement and talking with different city and transportation agencies, the input has been focused on service improvements and a desire for an integrated train system. In terms of access connections and community, a lot of people have talked about needing easy access to stations by biking, walking, or other transit, and so we were prioritizing first and last-mile links. We also want to minimize transfers, create one seat rides, and this will provide



better megaregional connections. People have also talked about wanting new community connections and wanting to minimize potential impacts in terms of service improvements. What have we heard we want? People want faster, increased service hours of operation and weekend service. They wouldn't extend hours if that's possible. They also want to have better integration between rail operators. This includes service transfers and fares and payment systems. And also we keep hearing the need to have safety and security on our transit system. Next slide, please. And I'm now going to turn it over to Camille Tsao.

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Camille Tsao, CCJPA: Hi, everyone! I'm going to talk to you more about the upcoming milestone for our project on the crossing decision. So let's go to the next slide. This is a Program timeline. So, we're currently in the phase one concept: identification. You may have seen this summer that we introduced six different concepts. We're not voting on one of those concepts, that was just a way for us to get some ideas out there and get your feedback on those ideas. We're continuing to develop concepts based on your input and our agency stakeholder partners and our other analysis. So, the milestone to recommend what will be in the crossing, either BART tracks or Regional Rail tracks is going to happen during this concept identification phase. We're targeting spring of next year 2024, when the BART and Capitol Corridor boards will take an action on that and then we'll be doing some additional technical work. So, these concepts are not the project that we're going to build. I just want to make that clear. We're going to continue to develop the concepts and eventually get to a project which will be in phase 2, that we take through the environmental phase. So phase 2 is environmental documentation and clearance which we need to do before we get to phase 3, which is design construction operations. And we're anticipating that the new crossing would open just before 2040.

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Camille Tsao, CCJPA: So next. So next is a little bit more about the crossing decision. So, BART, as many people are familiar with BART. You may not know that most of BART runs on what we call BART-gauge tracks and there are no other operators that use BART-gauge. It's a closed system. You'll always see BART trains on BART tracks and so if we have in the new crossing BART-gauge tracks, doesn't mean that we can't build another crossing in the future with Regional Rail tracks. It just means the first one first crossing would be BART-gauge, and it would mean that any new or additional trains that were running through this new processing will also feed into the existing BART network. Next, if we show the Regional Rail, Regional Rail and the crossing Regional Rail includes trains such as the Capitol Corridor, the San Joaquin trains, and Caltrain. They run on what we call standard gauge tracks, and those are the tracks that you see all over the country. It's part of the National Railroad network.

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Camille Tsao, CCJPA: Freight trains run on standard gauge as do Amtrak, long distance trains, and others. So, if the new crossing has standard gauge tracks, then any trains that we run through that new crossing are going to be able to hook into the national network that exists today. And just as a reminder, we're only going to run passenger trains that are zero-emission through this new crossing. But essentially, when we look at the two, you've either got more trains feeding into the current existing BART system, or you've got trains that can hook into the rest of the national network. That is the primary difference. Now we'll go on to the next slide, and we'll talk a little bit more about the service. So, we like to describe Link21 service in these two broad categories. So Urban | Metro Service is what we would consider what people generally think of when they think of BART service. It's pretty frequent. They're good for short to medium trips. The station stops tend to be relatively close together.

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Camille Tsao, CCJPA: Speeds are average medium average speeds, and although many people are familiar with BART in terms of serving, providing this kind of service, Regional Rail also provides Urban | Metro Service in many parts of the world. When Caltrain starts its electrified service next year it will be running much more frequency and so it is also going to be providing Urban | Metro Service at, you know, starting at like 10. Every 10 minutes will be running. Caltrain will be running service so it's important to know that Urban | Metro Service can be either by trains that run on conventional BART tracks or trains that run on Regional Rail tracks.

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Camille Tsao, CCJPA: And some of you may be familiar with the BART E line that goes from Pittsburgh. They point to Antioch that is actually on standard gauge tracks that you wouldn't know it unless you could tell the difference between them. Now for intercity or express service this tends to be for medium to long distance trips, so the trains don't run quite as often as Urban | Metro Service does but if you can get 30 minutes or hourly as long as it's reliable, and it's efficient. It works pretty well. The station stops tend to be further apart cause again, these are for medium to long distance trips. Sometimes people aren't making the roundtrip on the same day they're going somewhere, and then maybe staying a day or two or longer, and then coming back on a different day. The speeds tend to be higher, just because the trains not stopping as much and it's going further. These are services that are provided by Regional Rail operators on standard gauge track so those are some of examples there. So next, we're going to show some maps that show what the passenger experience would be like. Depending on whether

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you have BART in the new crossing or Regional Rail standard gauge tracks in the new crossing. Can we go to the next, please?

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Camille Tsao, CCJPA: So first off, if the new crossing has BART tracks in it, we're showing in green here. This is the existing BART system. Click. We have Caltrain electrified on the Peninsula, which will also be part of the Urban | Metro System. Click again. So, the new crossing in the dashed green, this comes from a concept where we start in Oakland, we go through Alameda, and then we get to San Francisco. We end up in the UCSF Mission Bay Area and then head north towards Market Street. So, the trains using this new crossing in this particular scenario would be BART trains, and again they would connect into the rest of the BART system on the East Bay, and then on the West Bay they would come up and go through Mission Bay and then up towards Market Street. Eventually it could connect to a western San Francisco rail extension that's being planned by the City of San Francisco. That's the gray dashed arrow at the top there near the Salesforce Transit Center.

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Camille Tsao, CCJPA: So, these are just schematic, but an idea. It gives you an idea of how this would work. If we click again, you'll see the intercity services. They would still remain on the east side of the Bay, since they can't cross the Bay without standard gauge tracks in a new crossing. So folks on these purple lines they would still need to transfer like they do today. So, for example, folks coming from the Sacramento area or Stockton. If they want to get to San Francisco by rail today they would get off at Richmond and transfer to BART or some folks take a bus from Emeryville, but in this scenario they could go down into Oakland and then transfer to a transfer station between BART and Regional Rail, and then cross the Bay that way.

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Camille Tsao, CCJPA: And I know when Tim went over this, the results that we've heard from people you know, one of the things we'll say is like, oh, please reduce and minimize transfers. We want to make sure that transfers are easy. Any new ones that we create should be as easy as the ones we have at Macarthur or 19th Street so we don't want transfers to be a negative experience. In some cases they can actually save you time, because if we're running a lot more trains as long as they're transferring in a way that makes it easier for people to use the service. Sometimes you can get to places faster if you're willing to transfer and not just wait around for a one seat ride. Okay, the next map is going to show what the passenger experience might be like if we have

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Regional Rail or standard gauge tracks and the crossing. So we're starting with the Urban | Metro Service again. This is BART today.

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Camille Tsao, CCJPA: Click. Again, we have Caltrain electrified service up the Peninsula and then we build a Link21 standard gauge crossing. And you see in the green dashed lines here now we have a Regional Rail service that can serve the East Bay Richmond down to Coliseum and across the bay into San Francisco. Caltrain trains could possibly use this new link but we do need to get permission from Caltrain to do that, and you know nothing has been decided yet, but that is a possibility. We could also have trains that use the new crossing, continue into western San Francisco again with that gray dashed arrow near the Salesforce Transit Center, we can have some trains in the future headed out towards western San Francisco, which also has a lot of regional destinations.

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Camille Tsao, CCJPA: If we click again and look at intercity express service. Click again, please. Click again to show the purple. So today we've got Capitol Corridor service from the Sacramento area down through Oakland all the way down to San Jose. Keep clicking. We've got the San and San Joaquins that come from the Stockton area. And then we also have Valley Link and ultimate portal express that run on the more of a commuter schedule if you will. So with this standard gauge Link21 crossing trains from Sacramento and Stockton could potentially cross the Bay as well to get to San Francisco. And then, if people want to go further down the Peninsula, they could do that, taking the trains that are going down the Peninsula.

