



CONNECT NORTHERN CALIFORNIA



# MEGAREGIONAL VIRTUAL COMMUNITY MEETING SUMMARY

**FINAL**

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June 6, 2024 | 6 – 7:30 pm

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





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## Table of Contents

1. Overview .....	A-1
1.1. Meeting Summary .....	A-2
1.1.1. Part 1: Link21 Overview .....	A-3
1.1.2. Part 2: Analysis Findings.....	A-5
1.1.3. Part 3: What's Next? .....	A-6

## Tables

Table 1-1. Zoom Registration Questions and Responses .....	A-1
Table 1-2. Questions and Answers .....	A-7
Table 1-3. Comments.....	A-11

## Appendices

Appendix A. Zoom Transcript.....	A-13
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## Acronyms and Abbreviations

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

## Link21 Program Team Names

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



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# 1. Overview

On Thursday, Jun. 6, 2024, 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](#).

51 participants registered in advance of the meeting to access the Zoom link and responded to the registration survey. Of the 51 registrants, 27 attended the meeting.

**Table 1-1. Zoom Registration Questions and Responses**

QUESTION 1: WHAT IS YOUR ZIP CODE?				
RESPONSES				
11211	94115	94553	94619	95405
90810	94117	94588	94708	95608
94005	94121	94597	94709	95630
94103	94122	94607	94804	95814
94105	94501	94609	94939	95819
94109	94541	94610	95060	95828
94112	94546	94612	95133	95835
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.).				13
I received a BART or Capitol Corridor email announcement.				11
I received an email announcement from another government or transit agency.				7
I saw it on the Link21 website.				5
Other.				5
I received a flyer at a transit station or event.				2
I received a phone call or email from someone who works for Link21.				2
I saw an ad in a print or online newspaper.				0
I saw it covered in the news.				0
I heard about it from friends or family.				0

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

ANSWER	RESPONSES
Yes	37
No	7

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

ANSWER	RESPONSES
BART	25
San Francisco Muni Metro	13
None / I don't ride any of these regularly	10
Amtrak	7
Caltrain	7
Capitol Corridor	7
San Joaquins	2
Sonoma-Marín Area Rail Transit (SMART)	2
Valley Transportation Authority (VTA) Light Rail	2
Altamont Corridor Express (ACE)	1
Other	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, closed captioning, and how to reach out for technical support via the Q&A feature. Linton explained how to access the interpretation channels in Spanish and Cantonese.

Linton introduced the meeting speakers panel:

- Sadie Graham, Link21 Program Director, BART
- Camille Tsao, Link21 Program Lead, Capitol Corridor
- Brian Soland, Link21 Manager of Rail Planning, BART

Linton presented the meeting agenda as follows:

- Part 1: Link21 Overview
- Part 2: Analysis Findings
- Part 3: Next Steps and Question & Answer Session





### **1.1.1. Part 1: Link21 Overview**

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 the Northern California Megaregion. Sadie noted that at the core of Link21 is a second train crossing between Oakland and San Francisco. She explained how Link21 aims to address significant challenges facing the Megaregion such as insufficient access to meet community needs—especially those of Priority Populations—and expectations about crowding on BART in the future.

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 discussed the Link21 Program's commitment to equity and what it means:

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

Sadie talked about the Equity Advisory Council (EAC), a key component of Link21's Equitable Engagement Program. The EAC was established in January of 2023 and is made up of 18 representatives from low-income communities, communities of color, and other historically marginalized communities that bring their lived experiences or professional familiarity in technical and policy areas to the Program. The EAC meets every other month to provide input and make formal recommendations to the Link21 team. EAC topics have included accessibility, anti-displacement, connecting transit, fares, community benefits, equity metrics, and more.

Sadie provided a snapshot of engagement during Phase 1 of the Link21 Program. Some highlights include:

- 185 agency stakeholder briefings and 164 community stakeholder events
- 39 electronic notices, 71,800 website visits and 34,395 subscribers, 3,698 online open house visits, and 1,739 submitted comments
- 15 surveys and 3,700 survey responses
- In total, 6.5 million digital impressions

Through these engagement efforts, stakeholders, policymakers, and members of the public have shared several key priorities/interests for Link21, including the following:



- Faster, direct, convenient Megaregional connections to San Francisco and the Peninsula (direct connections)
- Improved reliability and greater frequency of service
- Increased late night and weekend service
- Bicycle and pedestrian facilities at stations to reduce personal vehicle usage
- Improved safety and security, ADA accessibility, and minimized displacement/gentrification
- Fare equity and affordability

Link21 public opinion research conducted in fall 2023 shows considerable interest in the Program, with 70% of respondents supporting Link21's development. When asked about key features they want to see included in the project, the highest support was for creating a more-connected rail network that integrates existing systems, which was chosen as very/extremely important by 71% of respondents. 52% said allowing Peninsula service to extend through San Francisco to Oakland, with faster and more direct trips is very/extremely important. The feedback received through outreach and research aligns with the Link21 Program goals and objectives.

## **Link21 Crossing Decision**

Sadie reviewed the Program timeline and its current status. Link21 completed Phase 0 (Program Definition), which established and evaluated goals and objectives, and is currently in Phase 1 (Project Identification). Part of this phase includes the upcoming program milestone of identifying a train crossing technology. This decision does not encompass an entire defined project.

Sadie then turned the presentation over to Camille Tsao, Capitol Corridor's Link21 Program Lead, who shared more about the Link21 technology decision. Camille reviewed how the Link21 Program advanced through the steps that preceded the upcoming decision.

This milestone decision is being made at this point in the project for three main reasons:

- The technology analysis is completed; the next step for current work is to define a Proposed Project to prepare for the Environmental Review phase.
- Identification of the crossing technology and accompanying service will allow focused planning.
- Ongoing state and federal support require a defined project.

Camille elaborated on the two different track gauge concepts for the crossing:

- Standard-Gauge (Regional Rail) Crossing
  - New Urban/Metro service at new and existing stations
  - Improved travel times and more direct Megaregional trips



- Complements existing BART crossing
- Provides redundancy and alleviates crowding.
- Utilizes existing rail corridors – new track alignment is underground
- Broad-Gauge (BART) Crossing
  - New Urban/Metro service at new stations and improved Urban/Metro service at existing stations
  - Includes Oakland transfer between BART and Regional Rail
  - Improved service on existing BART lines
  - BART trains could use either crossing (provides service redundancy and reduces crowding)
  - Utilizes existing rail corridors – new track alignment is underground

### **1.1.2. Part 2: Analysis Findings**

Camille introduced Brian Soland, BART's Link21 Manager of Rail Planning, who provided an overview of the analysis comparing broad-gauge and standard-gauge rail in the crossing. Brian explained the relative similarities and differences between the two gauge types, and discussed evolving considerations like ridership, cost, and funding sources.

- Similarities:
  - Both technologies provide a similar share of benefits to Priority Populations (although broad-gauge benefits are largely within the existing service area while standard-gauge benefits expand access to new areas not already served by transit).
  - Both technologies provide benefits above and beyond the Justice40 Initiative, which says that equity populations should receive a 40% share of benefits for federally funded projects.
  - Both technologies support economic opportunity and livability by improving access to stations and jobs.
- Differences:
  - The passenger experience would differ between the two technologies. Though both technologies would increase the number of direct connections, standard-gauge would provide more new direct connections, and would connect megaregional destinations.
  - Standard-gauge technology would improve travel time significantly for trips to San Francisco from the megaregion, and also from the East Bay to the Peninsula.



Broad-gauge technology would provide significantly less travel time savings to more people with shorter wait times in most East Bay stations.

- A standard-gauge crossing would allow use of different train services to improve connectivity across a wider region (Caltrain, San Joaquins, and Capitol Corridor could all benefit). A broad-gauge crossing would be usable by BART trains only, offering more localized advantages such as increased frequency within the urban core of the Bay Area.
- He also compared how the crossing can amplify the benefits of other planned projects throughout the megaregion, and how those projects could also benefit Link21. Generally, there are more projects that would connect to a standard-gauge crossing compared to ones that would connect to a BART crossing.

Brian discussed other considerations included in the analysis that will continue to inform project development into the future, but are not significant factors in the technology decision.

- It was determined that, regardless of which gauge type is chosen, there will be a substantial gain in new riders. Ridership gains depend on station locations, markets served, service levels and other factors which will be determined as the project is developed.
- Brian explained that costs of crossing infrastructure using either track gauge are broadly comparable, but the cost to improve the standard-gauge infrastructure connecting to the crossing would be higher because there has not been as much investment in standard-gauge infrastructure. As the project is defined, cost estimates will be refined, and allocations will be determined. Based on the current 1-2% design, cost estimates include:
  - \$18-\$30 billion for a new crossing with either technology
  - \$5-\$10 billion for additional broad-gauge (BART) infrastructure
  - \$15-\$25 billion for additional standard-gauge (Regional Rail) infrastructure
- Another analysis consideration looks at opportunities for funding. Either technology choice would be eligible for local, state, and federal (Federal Transit Administration, FTA) funding. However, only standard-gauge is eligible for Federal Railroad Administration (FRA) funding.

### **1.1.3. Part 3: What's Next?**

Sadie described the next steps for the Program, which include the following:

- Identify train crossing technology
- Project definition and refinement
- Funding strategy



- Governance and key stakeholder coordination
- Ongoing public engagement and equity

Sadie emphasized Link21’s commitment to continue stakeholder engagement. This meeting is one of two webinars hosted this month. The next Virtual Community Meeting will be on Monday, June 10<sup>th</sup> from 6-7:30 pm.

Along with the webinars, Link21 is launching an Online Open House in mid-June, which can be accessed at **Error! Hyperlink reference not valid.** launching. Ongoing community events and coordination efforts with the Equity Advisory Council will also continue.

