

## Link21 Equity Advisory Council (Meeting 9)

March 19, 2024

### DRAFT Link21 Equity Advisory Council (EAC) Meeting #9

March 19, 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, March 19, 2024, the Link21 Equity Advisory Council (EAC) convened for its regular meeting at 6:00 pm via teleconference in accordance with the Link21 EAC Bylaws and Assembly Bill No. 361. This meeting was called to order by Tim Lohrentz (Equity Programs Administrator at the BART Office of Civil Rights).

Tim Lohrentz provided instructions on the logistics of the virtual meeting, accessing presentation materials online, procedures for public comments, and offered opening remarks from council members.

### II. Roll Call (For Information)

#### EAC Present Members

|                     |                 |                     |
|---------------------|-----------------|---------------------|
| Ameerah Thomas      | David Ying      | Landon Hill         |
| Angela E. Herring   | Fiona Yim       | Linda Braak         |
| Beth Kenny          | Gracyna Mohabir | Mica Amichai        |
| Clarence R. Fischer | Harun David     | Samia Zuber         |
| David Sorrell       | Hayden Miller   | Vanessa Ross Aquino |

#### EAC Absent Members

|                    |               |  |
|--------------------|---------------|--|
| Cory Mickels       | Taylor Booker |  |
| Elizabeth Madrigal |               |  |

#### Participating Link21 Staff & Consultants

|   |  |  |
|---|--|--|
| Darin Ranelletti, Link21 Manager of Land Use Planning, BART | Tim Lohrentz, Equity Programs Administrator, BART Office of Civil Rights | Iris Osorio-Villatoro, Link21 Tech Support   |
| Sadie Graham, Link21 Program Director                       | Frank Ponciano, EAC Facilitator  | Santiago Vazquez Garcia, Link21 Tech Support |

### III. Public Comment (For Information)

Tim Lohrentz (Equity Programs Administrator, BART) opened the floor for public comment on topics not included in the meeting's agenda. Tim reminded meeting attendees that public comment is limited to two minutes per person and outlined instructions for providing verbal comment via phone and Zoom.

There was no public comment.

### IV. Meeting Topics

#### A. Approval of January 16, 2024, Meeting Minutes (For Action) (5 minutes)

Tim Lohrentz inquired of the EAC whether there were any alterations required for the meeting minutes dated January 16, 2024. Tim requested a motion for the approval of said minutes after no revisions were identified. EAC Member David Sorrell set forth a motion to endorse the meeting minutes, which was seconded by EAC Member Vanessa Ross Aquino. The motion garnered approval from the EAC members via a show of hands.

#### B. Follow-up to Previous EAC Feedback (For Information) (15 minutes)

Tim Lohrentz referred the EAC to the memo in the meeting packet that addresses EAC feedback. He discussed the delayed delivery of the EAC Input Report, originally slated for March but now scheduled for the latter half of April due to adjustments in the Stage Gate 2 timeline. Tim assured EAC members of a three to four-week window for review and feedback of the EAC Input Report.

Tim then highlighted a specific item from the feedback memo concerning the timeline for decisions on serving isolated neighborhoods. Tim announced the forthcoming development of a document outlining the inclusion of underserved communities in station planning and rationale behind these considerations, noting that these decisions would be addressed between Stage Gates 2 and 3.

#### C. Update on Anti-Displacement Working Group (For Information) (15 minutes)

Frank Ponciano (EAC Facilitator) provided an update on the Anti-Displacement Working Group, outlining the group's task of developing a draft set of anti-displacement principles for EAC review and approval. Frank reviewed highlights of the discussions and outcomes from working group meetings #1 and #2. He then previewed the goal for working group meeting #3: finalize the draft set of anti-displacement principles and discuss next steps.

EAC Member David Sorrell emphasized the importance of focusing efforts on the greater good and rebuilding trust with government and the community. Frank reiterated the significance of the work and the positive conversations had.

EAC Member Clarence R. Fischer shared his perspective based on past experiences with BART development, urging a focus on ensuring Link21 benefits all communities involved.

EAC Member Gracyna Mohabir highlighted the productive conversations and level of collaboration that the working group has been able to have due to the format that allows more conversation between EAC members than large EAC meetings tend to.

**D. Updated Stage Gate 2 Schedule (For Information) (20 minutes)**

Sadie Graham (Link21 Program Director) provided an update on the revised Stage Gate 2 Schedule, noting that the schedule had been extended to allow for more time to conduct outreach activities and engage with stakeholders effectively. She emphasized that decisions regarding project technology were separate from station locations. Sadie reviewed key outreach activities, including engagement with jurisdictions, funding agencies, and train operators. Sadie outlined upcoming events such as a live virtual open house tentatively launching in May, the June 2024 Board of Directors meetings with both BART and Capitol Corridor, and virtual community webinars in May. She then passed the presentation back to Frank to facilitate a Q&A session.

EAC Member David Sorrell inquired about the ease of conversations with the Boards of Directors, agencies, and other train operators. Sadie highlighted the unique challenges with private entities like Union Pacific Railroad and the efforts made to keep boards informed through separate briefings and newsletters.

EAC Member Clarence R. Fischer expressed concerns about project delivery and track configurations, specifically highlighting the importance of having at least two sets of tracks. Sadie clarified the intent to have two tracks and discussed ongoing conversations with Union Pacific Railroad regarding Capitol Corridor tracks. She also explained that Capitol Corridor is going to be looking at its overall service thanks to a Federal Railroad Administration (FRA) program called the Corridor Identification and Development Program.

EAC Member David Sorrell requested links to more information on relevant FRA and United States Department of Transportation (USDOT) corridor expansion programs, which Sadie agreed to provide via email follow-up.

**Break (10 min)**

Facilitator Frank Ponciano announced a 10-minute break at 6:42 pm. Frank reconvened the meeting at 6:52 pm.