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Camille Tsao, CCJPA: So, there's a lot of opportunities here for megaregional travelers to save some time and get to places in San Francisco and down the Peninsula that take quite a bit more time today. The next slide we're going to show is actually some animations of example travel time. So, I know these are a little small you can go on our website, Link21program.org and you'll be able to see. I think we have maybe six example trips. So, we're going to play these for you now, but feel free to visit our website to see them enlarged and see more examples. So the first one on the left, if we hit play today, if you wanna go from Sacramento to the Salesforce Transit Center in San Francisco, you do need to transfer in this case. We show someone taking Capitol Corridor Richmond to transfer to BART to get to the Salesforce Transit Center. That takes about 2 hours and 15 minutes but with a Link21 Regional Rail or standard gauge

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crossing you could theoretically take a train from Sacramento and never have to transfer at all if you just keep going across the Bay into the Salesforce Transit Center.

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Camille Tsao, CCJPA: It says here you could save 15 min but the range is actually 15 to 25 so it could be significant, depending on what you're doing today. And then if we had a new BART crossing and someone was traveling from Fremont to 4th and Townsend, which is where Caltrain terminates today in San Francisco, you would have to take two trains. You would take BART, and then you would take Muni light rail down to 4th and Townsend; takes about an hour and 20 min with a new BART crossing. You would come from Fremont and go across the Bay, enter at the UCSF Mission Bay area, and then go up to 4th and Townsend and that would save you about 25 min. So we're showing some pretty good travel time savings with these different example trips. And again, go to our website and check out the different examples right? And now I'm going to hand it to Andrew Tang. Thanks.

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Sadie Graham, BART (she/her): Andrew, you are on mute.

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Andrew Tang, BART: Oh, sorry. Okay. Let me say that again. Think I would have learned that by now. Okay, so you learned from Camille that having a BART crossing or Regional Rail crossing will mean the services that you get and the markets are served are different. So, I'm going to talk to you about what that means in terms of benefits to people and society. We've completed our early evaluation of different concepts, and we've learned several things which I am going to share with you today, but all the findings I am about to share are qualitative. We've just finished some of our quantitative analysis. We'll be sharing those results with you in an upcoming meeting in a few months. Next slide, please.

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Andrew Tang, BART: So, I'll start off by saying there are several benefits you get, regardless of whether you have a BART crossing or a Regional Rail crossing, and so here are some of them. I'm not going to read everything on this slide. There's quite a lot of things on here, but we've determined that with either one you could meet all of the demand for rail travel between San Francisco and Oakland that is forecasted by the year 2050. By having two passenger rail crossings, we can have uninterrupted transparency rail service if one of the two crossings goes out of service, for whatever

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reason, and you'd have better service reliability because you have the two crossings to provide you the added reliability. Click again, please.

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Andrew Tang, BART: So, here's some more benefits that you can get with either crossing. So today, you know, the existing BART crossing is not crowded, but MTC forecasting that in the year 2050 the crowding will be back. So, with a second crossing, either crossing could reduce the crowding in the existing BART crossing as well as reducing traffic on the Bay bridge as Camille had mentioned. With either BART or Regional Rail, we will have improved or new transfers between BART and Regional Rail, and that will save travel time for passengers. Okay, next slide, please. Okay, so I've got five slides. Now that show differences in benefits between BART and the crossing versus Regional Rail around the crossing. And here, because the markets that we can serve and the service you get are different, the benefits are different, and weighing the benefits is sort of the nub of the decision that we need to make.

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Andrew Tang, BART: Okay, so this slide relates to the first of the goals that Sadie showed earlier to transform the passenger experience and on the left I show benefits that you get with BART on the crossing. So with BART we increase the number of trains that run on the existing BART system, so every East Bay BART line now has more frequency of trains, and that means more frequency of trains going into San Francisco, and that's the benefit. You get increased reliability, which I just talked about, and there are going to be new transfers with Regional Rail in San Francisco's Mission Bay. Well, actually, at the 4th and Townsend Station, where Caltrain currently terminates, as well as a new transfer in Central Oakland. Precise location of that TBD.

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Andrew Tang, BART: On the in contrast, if you have Regional Rail in the crossing, we now have more direct or one seat ride for megaregional trips from far beyond to San Francisco in the Peninsula, for example, as Camila showed in that video. You can ride from Sacramento to San Francisco without having to change trains. We've also found that there would be significant travel time savings for several locations in the East Bay going to San Francisco. So, in particular, for example, if you're traveling from Richmond to downtown San Francisco today, you would take BART, and while it's pretty fast, it does take you on a kind of circuitous route that first goes through downtown Berkeley then downtown Oakland, then downtown San Francisco with Regional Rail. The path to downtown San Francisco is now much straighter. It is Richmond, down along the east

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shore of the Bay, and then into the new Regional Rail tunnel, and the travel time is quite a bit faster.

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Andrew Tang, BART: As I've mentioned, both BART or Regional Rail in the crossing would improve reliability. However, there's an added benefit of having a Regional Rail crossing in that it would improve the reliability of Regional Rail services. So today, Regional Rail and Regional Rail trains and freight trains operate on the same trackway between Richmond and Oakland, and as a result, sometimes Regional Rail trains get caught behind slow moving freight trains. Now for the Regional Rail crossing to work, we're going to need to have a new tunnel through Oakland that the Regional Rail trains would travel in, and freight trains would not be in that tunnel so that separation would improve reliability of Regional Rail trains. In addition, there would be a new transfer with BART in Central Oakland. Again, the precise location could be determined. Alright, next slide, please.

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Andrew Tang, BART: Here are a couple more benefits having to do with that first goal, transform the passenger experience. So, with BART, we would be leveraging existing and planned future BART improvements and connections. So as an example, the Valley Link project which would improve service would provide train service from the Central Valley to the Dublin Pleasanton BART station. If that project were implemented and Link21 were implemented, there would be more service from Dublin and Pleasanton to San Francisco. So now passengers coming from the Central Valley can get the benefit of that added service to downtown San Francisco, and that benefits both the Valley Link project and the Link21 project that similarly on Regional Rail, you have something similar going on, we would be leveraging instead of the BART connection, we would be leveraging, existing and planned future Regional Rail improvements and connections. So for example, leveraging the Caltrain Electric Electrification Project on the Peninsula or the Capitol Corridor Vision Plan, and so forth.

00:47:23.940 --> 00:48:00.916

Andrew Tang, BART: In addition, for if Regional Rail were in the crossing, you get interoperability of multiple train services in the megaregional rail network. So, as Camille had alluded to already, Caltrain trains could go through the new crossing to the East Bay, and then operate on the tracks. The standard gauge tracks in the East Bay Capitol Corridor, and San Joaquin trains that come from the East Bay, go through the crossing, and now access and use the standard gauge rail tracks in the West Bay. Next slide,

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please. So here are some benefits that are relating to the second goal: promote equity and livability.

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Andrew Tang, BART: So on the BART side, as we've talked about, what happens is more trains now are going throughout the BART network. So there's more frequency on pretty much every BART line, and that benefits priority populations within BART's service area on the Regional Rail side. The picture is a bit different. Currently, there's you know, a modest amount of service along part the Regional Rail corridors in the East Bay, and there are no connections, no direct connections from those corridors into San Francisco. So I'm talking about the you know the corridors from Richmond through Oakland Regional Rail, by providing much improved service in those corridors and connecting it to San Francisco and the Peninsula, provides very significant benefits to the priority populations living in those corridors. The consideration for Regional Rail is that in order for that system to work, we are likely going to have to make improvements to at-grade tracks that run by several priority populations. So that will mean that we'll need to mitigate those impacts both from the construction and operation of those trains. Next slide, please.

00:49:22.290 --> 00:50:19.654

Andrew Tang, BART: So benefits relating to the third goal: support economic opportunity and global competitiveness. So with BART, we now have improved frequency of trains going to all over the BART system. So that improves access to jobs because of that. We haven't worked out the BART alignment yet, that's the TBD, but one thing that we're significant considering and as Camille showed in her diagram, it might include an alignment that goes through the Mission Bay and south of Market areas in San Francisco, though a potential is to have improved connectivity to those jobs and housing for Regional Rail. There's improved megaregional access to jobs and housing in San Francisco and Peninsula, so we've said it several times now, but people from Sacramento and Davis and Fairfield, and so forth, can now reach San Francisco and the Peninsula more easily.

