

Link21 Equity Advisory Council (Meeting 12)

December 3, 2024

DRAFT Link21 Equity Advisory Council (EAC) Meeting #12

December 3, 2024

6:00 pm – 8:45 pm

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

AGENDA

I. Call to Order (For Information)

On Tuesday, December 3, 2024, the Link21 Equity Advisory Council (EAC) convened its regular meeting at 6:00 PM via teleconference, in accordance with the Link21 EAC Bylaws and Assembly Bill No. 2449. Tim Lohrentz, the Equity Programs Administrator at the BART Office of Civil Rights, called the meeting to order.

Tim Lohrentz provided instructions on virtual meeting logistics, detailing how to access presentation materials online and the procedures for public comments.

II. Roll Call (For Information)

EAC Present Members

Angela E. Hearing	Fiona Yim	Samia Zuber
Clarence R. Fischer	Gracyna Mohabir	Taylor Booker
David Sorrell	Harun David (partial)	Vanessa Ross Aquino
David Ying	Hayden Miller	
Elizabeth Madrigal	Linda Braak	

EAC Absent Members

Beth Kenny	Landon Hill	Mica Amichai
Cory Mickels		

Participating Link21 Staff

Tim Lohrentz, Equity Programs Administrator, BART Office of Civil Rights	Brian Soland, Link21 Acting Director, BART
Camille Tsao, Link21 Program Lead, Capitol Corridor	Grant Vinson, Capitol Corridor
Darin Ranelletti, Link21 Land Use Planning Manager, BART	

III. Public Comment (For Information)

Tim Lohrentz opened the floor for public comments on topics not listed in the meeting's agenda. Tim reminded attendees that each public comment is limited to two minutes per person and provided instructions for offering verbal comments via phone and Zoom.

Alita Dupree provided an introduction and spoke about her background.

IV. Meeting Topics

A. Approval of July 16, 2024, Meeting Minutes (For Action)

Tim Lohrentz asked the EAC if there were any changes needed for the meeting minutes from July 16, 2024. Tim requested a motion for the approval of said minutes after no revisions were identified. EAC Member Hayden Miller set forth a motion to approve the meeting minutes, which was seconded by EAC Member Vanessa Ross Aquino. The EAC members then approved the meeting minutes by verbally saying aye.

B. Follow-up to Previous EAC Feedback (For Information)

Tim Lohrentz highlighted that one EAC member had asked for additional Office Hours in the event that there is a break between EAC meetings of three months or more. The EAC team has agreed to this request. The additional EAC Office Hour will generally take place two months after the EAC meeting. The purpose of the additional Office Hour will be to check-in with EAC members and to respond to any questions or concerns.

C. Presentation of the California Integrated Travel Project (Cal-ITP)

Erika Ehmsen, the CXO of Zentrans and Consultant to Cal-ITP, presented about the Cal-ITP. Erika said that the goal of Cal-ITP is to create a modern and consistent transportation experience throughout the state, to matter which transit you are on. One objective of Cal-ITP is to provide accurate and complete information for trip planning in real time on mobile apps. Another objective is to provide fare payment by debit or credit card on various transit, with identified hardware and software services available from the Department of General Services.

Erika discussed some of the transit agencies that have switched to a debit-credit card tap to ride payment. London saw a ridership increase due to tap-to-ride. New York and Chicago also saw an increase in ridership. It is more cost effective to use debit and cards than to take cash for payment.

Cal-ITP has assisted several transit agencies in California to use Tap-to-Ride including Sacramento Regional Transit (SACRT), Capitol Corridor, Monterey Salinas Transit (MST), Santa Barbara MTD, and Clean Air Express (north county Santa Barbara). Capitol Corridor is the first inter-city passenger rail line to offer Tap-to-Ride. Since it is a distance-based fare system it is necessary to tap off in addition to tapping on. Both SACRT and MST offer riders without a credit or debit card the ability to get a Cash App card which is available without a social security number. One can add up to \$500 in pre-paid debit on a Cash App card for only \$1.

To reach the unbanked, Cal-ITP has partnered with The Cities for Financial Empowerment Fund which has created the Bank On standard of creating a bank account with no or low fees and no minimum opening deposit.

Erika also discussed Cal-ITP Benefits, which is a web or app tool, to assist persons with characteristics which would allow them to qualify for transit discounts, such as being 65 years or older. The discounts are then built into the Tap-to-Ride systems. Government agencies confirm the discount quickly with a data call out to the government databases. Other discounts could be from veteran status, CalFresh recipient, or Medicare and Medicaid. Fares are adjusted automatically based on the discount programs of the particular transit agency.

Vanessa Ross Aquino inquired about employer-based transit discounts. Erika said it would be up to each employer and transit agency to include such discounts in a Tap-to-Ride system. Vanessa also inquired about those without an email. Erika said that the Bank On initiative requires neither a phone number or email. A person without a phone number or email could get a debit card through Bank On.

David Sorrell discussed the complexity of the Clipper network and how Clipper 2 has been delayed by more than five years.

Gracyna Mohabir asked about people without mobile phones to access the tap-to-ride system. Erika stated that the Bank On initiative requires no mobile phone. A person can acquire a debit card and use that to tap-to-ride.

Fiona Yim inquired about the languages used in outreach. Erika said it was up to each transit agency to determine and use various languages used in outreach. Fiona also asked about the source of statistics used in the presentation and that if its federal level statistics the numbers for Asians who are unbanked and transit users would be vastly undercounted. Erika said most of the statistics are federal.

Hayden Miller asked about transfers between two Cal-ITP transit agencies. Erika said it is something that they are working on. It is something already functioning between the two Santa Barbara bus agencies.

Angela E. Hearing asked if they are using the Mobility for All program which has been successful in Orange County and Los Angeles County, where transit is covered for CalFresh cardholders including the homeless community. Erika said they did work with LA Metro on their mobility wallet and they are looking at implementing it with other transit agencies.

Clarence R. Fischer asked about transfers to and from transit to bus or other first and last mile options. He also asked how attendants for disabled persons are handled. And he asked if Clipper will be available beyond the nine-county Bay Area. Erika said that for MST and Santa Barbara MTD the attendant gets a courtesy card and gets the same discount as the disabled person. Erika said that Clipper is not looking to expand and that its more likely that Tap-to-Ride will be extended to the Bay Area. Clarence responded that the fees charged by Cash App and others serve to make transit more expensive.

D. Bylaws Amendment to Change Number of Meetings (For Action)

Tim stated that it takes 13 affirmative votes to meet the $\frac{3}{4}$ majority Bylaws clause to amend the Bylaws, but only 12 EAC members were present at the time, so a vote cannot take place this evening. Tim added that with less meetings there will be a change in the honorarium and this change would be included in a proximate EAC email.

E. Term Renewals and Term Extensions (For Information)

Tim stated that based on the Bylaws, the terms could be extended for about half of the EAC members in order to have more continuity on the EAC. Seven members will be extended, chosen at random. All members should decide if they wish to renew for a second term. The time on the agenda today is for a Q&A.

Fiona Yim asked if people can serve non-consecutive terms, since she is planning to go to grad school and then plans to return to the Bay Area. Tim said that made a lot of sense and any returning member would have strong consideration to come back on to the EAC.

Gracyna Mohabir asked if people can both renew and extend. Tim clarified that if a person is chosen to extend they will be asked again at the end of 2025 if they want to renew for a second term.

Taylor Booker asked if EAC members could suggest new members in case there are openings. Tim said that makes sense and consideration would be given for those suggested. Tim said that EAC openings and recruitment would be discussed at the next EAC meeting.

David Sorrell said that there is a fine line between his professional role with the San Joaquins transit and serving on the EAC, so that he would most likely serve just one more year.

Vanessa Ross Aquino asked if she was renewing or extending. Tim suggested answering yes to both on the survey and that way if she isn't chosen to extend, she would be renewed for a second term. Vanessa also asked about the delay in the honorarium payment. Tim said it was a bureaucratic snafu and should be resolved soon.

Elizabeth Madrigal said she would be moving from Santa Cruz to the East Bay next year and if that would impact her ability to serve. Tim said it would not impact her service.

Clarence suggested that the EAC vote on who would be extended for a year rather than a random process, following a 30 second presentation by each EAC member desiring to extend. Tim said that everyone has the participation level deserving of extending and that the EAC team would continue to make it a random process.

F. Community Stabilization and Anti-Displacement Principles (For Approval)

Darin Ranelletti explained the process for formulating the draft principles and that the EAC would be voting to approve the principles. Darin said that the principles would provide high-level guidance. The anti-displacement toolkit would be used to implement the principles.

Darin reviewed how the principles came about, including that two additional changes were made in November with EAC input. One change was made to principle eight to make the language more action oriented. And a second change was made in the definitions to the definition for transitional aged youth.

Clarence R. Fischer asked if "risk of being unhoused" might be better than "risk of homelessness" on principle three. Darin asked how others felt about this. Vanessa said they seemed like the same thing. David Sorrell said that in his previous job they were looking to use either "housing insecure" or "no secure residence" instead homeless. Darin

said he like the suggestion. Tim said that several comments in the chat liked “housing insecure.”

The EAC members voted on the principles, including the proposed change. EAC member David Sorrell made the motion and EAC member Vanessa Ross Aquino seconded. The vote was unanimous, 12 votes in favor and no votes opposed.

G. Public Comment on Items IV.A to IV.F (For Information)

Alita Dupree said how much she appreciated the Cal-ITP presentation and said it is essential to have clarification for the users to make it clear how the Tap-to-Ride process works.

Break (5 min)

Tim Lohrentz suggested a five-minute break at 7:52 pm. Tim reconvened the meeting at 7:57 pm.

H. Link21 Program Update (For Information)

Brian Soland, Acting Director of Link21, BART, provided an overview of Link21 and the decision point between standard gauge and broad gauge. Brian described the analysis that went into recommending a standard gauge crossing. The recommendation aligns with the Federal Railroad Administration’s Corridor ID Program. Both options contribute to equitable outcomes. The standard gauge allows for both urban metro service and inter-city express service.

Camille Tsao, Link21 Program Lead, Capitol Corridor, talked about the public engagement of Link21 as well as the statistically significant survey done in late 2023 which showed support for the standard gauge option. Camille talked about the transformational service to be offered by a standard gauge option. It is also foundational to other rail investments in the Bay Area and the megaregion. She reiterated that the Capitol Corridor was chosen as a corridor within the FRA’s Corridor ID Program.

Camille also presented the slides of Chad Edison of the California State Transportation Agency (CALSTA). She said that the state has a 2050 timeframe that includes all-day bidirectional service connecting California’s urban cores. A standard gauge crossing is a critical project of CALSTA’s vision which is set out in the state rail plan. The Capitol Corridor Corridor ID Program goes between Reno to Monterey-Salinas and includes the east-west rail from Novato to Solano, through Sonoma and Napa.

EAC member David Sorrell said that he supports the standard gauge option but expressed his concern with working with the host railroads. He also asked about prospects for the project given the incoming administration. Camille agreed that Link21 will have to work closely with the host railroad (Union Pacific). She also said that the Corridor ID Program is in 40 states so there is support for it from Democratic and Republican state governments.

EAC member Angela E Herring asked if Link21 would have timely trains given it doesn’t own the tracks and she asked for transparency in the pros and cons of each option. She expressed dissatisfaction with the short Capitol Corridor Board presentation and also asked about electrification and if only some of the corridor would be electrified. Camille responded that she agreed about the Board meeting and said that we want to present

more on the pros and cons. She said that none of Capitol Corridor is electrified now but all of it must be zero emission by 2035. Finally, she said that some new track, including underground, would be built that isn't UP. Brian said he would provide a link with more information through Tim.

EAC member David Ying asked what CALSTA leadership would mean. Camille said that the state can view things holistically rather than from the perspective of any one agency or project. The state will help to sequence projects and prioritize funding. The state is also a good go-between the federal government and transit agencies. The state is also in a better position to negotiate with the railroads, such as the UP, than individual agencies.

EAC member Vanessa followed up David's question to ask if the incoming administration can stop this project. Camille said one other thing to consider is that the state has monies too and has already given funding to Link21.

EAC member Clarence R. Fischer asked how Link21 interacts with other rail or transit projects in the state. Brian said that Link21 connects with some of the projects mentioned by Clarence. Brian said that Link21 has a paper which describes the various connections, and we will send it out.

I. Public Comment (For Information)

Public comment by Alita Dupree where Alita said she supported the standard gauge decision. She also said how important the train box at the Salesforce Transit Center was, allowing connection between High Speed Rail and Caltrain with the East Bay.

V. Next Meeting Date: April 8, 2025 (For Information)

Tim Lohrentz announced that the next meeting will be on Tuesday, April 8, 2025, at 1:00 pm. Tim further stated that there would be three meetings in 2025, with a second one in the third quarter and a third one in the final quarter.

VI. Adjournment (For Action)

EAC Member Hayden Miller motioned to adjourn the meeting. EAC Member Vanessa Ross Aquino seconded the motion. The EAC unanimously motioned to adjourn at 8:48 pm.

EAC Meeting Zoom Transcription Meeting #12 – December 3, 2024

Tim: Good evening. Thank you for joining us today. We will get the Equity Advisory Council meeting started shortly. Hello all. It's Tuesday, December 3. At 6.02 p.m, and I am now calling the Equity Advisory Council meeting to order.

