

## Link21 Equity Advisory Council (Meeting 5)

August 22, 2023

### DRAFT Committee Meeting Minutes

### Link21 Equity Advisory Council (EAC) Meeting #5

August 22, 2023

1:00 pm – 3:30 pm

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.

### AGENDA

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

A regular meeting of the Link21 Equity Advisory Council (EAC) was held Tuesday, August 22, 2023, convening at 1:02 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, 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)

#### EAC Present Members

Ameerah Thomas	David Sorrell	Landon Hill
Angela E. Herring	David Ying	Linda Braak
Beth Kenny	Elizabeth Madrigal	Taylor Booker
Clarence R. Fischer	Gracyna Mohabir	Vanessa Ross Aquino
Cory Mickels	Harun David	

#### EAC Absent Members

Fiona Yim	Mica Amichai	Samia Zuber
Stevon Cook		

#### Participating Link21 Staff & Consultants

Andrew Tang	Emily Alter	Sadie Graham
Camille Tsao	Frank Ponciano	Tim Lohrentz
Cathy LaFata	Jeff Morales	
Donald Dean	Rich Walter	

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

No public comment.

### **IV. Meeting Topics**

#### **A. Approval of June 20, 2023, Meeting Minutes (For Action) (5 minutes)**

EAC Member Clarence R. Fischer motioned to approve the June 2023 meeting minutes, and EAC Member Vanessa Ross Aquino seconded the motion. The June 2023 EAC meeting minutes were approved by a unanimous vote.

#### **B. Follow-up to Previous EAC Feedback (For Information) (10 minutes)**

Tim Lohrentz reminded the EAC that a memo had been shared recapping how EAC feedback has been considered and provided some examples from the memo. He said that in response to the EAC's strong interest in anti-displacement efforts, there will be two dedicated office hours sessions on September 5<sup>th</sup> and September 12<sup>th</sup> where EAC members can help plan the anti-displacement discussion in October. Tim added that in response to the results of a post-meeting survey, there is an action item to extend the meeting length. He concluded that a suggestion from an EAC member has led to a presentation in October on service visioning and service tradeoffs for various locations.

#### **C. Extending EAC Meeting Time (For Action) (10 minutes)**

Tim Lohrentz proposed EAC meetings be extended to two hours and 45 minutes and encouraged discussion on this matter from EAC members.

EAC member Clarence R. Fischer mentioned that some EAC members are tight on time and suggested that the meeting should be structured so that EAC members who cannot make the full three hours are missing the least crucial parts of the meeting by leaving before the last 30 minutes. He also asked if people would be interested in starting evening meetings at 5:30 pm instead of 6:00 pm.

EAC member Elizabeth Madrigal shared that she would be willing to extend meeting times during the evening, but not during the daytime.

EAC member Harun David agreed with EAC member Clarence R. Fischer.

The EAC unanimously agreed to extend evening meetings to two hours and 45 minutes.

#### **D. Business Case Equity Metrics (For Information) (30 minutes)**

Andrew Tang (Link21 Program Evaluation Manager) reminded the EAC of the six initial concepts shared with them during the February EAC meeting as well as the overall concept evaluation findings presented at the June EAC meeting. He

explained that the Link21 team is in the beginning stages of evaluating the refined concepts in Round Two. He continued that based on these evaluation results, the plan is to recommend a project concept to advance further at Stage Gate Two. He pointed out that the concepts from the two potential technology crossings provide benefits to priority populations, but in different ways.

Emily Alter (Equity & Inclusion Lead) presented the key equity findings that Andrew Tang introduced. She walked through the differences in Concepts A-D, the specifics of which can be found in the transcript. While walking through the BART concepts, she explained that the BART concept that serves Mission Bay provides greater overall benefits to priority populations than the one that goes directly to downtown San Francisco because it provides access to more new markets. She said that after testing several concept options that shift more service to lines with more priority populations, the Link21 team found that these could provide more benefits to priority populations but would lead to service imbalances between BART lines, which BART tries to avoid in service planning.

Facilitator Frank Ponciano then invited questions from EAC members on the presentation thus far.

EAC member Beth Kenny asked where there are possible stations in Alameda, as well as whether those are being considered in the possible equity benefits. They also asked if things like housing that is going to be built are also being considered by the Link21 team.

Andrew Tang confirmed that the calculation of benefits does take into account all the different features of the concept, including new stations in Alameda, and in the case of Concept D, new stations in SoMa and Mission Bay. He also confirmed that the location of future housing, as well as future jobs, are taken into account in the calculations.

EAC member Clarence R. Fischer asked for clarification on whether the concepts involve doubling the number of trains and serving both crossings on some BART lines. He also asked about how rolling stock is being considered for both the BART and Regional Rail concepts.

Andrew Tang confirmed Clarence's understanding of the concepts and explained that the Link21 team is currently developing capital cost estimates that account for the need for additional rolling stock. The Link21 team will also be developing operating cost implications, all to be shared at a future EAC meeting.

EAC member Harun David pointed out that there is a lot of ongoing gentrification at Mission Bay, with organizations like the Warriors and UCSF in that area. He expressed doubt that adding BART service to Mission Bay would actually serve priority populations as opposed to the affluent communities that already have access to various types of transit surrounding the Salesforce Transit Center.

Andrew Tang explained that all of the concepts have important tradeoffs to consider, including extended commute time to the Salesforce Transit Center in the Mission Bay concept, balanced with additional access to jobs in Mission Bay. He emphasized that none of the concepts are an obvious winner. He also explained that serving Mission Bay could benefit priority populations by not only serving any priority populations that live in Mission Bay, but also by providing access to Mission Bay to priority populations in the East Bay.

Emily Alter confirmed that the Link21 team found some of the most affluent neighborhoods in the Mission Bay/Dogpatch area. She also emphasized that when it comes to Link21's role in mitigating or exacerbating gentrification and displacement, Link21 is invested in doing thorough anti-displacement work to understand and shape Link21's impacts. She also emphasized that the analysis of the concepts did result in an increase in ridership from folks trying to access the Mission Bay and SoMa area, providing benefits to priority populations who work there.

EAC member Landon Hill asked for clarification on why the presentation was focused on the average benefits across the concepts for each technology as opposed to the benefits from each individual concept.

Emily Alter walked through the process of arriving at these averages and promised that more disaggregated results would be published on the Link21 website and shared with the EAC.

Andrew Tang shared that both BART concepts have roughly 31 percent of benefits to priority populations.

After a question from EAC member Landon Hill seeking additional clarification, Emily Alter explained that the averages are used in an attempt to summarize a lot of detailed information, especially since more refined results from Round Two will be coming to the EAC at a future meeting.

EAC member David Sorrell asked how BART is developing its operating cost, especially as it relates to per revenue hour and per service hour. He also asked how much it would cost to run the new service on top of the existing service, if that number had already been determined.

Andrew Tang shared that while they have not yet determined exact costs, the Link21 team has developed an operating cost model, which accounts for David's concerns. Operating cost implications will be shared once they are developed at a future EAC meeting.

EAC member Vanessa Ross Aquino asked Emily and Andrew to elaborate on the Mission Bay concept providing greater overall benefits to priority populations.

Emily Alter explained that when testing both BART concepts, the Link21 team saw higher priority population performance across almost all the metrics for the Mission Bay concept. There are a lot of reasons for that, with a major one being that there is a new market in the Mission Bay area that would now have access to BART. Although there may not be high priority populations there, there may be priority population demand to get there that is not currently being served.

EAC member Vanessa Ross Aquino shared that she lives in Dogpatch and has seen her community continuously grow, with more housing still being developed in Mission Bay. She shared that providing access to this community should be a priority.

EAC member Taylor Booker stated that she is also an advocate for Link21 to come to the Mission Bay area, as she services the low-income housing in the Bayview, south of Mission Bay. She expressed appreciation for the effort to bring access closer to those in need.

Emily Alter then introduced the four main Regional Rail concepts as a reminder, the specifics of which can be found in the transcript and agenda package. At a high level, the Link21 team found that the Regional Rail concepts accumulate benefits in areas with high priority population densities like the Emeryville-Berkeley-Richmond corridor and the Jack London-Coliseum corridor, resulting in an average of 51 percent of project benefits accumulating for priority populations, which exceed both established benchmark comparisons. Emily also said that an Alameda station provides slightly more additional priority population benefits, though it also increases travel times for those traveling from the Emeryville-Berkeley-Richmond corridor. Emily continued that extending service down to Millbrae, including a Bayview station, provided the greatest overall benefits to riders and the greatest benefits to priority populations across all the tested concepts.

Facilitator Frank Ponciano encouraged the EAC members to ask questions based on the presentation.

EAC member Vanessa Ross Aquino expressed excitement at potentially extending service to Millbrae and including Bayview in that extension. As an SFO worker, she wanted to emphasize maintaining service on Sundays and on holidays, as many workers rely on service to get to and from their jobs regardless of holiday, day of week, or time of day.

EAC member Clarence R. Fischer explained that it would be helpful in evaluating these concepts to know how the time span of hours of service and the frequency of trains compares across BART and Regional Rail.

Andrew Tang explained that each concept has a service plan behind it, which the Link21 team may share in future presentations for people to get the full picture. He said that all four of the Regional Rail concepts have four Regional Rail trains per hour that go from the Salesforce Transit Center across the bay. Some then go north towards Richmond while some go south towards the Coliseum. He continued that in the Regional Rail concepts, trains are limited to ten trains per hour because of the trackage south of the Salesforce Transit Center. In contrast, the BART concepts account for 24 BART trains per hour. He also added that in terms of service hours, the Link21 team believes that either technology could support extended service hours.

Sadie Graham (Link21 Director) added that what the Link21 team is looking at is a Regional Rail service beyond what is limited on the Caltrain tracks. The current work involves trying to understand how much it would cost to get improvements and additional service implemented. She said that it is an evolving answer that will be brought back to the EAC for future discussion.

EAC member David Sorrell emphasized that from a commuter standpoint, as long as it does not become an undue burden to riders from Alameda or Bayview, or through Salesforce, it should be fine for features of the concept to add a few minutes to commutes. He acknowledged that the system will be blended with Caltrain, allowing for possible solutions such as a third rail doing skip stop service.

EAC member David Ying added on to the conversation about mixed service among agencies by suggesting that the Link21 line should be either branded as

Caltrain or BART, and regardless made very clear to riders that there are available transfers to this new line within the same fare system. He also wondered how things like land value capture can be used to take financial benefit from wealthier portions of the corridor to help do transit oriented development that benefits priority populations, given that the Regional Rail concepts better serve priority populations concentrated on the corridor.

Sadie Graham agreed with David that the intent is to entice the rider to feel like they are part of one system regardless of who is operating or branding it. On value capture, Sadie confirmed that the Link21 team is working through what that would look like and could bring it back to the group if that would be of interest.

Emily Alter returned to the presentation to give an overview of the current concept evaluation that is taking place. She explained that a new metric was created in response to previous EAC input: the Opportunity Jobs Assessment, which goes beyond the Jobs Accessibility Metric to better understand the types of jobs that may exist in the future and how people gain access to those based on the concepts. She assured the EAC that in this current round of evaluation, the Link21 team will be able to share not only the proportion of benefits going to priority populations, but also the total benefits going to priority populations. She closed out her presentation by clarifying that the concepts they are currently evaluating were informed by previous learnings and will be informing the technology decision.

### **Break (10 min)**

Facilitator Frank Ponciano announced a 10-minute break.

### **E. Preliminary Link21 Purpose & Need Discussion (For Discussion) (30 minutes)**

Donald Dean (Environmental Lead, Link21 Team) introduced himself and his team. Donald explained that any project requiring federal funding must go through the federal environmental process known as the National Environmental Policy Act (NEPA). He also explained that the NEPA process requires an Environmental Impact Statement (EIS). Donald continued that as a part of this process, the Link21 team needs to create a Purpose & Need statement. He summarized this as determining the issue Link21 is trying to address (need) as well as the positive outcome that the Link21 team expects (purpose).

Donald Dean explained that there are several steps to complete this process, one of which is ongoing outreach, engagement and co-creation. He said that the work began with Link21 program goals and objectives with a focus on equity and priority populations. He continued that the concepts that exist today have been designed to address the needs established by the project team. Donald explained that at Stage Gate Two, the Link21 team will be bringing a Preliminary Purpose & Need Statement to the BART and CCJPA boards alongside the concept recommendation. At the actual NEPA phase, the Link21 team will get into environmental evaluation. The Purpose & Need Statement is evaluated at

every phase of this, and EAC feedback will be incorporated into the statement as well.

Facilitator Frank Ponciano then led a discussion on the five needs identified in relation to the Link21 program. EAC members were asked to ask themselves whether these needs can be addressed through the project, whether they agree that it is a need, and whether the Link21 team is missing any key areas or specificities that are not being accounted for.

The needs are system integration and expansion, expanded access and affordability, increased capacity, redundancy and resiliency, and sustainability and quality of life. Frank pointed out that the first two needs have been discussed in detail by the EAC in previous meetings.

Frank walked through the need for system integration and expansion and pointed out that it already came up in this meeting as the need to unify fares, maps, and generally connecting the system in a way that is connected and congruent. He said that there are currently insufficient transfers between rail systems, limited service frequency, and long travel times, and the Link21 team believes that Link21 can address these issues. He summarized that past topics that have been raised related to this need are extended hours, increased frequency, first and last mile solutions, and expanding access to the Megaregion beyond Oakland and San Francisco, among others.

EAC member David Sorrell spoke to the importance of improving the user experience by creating a unified system that is revenue friendly to agencies, and the importance of speaking to this issue at the BART, Joint Powers, and other agencies' Board levels. He said that he is currently implementing the Student Bay Pass Pilot Program at UC Berkeley, a regional pass pilot program that is generating both commute and non-commute trips. He emphasized that it is important to engage with agencies across the Megaregion that have connectivity issues and empower those agencies to be good stewards of first and last mile trips. David expressed that from personal experience, transit agency boards are sometimes resistant to this type of change because they do not see a connected network as an equity strategy. He said that EAC members should serve as advocates for improved outcomes for what they want out of their transit system.

EAC member Clarence R. Fischer thought the System Integration and Expansion Slide was missing a united fare instrument, which community members could use on any transit system to pay for their rides. He brought up issue with Capitol Corridor's upcoming credit card payment program, as lots of people in disadvantaged communities do not have credit cards and would be denied access to them. He suggested Clipper could be a unified fare system.

Camille Tsao (Link21 Capitol Corridor Program Lead) agreed with Clarence that it is important to consider people who do not have credit cards. Capitol Corridor is working with Cash App to issue debit cards to people who do not have bank accounts or credit cards. She also acknowledged that Capitol Corridor works outside of the Bay Area, making it difficult to integrate Clipper into their system,

and as such they are part of a statewide effort to allow people to use credit cards called California Integrated Travel Pass.

EAC member Clarence R. Fischer responded by saying his only concern is making sure that whatever rail operators use works for bus operators and all other transit operators.