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Andrew Tang, BART: We also would have better connectivity between job centers and less expensive housing, as many people know during the pandemic, many people moved out of the core of the Bay Area to farther out regions in Solano County, in the Central Valley and so forth, and the Regional Rail system of Regional Rail crossing would allow those areas to have still good access to job centers in the Bay Area. Alright, at the moment, we don't have any qualitative differentiators for the fourth goal that's

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advance environmental stewardship and protection. But stay tuned, we are cranking our quantitative analysis, and will likely have something to say about that in the next few months. Next slide, please.

00:51:12.820 --> 00:52:05.252

Andrew Tang, BART: So, at in for those of you who've been at past public meetings, you'll know that we're doing our evaluation, using what we're calling the business case. And for those of you new to this, that's what we're using and the business case consists of what we're calling four cases. There's a strategic case, an economic case, a financial case, and a deliverability case. The strategic case is all about meeting goals and objectives, and that's where the previous four slides were all about. On this slide, it provides some quality of differentiators for the deliverability in financial cases. And I'll talk about those briefly. Stay tuned for the economic case, though those are going to be quantitative numbers, and we'll have something to say about that in a couple months.

00:52:03.650 --> 00:53:39.158

Andrew Tang, BART: So with BART in the crossing, one of the benefits is that it makes use of established Federal funding processes. Though BART has frequently gotten funding for major projects through what's called the Federal Transit Administration's Capital Investment Grants program, and BART is very familiar with how that works, the Federal Transit Administration or the FTA is very familiar with BART, so there's an established process there. If there's BART in the crossing of, we will likely also not need some sort of new governance structure right? The BART district would likely build it and then operate the trains. Considerations are that the Federal Transit Administration funding that I was talking about, if very competitive lots of projects around the country apply for it. The funding is limited though, that might be a challenge, and in addition, BART may have other capital funding needs in the future, and so Link21 might compete with those in contrast. If there is Regional Rail in the crossing, it opens the possibility to access other funding and financing options, as particularly new Federal Railroad Administration funding programs, which are many of them, are quite substantial. In addition, a Regional Rail crossing is a part of the California State Rail Plan which Sadie had mentioned, and because of that, that opens the door to a number of State funding programs.

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Andrew Tang, BART: Considerations for Regional Rail are that well, it does cost more than a BART crossing, and the reason for that is that it requires more investment to make it work than BART in the crossing, and the reason for that is simply that the BART system already has a very well established network of tracks in the East Bay, and the

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new crossing would simply have to connect to it, and you could then have trains going all over the East Bay. Regional Rail, on the other hand, has a modest East Bay Network, and so for the many trains coming through the crossing that we're hoping to have the improvements to those tracks will need to be made, though those trains have somewhere to go. In addition, if there's a Regional Rail crossing, a number of agencies are going to need to be involved. Clearly, Capitol Corridor and Caltrain. Probably the Transbay Joint Powers Authority and the California High Speed Rail Authority, and maybe even others and that will undoubtedly mean needing to establish some sort of new governance structure. Nothing that's not possible, but that's the challenge. Finally, to build the Regional Rail crossing, many of the possible alignments are on right of way, owned by other organizations in the East Bay. Many of the right of ways are owned by the Union Pacific Railroad and on the San Francisco and the Peninsula, the right of ways owned by Caltrain, though we would need to find, cooperate, and get approval from organizations. And while again, that's not impossible, that would be a challenge. Alright, at this point I turn over to Linton.

00:55:23.610 --> 00:55:59.059

Linton Johnson, BART: Alright, Andrew, thank you very much. You know we have some questions in the Q&A, I promise we'll get to your questions in a moment. But first we need to get your feedback. So if you're multitasking right now, which we know a lot of you are, now's the time to come back and focus on us just for a few minutes. I promise to be worth your time. We would like to ask a few questions of you and get your valuable feedback and we're going to do it through a poll. We'll be using a software called Mentimeter, and this poll is available in English, Spanish, and Chinese, and we hope you'll all participate. So, let's go to the next slide and show you how to participate.

00:55:59.059 --> 00:57:48.807

Linton Johnson, BART: There's going to be three different ways to do this. It gives me QR code, a web address, and a link in chat. I'm going to get to all three of those ways. Let's talk about that QR code. Sorry if you're looking at your screen, all you have to do is pull out your mobile phone camera and point it at the QR code in your language and a link will appear on your screen. Just click on that or the other way is just go and open up a web browser on your phone, on your computer, and type in menti.com that's spelled in as M as in Mike, E as in Edward, N as in November, T as in Tom, I as in India, .com. Menti.com and then enter the code on the screen that fits your language. So, if you're speaking English, that code is 4, 2, 7, 2, 8, 2, 3, 7. I'm going to repeat that again. 4, 2, 7, 2, 8, 2, 3, 7. In Spanish it's 5, 9, 2, 1, 8, 4, 0, 1. That again in Spanish is 5, 9, 2, 1, 8, 4, 0 1. And in Chinese it's 4, 3, 6, 9, 0, 6, 8, 2. 4, 3, 6, 9, 0, 6, 8, 2. Again, the web browser address is menti.com. MENTI.com, or the other way you can do this pretty easy is just to go to the chat. If you're accessing the chat, you can find the links and that way you can just click on the link for your language choice, and you can start answering the



survey questions so you can type in that full web address that you see on your screen, or you can just go to the chat and click on the link for your language there.

00:57:47.270 --> 00:58:39.138

Linton Johnson, BART: So we have a series of four questions while we get started. Let's put up the slide for the next question. All right. Question number one. Our first question is about two key features of Link21. The question is which one of these two features of Link21 is more important to you personally? Again, the question: which one of these two features of Link21 is more important to you Personally? On Mentimeter, you will see two options we are asking you to select. Which of the two options is more important to you. Here are the two options: a new Regional Rail Crossing that enables a broader, more connected passenger rail network in Northern California that links key megaregional destinations. That's option one.

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Linton Johnson, BART: Or a new BART crossing that enables increased frequency of trains on all BART lines in the East Bay in the East Bay to San Francisco. So again, which of these two features of Link21 is more important to you? I'm going to give you some time to review these and determine which one is most important to you. And then we're going to get to the results of the first question. So again, I'm going to wait about 30 seconds for you to make those decisions. We're going to show the results in multiple languages. Right now, I believe we don't have anybody in the Spanish and Chinese channels. But that's okay, because if you know, people are interested improving the lives of the next generation of transbay riders. Please invite them to go to Link21program.org. This survey is going to be on the website in a couple of days, and it'll be on the website through mid-December. So this is the first time we're providing the opportunity to answer these questions.

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Linton Johnson, BART: So, if you don't get them today they'll still be opportunities later, but we'd love to get your input right away. And if you know people who speak Spanish and Chinese, their voices are equally important so please invite them to go to Link21program.org, and take these survey questions, these polling questions. Okay, so I'll give you just a few more seconds and then we're going to take some time to look at the results. Why don't we just switch to the results right now. Let's take a look at the English results. So we have about 25 people answering the survey. So, 20 people thought that the first question is most important to them personally, there's 20 people on the English Channel. I'm going to guess that we don't have folks on the Spanish or Chinese channels voting, but let's just see.

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01:00:33.520 --> 01:01:13.479

Linton Johnson, BART: We have 20, we do have two people voting. All right, so let's switch to the Spanish. Alright, so it looks like clear winner right now is the first question. The first option is the one that people seem to like this for now. And let's see what the Chinese survey results show. Here, let's switch to that one. Okay, we don't have anybody there, but if you do know somebody who speaks Chinese, please invite them to Link21program.org and have them take the survey when it's posted in a couple of days, and they'll have until mid-December to vote on this survey. So thank you everybody for participating.