I'm Tim Lohrentz, the Equity Programs Administrator for Link 21 for the BART Office of Civil Rights. 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 and the equity council team that's here today. I do want to announce we do not have Frank, who's usually with us, will not be participating tonight. I'm joined here at the BART and Capitol Corridor headquarters by Grant Vinson who'll be helping with the meeting.

Next slide, please. And next slide again.

Before we do a quick agenda review and hear public comments, I want to make sure we all get on the same page about how we will conduct this Zoom meeting today. First, please keep yourself on mute when not speaking. If you'd like to make a comment, please raise your hand or come off mute. If on the phone you can press star 6 to unmute or star nine to raise your hand. Star 6 will again mute your phone. On Zoom, 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 the participants button and then click rename. The reaction icon in the bottom bar of your window allows you to raise your hand or to provide responses such as thumbs up or applause.

This meeting is being recorded. Closed captioning or live transcript is available to all at the bottom of your screen. Please be sure to take advantage of this if it helps your participation. Chat should be available for all EAC members. For comments related to the meeting, we ask that you unmute yourself to speak whenever possible instead of using chat. Next slide, please.

We will begin the Equity Advisory Council meeting with a roll call of council members in attendance. When your name is called, please unmute yourself and let us know that you are in attendance here today by saying here.

The names will be read in alphabetical order. Angela E. Hearing.

Angela: Here

Tim: Beth Kenny.

Clarence R. Fischer.

Clarence: Clarence R. Fisher is here.

Tim: Cory Mickels.

David Sorrell

David: Present

Tim: David Ying.

David: Here

Tim: Elizabeth Madrigal

Elizabeth: Here.

Tim: Fiona Yim

Fiona: Here.

Tim: Gracyna Mohabir.

Gracyna: Here

Tim: Harun David

Hayden Miller.

Landon Hill

Linda Braak.

Linda: Good evening. I'm here.

Tim: Mica Amichai

Samia Zuber.

Samia: Here.

Tim: Taylor Booker.

Taylor: Present.

Tim: Vanessa Ross Aquino.

Vanessa: Present

Tim: Thanks all for your attendance and welcome to the Equity Advisory Council of the Link 21 program. Next slide, please.

We will now move on to hearing public comments to topics that are not on today's agenda. 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 6 to unmute yourself now. If there's no comments from those who dialed in, we'll now see if anyone participating via Zoom would like to provide a public comment. You can do so by raising your hand. Okay, we can move Hayden over to panelists. Hayden, do you have a comment as well? No, so we will move on to Alita Dupree. Go ahead, Alita.

Alita Dupree:

Thank you. Good evening to Chair. Alita Dupree, for the record, she her with team polls. They'll talk about the work we do here. Still don't know a whole lot about what we do here, but I do know something about Link21, mostly centering around a potential tunnel under the bay. That's very important.

I speak about that at BART board meetings and other places. I have waited about the standard gauge, which I support. But I give you some context as to who I am. My clock is frozen. So please keep me in mind that I'm simply an ordinary user of BART and other systems of public transportation. Don't have a real long standing at BART. Most of you have probably never met me. But I've been using the New York City subway since early 1970. And I first visited a famous railroad station in New York City called Grand Central Terminal which I saw for the first time in the fall of 1980.

And had my first raw oysters in the oyster bar and then wrote a train. Public transportation has been with me for 54 years. And I don't have a car. I'm a person with profound disabilities. I'm just an ordinary disabled Desert Storm Army veteran. Probably don't see many of us around.

But I care about public transportation connectivity, especially because I often cross between East Bay and San Francisco. And so that connectivity is essential. And each transfer adds more time. And so there is a very strong equity component to all this. Because people of lower income, people with disabilities, seniors, and various other groups, we don't have automobiles. Automobiles are expensive. I think it's about an average of \$12,000 a year to keep a car in America. Some places more. It's pretty scary. Makes BART look like a very good deal, especially with reduced fare.

So this is my introduction. Maybe I'll write you a letter to give you some more context of who I am. But I look forward to our proceedings tonight. Thank you.

Tim: Thank you, Alita.

Hayden, do you also have a comment?

Hayden: Hey, sorry. I just...don't think it actually promoted me to panelists. I'm not sure.

Tim: Okay, we'll try. We'll try again.

David S: Tim we can hear Hayden

Tim: Next slide, please. Our first item on the agenda is the approval of the EAC meeting minutes from July 16th, 2024. These were sent out to EAC members with a packet. Are there any, first of all, are there any changes to the minutes that anyone would see? If no, does anyone make a motion to approve the meeting minutes?

Hayden: Motion to approve.

Tim: Thanks, Hayden. Okay. There's...

Vanessa: And I second.

Tim: Yeah, second. Is that Vanessa? And all those in favor, we'll just do a raising your hand or saying aye.

Several: Aye.

Tim: And that motion passes. The minutes are received and approved. Next slide, please.

So we have three action items. The first one we actually just already carried out, which is the approval of the minutes. Item D will have a motion: we'll have approval of the EAC bylaws and a vote on that. And then we'll also have a vote to approve Item F, the community stabilization and anti-displacement principles.

Next slide, please. And then we have several items for information tonight. We have our typical follow-up to previous EAC feedback. Then we'll have a presentation on the Cal ITP, which is the California Integrated Travel Project. Item E is the term renewal and term extension. That's really a Q&A for members. And then we'll have time of public comment and then we'll have time.

Following the break -- the break will be after that public comment -- and then the Link21 program update. And following that, we'll have a public comment on that program update. So that's our agenda for this evening. Next slide, please.

Okay, so...Please note the memo that was part of the packet detailing the follow-up to previous EAC feedback. We only had one item of EAC feedback since the last meeting. This is in the context that given that we will be meeting less frequently in 2025. It was suggested by one member that we schedule an additional office hour whenever EAC meetings occur three or more months apart. And we have agreed with this suggestion. This additional office hour would have no agenda other than to check in with EAC members to see if there are any questions or concerns. Next slide, please.

We are excited to have a presentation about the Cal ITP today. This is a follow-up to a presentation by Jim Allison of Capital Corridor about a year ago, you may remember.

Today we have with us Erika Ehmsen, the CXO of Zentrans and a consultant to Cal ITP. Welcome, Erika.

Erika: Thanks for having me.

Tim: Go ahead.

Erika: Alright. Do you want me to just say next slide?

Tim: Yeah, yeah, yeah. When ready?

Erika: Okay. Thank you very much. Alright.

So, Cal ATP, we focus on transit agencies and your riders. Next slide, please. So, what are we? As noted, we are the California Integrated Travel Project. Our goals are to create a modern and consistent transportation experience throughout our state, no matter which mode of transit you're on, no matter which agency you're riding with, no matter if you are a resident or you're visiting California for the first time or the 85th time, we want to create a statewide solution to help make travel simple and more cost effective for everyone. So, I will go through how we approach that.

You see our Lego blocks there? It's very much a Lego block building block approach, mix and match, but with some standards involved. And the way that we operate is we are supported by our state transportation agency, CalSTA or CalSTA, and our Department of Transportation, Caltrans, through a grant that's called TIRCP, or the Transit and Inter-City Rail Capital Program. We are a combination of Caltrans employees and consultants who are subject matter experts. I am a Caltrans badged consultant working with agencies on improving the customer experience. Next slide, please.

Thanks, Vanessa. I appreciate the kind words. I will try to see comments as we go, but probably easiest for me to address questions toward the end. So, if you have something that sparks for you as I go through these slides, please do make a note and or toss it into the chat and when I'll go through after the presentation.

Through the principles that guide our work are the rider experience, sustainability and equity, of course. Next slide, please.

Trends today is not the easiest for folks to choose. For riders, it can be unfriendly. It can be unpredictable. When is my next bus coming? It can be uncoordinated across agencies, meaning that you take a bus to here, but your train isn't there to meet you. It just wasn't scheduled as such. And then it can be hard to get for and apply for and get receive benefits such as discounted rides or fare adjustments. And for transit agencies, it can be expensive to run an agency. Hard to attract and retain riders, especially as folks are not necessarily going back into the office to work. And then improvements can be costly and it can be hard again to manage those benefits and discounts. So I will discuss some of the ways that we work to improve those. Next slide, please.

Our objectives are to provide through the general transit feed specification or GTFS, accurate and complete information for trip planning, in real time on the Journey Planning apps and maps that are native to your mobile devices. So think of Google Maps, Apple Maps. Transit app is now using GTFS as well. The original standard allowed you as an agency to tell your riders where a bus or train was scheduled to be. The real-time extension allows for an agency to publish exactly where their bus is in space and time or light rail or ferry, et cetera, with a standard that's similar to GPS location. We now have at Cal-ITP and working with more broadly across the state the ability to give agencies, smaller agencies, that need help in producing a GTFS real-time feed the equipment to do that, as well as the state supported resources at Caltrans to help agencies improve their transit data standards.

We also have, through the state of California, hardware and software services available from our Department of General Services that enable fare payment by debit or credit card. So, I think we're all, if I remember correctly, we span Northern California from Sacramento to the Bay Area. I'm based in San Francisco.

And so, on our end of the, on my end, on the Bay side, we have the Clipper network, which is a closed loop card. So you have to put money onto a card and you cannot go and use that on the other end of, say, Capitol Corridor's network, in Sacramento that's a different closed loop regional fare card, operated by a completely different company.

So, we take that building block approach, hardware and software services. Contracts are available, so the Clipper network is going with their own agency, their own vendor, that is, Cubic, to include the Clipper 2.0 upgrade that's coming, I think, next fall is the latest, is meant to include debit and credit card acceptance, contactless debit and credit card acceptance, what we call open loop, meaning you can use that debit or credit card anywhere to pay for retail goods. And so, we try to treat transit as a retail experience in that way. So, debit and credit card and mobile wallet payments are available through our contracts, equipment. Clipper's staying with theirs.

On the other end of the network, though, excuse me, the Capital Corridor network -- all of the SACOG, Sacramento Area Coalition of Government Agencies, so the seven agencies there like SACRT are all purchasing the hardware and software that you need to accept debit credit cards and mobile wallets off of those state contracts. And so they are currently on track by early next year to launch and begin accepting your debit and credit card. So no longer would you have to stop to fumble for or find exact change to download an app to find a fare card and put money on it only to be Cable to use it only in that region. They will keep that option.

Most of our agencies install debit and credit card acceptance in parallel to their existing systems, but some, such as Monterey Salinas Transit, are moving to go completely cash-free.

So, we will talk about as part of this presentation how we automate those discounts. For folks when they are tapping a debit or credit card instead of having to get, like right now, my kids in San Francisco. We went downtown to our SFMTA station with their birth certificates to get the Clipper cards that would give them the half price rides.

We have a web tool that I will describe as part of this presentation. And I will also talk through promoting financial inclusion, meaning that anyone who's currently cash-based, we do not want to leave behind. So, we are working with various different financial institutions that I will go through later in this presentation. Next slide, please.

So, here are just some general statistics from agencies that have started taking debit and credit cards and who have done general transit feed specification, real-time upgrades. There's a perceived shorter rate time when you can see where your bus actually is. And just that first year alone in London of being the first to accept debit and credit cards on a Cubic based system, they saw ridership increase because it just reduced a barrier to riding.

New York in their first year of having debit and credit card payments increased their ridership. And the last time we collected the stat, 40% of their payments were contactless. That has actually grown, I heard from someone at a transit conference recently. The dwell time of a bus in terms of how good we are treating our planet, is shorter when riders tap versus having to swipe.

And then it's actually less expensive to collect fares by bank card than cash. It's a lot to handle cash these days from the change vending machines to just getting the rollers working on the fare boxes that take cash and all the way through to counting it out, bundling it up and delivering it safely to the bank. It's a real challenge for agencies.

And again, New York and Chicago, when they started giving real-time arrival age information via the GTFS real-time standard, they were able to see their ridership increased just because it was easier for folks to take transit.

David, I see your hand. Is it something you wanted to ask right now or something you are okay to leave to the end? Maybe you could pop it into the chat. I can address it at the end. Next slide, please.

So, our overall vision is to make it much easier, as noted, to take transit from a customer's perspective. We think it should be as easy to pay for a ride on the bus or the train as it is for paying for a cup of coffee. And customers know that they can pay by tapping their bank card or their mobile wallet at any coffee shop, so why not make it that easy without having to go again to visit a ticket vending machine, have that exact change, download an app, secure it with your email and add your credit card information and all that. That all is friction-creating barriers to taking public transportation. Next slide, please.

So, I'm going to go through in these next few slides some of the agencies that we worked with to help them launch debit and credit card fare collection. And then how we worked with them also on their riders on financial inclusion.

Next slide, please.

So a few steps to begin with. Again, I mentioned that London Underground grew their ridership in that first year after going contactless, that's continued to grow. And that's because people are more likely to use transit when they can use what's already in their pocket or on their wrist, they have a watch the mobile wallet to pay for transit.

It is more cost effective, as I noted, to take debit and credit card payments than to handle cash. And that's in terms of fast reporting exactly how much faster it is seconds wise, to and reducing that dwell time and happier riders. Folks are always reporting that they're happier when they can choose the bus or train that they're going to get on and climb aboard and tap or tap on the platform without having to figure out how exactly how much and how to pay an agency.

And then the area that we really love to focus on is in the bottom right is fairer fares. Contactless fare collection can help a transit provider achieve social equity objectives, in part by enabling fare capping. This is the concept of instead of having a rider having to have the money up front for say a monthly pass which is the lowest cost per ride or per mile, however you want to break it down, instead of having to have that money upfront to pay for a monthly pass and get the best price, they are able to pay as they go, up to a cap, such as a daily cap, a weekly cap, a monthly cap. Agencies we work with experimented with all of the above.

