

## Link21 Equity Advisory Council (Meeting 2)

February 28, 2023

### DRAFT Committee Meeting Minutes

#### Link21 Equity Advisory Council (EAC) Meeting #2

February 28, 2023

1:00 p.m. – 3:30 p.m.

A Zoom transcript of this meeting is included at the end of this document.

Presentation slides from this meeting can be found via BART Legistar found [here](#).

### AGENDA

#### I. Call to Order (For Information)

A regular meeting of the Link21 Equity Advisory Council (EAC) was held Tuesday, February 28, 2023, convening at 1:00 PM via teleconference pursuant to the Link21 EAC Bylaws and consistent with Assembly Bill No. 361. This meeting was called to order by Tim Lohrentz, Equity Programs Administrator (Acting), BART Office of Civil Rights.

Tim Lohrentz gave instructions on the virtual meeting, accessing the presentation materials online, public comment, and members' remarks.

#### II. Roll Call (For Information)

<b>Present Members</b>		
Ameerah Thomas	David Ying	Mica Amichai
Angela E. Herring	Fiona Yim	Samia Zuber
Beth Kenny	Gracyna Mohabir	Taylor Booker
Clarence R. Fischer	Harun David	Vanessa Ross Aquino
Cory Mickels	Landon Hill	
David Sorrell	Linda Braak	

<b>Absent Members</b>		
Elizabeth Madrigal	Stevon Cook	

### III. **Public Comment (For Information)**

Public comment from Roland Lebrun thanking Link21 team for closed captioning and asking if transcript of meeting will be available.

### IV. **Meeting Topics**

#### **Approval of February 14, 2023, Meeting Minutes**

Tim Lohrentz asked for a motion to approve Meeting 1 Minutes. EAC Member David Sorrell pointed out that the next meeting date incorrectly states 2024 instead of 2023. EAC Member Clarence R. Fischer moved to approve the meeting minutes with the amended date. EAC Member David Sorrell seconded the motion. The motion to approve the minutes was approved by the EAC.

#### **Welcome and EAC Introductions (For Information) (35 minutes)**

Facilitator Ben Duncan introduced himself and asked EAC members who were not present at the first EAC meeting to introduce themselves. EAC members Ameerah Thomas, Cory Mickels, Gracyna Mohabir, and Mica Amichai introduced themselves and shared about their backgrounds, current location, lived experience as it relates to public transportation, and professional backgrounds.

Sadie Graham, Link21 Director, introduced herself and provided a brief overview of the agenda.

#### **Introduction to the Business Case & Link21 Concept Development**

Andrew Tang (BART Manager of Program Evaluations for Link21), Emily Alter (Equity & Inclusion Lead – North America, Steer), and Sarah McMinimy (Business Case Analyst – Equity, Steer) provided brief introductions before discussing the Business Case.

Andrew Tang gave a presentation on how concepts are evaluated by the Link21 team. He explained that the Business Case is a structured way to identify problems or opportunities and then to identify alternative ways of addressing those problems or opportunities. He explained the four cases that make up a business case: strategic case, economic case, financial case, and deliverability and operations case. He explained that Link21 is currently in Phase 1, concept identification.

Sarah McMinimy presented on priority populations and how they factor into the Business Case analysis. She explained the program specific process to designate priority populations.

Andrew Tang went further into depth for each of the four business cases.

Emily Alter talked about the importance of equity in the evaluation process and next steps for the Business Case. Emily emphasized the importance of co-creation with community partners, an equity poll early on in the process, and the consultants hired

that center equity in their approach. She also expressed that the EAC will become a crucial part further defining the Business Case methodology moving forward.

EAC Member David Sorrell asked about smaller possible projects that could be done in different microregions to work towards Link21's goals and how those would be evaluated by Business Case. He also asked about outreach to choice riders or individuals whose first language is not English. Andrew Tang explained that the Link21 Team will be measuring benefits to the entire Megaregion and that results will also be broken down into subregions to understand how benefits are distributed across smaller geographies. He also explained that improvements to transbay travel will likely have ripple benefits to other areas. Sadie Graham talked about how more than half of the co-creation events in the last round were multilingual, with real time sign language and multilingual interpretation.

EAC Member Mica Amichai asked how displacement and other housing impacts would be taken into consideration, particularly if this displacement could be addressed through housing policy changes around new stops. Andrew Tang acknowledged that this is a very serious risk because of land values increasing. Sadie Graham explained that the Link21 team is currently meeting with different jurisdictions to have these conversations. She offered to share a value capture paper that Link21 has in their background research package.

EAC Member Clarence R. Fischer talked about his lived experience living near the Hercules transit station 30 years ago and made the point that whether land value is increased depends on the amenities that are built into the station, with a primary example being the amount of parking. Andrew Tang mentioned that the Link21 team is developing a land use model that will assess a lot of these questions, and that he would check in about whether parking is included in that assessment.

Camille Tsao (Program Lead, CCJPA) then introduced herself and other members of the Link21 planning and engineering team Brian Soland (Planning and Engineering Lead and Rail Planning Manager, BART) and Chester Fung (Rail Planning Manager, BART). She then emphasized that infrastructure improvements in any part of the Megaregion would benefit the wider geography because it would improve transfer opportunities and make transferring between different rail lines feel more seamless. She also explained that all transit and rail vehicles in the state must be zero emission by 2035 and that these trains will be better performing. She defined regional rail and explained some basic pros and cons of regional rail.

Camille Tsao then provided a quick overview of fall 2022 Link21 outreach that resulted in more than 1,400 direct in person connections and over 430 online connections. She provided an overview of what the Link21 team heard, including top preferences for new connections across Bay Area cities and reasons for people's train travel (the top reasons from respondents being to travel to airports, entertainment, and work).

Chester Fung gave an overview of the six different concepts currently in development, which can be found in the presentation materials.

EAC Member Vanessa Ross Aquino asked about where polls were conducted. As a night shift airport worker, it would be nice for trains to run for longer on weekends. Camille Tsao clarified that the poll asked about most popular travel times, but that it

does not mean that the Link21 team would not consider expanding hours of operation.

EAC Member Landon Hill asked about the demographics of respondents. Camille Tsao said she can share that information after the meeting.

EAC Member Clarence R. Fischer asked about the potential for a San Antonio station, and if the Link21 team would like EAC member feedback on the specific concepts. Sadie Graham responded that BART is looking at various potential locations, including San Antonio but that some expansions may fall outside of Link21's purview. She also said the Link21 team would be happy to sit with individual EAC members and talk through the concepts.

EAC Member Fiona Yim asked about how easy it is to transfer between BART and other regional rail options. She also asked about how the Link21 team is combatting self-selecting participation in outreach to avoid only outreaching to people who have free time and/or pre-existing knowledge of transportation issues. Camille Tsao answered that Capitol Corridor does not currently use Clipper Card, but that Capitol Corridor is interested in finding a singular pay system for regional rail in the future. She also explained that self-selection is a concern in outreach, which is why there is a wide array of outreach approaches that include self-selecting groups such as the EAC and statistically significant surveys that target a cross section of the Megaregion.

EAC Member David Ying asked if the regional rail concepts could allow for potential expansion into western San Francisco and asked about how bus transfers are being considered in the planning process. Chester Fung responded that recent technical work suggested that a western San Francisco extension could be feasible with a regional rail crossing. Camille Tsao affirmed that the Link21 team considers bus connectivity essential but needs to get a better idea of station locations before working more closely with bus operators.

EAC Member David Ying followed up for more details on a potential San Antonio station. Chester Fung clarified that a San Antonio station is being considered with Link21 concepts, but it could also be explored as a separate infill station by BART.

EAC Member David Sorrell thanked Sadie Graham for presenting at the UC Berkeley Equity and Advisory Committee. He emphasized the importance of expanded service times for workers' safety and the importance of outreach to blue collar workers in the future.

EAC Member Angela E. Herring asked about the potential of Link21 venturing into Yolo County and for clarification on the tribal engagement Link21 has done. Camille Tsao answered that Link21 will likely just stick to the existing corridor for rail service. Lisa Marie Alley provided information about the Powwow Link21 tabled at in the past and about the two upcoming tribal events in the Indigenous Red Market and at the Stanford Powwow.

## **Break**

Facilitator Frank Ponciano announced a 5-minute break.

## **Environmental Process Overview and Environmental Constraints & Opportunities (ECO) Report**

Donald Dean (Environmental Lead, Link21 Program) introduced himself. Helene Kornblatt (Environmental Delivery Manager, HNTB), Rich Walter (Environmental Manager, ICF), and Cathy LaFata (Environmental Justice and Equity Lead, HDR) also introduced themselves.

Cathy LaFata spoke about how equitable engagement is being considered at every step of the process and about how the environmental team works across the entire project to instill their goal of benefitting the community through reducing emissions, conserving resources, focusing on quality of life, etc. She emphasized their focus on considering priority populations. She also explained Justice40, which is a guiding principle for Link21's environmental work.

Rich Walter spoke about how constraints and opportunities outlined in the ECO Report are being incorporated into Link21 planning. He differentiated between social and natural constraints. He provided a brief overview of the ECO report, including some of the equity considerations in the report. Rich then defined opportunities in the Link21 context as factors that may benefit the success of the project and provided some examples. He then asked for input on any additional constraints or opportunities from EAC members.

## **Public Comment**

Public comment from Roland Lebrun about shifting Link21's focus to the original rail concept because of board directors' recent comments about reallocating funding to address the upcoming fiscal cliff.

Public comment from Herman Adams expressing concern about the pathways for BART and regional rail considering different infrastructure changes throughout the Bay Area and upcoming sea level rises. Specific question about whether Link21 has considered a ventilation system in their upcoming developments.

## **v. Next Meeting Date: April 18, 2023**

## **vi. Adjournment**

Tim Lohrentz asked for a motion to adjourn the meeting. EAC Member Vanessa Ross Aquino motioned to adjourn the meeting and EAC Member Taylor Booker seconded the motion. The meeting was adjourned unanimously at 3:34 pm.

## **EAC Meeting Zoom Transcription Meeting #2 - February 28, 2023**

This is a Zoom transcript of the meeting.

Other than correcting spelling of names, content has not been changed or revised.

**Tim Lohrentz**

Hello all it is Tuesday, February 28 and I'm now calling the Equity Advisory Council meeting to order. My name is Tim Lohrentz. I'm the acting Equity programs administrator for the Bart's Office of Civil Rights. And I want to extend a warm welcome to members of the public today, as well as to our Equity Advisory Council members on behalf of the Link21 team broadly, and the Equity Advisory Council team here today.

**Tim Lohrentz**

Before we do a quick agenda review and hear public comment, I want to make sure we all get on the same page about how we will conduct a zoom meeting today. There are a few points I'd like to make, and then I'd be happy to take any questions that come to mind. Firstly, please keep yourself on mute when not speaking. If you'd like to make a comment, please raise your hand or come off mute. If you're on the phone, you can press star six to unmute. You can also press star nine to raise your hand. If you press those again, it'll toggle back off. Keep in mind the mute button on the bottom left hand of the screen. Next to that is a Start Video button. If you need to change your name, you can click on Participant button and then click on Rename. The Reactions icon in the bottom bar of your window allows you to raise your hand, or again to put the hand down and provide a response such as thumbs up, applause and so on. Closed captioning or Live transcript is available to all at the top of your screen. Be sure to take advantage of that if it helps your participation. Chat is available to panelists in case you are having any technical difficulties and need assistance from our tech support for comments related to the meeting, we ask that you unmute yourself to speak whenever possible instead of using the chat.

**Tim Lohrentz**

Any questions about that?

**Tim Lohrentz**

Okay. So we will begin the Equity Advisory Council meeting today with a roll call of Council members in attendance. When your name is called, please unmute yourself and let us know you are in attendance by saying here. The name shall be called in first name alphabetical order. Ameerah Thomas.

**Ameerah Thomas**

Here.

**Tim Lohrentz**

Angela e hearing.

**Angela Hearing**

Here.

**Tim Lohrentz**

Beth Kenny.

**Beth Kenny**

Here.

**Tim Lohrentz**

Clarence R. Fischer.

**Clarence R. Fischer**

Present

**Tim Lohrentz**

Cory Mickels.

**Cory Mickels**

Here.

**Tim Lohrentz**  
David Sorrell?

**David Sorrell**  
Here.

**Tim Lohrentz**  
David Ying.

**David Ying**  
Here.

**Tim Lohrentz**  
Elizabeth madrigal

**Tim Lohrentz**  
Fiona Yim.

**Fiona Yim**  
Here.

**Tim Lohrentz**  
Gracyna Mohabir.

**Gracyna Mohabir**  
Here. And that is Gracyna.

**Tim Lohrentz**  
Gracyna. Sorry.

**Gracyna Mohabir**  
Gracyna.

**Tim Lohrentz**  
Okay.

**Gracyna Mohabir**  
Thank you.

**Tim Lohrentz**  
Harun David.

**Tim Lohrentz**  
Landon hill.

**Landon Hill**  
Here.

**Tim Lohrentz**  
Linda Braak?

**Linda Braak**  
Here.

**Tim Lohrentz**  
Mica Amichai?

**Mica Amichai**  
Here.

**Tim Lohrentz**

Samia Zuber?

**Samia Zuber**  
Here.

**Tim Lohrentz**  
Stevon Cook.

**Tim Lohrentz**  
Taylor Booker.

**Taylor Booker**  
Yeah.

**Tim Lohrentz**  
And Vanessa ross aquino.

**Tim Lohrentz**  
All right, thank you all.

**Tim Lohrentz**  
We will now move on to hearing public comments on topics not on today's agenda. Keep in mind, public comment is limited to two minutes per person. If you were on the phone and would like to provide a verbal public comment, please dial star six to unmute yourself.