EAC member Elizabeth Madrigal mentioned that she lives in Santa Cruz and commutes to San Francisco twice a week, so she has experienced firsthand the different transit systems not working well together. She also noted that BART's tracks aren't prepared for extreme heat, as it leads to delays in the entire system. She asked if the Link21 team has been thinking about the repercussions of climate on transfers and the system in general.

Donald Dean affirmed that people at BART are aware of the heat issue and potential slowdowns and breakdowns that are related to climate change and clarified that Elizabeth could get a more detailed answer from someone on the operations and infrastructure side of BART. He also said that the Link21 team is thinking about how to build this project in the future and make it more climate resilient and efficient. The Link21 team will also be taking sea level rise and heat into account.

Sadie Graham added that the impacts of climate change in the last year or so are spurring BART to do in depth thinking and discussions with peer agencies around the world about how to plan for climate change.

Facilitator Frank Ponciano added that resilience is one of the needs of the program as well.

Facilitator Frank Ponciano then moved on to the second program need, expanded access and affordability. Frank named that there are many communities within the Bay that are highly reliant on transit for non-negotiables such as access to employment, health care, and social services. He named that there is a lack of safe, affordable, and connected rail transit, and a history of negative community impacts associated with built infrastructure in the past. He also mentioned that equity is a priority of the EAC. He stated that the EAC values accessibility to public transit, and that accessibility is inclusive of better way finding, information in various languages, and accessibility to jobs through transit. He also named the importance of infill stations to avoid "flyover" communities that do not have access to rail that passes straight through them.

EAC member Vanessa Ross Aquino pointed out the importance of around-the-clock safety on the BART system. She noted the return of tourism in the Bay Area because of the increase of people with luggage on BART. She felt safety could be accomplished through an increase in law enforcement on transit, comparing the Bay Area to New York City. She named that a lot of her crew members at work and friends have a not-so-good feeling about BART to this day.

EAC member Beth Kenny asked the Link21 team to elaborate on accessibility as it relates to public transit. They hoped that accessibility for people with disabilities would be included in the definition. They pointed out that BART stations are



usually built with a single point of failure for people who require elevators to get in and out of BART. They emphasized the importance of accessible wayfinding in multiple languages, and accessible wayfinding for those with visual impairments.

Donald Dean let Beth know that BART has an entire access department and can follow up offline for more conversation in the interest of time.

Sadie Graham added that when BART says access, they mean all types of access, including multimodal access to stations, first and last mile, and accessibility generally. Accessibility will become a bigger issue when Link21 begins the actual physical design of stations, and the point is well taken about underground infrastructure.

EAC member Clarence R. Fischer pointed out that there is a Caltrain station in San Francisco that had staircases to get from street level down to the tracks. He said that in the future, stations must be fully accessible by ramps, elevators, etc. He also pointed out that enough time needs to be built into transfer schedules from BART to Caltrain, including enough time for people in wheelchairs, crutches, etc.

EAC member Ameerah Thomas emphasized Vanessa's earlier comment about safety. She also asked how Link21 is being intentional about creating access to well paid jobs for youth.

EAC member Vanessa Ross Aquino responded to Clarence's point by letting everyone know that the 22<sup>nd</sup> Street Caltrain station in San Francisco is still not accessible for people with disabilities, even though some stairs have been fixed.

Facilitator Frank Ponciano then spoke to the need for increased capacity was identified because we currently only have one transbay tunnel, which limits transbay capacity. He added that despite the dip in ridership due to the pandemic, ridership is still projected to move upwards. He then asked if EAC members agreed that this was a need, and if there was anything the Link21 team was missing.

EAC member Clarence R. Fischer said it would be helpful to see charts from BART or regional rail that project how many people would use the second tube. He expressed that with charts that justify the need for increased capacity, EAC members could be advocates for BART as they seek federal and state funding.

Andrew Tang let Clarence know that that type of information is coming as the Link21 team continues to develop capacity projections for each of the different concepts.

Facilitator Frank Ponciano moved on to the need for redundancy and resiliency. To the point that changing conditions may affect infrastructure, Frank emphasized that there is currently only one single rail tunnel today and any disruption to that transbay tube results in significant region wide disruption. He said that the current system works but is vulnerable. Frank concluded that Link21 aims to provide a second option for people to continue to move throughout the day in the case that one tunnel is out of operation.

EAC member Vanessa Ross Aquino agreed with Frank that this redundancy is a need and priority. She also pointed out the need for more immediate backup, and named Caltrain's shuttle buses in use as they update their rail system.

EAC member Dave Sorrell pointed out that it is also important to have a messaging system that clearly communicates disruptions and available alternatives to riders. He thinks transit agencies do a semi decent job at coordinating during disruptions but work still needs to be done in terms of communicating out to the public. When there are disruptions, visual and verbal announcements have to be clear and accessible to everyone including those with disabilities.

Facilitator Frank Ponciano then moved onto the final need of the Link21 program, sustainability and quality of life. He said that to address climate change, different levels of government have established emission reduction targets out of necessity. Frank pointed out that to hit those targets, we must reduce vehicle miles traveled (VMT). He added that there are also ongoing safety risks of automobile travel accidents to reduce and a need to reduce commute times for people's overall health.

EAC member Dave Sorrell noted that in the last decade, he has noticed a situation where folks who have the means to travel or have suitable housing are being pushed out further away. He said this highlights a need for cities and the state to step up. He continued that while mobility is a necessary right, transit from far away homes should be a last resort after cities have created affordable housing. He said it is almost outside of Link21's scope, but it is also inside the scope to support transit-oriented development, affordable housing, and solutions to mental health and drug treatment.

EAC member Elizabeth Madrigal expressed excitement that in San Francisco, the Mayor's Office of Housing just released an RFQ for affordable housing developers to develop near the 16<sup>th</sup> and Mission BART sites. She also asked, regarding the sustainability of BART, whether everything is still moving forward as planned—considering Scott Weiner's bill is no longer moving forward and a Twitter thread from a BART Board member.

Sadie Graham clarified that Scott Weiner's bill is just delayed in order to consider some of the equity concerns around the toll increase. She thanked Elizabeth for her support and acknowledged that there are a lot of different priorities as it relates to transit, and that sometimes it is hard to think about the long term when you have near term problems.

EAC member Vanessa Ross Aquino spoke to a tragedy at 4<sup>th</sup> and King where a child in a stroller was killed at the intersection of the freeway entrance and the Caltrain station. She said that transit agencies need to communicate clearly with cities and their agencies to have safer intersections. She continued that it is not the first death that has happened at this site. Vanessa said that moving forward, stations need to be safe for seniors, those in wheelchairs, students, etc. She also mentioned that she attended a session at the Southeast Community Center in

Bayview with Senator Scott Weiner and other panelists regarding developing more housing, and Senator Weiner is a strong advocate for building more housing in the city.

EAC member Clarence R. Fischer pointed out that when new infrastructure is built, priority populations who are affected need to be given priority to move to new places. Considering the environmental impact from building the original transbay tube, he also asked how soon the initial process needs to start building on time. He pointed out that it took years for the Port of Oakland to gain approval to drill for their super tankers.

Donald Dean responded by saying that the environmental team is trying to consider not just the alignment and the stations, but also how the tube is going to be constructed, where the trucks are going to travel, where the spoils from cuttings for the tube are going to go, what the hours of operation will be, etc. He said that it is not just the tube being discussed, but also the portals on each side and the necessary connections to the existing rail network. He concluded that all of that is being considered when it comes to displacement and what policies might need to be in place prior to construction.

EAC member Landon Hill spoke to the point of safety that other EAC members brought up, agreeing that rail should be as safe as possible, but also pointing out that sometimes increased law enforcement can be and feel unsafe for certain communities, especially in the African American community. He asked the Link21 team to consider alternatives to increase safety and what those may look like, including increased maintenance so that folks can continue to feel comfortable using the service on a regular basis past when it is first constructed and still shiny and new.

Donald Dean closed out this section by stating that the Preliminary Purpose and Need will be part of Stage Gate Two, anticipated to occur in April/May 2024. Link21 will be going to the BART and CCJPA Boards with concepts and asking them to confirm their recommendation as well as the Preliminary Purpose and Need statement. He reminded everyone that the purpose and need statement will continue to evolve into the actual environmental evaluation. Moving forward, the environmental team will be providing support to internal Link21 teams that are evaluating the metrics for the different concepts.

**F. EAC Member Reflection (For Discussion) (30 minutes)**

Facilitator Frank Ponciano moved to the next agenda item, EAC member reflection, and acknowledged that this item would have to be squeezed in due to time constraints. He let EAC members that they should have received information from the Link21 team on how to access the Mentimeter being used for this exercise. Frank walked through a slide that provided a timeline of the five EAC meetings to date (from February onwards) and of the additional office hours sessions that have been held in between EAC meetings. He walked through the different formats we've used so far, including presentations, a panel, and a

Mentimeter exercise. He then led the EAC through a series of prompts that EAC members could answer anonymously through Mentimeter.

The first prompt presented to the EAC was: how do you feel about the EAC experience so far? EAC members were asked to rank prompts related to each of these questions on a scale of 1-5, with 1 signifying “strongly disagree” and 5 signifying “strongly agree.” Specific prompts and the average of EAC responses are as follows:

- I am clear on what I am supposed to do as an EAC member: 3.8
- The expectations on EAC members are manageable: 4.2
- We are focusing on the right things as an EAC: 3.7
- I have everything I need to feel confident as an EAC member: 3.3
- I enjoy my time as an EAC member: 4.5
- I would like to have more opportunities to provide my input as an EAC member: 3.7

The next prompt was: how well have these informational tools worked for you? EAC members were again asked to rank prompts related to each of these questions on a scale of 1-5, with 1 signifying “not working for me at all” and 5 signifying “working extremely well.” Specific prompts and the average of EAC responses are as follows:

- Presentations during EAC meetings: 4
- Memos on EAC meeting topics: 3.8
- Office hours discussions: 4
- Post meeting surveys: 3.7

The next prompt was: share any suggestions that would improve your experience as a member of this body. The following responses to this prompt were open-ended:

- I think greater advanced access to pre-meeting materials would provide a better baseline understanding of the topics we review during meetings, making discussion more efficient and productive.
- I’m enjoying this role. I feel I am heard as a citizen and community member who values our city and its issues.
- Presenters contact information for follow up
- The ability to use the chat function during meetings would accelerate conversation – i.e. members of the council could share thoughts in the chat instead of waiting in queue with questions
- Sometimes the materials attached in the agenda emails are different from what is presented. It’s confusing to prepare for one presentation and get a different presentation

- There has been a ton of information provided already with more to come. Having various touch points to review the most pertinent information related to our role as EAC members would be helpful.
- Better response time to emails, especially with questions pertinent to meetings.
- Receiving the final presentations in advance of the meetings would be greatly helpful.
- I am fully enjoying my time with the EAC. I would love more opportunities to get out into the community as a team to participate in presentations with the Link21 team. More real time visuals
- More clarity about when/where formal input should be provided (or if we are not at that stage yet). It seems general body meetings allow for initial input, but not suggestions for any decision making.

The final prompt was: share any feedback you may have for EAC presenters so far. The following responses to this prompt were open-ended:

- Thank you
- It would be helpful if you shared preferred contact information for follow-up questions and thoughts at the end of your presentations.
- Bringing lived experience riding transit into presentations would be greatly helpful.
- Having 3 hours during the business day is tougher.
- Keep up the amazing work!

Images of the full results of the Mentimeter are included on pages 14 through 16 of this meeting summary.

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

Public comment from Pat Piras suggesting that it might be useful (for all concepts, but particularly the BART to Mission Bay concept) to look at increases in market share and ridership if a better connection to medical facilities such as UCSF was created, as it would cut down on the increase and rate of use of ADA paratransit for the bay's aging and disabling population. Pat said they were unsure of the order of magnitude would be, but it could save a lot of costs on paratransit costs if people could instead use a fixed route connection instead.

Public comment from Roland suggesting that a Zoom chat available to the public would be helpful, and that if this meeting is subject to the Brown Act, there must be a public comment period after every agenda item. Roland also spoke briefly about the Mission Bay statement before running out of time, giving some information about the station and mentioning that there were questions in the meeting about people who wanted to get to Mission Bay from the East Bay.

Tim Lohrentz clarified that the EAC is not subject to the Brown Act.

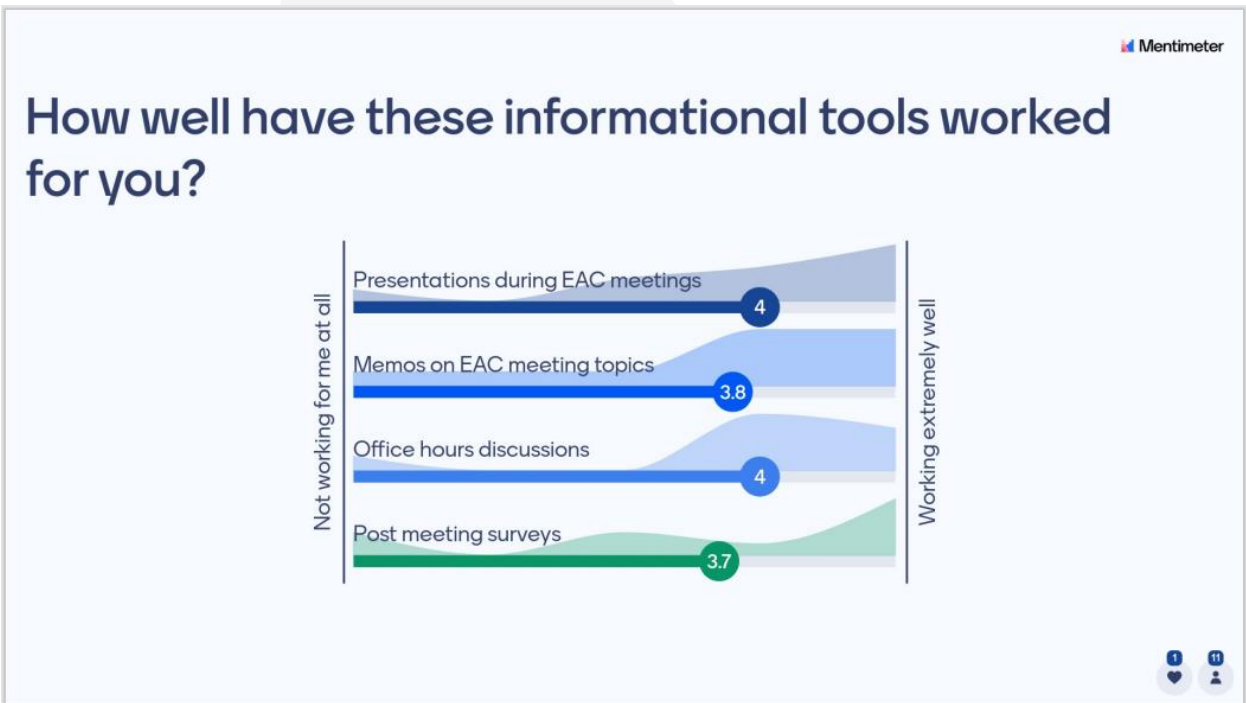
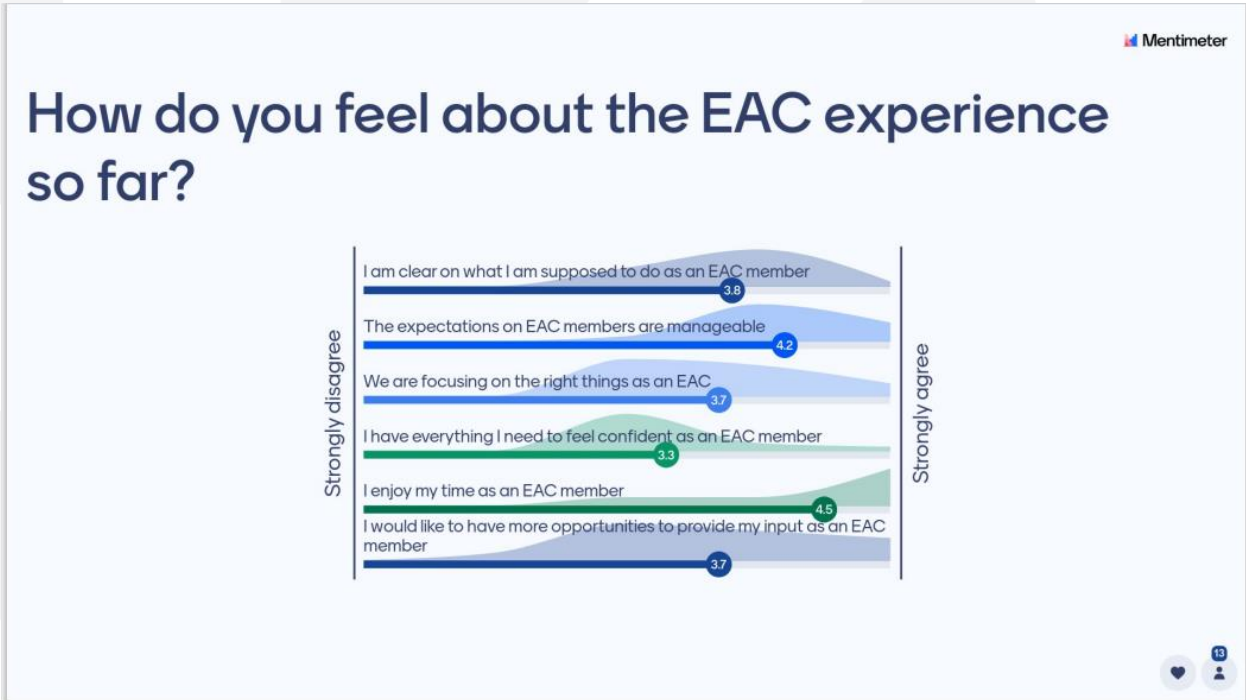
**V. Next Meeting Date: August 22, 2023 (For Information)**