The reloadable prepaid debit cards are becoming more available in part because of the work that we do in this realm with Cal-ITP. And it's a way for an affordable way for riders who don't have a bank account to be able to take advantage of fare capping and be able to pay as they go. Next slide, please.

So, these are some of the agencies that we've worked with to launch what we call Tap to Ride in California. The ones that are in bold-face are the ones I'm going to mention this evening. And I know you've already heard about Capitol Corridor's, but I will touch on that one as well too, just in case anyone wasn't here for Jim's presentation last time around last year, I guess it was. Next slide, please.

So, SACRT, Sacramento Regional Transit, initially launched debit and credit card mobile wallet payments on their light rail. And you can see that's Visa Cash App card wrap. You'll see that a few times in this presentation because Visa and the Cash App, which is the consumer side of Square. You've probably seen Square at a coffee shop, farmer's market, et cetera, taco truck, as an easy way for a retailer to accept payments.

They realized that they needed a way for folks to pay that wasn't just cash as well. So, the Cash App, I'll talk about in a few moments, but when we launched with them, they did these basically rolling billboards wrapping the trains and saw the uptake of Cash App in their area as the Monterey Salinas Transit, which I'll talk about later in this presentation.

So, in the center there, that's our secretary of State Transportation, Toms (Amishakin), and the light rail vehicles were the initial test ground. They decided, as did all of the other regional providers in the Sacramento area to add contactless payment readers to their buses as well. So again, that's on track for the beginning of next year. Next slide, please.

In Santa Barbara on the Central Coast, we helped two agencies launch on the same day, the Santa Barbara MTD, which serves Santa Barbara, as you probably know it on the Central Coast, and Goleta on the south end, which is where you see Santa Barbara is located. There's also, though, North County Santa Barbara -- the areas that you pass by if you're driving down on 101. They operate through SBCAG -- the Clean Air Express -- to help bring commuters from North County down into the areas where they work in Santa Barbara and Goleta.

And so, from a rider's perspective, they used to have to purchase a monthly fare card from Clean Air Express SBCAG. So when we launched on the same day, they were able to take their same form of payment, as you can see in the bottom right there, debit a credit card, mobile wallets, whether on watch or phone, and pay, get fare capped at that same monthly rate, and then get off the bus at the same stop that an SBMTD bus comes to and then continue their ride all the way to say UC Santa Barbara campus or Cottage Health Medical System, et cetera. Next slide, please.

So, we love that instant interoperability that I just showed you in Santa Barbara, and we're working toward that with Capital Corridor as well, because as mentioned, they serve both the Sacramento region, which is the Connect card and the Bay Area with the Clipper card, they did not want to -- It wouldn't be a good customer experience to have to both networks and then where do you tag on and tag off. So, instead, we help them to launch on onboard their trains. Why onboard? Because they don't own their stations. And then you don't have to worry like I forgot to tap off on Caltrain the other day. It was on the platform, but if I

had forgotten to tag on, there was no way to deal with that. So, we have them on board the trains. Initially, they were in the cab car, which is at the far opposite end of the locomotive. Now they are across the entire fleet.

We've been operating it as a pilot because it is the first intercity passenger rail line in the United States to offer contactless fare collection. And initially, when they launched, they did the pricing scheme that you can see on the screen. It looks like the video on the right there isn't coming up. But it's as easy as you saw on that bus reader just tapping on. And then a conductor will verify... Oh, there it is. A conductor will verify that someone has indeed tapped their card. And if you want to press play, you can show just how quickly it is that want you to just skip ahead. We'll see. Usually when I have it on here, it goes, but that's okay. So, a conductor will, if you go back to that last slide, a conductor will verify that someone has stopped and then it is distance based on board Capitol Corridor. And so, you need to tap off. If you forget to, however, they will charge an incomplete journey fare, a penalty.

It is something that agencies routinely do across the globe if they are in a distance-based environment. They'll charge you, it's kind of like the, it's not the maximum in this case, but it's the equivalent of losing your parking tickets if you're parking in a parking garage. You are expected to pay something akin to the maximum. However, while we were in pilot mode, we're making sure that all of the riders get reached out to and adjusted so that they don't pay more than they actually rode and that they understand that they need to tap in and tap out. Next slide, please.

So, for Monterey Salinas Transit, this was the first proof of concept of being able to accept debit and credit card payments on board. Also, again, in the mobile wallet as well. And when we launched there, just as when we launched with SACRT, riders were able to shortly thereafter sign up for the Cash App. Now, in working with, and I have a little bit more of this in a couple slides, but in working with Visa and Cash App, we were able to lower the cost of adding cash to \$1, which is the lowest in the country. And we tested it, that \$1 reload fee at a bunch of retailers such as like Walgreens and Walmart and Dollar General and 7-Eleven in both Monterey Salinas areas and out in Sacramento as well. And then based on the success in those areas, it rolled out across the country.

So, \$1 per up to \$500 in cash adding to a prepaid debit card is the lowest rate in the country. And we were able to also offset that visa, initially put \$1 on as a cash app boost. You could select a boost. It's like a credit card reward type thing, but for a prepaid debit card, the loyalty program. So that offset that as well. And then we also worked with them. I will show you our Cal-ITP benefits tool. Initially with older adults and veterans, being able to receive their discount every time they tap to pay. And then they also did the GTFS real-time data feed so that they could make it easy for riders to see when their next bus would be arriving.

Next slide, please.

So, I've noted that we're working on financial inclusion. By that, we mean we're making sure that the unbanked, no bank account, or underbanked, not regularly using checks or debit cards for purchases, that those riders continue to have a way to access transit, as agencies such as Monterey Salinas Transit move to eliminate cash. The reason that Monterey Salinas, even though they serve the salad bowl of California and so many agricultural workers who have historically been cash-based, are moving away from cash is because of the expense for them in maintaining their cash fare boxes and in collecting and transporting the cash to the banks. They cannot get Brinks to do a contract anymore. And so, they're having to do that work themselves. And it's honestly, it's a liability for their employees to have to carry the cash around and it's also not a fun task to unbundle and count out that cash.

So in California, we have nearly one in four or about 10 million of our 40 million residents who are unbanked or underbanked. That means these are folks who are cash-based. So we have a lot of work to do to make sure that they are not left behind, not just as transit moves to add debit and credit card

acceptance, but as across the state and across the country and the globe, folks move away from cash and toward digital payments.

So, we've been connecting with issuers to talk through what are known as the know your customer rules, KYC, and make sure that they understand the needs of the unbanked riders and how to reach them.

For example, with Cash App, if you could go to the next slide, I mentioned that we reduced the fee to \$1 per cash reload. If you could go to the next slide. Thanks. And what I didn't mention, though, is that you do not need to have a social security number. You don't have to have a bank account. You just have to have an email, phone number, or state ID to open an account. And yes, you do need to have a mobile device as well.

So, I've talked through most of these points already, so let's go on to the next slide. This was our initial read on how many riders were using that option. 30% in the study period were new customers using Cash App for the first time on MST because we were able to see what other cards they were tapping. We can't see any kind of personally identifiable information about any of them. But the agency was able to see. Just like if you go to, let's say, Safeway and you purchase something, Visa, MasterCard don't know what you bought. They just know that you bought \$88.87 worth of groceries. If they want to know exactly what you've bought, then they get you into a loyalty program. You get your, you know, your Safeway club card and then every time you tap they get to learn your buying habits, just like Amazon and Whole Foods. And so then they can target you with specific discounts.

But in this case, you know, they can only see like those first six bank ID numbers and they know who's been part of the system before or not. And so, those folks, the Cash App customers using the cash deposit network were two times more likely to not have a bank account or debit card otherwise linked to their Cash App account. They were using the \$1 cash reload fee. And you can see we did with Visa and Cash App, billboards and other kinds of marketing in the area, when they initially launched. Next slide, please.

So, because not everyone has a mobile device and/or doesn't want to do digital banking only, we have also partnered with The Cities for Financial Empowerment Fund, CFE, which has a new standard called Bank On which is a means-based which translates to that there's no or low fees, with a banking account. So, when a bank or credit union offers a no or low fee account, they get that Bank On certification. So, these collateral here on the right are some of the things that we've created for Monterey Salinas Transit initially. It's translated, I haven't shown them here, but they're in the process of being translated into Spanish.

And then we're making them available to all agencies across the state and honestly across the country because any state can purchase, any public transportation agency, no matter which state you're in, can purchase the hardware and software services you need to accept debit and credit cards. And so, we're giving them these free materials to help folks understand, you know, if you don't have a contactless debit or credit card, you can use one of these options including BankOn and Cash App. Next slide, please.

So, just a little bit more about the work we've done on transit riders and the unbanked. The big thing we want to note here is that over two thirds of transit riders in the United States have an average annual income of \$50,000 or less. And so, I'm not sure if that I saw there was something in the urban area popped up. I'm not sure if this helps address that or not, but I will look at those questions after this presentation.

So, that's your average transit user and your average unbanked rider at right. So, when you, the average unbanked person, not just a rider. So, if you go on to that next slide, you can see the overlap between the two is quite substantial. This means that transit operators have an opportunity to not only improve their customer experience, but by doing so, they can play an active role in reducing systemic racism and

poverty by helping connect riders to bank accounts and the cash app card, helping them to not have to use check cashing kiosks and corner mercados and having a big chunk of each check taken out. Next slide, please.

So, we've talked about this a bit already, 10.9 million folks are not fully banked or pay with cash most of the time. So, they rely on alternative financial means for the basic banking. I'll show some of these on the next slide. This shows you how folks who make in various different income groups how they're paying. The green is cash. Blue here is debit (sic, credit). You can see how that goes way up when you're making more than \$150,000 in your household income. The yellow is debit. You'll see how that's, you know, folks are more dependent on debit in the lower income areas. And you can see there's not a lot of mobile payment apps registering on this from 2023. So, there is some room to grow there. Next slide, please.

So, just something that we really think about is that folks making less than \$25,000 a year exceeded the combined cash use for all other household income groups making \$75,000 or more. So, we need to make sure that the full suite of payment options such as debit and credit cards become more available to all members of the US population. And so that's something that our project is working on. Next slide, please.

So, for the California Integrated Transit Travel Project, we started with transit initially. But we also work, as you'll see in these final few slides in this area on anything that's related to mobility so that can be electric vehicle charging. You can't pay with cash at an EV charging public station, right? Road tolling -- that's all done digitally. If you're using an e-bike or a scooter, first and last mile connecting you to transit, that's all done, you know, via a debit or credit card option.

And so, we are looking at not just at transit riders, but also just how folks in general are paying and making sure that if you are in the Central Valley and you have an EV, you don't have the option of charging at home, that you have access to a debit or credit card. We did that in conjunction with the California Air Resources Board, CARB. Next slide, please.

And just to make sure that for transparency, you know, we have the awareness of why folks are staying underbanked. I mean, there's there are some major trust issues. And that is as well known, you know. The problems with past banking or credit history and not having personal identification required to open an account.

In San Francisco where I live, folks are going to the city clerk and getting what's known as the city ID, which only requires pretty minimal identification of who you are. And it's for folks who are not wanting to go to, say, the California Department of Motor Vehicles and raise their profile that much. San Francisco is one of many communities that's trying to make sure that folks don't walk down the street without any kind of identification on them because that's not safe. And they also don't want them to have cash which can't be replaced in their pockets. They want to give them the option of becoming banked. And so, they're doing this partnership of city ID and Bank On, for credit unions. And there's one bank now too that is accepting the city ID in order to help folks get a bank account.

And in terms of the fees up there. Again, this is not relevant to the Bank On piece. That's where we have the ability to make some, to do some good and help folks because most traditional banks -- the ones that are not Bank On certified -- require somewhere between \$25 and \$1,500 as a minimum opening deposit. And \$10 to \$16 as monthly maintenance fees. So, Bank On takes that all way down and or eliminates it entirely. Next slide, please.

In terms of digital payment options, these are how across ages and across ethnicities how folks are paying, also across income. So, if you ... I think we will be able to send this deck out. So, if you have any interest in reviewing this, this is from the Pew Research Center. And the next slide, please.

So as noted, the sociodemographic overlap between un- and underbanked individuals and transit riders increases the availability, increasing the availability of contact with EMV payment riders on transit, we feel like increases the potential for financial inclusion; gives you the ability to get on the bus and the ability to build credit while you're doing it. Next slide, please.

And as noted, it's not just for transit, it's for EV charging, it's for bike share. So, we think that, we think that allowing folks to learn about BankOn and Cash App and other ways of payment through their transit agencies, is building trust in the community and giving them access to ways to pay. Next slide, please.

So, I'm going to transition into telling you about Cal-ITP Benefits. Next slide, please. So, I mentioned earlier that it's hard to, it's not easy to get downtown with your kids and their birth certificates to get that discount. Imagine if you have a disability, often folks have to go in person pretty much everywhere. Agencies require you to go in person. And often they'll make you reprove it every year, even if it's considered to be a permanent disability.

So, we wanted to make it, we wanted to get away from these currently inconvenient practices, with paper-based documentation requires policies that vary by agency. And the need to have a closed loop card or some other way to verify their identity to the driver on buses.