01:01:13.479 --> 01:01:59.475

Linton Johnson, BART: Alright, let's move on to question number 2. So question number 2. Again, to participate in the poll, please use your web browser on your phone or computer and type in [menti.com](https://www.menti.com). That's M as in Mike, E as in Edward, N as in November, T as in Tom, I as in India, dot com. [Menti.com](https://www.menti.com). And enter the code in your language again, English is 4, 2, 7, 2, 8, 2, 3, 7. 4, 2, 7, 2, 8, 2, 3, 7. Spanish is 5, 9, 2, 1, 8, 4, 0, 1. 5, 9, 2, 1, 8, 4, 0, 1. In Chinese is 4, 3, 6, 9, 0, 6, 8, 2. 4, 3, 6, 9, 0, 6, 8, 2. You can also directly reach the poll using the links that are in chat for your language.

01:01:59.475 --> 01:02:43.874

Linton Johnson, BART: Here's our second question. Okay, in your opinion, how important are each of the following features in relation to a new San Francisco Bay crossing? So, on Mentimeter, you're going to see a list of four features, and we would like you to tell us how important they are to you on a scale of one to four. Now, one being not too important, and four being extremely important. One not too important, four being extremely important. I'll read out the features that are listed. So you've got four features. You get to vote on them one through four. Here's the first feature: faster direct connections from megaregional destinations like Sacramento and Stockton to jobs and housing in San Francisco and the Peninsula.

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Linton Johnson, BART: The second option here is faster direct connections to or from jobs and housing in Mission Bay and Soma that's south of Market in San Francisco. So ranking each one of these on a scale of one to four, one being not too important, and four being extremely important. So how important is this to you to allow Peninsula train service to extend through San Francisco to the East Bay with faster service and direct trips? How important is that to you on a scale of one to four, allowing Peninsula train service to extend through San Francisco to the East Bay with faster service and direct



trips? And then also ranking one to four, one being not too important, four being extremely important. How important is this to you reducing future crowding in the existing BART crossing? That would be the transbay tube, the existing BART crossing the tube that connects San Francisco to Oakland. How important is that to you?

01:03:42.240 --> 01:04:41.702

Linton Johnson, BART: Okay, so I'm going to give you some time to review these and tell us how important you think each one of these is. We'll give you a couple more minutes and then we'll take a look at the results. Again, this poll if you don't get a chance to answer this, this will be on the Link21program.org website in a couple of days, and it'll be there for at least through the end of this month and into mid-December. So, you can take that and if you've got friends who you think should be participating in this, we want to hear from everybody, especially if they speak a different language, want to be as inclusive as possible. This will be available in Chinese and in Spanish so please have them take this survey. All right, so let's take a look at some of the results of question number 2. Okay, so for the faster connections from megaregional destinations like Sacramento and Stockton to jobs and housing in San Francisco and the Peninsula, that looks like it is in second place, according to the people who have been voting so far.

01:04:40.310 --> 01:05:14.143

Linton Johnson, BART: For the faster direct connections to and from jobs and housing in Mission Bay and Soma in San Francisco, looks to me like in fourth place, looks like the number one choice of the people that had felt like this was the most important to them, that's allowing Peninsula trains to extend through San Francisco to the East Bay with faster service and direct trips. That seems to be most important to the people on this call, and then reducing future crowding in the existing BART crossing, looks like it comes in third place for everybody here.

01:05:14.360 --> 01:06:08.289

Linton Johnson, BART: Alright, we keep getting votes here. Let's look at this in Spanish. Let's take a look at what the Spanish speakers have been saying. And it looks like we have kind of similar results with folks in terms of where they rank this on importance of one to four by far and away. It looks like faster direct connections from megaregional destinations like Sacramento and Stockton to jobs and housing in San Francisco and the Peninsula was their number one choice. A lot of people wanted to see that. And then you can see on your screen how they responded to the others. Let's take a look at the Chinese results, and let's see again. We don't have anybody who is on our Chinese channel. But again, if you know somebody who speaks Chinese and relies on

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transportation transit, please have them take this poll. Their voices are equally important, so please have them take the poll at [Link21program.org](https://link21program.org).

01:06:08.420 --> 01:06:48.231

Linton Johnson, BART: All right, so let's move on to the third question. This question will look familiar as it's identical to the previous question, but the list of responses is different so please read carefully again on Mentimeter. You'll see a list of four features, and we would like you to tell us how important they are to you on a scale of one to four again, one being not too important, four being extremely important. So I'll read aloud the features again. So is this important to you or not important to you, one not being important, four being important: leveraging local, state and federal public investments on other rail projects by better connecting them. Is that important to you?

01:06:46.400 --> 01:07:32.579

Linton Johnson, BART: If it is, that's a four or somewhere around a four, if it's not important, one. It's your choice here on a scale of one to four. What is important to you? A new BART station in San Francisco with transfers to Caltrain? A new BART station in San Francisco with transfers to Caltrain would rank one to four. Whether it is important to you or not important to you, one not being important, four being extremely important. Again, a new BART station in Central Oakland with transfers to the Capitol Corridor. Is that important to you? Rank it a four, somewhere around that. If it's not important to you or not important at all, then that would be a one. And then finally, a new Regional Rail station in Central Oakland with transfers to BART.

01:07:33.120 --> 01:08:33.490

Linton Johnson, BART: If it's not important to you, rank it around a one. If it's important to you, rank it up to four. A new Regional Rail station in Central Oakland with transfers to BART. Will give you some more time to review these and then we're going to look at the answers that everybody gave here. So just give it a few more seconds here. And how about we start revealing some of the answers. Okay, so for the English speakers, in your opinion, how important are each of the following features in relation to a new San Francisco Bay crossing. It looks like by far and away leveraging local, state and Federal public investments on other rail projects by better connecting them is what most of the English speakers said, and then the other 2 options look almost tied for third place, and then the actual second place right now looks to be the last one, a new Regional Rail station in Central Oakland with transfers to BART. So let's take a look at what the Spanish speakers said. What did they say?

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01:08:33.630 --> 01:09:30.028

Linton Johnson, BART: Flip over to that in a second. See how they're little bit different. Still, the first option is the most preferred option, regardless of what your language is, but the second two came in a little bit different places than the English speakers, but you know what, and third, the final option there is by far away, not as important. Those who speak Spanish and then let's see what happened with the Chinese. I don't think we have anybody participating. Oh we do. We have participation. This is fantastic. Alright, so the first option leveraging local and State, and Federal public investments on other rail projects by better connecting them. Seem to be...it looks like the third-place option, and the fourth option is, in first place, how about that? And then once again, for second place, it's tied. Very interesting.

01:09:28.210 --> 01:10:21.249

Linton Johnson, BART: This is good. We appreciate everybody participating in this poll. Let's move on to our fourth question of the night. And our final question. Link21 acknowledges that there are large, but that large projects in the past have harmed communities. So what can we do to address potential community impacts and protect community stability? Please provide some thoughts on what you think could help address community impacts and protect stability in your community. We're going to give you some time to think about your response and type it in. So this one is just the type in. Am I correct? Are we going to get a word cloud? Basically, is that what happens? I can't remember what's going to happen. You see the results of this? So I'm going to give you some time typing in. You can do that in any language that you wish. Spanish, Chinese, either 3 languages, Spanish, Chinese, and English.

01:10:21.580 --> 01:11:14.692

Linton Johnson, BART: One more time. If you don't get a chance to complete this, this again will be available on the Link21program.org website in a couple of days, and they'll be up there for the next couple weeks through about mid-December. So we're happy to allow people to participate all the way to mid-December. Looks like we're getting our first results in here. So this is what we're seeing from people. Large projects in the past have harmed communities. What can we do to address potentially community impacts and protect community Stability? And so we have answers like affordable housing, iterate and learn from mistakes, meaningful community engagement, land acquisition for affordable housing early to anchor affordability, lay in tax to discourage speculators, and pay for infrastructure.