**E. Introduction to Link21 Community Benefits Program (For Information) (45 minutes)**

Tim Lohrentz presented an overview of community benefits, reviewing case studies to illustrate different ways they have been implemented in the past. He reviewed three community benefits processes related to the University of California, San Francisco Parnassus Heights Campus, Nashville Soccer Club Major League Soccer Stadium, and San Francisco Public Utilities Commission, detailing community engagement metrics, developed benefits, and funding sources for each.

Tim outlined the concept of community benefits within the context of Link21, emphasizing that commitments should be made in partnership with local communities to address their needs. He highlighted potential locations for these benefits, such as new or renovated stations, existing stations with improved transit service, and areas near Link21.

Tim discussed the purpose of the Link21 Community Benefits Program, emphasizing a focus on advancing equity in line with Link21's overarching equity goal. Tim reviewed the

timeline for community benefits implementation across different stages, from Stage Gates 2 to 4, Stage Gates 4 to 5, and Stage Gates 5 and 6.

Tim concluded the presentation by reviewing the potential types of community benefits offered by Link21, including station-based, station area, and programmatic benefits. He then passed the conversation back to Frank Ponciano for discussion.

Frank Ponciano initiated the discussion on the Community Benefits Program by presenting a list of discussion questions for this section as follows:

1. How extensively should Link21 support capacity building in communities to encourage their involvement in the development of Community Benefits?
2. To what degree should community benefits be factored into decisions regarding new or renovated stations (direct) versus existing stations with improved service (indirect)?
3. How should Link21 define a reparative station or station area?

Frank then opened the floor for comments and questions from EAC members.

EAC Member Landon Hill suggested that the focus of the Community Benefits Program should prioritize identified priority populations, emphasizing how these benefits can support these communities.

EAC Member Vanessa Ross Aquino proposed that to support capacity building and enhance engagement in impacted communities, opportunities should be provided for community members not only to provide feedback but also to access job opportunities. She emphasized that this approach would help maintain community engagement and stressed the importance of offering as many services as possible in the areas where the program will be expanding.

Tim Lohrentz noted that career pathways, such as local hiring for both construction and transit workers, could indeed serve as a potential community benefit. He mentioned that this approach could be part of a workforce development program for Link21.

EAC Member Vanessa Ross Aquino followed up by emphasizing the importance of involving unions in the local hiring process.

EAC Member Clarence R. Fischer suggested that once the stations are defined, it's crucial to assess the available land and any associated restrictions on its use. He recommended exploring potential land allocations for housing, retail, and other amenities within a mile of the new stations. He emphasized the importance of collaborating with communities and cities to plan destinations such as homes, schools, retail outlets, and other amenities around the stations.

Sadie Graham highlighted the importance of partnering with local jurisdictions to ensure that land zoning qualifications align with the envisioned developments around the stations. She mentioned that this collaborative approach aims to lay the groundwork for future developments and community needs.

EAC Member Fiona Yim suggested it would be beneficial to involve Community-Based Organizations (CBOs) and ensure their compensation for their contributions. She emphasized the importance of employing various outreach methods other than presentations and highlighted the potential for youth engagement, citing examples such as UC Berkeley's Center for City and Schools.

EAC Member Gracyna Mohabir inquired about the funding for the Community Benefits Program.

Sadie Graham explained that while there are currently no dedicated funds for the project, the intention is to incorporate these expenses into the project's budget as an integral aspect. She noted that funding could come from a combination of project funds and grants.

EAC Member Gracyna Mohabir then emphasized the importance of conducting thorough outreach to understand the activities of Community-Based Organizations (CBOs) and integrate their networks into the engagement process.

Tim Lohrentz added that the Link21 Program is mindful of potential CBO engagement fatigue and emphasized compensation as part of the project model, while also exploring other options to alleviate this concern.

EAC Member Harun David voiced concerns about ensuring the final blueprint's implementation, citing past instances of plans not being followed through or maintained, especially years out from the initial plan implementation.

EAC Member Hayden Miller highlighted the importance of engaging youth in the planning process and suggested strategies such as tabling at school events to gather their input. He emphasized the need for increased accessibility to internship programs for high school students. He also underscored the importance of planning for both installation and maintenance of physical infrastructure to ensure that community benefits remain beneficial to the community.

Sadie Graham acknowledged Hayden's point regarding maintenance and highlighted that BART does offer internships for high school students, encouraging further outreach in this regard.

EAC Member Landon Hill raised a point about the potential for displacement as a result of new or additional amenities brought about by community benefit programs. He emphasized the importance of implementing measures to prevent displacement and ensuring that residents aren't forced to leave priority areas due to rising costs or other factors associated with the implementation of these programs.

EAC Member Ameerah Thomas emphasized the importance of strategies to ensure that the desired communities are actively engaged in determining the nature of community benefits. She suggested partnering with human services organizations as a key avenue for soliciting input from these communities. Ameerah also proposed forging partnerships with organizations such as the California Advancing and Innovating Medi-Cal (CalAIM) program to secure funding for community benefit programs. She also suggested collaborating with social justice foundations as potential funding partners.

EAC Member Mica Amichai raised concerns about the potential for better-resourced cities and communities to advocate more effectively for their interests compared to underserved cities with less capacity.

Tim Lohrentz acknowledged the disparities in capacity among communities and expressed a commitment to providing additional support to ensure that underserved communities are included in the process. He emphasized the importance of moving at the pace of these communities to accommodate their needs and ensure equitable representation.

EAC Member David Sorrell emphasized the importance of civic engagement, noting that while efforts can be made to invite communities to vote and support transit-oriented candidates, there may be challenges with candidates who are not aligned with transit objectives. He underscored the need for effective communication to address opposition to the expansion of regional rail while also achieving project deliverables.