**Tim Lohrentz**  
Let's see if anyone is on the phone wants to make a comment.

**Tim Lohrentz**  
And if you're on Zoom, please raise your hand if you would like to make a comment. I see. Roland.

**Tim Lohrentz**  
Go ahead and unmute.

**Tim Lohrentz**  
Good afternoon and thank you for the opportunity. I want to thank you for the closed captioning, and I'm wondering if you could possibly enable the transcript as well as the ability to save the transcript. Thank you.

**Tim Lohrentz**  
I'm going to check with our technical team if we can do that.

**Iris Osorio-Villatoro**  
Yes, I believe we won't be able to activate it right now, but we will include the transcript with the meeting minutes once they're published on the Bart website.

**Tim Lohrentz**  
Okay. Is there any other member of the public would like to make a comment? Not on today's topics.

**Tim Lohrentz**  
Okay, thank you for those who made public comments.

**Tim Lohrentz**  
And now we'll move on to the meeting topics for today's meeting.

**Tim Lohrentz**  
First is the approval of the EAC minutes from the February 14 meeting. First, for those who are there, are there any corrections to be made to the minutes?

**Tim Lohrentz**  
Seeing no hands raised, does anyone have a motion to approve the meeting minutes from February 14?

**Clarence Fischer**

Clarence Fischer moves for approval.

**David Sorrell**

Sorry, I wasn't on. Trying to get myself off mute. Small change on the page for

**David Sorrell**

the next meeting date. I think it's supposed to be 2023, not 2024.

**Tim Lohrentz**

Okay, thank you. That's correct.

**Tim Lohrentz**

Any other

**Clarence R. Fischer**

Clarence Fischer moves with the amended date.

**Tim Lohrentz**

Anyone make a second?

**David Sorrell**

David Sorrell second. Sorry.

**Tim Lohrentz**

That was David Sorrell. Correct. Okay. And all in favor, say aye or raise your hand.

**Tim Lohrentz**

Any opposed?

**Tim Lohrentz**

Okay, that passes. Now we will move. I'm going to pass it over to Ben Duncan, who's going to lead us through our welcome introductions and EAC overview.

**Ben Duncan**

I just saw a hand raised. Did you want to add something? Okay, so good to see folks. I'm Ben Duncan one of your co facilitators. And welcome to folks that didn't get to Meet Last Time. We did have the opportunity to hear from a number of your colleagues at our previous meeting. Hopefully you have a glimpse of the evening notes. But we did want to create some space today for those that weren't at our first meeting to share a bit about themselves. And it's my hope that as we continue to learn more about each other through our work together, we'll just continue to encourage everyone to continue sharing and contributing through both your wisdom, professional experience. So I'm going to ask folks that weren't here you can see a few questions on the slide to share your name, your location, pronouns, if you'd like to share, and then to talk to us about your lived and or professional experience. That applies to serving on the Equity Advisory Council and what goals you have as a member of the Council. So we'll go around. If it's okay, I'll call on folks, ask you to share a bit about yourselves, and we'll keep moving. So I think we'll start Ameerah, do you mind kicking us off.

**Ameerah Thomas**

Sure.

**Ben Duncan**

Thank you.

**Ameerah Thomas**

Hi, everyone. My name is Ameerah Thomas. I live in Oakland and my pronouns are she and hers. My lived experience and professional experience, I'll keep it really short. A lot of my work professionally and personally is in racial equity. And so that's what I hope to contribute to this conversation of how do we think about decisions that are being made, policies from a racial equity lens. A lot of my work has been in maternal health and really looking at how health policies that are made, how does it impact maternal health experiences. And so that's my goal being on the AAC. I'm a new mom, so you'll hear a little one from time to time. Thank you.

**Ben Duncan**

Appreciate that. Congratulations.

**Ben Duncan**

Peeked in a little bit. Appreciate that. Thanks for sharing. Cory, can I ask you to go next?

**Cory Mickels**

Sure. Cory Mickels. I am a native to San Francisco. I was pointing raised there professionally. I'm currently a practicing attorney. I have a background experience in insurance defense, specifically with trucking and transportation issues now expanded to employment and business litigation, handling matters in that department area. I'm just excited to be a part of it, of the discussions around equity, specifically around transportation. And I think as I get into it further, my clarity of what I want to get out to it will grow. And that seemed more clear to me. So just excited to be here.

**Ben Duncan**

That's great. That might be a prompt for a future conversation. Maybe come back a year from now and see how your goals have grown. We're shifted over time. Thank you, Cory. Welcome. Gracyna, can we have you go, please?

**Gracyna Mohabir**

Hi, can you hear me?

**Ben Duncan**

Yes.

**Gracyna Mohabir**

Okay, good. So my name is Gracyna Mohabir. I grew up in San Jose. I recently graduated from Davis and right now working in Sacramento at an environmental nonprofit for getting into more about me. Although I wasn't able to make the first meeting, I had the opportunity to review the transcript first call. And I'm really excited about the varied lived and professional experiences, everyone experience with table. I'm also grateful for the opportunity to participate in the Council in regard to what experience I'm bringing to this role. So I mentioned I grew up at Santa Fe and I spent years to Park, Caltrain up to Davis and now I rely a lot on the Capital corridor and laws at Davis. I studied environmental policy and economics. I think my studies helped provide, I guess, dialogues. And I lived experience and understanding issues and the need to look at especially transportation within an EJ fund of environmental justice. And just in general, I care about connecting people, especially young people, to reliable and equitable transportation.

**Ben Duncan**

Thank you. Thanks for sharing. Welcome and good modeling on I know there's a lot of acronyms that we can throw around. Many folks may of course know the acronym of environmental justice EJ, but I love that you talk yourself. A good reminder all of us not to assume that folks know the acronyms over here. Thank you, Christiana. Welcome. Mica too.

**Mica Amichai**

Yeah, thanks to. Hi everyone. I'm Mica. I'm hiding for the day. Then I'm living in West Oakland and I grew up in Los Angeles in the San Fernando Valley. And kind of a proposed snippet is that I have a lot of environmental sensitivities and didn't want to drive. So I biked around La as a teenager and remember just like coughing, going under passes and the inequity of like, that I was making a choice that was better for the environment, was therefore being harmed by people making choices that were less beneficial. Really stuck with me for my life. And I went to planning school. I'm currently a transportation center with Op dad and I'm really passionate about starting with values and then being really clear about how to apply strong values to the built environment. And I'm really excited to see that model here and for meet everybody. Thank you.

**Ben Duncan**

Welcome. I know your voice is struggling a little bit today, so I promise not to ask you to speak too much and then put you right on the spot, but thank you for sharing that experience and welcome. Did we miss anybody? I don't think Stevon is here, so we might catch up with Stevon next time. But everybody here has had the opportunity to share.

**Ben Duncan**

Okay, thank you. And again, as we do our work together, the more consistently you all can continue to bring and name professional experience, good experience in the conversations that we have, the more we'll learn and grow together and build trust around this table

**Ben Duncan**

before we move on. We didn't get a chance in our first meeting and mostly the result of really robust conversation, but we didn't get a chance to formally cover the charter bylaws honorarium and the construction of this concept of the equity flag. But did share a video and hopefully folks had a chance to look at that on the resource of, but they want to create some space. If folks had any questions around any of those kind of the bylaws charter, honorarium or equity fly that you'd like to raise in this week. And of course, not your only time, anytime you have questions, you feel to reach out to us, but just want to pause and see if folks had any questions that came out of or emerged after reviewing any of those documents or watching the video.

**Ben Duncan**

I think they say, is it still terrible? You're supposed to wait 8 seconds after you ask a question. It always feels like a long time when you're online.

**Ben Duncan**

Okay, well, I'm not seeing any questions for today, but again, this is not at the last chance. If at any point something comes up and you have questions or concerns, just reach out to us and then I just want to acknowledge so I'm glad to see so many of us here today. But I just want to acknowledge that one of the things we're going to be following up on is scheduling for these meetings.

**Ben Duncan**

So we are going to put out a survey coming out of this meeting again with the goal of trying to accommodate, we know, life and work and all the things that get in the way of trying to be in certain spaces at certain times. We do want to try to support most participation we can. So we'll ask you all, please take the time to fill that out. I know with 17 and 18 folks, it's going to be hard to get everybody in the room all the time, but to the extent that we can find times that work best for everyone around the room and I know some of you have already reached out saying that there are challenges with some of these daytime meetings. So I appreciate you all accommodating our current schedule, but we'll do our best to make sure that as we move forward, we're making the community as accessible as possible for all. So I'll just ask the folks, certainly if you have questions or comments, feel free to reach out to our team. But please keep an eye out for that survey. That's going to be the best mechanism for us. Figure out a calendar and schedule that's going to work best. If you want any questions for me, keep going.

**Ben Duncan**

Okay?

**Ben Duncan**

I think Sadie I'm going to pass it to you.

**Sadie Graham**

Okay, thank you.

**Sadie Graham**

So I just wanted to say hello, to take the opportunity to say hello

**Sadie Graham**

and introduce myself because I missed some of the EAC members last week. But I'm Sadie Graham and I'm the director for Link21 and I work here at Bart. And you'll meet a bunch of other people from the team and in fact, you're going to see a lot of people from the team. And I think that's because everyone is very excited and has been looking forward to this opportunity. So you're going to meet a lot of people today. And so, yeah, I just wanted to quickly go over the agenda here.

**Sadie Graham**

Hold on, I lost my meeting notes. Coming up, we're going to go through these items, C through F, and so really what we've been trying to do and thank you for those of you that were able to read through the notes from the meeting last week if you weren't able to attend. But we know that we're bombarding you with information, sort of trying to bring you all up to speed, and we're trying to give you really an overview of all the sort of ways in which we set in to play these processes of advancing the Link21. So today you're going to hear about the business case, the concept development process. We're going to go over a little bit of some of the initial concepts of which

**Sadie Graham**

environmental constraints and opportunities report. So today to kick things off. We have Andrew Tang, and he has been a part of this project since

**Sadie Graham**

the way in which we explore the problems, identify what it is that we are going to want to address as part of this, as part of the project, evaluates. It really sets into play how we're going to develop.

**Sadie Graham**

Two weeks ago, last meeting following Andrew's presentation, then you're going to hear from the planning and engineering team who are going to talk to you about how we're sort of developing these initial concepts and the process and how we're going to be evaluating them. And then we have the environmental process overview by our environmental team, and then they're going to go over this Environmental Constraints and Opportunities report, which is a fairly big report, and it provides a really detailed analysis of some of the environmental constraints that are going to need to be taken into consideration as we develop the project in the future. And I think you have a full copy of that in the website where we have it. So I think hopefully we have a lot of information to get through. So we're going to try to ask people to hold comments during the presentations or put them in a chat so that then at the end of the presentation, we can address them. And so just welcome. Thank you. Really appreciate you being here and looking forward to your comments and questions. And I just wanted to say thank you again for taking the time to volunteer as part of this project, and it is a commitment. And as Ben said, we're going to try our best to accommodate everybody because we really appreciate sort of the thoughtfulness and the attention that you're bringing to the project. And so what I said last time, I think still goes to this meeting. Just bear with us. We're sort of just getting things the table set and getting ready and trying to figure things out. But again, thank you. So with that, I think I'm going to pass it over to Andrew.

**Ben Duncan**

Just as Andrew is coming on. I want to, just for the record, Harun. Welcome. I see you. Thanks for joining. So we'll catch you as present in the meeting for the minutes.

**Andrew Tang**

Hello. My name is Andrew Tang. As the city mentioned, I'm the manager of Program Evaluation for Link21. I've been with Bart for nine and a half years. My pronouns are he and him. I live in Albany. I've lived there for 26 years together with my wife and my son. I am an assistant coach of a Lexical mountain biking team and with Albany High. So I have a lot of fun doing that. Before working on the Link21 project, I was the BART Project Manager for the Bart Livermore project. So anyone wants to talk to me about that, I can also talk about that, not during the meeting, but offline. And before that, I worked at a consulting firm, Cambridge Systematics, and one of the big projects I worked on there, which many of you may be familiar with, is the AC Transit East Bay BRT project, which is now called the Tempo Line. I was the consulting project manager for getting that project through planning and environmental and into design. I want to help Bart and the Capital Corridor Joint Powers Authority advance the Link21 project that effectively and efficiently and equitably helps people get to where they want to go. And that's my great interest in this project.

**Andrew Tang**

I've got two team members that are joining me, Emily and Sarah. I'm going to let them each introduce themselves. So Emily.

**Emily Alter**

Thanks so much. Andrew hi everyone. Emily Alter and I use she and her pronouns. I live in snowy Berkeley and work in Oakland in Steer's Oakland office. And I have to say, I'm particularly excited to be here with you all today. Because while I'm calling in as the Equity and inclusion lead for North America, I actually previously served as the equity manager for Link21 for Bart for about a year and a half in Bart's Office of Civil Rights, where I was simultaneously the manager of Title Six and Environmental Justice. And when I was in that role, we were just beginning conversations about the formulation of the Equity Advisory Council. And so, from my perspective, you all are serving a really critical element of this program's commitment to equity and to the designing this program with our community members. And I think that it's going to be a really important piece of that. You all will be bringing a really important piece of input not only to the business case, but to the entire program's design. So it's really exciting to be here with you all today. I have eleven years of public sector experience in land use, housing and transportation planning and policy, with a particular focus on community driven decision making and housing and mobility justice frameworks. So this program and its potential to be transformative for our priority populations and historically disadvantaged communities is really a critical element of my work on this team. Now here at Steer,

I am part of the Business case team, helping us to continue to design a more equitable evaluation process for the Link21 concepts and I'll pass it over to Sarah.