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01:11:12.910 --> 01:11:57.430

Linton Johnson, BART: And then we have community communication and more housing. So housing seems to be a big, big, big issue here. Especially with our homeless crisis that we have. So yes, it's not surprising to see all these housing, more affordable housing, utilize current infrastructure as much as possible. Instead of building new, for example, providing improved connectivity of Regional Rail transit-oriented development. Looks like housing is the big thing. Thank you for all of your input, this is great. This is really helping us move this project forward. I'm sure we'll have the answers again in Spanish and in Chinese. Unfortunately, I cannot read those. I took French when I was in school to take in Spanish. Oh, well.

01:11:57.780 --> 01:12:27.599

Linton Johnson, BART: Okay, well it looks like we still have somebody actually wrote in English to the Spanish question, Regional Rail will close gaps from Central Valley and benefit low-income travelers. That was from our Spanish speaking. Did anybody write in Chinese by chance? Okay, we're still waiting for responses there. Your voice is valuable to us, so please make sure that you type your answers in. If you don't want to do it right now, you can always do that when this goes online at Link21program.org.

01:12:28.990 --> 01:13:30.293

Linton Johnson, BART: Okay, so let's move on to part 4, what happens next? So you're probably wondering what happens next and we're going to show you some key activities in our next slide. Our goals for engagement this fall in our next slide, we're going to show you the ongoing activities and our Program milestones. So, our goals for engagement this fall, or to share what we have learned so far through analysis about the benefits and differences that the different technologies provide. We're going to seek input on their preferences or priorities amongst the different trade-offs. We're going to identify any concerns and work to resolve them. And we're going to incorporate gathered input into the final evaluation as a clear data point and in the November early December timeframe, the results of the final evaluation will be shared along with a potential recommendation that will be prepared for BART and Capitol Corridor boards to consider and advance, and then early next year, 2024. Can you believe it? We're almost in 2024.

01:13:28.120 --> 01:14:12.613

Linton Johnson, BART: Thanksgiving is around the corner. Jeeze, I'm getting older by the minute. We now hope to engage in our second round of outreach with targeted stakeholders and the general public to share the results of the final evaluation, as well as recommendations carrying forward to those two boards, Capitol Corridor and BART

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boards following a pending decision by the BART and Capitol Corridor boards next year. There is much work to be done, and we hope you'll stay engaged with us. And once we understand what will be in the crossing, we need to start to flush out the options further including where new stations will be, what enhancements will be done to existing stations, and a whole lot more. And we need your help over the next couple of years to further define the project for Link21.

01:14:10.820 --> 01:15:02.943

Linton Johnson, BART: Okay, we're about to get to the Q&A session. But just have one more thing to tell. We got some public events coming up following tonight's webinar. We will have an office hour. We'll have office hours next Monday, and we'll be launching another online open house in mid-November that will be open until December 15. The online meeting will include the same information we share tonight, and we'll include a link to a short survey to help us understand your needs. We hope you will all join us next week or online once our meeting has launched. Okay, so you have been waiting patiently asking questions. We've got a bunch of questions in our Q&A box. This is the point in the webinar we want to engage with you. We would like to open the meeting up to Q&A at this time. Switch to the next slide. We're going to show you how to participate.

01:15:01.890 --> 01:16:07.959

Linton Johnson, BART: We would open up the meeting and here's how we're going to do it. There are several ways to participate, whether you are on the phone or sitting at your computer or on your mobile device for those joining via Zoom. You may ask your questions verbally or type them into the Q&A box. You can access the Q&A box by clicking the Q&A icon in the Zoom taskbar. If you prefer to ask your question verbally, you can raise your hand using the raise hand icon in the taskbar. When it comes to your turn, the webinar host will grant you permission to speak upon which you can unmute and ask your question. If you're joining via the toll-free dial in line, you can raise or lower your hand by dialing *7. The phone line manager will unmute you, record your question, and add it to the queue. That's *7 if you're joining on the phone. Okay, so let's go to our first question here. Let's see. Yeah, Brian Soland. He's going to answer Adrian's question. So go ahead, Brian.

01:16:08.290 --> 01:16:44.661

Brian Soland, BART: Sure, I'll just repeat the question here. Yeah, can everyone hear me? Great. Okay, so it says: *Could you please at some point during the meeting outline the other non-transbay rail tunnel components of Link21? Also, the projected rough costs and timeline of those components with respect to the transbay tunnel component. Might be built first or independently of the transbay tunnel or are they dependent or*

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conditional on the transbay tunnel being funded and built? So definitely lots of layers to that question and I had the whole need to think about how I'd answer it, so broke it up into three parts. The first part is the first part of your question there, but obviously the core of Link21 is a new transbay rail crossing. There would be other supportive rail improvements that would be included within a project and that would include things like the alignments connecting to the existing rail corridors, new stations, new transfer stations, and maintenance yard needed for an expanded fleet.

01:17:21.390 --> 01:18:29.970

Brian Soland, BART: Things like that. We have all of our diff, we've identified different concepts. They're online. Perhaps we can post a link in the chat for you that show where the different station alignment options are and so you can kind of kind of see what those looks like in terms of cost. We're currently preparing more details about the potential concepts and associated cost estimates. These are details that are still under development, so we don't have any numbers for you right now. That was the second part of your question. The third part of your question. I think so, you know, are we looking at phasing or are there ways that certain components could be advanced more quickly or independently. So obviously, what again, we're focused on the rail crossing and the supported rail improvements, but it would certainly be possible that components that are independently useful could advance separately or even by others.

01:18:30.230 --> 01:19:14.499

Brian Soland, BART: Also, you know that that's one way it could enhance. We're still very early days so that there's a lot of potential pathways. When we do eventually another avenue could be, when we do eventually define a project that has been more fully designed, there could be opportunity to unbundle or break the project into phases that could potentially be prioritized, based on the amount of benefit they provide or how much they cost and the amount of funding that's available. So, at this point there's a lot of different pathways that it could take. You know, we're still early days. We haven't mapped that piece of that yet.

01:19:16.370 --> 01:19:44.383

Linton Johnson, BART: Alright, well, thank you for trying to get through all those questions. Really good questions there for anybody who has any questions. Make sure you go down to the task menu, and you can type in the Q&A box your question, or if you're on the phone *7 raises or lowers your hand, and then the phone line manager will unmute you to speak. Okay, I think we have another question here from Joel and Camille is going to answer that question. Live. Go ahead, Camille.

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01:19:46.300 --> 01:21:08.050

Camille Tsao, CCJPA: I'll read it first: *If building the BART option first for Link21, will that allow BART to run service 24/7 similar to how the New York City subway works? Being able to take BART after late night events will be a big plus.* So, Joel, we've heard this from a lot of people. They're very interested in BART extending their hours. Right now, BART shuts down every night for about 4 to 5 hours, and that is so that we can do maintenance on the tracks, including in the existing transbay, too. So, the quick answer is as long as we have a second crossing, whether it's BART or Regional Rail, it is one thing that will enable extended hours on BART. We would still need to change the maintenance practices apart to enable extended hours. We'd also need to look at the operating cost of extending BART service hours, but having a second crossing, either Regional Rail or BART would help get us to extended service hours on BART.

01:21:09.710 --> 01:21:29.047

Linton Johnson, BART: Hey, Camille? Well, you got your mic hot. Do you want to talk about Eric McGovern's question as well? Eric asked: *If you proceed with a Regional Rail crossing, is there a plan to electrify the Regional Rail to reduce emissions in the area?*

01:21:26.860 --> 01:22:55.285

Camille Tsao, CCJPA: We will only run zero-emission trains in the crossing first off, so I think Eric's question is, will we have polls and overhead wires. For those trains if they're Regional Rail trains too, you know, to run on the tracks and also under the new crossing. We don't. We don't know for sure if that is how the zero-emission trains will draw power. There is likely to be overhead wires in the new crossing itself, but once you get outside of that especially if you are on a freight-owned tracks or near freight-owned tracks. Sometimes they don't like having those wires because they bring a lot of freight trains there, and some of them are double stacked trains, so the State is also looking at hydrogen power. And I think Caltrain is also considering battery power for their future, you know beyond this next, this first fleet of electric trains, so there's a lot of different options for zero-emission, and it's still being developed. But for sure the trains will be zero-emission.