EAC Member Vanessa Ross Aquino highlighted the need to allocate resources, particularly for communities facing accessibility challenges such as language barriers. She stressed the importance of analyzing the specific needs of each impacted community and conducting thorough outreach to address accessibility challenges unique to each community. Vanessa suggested utilizing libraries as effective spaces for outreach efforts and emphasized the importance of allocating resources based on identified needs.

EAC Member David Sorrell emphasized the importance of providing technical support for communities in need who may not have the resources or capacity to complete the technical aspects themselves.

EAC Member Clarence R. Fischer emphasized that as station locations are identified, communities will have varying needs based on demographics, such as childcare or parking requirements. He suggested revisiting this discussion at a later time when station locations are determined to have a clearer discussion about community benefits tailored to the unique needs of each community.

EAC Member Linda Braak proposed the idea of reducing competition among communities for grants. She suggested that implementing programs where new stations will be located could be easier. Linda recommended prioritizing quick, successful projects before delving into more complex initiatives.

EAC Member Clarence R. Fischer highlighted the importance of adequate seating capacity at new stations, particularly for individuals with mobility challenges who may struggle with prolonged standing. Clarence emphasized that providing sufficient seating should be considered a reparative effort to ensure inclusivity for the disability community in using Link21 services.

EAC Member Vanessa Ross Aquino requested to revisit the discussion questions at a future meeting, expressing a desire for more time to discuss them thoroughly.

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

Tim Lohrentz opened the public comment period for items on this meeting's agenda. Tim explained that public comments will be limited to two minutes per person.

Roland, a member of the public, suggested collaboration with the Metropolitan Transportation Commission (MTC) Regional Network Management Council, as this is where funding for such initiatives would likely originate. He also highlighted the unavailability of the meeting transcript, expressing concern that valuable information from the session could be lost.

### **V. Next Meeting Date: May 21, 2024, at 1:00 pm (For Information)**

Tim Lohrentz announced that the next meeting will be on Tuesday, May 21, 2024 at 1:00 pm.

### **VI. Adjournment (For Action)**

EAC Member Clarence R. Fischer motioned to adjourn the meeting. EAC Member Harun David seconded the motion. The EAC unanimously motioned to adjourn at 8:18 pm.

## EAC Meeting Zoom Transcription Meeting #9 – March 19, 2024

This is a Zoom transcript of the meeting.

**Tim Lohrentz**

Hello all. It's Tuesday, March 19, at 6:04 pm. I'm now calling the Equity Advisory Council meeting to order. I'm Tim Lohrentz, the equity programs administrator of Link21 for the Office of Civil Rights at BART, and I want to extend a warm welcome to members of the public today, as well as our Equity Advisory Council members on behalf of the Link21 team. Before we hear public comments, I want to do a quick agenda review. I want to make sure that we're all on the same page about how we will conduct a 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 six to unmute and star nine to raise your hand and then star six again after you're done speaking to remute yourself. keep in mind the mute button is on the bottom left of the screen next to the Start video button. If you need to change your name, you can click on participants button and then click rename. The reactions icon at the bottom bar of your window allows you to raise your hand or provide responses such as thumbs up, applause, and others. This meeting is being recorded. Closed captioning or live transcript is available to all at the top of your screen. Please be sure to take advantage of this if it helps your participation. Chat is available for panelists in case you are having any technical difficulties and need assistance from our tech support. For comments related to the meeting, we ask that you unmute yourself to speak whenever possible instead of using chat. Next slide, please. We will begin this 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 you are in attendance today by saying here. The names will be called in alphabetical order. Let's begin with

Ameerah Thomas,

Angela E. Herring.

**Angela E. Herring**

Here.

**Tim Lohrentz**

Beth Kenny.

**Beth Kenny**

Here.

**Tim Lohrentz**

Clarence R. Fischer.

**Clarence R. Fischer**

Present.

**Tim Lohrentz**

Cory Mickels, David Sorrell, David Ying.

**David Ying**

Here.

**Tim Lohrentz**

Elizabeth Madrigal, Fiona Yim, Gracyna Mohabir.

**Gracyna Mohabir**

Here.

**Tim Lohrentz**

Harun David.

**Harun David**

Here.

**Tim Lohrentz**

Hayden Miller.

**Hayden Miller**



Here.

**Tim Lohrentz**

Landon Hill, Linda Braak, Mica Amichai, Samia Zuber.

**Samia Zuber**

Here.

**Tim Lohrentz**

Taylor Booker, and Vanessa Ross Aquino.

**Vanessa Ross Aquino**

Present.

**Tim Lohrentz**

Thanks all for your attendance, and welcome to the Equity Advisory Council of the Link21 program. Next slide, please. We will now move to hearing public comments on topics not on today's agenda. Keep in mind public comment is limited to two minutes per person. If you are on the phone and would like to provide a verbal public comment, please dial star six to unmute yourself at this time. If there are no comments for 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.

**Frank Ponciano**

I do not see any hands raised.

**Tim Lohrentz**

All right, next slide please. We'll go and talk about meeting topics. Next slide. The first item on the agenda is the approval of the EAC meeting minutes from January 16, 2024. You should have received a copy by email. I especially want you to check the roll calls of that meeting to make sure that it is accurately recording whether or not you were here.

**Frank Ponciano**

And Tim, apologies, just saw David Sorrell come on board.

**Tim Lohrentz**

Okay, great. Does anyone make a motion to approve the meeting minutes?

**David Sorrell**

Dave Sorrell, motion to approve the minutes from last month from our last session.

**Tim Lohrentz**

Thank you.

**Vanessa Ross Aquino**

And I second that motion.

**Tim Lohrentz**

Second, Vanessa, all those in favor, raise your hand or say aye.

**Multiple Speakers**

Aye.