### Question & Answer Session

Linton 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 ask their question verbally. Questions were addressed live and via the Q&A feature. Any questions asked in the interpretation channels were also asked of the group by the interpreters. Questions and answers are listed below. Questions were answered by Camille Tsao, Sadie Graham, and Brian Soland, as well as the following individuals:

- Tim Lohrentz, Link21 Equity Lead
- Darin Ranelletti, Link21 Manager of Land Use Planning
- Donald Dean, Link21 Environmental Team Lead
- Andrew Tang, Link21 Manager of Program Evaluation

**Table 1-2. Questions and Answers**

QUESTIONS	ANSWERS
What are the plans for linking BART to the North Bay SMART system?	<ul style="list-style-type: none"> <li>• There is currently no direct connection planned between BART and SMART. However, there are studies underway to extend SMART to Solano County, which would connect to the Capitol Corridor rail system. This could potentially create an indirect connection between BART and SMART in the future, but there is no timeline for this project.</li> </ul>
Is there a preliminary timeline for the gauge selection, significant station/connector completion, and for the overall project?	<ul style="list-style-type: none"> <li>• Gauge selection is expected to be decided this year (2024). Completing design for stations and connectors would be the next step, taking 1-2 years to define the project for Environmental Review. However, funding is uncertain so there is no firm timeline for overall project completion. Ideally, they would like it operational by 2040, but that is unlikely.</li> </ul>
Unsure if this is relevant this early into the project, but would the standard-gauge tunnel be	<ul style="list-style-type: none"> <li>• The State has mandated all transit and rail vehicles to be zero emission by 2035, so the State is looking at their tech options for intercity services. We would work</li> </ul>



QUESTIONS	ANSWERS
<p>electrified or is the plan to use Caltrans Hydrogen trains shown earlier?</p>	<p>with the State to look at the intercity crossings, make sure they meet safety standards and regulations (putting hydrogen fuel trains in tunnels, etc.). If the FRA provides guidance on that, we'll be able to get closer to finding the right solution to putting these trains through a standard train crossing.</p>
<p>How does Link21 connect with the proposed Valley Link?</p>	<ul style="list-style-type: none"> <li>• Regardless of the chosen gauge (standard-gauge or broad-gauge) for the new connection, Valley Link trains will not be impacted because they will not run through the BART tunnels. Passengers will transfer between Valley Link and BART at the Dublin/Pleasanton Station.</li> <li>• However, an improvement to the existing BART network through a broad-gauge connection could indirectly benefit Valley Link passengers by enabling more frequent BART services connecting with Valley Link.</li> </ul>
<p>Do the initial cost estimates for standard-gauge rail include the costs for intercity services to places like Sacramento and Stockton?</p>	<ul style="list-style-type: none"> <li>• Intercity services to Sacramento and Stockton already exist. The cost estimates we prepared for the standard-gauge concept include the capital improvement projects that need to happen, as well as some operations and maintenance costs. The costs included in the intercity estimates would just be for anything that does not already exist today. This is likely an increase in frequency of service (operations costs) and not capital costs. We are not building new service to Sacramento and Stockton.</li> </ul>
<p>Have you had conversations with the California High-Speed Rail (HSR) Authority regarding compatibility for possibly extending future HSR service from Salesforce Transit Center to Sacramento via Oakland?</p>	<ul style="list-style-type: none"> <li>• Yes, we are collaborating with the California High-Speed Rail Authority. They are on our project development team. If a standard-gauge technology is chosen, the connection could be compatible with a future HSR extension but would not allow high speeds through the tunnel due to existing conditions and other factors. This is outlined in the State Rail Plan.</li> </ul>
<p>Are there any plans to expand BART further down the Peninsula? Any plans to add connections from Marin/Sonoma County (standard- or broad-gauge) into San Francisco or the East Bay?</p>	<ul style="list-style-type: none"> <li>• We do not have plans to extend BART down the Peninsula. A broad-gauge crossing would be connecting BART across the Bay between San Francisco and Oakland.</li> </ul>
<p>For standard-gauge rail, have the freight railroads been involved in initial conversations regarding Link21, given they</p>	<ul style="list-style-type: none"> <li>• One freight railroad company, Union Pacific, is a key player in this project, especially if standard-gauge is chosen for the new crossing. There is regular communication between Capitol Corridor (that relies</li> </ul>



QUESTIONS	ANSWERS
<p>own a significant chunk of the right-of-way?</p>	<p>on Union Pacific's tracks) and Union Pacific to discuss projects and changes that might impact their operations. This collaboration will continue as Link21 moves forward.</p>
<p>Ultimately, what entity would manage a new standard-gauge crossing? A new Joint Powers Authority or an existing entity? I am assuming BART would manage a BART-gauge crossing.</p>	<ul style="list-style-type: none"> <li>• If a standard-gauge crossing is the decision, there will be discussions about who would govern and who would operate the service.</li> <li>• We know Caltrain is one operator on standard-gauge; there are also High-Speed Rail and Capitol Corridor. This will really need to be addressed with those operators, but those conversations have not happened yet. We have been designing the Link21 approach to be agnostic about governance and operator, understanding that it will eventually have to be addressed.</li> </ul>
<p>If standard gauge is selected, many areas are only single-track currently. How would land be obtained to have double tracks so service can run in both directions without using sidings?</p>	<ul style="list-style-type: none"> <li>• It is important for our Program to be sensitive to communities that would be negatively impacted by the project. We would do everything possible to not have to take land. For example, in Oakland most of the alignments we are looking at will be underground. Underground is the solution everywhere, but we will be looking carefully at how and where communities might be impacted negatively.</li> </ul>
<p>If standard-gauge is chosen, are there also plans to improve connectivity to SFO and OAK? BART has great connections, but not Caltrain or the Capitol Corridor.</p>	<ul style="list-style-type: none"> <li>• There are currently no concrete plans to improve connections to San Francisco or Oakland airports if standard-gauge is chosen. However, we acknowledge the limitations of current airport connections by Caltrain and Capitol Corridor, compared to BART. The focus is to keep the option open for improved airport connectivity in the future for employees and travelers, including to San Francisco, Oakland, and San Jose airports as the project develops. We are also aware of potential connections to light rail extensions.</li> </ul>
<p>What happens next and how will the public be involved?</p>	<ul style="list-style-type: none"> <li>• The next step is choosing the crossing technology (standard-gauge or broad-gauge). Once that has been decided, we will have a clearer picture of the project's specifics (infrastructure, location, and stations). Public involvement will then increase through communication with communities potentially impacted by the project. The aim is for collaborative discussions to ensure communities benefit from new stations and infrastructure, potentially including the creation of community benefit districts.</li> </ul>
<p>What discussions are happening within the Equity Advisory Council?</p>	<ul style="list-style-type: none"> <li>• Link21's 18-member EAC is actively involved in shaping the project's approach to equity. They meet every two months to have various conversations, and</li> </ul>



QUESTIONS	ANSWERS
	<p>recently have discussed the development and results of the project's equity metrics.</p> <ul style="list-style-type: none"> <li>• A key area of focus for the EAC is preventing displacement, both from physical land acquisition and from rising property values due to development. The EAC provides valuable input on strategies to minimize displacement. They are collaborating with the Link21 team and other stakeholders to develop an anti-displacement toolkit with effective policies like programs, funding resources, laws, etc. Local authorities will be responsible for implementing these policies to ensure new transit stations benefit surrounding communities. We would like this framework in place to fight against instability and to have healthy and thriving communities.</li> </ul>
<p>How is Link21 collaborating with SFMTA over the potential for Link21 to connect to the Geary/19th subway corridor project?</p>	<ul style="list-style-type: none"> <li>• SFMTA and SFCTA are working on a project that looks at the Geary and 19th Avenue corridors for high-capacity transit. Referred to as a subway project, presumably it would be below ground. We're working with the City of San Francisco, a key stakeholder, and ensuring the opportunity to connect with this project. Either crossing (standard-gauge or broad-gauge) could accommodate a connection to a future subway on that corridor.</li> </ul>
<p>If standard-gauge rail is chosen, have there been conversations about how to maximize accessibility through things as level boarding? The lack of this feature can make services like Caltrain a little more difficult to navigate vs. BART.</p>	<ul style="list-style-type: none"> <li>• Level boarding is what you see on BART where the station platform and the floor of the train are at the same level, so wheelchairs, bikes, strollers, etc. have greater accessibility to board. There are limitations to level boarding with standard-gauge due to existing stations shared with freight trains. However, for new stations built with the standard-gauge option, level boarding would be prioritized, similar to how San Francisco's Muni light rail system combines level boarding underground and traditional boarding at street level. We recognize it would be a gradual process due to cost and resources involved, but separating passenger stations from freight would be a first step toward achieving wider accessibility.</li> </ul>
<p>If standard-gauge rail is chosen, would BART improvements still be included within the Program for refurbishing the existing network?</p>	<ul style="list-style-type: none"> <li>• Choosing standard-gauge would not affect BART's existing improvement plans. Regardless of the chosen technology (standard- or broad-gauge technology), the project aims to create better connections through new intermodal stations. These new stations with improved access would be built alongside BART but would not involve refurbishing existing BART stations themselves. BART has separate capital improvement plans for those.</li> </ul>





QUESTIONS	ANSWERS
<p>What is the EAC's number one concern?</p>	<ul style="list-style-type: none"> <li>The Link21 Project's EAC prioritizes affordability and ease of use when it comes to fares. They advocate for fares that are accessible (regardless of whether standard- or broad-gauge is chosen) and comparable to existing BART fares. They also emphasize the importance of a unified fare payment system. This would allow riders to seamlessly transfer between BART and other connecting transit options without the hassle of switching to different payment methods at each point of connection.</li> </ul>
<p>What is the number one question that Link21 often gets?</p>	<ul style="list-style-type: none"> <li>The question of a dual-gauge tunnel. In essence, tracks that can accommodate BART and standard-gauge tracks overlaid on one another. This solution exists in other places in the world, and while it is possible, it would limit the frequency at which we could run trains through the crossing and would require upgrades to existing infrastructure. The benefits of having a dual-gauge crossing do not outweigh the inconveniences of developing it.</li> </ul>
<p>Standard-gauge Caltrain uses Clipper (along with BART), so all standard-gauge systems will use Clipper too?</p>	<ul style="list-style-type: none"> <li>While standard-gauge Caltrain uses Clipper alongside BART, the Capitol Corridor (also standard-gauge) does not. This is because the Capitol Corridor's service area extends beyond the nine-county Bay Area.</li> <li>They are currently participating in a pilot program for a statewide open-source payment system called California Integrated Travel Pass. This system would allow riders to simply tap on and tap off using a credit card, eliminating the need for a Clipper card, especially for those traveling from outside the Bay Area. In the future, Clipper itself might also integrate credit card payments, although the timeline for this transition is unclear. This shift toward open-source, credit card-friendly fare systems is seen as a more convenient and equitable approach for the future.</li> </ul>

**Table 1-3. Comments**

**COMMENTS**

No comments.

Linton concluded the Q&A session, and then invited attendees to engage with the Link21 team at future community events, via social media, and the website at [Link21program.org](http://Link21program.org). Linton thanked everyone for attending and closed the meeting at 7:30 pm.