01:22:59.400 --> 01:23:35.999

Linton Johnson, BART: Awesome. Okay, so if you have questions, we hopefully have answers, and you can ask your questions in the Q&A box. You can also ask them verbally or type in the Q&A box. The Q&A box is located in your Zoom taskbar. If you want to ask them verbally, you can just raise your hand with the raise your hand icon in the taskbar, and then, of course, if you're on the phone, just dial *7 to raise or lower your

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hand and the phone line manager will unmute you. Okay, so we do have a question from Adrienne, and this one is for Sadie to answer. So take it away, Sadie.

01:23:38.700 --> 01:23:41.149

Sadie Graham, BART (she/her): Sorry I need to get to the question unless you can read it.

01:23:43.599 --> 01:24:21.432

Linton Johnson, BART: I can read it for you: *Since private freight railroads own the right-of-ways (ROWs) and tracks needed for regional rail, what does the Link21 Team envision can and would be done to ensure that these private freight railroads do not impede or exploit needed increased passenger train use of their infrastructure by demanding costly and/or excessive betterments in exchange for meager and unreliable passenger rail service at the mercy of their dispatchers who have a history of delaying passenger rail (e.g. Amtrak) for their profitable freight trains?*

01:24:20.430 --> 01:25:37.424

Sadie Graham, BART (she/her): Yeah, that's a loaded question right there. But you know, essentially, this is a real risk in terms of working with Union Pacific, which is who owns the tracks that Capitol Corridor already runs on. I think that we have a fairly good relationship with them. They understand that while they're using the rails for freight, well, you know passenger rail pays for the time on the tracks. We are working to build on that relationship. One of the grant applications we have out essentially includes some money for Union Pacific to join us in the planning work that we're doing. And so, I'm excited about that and then this is also an area where the State has really acknowledged that they need to take some leadership role on as well. And then we've had some discussions with that with our friends at the Caltrans and the State level. And so I think there's work here to be done, but I don't think that it is impossible. I think we can build that good relationship. Good question.

01:25:35.160 --> 01:26:04.013

Linton Johnson, BART: Yeah, great question. So, if you have questions for those of you joining on Zoom you can, of course, go to the taskbar. You can ask questions verbally by raising your hand or using the Q&A box and just typing them in there. And again if you're on the phone, you can dial *7 that will raise your hand or lower your hand and the phone line managers will unmute you to speak. Let's get onto some other questions. Camille, back to you. Can you answer Nathaniel's question?

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01:26:05.260 --> 01:26:07.170

Camille Tsao, CCJPA: Can you read it, please?

01:26:08.080 --> 01:26:50.291

Sadie Graham, BART (she/her): *Underground or underwater crossings for cars around the world have in many cases shifted focus towards sustainability and transit focused investment. Has the feasibility of a four-track alternative been considered already? For example, with multiple bores - two tracks of each gauge - to take advantage of efficiencies in a single construction project?*

01:26:48.070 --> 01:28:15.157

Camille Tsao, CCJPA: The answer, Nathaniel, is yes! We actually started there because an MTC study from several years back concluded that the best performing rail crossing scenario was two BART tracks, two standard gauge tracks. And so we kind of started from that place. We looked at having four tracks in one underground crossing. We also looked at having them in separate crossings, because they were going to slightly different places and serving slightly different markets. And ultimately through our technical analysis, we concluded that up to the year 2050 and a little bit beyond that, really the demand wasn't there for four tracks, and the cost savings wasn't significant enough for us to continue to pursue four tracks, two of each gauge type which is why we are starting from a place of: let's figure out which to build first, but not preclude the other. So, if we go with BART first, we will still be able to build Regional Rail tracks. Someday, if we build Regional Rail first, we will still be able to build another BART crossing someday if it is decided that it's needed.

01:28:14.130 --> 01:28:47.660

Linton Johnson, BART: Right, perfect. Well, it looks like we have about eight more minutes that we can take questions, and if we need to go long, I guess we will. But if you have submitted a question, we're going to try to get to it. Sadie is going to answer Clarence Fischer's question, and he asks: *If BART option is decided, can "BART Central" handle new trains (old "p-250" system had 105 trains max). If Regional Rail is selected? Will control system handle all the new trains for safety?*

01:28:47.660 --> 01:29:34.595

Sadie Graham, BART (she/her): Well, I think the question is really getting at if we have a new BART option, would we have to expand our operations control center and all of the sort of capabilities that we have there? And I think the answer is most certainly. Yes, we would have to really just double down on that system, and I'm sure it would take a lot

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of investments. You know, a new operation control center location is one of the things that BART is actively working on. And certainly, this project would really trigger the need for that as well, so thanks to Clarence for being on our Equity Advisory Council. Nice to see you here, Clarence.

01:29:32.940 --> 01:30:09.179

Linton Johnson, BART: Thank you, Clarence. We love the volunteers. You're always very helpful moving this project along, and we also love your questions. So if you got some written or verbal questions, mobile app attendees you can type your question in the Q&A box or you can just raise your hand. You just raise your hand button and well you can ask that question live. And of course, if you're on the phone *7 raises or lowers your hand, and the phone line manager will unmute when it's your turn to speak. Okay, Camille, we have a question from Jose. Do you want me to read or you wanna read it?

01:30:10.260 --> 01:32:00.178

Camille Tsao, CCJPA: I can read it: *Are we missing out on an opportunity by not strengthening the connection from the Bay Area to Sacramento (displacement is happening into the Central Valley in Solano counties)?* We hear you, Jose. We've been, you know, watching for years now, as people been moving out of the Bay Area to places like Sacramento. Solano County is in the northern San Joaquin Valley. So we totally hear you, which is why we believe this is a megaregional project and I do think that, you know, we're doing in the short term what we can for at least speaking for Capitol Corridor. We're doing what we can. You know, the recovery ridership has been slow. We're still at about 50 pre-covid but we're doing what we can to restore service back to what we had before the pandemic. It's just taking a little while, cause we gotta watch our costs. And you know, in the long term, we really do want to serve and connect better to the Bay Area with parts of the Megaregion that you mentioned, because we are interconnected. And so we feel like providing more frequent service and better travel times. We hear a lot about fair affordability. These are all things that Link21 is working on or working on with other partners so we absolutely see it as being critical and it's going to be. It's going to be something that we have to continue to work on together so thank you for the question.

01:31:58.120 --> 01:32:20.640

Linton Johnson, BART: Yeah, great question. Alright, Brian Soland, you're up next. We have a question for you from Matt who asks: *Will the Regional Rail alternative connect at Salesforce, Caltrain San Francisco, or both? Does this project include the Caltrain extension to Salesforce?* Right, so great question. Thank you.

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01:32:20.840 --> 01:32:45.859

Brian Soland, BART: This project assumes that the downtown crossing project or the portal advances prior to a Link21 connection, but it would connect at the Salesforce Transit Center and connect to the Caltrain if it were Regional Rail. And that answers the question alright?

01:32:45.920 --> 01:33:23.270

Linton Johnson, BART: Sounds like Andrew Solver also has a question for you to answer, Brian. He asked: *There is a large transit-dependent population in San Francisco that is located far away from the current BART alignment in San Francisco. For example, the west side of San Francisco is geographically further from BART than many East Bay populations and has very limited options for reaching employment centers such as Oakland, Walnut Creek, the Peninsula, etc. So, his question is: Is one of the crossing options (BART or Regional Rail) better for connecting to the region to Geary Boulevard subway?*

01:33:24.210 --> 01:34:04.072

Brian Soland, BART: Right, great question. So that a western San Francisco rail extension is a project that's currently being advanced by San Francisco transit agencies that be a separate project from Link21, but it would definitely but it could, it could be built separately as different project but Link21 would be designed so that it could connect to a western San Francisco extension as the project advanced. So that's just a bit of a preamble which one would work better. That's your question, Andrew.

01:34:04.072 --> 01:34:21.348

Andrew Tang, BART: It's a great question. I don't have an answer for it. I think that's something that will come out as we continue our analysis a little bit further. If it were a BART crossing, you know connection there will connect into the East Bay BART stations.