**Tim Lohrentz**

Anyone opposed?

**Tim Lohrentz**

No. So that the motion passes to approve the meeting minutes. Next slide, please. So we have four items for information at this meeting; the first is our usual item of follow up to the previous EAC feedback. Next, we'll have an update on the anti-displacement working group. That will be followed by an update on the Stage Gate two schedule. That will be followed by a break of about ten minutes, and then following the break we will have an introduction to the Link21 Community Benefits Program. Next slide, please.

**Tim Lohrentz**

Please take note of the EAC feedback memo which was emailed out before this meeting. This is where we more completely respond to EAC comments or we highlight ways in which EAC comments have influenced Link21 direction. I wish to remind you of the EAC input report, which is part of the Stage Gate two report. We originally promised to send this to the EAC for your comments this month in March. However, with the updated Stage Gate two timeline, we now plan to send this to the EAC in the latter half of April, and then you'll have at least three to four weeks to read over that, review it, and provide any comments and feedback on that EAC input report.

**Tim Lohrentz**

Within the EAC feedback memo for this meeting. I wish to highlight the last question as part of that memo, which is about when decisions will be made about how to serve neighborhoods that are isolated from existing transit stations, as well as isolated from food, jobs, schools, and other opportunities. Decisions regarding station locations will be set somewhere between Stage Gates two and three, or roughly between this October and the end of 2025, and that is where we will address where transit stations will be located and how they relate to neighborhoods. So this question about underserved neighborhoods and how they will be served by Link21 will be one of the main discussion points with the EAC in the coming months, especially after October. In addition, we will be developing a document to outline how underserved communities are considered in the station planning process and why. Next slide, please. And at this time, I will now turn it over to Frank Ponciano.

**Frank Ponciano**

Thank you, Tim. And just noting we had a few folks coming in just now, Mica and Linda, both council members, welcome. So we're going to, for the next couple of minutes, discuss some updates on the anti-displacement work. And the working group that you may be aware of is going on. And sort of in parallel with these meetings, we can go on to the next slide. Just want to say thank you to the members of the working group. They are right here on the lower left hand side corner of your screen. The working group has already met twice, once on January 29 and again on February 26. And we'll go through the details of what those meetings were about in just a second, but just high level. Want to start by noting the sort of bird's eye view task of the working group. The idea is that they would develop a draft of anti-displacement principles for the EAC to review and to approve, which will inform the Link21 program's anti displacement work moving forward. So the working group is helping us prepare these principles, which will be presented to the full EAC, as we'll see in just a second. And the EAC will ultimately vote to make the recommendation for adoption by the program. We could go on to the next slide, please. So our first meeting, as I noted at the end of January, dealt with sort of the high level questions about anti-displacement and the working group. The question was about what each individual member's goals were for their involvement in the working group. Broadly speaking, what are the important aspects of anti-displacement work to them as individuals? And then the question of when Link21 is complete, what do you hope to achieve in terms of community stability? The outcome from that meeting is we got an initial set of anti-displacement principles, draft anti-displacement principles, I should say, based on the insights from that high level discussion, so we can move on to the next slide. Once we were able to create those draft principles, we came back to the working group with some data sources that we discussed in order to inform the working group's feedback and consideration on the anti-displacement principles that we presented. So we did present those principles and we got ample feedback that currently we're working on implementing on the anti-displacement principles, and we go on to the next slide. We are going to bring it back when we have our next meeting on April 15, where we hope to, again, having implemented the feedback that we got in the second meeting for the working group, we can finalize a draft set of anti-displacement principles. And the next steps would be that we would bring that set of anti-displacement principles to the full EAC at our next meeting. That would be the May 2024 meeting, but there would not yet be a vote because we hope to get broad feedback on those principles from the full EAC. We're going to take it back. We're going to revise it based on that feedback, and then we'll come back at the meeting after next. That would be July 2024 for a final vote from the EAC, again, making these official recommendations from the EAC to the Link21 program. So I believe that is our last slide on this. We could take it back, a couple of slides to the one with the basic information on the working group. I'll leave it here. Again, I want to say thank you to the members of the working group for giving us that bit of extra time. And I want to open up some space for them to speak if there is something they want to mention about their experience or if they have anything to add to what I just went through. Okay, Dave, go ahead.

**David Sorrell**

As always, Frank, thank you very much for summarizing everything. I think it's just critical that we as a collective whole continue on our efforts to make sure that whatever we do is in the greater good for our commuters, but also the communities that we serve and repairing and restoring that level of trust between government and our residents. And so being part of this working group, we are having relatively hard. It's not difficult, but it's not easy. And having talks to make sure that the decisions that were done in the past do not repeat themselves as we continue to press forward with this important long range planning effort, especially since there are way too many folks that will be impacted, hopefully in a good way as we move forward. So thank you again, guys.

**Frank Ponciano**

Thanks, Dave. Yes, on anti-displacement specifically, it's been a long journey, as you all know, and we have a long ways to go yet. Right. But it's consequential work, and I think we've had some really positive conversations. Do we have any other members of the working group that would like to speak? I see Clarence, go ahead.

**Clarence R. Fischer**

Okay. Just like David mentioned, we have quite a bit of work to do. Trying to do all this as concise as possible sometimes gets to be a challenge. But I'm glad to be part of this working group so that the history which I personally witnessed when BART first came in, such as an area of like, the Grove Shafter Freeway and how MacArthur station sort of displaced the community on various ways, that as we look at this 21 mega region county outreach for a new system that we try and do good for all of those people so that we do not repeat some of the questionable, I won't say mistakes, but to make the expansion of this into a mega region project so that not only if they are commuters, but also if they are just people living in those communities, that they appreciate the new mega region rail system that will be developed, and we present enough facts and allow enough input so that everyone feels good about this project. Thank you.