Tim Lohrentz announced that the next meeting will be Tuesday, October 17, from 6:00 pm to 8:45 pm.

**VI. Adjournment (For Action)**

EAC Member Clarence R. Fischer motioned to adjourn the meeting and several EAC members seconded the motion. The EAC unanimously motioned to adjourn at 3:34 pm.

**Agenda Item F: EAC Member Reflection Mentimeter Results**





### Share any suggestions that would improve your experience as a member of this body

10 Responses

I think greater advanced access to pre-meeting materials would provide a better baseline understand of the topics we review during meetings, making discussion more efficient + productive.

The ability to use the chat function during meetings would accelerate conversation - ie members of the council could share thoughts in the chat instead of waiting in queue with questions

Better response time on emails, especially with questions pertinent to meetings.

I'm enjoying this role. I feel I am heard as a citizen and community member who values our city and it's issues.

Sometimes the materials attached in the agenda emails are different from what is presented. It's confusing to prepare for one presentation and get a different presentation

Receiving the final presentations in advance of the meetings would be greatly helpful.

Presenters contact information for follow up

There has been a ton of information provided already with more to come. Having various touch points to review the most pertinent information related to our role as EAC members would be helpful.

I am fully enjoying my time with the EAC. I would love more opportunities to get out in to the community as a team to participate in presentations with the Link21 team. More real time visuals



### Share any suggestions that would improve your experience as a member of this body

10 Responses

More clarity about when/where formal input should be provided (or if we are not at that stage yet). It seems general body meetings allow for initial input, but not suggestions for any decision making.





Share any feedback you may have for EAC meeting presenters so far  
5 Responses

Thank you

Bringing lived experience riding transit into presentations would be greatly helpful.

Keep up the amazing work!

It would be helpful if you shared preferred contact information for follow up questions and thoughts at the end of your presentations.

Having 3 hours during the business day is tougher.



## **EAC Meeting Zoom Transcription Meeting #5 – August 22, 2023**

This is a Zoom transcript of the meeting.

**Frank Ponciano**

Waiting one more minute for folks to join in, any folks that are missing to this point, welcome. Thanks for coming.

**Tim Lohrentz**

Hello, all. It is Tuesday, August 22, at 1:02 pm, and I am now calling this fifth Equity Advisory Council meeting to order. I'm Tim Lohrentz, the Equity Programs Administrator of Link 21, the BART 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 Link 21 team, broadly, and the Equity Advisory team here today. Next slide, please. Before we hear public comments and do a quick agenda review, I want to make sure we all get on the same page about how we conduct this meeting on Zoom. First, please keep yourself on mute when not speaking. If you'd like to make a comment, please raise your hand to come off mute. If on the phone, you can press star six to Unmute or star six again to mute yourself, and star nine to raise your hand. Keep in mind the mute button is on the bottom left of the screen. Next to that is the Start Video button. If you need to change your name, you can click on Participants button and then click Rename. The Reactions icon in the bottom bar of the window allows you to raise your hand or provide responses such as thumbs up, applause, and other responses. As you agreed to last time, this meeting is being recorded, closed captioning or live transcript is available to all at the top of your screen. Be sure to take advantage of this if it helps your participation. Chat is available for 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 rather than using the chat.

**Tim Lohrentz**

Next slide, please. We will begin the Equity Advisory Council meeting with a roll call of the Council members in attendance. When your name is called, please unmute yourself and let us know that you are in attendance today by saying here or present. The names will be called in alphabetical order. Let's begin with Ameerah Thomas. Angela E. Hearing.

**Angela E. Hearing**

Here.

**Tim Lohrentz**

Beth Kenny.

**Tim Lohrentz**

Clarence R. Fischer.

**Clarence R. Fischer**

Present.

**Tim Lohrentz**

Cory Mickels.

**Tim Lohrentz**

David Sorrell,

**Tim Lohrentz**

David Ying.

**David Ying**

Here.

**Tim Lohrentz**

Elizabeth Madrigal.

**Elizabeth Madrigal**

Here.

**Tim Lohrentz**

Fiona Yim

**Tim Lohrentz**  
Gracyna Mohabir

**Tim Lohrentz**  
Harun David

**Tim Lohrentz**  
Landon Hill.

**Landon Hill**  
Present.

**Tim Lohrentz**  
Linda Braak.

**Linda Braak**  
I'm here. Hello.

**Tim Lohrentz**  
Hi. Mica Amichai.

**Tim Lohrentz**  
Samia Zuber.

**Tim Lohrentz**  
Stevon Cook.

**Tim Lohrentz**  
Taylor Booker.

**Taylor Booker**  
Present.

**Tim Lohrentz**  
Vanessa Ross Aquino.

**Vanessa Ross Aquino**  
Present.

**Tim Lohrentz**  
We'll go back to Beth Kenny.

**Beth Kenny**  
Here. Thank you.

**Tim Lohrentz**  
And Harun David,

**Tim Lohrentz**  
I think I saw Harun.

**Harun David**  
Yeah. Harun. Here.

**Tim Lohrentz**  
Okay, good. Anyone else who came in a little later?

**Frank Ponciano**  
I think I saw Landon Hill as well. Perhaps.

**Tim Lohrentz**  
Yeah, I see Landon, too.

**Landon Hill**

Sorry, I thought I came off mute to say present, but yes, I'm here.

**Tim Lohrentz**

Thanks all for your attendance and participation in the Equity Advisory Council of the Link 21 program. Next slide, please. We will now move on to hear public comments on topics that are not on today's agenda. Keep in mind public comments, it is limited to two minutes per person. If you're on the phone and would like to provide a verbal public comment, please dial star six to unmute yourself.

**Tim Lohrentz**

Sounds like there's no public comment from those on the phone. So, we will now see if anyone participating via Zoom would like to provide a public comment. You can do so by raising your hand.

**Tim Lohrentz**

I can't see all the hands raised, so if anyone can help me out.

**Frank Ponciano**

There are no hands raised at this point.

**Tim Lohrentz**

Okay, thanks. All right, next slide, please. Our first item on the agenda is to the approval of the EAC, Next slide, please, The EAC meeting minutes from June 20. Does anyone have a motion to approve the minutes?

**Clarence R. Fischer**

Clarence Fischer moves that we accept the agenda of June 20, 2023 as presented.

**Vanessa Ross Aquino**

I second that. Vanessa, seconds that.

**Tim Lohrentz**

All in favor, please raise your hand.

**All**

Aye.

**Tim Lohrentz**

Okay, that carries that's approved. And next item. Next slide, please. Let's go over the agenda items. We have four main agenda items today. First is a follow up to previous EAC feedback. This is where we will go over some of the comments and questions that you have made and provide feedback on those and provide a response to those. And then coming out of that process, we have a possible action to extend the EAC meeting time and then the business case equity metrics discussion. This is a discussion that we did not have time for during our June meeting. So we are bringing that back so you can hear about that and discuss that. We will take a break after item D, and then coming back from the break, we will have preliminary purpose and need discussion. This is really talking about why do we want Link 21, what's the need that it is fulfilling? And so that's an item that we need to do for our federal environmental review. But it's also important in general to know why we are wanting Link 21. And then finally, there will be a time for member reflection, which will be the last item on the agenda. Next slide, please. Okay, so looking at the EAC member feedback, you should all have a document that was part of the packet, whether virtual or if you printed it out, you should be able to see that. And there's a number of items here that are especially important, especially those related to our antidisplacement efforts. That was a lot of that feedback memo. We are wishing to respond to the strong interest in antidisplacement efforts by dedicating two office hours sessions to it. And this will be on September 5 and September twelfth. So the two Tuesdays following Labor Day. This will not be like the previous office hours, but are more like a work session. We will ask you to roll up your sleeves and to help us plan for the antidisplacement discussion that will take place during our October EAC meeting. Those interested are welcome to attend both meetings if possible. We'd like some continuity to those sessions. Another feedback that was made was, and I would like to highlight two of these, one is that eight people took the post meeting survey after the June meeting. One of the questions was whether EAC members felt comfortable with extending the meeting time from 2 hours 30 minutes to 3 hours. Seven of the eight respondents said yes, that that would be okay with them. So we will be making this an action item which is coming up next on today's agenda. Another suggestion also coming from the survey. One person said it would be helpful to have a run through of the post Link 21 transit service options for various distinct neighborhoods. In other words, if you lived in Fruitvale, how would Link 21 change your transit options? And we would go run through a whole number of communities or neighborhoods to talk about how Link 21 would change your transit options. We think this is a great idea and we already were planning on having a service plan presentation at most likely our October meeting

and we would like to add this exercise to that presentation. So thank you for that comment. Next slide please. All right, so as I mentioned, seven of eight survey respondents said that they would be okay with extending the EAC meetings out to 3 hours, but one person was opposed. So as a compromise we are proposing a set meeting time of 2 hours and 45 minutes. If approved, this would go into effect with the October meeting. We have been tending to go over the 2 hours and 30 minutes time limit. So with this addition we would hope to actually end on time. So before voting on this, we would like to hear some discussion from all of you whether you would be okay with that or if you would like to extend by 15 minutes our EAC meeting time. And we have Clarence with a hand up, then we will go over to Elizabeth. Clarence go for it.

**Clarence R. Fischer**

Okay, for the record, this is Clarence Fischer speaking. Two items I would like to open up for discussion. First of all, I know some members are tight on time. That's probably why we had one member ask to keep it at 2 hours and a half. What I would suggest because there is a lot of content that's being given and some of which from last meeting had to be moved to this meeting is that things are maybe structured where towards the last potential half hour of a meeting if it goes to 3 hours that it would be okay with Link 21 staff that if a EAC member has to leave, let them leave without being penalized for the full 3 hours. The other thing, I don't know if this would need a discussion or not. First, on the maybe three hour meetings that happen in the evenings, would it be worthy of a discussion instead of going from six to nine, possibly starting those evening meetings at 530 to 830? I know this would be maybe some people say yes, some people say no because if they have an eight to five job, it might be harder to start at 530 than six. Other people might say 09:00 is kind of too long. But then again, to structure the agenda so that the last half hour, maybe to 09:00 p.m. Is the least most important topics. Thank you very much. I'm going to mute.

**Tim Lohrentz**

Thanks, Clarence. It's appreciated. Let's hear from Elizabeth Madrigal.

**Elizabeth Madrigal**

Yeah. So kind of going off with what Clarence was saying and I recall that this was also a topic on the survey whether evening or daytime meetings are preferred. I voted to elongate the meetings, but I'd only be for that if that takes place during the evening time. I think it's pretty difficult for myself and others to have longer meetings during the day with work.

**Tim Lohrentz**

Thanks, I appreciate it. I did see Harun had his hand up earlier, but took it down. Would you like to say anything on this, Harun?

**Harun David**

Yeah, I raised my hand earlier, but the speaker who spoke first before Madrigal, I think he covered my take for time wise, so I kind of just didn't want to repeat the same. So thank you again. Okay. Thank you. Harun. We've gotten all the hands done.

**Tim Lohrentz**

Okay, so we have a suggestion to maybe extend, as Elizabeth said, maybe leave the daytime ones as they are at 2 hours and 30 minutes and only extend the evening ones and extend that to 2 hours and 45 minutes as is being proposed. So with that change, just want to make sure there's no other discussion. We would like to see more than a majority on this because we know that you already committed yourself to only the 2 hours and 30 minutes. So we would need to see a very strong majority that would approve this before making this change. So at this time, we'd like to see by raising of your hand if you would approve of this change. And again, it would be only changing the evening meetings to add on 15 minutes to those sessions during the evening.

**Frank Ponciano**

Tim, we have a few folks I don't know if this was Gracyna, you were trying to say something or you raised your hand for the vote early.

**Gracyna Mohabir**

Yeah, just for the vote. Sorry.

**Frank Ponciano**

Okay.

**Tim Lohrentz**

So I see five hands raised. Now let's ask for those put your hands down and ask for those who may be opposed to this adding time on to the meeting.

**Landon Hill**

I'm sorry, I think I was confused by if the hands were raised for comment or in favor of the extension just of the evening, which I'll add my hand to.

**Tim Lohrentz**

That's okay.

**Samia Zuber**

Me too. I am sorry about that. Yeah. Me too.

**Tim Lohrentz**

Let's do this over again. And for those who are in favor of making the change, please raise your hand at this time. So if you are in favor. Eleven. So it looks like eleven hands. And now please drop your hands.

**Frank Ponciano**

It would be twelve with Clarence.