**Sarah McMinimy**

Thanks, Emily. Hi everyone. I'm Sarah McMinimy. I use she and her pronouns. I work with the Steer team to integrate equity considerations into the business case, and my experience is really based on designing tailored analyses to understand the broader impacts of transportation projects to users and communities. I originally started out my career doing door to door engagement work where I talked to people individually about their experience, taking different modes of transit and kind of the challenges they had to be around starting off in Livermore. And I think that's really helped inform some of the work that I do now. Although I'm here to share with you more on our technical work today. My experience is also informed by being a lifelong transit user. So I have a very personal understanding of the highs and lows that come with depending on transit. And I consider that to be a really important part of my experience alongside the technical work that we're going to share with you today. And I'm really excited and happy to be a part of this conversation with you all.

**Sarah McMinimy**

Thank you. Andrew.

**Andrew Tang**

Great. Next slide, please.

**Andrew Tang**

Okay, so as you heard from the agenda, later on in this meeting, we're going to hear about the different concepts that we're going to be considering for Link21. What I'm going to talk to you about is how are we going to evaluate them? So we, we get six different concepts. How do we decide, well, which one's better, which one's worth? How does one perform versus another one? And that's what the business case is all about. So our whole approach to thinking about evaluation of concepts is the business case. So the business case, in a very broad level, is a very structured way to identify a problem or an opportunity and then to evaluate alternative ways of addressing those problems or opportunities. It's built to clearly define the benefits, the cost risks of the different alternatives that we're thinking about and doing it in a transparent, consistent and evidence based way. I'll sell in more of the details, but that's in a very high level description of what it might be. The business case has been widely used in Europe for, for many, many years and it's starting to spread to North America. So as examples in North America, the Metropolitan Transportation Commission, or the MTC, used a business case as part of their Bay Area fair coordination integration study. Metrolinx, which is a transportation organization in Toronto, uses the business case approach in all of their planning processes to decide what transportation investments to advance. In the Toronto metropolitan area,

**Andrew Tang**

the Washington State DOT uses case the Washington State DOT used a business case approach to evaluate connecting Vancouver, Seattle and Portland with rail. And those are just a few examples just to give you a sense of wealth with using it. Next slide, please.

**Andrew Tang**

So what are the pieces that entail a business case? If you click again, there are four cases that build up a business case. The first of the four cases is what we call the strategic case. So this is the one that defines what is the problem or opportunity that we're trying to address, establishes the goals and objectives for the project, and then measures how well the different alternatives we're considering perform on those goals and objectives. And I'll talk a little bit about what the goals and objectives actually, I think you've seen the goals and objectives, but we'll talk about them again in a little bit and we'll talk a little bit about the problem statement in a couple of slides. The next click again. The next case is what we call the economic case. This is where we measure all of the benefits and compare them to all of the costs and determine do the benefits outweigh the cost? And I'll talk more about the particulars, but the benefits can consider all the possible benefits and the benefits not just to the users of the system, but to society as a whole, to the economy as a whole and so forth.

**Andrew Tang**

If you click again, the third case is what's called the financial case. This is a case that talks about, well, is this really going to work for the agencies that are going to have to build, operate and maintain the system? I've got a budget, I've got a cash situation. This is going to cost some money. Some revenue will come in from passenger fares and so forth. Does it all hang together? And it will look at funding opportunities to help fund the construction and operations of the system and we'll assess how strong that funding plan is and how likely it will succeed. Look

again please. And the fourth case was called the Deliverability and Operations case. This is really sort of the, I don't know, called the Knots and Bolts case. This is the can we actually deliver and operate this thing? Link21 is going to be a very complicated thing and it's going to consider all of the different pieces that you need to think about in order to actually build and run the thing. For example, governance. Who actually owns the system, who builds it? How do we decide what the fares are going to be, what trains are operating and all that stuff? What risks are there to actually building the project? Are there big environmental issues? Are there equity issues? Are there displacement issues that we have to think about? What about the construction operation? Can we actually operate this thing? If we have trains that go to this particular place and they turn around, is that really a reasonable thing to do? And then all of those things need to be taken care of in that case. The next slide. Please

**Andrew Tang**

recall from the last EAC meeting we talked about how Link21 is a multifaceted project going over many years with these four phases that have indicated here. So we're going to be developing what we're calling the business case documents as part of the process. And the various business cases that we're going to develop are in bold underlined in here. So in phase one, you see a preliminary business case and in phase two, an intermediate business case and a final business case. So we're right now in phase one, concept identification. And at the end of this phase we're going to develop the preliminary business case which will document the different concepts that we are considering, providing evaluation of them and then to recommend which concept and options is there. Options to advance to phase two. Phase two project selection is when we go through the environmental review process and then the appropriate policy boards, maybe the Bart board, maybe the CCJPA board, we haven't figured that all out yet. The appropriate policy boards actually approve a project to move forward. And so we're going to write an intermediate business case which will support the identification of what Linked 21 projects to put into environmental review. And upon completion of that environmental review, we write a final business case which lays out all of the benefits and costs of the LinkedIn project that we're recommending and how they will be delivered. All right, next slide please.

**Andrew Tang**

Just a word about the evolution of these three business cases. So I've got the four cases listed here strategic, Economic, Financial and Deliverability and the three different business case documents. The preliminary business case, the light green, that intermediate and the final. And what I'm trying to show is that in the preliminary business case, much of the attention is on the strategic case with some focus on the other three. And the reason for that is right at the beginning you want to make sure whatever it is you're advancing really does really do meet your goals and objectives and address the problems and opportunity. If you're talking about if you don't do that, maybe the rest of it really doesn't make any sense. And in terms of economic financial difficulty cases, we will look at red flags. Are there any showstoppers along the way that we know about it? We really need to think about that before we go any further. As we go through the other business cases, intermediate in the final, we'll start fleshing out more of those other cases until we get to the final where we've got full level information for all of them. All right. Okay, next slide please. Okay, so that was sort of all the background about what a business case is, what's in it and what's the process for developing it. Now I'm going to talk about its application to Link21. So as I said, the strategic case starts with a problem statement. And here it is.

**Andrew Tang**

The Northern California mega region is a huge place. It's got 21 counties, it covers 24,000 sq mi and it's projected to have a population of 16 million by the year of 2015. And it's the fifth largest mega regional economy in the United States and is growing rapidly. However, we're facing a lot of equity challenges. There's growing income inequality, displacement, growing their unmet transportation needs, such as inadequate capacity in the transit corridor, at least pre pandemic and forecast to return in the future. All of this is leading to broader socioeconomic impacts such as worsening livability, growing burdens on priority populations, damage to community, stability of the environment, and public health. So that's a problem and the focus Link21 is going to do its part to address that problem. Next slide. Please. So to sort of crystallize what are the goals and objectives to address that problem statement, we developed these four goals and these twelve objectives which you saw the last EAC meeting. So in order to measure how well different Link21 concepts are doing with regard to achieving these goals and objectives, we are going to develop well, we have developed several double metrics. I'll share some examples of those in the next few slides. So these goals and objectives serve as we might call the guiding light for Link21. We're going to be constantly thinking about these and thinking about the concepts that we're looking at and thinking about. Are we doing a good job on these four goals? Of these twelve objectives, particular word about equity though equity is a very fundamental part of Link21. As you can see, one of the goals specifically calls out promoting equity, but in addition equities actually folded into all of the goals.

**Andrew Tang**

I'm going to show you an example coming up in a couple of slides. But for many of the metrics and objectives we're actually going to look at the benefits to the priority population as well as the total population to see if priority populations are getting a good chunk of the benefits or a minimal number of the impacts. Just a particular example we have gotten under the transform of the past year experience goal objective build ridership. So we're going to measure ridership by priority population and ridership by the total population and we're going to favor concepts that provide a proportionally greater benefit to priority populations. I will finally mention that these goals and objectives were to develop collaboratively with community members both through the co creation process and with input from the general public. So I'm not going to turn it over to Sarah to talk about priority populations.

**Sarah McMinimy**

Thanks Andrew. Great, thanks. So you've heard Andrew now talking a little bit about priority populations and how they factor into the analysis. We want to give you a little bit more background on what priority populations is and how the designation was created. So it's a geographic designation which we've used to identify areas that we want to prioritize from an equity perspective. So in the business case, this designation helps us review the distribution of project benefits or negative impacts to these communities. The Priority Population methodology was designed specifically for the Link21 program to identify areas with the greatest economic mobility, community and health and safety burdens. These places are shown here on the map highlighted in green. So we'll be measuring program benefits to priority populations across all of the goals and objectives like Andrew mentioned, which will ultimately be used to help us develop a project that advances equity by directing benefits to priority populations. Andrew is going to give you a little bit more detail on how we do that in a minute. But if first you could go to the next slide,

**Sarah McMinimy**

I want to highlight a little bit for you a couple of unique characteristics of this methodology for identifying priority populations that I think will be of interest to this advisory body. So when we first identified the need for a program specific priority population designation, we knew that it would be really important to develop a thoughtful and context responsive approach which accounted for the unique geography of the mega region, provided direct pathways for community input and influence over the designation. And that was ultimately reflective of the work of the Link21 program. So we developed this methodology in very close coordination with Link21's Equity team and Bart's Office of Civil Rights. One of the priorities that OCR identified immediately was that we really needed to find ways to integrate what we were hearing and co creation directly into the methodology for the definition. And this approach also aligns with the overall program approach to Equity, which believes that equitable processes are really needed in order to achieve equitable outcomes for the program. So we use co creation to identify different burdens that could be used as metrics for input into the methodology. And also we use what we heard from community members in these sessions to create weights for our high level economic, mobility, community and health and safety categories. We then used the responses from an Equity poll which surveyed community members in the mega region to create metric specific weights within each of those categories. So we really look to provide direct pathways where we could take what we're hearing from community members and make sure that it actually influenced the methodology and the output of this tool. Another really unique functionality of this methodology is that we're able to customize the geography against which an individual metric is compared. So, for example, we can avoid comparing income in San Francisco and San Joaquin on the same scale, but at the same time, we can evaluate health outcomes in the mega region against the rest of the state of California. So it allows you to create flexibility that aligns with the nature of the metric that we're looking at. This part of the methodology has really allowed us to create a tool that responded to the mega region's unique geographic extent. So now I'm going to pass it back to Andrew to talk about the different components of the business case in more detail.

**Andrew Tang**

Next slide, please.

**Andrew Tang**

All right, so I'm going to talk a little bit more about each of the four cases. First, the strategic case. Again, the purpose of this case is to assess whether Link21 is in fact achieving the goals and objectives laid off for the program and addresses the problems and opportunities laid out. The Problem Statement so, as shown in the graphic, the strategic case starts with a problem statement at the top, which we already talked about. It then comes down to a set of goals and objectives that address that problem. And we've just talked about that. And then there are metrics under each of the objectives so we can actually quantify whether you're actually making any progress on those objectives. Next slide, please.

**Andrew Tang**

We've developed several metrics for the strategic case. My understanding is that a full set was distributed to you in the handout that went up with this meeting. There's a whole long list of them. If you're interested in discussing any of them in detail, let me know. I'm happy to talk about any of them, but I'll show you a few examples. So here's an example. So under the goal that was promote equity and livability, there was an objective that said enhanced connectivity. And for that we had three metrics jobs accessible from people's homes, non work destinations accessible from people's homes, and the availability of rail options near people's homes.

**Andrew Tang**

As I mentioned earlier, advancement of equity is a key consideration for Link21. So if you click please.

**Andrew Tang**

What we're going to do is for many of the metrics, we're going to measure both for priority populations and the total population. So for example, for jobs accessible for people's homes, we're going to look at, well, does Link21 increase the number of jobs accessible to priority populations? And then we're going to look at the Link21 increased jobs just to the population as a whole. And then we'll see we're going to favor those concepts that give proportionally more benefit in advancing jobs accessible to priority populations

**Andrew Tang**

being sealed from that. Next slide, please.

**Andrew Tang**

Economic case. So again, this is the one where we measure whether the benefits are greater than the costs. And the way we're going to do that is to list all the benefits, monetize them, and then compare it to the costs. Under the benefits, we're going to consider a variety of different things. So under benefits going to the users themselves, there's travel time savings for the people who are using transit, both the new transit riders and the existing transit riders. There's also some benefits to auto users because their travel time presumably drops a bit because of less congestion on roadways. There are benefits to society as a whole, reduced air contaminants, reduced GHG emission, reduced auto collisions and so forth. And there are wider economic benefits because there's better access to jobs. There's increased productivity, the whole economy grows a little bit, everyone can get to a better job than they might have and so forth. And under the cost side, there's a capital cost of actually building the thing and there's the cost of operating it, and then any maintenance costs that we have to incur. All right, next slide please.

**Andrew Tang**

As I said, we're going to monetize all that stuff. We're going to divide the benefits into the cost to develop what's called a benefit cost ratio. And if the benefit cost ratio is greater than one that says that the total benefits are greater than the cost, if the benefit cost ratio is less than one, then the costs are greater than the benefits. So the hope is well, not the hope. The goal is to get a Link21 project where the benefit cost ratio is greater than one. Next slide, please. Just a little bit more about that. So this graphic shows the kind of information we're going to generate for the different concepts that we're going to be evaluating. We're going to be quantify of the different benefits which are shown in green and the different costs shown in red. And the benefits run from transit, travel time savings all the way through reduced greenhouse gases. And this one is just a schematic. So I don't know how the bars are really going to be, but it's showing how much of the benefit comes from these different factors. And then the same thing on the cost of construction costs, operating and maintenance. And again, the idea is to see how much of the cost is coming from those different pieces. Okay, next slide please. The financial case, the one that see whether this makes sense for the different agencies involved. So we're going to look at the finances of our capital according to whatever other agencies we need to think about to see if they could afford to build it, to afford to run the thing and afford to maintain the thing. We're going to look at how much it costs to build, how that's paid for, how much it's going to cost to run it, how much it costs we have to incur how much cost we would incur to maintain it, how much passenger fare revenue comes in to help fund all that stuff. Invariably, the passenger revenue is not enough to run cover all of those costs. That's true for just about every transit system in the world. Where are the subsidies going to come from to make up the difference? And how much does that whole plan all kind of make sense? Next slide, please.