**Frank Ponciano**

Thanks. I see your hand up, Gracyna. I will just say, Mica, you are on the attendees list. I know you are a member of the EAC. We want to promote you to panelists, but you have to accept the message on your end. Just keep that in mind. Gracyna, go ahead.

**Gracyna Mohabir**

Yeah, I just want to generally speak to my thoughts about what we've done so far in the working group. Nothing super substantive. I just want to say that it's felt, at least to me, incredibly productive. And it's been great to chat with other EAC members, because I understand that in this format, we're talking not really with each other directly, and it's been such rich conversation in this small group. And I think it brings about really valid, not criticism, but points to the initial draft on how we can best leverage the existing resources and community groups that can, I guess, best enact these principles once they're out there and these projects are being, when they're unfolding. So, yeah, just really exciting, and I'm looking forward to refining it further.

**Frank Ponciano**

Thanks for that, Gracyna. Does anyone else in the working group have any notes they'd like to add to the conversation at this point? Okay, seeing no one at this point, I do want to see any members of the broader EAC team. If you have any burning questions on anti-displacement and the process that we just laid out here that we've gone through with the working group, please let us know. You go ahead and raise your hand.

**Frank Ponciano**

Okay. Seeing none, we can go ahead and move on to the next topic of conversation. I just want to note we are making really good time in this conversation so far, and so I want to make sure that folks don't feel badly about stepping in and speaking up today. We've got a lot of time for discussion, so please make sure to remain active. Passing it over to Sadie Graham. Go ahead, Sadie.

**Sadie Graham**

Thanks, Frank. So I think this agenda item, we just wanted to update everyone on the Stage Gate two schedule, which really came about because we realized, let's go to the next slide, that we were really trying to cram some outreach and engagement with the public and key stakeholders in a short period of time and just felt like we needed to extend the runway a little bit so that we could make sure that we do the work that we need to do. So just a reminder here that the upcoming Stage Gate decision is a point where the BART and CCJPA boards are going to advance what we're calling a preliminary project for further refinement. But what that really is, is sort of coming down to the train technology. Is it the sort of BART gauge or standard gauge which affects the service that we can provide and ultimately the project. Just a reminder. I know we're really anxious, I think, to put this planning into the community and ground truth it. What this decision isn't is talking about station locations or alignments. Certainly those are impacted by the technology decision, but we're not making those decisions now with the acknowledgment that there's a lot more work that needs to be done for those types of decisions. So it's really more of a strategic decision that then allows us to narrow down the work that we have to do in the future and be more focused. So, next slide. So, as I said, I just want to go over sort of some of the outreach activities that we are doing thus far and what we need to continue to do and some of the upcoming milestones. We've been doing a lot of jurisdiction and agency stakeholder meetings about this upcoming decision. We have a lot of stakeholders, which includes funding agencies, our other rail operators in the region, jurisdictions. And so we are continuing those conversations. In addition to these council meetings, we're also sort of finalizing that Stage Gate report, and the recommendation that we're going to be doing. What we are going to be doing is in May, we will have both live

virtual events, and then we'll also do the online open house that we did last time. Hopefully, you all got the chance to check that out in the past. And so we haven't scheduled these live virtual events. There'll be webinars. But I do want to note that I have heard from this group that you're very interested in being more sort of tied into when those dates are so that you can either advocate or sort of advertise them within your networks. Or be able to participate. So we'll make sure that as soon as we have them planned, we will share those dates with you. And then, really, we've just moved out the Stage Gate. Remember, the Stage Gate approval process is with the two boards of directors. And so it's a two-step process where we go to them with the recommendation, and then we come back and we have a conversation. We sort of lay out why we would be making a recommendation, and then we would come back to them at a subsequent meeting for them to take an action. And so those are, instead of sort of April and June, we move them out. One sequence of sort of meetings to June and September. The BART board of directors meets twice a month, but the Capitol Corridor board of directors only meets once every two months. And so we just pushed those out so we could sync those board meetings up so that they're within the same time frame. So, next slide.

**Sadie Graham**

Yeah, so the virtual events, your meeting. And then I said, we'll have those webinars, and we will definitely share them. And then there will be the online open house, which we usually try to keep up for about 20. I'm sorry, for a whole month, and is a way for people to really access the materials, sort of anytime, anywhere. And so we really want to make sure that we have the opportunity to do this subsequent public outreach. And then part of what this final Stage Gate report is similar to how we try to do a summary and sort of condensation of the feedback we've received from this group. It's also sort of a similar analysis of the information we received from the public. So I think those are the slides and really just the updates. So I think I pass it back to Frank and then see if there's any questions on that.

**Frank Ponciano**

Yeah, thanks, Sadie. Again, let's make some time to hear from people in the room if there are any questions on Sadie's quick presentation here on the updated Stage Gate two schedule. And maybe we could take it back to two slides before, when we had the timeline up. That could be useful for people to have as they ask questions. Does anybody want to get us started here in conversation? Any clarifying questions to Sadie or anybody who wants to speak their mind a little bit?

**Sadie Graham**

Frank, we usually have really packed agendas, so we usually overbook you all. And so now I think we have a lighter agenda today. And so Frank's just worried, like, we're going to finish in record time. So. Yeah, bring those questions, although you may be finishing in record time. Dave has a question.

**Frank Ponciano**

Yeah, go ahead, Dave.

**David Sorrell**

Thank you, Sadie, for the update. So how easy or difficult has it been to at least communicate these objectives to both the boards out of BART and the Joint Powers board, but also in terms of the host railroads, because I think that's also another issue in terms of trying to get them to open up the rails for more service. And that would be a requirement, I would argue, to get better frequencies than what we have now.