**Tim Lohrentz**

Twelve with Clarence. Okay. And then those who would be opposed, please raise your hand now at this time.

**Frank Ponciano**

Just a second. I think Vanessa had. Yeah.

**Tim Lohrentz**

Okay.

**Frank Ponciano**

And just as a reminder, Tim, the idea, if it's just evening, we need to remember that the EAC previously voted to have alternating meetings, right? So afternoon and evening.

**Tim Lohrentz**

Right. So just it would be every other meeting and it would be during the evening session. So it looks like there's no one who's opposed. So we will put that into effect with our next meeting, October, and extend it out 15 minutes. So, thank you for your participation on this. All right. So now I will turn it over to Andrew Tang, our manager of the Business Case team.

**Andrew Tang**

Hello, everybody. My name is Andrew Tang. Just a reminder, I'm the manager of program evaluation for the Link 21 program, and I'm BART staff. So could you go to the next slide, please? So with this slide, I'm providing a high level look at how we develop Link 21 concepts to test how we then evaluate from them and learn from those evaluations. And then iterate. so, based on some early exploratory evaluation of a bunch of different ideas. See what sticks on the wall. We developed six initial concepts. Those were shared with you during the February EAC meeting. So on this slide so in that first box, during what we call Round One, we evaluated those six initial concepts and identified a set of key findings. We shared several of the overall findings with you at the previous June EAC meeting. I'll share a few of those in a slide coming up. Just as a reminder, today we're going to talk to you about key findings from that evaluation that were focused on equity. So that's coming up. So, using those findings from Round One, we refined the concepts and we've developed a set of what we're calling now refined concepts that's in Round Two. And we've just started evaluation of those. We haven't gotten very far with that yet, but we'll share the results of that evaluation at a future EAC meeting. And finally, based upon the Round Two evaluation results as well as the Round One results, the plan is to then recommend a project concept to advance further at Stage Gate Two. Any questions about that overall process?

**Andrew Tang**

And if anyone notices that someone's got a hand up, please just let me know. All right, next slide, please. So this is just a reminder of the metrics that we're using to do our evaluation that are related to equity. Actually, the whole list of metrics is quite a bit longer than this, but these are the ones that are particularly focused on equity. This is a slide we presented during the April EAC meeting, and we reviewed it again at the last June meeting. So just a reminder of them. Here they are. I won't talk about them in detail, but the equity metrics are the average perceived travel time savings by priority populations, the number of new rail trips by priority population, the number of

priority population people within half a mile of a new rail station, the number of jobs reachable within what feels like a 90 minutes rail trip and the number of important community resources reachable within what feels like a 90 minutes trip. Next slide, please. So, as I just alluded to, during our last June meeting, I shared three slides with the overall findings from evaluating the six initial concepts. As a reminder, here is one of those three slides. This slide particularly focuses on those things that we learned that apply to either a crossing that uses BART technology or a crossing that uses regional rail technology. I won't read all the six bullets again since we covered those last time, but there they are. But I will highlight the fourth bullet since that one is particularly relevant to the discussion today, and that is that either one of those two technology crossings does provide benefit to priority populations, but in different ways. And just as a reminder of why that is. So the BART Crossing concepts essentially bring a whole bunch of more BART trains to the East Bay, and those trains then just go on the existing red, blue, green, and yellow lines in the existing Bart system. So it doesn't create new lines in East Bay. It just essentially doubles the number of trains on each line, half the trains going into the old crossing and half in the new crossing. So what that does is essentially provides benefit spread all over the East Bay, right? Everybody now gets a train that comes twice as often as they used to. They're less crowded, you don't have to wait as long and so forth. And so if you would serve, everybody in East Bay gets a little bit of a benefit. And so all the priority populations in East Bay get some benefit. So, in contrast, if you remember, the regional rail concepts provide essentially new service and new access for specific priority population markets. For example, there's now much faster service from Richmond to San Francisco. There's new service from Richmond to the Peninsula. There's new service from north of Richmond to San Francisco, and new service from southeast San Francisco to East Bay. So the result of that is that those specific markets get very high benefits, right? Where you're going from a situation where you either have very poor rail service or no rail service to now having very robust rail service. All right, at this point, I'm going to switch it over to hand it over to Emily to talk about more equity related findings. But before I do that, just want to see if there's any questions about what I just shared.

**Frank Ponciano**

Yeah, I don't see any hands up.

**Andrew Tang**

All right. Over to you, Emily.

**Emily Alter**

Thanks, Andrew. Hi everyone. Just a quick reintroduction of myself. My name is Emily Alter. She and her pronouns and I am an associate at the Steer group and am on the Business Case equity team. So, next slide please. Today I plan to share a little bit more information on that key equity finding that Andrew just shared with you. I want to start by just quickly reminding you of the concepts that we were assessing in the round one evaluation and then I'll summarize the main equity insights in order to hear from you your thoughts and comments on those. We do hope to collect your reflections to share with decision makers when they consider the Stage Gate Technology decision in April. So we'll be sure to give space during the presentation for you all to respond to the findings that we're sharing with you. And then I'll end the presentation with just a quick summary of the current round of evaluation that we are completing and how your input thus far has informed the methodology for this current evaluation. Next slide. So the next two concepts, or these two concepts that we're looking at are with BART Technology and Tracks in the crossing. So for these two concepts that you're looking at, they are essentially the same in the East Bay, there's a new potential station in downtown Oakland, improved regional rail connectivity with a new transfer station at Jack London Square, as well as potential news stations at San Antonio and Alameda. Where they differ is in San Francisco. So in concept C, the routing would connect directly to downtown San Francisco with a transfer station at the Salesforce Transit Center. And then in concept D it's similar, but what you'll see is that it serves Mission Bay, UCSF, and SoMa and so we were looking to test what the benefits of providing service there would look like. Next slide. And so what we learned from evaluating these two BART concepts is that as Andrew mentioned, at a high level, the BART concepts spread benefits broadly across the BART network by providing increased frequency that serves both the whole population and priority population communities. Because of this widespread distribution of benefits, priority populations are receiving about 31% of the project's benefits on average across the equity metrics and between the two concepts. And a reminder that we have adopted two target distributions for our evaluation. There's the 32% of the population, which represents the mega regional proportion of priority populations, and then there's the 40% target, which is the target established by the Federal Justice 40 initiative. As a result, we found that in general, the BART concepts underperformed compared to these two targets on the equitable distribution of benefits to priority populations. We then found that the BART concept that serves Mission Bay provides greater overall benefits to priority populations than one that goes directly to downtown San Francisco because it provides access to more new markets. Then we also tested several kind of concept options that provide more service only on some BART lines or shift service to lines with higher priority population densities. And while these concepts had positive impacts on the equity performance of the BART concepts, they did create service imbalances between the BART lines, particularly in the East Bay,

which is something we try and avoid in general with our service planning. I'm going to pause here and pass it over to Frank to facilitate discussion from you all.

**Frank Ponciano**

Thanks, Emily. I appreciate it. So, just so you all know, like Emily mentioned, we are going to be looking at regional rail concepts next, but we did want to take a beat and take any questions or clarify anything on the BART concepts and the related equity benefit levels. I do see we have a couple of hands up. I am going to go with Beth Kenny and then we'll go with Clarence. Go ahead, Beth.

**Beth Kenny**

Thank you. I was just wondering where there are possible stations like in Alameda and. Are those considered into the possible equity benefits? Are those included in the potential benefits? And are you looking at things like where housing is going to be built during the time that this project is being built?

**Emily Alter**

Andrew, you want me to take that or would you like to?

**Andrew Tang**

Sure. Okay. So the calculation of benefits does take into account all the different features of the concept, including the fact that there's a new station in Alameda and in the particular case of Concept D, there are new stations in SoMa and in Mission Bay. So yes, all of that is considered and then with regard to housing that might be built. So all of the calculations are done. Assuming that the projections developed by the Metropolitan Transportation Commission in Plan Bay Area 2050 as well as the other mPOS in the area, the equivalent of MTC in Sacramento, SACOG and AMBAG and so forth, that their projections of where there will be new housing and for that matter, new jobs are going to be located. So that is also taken into account in these calculations.

**Beth Kenny**

Thank you.

**Andrew Tang**

You're welcome. Thanks for asking.

**Frank Ponciano**

Great. Thank you. Thanks, Beth. We're going to go ahead and hear from Clarence. After that we have Harun.

**Clarence R. Fischer**

Okay, for the record, this is Clarence Fischer speaking. First of all, I thank you for the information which was not in the handout, that what you're planning to do, actually, is double the number of trains where, like, for example, the blue line and green line, let's say. From Bayfair northward that those trains, you'd have one set go on the current route as possible and then you'd have another set go through Alameda and the other places. Am I hearing that right? Because what it almost sounded like at first was that maybe the green line might go straight and the blue line might only go through Alameda. So thank you for clarifying that. The other concern that I would have is, ya know and this is also going to be for regional rail too is just trying to get the additional rolling stock whether we use BART or Regional Rail in order to serve all of these needs that there's going to have to be a big capital investment of rolling stock to serve people too. So thank you.

**Andrew Tang**

I guess I'll first say that Clarence. That's right. The plan in those and keep in mind that this is at this point a concept that we're evaluating. We haven't decided anything yet but the concept is that yes, that for example in the blue line that now half of the trains would go well, the same number would actually go into the existing tube but then another whole set would go through the new crossing into Alameda and possibly into SoMa and Mission Bay. So that was a correct description of what we were thinking and then I forgot what was the remind what was the other part other thing that you asked? The rolling stock.

**Andrew Tang**

Rolling stock. Rolling stock, sorry. Yes, you have to excuse me, 60 year old brain, you can keep only one thought in your head at a time. Yes, we're going to be accounting, back up, back up. We're developing capital cost estimates now and those estimates will include the fact that you're going to need more rolling stock and we're also going to be developing operating cost implications because of course you have to operate all those added trains and that's going to also cost money. So all of that is being developed and is information that will be shared with the EAC at a future meeting when that information is ready.



**Frank Ponciano**

Thank you Andrew. We have a couple more questions, three lined up right now. We'll go with Harun then Landon then Dave Sorrell.

**Harun David**

Hey, thank you Emily for your presentation. I want to chime in on the Mission, SoMa, is a Mission Bay versus the Salesforce. I think already the Mission Bay we have seen a lot of transformation actually a lot of gentrification area is actually pushing out a lot of the priority population right now. You see we have the Warriors built there, we have the Twitter out there, we have the UCSF there. They are doing a lot of construction that is pushing out traditionally priority population. Besides that, we already have the T train that is extended from the Chinatown passing through that location and yet the Salesforce Tower, that's like the hub of everywhere where all the people who are using different transits, they come in and then they go to different parts of the city. We already have the golden gate transit. There the AC transit, the west . So I think instead of trying to put something back on the Mission Bay that is not going to be serving a lot of the population, except already the affluent people who live there, is not going to be really serving those priority population. We could continue just with the hub of the Salesforce and probably have some line connecting to the Caltrain and which is not very far, which is at 4th and King, and that's the only thing missing out there. But if we come through the Mission Bay SoMa Mission Bay, it's not going to be serving priority population. Already there's a lot of gentrification, a lot of people only come there work, but they can't live there anymore. And that's my take.

**Frank Ponciano**

Thanks, Harun. Is there anything you'd like to say to that Andrew or Emily?

**Andrew Tang**

Sure, I guess, Emily, you could talk about anti displacement. So that is one of the things we'll be considering. But yeah, we did a very comprehensive analysis of those two concepts, and they're definitely puts and takes. Right. The Mission Bay concept, it takes a little longer to get to STC. That's a disadvantage. But the advantage is that it does serve this new market area, and the priority population benefit is actually in two directions. One is for those priority populations that do live in that area now, they have faster train to the East Bay and so forth. But maybe even more important, priority populations in the East Bay can now get to jobs in the Mission Bay, which is harder to do with the other concept that goes straight to the STC but Harun you're generally right. I mean, there's so many different puts and takes. It's a balance of all these things, and neither of them is the obvious winner. But just to take into account all those different considerations and when we decide.

**Frank Ponciano**

Alright. Don't know if there's anything more. Emily, I know Andrew referred to you on the anti-displacement stuff. Yeah.

**Emily Alter**

So I'll just chime in, I guess, on two points. One of them is Harun. You're absolutely right. When we did the analysis to define the priority populations, we definitely found that the Mission Bay area, the Dog Patch area, is some of the most affluent in the entire Bay Area, and that we also saw that there's current displacement and getting to the point now of essentially exclusive neighborhoods there. So you're absolutely right. We're not seeing high priority population concentrations there anymore as a result of all of the investment that's happened there. I think when it comes to Link 21's role in either mitigating or exacerbating that gentrification and displacement, I think the antidisplacement work which you heard about last week, which you'll continue to hear about, I think repeatedly, is work that we're doing to both better understand where communities are currently experiencing displacement and also what we will be able to do in order to try and mitigate any potential increase in displacement that we may be causing. And then I would just underline Andrew's point that what we did see in the results were an increase in ridership because folks were trying to access areas in the Mission Bay and SoMa area that would take them longer to get to if they had to go through Salesforce Transit Center and then get on the T or things like that. So there are priority populations who work there and need access to those areas who would be able to use that Mission Bay concept. But as Andrew mentioned, it is a balance between the two. But thank you for your comments. Very important.

**Frank Ponciano**

Thank you, Emily. Harun, I'm just going to give you a second if there's any response that you have or any follow up questions before we move on. Okay, sounds good. Let's go on to Landon Hill. Then we have Dave Sorrell. Go ahead, Landon.

**Landon Hill**

Yeah, I had a question. Well, this kind of goes for both the BART and the regional rail that I know we're going to be reviewing in a minute, and maybe even more so for the regional rail, since I know that the BART doesn't quite match the threshold even in terms of the benchmarks for the priority populations. But since there are multiple concepts that are here, is what is reflected the average of well, in this case, both BART concepts and then what we're going to be seeing in the regional rail, like, there's four concepts total. And so is that the average of all of those? And then is there going to be some of that data kind of disaggregated so that we can see what the benefits of the priority populations are for each of those concepts, just as we're thinking about what might actually be the best? Because seeing the average, at least for me, doesn't do it quite enough justice if there's only one or two of these that will ultimately kind of take hold, so.

**Emily Alter**

Yeah, thank you so much for that. Landon, really important question. So what you're seeing in terms of the percentage is the average of so in this case, the BART concepts. So those two Bart concepts that we showed you between, and it's the average of their weighted averages of the equity metrics which we presented. So for each of the concepts, we're in Round one generating a weighted average that took into consideration the results from our early co creation in terms of which of those metrics was most important to community members. So we created a weighted average, and then for this number, we averaged between the two concepts. And so that's what you're seeing here, and that's what you'll be seeing for the regional rail as well in terms of more disaggregated results from Round one. Andrew, I'm not sure if you have thoughts on that. I think we may not have more disaggregated results available or that we'll present to you all here. There will be more disaggregated results that will be published on the website, which we will absolutely share with you all. And then when we go into Round two, we hope to provide you with much more detailed results, particularly since we'll have the refined tool. But Andrew and others, if you have other thoughts there, please.