**Andrew Tang**

So one of the key metrics in the financial case is affordability and fundability. And to assess whether our plan is affordable and fundable, we're going to look at a variety of different things. For example, of course, the cost of the project itself, the more expensive, the less affordable it gets. And we're going to look at the likelihood of getting the funding needed. So we're going to look at a variety of different funding sources. I mean, this is going to be done without actually working, you know, getting all the grants in place, but to put together a reasonable plan for how

we're going to fund it. The plan would vary by concept for our technology crossing. It might be one plan, a regional rail one. It might be another one. We're going to consider the competition for the different funding sources that we think would be reasonable to use to fund this. Just as examples,

**Andrew Tang**

some funding pots are regional, like ABAG. Some of them are statewide. Like Turkship. Some of them are national, like New Starts. And the level of competition varies according to which program it is. And we'll make an assessment of those things. We'll also look at the funding of the funding criteria used by those programs to think about what projects they want to fund. Just as an example, almost every federal I think every federal funding pot actually thinks about just as 40. So we'll have to think about that for Link21. Many of the state programs consider greenhouse gas reductions as their primary objectives. Will have to make sure that our Link21 projects well in that category. All right, let's see. Next slide, please.

**Andrew Tang**

All right.

**Andrew Tang**

The deliverability case. So again here, this is the one that we evaluate the challenges and risks associated with actually building and operating the thing. We'll consider the different engineering and construction risks associated with building Link21. And they're, they may be pretty substantial because it involves building a tunnel under the bay and all the issues that are associated with building under the bay. We'll have to look at governance. We're going to have to look at equitable land use, we have to look at the risk of displacement and so forth. Next slide, please. So a metric I think of particular importance to this group is the displacement risk. So we're going to develop a displacement risk score, and we're going to do that by assessing a number of different things and weighing all pieces. So, for example, we're going to look at how much does Link21 change the pricing for land, do they increase rent, increase land values and prices, and how does that affect the demand for land use, how much does that cause developers want to build and so forth and so on. Then consider, well, that's going to prevent a displacement risk and how big of a risk is that? And we're going to be using a methodology that was developed by the Urban Displacement Project to consider that. We're going to consider the policy context. And what we mean by that is that there are different jurisdictions have different policies in place to combat displacement. And so do the jurisdictions we're talking about have these in place, or do they not have them in place? If they do have them in place, how successful have they been in implementing them? Some of you may have heard of something called rena targets. Have they actually met their affordable housing targets and things like that. And then we're preliminarily going to think about talking to the jurisdictions about their willingness to help us out. I mean, if there are the displacement risk and the policies aren't in place, are the jurisdiction going to be willing to play ball with us and put in the anti-displacement policies that we're going to need? So we don't cause displacement, but we're going to flag stations that we think have a high displacement risk and use that information to engage in conversation with jurisdictions about what we're going to do about it. Okay, I'd like to turn over to Emily now to talk about equity importance into the evaluation process and next steps.

**Emily Alter**

Thanks so much, Andrew. So, as Sarah mentioned previously, Link21 understands at its core that more equitable processes are critical to achieving more equitable outcomes, and a central component of this is the consultation and partnership with critical stakeholders, particularly those that we have failed to reach effectively in the past. So I believe you heard a little bit about Cocreation in the first EAC meeting, but that has been a central element of our equitable engagement and community partnerships thus far. It's important to note that we also administered an equity poll early on in the planning process that helped us to better understand barriers to rail use and access throughout the Mega region, as well as some of the key barriers to equitable outcomes that low income communities and communities of color in particular are experiencing. Finally, the Link21 team has been structured to include equity consultants on each of the consultant teams who are practitioners in each of their fields but also lead with an equity lens in their approach to planning and engineering, the business case engagement and outreach, and the other work streams on the program. These consultants are led by Bart's Office of Civil Rights staff. Each of these streams feed directly into the evaluation processes that you can see on the left. As we previously mentioned in the Goals and Objectives, equity is included as one of the key goals of the program as well, as Andrew mentioned, included in many of the objectives. Throughout all of the goals, we have defined priority population areas using input directly from these input streams, as Sarah mentioned that we redefined our Priority Populations definition in order to receive input from community members. As you also have previously heard, we will be measuring several of our metrics by Priority Population and Whole Population to understand where Link21 more Equitably distributes benefits to Priority populations. Those metrics were identified through our co creation process and are fed into the prioritization and weighting of those metrics in our equity score, which we

will bring back to you later on in the program. We've also incorporated input from Cocreation on what metrics matter the most, and we'll include equity specific metrics in the deliverability case, which you just heard, particularly around issues of displacement next slide.

**Emily Alter**

But going forward, you all in the EAC will be important partners for further defining and iterating on our processes. Over the next few months, we expect to bring to this group a more detailed look at our business case methodology and some of the preliminary results we're getting out of the business case evaluation. We'll also be looking for your input on key insights and recommendations given the results from this evaluation. We'll share our analysis for flag being displacement risk around stations and ask for your input on how displacement should be assessed, and we will share the results from our preliminary evaluation and the recommendations we're building to check those with you, particularly given previous inputs from you all. Next slide.

**Emily Alter**

As you heard in the program timeline, we are currently in round one of phase One. Sorry, there are a lot of different numbers that we'll get to run around on Link21. We'll try and always use them clearly, but we are in round one currently where we are in the process of evaluating some initial concepts based on preliminary and we're evaluating them based on preliminary results from the business case evaluation. Based on these results, we'll be making recommendations to the planning and engineering team on the key findings from that evaluation, and then that team will refine the concepts, and then the business case will evaluate those refined concepts. And after the second round of evaluation, we will recommend a project to go into environmental review. We'll be coming to you all along the way for your review, feedback, and insights on these findings. And with that, I'm going to pass it back to Frank for questions and comments.

**Frank Ponciano**

Thank you so much, Emily, and thank you to Andrew and Sarah as well for a really helpful presentation on the business case. I have arranged for a train to pass by next to our office, so if you hear any noise, it's for dramatic effect. But we've created some space for EAC members to ask any questions or make any comments on this particular presentation before we move on to the next. So I want to encourage you all to raise your hand and we'll be monitoring that. I'll call that out, and then we'll have a member of the team that just presented answer your question or respond to your comments.

**Frank Ponciano**

Okay, I see that we have one raised hand that would be from David Sorrell go ahead.

**David Sorrell**

Right on. Thank you very much. And thank you so much for presenting Andrew and group. I guess I had a couple of questions, at least in terms of initial concepts to kind of start as you guys continue to evaluate and evolve with the recommendations you guys had mentioned about doing wholesale projects that would benefit the entire mega region. And would that also include the smaller details or at least the smaller possible projects that could be done in each of these micro regions that would contribute to link21's goals? Is there a correlation or a relation to that? And then the second part would be, at least in terms of outreach and communication, one of the biggest challenges, I think it's probably getting choice riders or those that English is not a first language. Are those individuals in the outreach process? When we get to that, could we make a case in order for them to support, vote, tax themselves, whatever? Could you be able to do something that would address each of the individual micro regional needs. I know that's a bit of a loaded question. I apologize and I'm happy to clarify that.

**David Sorrell**

Thank you.

**Andrew Tang**

Okay, I'll take a first crack at answering that. But if other members of the link21 team want to add to it, please do so with regard to benefits and benefits to microregions and so forth. So, yes, we're going to be measuring our benefits to the whole mega region. We will also break down our benefits into subregions so we can determine how much of the benefit goes to residents of Oakland, to residents of Alameda, and so forth. And we'll actually break it down, I think, even in smaller pieces than that. So we can talk about the specific regions of Oakland, east Oakland versus West Oakland versus downtown Oakland, and so forth. So we will be able to see where the benefits of Bluetooth Winter are coming from. As for whether the concepts include things to provide the benefits to all these different places, well, I guess the overarching thing is that Link21 is got the one piece of infrastructure we know that's going to be in the project is a crossing from San Francisco to Oakland. So we're going to need to add pieces

to it to make that project actually work. And any piece that could be added anywhere in the mega region that helps contribute to funneling people into that transport corridor, into that transport market, is a possibility for inclusion. So we'll be thinking about savings in a variety of different places to make that work. I will mention that while the focus of Link21 is on the Transbay corridor, it's also important to note that it's possible that there are benefits to non transport. Just as an added benefit, I'm just throwing this as an example. I'm not saying this is what Link21 is going to be, but suppose Link21 were a regional rail crossing that went from San Francisco to Oakland and then with improvements in a branch going to Richmond and other improvements in a branch going down to, let's say, Fremont. And to accommodate those extra trains in Richmond and Fremont, we have to improve the corridor. And improve the corridor to Fremont. But by doing that, we've now made it more allowed trains to run more frequently and faster from Richmond to Fremont. So there's benefit to travelers are not even going transport. So I guess I don't know if that was a long winded way of saying we're going to look at improvements all over the place if they contribute to Transbay travel. But those things that we put in probably have benefits to non transbay travel also. Okay, then there was a question about choice riders and outreach and so forth.

**Sadie Graham**

I'll take that.

**Andrew Tang**

Go for it.

**Sadie Graham**

Thanks. So, David, correct me if I don't answer the question that you're asking, but I think we have been talking about these co creation meetings without necessarily defining what we've

**Sadie Graham**

meant by that. But we have reached out to community based partners and sort of to engage oh, we did talk about this to engage with their populations, and a number of those have been in different languages. So we offer, I think in the last round, almost half of the co creation events were multilingual. And then in all of our workshops, actually, we offer both

**Sadie Graham**

real time sign language and real time interpretation so people can call in and participate sort of in real time or listen to the translation in real time of the presentation. So that answers sort of the engagement portion of it. But was it a sort of triplicate question?

**David Sorrell**

No, that was pretty straightforward. Thank you, Sadie.

**Sadie Graham**

Yeah, I mean, there's a lot of work for us to do there and a lot of opportunities for us to continue to engage in many different ways.

**Frank Ponciano**

Great. Thank you for the question. David, any other questions from members of the EAC? Any other comments before we move on to the next presentation?

**Frank Ponciano**

Okay, we have one person raised their hand. Mica, you go ahead and speak.

**Mica Amichai**

Yeah, thanks. So you mentioned the possibility of displacement, which is an issue with all improvement projects. And like, we know that a lot of rail, in particular rail transportation, does increase displacement around rail stops. So

**Mica Amichai**

we also know that there are limitations in terms of the reach of addressing that because of the transportation project on a housing project. And all that said, is there any potential to work more closely in addressing it through housing policy changes around the new stops and or like, any

**Mica Amichai**

housing development projects that have more of, like a financial approach rather than a policy approach for creating that housing?

**Andrew Tang**

First of all, I acknowledge that displacement is a very serious risk here. I think we have to be honest that if we put a new Link21 station just about anywhere and have all these trains coming there, land values are going to go up and that's a serious risk. So I don't know if there's other Link21 members on this team that are on this call that can specifically talk about the specific policies we're considering to address that, but I could say in generality that we're going to consider the whole suite of different possibilities to combat that.

**Sadie Graham**

Yeah, I think it's a great question, and I think it's actually on the agenda for our next EAC meeting to dig into a little bit more deeply. But just to address your question, right now,

**Sadie Graham**

we have been meeting with jurisdictions along the way as we develop the project to have these conversations. I think that not just Link21, but I think within the region there are a number of sort of different ways in which we can come towards community stability in terms of looking at policy placement and understanding that we need to have discussions about land use policy in advance of these types of projects coming on board. And then one of the things Andrew talked about, which I think we can also talk about a little bit more explicitly later, is that these types of infrastructure investments definitely do create value. And so, Andrew, I'm going to ask you to mute yourself, please. And one of the things that we've been doing is trying to look at the ways in which we can capture value that land, value that is created as a result of these investments and capture that value for both. Operations and future funding for bart, but also ways in which that value can be contained for the community and worked back into the community. I think that there is a value capture paper that we have in our background research package, if you want to read more about it. I guess that's a long answer to your question, which is the next meeting. We'll talk about it a little bit more because it is a super complicated issue.

**Frank Ponciano**

Right.

**Frank Ponciano**

We have a hand raised by Clarence. Clarence,

**Clarence R. Fischer**

for the record, this is Clarence Fischer speaking.

**Clarence R. Fischer**

If you have concerns about land use and how land value is going to be increased, let's say I go back almost 30 years ago where I was living in Hercules and Bart, and the former SP hosted a Beat the Backup week. There were stops, such as in Hercules and Crockett, for example, where the trains from both Fairfield, Suisun, and Brentwood made these stops for one week, and yet the stations were there. People got on the trains and off the trains in the afternoon, and yet there really wasn't an effect of increasing the land value. I would think, as you look into these questions, maybe it has to do with how the stations get defined. Are there really big stations with parking? Or do we have bus companies such as West Cat who shuttle people to the Hercules and Crockett stations where people can use these new stops, but we don't really need parking per se because we have partners to get people to and from these stops. So for our next meeting, maybe tilting both ways, parking, no parking, and cooperation from transit jurisdictions to these new stops. Consider that. Okay.