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## Appendix A. Zoom Transcript

*This is a Zoom transcript of the meeting.*

00:00:42:18 - 00:01:03:12

Linton Johnson, Link21, Facilitator

Good evening, everyone. If you're just joining us, we're going to get started in a few minutes. Standby.

00:01:03:14 - 00:01:05:22

Linton Johnson, Link21, Facilitator

We're going to get started in just a few minutes.

00:01:05:22 - 00:01:07:22

Linton Johnson, Link21, Facilitator

Keep standing by.

00:01:07:24 - 00:02:13:18

Linton Johnson, Link21, Facilitator

Welcome, everybody. We'll give it some more minutes for people to log on, and then we'll get started. Thank you for joining us.

00:02:13:20 - 00:02:32:18

Linton Johnson, Link21, Facilitator

Good evening and welcome. We're excited to be here tonight. We have a great event planned for you this evening. I want to give a special shout out to Clarence Fisher, our Equity Advisory Council (EAC) member. We know you could be doing a lot of things tonight, and we're grateful you're choosing to spend your time with us. For those of you who participated in these meetings previously, welcome back.



00:02:32:20 - 00:02:55:18

Linton Johnson, Link21, Facilitator

And for anyone who is new, we're glad you're engaging with us tonight. My name is Linton Johnson, and I'll be moderating this meeting this evening. We're here to connect with you tonight about Link21, a Megaregional, multi-generational transportation Program for Northern California. Now, this is one of two webinars we're hosting this month. The second is Monday, June 10th.

00:02:55:19 - 00:03:19:03

Linton Johnson, Link21, Facilitator

That's this Monday coming up. That too will be at 6 p.m. We'll be providing the public with an Online Open House as well that will launch soon, in the next two weeks and will remain available through July. To visit the open house online at your convenience. We'll just need an internet connection, a mobile device or computer, and you'll find the Program on our website.

00:03:19:05 - 00:03:39:04

Linton Johnson, Link21, Facilitator

That link to the Program at [Link21program.org](http://Link21program.org). That's the address of our website. Now, before we dive into our presentation, let's get some housekeeping items out of the way. the meeting format includes a presentation and a question-and-answer session. Our goal for this evening is to try to save the last 30 minutes to answer your questions.

00:03:39:10 - 00:04:04:11

Linton Johnson, Link21, Facilitator

To reach as many participants as possible, we're going to offer the meeting virtually on Zoom, as well as participation by telephone. So, we're recording this meeting and then we'll post it within the two weeks to the Link21 Program website. We're also hosting it in English, Spanish and Cantonese. And the order in order to access the audio channel for any of these languages, please simply click the interpretation button.

00:04:04:14 - 00:04:31:07

Linton Johnson, Link21, Facilitator



That's the globe icon in the Zoom taskbar. A menu will appear, and you may select the language you require. Now this message will be repeated in all languages, and then you'll be able to join the audio channel for that language. Closed captioning is also available, and if you'd like to use this option, please click the CC icon in the Zoom taskbar and then select subtitles to view that screen or a live transcript to see the full transcript on the side panel.

00:04:31:09 - 00:04:50:00

Linton Johnson, Link21, Facilitator

If you need technical support, you can use the Zoom Q&A option or just raise your hand. And now we're going to invite our interpreters to repeat these instructions in Spanish and in Cantonese. So first up is Paul providing Spanish interpretation. Welcome, Paul. I'll turn it over to you.

00:05:05:15 - 00:05:31:06

Linton Johnson, Link21, Facilitator

Okay. We're going to jump over to Willis. Willis if you're ready. Let me jump over to you. You're going to provide interpretation Cantonese. And then maybe we'll come back over to Paul. Are you ready?

00:05:31:08 - 00:05:40:22

Linton Johnson, Link21, Facilitator

All right. We're having a little bit of trouble with both of them. Do we have any of the other interpreters who are on either for Spanish or Cantonese?

00:05:40:24 - 00:05:53:21

Linton Johnson, Link21, Facilitator

Oh, Paul says he is on the Cantonese channel, we just can't hear him.

00:05:53:23 - 00:05:59:13

Linton Johnson, Link21, Facilitator

Okay, we're just going to move on.



00:05:59:15 - 00:06:22:11

Linton Johnson, Link21, Facilitator

Let's introduce our speakers. So, we have Sadie Graham who is the Director of Link21, Camille who is a Program Lead, and Brian, who's the Manager of Rail Planning at BART. So, let's talk about how this meeting is going to be broken up into three parts.

00:06:22:11 - 00:06:43:03

Linton Johnson, Link21, Facilitator

Our first part will discuss what Link21 is and why it's needed within our Megaregional train network. We'll also share an update on our Program engagement and what we've heard from our stakeholders and the public. And we'll discuss where the Program is headed with the key decision for the crossing, and a reminder of the potential service improvements that are driving the future decisions.

00:06:43:03 - 00:07:09:11

Linton Johnson, Link21, Facilitator

In part two, what we're going to do is focus on sharing what we've learned from our analysts, comparing the benefits that either a standard gauge, which is a Regional Rail, or a broad gauge, which is more like BART crossing, can provide. Including where there are similar and where they differ regarding our goals and objectives. And then in part three, we're going to discuss the next steps for the Program and look at the upcoming engagement activities.

00:07:09:13 - 00:07:38:02

Linton Johnson, Link21, Facilitator

Then we're going to move on to the Q&A, the question-and-answer session. During that time, you'll have the opportunity to ask questions directly of our team members, either through the comments feature on Zoom, or by raising your hand and asking the questions. Live. So, what's that? Let's get started with our presentation. Sadie Graham, Link21 BART Program Director, will be kicking us off and discussing what Link21 is, and why it's such an important part of the planning for better future that will connect them to the region like it's never been connected before.



00:07:38:05 - 00:07:41:03

Linton Johnson, Link21, Facilitator

Sadie, passing on to you.

00:07:41:05 - 00:08:15:01

Sadie Graham, Link21

Thanks, Linton. Apologies for the translation services, but if anyone is having any issues, please chat us, or put in the Q&A and we will do our best to help you offline. So, thank you for that introduction. So, Link21 is a partnership between Capitol Corridor and BART, with the vision to transform the BART and Regional Rail Network of a 21-county Northern California Megaregion into a faster, more connected, equitable, affordable and accessible train system for future generations.

00:08:15:03 - 00:08:40:19

Sadie Graham, Link21

At the heart of Link21 is a new Transbay Rail Crossing, which will be between San Francisco and Oakland. The Project will also include improvements on BART and Regional Rail to create better connections between the existing systems. And although there may not be infrastructure improvements throughout the 21-county region, we are analyzing and looking at how the Program can deliver benefits to that broader Megaregion.

00:08:40:21 - 00:09:07:13

Sadie Graham, Link21

Next slide please. So what problems is Link21 trying to solve? While there is a fair amount of rail in the Megaregion, it doesn't necessarily meet our goals, which means ultimately, it's not competitive with driving. And we need people to get out of their cars to reach our State's ambitious greenhouse gas reduction goals. The existing systems were not necessarily planned for those who need transit the most.

00:09:07:15 - 00:09:31:18

Sadie Graham, Link21



There's inequitable service that doesn't meet the needs of our transit dependent riders, which means that there's an inequitable access to jobs, housing, and other destinations. And the existing transbay capacity is insufficient to meet expected crowding on BART trains in the future. And while we're very aware that this is not an issue we're facing today, it remains a future challenge.

00:09:31:18 - 00:10:00:15

Sadie Graham, Link21

We need to continue to plan for now so that it's ready by the time that we need it. Next slide. So early in the Program, we met with community-based organizations and other key stakeholder partners to set the vision for the Program based on this early engagement. We established these four key goals. These goals are backed by key objectives that support how we've identified, developed and evaluated rail solutions to benefit the region.

00:10:00:17 - 00:10:27:07

Sadie Graham, Link21

The foundational goal is to transform the passenger experience. It's foundational because we must achieve that goal to then be able to achieve the other goals of promoting equity, equity and livability, creating economic opportunities and global competitiveness, and advancing environmental protection. In our planning work, we analyze how different concepts measure against delivering these goals and objectives, which is what we'll be sharing with you next.

00:10:27:09 - 00:10:57:21

Sadie Graham, Link21

Next slide please. Since its inception, the Program has made a commitment to elevating equity. We identified priority populations and communities that have been marginalized and historically not involved in these types of planning efforts. And we've targeted our engagement to reach those communities. Again, another key component, to our equitable, equitable, equitable engagement program is the Equity Advisory Council (EAC), which I'll talk to on the next slide.

00:10:57:23 - 00:11:19:18

Sadie Graham, Link21





And we've also used equity as a lens in our analysis to make sure we understand how the benefits of the Program are distributed to ensure that they will be distributed equitably. Next slide please. So, in January of last year, we're proud to have launched the Equity Advisory Council or we call it the EAC.

00:11:19:20 - 00:11:50:11

Sadie Graham, Link21

The EAC has 18 representatives from low-income communities, communities of color and other historically marginalized communities, and they bring their lived experience or professional, familial familiarity in technical and policy areas to the Program. The EAC meets bimonthly to provide input and make formal recommendations to the Program on topics such as equity metrics, Link21 concepts, anti-displacement, early environmental work.

00:11:50:14 - 00:12:24:01

Sadie Graham, Link21

And this input has really helped guide the concept development process. some of the key topics or themes that resonate from those discussions are, increasing access to transit, avoiding displacement, developing improvements that benefit priority populations, and making sure that future service is affordable with a unified fare structure. Next slide. So, this slide is a quick snapshot of the successful engagement the Program has had during phase one work since March of 2022.

00:12:24:02 - 00:13:00:16

Sadie Graham, Link21

We've proactively reached over 11,000 community members and partners in almost 30 or 35 activities. We have built awareness of the Program through a number of mediums, which include social media, the Program website, community events, and canvassing. And of course, these webinars, a key tactic that we introduced in 2023 is the inclusion of the Online Open House events that Linton was mentioning, which is essentially a virtual micro website that allows participants to go through the materials you'll see today and provide the feedback.

00:13:00:18 - 00:13:26:09

Sadie Graham, Link21



So, it's available 24-7. It will be available by the mid-month this month. And so, if your friends weren't able to make it but they wanted to find out more, please, direct them to that and they'll be able to get this information and provide their feedback. Next slide. So, from all these engagement efforts, there are a number of resounding themes that we've heard over and over.