**Sadie Graham**

Yeah, great question. So I'll answer sort of the second part first, which is, we, the UP, which is what is the owner of the railroad that Capitol Corridor already has their service on is one of our stakeholders, and we currently engage with them, being that they're a private entity. They have different processes than maybe sort of agencies. But we have been communicating, they're very aware of what we're doing and where we are with this decision. We keep them up to date. We meet, I think, with them monthly. And so I think what you're pointing out is that one of the risks with making this technology decision is that if we choose a standard gauge, then that elevates those owners of the railroad as very much key stakeholders as the owner of the infrastructure. Right. And I'd say that that is similar to Caltrain. Caltrain owns their right of way on the peninsula, but they are providing a public service. So I'd say that the type of work that we do in terms of long range planning is more sort of similar. And so they are one of our stakeholders that we meet with regularly, and we'll be actually going to the Caltrain, they have a special projects committee, and presenting to them in this upcoming month, and then the BART boards.

**Sadie Graham**

We've done a lot of work and it is difficult to sort of translate all of that into one board presentation. So we do offer our board separate briefings on where we are in the project, in the program. I think that one of the other things we do is there's a bi monthly sort of newsletter we put out which is really developed with the boards. (That's my dog.

Can you hear her? Hopefully not. Okay, sorry.) Boards of directors do understand, for the most part, that staff is working really hard on this and we'll have a staff recommendation, and they have enabled us to do this work on behalf of the districts and usually, although there's always a desire for more and more information, respect the recommendation of the staff. Hopefully that answered your question.

**David Sorrell**

It did. Thank you.

**Frank Ponciano**

Thanks, Dave. I see Clarence, your hand's up. Go ahead.

**Clarence R. Fischer**

Okay. What my major concern is, is the delivery for this project being either BART or normal rail, is the expansion so that whoever the operator is going to be, that a minimum of two tracks are present in the right of way. For example, Union Pacific from Oakland to Sacramento, running the Capitol Corridor, you have a minimum of two tracks so that trains can run in each direction without having to worry about going on a siding and wait until the next train in the opposite direction, which could slow down schedules. Perfect on Union Pacific in that corridor. But there are so many other corridors that Union Pacific operates that are only at this point in time single track. Has Union Pacific, if you're allowed to say, you may not, done any sort of a commitment, since this project is a multi-decade project, that if Regional Rail is selected, that Union Pacific has said we will build dual tracks in each direction, so that trains can run both ways. And yet, if BART becomes the choice, has a somewhat preliminary thing been discussed to make sure, just like the current BART system, that dual tracks will be laid out in all the other BART extensions? Thank you.

**Sadie Graham**

Good question, Clarence. I think the intent is, yes, at minimum, to provide two tracks. I think the, when coordinating with the freight railroads, I think the project, if and where there needs to be additional track or infrastructure, you know the project, takes into consideration those costs as part of our planning, and so thus incentivizing the UP to work with us by assuming that the program has to bring sort of the dollars to pay for the infrastructure. So the UP then is getting a benefit out of working with us on the program. But stepping back, we haven't had those discussions on a project-by-project basis with them. That's sort of the way we work with them, or Capitol Corridor works with them. I would also note that the Capitol Corridor also recently was accepted into an FRA program called the Corridor Identification Plan, which is something, it's a federal program, and there's probably 50 corridors in the United States where these corridors that are in this program. And as part of that, there's going to be a look at the overall service. It's called a service development plan, and it would also be a way in which we're advancing those types of conversations on a larger sort of corridor scale with the state and Union Pacific or other host railroads.

**Frank Ponciano**

Dave, did you have another question?

**David Sorrell**

Well, it was more of a follow up. If we could be able to get links to, because I know what you're talking about. Well, yeah, I know what you're talking about, Sadie. But for those that aren't familiar with the corridor expansion projects that the FRA is doing, plus USDOT, if there are appropriate links to share with the group, I think that there would be a benefit to that.

**Sadie Graham**

Sure. Right now, yeah. It's just really like the awards and then there's information about the overall process. I don't think that work has started on the actual individual corridor. When it does, you'll hear about it probably through us or actually you're well connected. But I will ask the group to send out some links to that in a follow up email. It's exciting.

**Frank Ponciano**

I just want to acknowledge there were some EAC members that came while Sadie was presenting. Just to make sure everybody's on the same page. Sadie just gave a presentation on some updates to the stage two schedule and we're just taking questions, having discussion. And yes, this meeting will have record time for discussion. And so I'm really excited about that and I want to take advantage of it. Does anybody else have any points to make or any questions on the updated Stage Gate two timeline?

**Frank Ponciano**

Okay, that's okay. I'll take the hint. So with that, we are going to get to our ten minute break here before we go into an important conversation on the introduction of the Link21 Community Benefits Program. And so again, we have presentation. We'll have ample discussion and looking forward to that. We'll come back at 6:52. And I will, as always, give us a two minute warning. So look out for that. Thanks, everybody. See you soon.

**Frank Ponciano**

It is 6:50. Just wanted to let people know we'll be back in two minutes.

**Frank Ponciano**

Okay, 6:52 folks can start making their way back to the meeting. As I mentioned before, we are now going to hear from Tim about the Link21 Community Benefits Program, some high level information, some examples, and then we will be talking and having a discussion on the details. Pass it on to Tim. Go ahead, Tim.

**Tim Lohrentz**

Thanks, Frank. Yeah, so tonight we're going to have an introduction to the Link21 Community Benefits Program. And so we are really excited to present this information to the Equity Advisory Council. It's still very early in the process, so this is our preliminary thinking, but we want to get your input at this early time for community benefits. Next slide, please. So what are community benefits? Basically, it's an amenity or service or program that's added to a project that creates benefits for a community. And it's something that goes beyond the benefit of the project itself. So if it's a stadium, it goes beyond the benefit of the stadium. If it's a transit station, it goes beyond the benefit of the transit itself. Some examples could be affordable housing, childcare center, a homeowner down payment support program, or it could be a new bike or pedestrian path to reach the project site, transit station, or whatever it is. And this is really just a very short list. There could be 30 or 40 or 50 different things you can think of that could be a community benefit. And usually it's done in the planning phase of a project, implemented either during the construction phase or in the operational phase of the project.