**Andrew Tang**

I guess I will mention that as part of the evaluation work, we are building a land use model that will assess the effect that Link21 will have a land value and the desirability of living in a place and so forth and so on. And that model will be taking into account many factors you'll take into account what's the existing land use? What is there right now, what kinds of people live there right now, how much Link21 improves accessibility. So, for example, if it involves a new station in Hercules, it's very frequent service to San Francisco. They'll take into account that, well, now I can reach these particular jobs in San Francisco much faster, and that will cause a certain. Sorts of people to want to move there and cause a certain kinds of developers to want to go there and so forth. I'll have to check in with my modeling people as to whether parking and no parking and transit access are part of that model, but I'll look into that.

**Frank Ponciano**

Great. Thanks for the questions, everybody, and thank you, Andrew and team, for the presentation. Once again, we go ahead to the next slide just so we can stay timely. We're going to move on to the next presentation. I'm going to pass it on to Camille, who will be talking about the Link21 concept development process.

**Camille Tsao**

Thanks, Frank. Hi, everyone. I'm Camille Tsao with Capital corridor. I am the program lead for Link21 for our agency. And as you know, Bart and Capital Corridor are partnering on leading Link21. I didn't get to meet all of you last time, so just quickly in the way of introductions. I am originally from Los Angeles, but I lived I've lived in the Bay Area most of my adult life.

**Camille Tsao**

I grew up walking, biking, using the bus in La. And really appreciated how difficult it was to use transit in a very cardependent society. And it kind of what inspired me to eventually go into public transportation. So I have degrees in city planning and transportation and have worked in the transportation field for 25 years now. And I've been here with Capitol Corridor on the Link21 project for three years now. And

**Camille Tsao**

basically I'm very excited to be working with all of you and really enjoy your thoughtful questions and feedback on what we're doing because it makes the process better. Before I start my presentation, I did want to introduce a few people that are part of the planning and engineering team. So Brian Soland has just joined Bart as the Link21 rail planning manager, so he's going to be overseeing the planning and engineering group. I've been doing that for the last nine months or so in an acting capacity, and so we're happy to have Brian here. You're definitely going to be seeing more of Brian in the future. And then also Chester Fung, who's going to be helping me present today on the content development. Chester is with our program management consultant team, so the program managers are like our extension of staff, and so Chester has been working with us to keep the work moving and also help to oversee the planning and engineering consulting work. So with that, I'll get into my portion of the presentation. For those of you who were at the meeting a few weeks ago, I did present an intro on concept development. So some of the slides today are from last time, but really we wanted to get into more detail on the concepts that are going to be shared in the fall. So we have an intro here. It's got a little bit of overlap from last time, but hopefully you'll find it helpful and informative. So, first off is we talk a lot about the crossing, and I know some of you have mentioned other improvements that might be possible in the mega region. I think what's really important for us to remember is that despite where

**Camille Tsao**

new infrastructure is actually built, there's great potential for Link21 to benefit a wide geography. And so when we talk about the potential for Link21 benefiting the mega region, we're talking about serving more markets that are served and are served today. And a lot of that is through improved service and better connectivity between rail systems. We're talking about, in some cases, some one seat rides that don't exist today. If we build a crossing, for example, people from the Sacramento area today, if they want to travel into San Francisco or somewhere on the Peninsula, they do have to transfer to Bart or two of us. And so having a direct rail connection would definitely save some time there.

**Camille Tsao**

Overall, we're looking for better transfer opportunities again, so that whether you're taking Bart or CalTrain or Capital Corridor, that it doesn't feel like these are all different separate systems. Our goal is that hopefully one day it'll feel like one system

**Camille Tsao**

and then technology. We're going to be

**Camille Tsao**

moving towards greener, lighter, faster trains in the future. The state has mandated that transit and rail vehicles be zero emission by 2035, and those trains are also better performing. And so we're going to get a lot from that. Newer technology and then infrastructure. Those are the physical improvements like tracks and signaling and structures and facilities and stations.

**Camille Tsao**

So the gray lines basically illustrate the travel potential that will be a lot easier with Lean 21 as well as other improvements in the mega region. Next.

**Camille Tsao**

So as I mentioned earlier, when we talk about trains under the Link21 context, we're really talking about modern trains. So as most of you may know, Bart has been bringing online its fleet of the future. It's gradually replacing its 50 year old trains with newer trains, newer modern trains. And everybody who uses Bart or is familiar with the Bart thinks of it as this pretty frequent surface service. The stations are anywhere between one and 5 miles apart. It only uses Bart tracks. There's no other trains that share Bart tracks, and there's pros and cons to that. And then it serves a five county district of both urban and suburban areas. When we talk about regional rail, that's kind of like all the other trains that run in the area, such as Caltrain, Capital Corridor, Ace, the San Joaquin Smart. We're not talking about light rail, which is shorter trains, generally more localized, like Sacramento, RT or SF, Muni or VTA. That's light rail. So we're talking about regional rail

**Camille Tsao**

in the modern context. It will be able to operate light Bart in terms of frequencies and stops. The difference is that it runs on the tracks that run all throughout the country, the same tracks that Amtrak runs on, same tracks that freight trains run on. So the possibility for serving more areas is greater with regional rail technology, regional rail trains. So regional, modern regional rail, it can offer both urban metro service and it can also serve long distance travelers like people traveling on the capital corridor today. So it's got that advantage of being able to wear two hats, if you will. Next, please.

**Camille Tsao**

So we just wanted to give a quick overview of the outreach that we did last fall. We engaged in a number of different types of activities across the mega region. We had in person briefings, presentations, tables at stations. We also had virtual meetings like webinars. We also had office hours, which were these like, smaller meetings open to the public where people could come and ask specific questions if they had any. And then we use social media and our website to engage folks that way.

**Camille Tsao**

We continued with our Phase I educational and awareness, with planning activities and concept development and examples, and we'll continue that throughout this year as well. And then we're going to be going to continue gathering input on things such as where potential stations might be located and what service needs are and what kind of service might meet those needs. Next.

**Camille Tsao**

So, more on the in person engagement that we conducted last fall. We had a total of over 1400 direct in person connections. And again, that was through a combination of community tabling at different events, tabling at stations,

**Camille Tsao**

outreach to student and youth populations, and also tribal event tabling. Next please.

**Camille Tsao**

Through our virtual engagement, our webinars and office hours, we connected with over 430 people. These included various briefings and presentations with various organizations. We have a speakers bureau where organizations will ask us to speak to their groups, professional groups, or groups that may be supporting certain aspects of rail. And then we had our virtual meetings and office hours hosted by Link21, which included seven events, covered 53 people from 53 cities, and we had 181 direct connections.

**Camille Tsao**

Next.

**Camille Tsao**

So some of the things that we heard

**Camille Tsao**

in our virtual meetings, our webinars, we did conduct polling of our participants. And the first topic you see here, we asked people what their top three connections would be if there were to be a new crossing. So basically, where were the areas that they would travel to and from? What you see here is like the Bay Area travel. We also asked them about where they would travel in the mega region. So

**Camille Tsao**

this one shows San Francisco between San Francisco and Oakland and Alameda as the top choice. Between San Francisco, Emeryville, Berkeley and Richmond as the second. And then the third was between the Peninsula, Silicon Valley, San Jose and West Oakland. Downtown Oakland. Jack London Square in Alameda.

**Camille Tsao**

The mega regional destination. Sorry, we forgot to put it on the slide, but sacramento to Oakland was very popular. Sacramento to San Francisco as well. And then also people are very interested in coming from the South Bay even further down to like Selena, Monterey to the Bay Area.

**Camille Tsao**

Also, we asked people what were popular reasons for train travel if we were to have any crossing. And the number one choice was getting to the airport, any of the four airports in our mega regions in Sacramento, San Francisco, Oakland or San Jose. People were also interested in going to different places of entertainment, concerts, sporting events, festivals. And then thirdly, they were interested in using the train to commute to work. And then the most popular travel times included weekends and afternoons, weekdays during rush hour, which is typical commute times, and then thirdly, weekends at night. So what we're finding is there's a lot of desire to travel by rail. If there is, the connection is there the crossing. And it's more than just your typical work hours, weekday trips. It's all these different types of trips. It's for all these different destinations throughout the mega region and different times of the week and day.

**Camille Tsao**

Go to the next one.

**Camille Tsao**

I believe this will be my last slide. And then we'll take questions. So this is just a summary of all the different types of comments by category. So you can see we mostly got comments on our concepts that we introduced, as well as comments about access to the rail system and connections. A few questions on other transit, other transit systems and stations, some on equity and priority populations, as well as the cost of the program and funding. And then the rest of it. You'll see, we got a lot of other questions and various topics, but overall, really great engagement and interest in the program, which we really appreciate.

**Frank Ponciano**

Thank you, Camille. I appreciate it. I do see, Vanessa, you have your hands up, but we will continue the presentation. There is another part to it, and then we will have space right after that presentation for your question. Okay, great. So I believe, Camille, we are passing it on to Chester. Yes.

**Camille Tsao**

Awesome.

**Frank Ponciano**

Go ahead, Chester. All right.

**Chester Fung**

Hello.

**Chester Fung**

I'll talk a bit about the concepts themselves. So, next slide, please. And before getting there and talking about the concepts, I'll talk first about how we're incorporating equity into concept development. Our intention is to be open to new ways of thinking and new ways of doing things and to be in learning mode. Our Link21 team may have a lot of knowledge in things like planning, data analysis, and conceptual design of rail transit engineering challenges, but we want to be in learning mode in particular about equity issues. So we started by having the planning and engineering team do some self education about historical and cultural context, really seeing the communities firsthand. We've been logging and tracking the equity context to build kind of collectively our historical and cultural awareness. We solicited input from equity population members on program goals and objectives that we then used as a guiding light in developing the concepts that you're about to see. And we've begun assessing the concepts from an equity viewpoint. Next slide, please.

**Chester Fung**

So, going forward, we are interested in integrating more community input from people who currently ride the trains, from people we want to start riding the trains, and from people who are living in the neighborhoods that are potential station areas and where other changes we might plan might be. We want to hear from these people

about their lived experience, both the desired and the undesired, experience their lives as they experience it, getting around, doing their traveling, and just living in the neighborhood. We also want to hear the good and the bad about living near stations, and also, where would good and bad places be to put a new station? That's all part of the learning that we want to do. And lastly, we want to learn about things that the community wants to preserve. We see this as sort of ground truthing, sort of the information that we couldn't necessarily learn from translation performance data, things that go beyond the demographic data that we've already amassed. Okay, next slide, please. So on to the example concepts. We shared example concepts with the public in the fall. I think Camille went over these with you last time. Just as a reminder. The crossings that we've developed are either for Bart or for regional rail. And as Camille has mentioned, regional rail is what we're using to mean trains like that, those that are used by Caltrain Capital Corridor, other inner city services, which can all use the same tracks but can't use Bart tracks. And that's why we do them separately. I won't spend any more time on this right now, but I'll go through each one one by one in later slides. Next slide.

**Chester Fung**

So we learned a lot from these example

**Chester Fung**

we learned a lot from these example concepts. I won't read all the points here, but just to highlight a few. We learned that all concepts provide more capacity in that transport corridor, which does relieve crowding and also provides redundancy, including in case the existing BART crossing gets disrupted in some way. We've also learned that additional improvements are definitely needed beyond the crossing. It's not just connecting existing rail in San Francisco to existing rail in Oakland, for instance. And then finally, we did learn that building two new crossings, one for Bart and one for regional rail, is not cost effective for the amount of demand we're anticipating. So we will be advancing concepts with only Bart or only regional rail in the crossing. Next slide, please.

**Chester Fung**

Okay, the initial concepts we've created.

**Chester Fung**

We've.

**Chester Fung**

Got some auto advance going on. We've created six concepts that I'll show in turn. We've got four regional rail crossings. That's A through D, and then we got two Bart crossings, which are E through F so I'll go through each of them in turn. Now, starting with concept A, this is a regional Rail crossing. First, just a quick orientation to these maps regarding the symbols. Blue is for Bart. Orange is for Regional Rail. Those are the transit that can operate on the same tracks as Caltran and Capital Corridor. Finn is for existing or planned by others in the future. Thick is potential or new and improved by Link21. A black outline shows where it could be underground. No outline at all shows where it would be at or above ground level. Just the last note that the maps here are not intended to indicate we've selected an alignment exactly. In most cases, the line could shift a bit to the left or the right, or up or down. This concept, concept A, one of the regional rail crossings shown in Thick Orange. This one emphasizes serving new markets, including Alameda. And that means that someone coming from further out, like Sacramento or Stockton heading toward San Francisco, would have to make a few more stops before to getting there and therefore have a little bit of a longer travel time. On the San Francisco side. This concept joins to the Salesforce transit center in downtown. The Sin Orange line represents the existing Caltrain line and the planned downtown rail extension. So joining to the existing salesforce transit center would allow Caltrane to run through from San Francisco to the East Bay and trains from the East Bay run through to San Francisco. This would be that new urban metro service that Camille pointed to in an earlier slide with overall higher frequencies in the places closer to the crossing. I'll note that all the regional rail crossing concepts, so A through D are all the same in this way. On the East Bay side, this concept goes under Alameda with a possible new station and then to Oakland where it joins back to the existing rail tracks shown in Orange that pass through Emeryville to the north and Colliseum to the south. That's the existing route, that Capitol Corridor, for instance, uses. Locations for transfers between Bart and Regional Rail will vary from concept to concept. Because some take different alignments, we're working to make those transfers as convenient as possible for all concepts. So included in our concepts are the idea that we might make improvements to even existing stations if there are transfers there that we want to make more convenient. For this concept, we provide a transfer in San Francisco to and from existing Bart along Market Street that's shown in the thin blue near Salesforce Transit Center. And in the East Bay we provide transfers at West Oakland Coliseum and Richmond, which is beyond the map to the north of Emoryville. Okay, moving on to concept B.