It also takes a lot of staff time to complete this paperwork and you have to be able to store it securely, et cetera. And then, again, onboard verification by drivers. So is that boarding process, which leads to dwell time and, therefore, until we get all those electric buses out there, that means more pollutants going into the air. Next slide, please.

So, this is the Cal-ITP Benefits app or web tool and you can see it in operation there in that gif. So, it allows for easy online enrollment. Your discounted fare of whatever your agency has, you know, say we're doing 65 plus for older adults or seniors, it automatically links that eligibility to a contactless bank card. Again, we're giving folks the ability to get those cards if they didn't have one before. And then every time they tap, they're able to automatically receive that reduced fare when they tap. We are doing standardized statewide definitions. So again, like 65 plus, not 62, for older adults, just to make it easier to roll out.

And then this next slide, I'll show you some of the process here. It's a partnership with login.gov. So, the secure website identifies who you are. You log in with your, you know, the digital identity service that the federal government operates, login.gov. Then it goes to the California Department of Technology to confirm a rider's eligibility for benefits. It does a quick API call, basically a data call out to the database that they're looking at, such as login.gov can prove your age - just good for older adults. The Veterans Administration rather can prove if you're a veteran. And we've just added California Department of Social Services for CalFresh if you are a lower income and the Department of Health and Human Services centers for Medicare and Medicaid.

So, basically any agency that wants to sign up for this, we are working on their behalf to get the partnerships with the databases where this information is stored to prove their eligibility.

And then there's this concept of a transit processor. This is the fare calculation software that runs on that hardware that you would tap on. And it automatically does your fare adjustment, to both have you pay the discounted rate when you tap your card. And then also it does that fare calculation for fare capping so that you can pay as you go up to the maximum amount. Next slide, please.

And we are almost toward the end of my presentation, so I'll be able to get to those questions in a moment. The digital enrollment pathways that are currently available are again older adult seniors, US Veterans, CalFresh cardholders, and then for a couple of agencies, we've given them the ability to use their courtesy agency cards as well. Next slide, please.

And then by the end of the year, we'll have that Medicare one entirely rolled out and then enhancements to veterans eligibility checks, including your disability status. There is not one database to go to right now to pull information on short-term or long-term disabilities, we know that the California Department of Motor Vehicles, DMV, has placards, and we've talked to them about possibly using that as a pathway as well. But just so you know that we're working on all of these things and also for students as well.

And then my second to last slide here. You know, the number one rule always is to understand your customers, invest in standards that meet your, you know, an agency's consumers. This is true across all kinds of businesses. And then that we leverage the market to address larger social objectives around climate equity and mobility.

And then my last slide here is our little transit coffee logo that you can see up on calitp.org. And the absolute last slide is just the one that shows all of our different agency logos. So with that, I will happily return to questions. How would you like me to address these, Tim. Do you want to throw them out?

Tim:

Yeah, I can. I know some of these are from the chat, but at first we had Vanessa and then David Sorrell and then Gracyna and then Fiona. And I see Hayden as well, be the fifth one so. Go ahead, Vanessa.

Vanessa:

Yes, thank you so much, Tim. Yes, good afternoon or good evening, everyone. Erika, thank you for the presentation. My first question: you had mentioned in the earlier slides about automating discounts. Most of the folks in my, the advisory committee here and the staff know that I'm, you know, I take public transit and work at the airport. My question is, when you say automating discounts, right now, I have to use two forms of payments to get on Caltrain, pay out of pocket for that one way -- that's not discounted.

Then the other is BART, and that's BART from Millbrae to SFO. And that's discounted. How can we get it across the board, to get discounted for those two agencies? And this is through, this is through, the company I work for, the airline. If I'm not there anymore, how do we help those that will commute on public transit to and from the airport? Those that work there, those that are servers, those that are providing customer service for food industry. and those that work that are also our pilots taking the public transit. And of course, the customers flying out to and from SFO. How do we make that easy for them? Well, employees, I should say let's narrow it down to employees.

Erika: They're using the pre-tax commuter benefit cards where it's limited to up to \$300?

Vanessa: Yeah, well, right now, for instance, I'll use my example, I get taken out \$45 a month, automated from my debit. And I cannot use that, that card, that Clipper card on Caltrain. How do we make it seamless? Where, you know, because I have to pay \$6 just one way. You know what I mean? So how do we make it, yeah, where the job, the company, I don't care who it is. If it's not at the airport, they get a discount if they're using more than one agency, public agency.

Erika: Oh, that's all within the Clipper network. So that will have to be up to the Metropolitan Transportation Commission, MTC, to decide, but we are working with MTC on when they are when the Clipper readers, hopefully next fall, about a year from now, are accepting debit and credit cards and mobile wallets, just like they do in London on a Cubic back-end system, just like they do in New York. Then they're able to add whatever kind of fare capping they want to use. So like Omni in New York, MTA in New York City, whether you're on a bus or the subway, it's a rolling one week cap. It's 13 is your lucky number so you ride 12 times you pay, you know, tap across whichever bus. It is all the same network, but

there. And then your 13th ride onward is free. So MTC will be able to look at similar type of fare capping for workers who do not qualify for, say, the Cal-ITP benefits, Title VI fare discounts.

Vanessa: Okay, so that would be within the company, is that what I'm getting from you? Like the company would have to create these discount program.

Erika: It would be the agencies under MTC using, yeah, Clipper, they would be able to do that. Like the SACOG region, the Sacramento area region, they're looking at fare transfer agreements, et cetera in that are all based on your debit or credit card. The two Santa Barbara agencies I showed you, they could, if they wanted to, and they're talking about it, they're talking about doing a whole central coast super region, where you take multiple modes of transit that are not in already a closed loop system like a Clipper, and able to do the revenue sharing, all the stuff that the agencies need to do on the back end. Where did you get on a bus? Where did you get off a bus? How much should you be charged? How should that money be shared between the transit agencies?

Vanessa: Okay.

Erika: So it shouldn't be something that's on the employers at all. It's on the transit agency and happy to work with them to help with these things. So...

Vanessa: I think just for the record, I think that would be great to make it seamless. And that way it's more enticing, such the airport as an example, is such a high turnover. And they want more people constantly. So it's nice to, and, you know, make the system work for all of us, right? To get there back.

So thank you for answering that. And then my other question, which ties in with, I'm sure with David and Fiona and whoever else, Gracyna, mentioned here, two questions real quick. Where do you get the statistics about the unbanked, and the transit riders you had these two, if you could...

Erika: Sure. Are we able, Tim, to share out the deck? Because it's all included on there.

Vanessa: And will we get those? Will we receive those slides presentations sent to us by chance?

Tim: Yeah, you should have received those as part of the packet.

Vanessa: Okay, I'm sorry, I might have missed that. I'll take a look at it. But yeah, I wanted to know where did you, how did, where did you get that statistic? Because I was surprised to see that. Or maybe I'm misunderstanding that chart, that's number one and then the other one I know. So Gracyna mentioned [in the chat] how can banked and unbanked riders without a phone be supported in this transition away from cash. And I was adding, well, how do we know how many have emails? And Gracyna, I know she's later to speak, but, I just thought that was my other question how do we know they have emails and how do they get supported if they don't have emails or phones?

Erika: Sure. So, to answer the first question, the source is listed at the bottom of each slide throughout the deck. So, feel free to check in there. It's a combination of census data, other US federal sources, and Pew Research Center, off the top of my head.

In terms of how do we support folks as they transition away from cash, I think some of these questions came in while I was presenting the options. So, there are more folks who have phones than don't these days -- is what we're hearing from social services. In terms of email accounts, there are a lot of, you know, the ability to create one -- at a library, et cetera. We don't want any of this onus to be on transit agencies. We want the transit agencies mostly to be just able to hand out the information on how to get an account. So again, Cash App would require an email address and a phone, whether iPhone or Android phone.

Bank On requires neither of those things. Cash App does not require a social security number. Bank On typically does. So, there are these trade-offs between them. So, it's the sort of like the choose your own adventure, with the, you know, with the hooking up banks and credit unions, partnering with transit agencies, getting this information out there. And then folks being able to decide what is the best path for them.

We know in working with like the Central Valley where there are a number of people who've turned in their polluting cars that were no longer passing smog check in the worst air quality region in the country. And they worked with CARB, the California Air Resources Board, to get plug-in hybrids or just pure electric vehicles. And they needed a way to tap to ride. And so we were able to arrange for them to get debit cards with funds put on them, CARB funds put on them so that they can charge their vehicles.

But there was a lot of distrust of just anyone handing out like if the state comes to you and says 'here, you know, take this debit card,' as happened with during the pandemic with resources trying to be distributed that way. It was like, what is this? Why is this? And so working with trusted community partners to get this information out there and help every one of these groups, who for very good reasons, whether it's lack of funds or it's the paperwork, the documentation, or it's the general distrust of institutions, figure out which of these methods is going to be best for them so that they can join the, you know, they can become financially included and get a debit or credit card, whatever it is that they need in order to transact. Again, not just on transit.

Most of these systems are being -- the debit and credit card acceptance -- are being installed in parallel. It is to enable them to buy their groceries and not have to like lock their money, their funds, away on a transit card. I don't know if any of you have tried to get money off a Clipper card. It's not easy.

Tim: So we're going to, sorry for interrupting. We're running a little over here, so I'm going to ask for brevity on the part of the question. So, David Sorrell, you're next.

David Sorrell: Yeah, I'll do my best to be succinct here. And Erica, thank you. And Tim, thank you. Erica, thank you very much for providing all the feedback with the current updates and acknowledging, you know, kind of where you guys are as far as the Cal ITP project in relation to, I guess, you know, more integrated network. And this is going to be important for a lot of reasons. One is arguing that a lot of folks, especially young people, you know, in low income households, zero car households need opportunities to get around. And that includes, you know, having a fare system that works for them.

Understanding also that Clipper is a bear. Having worked on the venture card system myself when I was at Pace Bus in Chicago like a decade ago. That's a big challenge to undertake, especially when you're integrating a open network, that is supposed to be integrated better, but also realizing too that you're only as good as the instrumentation that you have and acknowledging that we still have a ways to go from a policy perspective and acknowledging that Clipper 2.0 was supposed to be delivered here about five years ago. That got delayed, for whatever reason, but also realizing that, you know, as we kind of explore this multi-jurisdictional megaregion. It's going to be important to continue those efforts in terms of fare policy on the rail side. That's not going to be easy, but it does make opportunities for transfers and fare capping a lot better. And that's going to be critical so that folks do not have, while they are not necessarily going into the urban core, and I'm meaning Oakland and San Francisco.

It's going to be critical, at least in terms of those that need to transfer to local services. That's what the MTC free transfer pilot is supposed to address. That's also what Bay passes are trying to address as well at the university system, having done the work at Berkeley. And knowing that hopefully larger transit agencies like Omni can get to fare capping as soon as possible. If Portland was able to pull this off a decade ago, there's no reason why we don't have the capabilities here, especially in a region like

Northern California, that can't do the same. So those are my comments. It's not really a question, but I do appreciate you, Erika. And again, thank you.

Erika: Thank you.

Tim: Next, we'll go to Gracyna.

Gracyna: Thank you so much. And thank you, Erika. For your presentation, I found it really insightful. And I know Vanessa kind of alluded to what my question was. I guess the reason I was curious to know about how we're supporting individuals who are unbanked and underbanked when they don't have phones. I guess like the people I'm thinking of within that larger group of unhoused people and elderly people, who, for I guess, a number of reasons, I know anecdotally would have difficulty getting access to a phone and/or, you know, banking options. And I would super appreciate if you could shed some light on that or share your thoughts.

Erika: Yeah, sure. So that's why we work with both Cash App and BankOn because Cash App is the only one that requires a phone. Again, no social security number needed for Cash App, but you do need to have access to a phone. And we're hearing from social services providers that more folks, even if they're unhoused, do have access to a phone. I'm not sure about older adults, elderly folks, what their uptake is of a phone or not.

And so, on the other side, if you have the documentation that financial institutions tend to require as well as a photo ID, then you are able to do a fee-free or low fee Bank On account with a credit union or a bank. So again, in San Francisco, for riders who are, well for not necessarily for riders, for residents who don't have a form of identification, they're able to go to the city clerk now and get a physical ID with their photo on it so they can prove who they are just walking down the street at all times, which was the goal of that primarily. And then they're able to use that at a number of those Bank On credit unions and banks to get a bank account and a contactless debit card. So that's the way we're trying to address those different populations.

Gracyna: Really cool to hear.

Tim: Okay, so next we have Fiona.

Fiona: Hi, I kind of have two questions. The first is about language access in outreach. I know you mentioned that some things were translating to Spanish, but I was wondering like obviously like the third, fourth, fifth, and sixth most common languages in California are all like Chinese, Vietnamese, Tagalog and Korean and so like if some metro areas are like more heavily like there are more people speaking Chinese like do they have like an additional burden to provide those language access or are you guys providing help with that?

And then that's ...

Erika: It's a very good question. Oh, if I can take that one real quick first.

Fiona: Yeah, go for it.

Erika: So, in terms of the materials that we provide to transportation agencies, we're able to support them in the languages that they support their riders in. So that's usually done through translation on their side. So, we've created them in English and Spanish just to make it easy for since those are the two primary languages across our state. But I live in San Francisco and I get the pleasure of walking down the block and riding on Muni buses. And it's always in every different language and translated audibly as well, which is fantastic.