**Tim Lohrentz**

Next slide, please. So we want to present three case studies for community benefits that will help explain kind of how this works. None of them are exactly like Link21, so it's not exactly applicable, but I think there's pieces to each of these that will be helpful. The first one is the Parnassus Heights campus of UCSF in San Francisco. And so they started their community benefit process in 2018. It took them about three years to come up with an MOU that was signed in 2021. One of the things I want to highlight here is they had a really extensive community outreach and engagement. They had 58 community meetings. They had 80 meetings with elected officials. So it was just a lot of engagement. They also did a community survey to try to find out community needs.

**Tim Lohrentz**

This is just a select group of the community benefits that were developed. So it includes down payment support for new homeowners, development of 1800 new housing units. They also had a mobility aspect of a \$20 million grant to the Muni to improve transit to the campus. They also had a jobs and education aspect. So they are funding STEM programs within the San Francisco Unified School District. So this is an example of a community benefit that did not happen on site. It was something that was a program that they funded that was outside of the actual UCSF campus. They had a local hire and first source hiring program, community workforce program. They also had support for local, small, and diverse businesses. So there's a pretty extensive jobs, education, and economic development piece to this community benefits program. They also had an environmental aspect, and one of the pieces of that is to maintain 61 acres of open space at Mount Sutro. Most of it was funded by UCSF itself. They also had a grant from National Institute of Health that helped to fund this community benefits program. Next slide, please.

So another one. This one's in Tennessee, Nashville Soccer Club stadium. And it's for the Nashville Soccer Club. And they built a new stadium, 30,000 seat stadium, and also had as part of it a ten acre mixed use development. So the soccer team partnered with an organization, a nonprofit organization called Stand Up Nashville, and they relied on this community coalition to mobilize members of the community, mobilize people to attend hearings and communicate with city council members. So the community benefits agreement was signed in 2018. The stadium itself opened for games with the 2022 season, so it'll be going into its third year of operating. So this community benefits agreement had affordable housing at the site. And what I find interesting here is they specified that it needs to include three bedroom units. So a lot of developers just want to build one or two bedroom units. The community said we need some three bedroom units more appropriate for families, potentially. And another part of this was the jobs and education piece. They also had a local hire agreement for stadium workers. And here, again, what's interesting is the specificity. They said that they need to be paid at least \$15.50 per hour. So the community wanted to be very specific about the minimum amount of pay for the stadium workers. And there was also a career pathways program for construction workers. So the construction workers actually working on building the stadium would have a career pathway to be able to continue in the construction field and to learn new things, to be trained

as part of that program so that they could go on working in construction. And then they also had a piece around stadium amenities, a sliding scale childcare center. That's as part of this stadium that's built within a neighborhood in Nashville. They had micro retail spaces, and then they'd also have soccer programs and an annual coaching clinic and soccer equipment. Donations for local soccer teams. So the funding came from the city of Nashville, Nashville Soccer Holdings, which is the parent company of the soccer team, and also the Nashville Fairgrounds. Next slide, please.

**Tim Lohrentz**

So another San Francisco one is the San Francisco Public Utilities Commission, and this one is different from the other two in that it's not site based. It's a general program of the PUC in San Francisco. And throughout this community benefits program, they've partnered with various communities which have given them input on where to implement the program and the scale of the implementation.

**Tim Lohrentz**

So this one's really different because like I said, it's not site based. So all of these things are programs that are happening out in the community and not tied specifically to the Public Utility Commission sites. They have a workforce development program, includes a project labor agreement, which has an apprenticeship program. And one thing they really emphasize with their apprenticeship program is to get people hired permanently with whether it's construction or whatever field it is in to have people be hired permanently. So it's a training with this and a local hire program. They also have economic development. So part of this is contracting with local small business and small and diverse businesses. But they also have other opportunities they have created for small businesses. One example they told me was that, let's say that there's a construction site where there may be two or 300 construction workers working for several months. Well, they will work with small businesses to temporarily locate right next to the construction site, maybe food trucks and so on, to be able to provide opportunities for these small businesses. And so they are very proactive with that. Like the rest of the City of San Francisco, they have an arts program. 2% of the project costs go for Arts. They partner with community arts programs, and they also work with a lot of different communities, community art programs, including indigenous communities. They have an education and youth program. And a big part of this is environmental stewardship. And one of the expectations is that the students or the youth who are taking part in this program would eventually want to work for the Public Utilities Commission. So it's a bit of a pipeline for employment into the PUC. They also have urban agriculture, and they own a lot of land around the City of San Francisco, and they actually own land outside of the city where the water comes in from the Sierra and so on. That land, they may not want to develop it, but in the meantime, they are using it for urban agriculture so that they are making sure that the land is not just sitting there. There is a best use of the land. The funding for the PUC's program comes from the City of San Francisco. And they also have, as part of the project costs, contractor and consultant fees that go in to pay for the community benefits program. Next slide, please. So what are we thinking about community benefits on Link21? We think that these community benefits should be a commitment by Link21 or our future partners that are made in partnership with a local community to meet community needs. So community benefits really exist because communities say they want community benefits and that they have certain specific needs. We haven't done that outreach or engagement yet, so we are just presuming that the communities will want community benefits. But we think it's a good assumption that that will be the wish of the communities. Community benefits go beyond the direct transportation benefits of Link21. It could be part of a station; it could be a nearby amenity. It could be a program that's targeted communities that have been marginalized, in a similar way to what the San Francisco PUC is doing. We want to be clear that community benefits go beyond mitigation. So it's not just mitigating some environmental or other thing that's going on, it's really a net gain for the communities.