01:34:18.880 --> 01:34:48.866

Brian Soland, BART: If it were Regional Rail, it could connect better into the Regional Rail network, and certainly either would have transfers. You know, good stable transfers to the other technology. So, you know it. It may be a bit of a watch, but certainly there would be some discrepancy there. It's something that we'll continue to look at licensing, though.

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01:34:47.110 --> 01:35:24.020

Linton Johnson, BART: Alright, thank you. Next we have question from Adrian Brandt. We have a like, my screen keeps changing here. Let's see, we have a question from Raymond Ellis. Okay: *How do you plan to address uncertainties in employment and population projections as well as post-Covid home-to-work commuting patterns? And then to this question: How confident are you that a second rail crossing either BART or Regional Rail is required to serve future regional travel demands?*

01:35:29.820 --> 01:37:09.327

Andrew Tang, BART: Okay, there you go. Yes, right. So Raymond, at first part is the 64,000 question we get asked that constantly, and I will say that we are going to evaluate the effectiveness of Link21 under a variety of different possible visions of what the future might hold, including one where there is continued or even increased home to work from home commuting patterns, and we'll evaluate to see how well Link21 perform that or that scenario as well as other scenarios, and stay tuned in a couple of months we should be have those results to share with you and everyone else. So how confident the second part of that is the how confident are you there? A second rail crossing is required. Well, currently MTC has evaluated the Bay Area's transportation system for the year 2050, and they're projecting that by the year 2050 the existing BART crossing will be crowded once again, and that there will be their unmet demand for rail travel in 2050. And that's what our Link21 Program is trying to address. We're evaluating exactly how many more people we think we're going to get in 2050 with a new Regional Rail with a new Regional Rail or BART crossing, though those results should be showing up in a couple of months. So, stay tuned.

01:37:08.790 --> 01:37:42.835

Linton Johnson, BART: Alright Darren have a question for you. You're going to answer Chris. Might be cutting in and out a little bit because of my signal. So, I'm going to again let me know, Chris: *Is there still a possibility of the BART infill stations like San Antonio/Brooklyn Basin if Regional Rail goes in the crossing? Those are only shown in the "BART in the crossing" concepts. And thanks for all your efforts on all of this!*

01:37:41.980 --> 01:39:12.239

Brian Soland, BART: Yeah, I think I can answer that one. So, you know, I think so in terms of stations we've identified those infill stations for San Antonio Brooklyn Basin, as you've mentioned on the BART info person concepts we haven't defined exactly where's it at, what stations would be included or not included. We we're using that information to study. So you know, I think at this point it could be possible. We'll see how those stations perform, and where the opportunities are or Regional Rail. So I think we'll

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continue to iterate in terms of station locations and stations in the next phase of work when we really get into the due diligence around stations and station particulars on station locations. There's a similar question from Ricardo Cano I think I've maybe answered that one as well, but he also added that he saw a graphic from the Equity Advisory Council that showed an infill station in downtown Albany. I'm not familiar with that graphic, but I do know that some suggestions have come from the Council Members and might be something you're referring to, I think, came from one of the Equity Advisory Council members may have brought up that as an idea.

01:39:12.239 --> 01:39:55.084

Sadie Graham, BART (she/her): Yeah, I think I'll just jump in there, I think, with the sale of the racetrack, one of the members suggested we look at in Albany Station. I think, though, that we are looking at just a few of the infill stations that Brian mentioned. But BART also just put out its system expansion policy recently, or excuse me, updated its system development policy. I believe, just last month, which really articulates outside of Link21, how we as an agency will look at new stations, whether they're extensions or infill, so you can look at that policy as well if you're interested.

01:39:55.150 --> 01:40:55.159

Linton Johnson, BART: Alright, well that is all the time that we have for now. Thank you, everyone. Great dialogue, and important questions that were asked. We will be putting these polls again Link21program.org website, and next couple of days, if you have more questions, you can also ask them at Link21program.org. If you see us at train stations and at community events and other sharing information answering questions, come say hello. If you're interested in the team present to your organization, call us on our phone line at 855-905-Link (5465) or at Link21program.org. You can use social media by following BART or Capitol Corridor on Facebook, Instagram, Twitter, and LinkedIn. I want to thank all of our panelists for answering questions, and of course, you for participating and have a great night.

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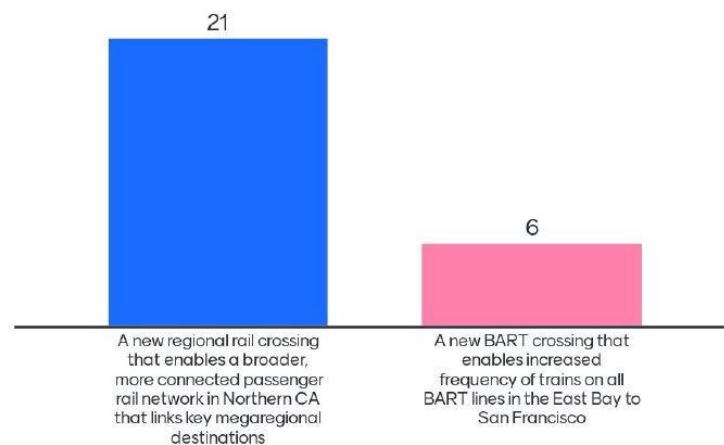
Appendix B. Mentimeter Survey Results

Mentimeter survey results were displayed during the meeting. Results in English, Spanish, and Traditional Chinese were shown as follows:

English

Figure 1-1. English Survey Question 1

Which one of these two features of Link21 is more important to you personally?



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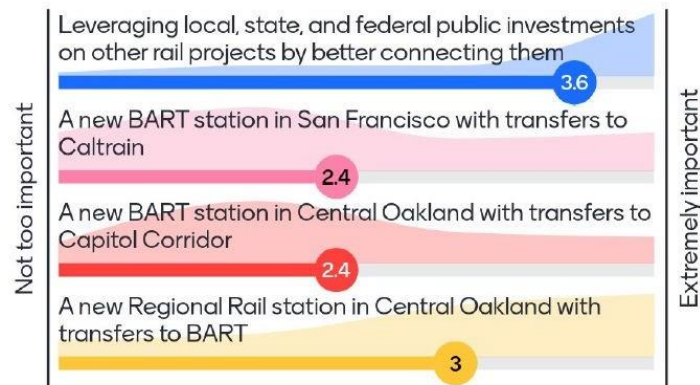
Figure 1-2. English Survey Question 2

In your opinion, how important are each of the following features in relation to a new San Francisco Bay crossing?



Figure 1-3. English Survey Question 3

In your opinion, how important are each of the following features in relation to a new San Francisco Bay crossing?



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Figure 1-4. English Survey Question 4 Part 1

Large projects in the past have harmed communities. What can we do to address potential community impacts and protect community stability?

22 responses

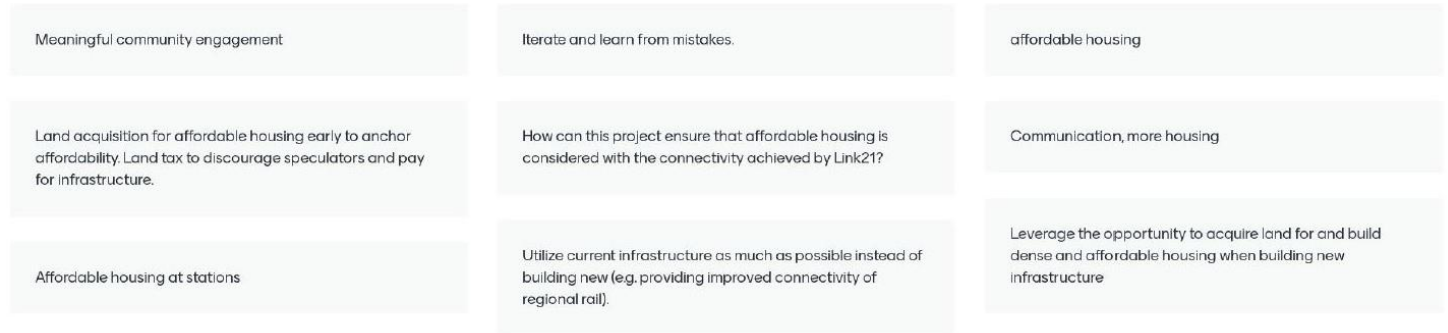


Figure 1-5. English Survey Question 4 Part 2

Large projects in the past have harmed communities. What can we do to address potential community impacts and protect community stability?