00:13:26:12 - 00:14:03:10

Sadie Graham, Link21

So, regardless of where people live, work or play in the region, they are very interested in faster, more direct, convenient connections to destinations throughout the Northern California region. So, a part of this key theme is creating direct connections between the Sacramento East Bay and the San Francisco Peninsula. And people are also interested in improved transfers between BART and Regional Rail with increased frequency, which ultimately provides better travel reliability, better non-peak service options.

00:14:03:10 - 00:14:34:00

Sadie Graham, Link21

So that means options for travel outside of the traditional commute times. Improved bike, pedestrian and transit connections at stations. Improved security, safety and accessibility on the existing trains and in and around our stations. And finally affordable fares. Next slide please. So, to further gather public sentiment on Link21, we did public opinion research, which was conducted late last year.

00:14:34:02 - 00:14:55:07

Sadie Graham, Link21

This is with registered voters across the region, and this research showed that there is a resounding support for Link21 with 70% of respondents supporting the Project's development. When asked about the key features they want to see included in the Project, the highest support was for creating a more connected rail network that integrates existing systems.

00:14:55:09 - 00:15:19:09

Sadie Graham, Link21



There's also great support for connecting the Peninsula to Oakland in the East Bay, with rail service that's faster and more direct. And the feedback is really in line with the Program's goals and objectives. Next slide please. So as Linton mentioned, we are nearing a Program milestone of determining the train technology for the crossing.

00:15:19:11 - 00:15:43:05

Sadie Graham, Link21

In phase zero we adopted the problem statement and vision goals and objectives. We're now in phase one where we've been developing various Program concepts that can inform the crossing technology decision. The decision of which train technology to advance will allow us to focus on working to further define the Project that can then be ready to advance to environmental review.

00:15:43:07 - 00:16:09:22

Sadie Graham, Link21

So, we're not defining the whole Project at this point. What will happen before we get to phase two is there is a lot more work to do with the community, our local partners, jurisdictions and other stakeholders to further identify the Project, which means talking more about station locations, alignments, the extent of the Project, those types of things. And here I get the honor of handing it off to Camille.

00:16:24:09 - 00:16:39:03

Camille Tsao, Link21

Thanks. Hi, everybody. So, this diagram illustrates how we've moved from our Link21 problem statement and goals and objectives through the evaluation of concepts to the decision point we are at now.

00:16:41:01 - 00:17:08:12

Camille Tsao, Link21

So, these steps trace how the thinking has flowed from where we began to where we are. The problem statement and goals and objectives identified the most important things the Program would need to address. And then the business case evaluation looked at



how well the standard gauge, Regional Rail and broad-gauge BART concepts address those things.

00:17:08:14 - 00:17:34:03

Camille Tsao, Link21

Out of this evaluation, we've identified how the two technologies differ in their ability to address and solve the identified challenges. After a train technology is identified. The next step in this process will be to define a proposed project to advance to the next phase of work.

00:17:34:05 - 00:18:08:02

Camille Tsao, Link21

Why is now the time to decide on the train technology in the crossing? Well, there are three reasons. First, we've completed the analysis that we need to inform this particular decision, which is basically primarily dependent on strategic differentiators. Additional work after this decision on the crossing technology will focus on defining the proposed project to get it ready for the environmental phase.

00:18:08:04 - 00:18:40:13

Camille Tsao, Link21

Second, identification of the crossing technology and service will allow us to focus our planning efforts on one technology instead of two. So thus far, we've been developing both standard-gauge, or Regional Rail, and broad-gauge BART concepts. We need to narrow down and focus our energy and resources on just developing one project.

00:18:40:15 - 00:19:13:18

Camille Tsao, Link21

Thirdly, ongoing state and federal support – especially as we continue to apply for funding – is really going to require that we define the Project. It will help our funding applications to be clear about the Project, since the crossing technology that we choose really determines which part of the rail network we will connect directly into.



00:19:13:20 - 00:19:53:22

Camille Tsao, Link21

So, since we're considering two different track changes for the crossing, each presents a unique opportunity to better provide two different types of services. Regardless of the crossing technology, we will be accommodating urban metro service shown in the green lines and green dots here, and Intercity express service shown in the purple lines on our maps. Urban metro service is the fast, frequent and reliable service that people often associate with BART.

00:19:53:24 - 00:20:24:21

Camille Tsao, Link21

Now Caltrain is about to introduce its electrified train service coming this fall, and that will also be providing urban metro style service. Urban metro trips tend to be short to medium distances, so there are typically shorter distances between the stations. Whereas Intercity express service is meant for medium- to longer- distance trips, and service tends to be a little less frequent.

00:20:25:00 - 00:20:45:00

Camille Tsao, Link21

It serves a larger area with longer distance between stations than in urban metro. So, the Link21 Program with either a standard- or broad-gauge crossing, could make improvements to both of these types of services. Now you'll see on the next slide.

00:20:45:12 - 00:21:28:07

Camille Tsao, Link21

Here we are showing a concept, with a standard-gauge (or Regional Rail) crossing between Oakland and San Francisco. So, this basically connects the Capitol Corridor route and the Caltrain networks with the crossing across the bay. The Green Line again represents urban metro service. So, both BART and Caltrain are shown in green here. The purple lines represent the longer haul, less frequent intercity service, such as Capitol Corridor and the San Joaquins Service.

00:21:28:09 - 00:22:03:10

Camille Tsao, Link21



So, a standard gauge crossing gives you a “two for one” opportunity where you can have two different service types using a single crossing. This type of overlapping service is done successfully in places like New York, England, Paris and other places. And in this example, there are also opportunities for a better BART-to-intercity transfer station in Oakland, as well as new urban metro stations in the East Bay.

00:22:03:12 - 00:22:34:07

Camille Tsao, Link21

In the next concept, we're showing a broad-gauge BART crossing that connects to the BART network in the East Bay. So, BART is a closed system. It operates on this broad gauge that the other trains in our region do not use. So, in this example, Megaregion-serving intercity service won't have a direct link across the Bay between the East Bay and San Francisco.

00:22:34:09 - 00:23:18:17

Camille Tsao, Link21

So, there is an opportunity for people who are riding Intercity express trains to transfer to BART there. It will likely be a new transfer station somewhere within Oakland, perhaps Jack London Square. So, we can serve intercity passengers that way, then they can still use the new crossing once they transfer. And also, since the additional alignment here avoids existing bottlenecks on the BART system in Oakland, it would allow for improved frequency on the East Bay BART lines.

00:23:18:19 - 00:23:25:04

Camille Tsao, Link21

Next, Brian is going to talk about some of our analysis findings.

00:23:25:06 - 00:23:52:00

Brian Soland, Link21

Thanks, Camille. Brian Soland here. I'm the Manager of Rail Planning at Link21, and I'll be covering an overview of the analysis that we undertake in comparing the broad gauge and standard gauge options that Camille has just gone through. So, to frame up the discussion, the decision, we're describing the similarities and differences as they relate to those two options and our goals and objectives.



00:23:52:06 - 00:24:23:08

Brian Soland, Link21

We've also identified considerations that will continue to inform the project development into the future. And I'll be going over all of this in the upcoming slides here. So, this first comparison shows how the two technology options both promote equity and livability and provide a large share of the benefits to priority populations. These percentages show the percentage share of benefits attributed to priority populations.

00:24:23:10 - 00:24:52:24

Brian Soland, Link21

We looked at the entire population and how much access –how much of an improvement to access – to opportunity jobs, access to community resources and trips for low-income households, for the entire population? And what percent share of those benefits were attributed to priority populations. Both technologies here provide benefits above and beyond the Justice40 federal requirement.

00:24:53:01 - 00:25:22:17

Brian Soland, Link21

And this is really important. It says that equity populations should receive at least a 40% share of benefits for federally funded projects. And here both technologies, both options achieve that, for these and other benefits. And it's really not surprising that it achieves it because of the level of importance that we put in placed upon equity and livability and serving priority populations in our work.

00:25:22:19 - 00:25:49:15

Brian Soland, Link21

One difference between these two options is that broad gauge benefits are largely within the existing service area that BART currently serves versus the standard gauge, which expands access to new priority population areas that are currently served by fast, frequent, reliable urban/metro-type transit.



00:25:49:17 - 00:26:19:03

Brian Soland, Link21

So, this next metric relates to a comparison of access to stations and jobs. And these are indicators for goals that relate to economic opportunity and livability. Both technologies improve access of top populations within a half mile of stations (37,000 for standard gauge, 27,000 more for broad gauge). And here both technologies increase the number of jobs within an hour commute in a very similar way or a very similar amount for the general population throughout the region.

00:26:19:05 - 00:26:45:20

Brian Soland, Link21

The average person has access to about 45,000 more jobs, and that's for either standard gauge or broad gauge. And if we isolate the evaluation and just look at the priority population areas, the average person has access to 80,000 more jobs.

00:26:45:22 - 00:27:15:04

Brian Soland, Link21

And this metric considers how a crossing project can transform the passenger experience with Megaregional connectivity. If you recall, one of the key areas of our problem statement is about connecting the Megaregion. Both technologies increase the number of direct connections available within the rail network and improve the number of destinations that are connected by just one transfer.

00:27:15:06 - 00:27:43:12

Brian Soland, Link21

However, the technologies differ in how they're able to deliver this and the extent to which they provide additional Megaregional connectivity. So, we found that standard gauge can do this by allowing multiple services to use the crossing and increase the opportunity for more direct, no transfer needed connections throughout the Megaregion. This is a key difference between the two options.

00:27:43:14 - 00:28:16:19

Brian Soland, Link21





The BART broad gauge option is less transformative. And where we see more of those Megaregional connections with standard gauge. A broad-gauge crossing improves connectivity by bolstering the existing BART network with opportunity for better frequency use and transfers to Megaregional destinations. So, transfers required to get from Sacramento to San Francisco, as is shown on the example trip there, this metric compares travel time savings.

00:28:16:21 - 00:28:47:18

Brian Soland, Link21

This is very important when you're trying to attract riders. A standard-gauge crossing improves travel time significantly for trips to San Francisco from the metro region and also from the East Bay to the Peninsula. From Sacramento to San Francisco, for example, the savings is more than 20 minutes. And from Emeryville to Redwood City, it's an astounding 45 minutes of time savings.

00:28:47:20 - 00:29:29:17

Brian Soland, Link21

If that's your commute today, that would be a huge benefit getting to the Peninsula or to Emeryville. A broad-gauge crossing reduces wait times for most of the East Bay BART stations, because we would be able to provide improved frequency, on, throughout the East Bay BART stations. and also have the opportunity to improve travel time to mission Bay in San Francisco from the East Bay. For example, from Fremont to Mission Bay, the savings would be 20 minutes.