**Andrew Tang**

I actually keep a little cheat sheet of different numbers and I've looked up that both concepts C and D have roughly 31% of benefits to priority populations. One is slightly higher than the other, but they both round to 31. And so turns out that that number holds for both.

**Landon Hill**

Thank you for answer. Just very quickly, I guess maybe the question that I should have asked is what is the benefit of showing the averages of each of these and I apologize if you said it and I missed it, but like the benefit of showing the averages of the concepts as opposed to what it is for each individual concept. That's my question.

**Emily Alter**

Yeah, it's a good question. So originally it was in the interest of being brief, so we had hoped to show this information to you all at the previous meeting and we had three slides to do it. And so we were trying to summarize a lot of detailed information at a pretty high level for you all. And then I think as we go into this presentation, we sort of wanted to maintain consistency with what we had hoped to provide to you then. And then I think, given where we are now in the evaluation process, don't want to get you too bogged down in the numbers there because we will be providing you with the results from round two. But again, I don't know if others have perspective on why we chose these numbers here.

**Landon Hill**

Understood. Thank you. So you're saying as we zoom in later in the process and the concepts are refined, then we can afford to zoom in on the details a lot more than we are right now.

**Emily Alter**

Yeah, we're very much looking forward to doing that with you all.

**Frank Ponciano**

Cool. Thank you, Emily. And thanks, Landon, for the question. We do have one more person, Dave Sorrell. I do want to say we have about 20 minutes left in this section of the conversation. I think we're going to have a good amount of time at the end for conversation. I really want to encourage anybody who has any clarifying questions or people that we don't hear from as much to get some questions written down to ask at the latter part of this particular presentation. You should see me at the planning meetings that we have in the process of putting these together. You've got to be shameless when it comes to asking those clarifying questions, so I want to encourage you to do that. Let's go with Dave Sorrell.

**Dave Sorrell**

Thank you so much, Frank. I'll be quick because it's just only a reference question. If you don't have it now on hand, we can sidebar for another meeting. But I do want to understand from BART's perspective how you're developing your operating cost and what that looks like per revenue hour or per service hour. So at least I can understand internally how much would it cost on a monthly or yearly basis in which that new service on top of existing service, how much would that cost? And we talk about the difference between infrastructure and operating and operating may vary by agency, but I just want to see where you guys are as a baseline and how you're figuring out your operating funds, but if you don't have a number on hand, that can be dealt with later. Thank you.

**Andrew Tang**

I'll say it. I don't have the operating cost number off the top of my head, but what we do have is an operating cost model, which accounts for how many train hours are there, how many train hours are there, how many trains are there. And based upon all these factors, we can figure out, we have a model for how much it costs to operate BART, and we have a similar model like that for regional rail. And after we've developed the service plan for the concept that you're seeing, we're using that model to then figure out what the operating costs are estimated to be. Hopefully that at least partly answers your question, unfortunately, without an actual number. And we will be sharing the operating cost implications with you when we have that ready at a future EAC meeting.

**Frank Ponciano**

Thanks, Andrew. I want to pass it on to Vanessa. Vanessa Ross Aquino, and then we can go on with the presentation. Go ahead, Vanessa.

**Vanessa Ross Aquino**

Yeah, I just need some clarification. And I do apologize. I was trying to set up on my laptop here from the iPhone. I'm looking at the model or the slide that you have up. And forgive me, can you elaborate on when you're saying serving the Mission Bay provides greater overall benefits to priority populations? Do you mind elaborating on that?

**Frank Ponciano**

Thanks, Vanessa. Emily.

**Emily Alter**

Yeah, happy to. So essentially what we saw when testing these two concepts is that we saw higher priority population performance across almost all of the metrics for the Mission Bay concept. And so there's a bunch of different reasons why that is and what's driving that. But essentially, we think that because there's a new market that exists, you know, there isn't current BART service that goes to the Mission Bay area. By adding that in, even though we don't see high priority population numbers there, there may be priority population demand to get there that isn't currently being served. And so by adding in that new market, we are seeing additional benefits that are over the, you know, there's baseline and then there's the benefits provided by going to STC and then a little bit more benefit that goes on top of that by instead going to Mission Bay first and then going to STC.

**Vanessa Ross Aquino**

Yeah. Thank you for that, so yes. You know, as I don't know if everybody knows, but as we speak, I'm in Mission Bay as we speak, and I live in Dogpatch. So this community is continuously growing. So I think it needs to continue to be a top priority as well as for the rest of more housing being developed in Mission Bay, as you know, Dogpatch and further down to Bayview. I'm just a very strong advocate for this community of almost 20 years just in this community alone, living in this area, have seen it grown the importance of having these services now. So thank you for that. I just like to encourage to keep providing making that, as you mentioned here, as your priority. Thank you.

**Frank Ponciano**

Thanks. I appreciate it. We do have one more person. We'll take their question comment, then we got to move on. We're just about time, but let's hear Taylor Booker. Go ahead.

**Taylor Booker**

Yeah, thanks so much. I just wanted to concur with Vanessa around the importance. I would like to also state that I was an advocate for this portion of coming to the Mission Bay Area, um, you know, I do service the low-income housing in the Bayview in that area. So I just wanted to just say my comment around that and I appreciate the effort to bring that closer to those in need.

**Frank Ponciano**

Thanks, Taylor. I appreciate it. I believe I'm passing it back to you, Emily, to go through the regional rail concepts. We'll go for it.

**Emily Alter**

Yeah. Thanks, Frank. And thank you all so much for your comments. So, next slide, please.

**Emily Alter**

So I'm now going to introduce the four main regional rail concepts that we tested just as a reminder. So these concepts include regional rail technology and tracks in the crossing. All of the regional rail concepts that I'm about to show you are essentially the same in San Francisco. They go to the Salesforce Transit Center. But when I show you the equity results, you will also see that we tested a concept that continues south of the Salesforce Transit Center to Millbrae with a stop in Bayview, though we did not include a map of that concept in these slides. In terms of the two concepts that you see here, Concept A connects to the existing Capitol Corridor tracks that run through Emeryville and Coliseum. It includes a station in Alameda, and in addition to allowing Capitol Corridor to run to San Francisco, it would allow Cal train to run through to the East Bay. The concept includes transfers between BART and Regional Rail at Richmond, West Oakland, and Coliseum. Concept B, on the other hand, connects downtown San Francisco directly to the existing Capital Corridor alignment without going through Alameda, and it includes the same BART Regional Rail transfers at Richmond, West Oakland and Coliseum. Next slide, please. So again, these are also regional rail concepts. Concept E reaches further into downtown Oakland, providing better access to communities in that area. It includes an Alameda station and then goes through Oakland using the I 980 corridor with two branches. One that goes to the MacArthur BART station for a transfer from the regional rail system to the BART system, and then the other that goes back to the existing Capitol Corridor network at Emeryville, so that trains and passengers on Capitol Corridor coming from the north can use the new crossing. It includes a potential new station in downtown Oakland, and transfers to the BART system would take place at MacArthur coming from the north or Coliseum when you're coming from the south. Concept F, on the other hand, uses a different alignment to get closer to those dense areas of downtown Oakland. It connects to the existing Capital Corridor alignment and then runs to a new station in Alameda. And the BART transfers would take place at the existing 12th Street Bart station instead of Jack London Square, which we've seen in other concepts as well as West Oakland. So those are the four regional rail concepts, kind of core regional rail concepts that we tested. Next slide, please. So at a high level, we found that the regional rail concepts accumulate benefits in areas with high priority population densities like the Emeryville Berkeley Richmond corridor and the Jack London Coliseum corridor. This results in an average of 51% of project benefits accumulating for priority populations, which exceeds both of the target distributions that we've established. We also learned that an Alameda station provides slightly more additional priority population benefits. But we do want to note that the addition of this station would increase travel times for those people who are riding from the Emeryville Berkeley Richmond corridor, including those priority populations that live in those areas who are trying to get to downtown San Francisco. So there is some travel time cost to adding in Alameda Station, while it obviously also provides new access for residents of Alameda and for folks to get to Alameda. And then finally, we found that extending service down to Millbrae, including a Bayview station, provided the greatest overall benefits to riders across all of the concepts that we tested, and particularly for priority populations. So the results from the concept that included Millbrae had the strongest benefits and results. So I'm going to pause there and pass it back to Frank to open it up for discussion.

**Frank Ponciano**

Great. Thanks, Emily. We have a raised hand, Vanessa go for it.

**Vanessa Ross Aquino**

Hi. Thank you so much, Emily. I think this is great. I'm glad that just to reiterate, or for those of you that do not know, I do commute to SFO Airport. That is my job right now, and I rely heavily on the Caltrain to Millbrae. Having this extending service in Millbrae, including the Bayview, is like OMG exciting. I just think again, it would be servicing that community, my community way better. The only thing I like to point out is to make sure that we have services during the Sunday and holidays, either regular hours for those that do provide service to the service industry from it doesn't matter if it's the airport, but any restaurants and those that work their graveyard shifts in different professions. I just think having this in this area is very much needed. Just really want to emphasize that based on some past experiences. But I don't want to take too much of the time to discuss that. But I think having that extension, including the Bayview, I think would be terrific asset.

**Frank Ponciano**

Thanks, Vanessa. We appreciate that. I don't think there's anything from Emily's end to it. Yeah. Okay, so I will go ahead and pass it to Clarence Fischer and then we will go to Dave Sorrell. Go ahead, Clarence.

**Clarence R. Fischer**

Okay, for the record, this is Clarence Fischer on the phone. Just like Vanessa pointed out. you know, with the increased availability to service type jobs, I think one thing that should really be helpful to us to understand is like on the BART concepts. You say initially doubling of trains where Bart has service from approximately 05:00 A.m to

01:00 A.m. We need to understand for the regional rail system, are we also talking about that same kind of time span of hours of service? And also what are the frequencies? Because when you say BART would be doubling service and we know most BART lines will be every 20 minutes as of September 11. What is the frequency of regional rail trains on this? That would be helpful for us to understand also. Thank you.

**Frank Ponciano**

Thanks. Emily.

**Emily Alter**

So, Andrew, I'm not sure if maybe you want to respond to the frequency question.

**Andrew Tang**

Sure, sure. I'll take a stab at so every concept has a service plan behind it, and I'm thinking that maybe in the future we ought to include the service plan in these PowerPoints so people get the full picture. But all four of the regional rail concepts have four regional rail trains per hour that go from the STC across the bay, then to the East Bay. Then I can't remember the exact split, but some fraction of them turn north and go to Richmond, and some fraction turn south and go to Coliseum. I think it's slightly greater going north than going south, but don't quote me on that. I think that's what the case was. And we're limited to ten trains per hour because we can't run more. The tube itself, the tunnel itself, I think, could have accommodated something like 24 regional rail trains. But the problem is when you get to STC and then the trackage going south, those tracks can't accommodate more than ten trains per hour. So that's why we're limited to ten. So, in contrast, the BART concepts have in the new tunnel 24 BART trains per hour. So that's roughly the same as the number of BART trains that are running today in the existing crossing.

**Emily Alter**

Now, just quickly, in terms of service hours, we at this point believe that either technology could support extended service hours. So there is the potential for us to be running trains consistent with the current BART schedule or if needed, with extended service hours.

**Sadie Graham**

Hi, can I just jump in real quick? This is Sadie. Andrew, that had a really good answer, but I also wanted to add on that we are looking at regional rail service beyond what is limited on the Caltrain tracks. And so that's part of the work that we're doing now to understand, well, if those improvements were going to be implemented, including those costs, how much more service could we get for that? So it's an evolving answer, I guess is the point. And we'll come back to you with those findings.

**Frank Ponciano**

Thanks all. We have two more folks with their hands up wanting to hear from Dave Sorrell then we will go with David Ying. Go ahead, Dave.

**Dave Sorrell**

Thanks, Frank. So. Dave Sorrell. I just want to reiterate, at least from a commuter standpoint, that I think as long as it doesn't become a undue burden to riders that are through riders from Alameda or even Bayview or through Salesforce, I think it should be fine as long as there's enough service in terms of frequency, but also the service span, and that was covered by previous callers or previous members of our group. And I think that as long as it doesn't impact negatively those through riders coming from either south in the peninsula or going north or north and east towards different parts of the mega region, I think it should be fine as long as those service concepts realize that okay, it might add a few minutes. Could there be opportunity? Might be another third rail issue with doing skip stop service. Try saying that 20 times fast. But also realizing too that getting people in and out of the core is going to be necessary. Just realizing could time be really a factor, especially if you're trying to make as many of the stops and trying to get as many people going as possible. So all I'm saying is reiterating and supporting frequency span of service to cover enough people to stop in getting people to where they need to go, especially in the outer fringe areas that are coming those longer distances and hopefully that their wait for train won't be astronomical. But also this is part of a blended system with whatever Caltrain is in, whatever Caltrain will be doing on their end and whatever happens on the East Bay side. Thanks.

**Frank Ponciano**

Thanks Dave, I appreciate it. Don't know, just looking at Andrew, Emily, is there anything here you're wanting to respond to? No to Andrew. No to Emily. Appreciate it, David.

**Andrew Tang**

It's a good comment.

**Frank Ponciano**

Yeah. Let's hear then from David Ying after that. We're about at the end of this section, so we'll finish up with Emily and then we have a break. Ten minute break right after that. Go ahead, David Ying.

**David Ying**

So what I wanted to say first is that I'm very glad to see these results coming out from the regional rail concept. I think that it would be helpful that the regional rail concept, kind of similar to what David was saying earlier, is that either have it be structured sort of as an extension of Caltrain in part where we have trains going not only stopping at Salesforce, but then going out to Richmond and Coliseum. Or alternatively, have it be structured as BART, have it be branded as BART service, where we sort of put on the map, which makes it very obvious that you can transfer from a BART train to these new services within the same fare system. I think that would be very helpful in sort of harmonizing the benefits of having the BART system, having sort of like the BART, having the BART concepts and also having this advantage of better service for the priority populations that we see with this regional rail technology. The second thing is that given that these concepts better serve these priority populations that are concentrated on the corridor, what I'm wondering is that how can we use things like land value capture to sort of take financial benefit from places along the corridors where maybe the priority populations are not as concentrated, where we have, say, more wealthy populations there, and then use it to help do transit oriented development that is beneficial for these priority populations. Basically using the fact that coverage is structured this way as a way to do redistribution.

**Sadie Graham**

If I can just comment, David, I think you're right for both of those comments and the intent is certainly to entice the passenger to feel like they're a part of one system no matter who's operating it or branding it. So very much appreciate that comment. And then on the value capture, yes, we are working on that and happy to also bring that to this group as well, if that's something you're interested in. I think one of the examples you're talking about is like an etod in Chicago which is exactly what you're talking about. And so we're continuing to look into value capture and try to understand sort of what's available to us and what could be pushed sort of like at the state level to make some changes. And so happy to report back on that but very much agree with your points.

**Frank Ponciano**

Thanks, Sadie. I think I'm at this point going to pass it back to Emily to close us out.

**Emily Alter**

Thanks so much, Frank. Next slide, please.