22 responses

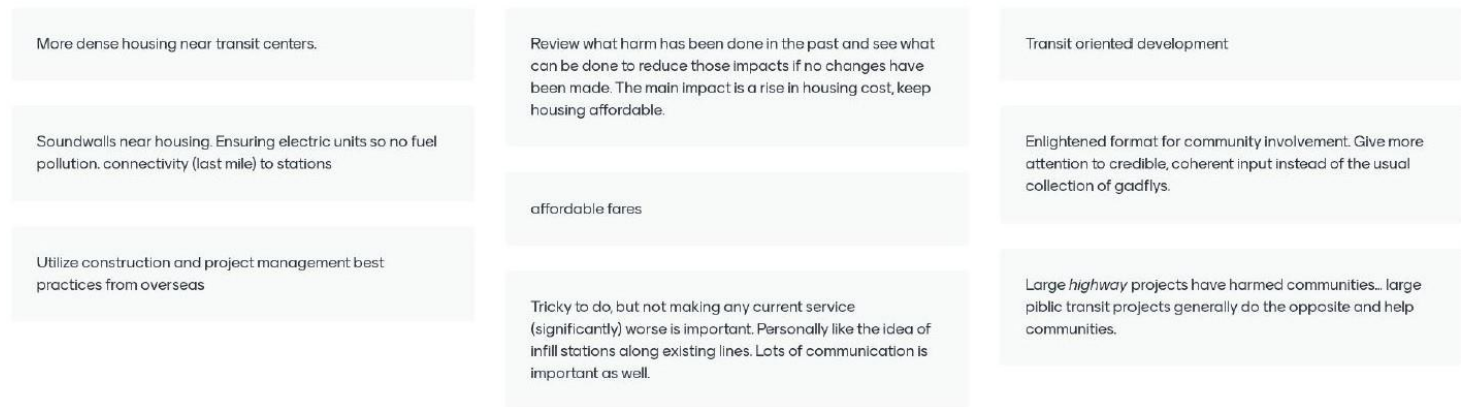
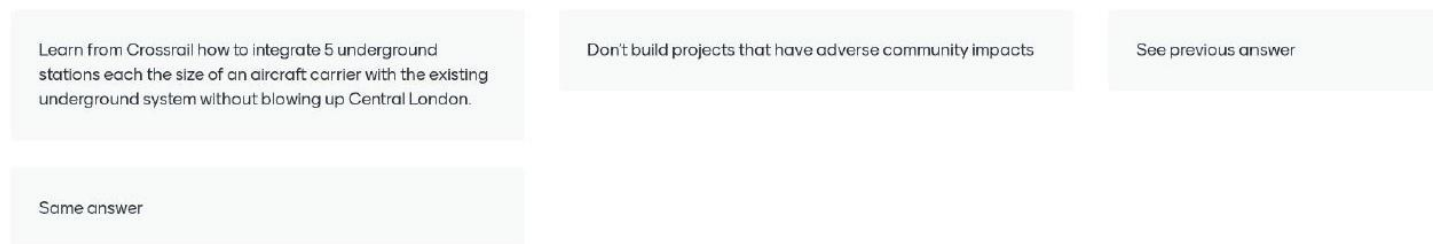


Figure 1-6. English Survey Question 4 Part 3

Large projects in the past have harmed communities. What can we do to address potential community impacts and protect community stability?

22 responses



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Spanish

Figure 1-7. Spanish Survey Question 1

¿Cuál de estas dos características de Link21 es más importante para usted personalmente?

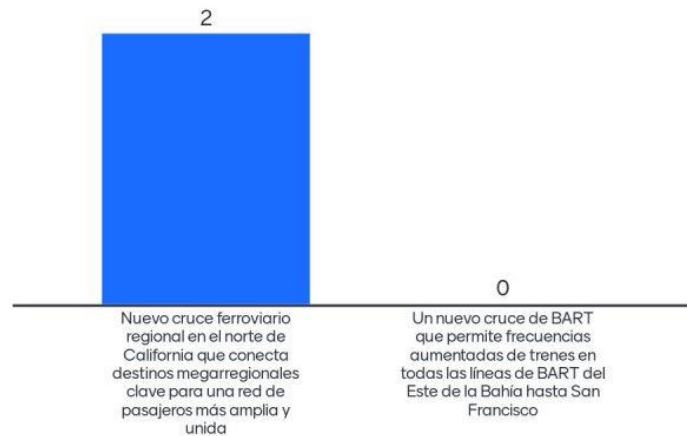
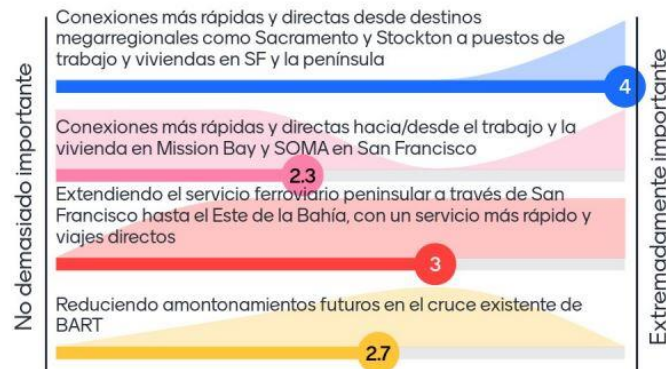


Figure 1-8. Spanish Survey Question 2

En su opinión, ¿qué importancia tiene cada una de las siguientes características en relación con un nuevo cruce en la bahía de San Francisco?



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Figure 1-9. Spanish Survey Question 3

En su opinión, ¿qué importancia tiene cada una de las siguientes características en relación con un nuevo cruce en la bahía de San Francisco?



Figure 1-10. Spanish Survey Question 4

Los proyectos pasados han dañado a las comunidades. ¿Qué podemos hacer para abordar los posibles impactos en la comunidad y proteger su estabilidad?

2 responses

Regional rail will close gap from Central Valley will benefit low income travelers

Reducir la contaminación

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Traditional Chinese

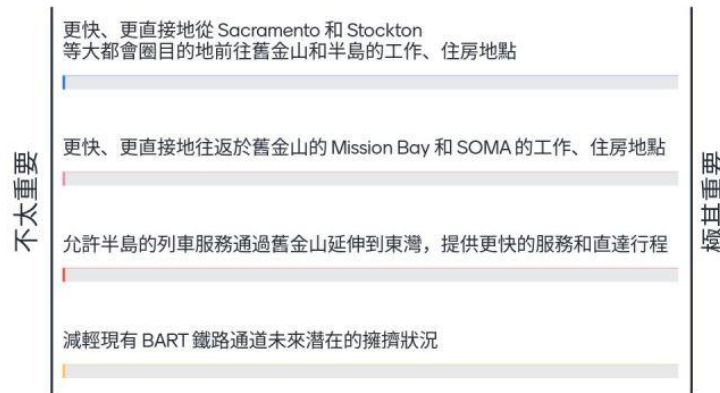
Figure 1-11. Traditional Chinese Survey Question 1

Link21 的這兩個功能中，哪一個對您個人而言更重要？



Figure 1-12. Traditional Chinese Survey Question 2

在您看來，以下與新的舊金山灣鐵路通道相關的功能每一個有多重要？



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Figure 1-13. Traditional Chinese Survey Question 3

在您看來，以下與新的舊金山灣鐵路通道相關的功能每一個有多重要？



Figure 1-14. Traditional Chinese Survey Question 4

過去的大型項目對社區造成了傷害。我們能做些什麼來應對潛在的社區影響並維護社區穩定？

Waiting for responses ...

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