00:29:29:19 - 00:29:38:14

Brian Soland, Link21

So, a significant savings getting to that neighborhood within San Francisco.

00:29:38:16 - 00:30:13:22

Brian Soland, Link21

This comparison considers how different rail services could operate in a new crossing. And we call this interoperability. It's kind of a wonky term and how benefits can improve local and Megaregional travel. For standard gauge, it allows really true interoperability



where multiple services could use the crossing. So, you could have Caltrain using the crossing San Joaquin coming from stopped in the Capitol Corridor.

00:30:13:24 - 00:30:46:14

Brian Soland, Link21

And this has a greater impact on connectivity. It also improves reliability on portions of the standard gauge network where it's needed most. So, we have an example here shown. And this is The Portal project, which will connect Fourth and King to the Salesforce Transit Center for Caltrain and eventually California High-Speed Rail. And this would be as with a standard gauge crossing the operators could use Link21 to cross the Bay.

00:30:46:17 - 00:31:11:19

Brian Soland, Link21

And so, interoperability has more opportunity for these service providers to use the crossing. With a new broad-gauge crossing, only BART trains would be able to use the crossing, but it would focus more localized benefits and improved frequency of BART service, particularly in the East Bay, as I mentioned before, and connecting over to San Francisco.

00:31:11:19 - 00:31:19:21

Brian Soland, Link21

So, a different scale of benefit in terms of interoperability.

00:31:19:23 - 00:31:45:00

Brian Soland, Link21

This comparison considers how a crossing can amplify the benefits of other planned projects throughout the Megaregion, and how those projects could also benefit Link21. One example is how a standard-gauge crossing would increase the benefits of the Project. We just discussed The Portal project, previously known as the Downtown Crossing Project in San Francisco.



00:31:45:02 - 00:32:11:01

Brian Soland, Link21

A new standard-gauge crossing would make the Salesforce Transit Center a through-running station, with trains being able to access destinations on both sides of the Bay coming up from the Peninsula. And this could spur a 60 to 70% increase in the passenger volume of The Portal project.

00:32:11:03 - 00:32:24:18

Brian Soland, Link21

Generally, as shown on the map, there are more projects that would connect to a standard-gauge crossing compared to what would connect to a BART crossing.

00:32:24:20 - 00:32:51:16

Brian Soland, Link21

So, as I mentioned earlier through our analysis, we've identified a few other considerations that will continue to inform project development in the future. This is one of them, which is ridership potential. And here we see potential for significant gains and new riders with either standard gauge or broad gauge. The big picture here is that ridership is not considered a differentiator at this stage.

00:32:51:18 - 00:33:24:21

Brian Soland, Link21

Part of the reason for that is it's hugely dependent on the stations, the service levels and the alignments that are used in the travel times. And from our analysis, it showed that, as an example, the number of stations in San Francisco was really a driver. And the variability of the ridership here, for example, with standard gauge, by adding just one station in San Francisco boosted ridership by 25,000 riders.

00:33:24:23 - 00:33:51:15

Brian Soland, Link21

And then beyond 2050, as shown in the dashed line, beyond our ridership estimate there, some of the major improvement projects shown on the previous slide, weren't



included in our baseline. And if, when those come to be to be constructed, they would have a future positive impact on ridership growth.

00:33:51:17 - 00:34:19:19

Brian Soland, Link21

And then another point of consideration is the cost. We are at an early stage of conceptual design, 1 to 2%. And so, we have a broad range and our preliminary cost estimates, and it's worth contextualizing a bit here. Costs of a crossing infrastructure are broadly comparable, but for the cost of improvements connecting that infrastructure, standard gauges are generally higher.

00:34:19:19 - 00:34:44:10

Brian Soland, Link21

And this is because historical investment in the standard gauge network has been less. as we continue to work and future phases will be focusing on honing the costs alongside more detailed design when it comes to stations and alignments.

00:34:44:12 - 00:35:13:24

Brian Soland, Link21

So, another ongoing consideration, and this is the last one, is funding either technology choice makes the Project eligible for local and state funding, a project providing urban metro service. So going back to the types of service and why it's important that can we all was talking about earlier: If you're providing urban metro service, it aligns with FTA or Federal Transit Administration funding.

00:35:14:01 - 00:35:43:00

Brian Soland, Link21

Both technologies would be providing this sort of service and would therefore be eligible for this kind of funding. Standard gauge would allow the intercity express trains to use the crossing. This would make the Project eligible for Federal Railroad Administration (FRA) funding as well. Standard gauge crossing would be open to two different types of funding and a bit more about that free funding.



00:35:43:02 - 00:36:12:01

Brian Soland, Link21

There's a new vehicle for funding called the Corridor Identification and Development (Corridor ID) Program. The State of California has six corridors in this Program, one of which includes the Capitol Corridor and Link21 crossing and, overall freight funding through the 2021 Bipartisan Infrastructure Law has over \$1 billion in rail funding, a portion of which is going through this Corridor ID Program.

00:36:12:03 - 00:36:22:09

Brian Soland, Link21

So that wraps up the discussion of the similarities, differences and considerations. I think I'll turn it back over to Sadie to describe what's next.

00:36:22:11 - 00:36:54:18

Sadie Graham, Link21

Thanks, Brian. Next slide please. So, here are the general next steps for the Program. After we identify the train technology, we'll be working closely with local communities and jurisdictions to further define the Project, including the location of these stations and alignments like I spoke to earlier. We'll continue developing a funding strategy for the Program, address some key governance questions and continue stakeholder and public engagement.

00:36:54:20 - 00:37:18:17

Sadie Graham, Link21

The next milestone will be to have the Project defined to advance into environmental review. And so, here's our last slide, which is a quick look at our upcoming public events. Tonight is one of two virtual meetings we are hosting in June. And as we've mentioned numerous times now, we're planning to have that Online Open House running up in mid-June.

00:37:18:19 - 00:37:32:23

Sadie Graham, Link21



We'll also continue with our ongoing community events, stakeholder coordination events and our Equity Advisory Council (EAC) meetings. So, with that, I'm going to hand it back to our emcee and biggest Link21 fan, Linton.

00:37:33:00 - 00:37:37:10

Linton Johnson, Link21, Facilitator

Hey. Know what time it is?

00:37:38:16 - 00:38:00:00

Linton Johnson, Link21, Facilitator

Yeah. Question and answer time. We hit that time: time for anybody who has a question. And we're going to try to get as many answers to you as possible. There are several ways to participate, whether you're on your phone or at your computer or using a mobile device. You can ask questions, ask away.

00:38:00:02 - 00:38:24:21

Linton Johnson, Link21, Facilitator

So, if you're joining via Zoom, you may ask your questions verbally or type them in the Q&A box so you can ask access to that Q&A box by clicking on the Q&A icon in the Zoom taskbar. If you prefer to ask a question verbally. You can raise your hand using the raise hand icon in the taskbar, and when I call on you, the webinar host will grant your permission and grant you permission.

00:38:24:21 - 00:38:57:06

Linton Johnson, Link21, Facilitator

Say that three times to ask to speak, upon which you can just unmute yourself, and then you can ask that question. and if you're joining us on the telephone, the toll-free dial-in lines that you can raise or lower your hand simply by dialing the \*9. The phone line manager will unmute you and record your question, and then add it to the queue as a reminder that we will work very hard to get as many questions as possible and try to call on different attendees to hear from as many of you as we can this evening.



00:38:57:09 - 00:39:24:00

Linton Johnson, Link21, Facilitator

Now for accessibility. We're not going to be typing in the responses into the comment box, but rather we're going to verbally share them as we chat. Also, the recording and the meeting summary will be available on our website at [Link21program.org](http://Link21program.org). following this webinar as a reference. Okay. Let's see. Do we have any questions? Let's start looking at our Q&A.

00:39:24:02 - 00:39:35:07

Linton Johnson, Link21, Facilitator

All right. We're going to start giving some people some time to answer some of these questions. Do we have any questions that have been submitted on the Q&A lines yet?

00:39:39:02 - 00:39:43:12

Linton Johnson, Link21, Facilitator

All right. Camille.

00:39:43:14 - 00:39:49:05

Linton Johnson, Link21, Facilitator

You have the first question.

00:39:49:07 - 00:40:20:02

Camille Tsao, Link21

Okay. First question is, what are the plans for linking BART to the North Bay SMART system? There are currently no plans to link BART directly with SMART. There is a study underway, though, to link SMART to an existing station in Solano County which is a Capitol Corridor station.

00:40:20:04 - 00:40:37:24

Camille Tsao, Link21



So, I don't know what the timeline is for bringing that online, but that would be an opportunity to connect SMART to the rest of the train network in the Bay area.

00:40:38:01 - 00:40:40:21

Linton Johnson, Link21, Facilitator

All right. I have more questions to come here.

00:40:40:23 - 00:40:53:05

Sadie Graham, Link21

I was wondering on that topic. Should we talk maybe on the Corridor Identification and Development (Corridor ID) Program as well, which does have that connection, which is a longer-range planning effort?

00:40:53:07 - 00:41:08:15

Camille Tsao, Link21

Yeah, the Corridor Identification and Development (Corridor ID) Program that Brian described a little earlier. Capitol Corridor is one of those corridors in California that is in the program.

00:41:08:15 - 00:41:34:14

Camille Tsao, Link21

And in addition to including the existing Capitol Corridor route, it does include that SMART extension, as well as a couple others. So, it's all part of a package, I guess that's being looked at for, service development planning and prioritization of projects to be funded.

00:41:34:16 - 00:41:51:03

Linton Johnson, Link21, Facilitator

Sadie, I have an anonymous attendee who has a question. This one's for you. Is there a preliminary timeline for the gauge selection, a significant station connection, connector completion and for the overall Project?





00:41:51:05 - 00:42:26:14

Sadie Graham, Link21

Good question. So, the first part: the gauge selection, we are going to be making that decision, this year. That's sort of why we are talking about the upcoming milestone. The station and connector completion would be the next step of work that needs to happen, probably within the next year or two. So ultimately, defining that Project to get into environmental review would answer those questions.

00:42:26:16 - 00:42:51:19

Sadie Graham, Link21

And then the overall Project is really all very linked to the availability of funding and that funding plan. It's difficult to talk about those timelines because we don't have enough funding to finish the project development to pay for the project development costs, let alone the Project itself.

00:42:51:21 - 00:43:16:16

Sadie Graham, Link21

So, we are planning with our planning horizon, we're looking at the needs for 2050. And so certainly, I mean, that's our planning world: not when we're trying to be in service. If all went well and we had all the funds available, I think we would start to deliver projects and have this implemented by 2040.