**Emily Alter**

So as I mentioned towards the beginning, we wanted to just end our presentation with a quick overview of the current concept evaluation that's taking place. I want to note and express gratitude that our methodology responded to some of the previous input that we received from you all. We aimed to do this wherever was possible. So it includes the addition of a new metric, the Opportunity Jobs Assessment which goes beyond the jobs accessibility metric that we presented to you previously by helping us to better understand the types of jobs that may exist in the future and that we may gain access to with the different concepts. It's a somewhat complicated methodology. We're very happy to come back and share out what that methodology is, but essentially enables us to look at the types of jobs and say whether or not this job would create additional opportunities for priority populations. So it provides this additional layer of analysis that we can use. We also will be able to, in this current round of evaluation, include the absolute benefits due to the more reliable numbers that we're getting from the refined tool. So we'll be able to share out not only the proportion of benefits going to priority populations, but also the total benefits going to priority populations, acknowledging there may be some differences there between concepts. And then just to share that the concepts that we're evaluating right now were directly informed by these learnings that we just presented. And the concepts that we're evaluating are intended to inform the technology decision. So we're analyzing concepts and comparing concepts from BART to Regional Rail. And that's all I have for you today.

**Frank Ponciano**

Thanks, Emily. I appreciate it. Thank you, Andrew as well. Really appreciate the presentation. At this point in time, we're going to break for a ten-minute portion, and I will get back at 2:18 just to give us all a two-minute notice. Otherwise, take care of what you need to take care of. See you soon.

**Frank Ponciano**

Okay, just giving you all a courtesy two-minute notice. We'll be back in two minutes. 2:20. Right now it's 2:18. See you soon.

**Frank Ponciano**

All right, it is now 2:20 on all of my devices. So we are going to get back to our agenda. The next conversation we are going to have, it's going to be an important conversation about the preliminary Link 21 purpose and need. And we're hoping to also have pretty robust discussion in that conversation as well. For that, I am going to pass it to Don Dean, who's the environmental lead on Link 21. I hope he is back from his break.

**Donald Dean**

Yeah. Hi, Frank. I'm here.

**Frank Ponciano**

All right, good to see you. You go for it.

**Donald Dean**

Okay, great. So good afternoon, everybody. My name is Donald Dean. I'm the environmental lead for the Link 21 team. And I'm also the manager of environmental review for BART. So, quick introduction to our team. Next slide, please. So I'll do a brief intro to the purpose and need. And then also, just so you know, on the call we have Jeff Morales, who was the leader of the team, putting together the purpose and need that you're going to see in a couple of minutes. And we have Rich Walter, who is the environmental lead for the environmental consulting team. We also have Cathy LaFata, who's the equity lead on the environmental team. I know you've heard from some of these folks before. Next slide, please. So, purpose and need, really, what is it? Just in terms of a general overview, anytime you do a major project that needs federal funding and we can all be pretty sure that this project, the Link 21 Project will need federal funding, that we need to go through the federal environmental process which is known as the National Environmental Policy Act or NEPA for short. You might have heard that term, NEPA. And when you go through the NEPA process, any major project you're required to do an Environmental Impact Statement. And again that's an EIS for short. So that can be quite extensive and that could be quite an extensive process from beginning to end. But also as part of that process for the EIS and for the NEPA, we also need to do a Purpose and Need statement. And just simply the purpose and the need define what the need of the project is. In other words, we're trying to define what the problem is that we're trying to solve, what's the issue we're trying to address and then the purpose would be the positive outcome that we expect. How do we address that need in the most optimal way? What concepts do we have that will fill that need or satisfy that need? So that's really basis of it. We're required to do that as part of the NEPA process and the Environmental Impact Statement. So in terms of the steps we go through, next slide please. So we go through a number of steps to do that. The first one is we've done the outreach, engagement and co creation and that's kind of ongoing. We started with the Link 21 program goals and objectives in terms of the purpose and need and also have included a liberal dose of the equity and priority populations. And what we would like to see there that goes into the concept phase where we are now, where the project team, the Link 21 team has been working on the different service plans and different concepts that you've been briefed on in some of the previous slides. With those, always with that, what is the potential need, what's the potential purpose or solution to that need as we go forward? We expect to when we get to stage gate two, which will be probably later in the spring of 2024, we'll be going to both the BART board and the CCJPA board and ask them to concur with whichever concept goes forward, whether that might be regional rail or whether that might be BART, and give us a blessing in terms of going on to the next step. And again, we'd be bringing a preliminary purpose and need to them to have them look at that and confirm that we're on the right track. And I specifically say preliminary purpose and need because the purpose and need evolves over time. Whatever we are talking about today, it could evolve as we go through this continuing process. And as I say, it could be a long process between, say, now and the final NEPA phase. When all is said and done in terms of the environmental evaluation. After Stage Gate two, we go on to the next phase where we're really now honing in on what the actual project will be that we're going to evaluate in the environmental documentation and the Purpose and need, again, evolve along with that. And whatever alternative or project we come up with at that time, it needs to very clearly fit the need and provide the benefit to fill that need. Again, we're always, as we move through this process, we're refining the Purpose and need along with the project itself. So then the last step would be the actual NEPA phase where we get into the evaluation, and that would include not just the environmental evaluation, but again, the final Purpose and need. And always the project needs to fit with that and be consistent with that. Okay, next slide, please. So, Purpose and need, we have a preliminary statement that's been developed and we'll talk about that in just a minute. And we're looking for the EAC input on that. Anything you want to say about that, anything that we've missed or you think needs to be emphasized, we'd like to hear about that. So that's why we're here today. Next slide, please.

**Donald Dean**

So just a quick recap. This is the preliminary Purpose and need, and it's going to evolve and be refined over the life of the project and over the life of the environmental evaluation. We've taken input from the public and the stakeholders and worked with the planning and technical team and they've come up with some possible concepts

to address those needs, always being cognizant of possible changes to the external conditions and being aware of public and the environment that we work in. And then, so the need would define the why we need the project and the purposes of what the outcomes will be. Key areas have emerged from the preliminary work that we've done and we've grouped those together for your discussion today. Issues of concern to the EAC are reflected and will be part of the Purpose and need as we go forward. So that's just kind of a quick intro to the Purpose and need. And I'm going to turn it over to Frank and he'll lead the discussion on the actual statements of Purpose and need that we put together. Frank?

**Frank Ponciano**

Thanks, Don. I appreciate it. We go to the next slide. So we're going to like Don said, we're going to discuss a set of five needs that have been identified in relation to this Link 21 program. And again, I want to say I want to encourage, especially those folks that we have not heard from in this meeting, to give their input throughout this conversation to ask any questions as they come up throughout the conversation. There are a number of questions here on the screen that I think are going to be important to ask oneself as we go through this process. The first question is, when we mention a need, can this need be addressed through the project? That's number one. Do you agree that this is a need? Are we missing any key areas, any nuances that are not being accounted for? And lastly, can we be more specific? In some areas, maybe there's something that's a little bit too vague and we need to zoom in a little bit more at a little bit more detail. With that, we go to the next slide, which is where we have the five needs. And I'm going to repeat myself a little bit as we go through these needs because I do think it's important to put it in this context. There is a need for system integration and expansion. There is a need for expanded access and affordability. There is also a need for increased capacity. There's a need for redundancy and resiliency. And lastly, there is a need for sustainability and quality of life. We're going to go through each of these needs in the next couple of slides and we'll pause at the end of each one to take any questions and have conversation. As you'll see these first two needs to the left, the EAC has already had expansive conversation about these needs. And so we'll name what we've heard so far and then of course, we'll still have space for any conversation that the EAC may want to have. So with that, we go to the next slide and we get started. Talking about the need for system integration and expansion is a thing that's come up in this meeting. As a matter of fact, I believe it was David Ying brought up the idea of not only unifying fares, but also the maps and making sure that people can go through this system in a way that is connected and congruent, that it feels like it's something that makes sense and people can access easily. Right now, there are insufficient transfers between rail systems, there is limited service frequency, there are long travel times, and so we believe Link 21 would address the need to correct those issues. We go to the next slide and this is where we talk a little bit about what we've heard so far. I am not the detail oriented meticulous person, but boy, we have a lot of people in our team that are just really great at indexing the conversations that this EAC has. And when an issue comes up, we just pull it up and really see what all of you have said about any particular matter. So this is a good example of how that's useful. In terms of the need for system integration, expansion. We've heard about the extended hours. We've heard about the frequency of service, the need for midday service as well. Linking the mega region beyond the San Francisco and Oakland core, connectivity generally, having a unified fare system, making it easier for people to transfer between systems and seamless you can even say and making sure that there are first and last mile solutions available to people that are wanting to use the transit systems in the bay and the surrounding areas in the mega region. I want to take some time to have a conversation about this. Again bringing up the questions, can this need be addressed to the project? Do you agree it's a need? Are there missing key areas? Can we be more specific? And if you have any beyond that, of course, that's welcomed as well. And we definitely want to hear from council members we've not heard from so far with that. Dave, I see you have your hands raised.

**Dave Sorrell**

Yes, sir. Thank you very much. Frank. So, putting on both my UC Berkeley hat and my Seamless hat, I think working with us as a collective whole would be a very strongly appreciated idea only because we talk about standardization of a unified fare system and acknowledging that the way that Amtrak system is different, ours is different here with BART, Caltrain's is different. And if we're looking towards a unified system that would be revenue friendly to the agencies but also user friendly as an end result, that would be something that I think would have to be addressed not only with us but also at the BART board level. And the other boards, even the joint powers. Especially if we're like throwing in ACE, we're throwing in other transit agencies that has other connectivity issues. But I think this kind of rolls into a bigger discussion later that we can have around where, for example, Berkeley is in the middle of our student Bay Pass Pilot, which is our regional Pass pilot program, which is generating the rides necessary between services not only for commute trips, but also non-commute, non-school trips as well. We talk about also connectivity with the entire region. And I think that brings to kind of a necessity to engage with agencies not limited to the bay area, but the entire mega region, both as a strategy to make sure that you're going from one mode of transportation to the other, but also empowering those other transit agencies to be good stewards of first and last mile services. Because you're only as good as when you leave the workplace or when you leave home. Your entire journey should be one that should be easy to use and not missing trips.



Missing trips or wait times that are excessive, but also enough frequency throughout the day and on weekends and nights, at least something that should reflect high quality service levels. And then lastly, I think it's just looking at the entire rail plan, but also identifying opportunities in which that some board members need to actually think about the forest from the trees and looking at the long term big picture idea of making an entire system work. And just from my experiences with some of the board members of other agencies that are not BART, it is their resistance to change and that they don't think about a connected network as an equity strategy. And that's extremely frustrating for somebody that, you know for me, I administer a program where I have over a third of my students on some level of financial aid and upward mobility is important for them as it is for me and my employees. But if we have board members that are on their high horse, thinking that a connected network is not what they're supposed to do, it becomes effectively frustrating and prevents us from the changes necessary. So as EAC members, we should serve as advocates for improved outcomes for what we want out of our transit system, individual transit systems, but also one as a collective whole. I yield, thank you so much, guys.

**Frank Ponciano**

Thanks. I really appreciate it. I do see we have another hand up from Clarence Fischer. Go ahead, Clarence.

**Clarence R. Fischer**

Okay, Clarence Fischer for the record. One thing I think is missing from the system integration and expansion slide is Unified Fare Instrument, where I have something in my hand. I can hop on any transit system with this instrument. One of my key problems is the Capital Corridor. They keep saying, well, we are working on a new fare system. Might use your credit card. Let's stop right there. Credit card. Here at the EAC, we're talking about disadvantaged communities. I would beg to difference to prove me wrong, that I would say over 50% of the people who we talk about in these disadvantaged communities do not have a credit card. They would be refused a credit card. We need a unified fare instrument such as Clipper, it could be clipper two. It could be something else, but something where an instrument would be able to be accepted on all megaregion transit systems, including Capitol Corridor. And I think for whatever reason, Capital Corridor is trying to run their own system. And if they are, how are we really going to connect them into this? Thank you.

**Frank Ponciano**

Thanks, Clarence. I do see we have Camille from Capitol Corridor here available to speak. Go ahead, Camille.

**Camille Tsao**

Yeah, thanks for raising that point, Clarence. I think it's a very important one that you raise about folks that don't have credit cards. So I did want to note that we're working with Cash App to issue a debit card for those who don't have bank accounts or credit cards. So that is in the works. As far as being on a different system, you know, clipper in the Bay Area works amongst the Bay Area transit operators, but we work outside. We travel and serve people outside the Bay Area as well. So we are actually part of a statewide effort to allow people to use credit cards. So you don't even have to be from the area, from Northern California or even from California. It is truly universal, much like other cities who have similar programs. So we're working with the state. It's a statewide rail travel pass program. It's called California Integrated Travel Pass. But thanks for the points you raised. They're really important and we're trying to address them.

**Frank Ponciano.**

Thanks, Camille. Appreciate it.

**Clarence R. Fischer**

My only concern is that whatever the rail systems use that it's also going to be good for all of the other bus operators and everything else. One card for everything. Thank you.

**Frank Ponciano**

Thank you, Clarence. Appreciate that point as well. And it's obviously a continuing conversation. Do want to hear from council member Elizabeth Madrigal and then we will the next one. Go ahead.

**Elizabeth Madrigal**

Thanks Frank. So this touches on the ease of transfer between systems. So I actually live in Santa Cruz, but commute to San Francisco twice a day, I mean twice a week on transit. So have really experienced the different transit systems and it not working the best sometimes. But something that's really captivated me is about a month ago I was on Bart trying to catch VTA to then catch the bus to Santa Cruz and it was that day where it was just really hot throughout the Bay Area. And something I noticed is that I guess when it gets I don't know if it's a certain temperature or just when it heats up, BART's tracks simply aren't, I guess, very prepared for that. So I think that it's important to just have climate change also in these conversations since it's bound to get more hot. And I just

really hate for BART to not be prepared for that because what that resulted in is since I guess the tracks couldn't run or BART couldn't run at its regular speed, then everything else ended up being delayed. So had to wait about an hour extra than I usually would have had to in order to get home. So would be great to hear if you all are thinking of that and really just the repercussions of climate on transfers and the system in general.

**Frank Ponciano**

Thank you, Elizabeth. So the question essentially is, is BART's infrastructure, are we ensuring that it's resilient to sort of withstand the warming temperatures and frankly other natural disasters or phenomena that we may see? I'm not sure who on the BART side may be able to answer that. Yeah.

**Donald Dean**

Hi, Frank. Let me start on that. Elizabeth, I just want to say that, yeah, people at BART are aware of this issue of the heat and the rails and the potential slowdowns or breakdowns related to climate change. I'm sure somebody in operations and BART infrastructure is better qualified to answer the question and we could probably get a more detailed answer from them. But I do know that people are thinking about this and particularly on the Link 21 side, as we're thinking about building this project in the future and making it more resilient and climate resilient and efficient. Other things like sea level rise and heat, we'll certainly be taking those into account. So I'd be glad to yield to anybody at BART who wants to talk about the current operations. But I know that for my part, the environmental team and the engineering team are working to make Link 21 adaptable to this new climate that we're all experiencing. Anybody else on the BART team want to weigh in on that?