So, for like Monterey Salinas Transit recognizing that they have some riders who don't fall into either of those categories, they also have, you'll see if you click through the slide deck and you look at the bottom of those flyers, they've included information about free language assistance. So anyone who needs that kind of translation can get it. What was your other question?

Fiona: Awesome. Yeah, that's great to know. And then the second thing I want to ask was about the statistics about the average transit user and the average underbanked user. And I was wondering if that was like at the federal level or at the state level. And the reason I ask this is because I suspect that if it's at the federal level, then the percentage of people who are underbanked and who are transit users who are Asian is probably vastly vastly undercounted.

And kind of related to that, if Cash App is like the primary digital payment option that's being offered, it seems like the population group that's less likely to use Cash App are Asian folks. So, I was like wondering, what exactly are those stats?

Erika: Sure. So those were on the federal US level for the most part. A lot of that was census data. And you'll see that if you click through on the slides. And in terms of, let's see here, the Asian population, these were estimates for Asian adults that were representative of English speakers only, so not monolingual Asian residents and they primarily use PayPal. There is... PayPal has its own card. Venmo has its own card. They just have higher fees associated with them than Cash App, which is why we worked with Cash App.

I think it's on us as consumers and advocates to talk to these various different institutions and say, 'Hey, can you make this available more broadly and can you publish your materials in the languages of your local population.'

Fiona: Right. Yeah, that makes a lot of sense. Thank you.

Erika: You're welcome.

Tim: Thank you, Fiona. Next, we have Hayden.

Hayden: Yeah, hello. Thanks for the presentation. I was just interested, you mentioned like Santa Barbara, like there being two different agencies or you know now it's Sacramento, I figure a lot of people may connect from like Capital Corridor to like SACRT. And I know like currently there's like a way that you get a free transfer but you have to use like the zip pass like mobile app and stuff.

Erika: Yep.

Hayden: So I'm curious, like between different agencies that like have their own like, you know, Cal ITP based system, is there a way that if I'm coming off Capitol Corridor or the system can recognize that and then like not charge me for my SACRT ride.

Erika: It is absolutely something that we're working on, Hayden. I wanted to integrate it from the get-go when those Sacramento agencies launch. But it looks like we're going to let them launch and then we're going to look at their fare policies, help them think through how they want to do those transfer agreements for debit and credit card. I know that I was down in San Diego for MTS and MCTD, which runs like the coaster train and a bus and another train, they have transfer agreements that honestly was one of the longest, one of the things that took them longest to launch on their Init-based system, which is also what you have up in Portland.

For those agencies. And that's honestly why if you look over beyond New York City to like PATH and New Jersey, et cetera, it's that back-end system integrating with each of those agencies that makes it the most difficult on a traditional system, but when you use those open data standards and you do that building block approach, it is much easier. So, they're all going to have the same, I can tell you this, the SACOG region, so SACRT and the other agencies and Capitol Corridor will all have the same transit processor.

So, it makes it that much easier for them to do the fare calculation between them. And now we just have to figure out that simple part of like, how do you show that you have, you know, transferred between. There are conductors on Capitol Corridor who have devices who can verify that you've tapped without you having to go to your the portal, the website where you would generate your own receipt, let's say that is an option is, you know, pull it up on your phone and show you, but it's kind of defeating the purpose of just being able to go through and easily tap.

So we're looking to see if one of the ways to do it is with the transit ambassadors, as they call them at SACRT, you know, the conductors who are on the light rail or if you're encountering a person on an unstaffed vehicle, it's easier on a bus, you just tap that reader same thing you're doing between the two Santa Barbara agencies. And it will just calculate on the back end. "OK, don't charge Hayden because he just came off of Capitol Corridor."

But when you have, that's when you're tapping a reader, you know when you are encountering a human who is a fare inspector, we have to think that through a little bit more. And we think it could be based on the device level, like you tap it here, you tap it here. Okay, you've paid. That's fine. That's what we're thinking.

Hayden: I see. Interesting.

Erika: But check back with me in early next year.

Hayden: And then also you mentioned the back end. Is there a backend or like not a back end, but like a customer portal where you could like get a receipt? And I've definitely like used that for Capital Corridor but does that exist for all the agencies? Because I used it on Mendocino once and I was trying to see how much I got charged and it was like very hard. I don't know if like Mendocino just doesn't link it very well.

Erika: They probably just don't link it very well in their FAQ. So I will pass that note along to their customer success account manager and ask that they make that more prominent.

Hayden: Well, thank you so much.

Erika: Because you can't use it if you can't find it. Thank you, Hayden. And thank you for being such a public transit advocate. I admire your work, as you know.

Tim: Thank you. And last, we have Angela.

Angela: Yes, thank you very much. Thank you for the presentation. I had a quick question. I wanted to know, will you guys consider using the program Mobility for All that was successful in Orange County and LA County because this program will actually cover all the bases with CalFresh card holders including the homeless community.

Erika: It's definitely something that we've looked into. We worked with LA Metro on their mobility wallet. And we know that in New York State, they're now accepting the CalFresh equivalent of a debit card. So, you don't even need to tokenize the card. You can just use it for payment on transit. So, they are things that we are looking at, yes.

Tim: Okay, we also have Clarence. You can talk now if you're unmuted or star six to unmute yourself.

Clarence: Okay, this is Clarence, Am I heard?

Erika: You are. Hello.

Clarence: Hi. Could you maybe provide Tim your email address? Because I have a bunch of questions but three real quick ones. Capital Corridor. Years ago, they used to give you paper transfer tickets that you could give to any operator that connected with Capitol Corridor to get a free ride away from the station and back to the station. This sounds very complex insofar as trying to get electronically away and back to the station. So please do something where you can have that same connectivity again.

Another item that you have not touched on is for those of us who have disabilities and need to ride with an attendant How is this going to be done? Such as right now with Clipper, you have an attendant card that when I need to go somewhere and I need an attendant with me, the attendant also gets a discount.

Lastly, to make things clearer to everyone, is if you've got Clipper, you can go anywhere, let's say within the nine Bay Area counties. If with Cal-ITP, will Clipper be usable on these long-distance trains or can Clipper be then converted into fare payments or because it sounds like maybe are we going to have to have two separate fare payments and not just one? Thank you.

Erika: Sure. So, thank you for the note on the first piece. The attendant card is something that is an option I kind of glossed over it. I didn't specifically call it out but agencies that offer that, such as Monterey Salinas Transit and Santa Barbara, where we launched and we're about to launch with SACRT when they put readers across their buses, there is an option for that as well. The way that MST and Santa Barbara MTD handle it is with a courtesy card. And so, they're able to do a different pathway to verify that someone hasn't attended to ride with them and get that discounted rate as well.

And then the question about the Clipper card the thought is rather than making you lock your money onto a Clipper card that can only be used within the Clipper network, which is not looking to expand. Once upon a time, Monterey Salinas Transit wanted to join Clipper and MTC said, "no, you're too small." Instead, going in the other direction, of having the debit or credit card that you might use to fund your Clipper card and have that be usable across the state.

Clarence: And that's for people who have those cards. For those of us who, let's say, go to a BART station, tag our Clipper card, put in \$10 or \$20. You know, we don't have not everyone has credit cards and that so and I'm hearing some of these cash apps you have to have fees. It's like then it's even getting more expensive to ride. So, this is why I'd like to have an email address maybe through Tim so you and I can discuss. Or maybe even in January when the EAC has an office hour. Maybe you could come back during the office hour and a bunch of us can ask questions. Thank you.

Erika: I just put my email address in the chat and I will make sure, Tim, rather Tim if you could make sure that we hand it out as well. Yeah, I'm happy to happy to help. Thank you for inviting me. Thank you for letting us go over and discuss. It's something we are all passionate about and I appreciate that. So, thanks for letting me be here.

Tim: Thank you so much, Erika. And thank you for the great questions from the EAC members. It's been a great discussion. Next slide, please.

So, we would like to approve an amendment to the EAC bylaws. However, we do not have the sufficient 13 members present to make that vote so we will move this over to the next meeting.

I would like to say, though, that related to this change in the bylaws that, contrary to what I said at the July meeting, there will be a change to the honorarium to better reflect those quarters, those three-month periods, when there may not be any EAC meetings. And we'll be sending out the new honorarium information in an email, an EAC email, very soon. Next slide, please. Next slide.

So, the next thing is related to term renewals and term extensions. Next slide. For everyone except Hayden, your first term is coming to an end at the end of 2024. The bylaws allow for approximately half of EAC members to extend your first term by one year. This is for continuity on the council so that not all, or nearly all, council members will term out at the same time. We would like to know if you would like to extend your first term by one year. Up to seven members can extend. If more than seven members wish to extend, those who extend will be chosen at random.

We would also like to know if you would like to renew for a second term. This is in the event that you choose not to extend your first term or if you are not chosen to extend to a third year on your first term. If you do extend your term to three years, you will be asked again at the end of 2025 if you would like to renew for a second term. Just to make that clear. So, even if you say 'no' now and you have a third year and then a year from now you would say, 'oh, I changed my mind - I do want to renew for a second term.' That is possible.

We would like responses to the term renewal and term extension questions by next Tuesday, December 10th. All of you received a link to a short survey. Please take a minute to complete that survey. So far, only six of the 17 EAC members have responded to the survey and so, right now we have time for some question and answer if there's any confusion about this process. Or any other questions about the process, we have time now to respond to those questions.

Yes, go ahead, Fiona.

Fiona: I guess my question is about whether we can serve non-consecutive terms. I'm planning on going to grad school and in a year or two and a half years, you know, if I came back to the Bay what would happen then.

Tim: Yeah, we haven't thought about that, but I think it would make a lot of sense that we would want to do that. And so, I think at that time that you'll be coming back to the Bay, wanting to serve again. I think that would be a very strong consideration for choosing you or any other member like that, to come back on to the EAC, so, I think that is very possible to do that.

Fiona: Okay, that makes a lot of sense. Thank you.

Tim: Yeah. Anyone else with questions?

Vanessa: Gracyna does.

Tim: Okay, I see Gracyna and then Taylor.

Vanessa: Me too.

Gracyna: Thanks, Tim. Just to clarify so if we want to keep participating with the EAC, we could, make sure I understand the third part, the third option, we could extend our first term to three years. And then if we decide we want that to have a second term we could or extend it into a second term. Clarifying on that. I'm sorry.

Tim: Yeah, so you could extend for a third year now and then at the end of 2025, we would ask you again, 'do you want to renew for a second term?' And then it would be two more years. So, it would be five years in total in that circumstance, yeah.

Taylor?

Taylor: Hi, yes. Can you hear me okay?

Tim: It's a little quiet.

Taylor: Oh, sorry. Can you hear me? It's my headphones.

Tim: Yeah, that's better.

Taylor: Okay, great. Thanks so much. I just had a quick question. If there are, hopefully not, but if there are folks who do not renew, will there be a process for new members to come on and if so, would we have the opportunity to recommend other folks that we feel would be helpful.

Tim: Yes, that is part of the plan. It would be something we would discuss at the next meeting, the first meeting next year. And we would definitely take into account any recommendations made by EAC members. So, it's not a guarantee, but it definitely would carry a lot of weight.

Taylor: Okay, thank you so much.

Tim: And Vanessa? You might be muted.

Vanessa: I was saying David was first.

Tim: Okay, well, David Sorrell.

David Sorrell: Oh, well, thank you for that segue. Yeah, so I did respond. And my approach is basically to be, as guide, you know, after talking with Tim and folks earlier this summer. Because in the last six months, I've changed jobs. So now I'm actually indirectly working for one of the regional railroads, the San Joaquin area, but with my area pertaining to the Bay Area, I'm riding this fine line between being able to give as much professional feedback, but also one that represents a lot of the communities that I just so happen to serve. But also just being fully aware that you know like, for me, I can and will be serving, or at least I'm requesting, you know, serving one more year and then bowing out, acknowledging that there's a lot of things that are in play right now and understanding too that having, you know, as much guidance as I can be able to give at some point that's going to probably make that line a little murkier and just being able to transition to someone that could be just as effective, if not more helpful than I am.

Just being very, you know, very cognizant about where my role is and how I've helped. Being a part of the UC Berkeley, you know, arm and still coordinating and still working with my colleagues out there. But just being very cognizant of the world around us and the realities of what we've got to do. So, it's just really a commentless old question.

Tim: Thanks, David. Vanessa and then Elizabeth.

Vanessa: Yeah, mine will be quick. I mean, I would like to continue onward for another year. We're renewing for a second term, right? Am I right? Trying to understand this, for another year, right?

Tim: Well, you can respond to the survey, both renew for a second term and to extend for a third term. And that way, if you're not one of the people chosen for the extension you would still say yes to renewing for a second term.

Vanessa: Okay, I'll answer that in a survey as soon as possible. And I don't know if you want to discuss, you were mentioning about the honorarium that's also going to change in the next year. I know there were some delays. Do we discuss that here? Or not on this subject and maybe not on this subject but through email.

Tim: Yes, there have been delays and it will be a couple more weeks before the third quarter payments are made. I'm sorry, I should have announced that earlier, but yeah, there has ... there is a delay now. And we apologize for that. I hope...

Vanessa: May I ask, is it delays due to the people working or just not you know. Because the third hasn't come in yet. I'm just curious. And then the fourth quarter won't be probably until probably, just to have an idea end of the first quarter of 2025. What caused it? I'm just curious.

Tim: The short answer is probably the best way to sum it up is bureaucracy of a public agency. I'll just leave it at that.