00:43:16:18 - 00:43:20:19

Sadie Graham, Link21

But, again, we know that the timeline is contingent on the funds.

00:43:20:20 - 00:43:47:19

Linton Johnson, Link21, Facilitator

So. All right. And then we also have a question for Brian. And that question is from Kenneth Pickerel. So, I'm not sure if this is relevant this early into the Project. But would the standard gauge tunnel be electrified, or is the plan to use Caltrans hydrogen trains shown earlier?



00:43:47:21 - 00:44:11:02

Brian Soland, Link21

Right. So, well, the State has mandated that all transit and rail vehicles be zero emission by 2035. And the State is looking at what type of technology they would like to use for intercity services. I think the idea here is that we would work closely with the State to figure out what could work within the crossing.

00:44:11:04 - 00:44:51:01

Brian Soland, Link21

I think this question is: does it meet safety standards and regulations to put hydrogen trains in a tunnel? This is a question that agencies are grappling with across the US. And, and as the Federal Railroad Administration (FRA) provides guidance on that, we'll be able to figure out what is the right solution to enacting these trains through, a standard-gauge crossing, if that is the solution that advances.

00:44:51:21 - 00:45:05:01

Linton Johnson, Link21, Facilitator

We also have somebody who's raised their hand and wants to ask a question. So, let's go to that person.

00:45:05:03 - 00:45:22:01

Attendee:

Hi. I have a question regarding Valley Link. How is Link21 going to be connected with the proposed Valley Link?

00:45:22:03 - 00:45:49:03

Sadie Graham, Link21

I'll take a shot at that one. And then, if anyone else on the team wants to chime in, please do so. Valley Link, for those who don't know, is a standard-gauge rail connection that's coming from the inner East Bay or into the Valley into the loop to connect with BART at the Livermore station.



00:45:49:03 - 00:46:16:15

Sadie Graham, Link21

And so, when Brian was talking about the interoperability earlier, that will be a standard-gauge line. And BART is the broad-gauge line. So that program is intended to be delivered by Valley Link. And so, to allow passengers to get off at the Valley Link station at Livermore and then transfer on to BART's Livermore Line.

00:46:16:17 - 00:46:50:05

Sadie Graham, Link21

And so inherently, whether or not, the gauge decision doesn't really impact Valley Link because that Valley Link, even if the choice is for a standard-gauge connection, it still wouldn't be then running on the BART tracks through this tunnel. So, there's those trains through that. That connection would be unlikely to use the tunnel if the choice is standard gauge.

00:46:50:07 - 00:46:58:20

Sadie Graham, Link21

I feel like I might be muddling this and making it more difficult than it should be. So, I'll ask Camille if she wants to chime in.

00:46:58:22 - 00:47:41:11

Camille Tsao, Link21

I'll just add that, yeah. Like Sadie said, some Valley Link won't be going into the new crossing regardless of what gauge that new crossing is. But one thing that's for sure is that any improvements to the existing BART network on the East Bay that would result, particularly from a broad-gauge crossing, would benefit Valley Link passengers because there would be more BART trains meeting up with those Valley Link trains, for more frequent service.

00:47:41:13 - 00:47:44:03

Camille Tsao, Link21

So, I think we're going to the next question.



00:47:44:05 - 00:47:57:04

Linton Johnson, Link21, Facilitator

Yeah. We are so okay. Another question, Camille, we're going to have you answer the question. Do the initial cost estimates for standard gauge rail include the cost for intercity services to places like Sacramento and Stockton?

00:47:57:06 - 00:48:29:22

Camille Tsao, Link21

Yeah. So, the intercity services to Sacramento and Stockton, they already exist. So, the cost estimates that were prepared for the standard gauge concept are included in that capital improvements for projects that need to be done, as well as some operating, operating and maintenance costs. So, then, the costs that would be included for the inner city would just be for anything that doesn't already exist today.

00:48:29:22 - 00:48:40:21

Camille Tsao, Link21

So, like an increase in frequency of service. So not necessarily capital cost estimates because we're not building anything out towards Sacramento and Stockton, if that makes sense.

00:48:49:21 - 00:49:09:08

Linton Johnson, Link21, Facilitator

Okay, Sadie, I think we have a question for you. This one is, have you had a conversation with the California High-Speed Rail Authority regarding compatibility for possible extending or possibly extending future high-speed rail service from the Salesforce Transit Center to Sacramento via Oakland?

00:49:09:10 - 00:49:43:24

Sadie Graham, Link21

yes. So, the California High-Speed Rail Authority is on our project development team, meaning they're a stakeholder. That's a part of our process. We are intending, if it's a standard gauge connection, to design that crossing so that it could accommodate high-



speed trains. The caveat is we won't be designing it to allow the trains to go at those high speeds.

00:49:44:01 - 00:50:05:23

Sadie Graham, Link21

And that's just sort of related to the existing conditions and the needing to go under the Bay at different grades and all the things that Brian knows a lot more about than I do. So, the intent is it would provide the connection. However, the trains wouldn't be achieving those high-speed times.

00:50:05:23 - 00:50:31:03

Sadie Graham, Link21

But it would allow that connection to happen. which is actually something that's pointed out as part of the State's Rail Plan. So, they show that connection there in the future.

00:50:31:05 - 00:50:56:19

Brian Soland, Link21

Sadie, this one's for you. Are there any plans to expand parks further down the Peninsula? Any plans to add connections from Marin or Sonoma County (either standard or broad gauge) into San Francisco or the East Bay?

00:50:56:21 - 00:51:27:04

Sadie Graham, Link21

I was going to give you those questions, Brian. and so, we don't have plans to expand BART down the Peninsula. then, the broad-gauge crossing would really just be that connection, across the Bay and then connecting to the system within, San Francisco and then in Oakland so that there aren't plans for that expansion.

00:51:27:06 - 00:51:54:19

Sadie Graham, Link21

I think we addressed to the standard gauge connection when we were talking about that potential connection to SMART on, standard gauge, which is a project that's been



spearheaded by the State and SMART and will be continued to be looked at under that Corridor ID Program that Brian was speaking about earlier.

00:51:54:21 - 00:52:11:02

Sadie Graham, Link21

And so Link21 is very much involved with that Corridor ID program. So, that's where that answer lies.

00:52:18:24 - 00:52:53:18

Brian Soland, Link21

I'll answer the next question, if that's okay. Will this Project interface with the high-speed rail project currently underway to Southern California. So, it is we have been working, meeting with the California High-Speed Rail Authority regularly. They're one of our stakeholders that we work with. And the current plan is that they would connect to San Francisco through the Peninsula up to the Salesforce Transit Center.

00:52:53:18 - 00:53:24:04

Brian Soland, Link21

And so, there would be a direct transfer opportunity for either standard gauge or broad gauge. For Standard gauge, the transfer would be envisioned to be at the Salesforce Transit Center. If it's broad gauge, the transfer would be envisioned to be a, for in, in or in one and one of the concepts that we've developed and then the other concept at the Salesforce Transit Center, and so those opportunities exist.

00:53:24:04 - 00:53:55:06

Brian Soland, Link21

I will say that we are working to make sure that the if the solution is standard gauge, that it wouldn't preclude high-speed rail from potentially using it in the future. We're not designing it to accommodate high-speed rail necessarily, but we are designing it to the standards that would, when enable high-speed rail to use it, if that were ever to be a possibility.



00:53:56:21 - 00:54:18:16

Sadie Graham, Link21

Good job. I will just take a moment to stand corrected. And, Roland, really happy that you're here. I don't know what came over me, because you're right. Valley link ends and connects to BART at the Dublin Pleasanton station because there is no Livermore station. So, I appreciate you keeping me honest, Roland. So, thank you very much.

00:54:18:18 - 00:54:37:06

Sadie Graham, Link21

So, let's see, how about I have all of this next question which is going to be for Camille. So, for standard gauge rail, have the freight railroad been involved in initial conversations regarding Link21, given that they own a significant chunk of the right of way?

00:54:37:08 - 00:54:47:20

Camille Tsao, Link21

I'm glad you asked that question. The freight railroads are very important stakeholders, especially its standard gauge, is in the new crossing.

00:54:47:22 - 00:55:14:22

Camille Tsao, Link21

And the answer is yes. We do talk to, specifically Union Pacific, on a regular basis. We mean Capitol Corridor, because most of our service runs on their right of way. And so, we have to coordinate the with them constantly on different projects and any service changes, etc.

00:55:16:02 - 00:55:48:19

Camille Tsao, Link21

So, we will continue to work with them. And as we mentioned, you know, the Corridor ID program, which is going to be important for planning and prioritizing future projects, they're also going to be involved in that. So, freight railroad coordination is going to continue, and it's only going to be more involved as we move forward.



00:55:57:03 - 00:56:19:20

Linton Johnson, Link21, Facilitator

All right, we've got other questions for you.

00:56:19:22 - 00:56:34:09

Linton Johnson, Link21, Facilitator

Well, so here's a question. We've heard that you mentioned governance. The standard gauge is selected for the crossing. Who would operate the service? And who is the lead on this effort?

00:56:34:11 - 00:56:37:12

Camille Tsao, Link21

That's a very good question. I think Sadie wants to answer that question.

00:56:40:17 - 00:57:08:16

Sadie Graham, Link21

I'm sure you will do a fine job. That's a really good question. So, if a standard gauge crossing is the decision, then I think that there will have to be discussions on who the governance, operator or owner and operator would be because we know that Caltrain is an operator on a standard gauge. We've talked about high-speed rail.

00:57:08:22 - 00:57:40:21

Sadie Graham, Link21

We know that Capitol Corridor is, too. So, that's a good question that we know will have to be answered. But it will need to be really addressed and answered in partnership with those different operators. So, I guess when we are saying my answer right now is that those conversations would have to happen, and we've been designing it right now to be sort of agnostic to that question, but it would certainly have to be addressed.

00:57:40:23 - 00:58:03:02

Linton Johnson, Link21, Facilitator





Well, if you do have questions, we have ways that you can ask us questions. So, there are several ways to participate, whether you're on your phone or at your computer or using a mobile device. So, if you're on Zoom, you may ask those questions verbally or type them into the Q&A box. You can access the Q&A box simply by clicking on the Q&A icon, in the Zoom taskbar.