**Sadie Graham**

Well, I think it was a good answer. I think, Elizabeth, that's a great comment, and I think that this project and other projects sort of with the impacts that we've seen in climate change just in the last year or more, are going to really spur us to have to do some really sort of in depth thinking and talking to our peer agencies around the world about how to plan for climate change. Sea level rise is one thing because you understand that, but I think that we're just starting to understand the impacts of heat and extreme sort of weather events on it. So I think to your point, it's very good to make sure that we include that as part of the purpose and need to make ourselves sort of resilient to the future impacts of climate change. Yeah.

**Frank Ponciano**

And what you'll see as we go through the needs, resilience is one of those needs as well. We'll touch on that. We have an opportunity to perhaps discuss that a little bit more detail in just a little bit. Clarence, I'm going to assume that you still have your hand up from the last time. If not, you can go ahead and say something. Otherwise, I'm going to move on to the next need. Okay. Hand lowered. Thanks, Clarence. Appreciate it. We could go on to the next slide.

**Frank Ponciano**

The next need that we want to talk about again, it's one that we have heard from the EAC on, is the need for expanded access and affordability. And the key elements that I think are worth naming here is that there are many communities within the Bay that are highly reliant on transit for things that are not very much negotiable in their lives, right. Employment, health care, social services, that kind of thing. There is a lack of safe and affordable and of course, like we just mentioned, connected rail transit. There is generally a lack of accessibility to rail service and there is a prior history of negative community impacts associated with infrastructure that's been installed in the past. Right? And we know all about that. We go on to the next slide and sort of talk about briefly what we have already heard from the EAC that is related to this need. We know that the EAC believes we need to prioritize equity. Access to public transit and accessibility in public transit are key values that have been shared. Accessibility for people that speak various languages. This is about wayfinding. It's about making sure that the system is welcoming to people who may not be super familiar or able to speak the English language. Accessibility to jobs through transits, making sure that the service itself is affordable. A need for infill stations, right? So we don't have these sort of flyover communities that don't have easy access to any one station even if the rails pass right through. Safety and anti displacement, we know is of high interest to this group as well. Let's have a quick conversation on this and I want to hear from Vanessa Ross Aquino has a comment or question.

**Vanessa Ross Aquino**

Yes, I'd just like to add to what you just said, Frank. As our city and our Bay Area bounces back from pandemic, as we can see this year, a lot of change has been going on. Things are getting back to routine almost, but different routine. I want to point out the importance of safety on the BART system, especially, I guess, all around the clock. I know we probably know this all too, you know, with tourism, trying to engage our tourism to come back to the Bay Area. I see our tourism using the public system and with luggage, and it's easy and affordable for them to get around, get to know our city. And I see this on a daily basis. The trains are now full with coming and going. And

what I would like to make sure we emphasize moving forward, we need to see more. And I know we're short staffed all around with our law enforcement in the Bay Area, but we need to continue to push for those services to continue to increase just because of the use of public transit with our tourism. Our service workers, employees that work at the airport, that rely on the public transit should always be around the clock. Example when I went to New York City back in April, I saw police everywhere and they're a bigger city and we're a small city, so I would expect that to be already in place. So I just want to emphasize the importance of that. I want to be a thorn to that subject just because it's very important so folks can feel and continue to feel safe on public transit as it still has a, BART still has a not so good feeling vibe with a lot of my crew members at work, even friends. They don't want to take BART to this day. So I'm an advocate for those that do ride it like myself. So just want to point that out.

**Frank Ponciano**

Thank you, Vanessa. I really appreciate it. It's an important issue. We do want to hear from a couple more council members. We have Clarence. We also have Beth Kenny and Ameerah Thomas. Let's hear from Beth Kenny and then we can go over to Clarence then Ameerah.

**Beth Kenny**

Thank you, Frank. I am wondering if you can tell me a little bit more about accessibility and public transit. Accessibility is generally a term I think of for people with disabilities, so I'm hoping we're captured in there. But things like where most of BART is built with a single point of failure for people who require elevators to get in and out of Bart. And so is that something that's going to be captured in this, an accessible wayfinding for people with various languages, that's a huge issue. For the people who have vision impairments, we want to be able to make sure that tactile wayfinding maps are available, stuff like that. So I'd just like to hear a little bit more. It doesn't have to be in this meeting, it can be offline, but I'd love to hear a little bit more about what the accessibility and public transit means.

**Frank Ponciano**

Thanks, Beth. Going to give just a quick call out to folks from BART if there is anything to say there. Otherwise this is a conversation we will follow up with. Any thoughts? Anybody?

**Donald Dean**

Well, I think obviously the access, it's a big issue here. We have our own people, we have a whole access department. So just maybe in the interest of time, we could do some offline conversation about that and bring you up to date on some of the things that we're doing as an agency and also expect to do on Link 21. That might be the best course here, unless you have a very specific question about one of these items.

**Sadie Graham**

I'll just say, I think when we're saying access, I think we're meaning both all types of access, including sort of multimodal access to stations, first and last mile, but of course accessibility. And I think as we get more in the design of stations, that will become a bigger issue when we're talking about sort of the actual physical design of stations. But I think your point is well taken, especially when we're talking about underground infrastructure. There are a lot of points of failure that we need to plan for in advance, but I don't think we have enough time to go down that right now. But happy to talk to you about that at some other time. Thank you.

**Frank Ponciano**

Thank you, Beth. Appreciate it. We do have two more hands up. I do want to hear from y'all. We're going to go to Clarence and then we'll go to Ameerah, then we'll go to the next set of needs and have a conversation on those. Go ahead, Clarence.

**Clarence R. Fischer**

Okay. And again, I can be talked to offline about this, but I want to bring up the needs of accessibility. If we go with regional rail where like Caltrain comes to the East Bay. Maybe this was already taken care of, but I think some time ago there was one Caltrain station in San Francisco. Maybe it was the 22nd street one where it was just a bunch of staircases to get from the street level down to where the tracks were. We need to make sure that in the future, all stations are fully accessible by ramps, elevators or whatever. And lastly, that transferability, like when you need to transfer, let's say, from BART to Caltrain, two different regional rail systems, that enough time is also considered in the transfers. If you are in a wheelchair or using crutches and have to use elevators or ramps, that again, time is allotted for such transfers. Thank you. And I'll talk to somebody offline sometime.

**Frank Ponciano**

Thanks, Clarence. Appreciate it. Let's go to Ameerah. And then I do see Vanessa. You just raised your hand. We could take a quick comment after Ameerah, or we can wait till the end.

**Vanessa Ross Aquino**

It's a comment. It's just a quick comment.

**Frank Ponciano**

Okay, sounds good. So I'll check in with you right after Ameerah, then. Go ahead, Ameerah.

**Ameerah Thomas**

Thank you, Frank. Actually, I want to first second and emphasize the point that Vanessa made around safety. There's so much that's happening regarding safety, and I think that there are multiple strategies in how do we cultivate safety with the stations and even the environment around the stations. And this brings me to the point that I raised my hand for, and that's around really being intentional, around who these jobs are being created for. And so as we roll out Link 21, how are we being intentional with those jobs? And who has access to those jobs, and especially, like, our youth? And how are we giving opportunity for our youth to have well paid positions so that they are not? We're seeing also that some of our youth are involved in what's happening in our community. And so how do we create a pipeline that is helpful for our community but also helpful for the economy of our community? So I just wanted to make that point.

**Frank Ponciano**

Thanks. I appreciate the comment there. Vanessa.

**Vanessa Ross Aquino**

Yes, it's a quick comment. It's regarding the 22nd street station of Caltran. They did fix the stairs, but it's definitely not accessible for anyone with a disability, an impairment. So I just wanted to point that out that that has yet to be looked at.

**Frank Ponciano**

Thank you, Vanessa. I appreciate it. It's a real concern, something that we can discuss with the appropriate folks offline. We can go on to the next slide to just round us out on these remaining needs. Now, here are needs that we've not heard a lot about from the EAC, and so hoping perhaps that we can add a bit to that conversation as we go through them. The key elements to the need for increased capacity are, you know, currently we have one transbay tunnel, right, that obviously limits transbay capacity in terms of how many trains can get from one end to the other. And the forecasted growth dictates that, in fact, that capacity is going to be challenged, right? Pre pandemic, we were en route to a pretty interesting situation where we would be challenging that capacity, and obviously it's dipped because of the pandemic, but the trend is going to continue to move upwards. When we talk about the need for increased capacity, do folks have thoughts about whether Link 21 and the second trans bay crossing can address that need? Do you agree that this is a need? And is there anything missing there that you would like to add? Do we have any thoughts from EAC members about this particular need at this point? Okay, we have Clarence. Go ahead, Clarence. Okay.

**Clarence R. Fischer**

This is Clarence speaking. I think what would be helpful is some sort of set of charts from BART staff of whether we do the regional rail or the BART tube crossing of what projections would be for people in using that second crossing to show that, like, let's say, I think, Pre pandemic BART was talking about, let's say, 400,000 people per hour during commute times. To say that with two crossings that we could more easily spread it out to like 200, 250,000 with less crowding, people standing. So that this would also be a justification of why we need Link 21. So again, if we could see charts, we could be an advocate for BART as they seek federal funds and state funds for this. Thank you.

**Andrew Tang**

I can jump in there. Yes. So we will be developing that information. It's coming. So hold on. Stay tuned. We're going to be talking about the capacity of the different concepts, regional rail and BART and our projected demand in those concepts and how crowded the trains might or might not be as a result. So stay tuned.

**Frank Ponciano**

Thanks, Andrew. So with that, I'm going to move on to the next slide. These needs are somewhat related. So if there is anything that comes up about this last need, we can totally come back and have that conversation. But there is a need for redundancy and resilience to the point that was made earlier about changing conditions and how that may affect infrastructure. It is again true that we only have one single rail tunnel today and any disruption to that Transbay tube will result in pretty significant region wide disruption. The overall system is constrained. It's vulnerable, it works. But we want to make sure that if there is any sort of situation that leads to that particular tunnel being not in operation for any period of time, that in fact, you can have that second option and that people

can continue to move throughout the day. That is a need that's been identified as one that Link 21 would address. Anybody have any thoughts that they would like to add as it relates to this need for redundancy and resilience. Okay, not seeing, oh sorry.

**Vanessa Ross Aquino**

I didn't raise my hand. I do apologize, Frank. I was just thinking about my feedback on this. I think you are so right. We only have one tunnel. This has been nerve wracking to know, and it does impact all of us throughout the system, even up to Millbrae, when I'm waiting for BART, I guess it's to make sure we have in the meantime, while we continue to figure out a bridge or a tunnel, I think we need to continue to have backup right away. Lined up, ready to go. Those shuttle buses, just like Caltrain is currently having as they update their rail system, electric rail system. So, yeah, I just want to make sure that that's continued to be priority.

**Frank Ponciano**

Thank you, Vanessa. So sort of strengthening and making a robust contingency plan for when and if there is a need. Great comment. I don't know if there's anything that anyone on BART would like to add or anybody else. Okay, we have one raised hand. Let's hear from Dave Sorrell.

**Dave Sorrell**

Thanks. Just to kind of reiterate it's, kind of that messaging aspect, operations is one large concept, but also communicating. And BART does a really good job, I feel, at least in terms of system disruption. And I forgot about Caltrain, but I haven't been a regular Caltrain user since I worked there back in 16. But just understanding and realizing to the general public that if there is a massive disruption or a change, mutual aid goes a long way. And I think our transit agencies do a semidecent job with coordinating that out. But also there's still more work to be done, especially kind of coordinating that out to the user in real time. You take the whole Twitter debacle out of the equation and you still have to kind of make sure that operating systems are working well, communication systems are working well, so that if there is a disruption while we're waiting at a station, it doesn't sound like we're going through a McDonald's drive through. And that part of that communication is going to be helpful, especially for those that have possible disability, that have visible or invisible disabilities that need to at least understand what their options are and have that available at stations new and current. So at least we know from a technical standpoint, but also an end user standpoint, that if something goes belly up, we know how to get around. And that might be able, while we can't necessarily get a bus to help support folks in real time because limited resources and all, the least that the agencies could do is to kind of reiterate what those service replacements are, both visually but also verbally. Thank you.

**Frank Ponciano**

Thanks, Dave. Really appreciate it. With that comment, I think we can move on to the very last need out of the set of five that we have, that's the next slide, and that is a need for sustainability and quality of life. The fact is, to address climate change, the different levels of government have established greenhouse gas emission reduction targets, right? This is something we must do. And the fact is we cannot possibly get to the targets that we have set without reducing vehicle miles traveled or VMT. There are ongoing safety risks of automobile travel accidents. Fatalities have increased in the last couple of years. And we're not only talking about drivers, right? We're talking about pedestrians. We're talking about bicyclists who are victims of vehicular, I guess, misbehavior. And there is a real cost to lengthy commute times. And that's not just an economic cost, although that is significant. But we're also talking environmental, we're also talking about mental health. And our sense of community that is deeply impacted by spending hours at a time. And again, as the region gets more expensive, people go further out, their commutes increase and it's kind of a bad cycle that goes on. So the need that we're trying to address with Link 21 is to have a more sustainable future where quality of life is at the center. Do any folks have thoughts about this particular need? Any questions or any concerns? Go ahead. Dave Sorrell.

**Dave Sorrell**

Thanks, Frank. I'll be quick. I think while what we've witnessed, I think in the last decade has been kind of a have and have not situation where folks that have the means to travel or at least to have suitable housing, are being pushed out further away, especially as, I guess the demographics definitely have changed. But it just highlights a need for cities and the state to actually step up and do their jobs. And that transit should be, while mobility is a necessary right, it has to be part of a last resort where cities have to actually do their job to actually allow more housing, not just limited to the Bay Area, but just the state. And that the ongoing discourse surrounding preventing affordable housing and the market itself is causing this backlog of issues that's only making things worse and it's causing further inequality and affordability. I almost feel like it's almost outside of our scope, but also in our scope to support transit oriented development, affordable housing, but also ensuring that there are solutions to help out those that really need the help, whether it be mental health or drug treatment. But it shouldn't fall squarely upon the BART District. It should be helpful, but it shouldn't be squarely our responsibility.

**Frank Ponciano**

Thank you so much, Dave. I appreciate that. We have a number of folks on a queue. We'll hear from Councilmember Elizabeth Madrigal, Vanessa Ross Aquino, Clarence Fischer and Landon Hill in that order. So let's go with Elizabeth Madrigal.

**Elizabeth Madrigal**

Yeah. So first, just want to agree with what Clarence was saying. I'm really excited that at least in San Francisco, the Mayor's Office of Housing just released an RFQ for affordable housing developers to develop near the 16th and Mission BART sites. So just wanted to give a big up to that. But my question is regarding long term sustainability of BART. I was just reading this morning that Scott Wiener's bill that would have essentially helped BART stay more afloat the next coming years is no longer going to move forward. So I guess just on some assurance that everything that's planned is still going to be able to move forward too. I saw a pretty concerning thread in the morning from one of the BART board of directors that programs such as Link 21 should be put on hold. And also just wanted to state my disagreements with that, especially since one of the core objectives of this is to serve people that rely on transit the most.