Vanessa: Okay. I was just curious as to what happened. You know, I wasn't very clear. Thank you for that. That clarifies everything. Well, thank you.

Tim: Yeah. Elizabeth?

Elizabeth: Hi, first of all, sorry if it's too loud from my end, currently on the bus. My question pertains to geographic area. So I'm currently living in Santa Cruz, representing the Monterey Bay Area, but I am planning on moving to the East Bay next year, would that have an effect on whether I can continue serving?

Tim: No, that would still be within the area of link 21, so that shouldn't have any impact. But it is good to know that.

Elizabeth: Great. Thank you.

Tim: And Clarence, I think you're then the last commenter.

Clarence: Yes. What I would like to potentially suggest, and maybe we could take this up at our next meeting next year. Or at least during the office hour in January is... As an option, instead of randomly selecting seven to extend, perhaps allowing each person a 30 second or one minute spiel as to why they feel so strongly to extend their term and then letting the members vote based upon how each person presented themselves such as David Sorrell -- sounds like he would be a good candidate to go for that extra year. You know, from what we heard just said, so that with his background. If he wasn't chosen, I mean, again, he could still do another...you know, two-year term. But think about each one giving, if there's more than seven so that we could vote as opposed to a random selection. Thank you.

Tim: That's a good idea, but quite frankly, I think all 17 members of the EAC bring a lot to the table and I think it's very hard for any members or myself to think about who might, you know, have more value in terms of extending for a third term. So, I think we will keep it a random process like we had decided on.

Clarence: Okay, well, I guess what I had meant was after everyone gives a spiel, then all members present would be allowed to vote up for seven people, do a tally. That's all. Thank you.

Tim: Thank you. Alright. And then I will be sending out the link for that survey again tomorrow. So, in case people missed it the first time. Next slide, please.

We will now move on to the community stabilization and anti-displacement principles and with Darin Ranelletti, who's the Link21 Land Use Planning Manager. Darin.

Darin: Great. Thank you, Tim. And good evening, everyone. It's great to be back and it's good to see you all again. Today's agenda for the anti-displacement is as follows. We'll first start by providing a brief background on the anti-displacement principles since it's been a few months, so it's a good to remind us what they are and how they'll be used. Then we'll have an opportunity to discuss the draft principles. And then we're going to ask the EAC to take a vote to formally approve the principles. Next slide.

As a reminder, the Community Stabilization and Anti-Displacement principles are foundational principles that will guide future Link21 community stabilization and anti-displacement planning efforts. They will be incorporated into Link21's planning work in conjunction with other program goals, objectives, and principles. Next slide.

This slide was presented at previous meetings and it shows how the anti-displacement principles will be used. They provide foundational high-level guidance. And then the anti-displacement toolkit contains recommendations for specific anti-displacement strategies based on local conditions in order to implement the principles. Link21 will use this information when engaging with local communities as part of local station planning during the next phase of the program. Local communities, including local jurisdictions, community-based organizations, and community members will all contribute their local expertise to confirm the actual anti-displacement strategies that are implemented in each station area. Next slide.

And here's a reminder of how the principles came to be. You'll remember that the EAC formed an anti-displacement working group last December, and that had six members and they met three times -- in January, February, and April of this year. They reviewed the research and the data on displacement and examples of other principles related to anti-displacement. And together with the Link21 team, the working group developed a set of draft principles. Next slide.

And then here's the process to take those draft principles and to finalize them. So, the draft principles that were developed by the working group were first presented to the full EAC in May, and after that meeting, the draft principles were sent to EAC members for review and comments. There was also an opportunity to discuss the principles of the June 11th office hours. Based upon feedback from the EAC members, the Link21 team revised the draft principles and distributed them to the EAC members on July 9th.

At the July EAC meeting, there was additional discussion on the principles and based on that feedback, the Link21 team made additional revisions to the principles. Those revised principles were sent out to EAC members on November 1st. We received some more feedback from two EAC members and made a couple more revisions and those final revised principles were sent out in a memo to the EAC yesterday.

Now that hopefully you've had a chance to review that, but if you haven't, that's okay. Those final changes that contain those two revisions in the memo that was sent yesterday were as follows. There was a change to principle 8, which is addressing the need to evolve anti-displacement strategies to respond to emerging pressures. The change provided clarity to the language by changing the last sentence from "take steps as soon as feasible to address evolving pressures" to the new language of "take action promptly when feasible to address emerging pressures." And that makes the language more action oriented to address emerging pressures.

And then the second change that was made to the principles contained in the memo sent out yesterday was to the definition of transitional aged youth, which is in the appendix to the principles that have the

new definitions. The previous language stated that foster youth age out of foster care at age 18. And that was corrected to explain that foster youth exit the foster care system at age 18 or at age 21, depending on the circumstances. So, those were the two changes that were made and then reflected in the memo that was just sent out. Next slide.

So, unlike the previous meetings on the principals, we're actually not planning to present each and every individual principle one by one on the screen for group discussion like we've done in the past. It was recommended at the July EAC meeting that instead we send it out prior to the meeting and then have an opportunity for discussion at the meeting. So that's what we're planning to do today. There's an opportunity for discussion. Then after that discussion, we'll entertain a motion from the EAC to vote to approve the principles if you all feel that they are ready.

For now, we're striving for consensus. We want everyone to feel comfortable with the principles. So, please ask questions, make comments. There is an opportunity to make changes to the principles. So, if there's minor changes, we can make those into the principles tonight; be included in the motion and the vote. If there are major changes, that's okay. But those will require more work that will need to go back and work on and be incorporated after the meeting and then we'll bring the principals back to the EAC for vote at a later date. I should also mention that once the principles are approved, they're not permanently set in stone. If in the future the EAC or the Link21 team wants to make a change to the principles, we can do that. We can discuss it at the EAC and then we can make a change at a later date. I also want to point out that the Link21 team is really pleased with the current state of the principles. And want to offer our sincerest gratitude to the EAC for all your work on this. We're really pleased with the process and how this has turned out. And we're really anxious and looking forward to applying the principles into the program going forward. So, with that, I'll turn it over to Tim to facilitate a group discussion. And I'm here for questions and comments and if needed, if someone wants to actually look at language, we can bring it up on the screen. Yeah, after this discussion, if it looks like we're ready to take a vote, then we could take a vote. So, turn it over to you, Tim. Thank you.

Tim: Thanks, Darin. Yeah, so this time, if there's any questions or any comments on these last changes that have been made we had, as Darren said, the changes to add on the appendix with some of the definitions and then further refining a couple of the, one of the principles and one of the definitions, any questions on that or any discussion on that prior to when we make a vote on this? Clarence, go ahead.

Clarence: Okay. What I would question, and you tell me which is more politically correct these days. On principle number three, the transitional aged youth, where the last few words currently say "and are at greater risk of homelessness," would it be best to leave it risk of homelessness, or would it be better to say risk of being unhoused? I hear both methods are good. This is just an open discussion. Thank you.

Darin: Thanks, Clarence. I don't have a particular preference one way or the other. I think in the social service world, the term the experience of homelessness can sometimes be seen as a larger umbrella term that includes folks that might be living in, that might be sheltered - either living in, for example, a hotel, motel, couch surfing at a friend's and so forth. And folks using the term unhoused for folks living outside. Now that's not an official definition that's just in the common use that I've experienced talking with social service providers, but I'm comfortable with either way so I'm curious what other folks think.

Vanessa: If I can add real quick, this is Vanessa. I think...I think personally, homelessness means there's this same difference. I think someone can help me out but unhoused means you don't have a house. Homeless is kind of the same. I think I'm personally thinking it's good to, it's okay to, use homelessness. Because then that way, I guess either way we would make sure they would be taken care of, right?

Darin: Yeah, I think the reason why the term unhoused is becoming more popular is that people still have the dignity of a place that they dwell and they occupy, but they just don't have the structure of the house. So, I think it's supposed to be more people and person-centered. But I appreciate the comment, Vanessa.

Vanessa: Thank you.

Tim: David Sorrell?

David S.: Yeah. And so maybe I'm flexible to either of the terms. One thing that we did do at Berkeley when I started surveying our commuters and the folks there. Instead of using homelessness and we're trying to use people-first language and also being kind of cognizant about the stigma that could surround that level of insecurity. We deferred to using, and I put this in the comments, either housing insecure or no secure residence. Almost acknowledging like the fact that there might be a stigma attached and therefore that we want to try to be cognizant of that, but also acknowledging too that, you know, social services would have a better terminology in making sure that folks that don't have consistent housing aren't necessarily excluded from the conversation. And I know that's kind of muddling our discourse here, but at least it maybe provides another opportunity or at least another avenue to check out.

Darin: I like that, David. I'll just respond and say I think that's a great idea because it actually goes beyond this idea of shelter and someone can be housing insecure. They could be housed, but they could still be in a precarious situation. So, I think housing insecurity actually could be a really appropriate term.

David S.: Yeah, and I think just based from living here the nine years, you know, in spite of being, you know, fully employed, the cost of living here has gone sky high. Even being aware of the sticker shock when I moved here, you know, but also bouncing around, you know, at least every year because the rents went up too high. Just putting that out there for those that are, you know, either fully employed, unemployed, underemployed, but also experiencing that roughness that is the cost of living here, at least in the nine counties. And I'd imagine it would be slightly different the further out you go, but it's also same but different.

Vanessa: I have to agree. And I'm working and it's it's tough out there with everything going up. So, I just wanted to add my two cents on that.

Tim: And we have several comments in the chat saying housing insecure is resonating with people. If there's no more comments, maybe we can have someone make a motion to approve these principles with that change in principle number three, for housing insecure and we can then take a vote on it.

David S.: I'd like to make a motion to make those changes permanent. And this is Dave.

Vanessa: I'll second the motion.

Tim: Clarence seconds. Just to clarify that the motion is to make the changes permanent, but also to approve the principles.

David S.: Right. Yes, that is correct.

Tim: Okay, okay. All right, so we will do a roll call vote on this. We need a majority of EAC members who are seated, which means nine members to vote affirmative for this. I will call each name. You can say yay or yes.

Angela Hearing.

Angela: Yes.

Tim: Beth Kenny, not here. Clarence R. Fisher.

Clarence: Yes.

Tim: David Sorrell.

David S.: Yes.

Tim: David Ying.

David Y.: Oh, yes.

Tim: Elizabeth Madrigal

Elizabeth: Yes.

Tim: Fiona Yim.

Fiona: Yes.

Tim: Gracyna Mohabir. She may have stepped away. Harun David. I think Harun may not be on the meeting anymore. Hayden Miller.

Hayden: Aye.

Tim: Linda Braak.

Linda: Yes.

Tim: Samia Zuber.

Samia: Yes.

Tim: Taylor Booker.

Taylor: Yes.

Tim: And Vanessa Ross Aquino.

Vanessa: Yes.

Tim: All right, so that does pass. We do now have Anti-displacement Principles. Thank you, everyone.

Darin: Tim, it looked like Gracyna rejoined and had her hand up for a moment.

Gracyna: Oh my gosh, I'm sorry, is my audio bad? I said yes, but I don't know if you guys could hear it.

Tim: Were you wishing to say yes or no as well?

Gracyna: Can you hear me?

Tim: Yes.

Gracyna: Okay, sorry. I said yes.

Tim: Okay, thank you Gracyna.

Darin: So, Tim, I have...12 yeses and zero nos. Is that what you have?

Tim: Yes, that's right.

Darin: Great. Well, thank you, everyone. It's been great working with you on this. I really appreciate it.

Various: Thank you, Darin. Thank you for the presentation.

Tim: Next slide, please. We will now move, open the meeting for public comment on items A through F on the agenda. Keep in mind, public comment is limited to two minutes per person. I see a hand up with Alita. Go ahead.

Alita Dupree: Thank you to the chair, Alita Dupree, for the record, she her with Team Folds.

Good meeting. I'm going to talk about the Cal ITP. Well, really appreciate the presentation. One of the best presentations I've ever seen. Hope you can tell that person who did it, that I really enjoyed it.

I have some experience with Cal ITP. I did use it on the LAX flyaway. And I am in the Capital Corridor pilot. I really would like to see Capital Corridor go beyond the pilot and just open it up and to make it mobile enabled. There's a lot of engagement involved because the Amtrak workers often don't have their verifying devices available. If we were able to do mobile payment they could visually see that I tapped in order to pay the fare. So, we got to work on it.

Clarification procedure is essential. When I used the flyaway, I used it with my phone just fine. I did have to do the click on the side of my phone because it's not enabled for express transit. So we need to make that very clear for new users and to educate vehicle operators on these systems. I'm not saying that they need to know how to troubleshoot people's apps or phones or cards, but certainly some people who are used to express transit, like you can do with Clipper. They're not sure how it might work on some of these other systems.

But yes, I'm an equity priority community person and I have Cash App, PayPal and all these other things. And it's probably been a really long time that I ever paid a fee for my bank, I belong to a credit union. So again, thank you for that really great presentation. Appreciate it.

Tim: Thank you, Alita, and we will pass your comments on to the presenter, Erika Ehmsen. At this time where it's a time for our break and we're going to cut our break to five minutes this time because we are still a little bit behind and we want to have time for the program update. So, we will reconvene at 7:57. Thanks, everyone.

Tim: Welcome back, everyone. We will now be hearing an update on the Link 21 program. This will be similar to the presentation made to the Capitol Corridor Board and to the BART board last month. Brian Soland, Acting Director of Link21, will lead us off. Brian?