**Chester Fung**

This concept puts more emphasis on that intercity longer distance travel with fewer station stops on the way to San Francisco. On the East Bay side, this concept connects directly back to the existing passenger over air tracts again and shown in orange more directly without going through Alameda or sneaking through Oakland. It only skirts the borders of Oakland. On the San Francisco side, this is the same as the previous, connecting to the Salesforce Transit Center. And on the East Bay, the Bart and Regional rail transfers are provided at West Oakland, at Coliseum, and again at Richmond beyond the map north of Emeryville.

**Chester Fung**

Moving on to the next concept. Concept C

**Chester Fung**

this concept

**Chester Fung**

this concept reaches further into the dense areas of downtown Oakland to provide better access to rail in those areas. Again, there would be more station stops for those coming from places farther from the crossing. This concept emphasizes more that urban metro service that Camille talked about. Closer to the crossing on the East Bay side, it would go under Alameda, then under Oakland using the 980 corridor. This one would have two branches. One that would go to the existing McCarthy Bart station that would be for the transfer to and from Bart and then another branch that would go back to the existing tracks at Emeryville so that passengers and trains, for instance, from Capital corridor from the north could come down and use the new crossing. There would be new potential stations in the downtown Oakland area, as you can see on the map, and in Alameda, of course, as this one goes through under Alameda as well. Bart and Regional rail transfers in the East Bay would happen at MacArthur coming from the north, as well as Richmond beyond the map, north of Emeryville and then from the south. The transfers could happen at Coliseum again on the San Francisco side, same as previous.

**Chester Fung**

Moving on to the next concept, concept D so this concept also gets closer to the dense areas of downtown Oakland, but using a different alignment than the concept before Concept Seat. On the East Bay side, this concept goes under Alameda with a potential new station, then through Oakland back to the existing tracks. The Bart to regional rail transfers on East Bay would occur at the existing 12th street. Bart station

**Chester Fung**

could also occur at West Oakland, and of course, as well as Richmond and Oakland Coliseum. And on the San Francisco side, same as the previous concept.

**Chester Fung**

Okay, moving on to the next one. So the next one is E and F. Those are ones that feature bart in the crossing, and that's shown by the thick blue line there for concept E on the East Bay side. The crossing serves a new bart market in Alameda before joining back up with the existing bart network. So that all the existing East Bay bart lines could use both the existing crossing and then this new crossing. This includes transfers of the regional rail at a new Jack London Square station for Bart, which is where you could transfer from and from regional rail to Bart and also at Coliseum. In this concept, there's an option to place a potential new station in the San Antonio neighborhood for Bart. On the San Francisco side, the alignment brings it close to the Salesforce Transit Center in downtown San Francisco that allows for transfers to Regional Rail. There, the thin orange line shows the Downtown Rail extension and the Caltrain Line. So that's where you could transfer to and from Bart and Caltrain, et cetera. There's a dotted gray hour there that represents the ability for the Crossing to, in the future, be extended to serve Western San Francisco. That's actually a project that the San Francisco agencies are exploring in a separate study.

**Chester Fung**

Okay, next concept. Concept F.

**Chester Fung**

Again, this is one with Bart as the technology and the Crossing on the East Bay side, it's the same as Concept E. On the San Francisco side, this serves markets that are not currently served by Bart, including the fast growing Mission Bay neighborhood. And it goes through that neighborhood and then up north to the Market Street area of San Francisco. That's where it would provide and on the way, it would stop at the Caltrain station at Fourth and Townsend. That's where it would provide for transfers between Bart and Regional Rail.

**Chester Fung**

Okay, I think that's it for the concepts. That's A through F, four Regional Rail, and two Bart.

**Chester Fung**

Next step. So Emily went through this slide earlier. I won't dwell on it. I'll just reiterate that we are going through two rounds of development and evaluation, and we're aiming to make a recommendation for a project to advance to the next stage or the next phase of Link21 program work, and that's scheduled to happen in 2024.

**Chester Fung**

I'll talk a little bit more in terms of next steps in the next slide with regards to the involvement of the EAC

**Chester Fung**

as we assess the concepts in round one the round one evaluation that Andrew discussed in the business Case Overview in that portion, we're going to also continue to incorporate equity into the concept work going forward, and we'll conduct more engagement in the coming months, seeking public input on the concepts and how they affect their communities, including partnering with community based organizations to host neighborhood tours. We'll do other in person and virtual meetings and workshops, and we are also looking to get input from the EAC to get some insight into how we can make this concept development process more equitable and helping to interpret our evaluation results. So we'll continue to look at our process in the meantime and think about how equity is being incorporated. We'll do some selfreflection on how it's going, trying to bring equity considerations into our concept development process, and then when the Round One valuation results are ready, we'll bring them to the AC for review and comment.

**Chester Fung**

That's it for me, I think back to Frank.

**Frank Ponciano**

Yes.

**Frank Ponciano**

Thank you, Chester, and thank you, Camille, also for the presentation. Just want to let you know, next step, we'll take a five minute break, and then we'll have another one last presentation. But before that, as promised, we'll take some questions and comments, and we'll start with vanessa has been waiting patiently. Thank you, Vanessa.

**Vanessa Ross Aquino**

Yes. Thank you, Frank. Thank you, Camille and Chester, for the presentation. Yes, Mike. If we can go back to Camille slide, second to the last of her slide. You had mentioned hours of operation, and my curiosity was,

**Vanessa Ross Aquino**

where were these polls done? Where they wanted to start at a specific time and at a specific time versus to be honest, I'm on public transit, and right now I'm working the night shift. It would be nice to have trains around the clock.

**Vanessa Ross Aquino**

Yeah, that's the slide. Thank you so much. And I'm speaking on behalf of other crew members and airport employees, not just in Oakland, but SFO. And

**Vanessa Ross Aquino**

it just would be fantastic if, like, the weekend scheduled noon to seven. That's just

**Vanessa Ross Aquino**

kind of crazy for me because I work weekends and others. So I'm just trying to figure out how is their flexibility? Can there be some reevaluated? Our goal is our city is growing. Right? There's a lot of people that take I don't own a car, so I just think I live in the eastern neighborhood, which is Dog Patch, the Bayview, mission Bay. Yes. That area is growing. So it just makes it a lot easier to have all kinds of hours. That's my first of two questions, so if you can maybe answer one, I'm happy to answer.

**Camille Tsao**

So I just want to explain if it might be confusing. This was just a result from our webinar polling of the three most popular travel times that people chose when they were clicking on the poll. It doesn't mean that we wouldn't have service outside of those hours. So it was just, hey, we wanted to just get an idea from people which times were

popular. But we know we've heard, Bart has heard for many years now that people would like later night service. And so what you see on the screen does not mean we wouldn't consider that. And just to add, it just would entice people to stay to work at their preferred place because of accessible to public transit. Right. Such a high turnover at airports, for sure, everywhere else, but there's such a high turnover at the airports. And one of the reasons is travel, because most people live in the East Bay and they're committing to San Francisco Airport. That's just from my experience. But thank you for answering knowing that it can go outside of that, and I hope it can, and it will. My second question was for Chester. You had mentioned some neighborhoods having trains, where to put trains, and you mentioned bad areas. So can we reward that to make it more not necessarily where people are afraid to think that that's not a good place to go? Or the goal is to entice all different communities and have folks support those communities by visiting their businesses. So even if they might be challenging or if you just didn't, for the record.

**Chester Fung**

Yeah, okay. I understand the question, and I'm realizing that the way I said it might have been easily interpreted as something other than what I intended, which what I intended to mean was, if you're living in the community, you may have a view on what's a good place to put a station, and a lot of factors go into that. You may have a view on places where you don't want to see a station. And as the planning and engineering team, as planning and engineering work goes on for Link21, we want to hear that input because ultimately, we want to be proposing

**Chester Fung**

any new stations in places where we're doing what the community overall wants. And so

**Chester Fung**

it was not out of my intention to imply that there are bad areas that people don't want to go to. It was more about if you're living in the community, you may have preferences for where you want to see a station or where you don't want to see a station. And that's the kind of input that we are interested to hear.

**Vanessa Ross Aquino**

Thank you very much. That was all I have. Thank you again.

**Frank Ponciano**

All right. Thank you, Vanessa. We have a number of hands up and really appreciate the interest. I'm going to name folks in order, and we'll follow that order. So next person hop is Landon. Then we will have Clarence Fischer, then Fiona, David Ying and David Sorrell, in that order, and we'll finish up with Angela. So let's go on to Landon.

**Landon Hill**

Yeah. This should be quick, because I think my question may have been answered, but I just wanted to verify because I saw Camille when you were going over kind of where the different levels of engagement were, what the different areas of engagement were. I was curious to know if you all had the data around some of the demographics in terms of who those respondents actually were. Right. Specifically around social, economic, racial, ethnic, those types of things. I think what I just heard, though, is that although this is a snapshot of what was heard, there will continue to be more. But I was just more so curious around especially around the social economic response, like, how many of them contributed to what we are now seeing on the screen.

**Camille Tsao**

The answer to your question is yes, we do have more information on the demographics of our respondents, so I'll work with our equity and engagement and outreach team and get some of that information that we can share.

**Landon Hill**

Thank you.

**Camille Tsao**

Sure.

**Sadie Graham**

To that point, though, Camille, this was during a meeting polling, so we have what some of the snapshots show just reflect those who are in tenants to the meeting versus the overall poll, which was not just one point in time, correct?

**Camille Tsao**

Yeah. Right.

**Camille Tsao**

Yes, that's right.

**Frank Ponciano**

Okay, so. Let's hear then from Clarence Fischer.

**Clarence R. Fischer**

Okay, for the record, this is Clarence Fischer speaking. I have two concerns of how we as a committee should be looking and potentially addressing things. First concern where some of these initial rail concepts we talk about the potential of a San Antonio station. Would something like that be considered for the community? Just like how far it is. Kind of looking at the Irvington station in southern Alameda County where the San Antonio station is just more of a community station where people can use it, but there's really not that much parking per se, so we don't have a land grab for parking. I think it would help the committee members, as we talk about things such as a potential new station, to say, is it just going to be a stop with or without parking so we can visualize impacts on that community. My second question, where we have these six different concepts for four with the regional rail crossing and two with a part crossing between Oakland and San Francisco. At this point, would the EAC staff want any of us members to give

**Clarence R. Fischer**

pros and cons of each, how we each as members think about pluses and minuses? Or would staff want us to wait until we have more community engagements? Thank you.

**Sadie Graham**

I think I'll take a stab at answering the first question, Clarence. I think well, certainly any station, when we look at we're going to have to evaluate the parking needs. I think Bart technically has no new parking. I don't know if it's a policy, but it's a strategy. And then we will be looking at San Antonio station as part of Link21. There's a lot of requests for Bart to have stationed and that really falls under the Bart's sort of system expansion policy, which is actually being updated right now. But if it were outside of the program, then we would need to look at it as such sort of outside of this venue. And I think we would be more than happy to figure out a way to engage with people

**Sadie Graham**

to give their feedback on these concepts, if they have it. I think some people will have more or not, so it wouldn't be a requirement. But if you want one of us to sit with you and take that, we would definitely very much appreciate it and we can follow up offline.

**Frank Ponciano**

Thank you, Clarence, for the questions, Sadie for the answer. We'll continue on. We'll hear from Fiona.

**Fiona Yim**

Hi. I actually kind of have like a handful of questions, but I'm going to choose two. So this might be not relevant at all, but I don't take regional rails. But I was wondering how for the regional rail options versus the Bart option, how far will work or when you're transferring between from Bart to regional rail and vice versa. And my second question is

**Fiona Yim**

when you guys were doing this kind of outreach, like, for example, for this virtual meeting. I think I attended one because I was kind of already in the urban space and I knew what was happening. So I was wondering how are we preventing people from self selecting participation? So it's not just like people who have free time or people who already have prior knowledge of transportation issues. Does that make sense?

**Camille Tsao**

Yes, those are very good question. I'll answer the first one and then I don't know if there's someone else who wants to address the second. But in terms of the first one so right now Clipper is used within the Bay Area, amongst Bay Area transit agencies. So some regional rail operators like Caltrain are on the Clipper system. But for capital corridor, we go outside of the Bay area. So we actually don't use Clipper because we serve some other areas that don't have Clipper. But I think the short answer to your question is that

**Camille Tsao**

we'd like to see that there is a singular way to pay for fares across all transit operators in the future. That would make things definitely easier. But right now Capital Corridor does have a different system than Clipper.

**Camille Tsao**

But our goal is to make it easier so that you could transfer between those easily with a single fair payment. Yeah, that makes a lot of sense. And then for your second question, you're absolutely right. When people voluntarily

**Camille Tsao**

choose to attend a webinar, participate in polls and stuff like that, it's not what you would call a statistically significant sample when we're doing these polls. But we have in the past done polls that are statistically significant. So

**Camille Tsao**

we'll have someone that specializes in those types of surveys like go out and actually select a cross section of the mega regional population. So it's been a little while since we've done one of those. But we have done that in the past and actually called folks and asked them questions, done a survey over the phone and I guess I'll just jump in and I think if you and you're right on. I mean, that does happen and I think that's why a lot of times people can't engage, whether it's the time of day or previously, attendance in person and those types of things. I think we've tried to use the virtual meeting setting to offer different ways and different times of day and in the week for people to engage. And I think we're also going to continue that as we start doing in person meetings again. And I think one of the reasons we have done our sort of co creation workshop model is to really specifically get those voices that we haven't typically heard. And so hopefully the compensation allows those individuals to either take time off work or pay for babysitting or whatever it is that they can need to set aside that time. And that's really why the compensation is in there because we understand it's hard for people, everyone values their own time. Right. And we want to recognize that we're really asking for it. But I think that inherently that's also why we have this EAC as well, to try to get at different perspectives in different ways so that it's not just the people that show up and self select.