**Sadie Graham**

Can I just respond really quickly. Yeah, I think you're right, Elizabeth. But I think Scott oh, I'm sorry, Vanessa. Excuse me. Thanks. I think that Scott Weiner has just really, he's delaying it. He's making a two year cycle so that I think we can continue to figure out how to address some of the equity concerns with the toll. So I wouldn't call it dead and gone. And in fact, I think he's going to put out a press release to that point later tonight. And thanks for your support in terms of, I think it's hard for the BART Board to, there's a lot of different priorities out there. And again, sometimes it's hard to think about the long term when you have near term problems.

**Frank Ponciano**

Thanks, Sadie. Appreciate it. I think we can move on to hearing from Vanessa Ross Aquino, then Clarence Fischer, then Landon Hill, and then we have one more item we need to squeeze or try to squeeze. So going to move on after that. But let's hear from Vanessa.

**Vanessa Ross Aquino**

Thank you, Frank. I'll be quick. Two things. In regards to building more stations or keeping those that we have in place. As we all know, there was a terrible tragedy that just happened at Fourth and King, which is just down the corner, down the street from where I'm at, and a kid was killed in a stroller. And that's really in the intersection of where the freeway entrance is and the Caltrain Station, fourth and King Station. And the reason why I'm bringing this up is because moving forward, we need to continuously keep in mind that the public transit agencies communicates clearly with the city and its agencies to have safer intersections.

**Vanessa Ross Aquino**

That's not the first death in that intersection. When it opened, a businessman passed, was killed. So it's such a dangerous area. And I know that the mayor is looking at safer streets. She put a press release out today. But just moving forward, I want to keep this in everyone's minds that as we develop more and look at the stations that we have now, we need to make sure that there is safety for those that are in wheelchairs, those that are seniors, and whatnot, students, people commuting. So that was one thing I wanted to address real quick. And the other thing I wanted to bring up is that I last week attended with Senator Scott Weiner in presence as well as other panelists in regards to housing, developing more housing, and the purpose of having housing, affordable housing. The goal is to of course, we all know is to build more housing in the city. He's definitely, Senator Scott Weiner's definitely is a very strong advocate for that. Just wanted to point out the turnout of that event at the Southeast Community Center in the Bayview was such a success. There's a demand for housing. So just wanted to throw that out there as we think about more public transportation locations. Thank you.

**Frank Ponciano**

Thanks, Vanessa. I appreciate that. Let's hear from Clarence and then we've got Landon. Go ahead.

**Clarence R. Fischer**

Okay, for the record, this is Clarence. Two things I want to quickly point out when we talk about the negative impacts. First of all, as we think about the second tube, no matter what kind of tube it is. But just like how when BART got built, how the area of the Grove shafter houses got raised by priority people who lived in that area, that we need to make sure that wherever the approaches to the tubes are, that people who are living in low houses, that they get priority and be able to be moved to other places. So that when the structures have to go from an aerial into the tube that those people will be able to afford to move somewhere. My other concern is, and maybe Don Dean wants to address this offline is that just like when BART was built originally and the amount of

environmental impact that it took to do the original trans bay tube, of us thinking. Trying to think about the new tube, what steps we're going to have to take, how soon we need to start the initial process. Because I know when the Port of Oakland wanted to drill from 28ft to 32ft for the super tankers, that seemed to take years and years. So wherever our new tube is going to be placed underground, again, this is something that through the state agencies and federal agencies to start getting approval. Thank you.

**Donald Dean**

Yeah, Frank, I would like to respond to that. Clarence, great point. And one of the things that we continually at least the environmental team talking with the other folks on the Link 21 team is one of the things we continually push for is it's not just the alignment and the stations, but we also want to know how the tube is going to be constructed. How is that all going to happen? Where are the trucks going to come to? Where are they going to go? Spoils from whatever cuttings are necessary for the tube. Where do those go? What are the hours of operation? All the details that go into the actual construction of this project. And it's not just the tube that we're talking about, but the portals on each side and any connections that are necessary to the existing rail network, if it's regional rail or the existing BART network if it's a BART project. So we're thinking about that in terms of displacement. We also have the equity team in Link 21 who's talking about that, and a land use team that's talking about displacement and what policies we might need to have in place prior to any construction. So I can tell you this has been an active discussion within the Link 21 team and probably a good topic to come back to you with a little more detail on how that all might work in the future.

**Frank Ponciano**

Thanks, Don. Does that answer your question?

**Clarence R. Fischer**

Yes, it does. And thank you for addressing it so quickly.

**Donald Dean**

Yeah, no, appreciate your question. I guess, Frank, back to you.

**Frank Ponciano**

Yeah. Thanks, Don. And thanks, Clarence. Let's round us out with Landon Hill and then we'll briefly talk next steps. Go ahead.

**Landon Hill**

Yeah, so just quickly, I think, Frank, to the point that you made about the quality of living and that that's not limited solely to some of the more major and kind of unfortunate news that we sometimes hear about, but also, I think to the point of safety that folks brought up. And although I would agree that we obviously want to make sure that things are as safe as possible, even sometimes increased law enforcement can be and feel unsafe for certain communities, especially those in the African American community, things of that nature. So just considering what those alternatives may be to increase safety for all and what that looks like, as well as, I think just maintenance, right. Especially for BART, I don't take it as much as I once did, but I know even when I was taking it, didn't always feel the cleanest, the nicest. Right. And I think especially for the populations that this is supposed to serve, especially from an economic standpoint, oftentimes we talk about helping folks to maintain dignity in the sense that what they have is worthy of being maintained. Just what does that look like, even beyond the initial kind of development of this and when things are all shiny and new, but making sure that they are maintained so that there are places that people are comfortable with using and visiting on a regular basis and things of that nature. So wanted to just add that to the quality of life conversation.

**Frank Ponciano**

Thanks, Landon. Appreciate it. Don, I do want to let you really quickly talk about those next steps there at the bottom of the slide if you'd like, and then we can move on to end of the meeting.

**Donald Dean**

Okay. So timing and use, preliminary purpose and need, it'll be part of stage gate two. We talked about that a little bit earlier in terms of the whole process moving from where we are now to stage gate two and then onto the official NEPA environmental evaluation. So stage Gate two, we anticipate April May of 2024, so not that far away. We'll be going to the BART board with our concepts and also to the CCJPA with the concepts and ask them to confirm our recommendation at that point. So we'll also take the preliminary purpose and need and get that confirmed at the same time. And so the purpose and need will reflect the input that you've made already and what you've said today. As I say, this is an evolving statement and will continue to evolve even past stage gate two into the actual environmental evaluation. And then how will we evaluate the effectiveness of the concepts and

alternatives going forward? Well, that falls to the different teams within Link 21 in terms of some of the multiple metrics we have for business case and the different concepts and ridership. And also the environmental team is providing support for all those internal Link 21 teams in terms of any environmental factors that they need to take into account, whether it's cultural landscapes or rising sea level, anything like that. So we're trying to support them best we can to refine their concepts in a way that are least impacted by all the different environmental factors that we consider as we go through this evaluation. Frank, back to you.

**Frank Ponciano**

Thanks, Don. We're going to jump right into the next item, and we're going to squeeze this item in the next five to seven minutes just so that we could close out the meeting by 3:30 on time. Will you get the next slide, please? We're wanting to have an EAC member reflection at this point in our conversation. And Mark Anthony, if you could actually skip the next slide into slide, the next one after this one, you might have received not you might have you did receive a text message and an email. You received a text message from a phone number starting with area code 209. You also received an email from Stefania. Both of those communications say the same thing. Essentially, they include a link to a Mentimeter activity that you can go to to answer a few questions on your experience as a council member on the EAC so far. So we wanted to put those out here in front of you now so that if you have the opportunity, whether it's on your cell phone or on your computer, you could click through in that link and start answering questions. The first one starts with how do you feel about the experience on the EAC so far? And actually, Mark Anthony, if we go to the PowerPoint again and then the second question talks about how well the informational tools that we've used so far have worked for you, then we have some open ended questions for suggestions and feedback on your experience and how we can make this better. As I go through this last slide, I would love it if folks can go through these questions and answer them to the best of your ability. You're able to move through the slides as needed. So you can totally do that as I present this next slide. But I do want to make sure that you all have the context that you need to answer those questions now. So, Mark Anthony, if we could go back one slide. Sorry to have you dancing around. To date, we've had five EAC meetings. We started this effort in February. The planning started way back in 2022. We're headed towards the end of 2023. And so we thought this was a great time to start reflecting on how we can improve the EAC going forward into 2024 and beyond. And so we wanted to create just a quick graphic that would capture what we've done so far. And just to give you quick set of numbers, like I said, we've had five meetings. We have had six office hours, which we started in the month of March. Office hours are the space where we discuss particular agenda items that have come up in the prior meeting. We have had eleven presentations on different issues regarding Link 21. So when I say presentation, I'm talking about a slide deck, I'm talking about somebody talking and then some discussion. We had one panel, we had an anti-displacement panel, if you would remember, I believe that was back in June. And then we've used Mentimeter as an interactive tool one time, again in the same conversation on anti displacement back in June. So that is the last meeting before this one. Now Mark Anthony, if we could flip over to the Mentimeter slide and see to what degree we've gotten some response from EAC members. Really the big idea is to capture again, how has it been for you so far, what we can do better going forward. What are some items for us to very quickly if at all highlight in conversation in the next minute or two, and this question, as you can see it's on the spectrum and there are a number of items like sort of being clear on what you're supposed to do as an EAC member. Expectations being manageable, focusing on the right things in the EAC, having everything you need to feel confident as an EAC member. I see a low there and maybe that's something to have further conversation about. Good thing is the high is about the enjoyment. People are enjoying their time on the EAC and would like to have more opportunities to give input. We go to the next slide and of course, as people keep submitting their responses, these results will continue to change. And even after we move on from this conversation, I want to make sure you all know you can finish this activity after the meeting is over. You can continue adding your thoughts. You do not need to stop at the end of the meeting. So here, pretty even, how well these informational tools work for you. We have done presentations during the EAC meetings. We have sent memos on EAC meeting topics before meetings. Of course we've had office hour discussions and we've used post meeting surveys as well. At this point, being 3:26, we have a few items that maybe I can read through in the next slide. If we can move on there, there are some entries maybe we can highlight. And I'm reading these in real time, just so you know. I don't know, I don't know if it's frozen on you or what. Okay. But there are some thoughts here. I'm enjoying this role. I feel I am heard as a citizen and community member who values our cities and its issues. Better response time on email, especially with questions pertinent to meetings. Sometimes the materials attached in the agenda emails are different from what is presented. It's confusing to prepare for one presentation and get a different presentation. It's an important point. The ability to use the chat function during meetings would accelerate conversation. For example, members of the council could share thoughts on the chat instead of waiting in queue with questions. So those are suggestions that you believe would improve our experience here in the EAC. Just to round those out, in perfect world, we would have a conversation on these and I would ask for more details from you all. Unfortunately, we don't have the time for that, but just to round us out here at the end, I am assuming people are making their way through the presentation. So all we have for the feedback slide is a thank you. So thank you. I think with that I can finish and I believe, Tim, you would be moving us over to public comment.



**Tim Lohrentz**

Yes. Thanks, Frank, and thanks for everyone for all those comments. And we definitely will be taking a look at those and responding as we can. We will now hear public comments for items that have been on today's agenda. As you speak, please state which agenda item you are commenting on or maybe several items. Keep in mind, public comment is limited to two minutes per person. If you're on the phone and would like to provide a verbal public comment, please dial star Six to unmute yourself. Anyone on the phone?

**Frank Ponciano**

Not at this time, Tim.

**Tim Lohrentz**

Okay, so now we will see if anyone participating via Zoom would like to provide a public comment. You can do so by raising your hand. We have two raised hands. Pat Piras is one and Roland is the second person. Okay, so Pat, please go ahead. You can unmute yourself. We do not hear you yet.

**Pat Piras**

Can you hear me now?

**Tim Lohrentz**

Yes.

**Pat Piras**

Okay. And it's Pat Piras. For what it's worth. Going back to the agenda item with the scenario concepts and in particular, the BART to Mission Bay option, one thing that would be useful to be considered and this is kind of the reverse of normal modeling would be in addition to looking at increases in market share and ridership, but to look at the extent to which a better connection, especially from the East Bay to Mission Bay and especially the UCSF medical facilities could cut down on the increase and rate of use of ADA paratransit, especially with an aging and disabling population. And I have no idea what the order of magnitude would be, but it would certainly save a lot on paratransit costs if people could shift to using a fixed route connection rather than paratransit at ten times the cost per trip. So if some kind of calculations of that impact could be developed for the Mission Bay scenario, I think it might be interesting to see, just to learn what difference it's making and especially for the aging population. Thank you.

**Tim Lohrentz**

Thank you for that comment. That's insightful. Next. We'll go to Roland. Please state your name and which topic you're speaking on, and you may need to unmute yourself.

**Roland**

Thank you. So a couple of comments about, first of all, how the meeting is being conducted and then close off with hopefully a comment that's going to make some sense. There is no chat for members of the public. I think that's an omission. Having the chat would be very helpful. The second thing I want to bring to your attention, I don't know whether this is a meeting subject to the Brown Act. If it is, government code sections 5495 4.3 mandates that you take public comment at a conclusion of every item on the agenda. Now, in closing, what I want to talk to you about is the Mission Bay station. That station is actually part of the Pennsylvania Avenue extension known as the PAX. It's on 7th street between 16th and Town's End. It's right next to UCSF. It is designed to have both the Muni T Third and the Endline to be fully integrated with the underground Caltrain, high speed rail and now capital corridor and bus stations. There were questions about the people who wanted to get to Mission Bay from the East Bay. That's a station where they would be getting out of the train and they would actually carry on after the transit center. And I'm running out of time. So that concludes my remarks. Thank you.

**Tim Lohrentz**

Thank you, Roland. And we would encourage, you know, if you do have more information, you can feel free to communicate with those on the team to express more opinion on that matter. So we do want to clarify, this is not a Brown Act body. We are not at the same level as, say, the BART board in terms of operating within the Brown Act. But we do want to provide space for public comment as a whole on the meeting.

**Roland**

I already communicated to the team. Thank you.

**Tim Lohrentz**

Okay, next slide is we have our next meeting, which is Tuesday, October 17. It will be an evening meeting. So we'll start at 06:00. And as we decided, we will plan to go till 8:45 on that date. And as a reminder, the final meeting of the year will be November 28th. This is the Tuesday after Thanksgiving. And that would be an afternoon meeting like today's was. Next slide, please. So at this time we will plan to adjourn. This is an action item, so we will need an EAC member to make the motion that the meeting be adjourned.

**Clarence R. Fischer**

Clarence Fischer moves that we move to adjourn.

**Tim Lohrentz**

Thank you, Clarence. Is there a second?

**David Ying**

I second.

**Tim Lohrentz**

Okay, several seconds. And now you can either voice aye to agree or a show of hands to adjourn.

**Clarence R. Fischer**

Aye.

**Vanessa Ross Aquino**

Aye.

**Tim Lohrentz**

Any opposed? No. And so we are adjourned. Thank you all.