Brian: Alright. Thanks. Thank you so much, Tim. Yeah, great to be here. We gave this presentation, as Tim said, to the BART board two weeks ago. And so this is just basically a reiteration of that. And it summarizes a staff recommendation for this major milestone of a technology in the crossing: either standard gauge or broad gauge, and I'll be going over that and what that means. And also some other transition points for the program.

On this first slide here, we have an overview of Link 21. It's something that we all know very, very well. It includes the challenges of the program focused on addressing including limited rail connectivity to key

regional destinations, as well as issues with equity, which this group has focused a lot on, as well as transbay rail capacity in the long-term future. And the program is really built around these key elements here, a new crossing between Oakland and San Francisco, improved rail connections and service, collaboration with partner agencies across the megaregion, something that we've done quite a bit of and also supporting key goals around climate and housing. These things are part of state and regional plans like the California State Rail Plan. Which you'll hear a little bit about later in the presentation, as well as things like Plan Bay Area 2050. There we go.

So, we've reached an important milestone in the program, deciding on the train technology for the crossing, either standard gauge or broad gauge. You'll remember earlier this year -- we presented the differences between the two and the findings of our analysis. And this is a bit of a reiteration of those findings here over the next couple of slides. For standard gauge, that would be a new rail crossing that connects to the regional rail network and destinations in the larger megaregion. The example in the photo shows an electrified Caltrain train, but any standard gauge train would be able, zero emission vehicle, would be able to use a standard gauge crossing. The other option that we evaluated and considered was broad gauge rail, which would extend the BART network and connect to destinations in the Bay Area region.

And all this work really led us to conclude that a standard gauge rail is the preferred technology for the crossing. That's our recommendation, as staff. It also aligns, this is important, it aligns with the state rail plan as well as the Federal Railroad Administration's Corridor ID program, which qualifies the program for future funding. So, these are things that weren't foundational to the decision, but they are important, nonetheless.

So Link21 has conducted extensive technical analysis comparing standard gauge and broad gauge technologies for the crossing. Here we have similarities and differences. And the similarities here both contribute to equitable outcomes benefiting priority populations. We dug deep into this in our last meeting. Both improve access to stations and jobs and both add to trans-bay capacity and redundancy for riders.

There are some key differences though. Only standard gauge improves connections to the megaregion, which is a primary challenge that we sought to address within the Link21 program. Also, standard gauge is interoperable, meaning any standard gauge operator could use the new crossing. And standard gauge better amplifies many of the other planned rail improvements -- projects like the portal project in San Francisco or a new Carquinez Strait rail bridge.

And as we progress the program, we'll continue to monitor considerations like ridership, costs, and funding opportunities. These things will evolve as the project details become more defined. We discussed the two types of rail technology, standard gauge, broad gauge, that we've been considering in the new crossing.

Here we're talking about two different types of service that could be delivered with those different technologies. A significant benefit of standard gauge is its ability to accommodate both types of the service here, urban metro service and inter-city service. Urban metro is fast, frequent, reliable. Stations are a little closer together. It's basically BART or the new electrified Caltrain. These are examples of urban metro service. New York City subway would be another example. Inter-city express service is less frequent and the stations tend to be farther apart, so it's things like the Capitol Corridor type of service that these are, these are inter-city connections. A standard gauge crossing could be used by trains providing urban metro service and also be used by trains providing inter-city express service. However, broad gauge crossing could only be used by BART trains providing urban metro services. I'll show this in the next couple of slides. One will show a map of the, of a standard gauge network and how that, how that could look and also a BART crossing.

So, here's the standard gauge crossing map. Just noting these are conceptual. And this ... specific stations and alignments, these are things that we did look into quite a bit but those will be better defined in future work. So, this map shows the concept with standard gauge crossing that connects to the regional rail network, including Capitol Corridor in the East Bay, and Caltrain in San Francisco in the peninsula. The green lines here, if you can see, I know it's a little, kind of, refined map here, represent urban metro service. So, that's the BART network and Caltrain. And the purple lines represent the inter-city service, spreading out throughout the megaregion and the dashed line shows Link21 improved service, including the standard gauge crossing between the East Bay and San Francisco connecting the Caltrain network and high-speed rail at the Salesforce Transit Center. So, it's essentially connecting the East Bay and the megaregion across the bay with high-speed rail and Caltrain at the Salesforce Transit Center.

So, this purple line, this pink line shows the service corridors where travelers would experience improved travel times, more direct service between destinations. And with standard gauge, it essentially gives you what I like to call a two for one opportunity. You get to have two different types of service, urban metro -- fast, frequent, reliable service -- as well as inter-city express service, on a single crossing using the same set of tracks. And this isn't groundbreaking, other places do this quite well all over the world. And it's really an opportunity to better connect and have this new type of rail service within the Northern California megaregion.

So, this one, this map shows the broad gauge crossing or a BART crossing concept. Again, the green lines represent the urban metro service and the purple lines are the inter-city services. And the new potential alignment here is shown in dashed line in concept. So again, the pink line highlights, show, the service corridors on the BART system, in this instance where travelers could experience improved travel times and more direct service. But a BART broad gauge crossing would only accommodate BART trains and that limits the opportunity for inter-city express service and access to San Francisco and the peninsula and improve connections to them, to the megaregion. So, at this point, I'll turn it over to Camille to talk more about our community engagement and next steps within the program. Camille.

Camille: Hey, everyone. Nice to see you. Camille Tsao with Capital Corridor. So, on this slide, we summarize the community engagement that was conducted in 2024. We've been engaging with stakeholders and the general public since the beginning of the program. But this highlights what we did over the last year: we connected with thousands of people in the megaregion; had regular meetings with the Link21 Equity Advisory Council, as well as local public agencies; we attended community events and met with local community-based organizations; and hosted several online community meetings as well as a 24-7 online open house.

In addition to these events, we also conducted a statistically significant survey in late 2023 to gauge opinions on the program. And as the next slide shows, the results of that survey show that, you know, we have pretty broad support for a program like Link21. We asked folks about features that reflected those of a standard gauge crossing or a broad gauge crossing. And we found that the features of a standard gauge crossing really appealed to folks. They really liked improving megaregional rail connectivity, as well as connecting the peninsula with the East Bay better.

In the next slide, you'll see we have a summary of this particular milestone. So, as Brian has already mentioned, the standard gauge crossing offers transformational benefits for our megaregion. It's really the first time where we can establish direct rail service connecting places around Sacramento and the Central Valley with the East Bay and San Francisco and the peninsula. And this is really a crucial link for creating a well-connected Northern California megaregion, which is one of the, one of the objectives that is in the state rail plan. Another thing is that a standard gauge crossing will open up multiple train service opportunities with a single crossing. We talk about interoperability, meaning that there are multiple

services, both urban metro and inter-city express, as well as different operators that could use the crossing if it has standard gauge tracks. So, we'd be serving both local and megaregional destinations.

Also, a standard gauge crossing delivers a foundational link for future rail network investments. So, there are other rail investments in the Bay Area and in the megaregion that are going to improve operations on standard gauge. So, we are just building upon one another, if you will, and creating mutually beneficial results for people using those services.

And then finally, the standard gauge crossing is going to be developed within a broader integrated program. So, one of those is the state rail plan, which should be finalized, hopefully, by the end of this year. But also, the Federal Railroad Administration selected Capitol Corridor as one of the corridors across the country to be part of the Corridor Identification and Development program. And this is, that agency's way of planning intercity rail projects and also funding them in the future. So, it will, by including Link21 in the Capital Corridor for the Corridor ID program, it makes Link21 eligible for future federal funding.

So, the next slides are the ones that were presented by Chad Edison, who is from the California State Transportation Agency. So, he came to the BART Board meeting and co-presented with us. So, as I mentioned, the state rail plan should be published pretty soon. But there is a vision that the state has set out for the 2050 timeframe that includes all-day bidirectional service connecting California's urban cores. This is also going to be zero emission or electrified service. Now, they're really looking at a modern rail system that is going to be, make rail much more competitive with the automobile. This, of course, would be on standard gauge. So, the second bay crossing, our project, is a part of that, part of that vision. And the state does see it as a critical project and critical for the Northern California Network.

So, let's see. So, you know, the decision to go with the standard gauge crossing is really strategic, knowing that the partnership with the state and the Federal Railroad Administration really does require that the standard, that the new crossing be a standard gauge. Next slide, please.

This is just a little bit more from the state rail plan zoomed in to the Bay Area and just shows a little bit more of their thinking. Again, this is 2050, this is long-term. They're envisioning higher levels of service on the many of which are existing tracks in Northern California. Nonetheless, you know, they see Link21 and Capitol Corridor and Caltrain and high-speed rail as an integral part of this future vision.

The next slide just shows that, oh, could you back up one ... it seems to be missing one. Anyways, there was a slide which just had some data on some data on vehicle travel patterns and how important it is for us to capture those daily vehicle trips that are longer, 10 to 50 miles or 50 miles plus. Because when you look at wanting to reduce vehicle miles travel and making a real impact on lowering greenhouse gas emissions. You've got to shift those longer distance trips onto cleaner sources such as rail. Because even though those trips might be smaller in quantity than short trips, 10 miles and less, they make a big impact when it comes to the miles traveled in cars and the potential greenhouse gas emissions.

So go ahead to the next one. So again, this just restates that the Federal Railroad Administration's Corridor Identification and Development program we call Corridor ID for short, that the state rail plan really sets us up for the Corridor ID. It's a way of developing a sustained, comprehensive intercity passenger rail planning program. And will help us as we look at funding in the future, particularly federal funding and state funding as a match -- to provide monies for this and other projects that are part of the overall vision.

The next slide is a diagram that explains the Corridor Identification and Development program just a little bit. So, click one more time. Yeah, we're in the red box here, we're still very much in project planning and project development but that is kind of where the Corridor ID program lies. It's going to be looking at all these different projects between Reno, through the Bay Area, down to Monterey Salinas, you know,

coordinating with the folks that are working on the Monterey Salinas corridor. Again, it includes Link21. It also includes the east-west rail, which is the connection from the SMART system to Solano, the Solano Rail Hub. It's in Suisun City. It's a wider, it's a broader corridor than just the existing Capital Corridor route because they want us to look more holistically at all the different service improvements over time and the projects that will be needed in order to make that service happen.

So, next steps. We are actively involved in the Corridor ID program. We're still at an early stage figuring out the work tasks that need to be done. I think we'll be doing this work for probably a couple of years is my guess. As I mentioned, we're already in the state rail plan but the state rail plan is a bit of a living document so it's going to continue to be updated. And then for Link21, when we have a better idea of where it fits into the Corridor ID and the state's vision, then there'll be more work on project definition and refinement. So, the maps that Brian showed earlier, those were just concepts. We have not made any decisions about alignments or exactly where new stations, where needed, would go. So, there's still work to do on project definition.

We'll continue with stakeholder coordination. And then eventually work on a funding strategy. Of course, we'll continue with public engagement and equity. And then just as we make this decision, we do need to go back to the Capitol Corridor and BART boards next year. We have not determined when that will happen yet. We're hoping earlier. But, once we take an action, we will also be talking about how the program would shift in terms of the day-to-day management. So, the state wants to take a more active role in leading the program as it should, given its leadership role in the Corridor ID program.

And so, we, Capital Corridor, as an intercity operator, and as a system that runs on standard gauge, it makes sense for us to continue with Link 21 but also play a more active role in the day-to-day management. So, BART would still continue to be an important stakeholder. We would obviously have to work with our other agency stakeholders. But that is also something that is part of this milestone decision, is the structure of the program and making sure that we're set up for success in the future. So, with that, that concludes the presentation.

Tim: Thanks, Brian, thanks, Camille, for that update. I'll first ask EAC members if you have general comments or questions regarding this update or this staff recommendation. So, I see David, you have your hand raised?

David Sorrell: Thanks, Tim and Camille and Brian. Thank you again for presenting what had happened. I made a comment along with Clarence at the board meeting last week in support of what the next stage gate, and this is an important factor. I'm personally upset at the fact that I still can't connect with rail between here (Marin County) and the central core, but that's for another discussion for another time.

And I think that with getting to this stage gate, it's going to be it's important acknowledging that this is the mode that eventually will connect the rest of the state with San Francisco and Oakland and San Jose. Because BART in the broad gauge doesn't do enough. And it was expensive just to get it extended over to Berryessa, it's going to be expensive getting it into downtown San Jose and Santa Clara.

And I think the biggest concern that I have, actually two of them, one is engaging with the host railroads because that's going to be the biggest challenge to kind of get into the weeds of it. And they're, you know, whether or not they're willing to, you know, allow for like electrification, if that means that we have to, have to buy different rolling stock for dual modes and things of that nature. It's not impossible, but it makes it difficult. And the second thing of concern that I have is just, where do you guys see yourself in relation to this incoming administration, where it's not necessarily transit friendly? But this is the same administration that's incoming that held Caltrain's funding hostage for the time in 2016 and 17 that made it really impossible, a rather really difficult challenge to really secure the funding to get Caltrain electrified.

Those are the main comments that I have. I acknowledge that this is kind of the first step and I'm glad that we've clarified that it's part of the Corridor ID program. So at least if nothing else, that's an important step to at least secure funding.

Brian: Yeah, I guess I'll maybe... Camille, you can take the first part of that and I'll take the second part of that question, or maybe you could take both of them. UP, working with UP, I think that's...