**Fiona Yim**

Thank you so much.

**Frank Ponciano**

Thank you, Fiona. And I will also say you mentioned you asked two questions of many. Feel free to send in any more questions. You have an email to the EAC address so we're able to address them and get back to you with the details. Let's move on to David Ying.

**David Ying**

Yes, hello. So I have two questions.

**David Ying**

The first being that in the regional rail concepts,

**David Ying**

there's the shaded arrows where you could see extensions going west into San Francisco along Geary boulevard and then also the San Antonio station in Oakland. Those didn't show up in the regional rail line. So what I'm curious about is that does that necessarily mean that if we were to, say, go with the regional rail option, that we wouldn't be having regional rail, say, go west into San Francisco or that we wouldn't be doing the San Antonio station? Are those only things that would happen with bar or is there a possibility that we could do it with regional rail? And then the second question that I have is that as you're doing these concepts, I like that there's a lot of consideration for how you're doing transfers with other rail systems. I'm curious about how you are considering transfers with bus service as well, considering that a lot of our public transit riderships here in the bay area is also done by bus, and there are some income disparities between who's using bus service and who's using rail service. I'd like to know what you're doing about that. Thank you.

**Chester Fung**

I can take the first one about the potential extension of western San Francisco.

**Camille Tsao**

Head Chester. I'll do the bus one.

**Chester Fung**

Okay. So, David, you made a good observation in the example concepts that we showed in the fall to the public. In the fall? Yes. The dotted gray line was attached to the Bart concepts. At that point, we weren't sure that it would be feasible,

**Chester Fung**

considering all the engineering, the subterranean constraints within San Francisco, to do an extension to make a connection for regional rail into Southport's transit center and to take a branch that would go further to the Western San Francisco. We've been doing some additional engineering work since then, and we think we can make it work, actually. So in a future iteration, we may show that dotted arrow for the regional rail crossings as well. We weren't confident enough yet to show them in the examples, but we're getting to the point where we think we'll probably show that in a future iteration.

**Camille Tsao**

Right. And then to answer your best question, absolutely. Bus connections are going to be very critical to providing station and access. We haven't done anything in terms of those bus connections just yet, just because it's early. I think we first need to figure out where their stations will be and then work with the local bus agencies to coordinate that. But we have time for that. That will come in due time.

**David Ying**

Great, thank you. In the first question, I also mentioned the San Antonio station. Is there anything more that you can elaborate on beyond what was mentioned earlier in response to one of the previous members questions also about San Antonio. Right.

**Chester Fung**

Sadie and Camille can feel free to jump in here as well. But as Sadie, I think alluded to the idea of putting a station like an infill, what you might call an infill station in that the San Antonio neighborhood doesn't have to be part of Link21. It might not be. If, for instance, a regional rail crossing were to move forward,

**Chester Fung**

the program would consider, you know, is a San Antonio infill station, does it contribute sort of synergistically to the success of the crossing? Even if it might not, there are other channels and avenues for Bart to consider and to continue considering putting in infill stations, including at San Antonio.

**Sadie Graham**

I think the answer ultimately is, David, we don't think that San Antonio is either precluded nor sort of 100% necessary for either of those. So that it's sort of like one of the things because it wouldn't be one of the main transfer stations, but that doesn't mean it wouldn't also provide value. So as we continue to look, it's neither in nor out, and it's not necessarily linked to either technology. So I think it's sort of one of the more amorphous things that we're going to have to come back and report on. Great. Thank you very much.

**Frank Ponciano**

Thank you, David. We will move to David Sorrell. I do want to do a time check. We have one more presentation, so we have David and Dan, Angela, and then we'll move on, if that's okay with folks. But let's go on with David.

**David Sorrell**

Thank you very much, Frank, and I'll be quick. So I guess this is something that we can be able to address later, because I think trying to coordinate rail with bus services with in excess of 40 transit agencies, if not a lot more in this 21 county. Region as well as developing mobility strategy plan that would be equitable for not only impacted communities but also as a strategy to decrease emissions. And I think that's going to be important as we kind of develop out in helping you guys with both regional rail and Bart moving forward. And I think the other concept and this was brought on earlier, but I'll give an example. And I also want to thank Sadie for attending our UC Berkeley Equity and Advisory Committee, which engages both staff and students on kind of the future of transportation, considering that we don't have really parking to spare on our campus and we might be losing some. And part of the concept that one of my staff members have brought up was assisting with folks that work second and third steps in service levels. Most anywhere drop off after 07:00, which the options at that point become less safe and less of an opportunity and less competitive than compared to driving. And I think that further engagement, no matter whether it be with us or with any other employer or group concept, just kind of talking things out about service workers, blue collar workers who might have to take two or even three steps to get to and from their office, not including that first and last mile. And so I would probably put a pin for the future, but I'll just yield. Thank you.

**Frank Ponciano**

Thank you, David. Appreciate that.

**Frank Ponciano**

We'll go on, and I don't know that there's any response from the team on that. Okay, we'll move on to Angela.

**Angela E. Herring**

Thank you very much. I had two quick questions, please, for Ms. Camille on her slides.

**Angela E. Herring**

And I apologize in advance on one of the slides. It showed the drawings of the potential Link21 going through the different counties, and it didn't really venture out into Yolo County.

**Angela E. Herring**

The map still kind of looked like it was using a capital corridor to go through tip of Davis. So you might not have the answer now, but is there a possibility for Link21 to somewhat navigate through Yolo county like woodlands, things of that nature? And then my second quick question is ms. Camille had a slide for in person engagement, and the tribal community only had one meeting. So that kind of rubbed me a certain kind of way. So I wanted to know which was the tribal community that the engagement reached out to and what's going to be done in the future for future engagement, because I know there's more tribal communities within the proposed areas for Link21. Thank you very much.

**Frank Ponciano**

Thank you very much.

**Camille Tsao**

Angela, thank you for those questions.

**Camille Tsao**

To answer your question about Yolo, yes, we will likely just stick to the existing corridor

**Camille Tsao**

in terms of rail service.

**Camille Tsao**

So there's a lot of things that go into determining where rail should go. And generally for rail, you do need

**Camille Tsao**

quite a bit of population and jobs density.

**Camille Tsao**

Davis is one of our highest ridership stations, and so we continue to service that. But

**Camille Tsao**

we would have to look at work with the Yolo County transit district and figure out better ways of serving the rest of the community and connecting to rail that way.

**Camille Tsao**

So we're not addressing local transit needs for Yolo County, but really trying to make sure that the intercity, the mega regional travel needs are better served. And then as far as your question on which tribal community we worked with,

**Camille Tsao**

LMA, can you jump in on that one? Okay, Lisa Marie is going to answer that question.

**Lisa Marie Alley**

Hi, everyone. Lisa Marie with the Link21 team in terms of tribal engagement, the tribal event that we did last year was the Auburn Howell, where there were multiple tribes that participated. I want to make a differentiator what the tribal outreach were doing and then what we'll do when we get into environmental. We're not a phase yet to do formal consultation because we haven't shifted into that environmental. So the Powwow that we went to last year was the big time Auburn Powell where there were multiple tribes from Northern California. And we have two upcoming tribal events that we're doing, the Indigenous Red Market, which happens in Oakland. I believe it

happens in March. And then there's a Powwow that's held at Stanford at the campus that brings together all the local tribes. So our engagement now with tribes is primarily at the CBO or organization level to reach out to as many as we can to talk about how they want to be engaged and when is the right time to engage them. And we'll hear a little bit later from our environmental team members about the processes that they're going through and when that sort of more formal consultation comes into play. But, Angela, I'm happy to share with you any of those details and additional information as well.

**Angela E. Hearing**

Thank you very much. And I'll also share with you a couple of tribes that I think that you should reach out to. That would be amazing.

**Frank Ponciano**

Thank you for that, Angela. And we are going to close this section of questions and comments. Like I said, check in with us through email with anything else that's left over and we'll make sure to have those conversations as needed. We will move on now to have a quick

**Frank Ponciano**

five minute break. I know that we are approaching the end of our meeting. We're on the home stretch. There is a presentation that comes right after this, so we might go a little bit over 330, but this is what we're going to do right now. Just five quick minutes. People could go take care of whatever they need to take care of, and we'll be right back at what is the time? 3:17.

**Frank Ponciano**

Thank you.

**Frank Ponciano**

Just pulling out a two minute warning.

**Frank Ponciano**

We will be coming back in two minutes.

**Frank Ponciano**

Okay, clock is showing 3:17. We are going to move on to the next presentation. We are asking folks if they could give us, at the latest until 04:00 to finish everything about the agenda. The next presentation is going to be from the environmental team, and I will pass it on to Don and if we can move on to the next slide, please

**Frank Ponciano**

go ahead, Don.

**Donald Dean**

Thanks, Frank.

**Donald Dean**

And good afternoon, everybody. My name is Donald Dean. I'm the environmental lead team lead for the Link21 project. We do appreciate people hanging around. I know it's getting late, but this is the last presentation. So as I say, I'm the environmental lead for the Link21 team. I worked for Bart. I have been working for Bart a little over a year now as an employee, but I've been an independent contractor and environmental consultant with Bart for a number of projects over the last 20 years. So I have a long time association with the district and with the people here and have enjoyed that very much over the years. And just in terms of some personal experience, why am I with the Link21 project? Well, I think back to years and years ago, I grew up in a small industrial city in upstate New York, and transit was practically nonexistent. So when I took a semester abroad and went to Europe and rode the trains and the buses and all the connectivity, the cities connected to the suburbs connected to the rural districts, that was really an eye opener. So all these years later, here I am in the Bay Area working for the Bar District on the Link21 project. So I learned to have the other people on the team do quick introductions, and then we'll go ahead with the presentation. So Helene rich and Kathy. Helene, do you want to start?

**Helene Kornblatt**

Sure. Hi, everyone. I am Helene Kornblatt with HNTB, which is I am the environmental delivery manager, basically an extension of Bart, helping Don and others

**Helene Kornblatt**

personally. As a lifelong transit dependent, I was inspired a little similar to Camille to become a transportation public transportation professional. And I feel like that kind of informs everything that I do, and I won't take longer because we're a little pressed for time. But Rich, do you want to go next?

**Rich Walter**

Yeah.

**Rich Walter**

Rich Walter, I'm with ICF. I'm the environmental manager on the consultant side of the environmental team. And I've been working in this field for about 32 years, and I've worked with every rail system in the Bay Area. So Lean 21 is just a great opportunity to look at the future of big pieces of that. Personally, working in downtown San Francisco, I have driven twice. So depending on where I live in the Bay Area, I've taken all of the transit systems. I'm utterly dependent on it myself, so I got a personal interest in it being a success for everyone.

**Cathy LaFata**

Cathy, hey. Hi, everyone. I'm Cathy LaFata. I am part of the ICS environmental team. And I'm the Environmental Justice League. And Environmental Justice has a long history with me. At the very beginning of my career in the industry,

**Cathy LaFata**

have email or very few had email and said, what do we have to do about this? EJ. And I figured it out. I helped her, and I've been working in this space my entire career. I'm really excited about working on this project because it's really at the core, which is what you're going to hear about from us today.

**Donald Dean**

Our environmental process for Link21, it's a little bit different than the traditional process. Usually in the traditional process, the engineers do an alignment or a concept and then they come to the environmental team and say, what do you think, what are the environmental impacts? What are the mitigation measures? So we lots of times come after the engineering, but in this process we're trying to put some of the other goals that we value upfront and be proactive here in terms of equity and environmental sustainability and environmental stewardship, we want to bring those into the environmental process early rather than later. So I'm going to let Cathy speak to that and then Rich will talk a little bit about the work we've done so far with the environmental constraints and opportunities analysis. So Cathy.

**Cathy LaFata**

Thanks Don. So as you've heard a lot today, equity is at the core of the Link21 program and this approach flows into our environmental planning work as well. Unlike the traditional planning process where only regulatory processes only really require two meetings, you have a Scoping meeting and you have a public hearing at some point and maybe you might do a little bit of outreach somewhere in the middle. We're incorporating a process that really relies on and incorporates equitable engagement through every step of the process. And in addition to this, we're also prioritizing Equitable engagement as part of a planning and environmental linkages program, which is an approach that really centers on, basically, team collaboration, where the environmental team will coordinate with the planning team. And the other team and really work together to really identify what the issues are early and try to come up with potential solutions early. As part of this, we're really focusing on priority population as well as environmental justice communities. Next.

**Cathy LaFata**

As I said, it's really a one team approach. We're coordinating with all of the other teams as part of the program and we have a constant and collaborative focus on equity throughout all aspects of the program. But also what's really good about this program is that our goals are really focused on things that really reflect improvements in benefit to our communities. So environmental stewardship like reducing emissions, conserving resources, preparing for climate change, focusing on quality of life, we want to improve the health and safety in our communities, provide more connections, and promote community stability through affordable housing, access to jobs. That sure. Next,

**Cathy LaFata**

collaboration really is something where we are working from the very beginning, starting now with also the community to help inform the program. So, whole idea here is with a focus on community engagement, we're really trying to pave a path for a better future for all. Beauty has helped us develop the goals and objectives. We've done that through our equitable engagement and co creation. They've helped us actually define what the priority populations are. They've helped us or what we're going to hear a little bit more about today is identify the

constraints and opportunities we want to hear from you and members of the community. And moving forward, we want their input and the community has also been informing the identification and evaluation of concepts. Key here is that we really want solutions that are based on avoiding and minimizing environmental and social burdens. We want to maximize the benefits and we're prioritizing the benefits to marginalized communities. And I do want to note when I say marginalized communities, we're talking about the priority populations, which you've heard about, which is based on a number of different criteria, as well as what we have traditionally been calling environmental justice communities, which are as previously defined and to this day still defined minority and low income communities. Together, we really think about all of these communities as marginalized communities.