00:58:03:03 - 00:58:23:15

Linton Johnson, Link21, Facilitator

If you prefer to ask your questions verbally, you can raise your hand using the raise hand icon in the taskbar. So, when I call on you, the webinar host will grant you permission to speak up to the public. You can unmute and ask the question if you're joining us via the toll-free dial-in lines, you can raise or lower your hand by simply dialing in \*9,

00:58:23:15 - 00:58:43:03

Linton Johnson, Link21, Facilitator

The phone line manager will unmute you and record your question and get it in the queue. As a reminder, we're going to try to get to as many of these questions as possible. So, yeah, just call in, raise your hand and we're pulling the questions. We'll try to get to as many as possible. For accessibility, we're not going to type in the responses into the comment box.

00:58:43:03 - 00:59:04:00

Linton Johnson, Link21, Facilitator

So, we're just going to read the questions so that we can share with as many of you as possible. Also, as also reminder, we're going to record this meeting. And the meeting summary will be placed on our website at [Link21program.org](http://Link21program.org) and following this, webinars will be available for your reference.

00:59:04:02 - 00:59:21:21

Linton Johnson, Link21, Facilitator

So, Camille, we do have another question for you. Let's see that one is, if standard gauge is chosen, are there also plans to improve connectivity to SFO and Oakland Airport? BART has great connections to the Caltrain or the Capitol Corridor.



00:59:21:23 - 00:59:54:16

Camille Tsao, Link21

Oh, I love this question. My personal dream is to have an airport express service so that we can take rail to all of our airports and get there super-fast, and easily. But, if standard gauge rail is chosen for the crossing, we would definitely like to see better connections not only to SFO and Oakland, but also to the San Jose Airport.

00:59:58:05 - 01:00:23:19

Camille Tsao, Link21

And there's also, you know, a light rail extension plan to Sacramento. So, you know, getting folks to the Sacramento Airport would be awesome, too. So, we don't have anything, you know, super concrete right now, but we do have it in mind that, you know, serving those airports would be super important, not just for travelers, but for employees who are working there, you know, on a daily basis.

01:00:23:21 - 01:00:44:17

Camille Tsao, Link21

One thing is that, you know, we already have it at the Oakland Coliseum Station – we've already got BART. We have Capitol Corridor that stops there. Not, you know, a little far away from the BART station and then also the Oakland Airport Connector. So, one thing the team was exploring is how do we just make that connection better?

01:00:45:24 - 01:01:04:21

Camille Tsao, Link21

There were more services to that Regional Rail station there than how do you get people to the Oakland Airport Connector so they can get to the airport easily? So, things like that. But we, you know, definitely talk to those airports and we'll continue to coordinate with them as we develop the Project further.

01:01:04:23 - 01:01:23:05

Linton Johnson, Link21, Facilitator

Now, another question for Camille instead of gauge selected, many areas according to the question from this anonymous person, since many areas are only single tracked



currently. So how would land be obtained to have double tracks. So, this can run in both directions without using sides?

01:01:23:07 - 01:02:01:02

Camille Tsao, Link21

Yeah. It's really important to the Program to be sensitive to, you know, communities that could be negatively impacted by the Project. And so, I think, you know, we would do everything possible, you know, not to have to take land. First of all, for example in Oakland, most of the alignments that we'd be looking at are probably going to be underground.

01:02:01:04 - 01:02:26:00

Camille Tsao, Link21

So, you know, that that might not be what that is that you're thinking of. But I'm not saying that underground is the solution everywhere. But, you know, we're going to be looking carefully at, you know, where we are, how and where we can increase capacity without having negative impacts on communities so, if we can avoid it, we will avoid doing that, taking land. Unless, you know, it's a publicly owned land, that's different. But I think you mean; I think you mean privately owned land.

01:02:36:24 - 01:02:57:15

Linton Johnson, Link21, Facilitator

Well, these are great questions we got all the experts on, so we've got more questions. Please come to us. You can verbally give them to us. You can type them in the Q&A box. The Q&A box is located on Zoom in the taskbar. If you prefer to ask those questions verbally, just raise your hand using the Raise your Hand icon in the taskbar.

01:02:57:17 - 01:03:15:16

Linton Johnson, Link21, Facilitator

And when I call on you, I will grant you permission to speak. You just need to, if you're using the phone, the toll-free dial-in line, you can just raise or lower your virtual hand by just dialing \*9 the phone line manager. I'll greet you and record your question to the team.



01:03:16:01 - 01:03:30:04

Linton Johnson, Link21, Facilitator

We're going to get some more questions here. I have a question. Can you tell me more about what happens next? How will the public be involved? And kind of a little bit, but I want to expand on that for us.

01:03:30:06 - 01:04:05:12

Sadie Graham, Link21

Sure. Well, I think, after we define the crossing, technology will really get to be a little bit more explicit about some of the actual planning and engineering and the locality of some of the infrastructure and/or stations. And so that will mean that in addition to this type of community outreach that we're doing here, we will need to be really engaging with community, the communities and jurisdictions within which that infrastructure will be.

01:04:05:14 - 01:04:44:07

Sadie Graham, Link21

And these are, you know, really important conversations because we know that, in the past, infrastructure has had negative impacts at times on communities. And so, it's not going to be an easy conversation or a short conversation. So, ultimately, as we're thinking about stations and infrastructure, we also want to figure out ways in which we can work with the community to make sure that they are benefiting not only from our transit access in their stations, but other ways in which this Program can bring benefits to their communities.

01:04:44:07 - 01:05:04:19

Sadie Graham, Link21

And so there would also be ongoing conversations or the beginning of conversations, around community benefits districts and what that would mean for different communities where there might be new stations and our infrastructure.

01:05:04:21 - 01:05:29:15

Linton Johnson, Link21, Facilitator



So, we had a member of our EAC who was joining us a little bit earlier, and one of you all shared some of your conversations. One of these representatives of our community really focused on, you know, what are they talking about. You shared some of the information about the discussions you're having with them. Really, Tim is connecting with them.

01:05:29:17 - 01:05:34:15

Sadie Graham, Link21

Yeah. Tim, why don't you introduce yourself and take that question.

01:05:34:17 - 01:06:08:24

Tim Lohrentz, BART Link21 Equity Programs Administrator

Thanks. I'm Tim Lohrentz and I'm the Equity Lead on Link21. I've been working on Link21 since January of last year. And, as we talked about in the slide presentation, we have an Equity Advisory Council (EAC) with 18 members, from throughout the region, people with lived experience that relates to equity, in transit and also people who are experts and in affordable housing and healthcare and in a number of a variety of fields.

01:06:08:24 - 01:06:54:22

Tim Lohrentz, BART Link21 Equity Programs Administrator

So, we've discussed a lot of different issues with the Equity Advisory Council (EAC). When Brian shared the equity metrics, a lot of those were discussed with the EAC – both the development of those metrics, as well as the results of those metrics. We've also talked a great length about anti-displacement: that there's a real desire on the part of the EAC as well as the Link21 team to make sure that there's as little or no displacement of persons due to Link21 either directly (as Sadie mentioned about taking of land), or indirectly in terms of where land values may increase due to Link21 development. We want to have strategies in place and the Equity Advisory Council (EAC) has given a lot of advice and a lot of expertise related to approaches that we can take for anti-displacement efforts with Link21. So, it's been a very rich discussion.

01:07:22:22 - 01:07:35:21

Tim Lohrentz, BART Link21 Equity Programs Administrator



We've had a lot of really good discussions. They meet every two months and almost three hours each meeting. And it's been a very rich experience.

01:07:35:23 - 01:07:51:17

Linton Johnson, Link21, Facilitator

We thank you for sharing that. Darin, you're also on the line. Introduce yourself and tell us about the work you're doing to establish an anti-displacement toolkit and also explain what an anti-displacement toolkit is and how that's been being used.

01:07:51:19 - 01:08:20:06

Darin Ranelletti, Link21

Yeah. Thanks Linton, good evening, everyone. I'm Darin Ranelletti I'm the Land Use Planning Manager at BART for Link21. And as Tim mentioned, we're hearing a lot from the Equity Advisory Council (EAC) as well as the larger community around how can this transformational Program guard against community instability and displacement. Our goal is to promote equitable, transit-oriented communities.

01:08:20:06 - 01:08:48:14

Darin Ranelletti, Link21

That's communities where transit is adding to the health and vitality of communities while also communities are supporting transit with the right types of activities and policies in place so that existing residents and businesses can benefit from that transit. And as Tim mentioned, we're looking at both direct displacement (that's the construction of the Project itself), as well as indirect displacement.

01:08:48:15 - 01:09:25:05

Darin Ranelletti, Link21

That's where the attractiveness of the service causes increased demand for people to live near the transit, which can increase property values and contribute to displacement pressures. So, we are trying to get ahead of that: we're working with stakeholders and the Equity Advisory Council (EAC), to develop what we call an anti-displacement toolkit. And that is strategies that help us identify potential displacement pressures in communities and then match those with the most effective anti-displacement policies.



01:09:25:05 - 01:09:54:07

Darin Ranelletti, Link21

And that might be programs funding new laws and policies. So, we would be working really closely with local jurisdictions in the event that they're responsible for implementing those policies. So, the goal is to have this framework in place so that, as the Project moves forward, we can get ahead of and guard against that type of instability and have, you know, healthy, thriving communities like we all want to see as part of the Program.

01:09:57:15 - 01:10:24:06

Linton Johnson, Link21, Facilitator

Yeah, I love that. Love that! As you can see, we're getting more questions coming in and have got great experts here to answer those questions. So, if you have a question, make sure you give it to us so we can answer them. You can ask those questions in our Q&A box, just simply by clicking on the Q&A icon in the Zoom taskbar. And to ask the question verbally, you can just raise your hand by using the Raise Hand icon on the taskbar.

01:10:24:06 - 01:10:47:21

Linton Johnson, Link21, Facilitator

And when I call you, you will be in the webinar. So, this will grant you permission to speak. And then you can unmute yourself if you're on the phone – the toll-free dial-in line – and you can raise or lower your hand simply by dialing \*9 and the line manager to unmute you, recording your question and the queue. So, let's see, Brian, we have a question from Andy G.

01:10:47:21 - 01:11:00:09

Linton Johnson, Link21, Facilitator

And that question is how is Link21 collaborating with CTA and Muni over the potential for Link21 to connect with the Geary/19th Ave Subway Corridor Project?

01:11:00:11 - 01:11:30:00

Brian Soland, Link21



Yeah. So, thanks for the question. As MTA and CTA are working on a project that looks at the Geary and 19th Avenue corridors for high-capacity rail transit; I think they call it a subway project. So presumably it would be below grade and underground and so, yes, we're working closely with San Francisco.