Camille: Yeah, I mean, Capitol Corridor, we run primarily on UP, Union Pacific Railroad owned tracks -- they're private freight operator and sometimes, you know, it can be challenging, right? I mean, they have their objectives and we have ours and sometimes they're not exactly the same. I will say that we communicate with them quite often on multiple projects. And so, we have established a rapport. But, yeah, I'm not going to, I'm not going to say that it's easy, but you are absolutely right. We need to work with them closely.

And as far as the incoming administration, I mean, I do think that's a concern of a lot of folks. The good thing about the Corridor ID program is it is across 40 different states. It came out of the bipartisan infrastructure law. We're hopeful that it will stay mostly intact and that many states, you know, regardless of red, blue, or purple, will continue to receive funding from that.

Brian: There was just a follow-up question in the chat, Camille, maybe we can answer it now because it has to do with something David was asking around UP. So UP has the right-a-way. What does that mean in regards to timely transfer of Link21?

Camille: Yeah, so because the Union Pacific owns those tracks, they have the right of way meaning like they essentially decide how many trains can run. They're the host, we're the tenant, we're one of the tenants. And so whenever we want to add service, we need to get their permission essentially. Now, part of Link21 is we want to add some tracks where they might not currently be enough for the service that we're proposing. I think the key is always when we work with them on other projects is, what is the win-win? Are we creating a situation where they would benefit as well as passenger service? So, we need to look for ways that they will benefit as well as us. And, you know, see where everything goes from there. I see, should I ask the other question that's...

Brian: Tim, why don't you moderate?

Tim: So first we have Angela, if you could vocalize, you have a comment and question in the chat and then we'll go to David Ying and then we'll go to Vanessa.

Angela: Yes, thank you very much. So my issue or my question or concern is, if UP has the right-of-way, they can essentially do whatever they want. On one of the slides, it says that Link 21 is going to have timely trains. And I didn't think about this until I attended virtually the BART board meeting when there were some commenters, especially two of the big unions brought this to the attention.

So, this is something that I would like to advocate for just transparency -- the pros the cons, when it comes to the standard, the broad gauge, and then ... Yes, I have so many other questions and I'll probably have to email later. But there were so many concerns that were brought up in regards to equity also, as far as layovers and if the train goes through, like maybe Jack London Square or Oakland and it has hazardous freight, like, how do we have a say? Do we not have a say? Can we just make a comment? Who would have a say as to things of that nature that's... I don't think is going to be equitable in the future. So, I don't know if that makes any sense or not, but there was great examples that were brought up by the BART Board Directors in regards to that when it comes to equity that I did not think about.

And then also electrified. I guess there's certain cities that Capitol Corridor is not electrified. And then my last comment is I was kind of disappointed because I attended both meetings for the Capitol Corridor and for the BART. I was very pleased for the BART board, but I was very disappointed at the Capitol Corridor. And it's not your fault, but I have to vocalize and express this that I, you guys were kind of like a rush through. It was literally a five-minute presentation, which is not fair. And if Capitol Corridor is going to be the head honcho in charge, I feel that I have to vocalize that, the directors more need to be there and that even if it's information only, that the presenters such as yourselves are not rushed for the community, to not really know what's going on.

Brian: Did you want to respond to any of those comments, Camille?

Camille: Yeah, I totally agree with you, Angela. We were rushed and unfortunately, for better or for worse, the Capitol Corridor meetings tend to be very time constrained, and unlike the BART meetings, which seems to be unconstrained. But we are going back to the board. So, we will have an opportunity to present more thoroughly. We also knew that we were going to be presenting to the BART Board the next day. And so that there would be an opportunity for folks to hear the longer presentation should ours get cut. We didn't want it to get much further, but we knew that at least there'd be the same presentation back-to-back.

As far as presenting more information on the pros and cons of standard gauge and BART you know we're definitely wanting to do that as well. We want people to understand what this decision means.

And then finally on the Capitol Corridor electrification. Capitol Corridor is not electrified right now. So, none of the cities we serve get electrified Capital Corridor service. By 2035, however, because there is a state mandate and the state is procuring zero emission vehicles for us. We should be off of diesel by 2035 completely. So that's all the cities that Capitol Corridor serves will have that zero emission service.

And then I think just as far as the freight service, I mean, we don't have control over what the freights operate through Jack London Square or Oakland or anywhere. So, we don't have control over that but, you know, the Link21 trains we're just trying to make sure that whatever we propose has a place, has enough tracks and enough capacity to run the service that we're proposing. It might have to be incremental and some of the tracks that we propose are going to be underground. So, they're not even going to share with freight if they're underground. So, we'll, you know, we'll share more as those details get developed but where possible, if we can separate from freight to maintain our timeliness and our service, we will do that.

Brian: I'll highlight for what Angela on our website and I can provide a link, Angela. We have our business case executive summary that basically compares standard gauge and broad gauge concepts to a much greater level of detail. So I'd be happy to share that documentation with you. If you want to take a closer look. Also, if you go back to the presentation we gave in, when was it? May, maybe? The one that we last had with the EAC, we did do a lot more detail in terms of the comparison between standard gauge and broad gauge.

Tim: Thanks, Angela, for the comment and questions. We will, in one of our next EAC emails, we'll send out the link for the business case documents, so everyone can take a look at that. Next, we have David Ying.

David Ying: Yeah, so can you elaborate on what Caltrans or CalSTA leadership on either on Link21 or the state rail plan means, because it seems like depending on what that means, there will be a lot of opportunity for the state to use its scale and also the fact that there are so many different projects going on across California, to either build up capacity for construction or rolling stock procurement or really any of the other things are just transferable so we're not duplicating things over and over.

Camille: I'll take that, Brian.

Brian: Sure, go for it.

Camille: Because the state is really the, you know, it's the only agency that's looking broader at the statewide network and at anything close to a megaregional scale when it comes to rail. You know, a lot of times we all the different agencies working on different rail projects, we're sort of operating, I mean, we coordinate with each other, but we're really focused on our project, right? By having state leadership, you know, they can look more holistically and especially with the Corridor ID program, we can look more holistically at all of these themes and really look at, well, how do they each contribute to this larger vision? And when we talk about improving service at a bigger scale, which of those projects are going to help us get there? Which ones do we need to do first?

So, we can prioritize when we're going after funding instead of everyone applying for the same federal grants and just, you know, throwing their hats into the ring, be coordinated, right? I mean, MTC has done this a bit and tried to tell the different transit agencies, okay, you apply for this, you apply for this, you apply for this. But we really need somebody at a broader level to say, you know, this is how we, this is how we see how that the sequencing should go in terms of projects -- what makes sense. And frankly, the federal government, the Federal Railroad Administration looks to the state and says, wow, California, you have a very complex situation there, you've got many mega projects, we don't even know how to, where to start. So, they're looking to the state to tell them, okay, what do you see? What do you recommend? And so it's helpful to have them, the state, as a go-between, between the Federal Railroad Administration and the more local and regional agencies.

And in addition, I think because the freights are also national, UP Railroad, Union Pacific Railroad, is a national company. And so, by having someone like the state work with them, means that it's not just the individual rail operators negotiating with the UP on different things. And I think it makes it easier for UP too because they have got all these different cities or agencies coming to them saying, 'hey we want to do something different on your right-of-way? What do you think? Can we do that?' And so, it should be easier for the UP as well to have a coordinated effort that they can plug into. That's our hope. But just from conversations with them specifically on the Corridor ID program, I think they do see it that way as well.

Tim: Vanessa, I wasn't sure if you had your hand up or not.

Vanessa: I did, and I was concerned about time. I was like, I don't want to be the one causing this to run over but I just really... I wrote some notes down. Brian and Camille, first of all, thank you for both being here tonight. I think it was a great presentation and update and its progress. I know it's, you know, it's long and arduous, but my question is, and hopefully I can shorten it, can the new administration put a stop to this? I know, I don't know and maybe this is maybe this, maybe not too knowledgeable yet if Gavin Newsom, our Governor is protecting. I know that he was working hard to protect certain things before the new administration came in. Can he? Because I know he's not about electric, he's ... the new administration -- they're all about the old ways. But I'm just concerned or curious, can that be paused. I'm being real. I'm just this, is just a naïve question. But at the same time, I'm also concerned, right, about our progress -- how California has looked upon as great, but others don't like it. So, I guess that's it. I'm going to leave it at that because it's 8:40. Well...I dropped there.

Camille: Quickly, yes. I mean, there are people that are concerned and the good news is that the state has monies too. Maybe not quite as much as the Federal Railroad Administration, but we did receive a grant from the state last year, which we, you know, depending on what we do for the coming years you know it will it will help us keep the program going.

Vanessa: Appreciate that.

Camille: It might not be full speed ahead but you know, it will allow us to keep going.

Vanessa: But that really helps that paints a ... really it gives some light, gives some light, yeah, yeah, because I know things could just stop. Okay, thank you.

Tim: And Clarence Fisher, I see you have your hand up as well.

Clarence: Am I heard now?

Tim: Yes, go ahead.

Clarence: Okay, maybe either in office hours or our next meeting, it might be nice if we understand, okay, with our 21 county megaregion, and we're also seeing the 2050 state rail plan, where does our Link21 interact potentially with other things that are happening in the state? Like, for example, we're mentioning the Capitol Corridor, would Link21 also work with this new proposed Valley Link from Dublin up to Stockton and the San Joaquin valley? And then how does high-speed rail ending in San Jose work with the 21 counties? Just to have, you know, some sort of an idea so we can understand how our 21 county works with other things that are happening with the state and where we connect. Thank you.

Brian: Yeah, happy to do that for you, Clarence. You mentioned a bunch of different things. Some are, yes, it would connect. Some are, no, probably not. Some are we'll see, because agreements have to be figured out between operators. And, you know, things could work, you know, a lot of it is just an idea right now. And so, but yes, happy to talk through those things. We have thought about those connections that you mentioned and how they and a vision for the broader megaregion and service throughout the broader megaregion. And I'm happy to share that with you. We might have a paper somewhere on it. I can see if I can find it. But I think that would be helpful for you to see.

Tim: Thanks, Brian. Thanks, Camille. And thanks to EAC members for that comment and questions. So next slide, please. We will now move on to public comment on this item, H, the program update. I see Alita Dupree that you have your hand up. Go ahead and make a comment.

Alita Dupree: Thanks again to the chair, Alita Dupree, for the record, she her with team folds. Very good presentation. I've been following this a lot. I probably talk about this more than anybody. I'm in support of the staff recommendation of standard gauge. And at one time I considered the possibility of a dual gauge, with dual power systems. But that would be more hassle than it's worth. And it most likely would subject BART to Federal Railroad Administration regulation. And so that would just create a hornet's nest of problems that would cost more money than we need to spend.

We have the train box in the Transbay terminal. It's a very good decision to build that. So Link21 will allow us to connect with the Caltrain in the train box, much like Pennsylvania station in New York has through running with Amtrak, the Long Island Railroad from the east and New Jersey Transit from the west.

So how do we make this happen? The standard gauge will give us the intersect connectivity, possibly for the running of Amtrak trains into San Francisco. Certainly, with Capital Corridor, I would hope. Don't really see it with the sleeper trains. They're just too tall. But this is the part of something big about wanting to see electrification throughout the Bay Area and beyond.

And being able to do something about routing passenger trains away from the Jack London Square area. That's not going to be easy to do building an underground tunnel. And there may be some thorough challenges with, well, you have Lake Merritt there -- tunneling under that could be a problem. But I think an underground path for Oakland is certainly worth exploring. My clock froze up here. Let me know when I'm getting close.

Some may not like the standard gauge, but I believe it's necessary. I can't help the fact that BART did broad gauge years ago. That's water under the bridge. But even with standard gauge I'll say this: standard gauge, even as inclusive as it is of regional travel using electricity, will not make BART irrelevant. And here's the reason why: because BART is the people's system. Thank you.

Tim: Thanks, Alita. We'll now move to the next slide and talk about our next meeting dates. So, the date we've chosen is April 8th. It'll be a one o'clock meeting. And part of the reason it's somewhat delayed is that we are hoping that both the Capitol Corridor and BART boards will have taken action on the staff recommendation prior to our meeting date and will allow us to enter into a deeper discussion with all of you if that action has been taken. We foresee two other meetings for the EAC in 2025, so a total of three next year. One, which would be in the third quarter and one in the fourth quarter. And dates have not yet been set for those two meetings. Next slide, please.

So at this time, we'll take a motion, a second to adjourn the meeting. Hayden, thank you. A second.

Second.

Tim: And...

Clarence: Clarence has a concern about the next meeting though.

Tim: Go ahead, Clarence.

Clarence: If the meeting only goes from 1 to 3.30. I thought we were, we're on for two hours and 45 minutes. It should go to 3:45. Thank you.

Tim: So, the evening meetings go for two hours, 45 minutes. The daytime meetings go for two hours and 30 minutes because some people are taking time off of work and we're trying to make sure that it's not extra long meeting. The other thing I forgot to mention is before we adjourn, sorry, we haven't, we haven't quite adjourned yet, so I forgot to say that our office hour -- and I'll send this out in the email, but the office hour will be on Tuesday, January 7th from 6 to 7 p.m. That'll be mostly talking about the program update, which we've heard about today.

And with that, we have a motion and a second and will anyone in favor of adjourning either say aye or raise your hand?

Various: Aye.

Tim: Thank you all. The meeting is adjourned at 8.48 p.m. and have a good night and have a Happy Holidays.

Various: Happy Holidays!