**Cathy LaFata**

I'm going to go through this one really fast because this is really about our focus on incorporating and considering environmental justice communities. In the work that we're doing,

**Cathy LaFata**

we've identified where these communities are. It's preliminary at this point because we're still looking at just concepts and we're trying to identify early what those potential disproportionate impact might be. We're providing opportunities for community engagement with these communities. And one theme that is really running throughout all the work that we do is we want to maintain true to the objective of justice 40. And some of you might have heard of justice 40, but really what it is what it is, it came out of Executive Order in January of 2021. Executive Order Fourteen Zero zero Eight, which basically said that 40% of the benefits from investments in things like clean transit and clean water, clean energy, affordable housing are going to go to disadvantaged communities. And we're keeping that same objective throughout the work that we're doing, which is why we're focusing on priority populations and EJ communities.

**Cathy LaFata**

And I think this is where I turn it over to Rich.

**Rich Walter**

Great, thanks. And thanks everybody. I know it's a very long meeting. Next slide, please. I'm going to be talking about the Environmental Constraints and Opportunity Report, but not just the report, but how we're considering constraints and opportunities and how we're incorporating that into the planning for Link21. Next slide, please. So we're in what we call Phase One. And during Phase One, we're incorporating the environmental constraints and opportunities into the planning that's identifying the concepts and then advancing that towards project identification. So this can include social and natural constraints. Social constraints might be the things we have in our communities. The community centers we have are places of worship, places where we gather, parks, schools, those kind of things that make our communities thrive. And natural constraints, biological resources, rare species, wetlands, things like that. We want to identify those upfront and incorporate into concept development. We also want to consider potential effects. We're not doing impact analysis right now, but we're considering priority populations and environmental justice communities from the point of view of trying to avoid adverse effects and or promote as many benefits as we can to those communities. We have a report and map book which you also had a link on in the agenda for today that shows our work to date and what we're doing in phase one sets us up for phase two. Phase two is the formal environmental process. So this is CEQA. The California Environmental Quality Act and NEPA the Federal Environmental Review national Environmental Policy Act. But that's the Federal Environmental Review we're looking at doing that upcoming. The work that we're doing now can really inform the project alternatives that go into there and also can give us an early start on considering matters for priority populations and environmental justice communities. Next slide, please.

**Rich Walter**

What we're seeking input from you today as time permits, but also following up after the meeting more likely is are there additional constraints? We've done our job in terms of looking at a lot of data, looking at a lot of reports from various agencies, but are there additional constraints? We don't know everything about the communities that might be affected, and we would love to know from people who are knowledgeable about these different communities. Are there additional constraints that you would have us consider or that you think are high priority ones that we may have already identified but you think are really important and you would emphasize those the same thing for opportunities. We've identified those as done, but are there additional ones that you would add to those lists or that you would consider a very high priority? And we're also seeking that input not only from the EAC members, but also through our engagement and outreach in Spring this year. Next slide. So what is the environmental constraints and opportunities report? We call it the Eco Report for short. This was a program level document, so we're looking at the entire 21 county mega region, which is shown in the graphic there. We used available data to identify constraints and opportunities, and it's a general characterization of critical constraints and

opportunities. We used data, as I said, from multiple agencies. We also used some of the market analysis that has been done, input from the prior co creation engagement that was done. We reviewed that to see if there were other resources that we should profile as well as technical evaluations. Next slide.

**Rich Walter**

Some of the equity considerations that we've included in the Eco work to date. As I mentioned, we've identified community resources throughout this area, especially in the areas identified as priority populations. We've identified it as a constraint to avoid minimized impacts in priority populations, to not repeat some of the errors of the past of putting transportation projects adversely through disadvantaged communities. We want to identify opportunities on the other side to improve transit service to those areas. And some of that discussion was happening with the concept discussion in the last agenda item. We also, as I mentioned, considered co creation input when identifying it, and we've also prepared some preliminary mapping of environmental justice communities to aid in that. Make sure because. Technically, it doesn't completely overlap with priority populations and we want to make sure we're not missing anybody in our engagement or in our consideration. Constraints and opportunities. Next slide. So what are constraints? The way we define constraints for this study is a physical or social condition that may limit the success of the project. And some examples of those would be make it hard for us to achieve the purposes of the project, or it would make it hard for priority populations to experience the benefits of Link21 or result in substantial impacts on people or natural resources or substantially increased costs or schedule that might make it difficult to realize the overall project. Next slide.

**Rich Walter**

I'm not going to go through all of these, but this is just an example. It's not an exhaustive list of the constraints that we have identified in the report. As I mentioned, for community resources we include things like community centers or schools or places of worship, or local parks or local trails. We also include noting areas where we've had a history of disproportionate effects due to infrastructure development or environmental burdens that have occurred in some of our affected communities. And we go on to land use and cultural resources and parks and transportation and biological and aquatic resources. There's a pretty big list as you'll see, and we identify those four specific geographic areas where Link21 program improvements might occur. Next slide.

**Rich Walter**

This is just an example. This is what the maps look like in the report. And this one shows critical constraints kind of in the downtown Oakland and West Oakland area. And so some of the constraints that are in there, it's a little bit hard to see on the screen, but if you pull up the report after this, you'll be able to zoom in. But it has cultural resources, so it has some historic buildings in there. It has park areas that are located such as Mandela Park or Raymonde Park in West Oakland and others. And so there's a long list of things and we have maps for all the different areas in the program. Next slide.

**Rich Walter**

So switching over to opportunities. Opportunities is a physical or social condition that may benefit the success of the project. So on the transportation side, you're hearing a lot of that in the prior work that we're looking to promote equity and livability, transform the passenger experience, support economic opportunity. So we're looking for transportation opportunities that may further those goals. We also want to increase the ability of priority populations to experience transit benefits outside of transportation opportunities, which is a lot of transportation is really the focus of a lot of this planning. But there may be also environmental opportunities. There may be opportunities to reduce impacts or promote benefits or to collaborate with others where there might be planning. For example, for sea level rise, we may be able to do some planning with others to achieve mutual benefits of it. As we go through our planning process. Next slide.

**Rich Walter**

So some of the opportunities identified included creating linkages between affordable housing and jobs that might not be met by current transit, to provide stations in areas with densities that really support it and have transit oriented development in those areas. The targeted growth areas that the cities and counties and MTC are identifying electrifying transit to eliminate air quality emissions through our neighborhoods and overall and many other opportunities that you will see described in the report. Next slide. And similar to the constraints, we have maps showing those opportunities in all of our different communities throughout the region. This, for example, is showing some of the targeted growth areas of which there is a lot in downtown Oakland and in West Oakland there might be opportunities for servicing the stations. Next slide.

**Rich Walter**

And what I was describing in the Eco report, it covers the entire 21 county region. So it's just a lot in there. It's a big report. We are drinking down for these concepts that you heard about in the prior presentation. We are taking that information from the big report and we are applying it to the individual concepts. So we're identifying the specific constraints or the specific opportunities that a concept might encounter and also identifying potential environmental risks, that is, input to the preliminary business case. This figure is showing one of the concepts coming into downtown Oakland along Martin Luther King Junior Avenue and some of the constraints in there in terms of historic resources, places of worship, residences and other public facilities. And we're just doing that for all the concepts that you heard about today. Next slide.

**Rich Walter**

So the way we would use your input or input from the public at large or other stakeholders is that we've identified the constraints and opportunities based on the planning information that we've reviewed in our own knowledge. We want to complete that. We want to get further information on it to incorporate into our planning process. So we've done some of the evaluations of the round one concepts. You've heard about it. We would like to know if there's additional things we should be considering and then we would add that to the evaluation that's been done. We also want to consider that going forward as concepts are refined, advanced forward, ultimately, hopefully to a project that's identified, we want to incorporate that into the evaluation of those so that we're considering costs and we're considering benefits, but we're also considering constraints and opportunities as the program makes decisions about what things to advance. And so that's where your input or input of others can really help us to complete our evaluation in these things. Next slide. I think this might be my last, just a reminder on the things. We may not have time today and it's at the end of a long meeting, but there'll be follow up in terms of some questions after the meeting, are there constraints or opportunities that we missed, that we aren't aware of, that we should include in this evaluation, are some more important than others. Whether it's your prioritization that you would provide on this, and if there's other ways or information sources to identify constraints and opportunities that we haven't considered, we would love to know about them and get your ideas on that. And with that, I think, Frank, this is back to you.

**Frank Ponciano**

Thank you, Rich. And thank you to the environmental team. At this point, obviously, we're overtime, so we will not have time today for questions and comments from the EAC about this presentation. But I do want to encourage you all to make sure that you keep those questions and comments and either send it to us via email or have them ready for the next meeting, which we will have in April, and we will open up with conversation about this presentation. I hope folks don't mind, but we do need to move on to the next part in order to close up. But thank you all for the great presentation. I will go ahead and pass it on to Tim, as we will do public comment and then adjourn.

**Tim Lohrentz**

Thanks, Frank. We will now move to public comment. Thank you, all the members of the public, for your patience with this meeting. And this can be on any topic on today's agenda, so not just this immediate topic, but any topic we've had. So please keep in mind that your public comment will be limited to two minutes per person. We do put a timer on that, so it will cut you off, unfortunately, but we have to keep to two minutes. So please raise your hand within the zoom. I don't believe we have any members of the public on just by telephone, so at this point, I see three hands up and two hands up, and we'll start with Roland. Go ahead, Roland. Unmute yourself.

**Roland**

Yes, thank you. Yeah. Can you hear me now? Yes. Okay, this is a very quick question about the last item. Basically, last week during the annual

**Roland**

board workshop meeting, multiple board directors indicated that they had an interest in defunding the Link21 project, which currently has got \$230,000,000 allocated to it, and they're relocating that funding to address the Barbable fiscal cliff. So next time we meet a motoring shooter, cha, is that if this came to pass, whether we should start shifting our focus to the original rail concept in orange rather than the blue concept. Thank you.

**Tim Lohrentz**

Yes. And maybe in the next meeting we can address that concern. So next we'll hear from Herman Adams.

**Tim Lohrentz**

Please unmute yourself.

**Herman Adams**

Can you hear me now?

**Tim Lohrentz**

Yes.

**Herman Adams**

How are you doing?

**Herman Adams**

Hi. My name is Herman Adams with the Bains Group. Project manager, mechanical engineer, with the Bains Group. One of my concerns is the pathways for the Bart as well as the regional rail. I've been following a lot of the changes here in the Bay area. As an example, Oakland, the Port of Oakland is looking to change the Estuary turning basis to turn the ships around. So they're trying to lower the Estuary depth. And on the San Francisco Port of San Francisco side, they're trying to raise sea level rise. So actually that concerns of the pathways come into Alameda. If you look at Run Bart on that side and then regional rail in a different tunnel, and you also have to consider the pathways for that as well. The shorter run for the regional rail, which includes all of the ventilation issues that you have, regional rail with diesel trains versus the electrical side. So it's a lot of different variables that are kind of playing in that role. And also, considering sea level rise, will so many stations be elevated? And wherever you create these locations and probably have to have a nice little power substation there to power all that ventilation system to keep the trains and the people who were traveling on both systems safe. So I was wondering, was Linked 21 looking at all those variables as well? That's my question.

**Tim Lohrentz**

Thank you, Herman. That's a very thoughtful question, and again, we will try to address that in our next meeting or one of our upcoming meetings. So thank you again for that comment.

**Tim Lohrentz**

At this time, I want to announce our next meeting date is April 18. We don't know the time yet. It may be at 01:00 p.m.. Like today's meeting, we may switch to an evening time. So, again, that'll be determined by your input through the survey of our meeting time on April 18. That is a Tuesday. So our final act is for adjournment. And because it's an action, we do require a motion from a member of the EAC.

**Frank Ponciano**

Tim, just before we do that, I just want to call out vanessa has a hand raised.

**Vanessa Ross Aquino**

Just really quick. Yes. Thank you, Frank. My question is

**Vanessa Ross Aquino**

I miss a day that day. I'm actually in Boston, so I'm running the marathon, which is on Monday, so I'm hoping to tune in, but is that okay? I just don't want to miss anything.

**Tim Lohrentz**

Yeah. Thanks, Vanessa, for checking in. About that. We could coordinate with you offline, make sure that we address any issues, and we'd make sure that we figure out a way to make it work. But we don't know what the time looks like yet. Right. It may be evening, afternoon, whichever.

**Vanessa Ross Aquino**

Okay, thank you very much. All right.

**Tim Lohrentz**

Thanks, Tim. Sorry. That's okay. So anyone make a motion to adjourn?

**Vanessa Ross Aquino**

I motion.

**Tim Lohrentz**

Okay.

**Tim Lohrentz**

Vanessa, a second.

**Taylor Booker**

I'll second.

**Tim Lohrentz**

Ms. Taylor. And with that, everyone in favor, say aye or raise your hand.

**Speaker 2**

Aye.

**Tim Lohrentz**

Anyone opposed? And we are adjourned. Thank you very much for your participation today.