01:11:30:00 - 01:12:06:13

Brian Soland, Link21

They're a key stakeholder in our work on ensuring the opportunity to connect to this project is a priority. You'll notice on all of our maps we have a small gray arrow that highlights this connection and it's something that we would want to ensure there is opportunity in some cases there would need to be some infrastructure that is located within the Project to accommodate this connection.

01:12:06:15 - 01:12:25:21

Brian Soland, Link21

That would need to be designed and built into an initial connection, whether it's a broad-gauge or a standard-gauge crossing. And either crossing type could accommodate a connection to a future subway in that corridor. So great question. And thank you for it.

01:12:25:23 - 01:12:57:17

Linton Johnson, Link21, Facilitator

Yeah. Thank you for the answer. Camille, we do have one question. I think this one is from an anonymous attendee, but the question is, another one about level boarding. If standard-gauge rail is chosen, have there been conversations about how to maximize accessibility through things such as level boarding? The lack of this feature can make services like Caltrain a little more difficult to navigate versus BART.

01:12:57:17 - 01:13:02:14

Linton Johnson, Link21, Facilitator

And maybe for those who might not understand what local boarding means, maybe you can explain that as well.





01:13:02:18 - 01:13:28:06

Camille Tsao, Link21

Yeah, sure. So, level boarding is, you know, what you see on BART where the station platform and the floor of the train are at the same level. So, you could literally, you know, roll a stroller on or a wheelchair. And it's just really easy for a bike, it's really easy to go from train platform to vehicle.

01:13:28:08 - 01:13:54:15

Camille Tsao, Link21

If you're on, you know, if you're on the Caltrain system or the Capitol Corridor system or other existing systems that run on standard gauge, you'll see that, you know, you have to step up onto the vehicle, which does make it harder if you're carrying something or, you know, have anything with wheels. and so, the question is, you know, what are we doing for standard gauge?

01:13:54:15 - 01:14:30:16

Camille Tsao, Link21

If standard gauge is in the crossing, will there be, you know, things like level boarding to make it easier? Level boarding is tricky, especially for existing stations that are served by standard gauge, and I won't go into it, but a lot of it has to do with the fact that, you know, it is shared with other operators, particularly freight.

01:14:30:18 - 01:15:05:04

Camille Tsao, Link21

When you don't have a condition like that where you're sharing with freight, then new stations, which – you know, we would have some new stations under the standard gauge concept – those new stations with no freight could be level boarding. An example of a system that has both level boarding and non-level boarding is the Muni Light rail system in San Francisco. For those that are familiar, you know when you're underground in the subway, you do have level boarding in those stations. When Muni's running, you know, on the street, for some places, you have to step up. In some places you are able to have level boarding. So, kind of it's kind of got a mix, that system.



01:15:28:02 - 01:15:56:14

Camille Tsao, Link21

So that's probably what it's going to be like, for standard gauge. It would take a lot of time and resources and money and coordination to get all standard gauge rail stations to, below, you know, to have level boarding. But, yeah, separating from freight trains would be a start in that direction but that's a little complicated.

01:16:01:12 - 01:16:25:10

Linton Johnson, Link21, Facilitator

Yeah, yeah. Well, maybe worth it in the end. Maybe those who have other questions. We've got a little bit more time for you to ask them, so please do just type them in the Q&A box. So, you can click on the Q&A icon in the Zoom task bar. Or if you want to ask our panel, just raise your hand using the Raise your Hand icon in the taskbar or permission to speak and just unmute yourself.

01:16:25:12 - 01:16:55:21

Linton Johnson, Link21, Facilitator

Dialing-in on the phone. Raise your hand by dialing \*9 on your phone and then you record your question and ask it in the queue. So, I think this one, the next question is for Sadie, another anonymous attendee. Sadie, the question is, if standard gauge is chosen, would BART improvements still be included within the program for refurbishing the existing network?

01:16:55:23 - 01:17:36:17

Sadie Graham, Link21

Yeah. So, no matter what technology is chosen, there will be improvements on both of those networks because one of the key goals of the Program is to create those better connections and so that would mean we would be creating a new intermodal station or updating stations for that type of access. And so those types of projects would be necessary on BART even if it's a standard gauge rail crossing which is chosen.

01:17:36:19 - 01:18:03:13

Sadie Graham, Link21



When you say refurbishing the existing network, we're really looking at things that are a part of creating that network. The work that we're doing isn't looking at updating existing stations. Those are types of things that BART, you know, has a Capital Improvement Plan (CIP) and, you know, has plans for doing outside of Link21.

01:18:03:15 - 01:18:06:14

Sadie Graham, Link21

So, I'll stop there.

01:18:06:16 - 01:18:22:15

Linton Johnson, Link21, Facilitator

All right. I've a question for Tim. What's kind of been with your work with the committee, was kind of their number one concern right now. What have they been most interested in talking about and sharing?

01:18:22:17 - 01:18:49:00

Tim Lohrentz, BART Link21 Equity Programs Administrator

Well, there's been several, but one I would highlight that keeps coming back over and over again is related to fares. And there's a real desire to have affordable fares and to make sure that no matter if it's standard gauge or broad gauge, that there be fares. Let's say if it's standard gauge that it'd be compatible or comparable rather to BART fares.

01:18:49:02 - 01:19:34:09

Tim Lohrentz, BART Link21 Equity Programs Administrator

You know, when you look at from point A to point B, and then the other part of that is to really make sure that there's an ease in use of the method of paying the fare. Whether it's a standard gauge train and switching to BART or switching to any other system that you have the ability to switch without having to have a different way of paying so that there's a transfer system.

01:19:34:09 - 01:19:39:01

Tim Lohrentz, BART Link21 Equity Programs Administrator



So that's something that the EAC has brought up a lot.

01:19:39:03 - 01:19:54:18

Linton Johnson, Link21, Facilitator

And have there been any surprises for you? Just, you know, from it, you know, and the ideas have surprised you right now that that's a really good idea or something like that, that you never really thought of. And you've been grateful that that committee has been there for?

01:19:54:20 - 01:20:27:00

Tim Lohrentz, BART Link21 Equity Programs Administrator

Well, they've asked a lot of really interesting questions, you know, even like why you can't just run both BART and standard gauge train on the same tracks in the tunnel. As an as an example though. So, there's been a whole lot of different questions. But I think, you know, some things like that have really been a little surprising and, have made us think and we, you know, we actually did that was study it and it was decided that that wasn't feasible due to safety reasons.

01:20:27:00 - 01:20:37:09

Tim Lohrentz, BART Link21 Equity Programs Administrator

But the EAC asked some very technical questions, which had been a little surprising.

01:20:37:11 - 01:20:48:00

Linton Johnson, Link21, Facilitator

What is the number one question you always get? From the public.

01:20:48:02 - 01:20:57:08

Camille Tsao, Link21

We have gotten that question that Tim mentioned a lot, which is why not build what's called a dual-gauge tunnel?



01:20:58:16 - 01:21:28:23

Camille Tsao, Link21

In essence, meaning, like, you know, you have BART tracks and then you have standard gauge tracks that are sort of overlaid on one another, if you will. We've gotten that question a lot, because that solution does exist in other places in the world. And it's not that it's not doable; it's just that for what we're doing, it would limit the capacity of the new crossing or limit the frequency in which we could run trains to the crossing.

01:21:28:23 - 01:21:56:00

Camille Tsao, Link21

And it would require upgrades to existing infrastructure. In other words, the benefits of having a dual-gauge crossing don't outweigh the, I guess, just benefits or increases. So that's why we haven't gone with that. But I'm surprised how many people ask that question. It's a good one.

01:21:56:02 - 01:22:14:11

Linton Johnson, Link21, Facilitator

Yeah. All right. We're going to wrap it in a second. But I do want to ask one more question. Standard gauge. Caltrain uses Clipper. This is from I'm sending along with BART. So, all standard licenses will use Clipper too? That's the question. Thank you for the audience here.

01:22:14:13 - 01:22:51:03

Camille Tsao, Link21

I can take that. So, Capitol Corridor runs on standard-gauge track, and we do not use Clipper and the reason is because our service area goes beyond the nine-county Bay Area, the Clipper is just for the nine-county Bay Area transit systems. And, so, you know, we have a lot of folks that are outside of the Bay Area using our system, which is why we don't use Clipper. But we are part of a state program called the California Integrated Travel Pass.

01:22:51:05 - 01:23:24:04

Camille Tsao, Link21



And which basically is an open-source payment system. We're testing it now. It's in the pilot phase and it's going to be statewide for intercity passenger rail and also some other transit systems. It is in essence, you know, someone can use a credit card and use that to tap on and tap off. Which is great because if you don't have a Clipper card or you're from outside the area, it won't be difficult for you to pay your fare.

01:23:24:06 - 01:23:38:08

Camille Tsao, Link21

And my understanding is that the next version of Clipper will allow folks to use credit cards as well. So, I think.

01:23:39:16 - 01:24:03:05

Camille Tsao, Link21

The Clipper system will work for Clipper cards as well as credit cards. I don't know what the timing is. I don't know the details of that, but I've heard that that's what they're moving to. This is already something that exists in other parts of the world. So, it's not a new thing. And it is the way of the future.

01:24:03:07 - 01:24:17:14

Camille Tsao, Link21

It's the way things are moving in terms of fair payment. So, I think I think it'll be a good thing in that way, you know, statewide, we'll all be able to use credit cards.

01:24:17:16 - 01:24:40:20

Linton Johnson, Link21, Facilitator

Well, that was a presentation that I just heard by Lisa Hale from the MTC, the Metropolitan Transportation Commission, is definitely on its way. Well, I want to thank all of you all for answering all of these great questions and for our audience. This was a great dialog and important questions that were asked tonight. And so, thank you very much for your questions.

01:24:40:22 - 01:25:10:23

Linton Johnson, Link21, Facilitator



You're going to be seeing us at train stations and communities and community events and other places presenting, sharing information and answering questions. So come say hello. If you're interested in having the Link21 team present to your organization, please contact us via our telephone line at 855-905-LINK (5465) or our website [Link21program.org](http://Link21program.org). And you can also stay engaged through social media by following BART and Capitol Corridor on Facebook, Instagram, Twitter and LinkedIn.

01:25:10:23 - 01:25:25:00

Linton Johnson, Link21, Facilitator

Use #Link21. That concludes our presentation. On behalf of all the Link21 staff, I want to thank you for spending your evening with us. We are grateful for your continued dialogue and coordination. Thanks again and have a wonderful night.



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