Next slide, please. So the purpose, one kind of overarching purpose, is to fulfill the Link21 goal of promoting equity and livability. And then more specifically, a purpose is to ensure that Link21 contributes to the sustainable and stable development of communities where program related infrastructure is located or built. And so we want the community benefits program to assist in the efforts to make sure there's very little displacement as part of Link21.

Next slide, please. So the timeline, and this is a little bit in flux, so take this all with a grain of salt. But right now, from Stage Gate two in October to Stage Gate four, the thing we're looking at here is a community benefits advisory committee with a broad spectrum of participation from the community, including local cities, including CBOs, including regional NGOs that have experience in community benefits, potentially including some participation by members of the EAC. The purpose of this is to set up the framework and parameters for community benefits. At the same time, potential stations will be defined by the Link21 team. And the reason we want to start on this advisory committee at this early stage is because we want some of the community benefits to be part of the stations themselves. And so there may be space within a station that would be considered a community benefit, or there may be space outside of the station, but still on station property that is part of the community benefits that's part of the station. So during this time, Stage Gate two to Stage Gate four, the

engineering team is going to be designing the stations. And we want to make sure that that design process is taking into account the community benefits within or near those stations. Then most likely after Stage Gate four, we will have what we call the cross sector working groups, which is a local council. At each station location, those will be defined. They will be meeting regularly to prioritize the needs of the community, to really decide what the community benefits should be, what they propose. And of course, there may be some negotiating back and forth between those cross-sector working groups and the Link21 team to see what's feasible, to see what ultimately will work, and see what can be funded. We also want to bring those local councils together to create a mega regional collaborative. And so that this body would be assisting the local councils. It would be providing resources, providing ideas. And in some cases, some of the benefits may be better organized at a mega regional level rather than at a local station level. At this time, we'd be coordinating with the station planning and engineering team to include station-based benefits. So after Stage Gate four, the station design will become more and more defined. This is also the most likely time that a community benefits agreement would be developed. Stage Gate five and six. So this is during Stage Gate, I should back up to, say, between Stage Gate three and Stage Gate five is when the environmental reviews will be happening. So this is one reason why the community benefits need to be developed somewhat after Stage Gate five, in order to make sure that the environmental reviews are approved and that the project can move forward.

**Tim Lohrentz**

Stage Gate five to six will be identifying funding sources for the community benefits and also advancing, as I mentioned, the community benefits agreements. Next slide, please. So where will community benefits take place? So potentially, most likely at the main place, they would be at new or renovated stations. One example that we've talked about is the Alameda, a potential Alameda station. Another example of a renovated station could be the Berkeley Capitol Corridor station. And then also one possibility is existing stations with improved transit service. Now, one of the things we're looking at for where the community benefits will take place is, is the station located within a reparative area. And reparative here means that it's a neighborhood that suffered some type of harm from past infrastructure and especially from past transit projects. And so that would be one criterion as we look at where to place community benefits. Another thing to look at is which stations have some or a lot of priority population marginalized neighborhoods surrounding that station. And especially as we're looking at the existing stations, and this is one thing we want to talk with you tonight, is how we should go about emphasizing, focusing our efforts related to community benefits related to either newer renovated stations or existing stations with improved transit, or focusing our efforts on places with marginalized communities or in a reparative situation. Next slide, please.

**Tim Lohrentz**

And then we look at three types of community benefits. And one, as I mentioned earlier, is that there could be benefits that are directly as part of a station, either inside or outside of the station, but located on station property. And then there could be station area benefits, which might be pretty similar in nature, but they are not part of the station. Formally, they may be within a mile, half a mile to a mile of the station, and then finally there's programmatic benefits. And these are benefits that would happen in the broader area of Link21 work and not necessarily really close to the station. So they may be a couple of miles away, as an example. Next slide, please. So the station based and station area community benefits are similar, but both of these, the local community would be deciding what the needs are and what the community benefits should be. This would be decided during the station planning process. Stage Gate three to five. What it is is community benefits that are part of the built environment. As mentioned earlier, they would be part of the station or if it's a station area, community benefit within a half a mile or a mile. So it's not always going to be Link21 implementing this. It could be a city government, it could be some other government partner, it could be a CBO partner. So especially the station area benefits. But even if it's within the station, it could be a partnership with a government or CBO partner that's actually administrating or running the community benefit. Some examples are affordable housing, retail, community space, bike stations. This really fits within the more traditional TOD or TOC, transit oriented development or transit oriented communities, typology of community benefits. Next slide, please.

**Tim Lohrentz**

Programmatic community benefits is something we also want to do, and this is maybe an ongoing process after stations are built or renovated. One thing that we're looking at, and we would like a little feedback on this too, is that we think that this might be a good area where participatory budgeting could be used, where community members would propose projects or programs, and community members would vote on which benefits would be funded. This has been done in many cities, not just in the US, but around the world. And usually it has a very specific geographic area and where all residents within that area can propose and can vote on the projects to be funded. This would happen at the earliest, would happen during the construction phase, could be even later than that. It could be when it becomes operational. So this would be programs or services run by cities, counties or CBOs. We don't see Link21 getting into the business of running programs like this. The funding could be some



type of project funding, but we also want to look at corporations and foundations as funding sources for the programmatic community benefits. The broader station area within two or 3 miles of the station is where this would be implemented. Some examples here could be a job training center, a childcare program, an after school program, and so on. Next slide, please. At this time, I'm going to turn it over to Frank to lead a discussion about our community benefits program.

**Frank Ponciano**

And just a quick word on how we want to structure this conversation. If we could just quickly show the next slide. We have a set of questions that you all can sort of jump off from as you're thinking about how you want to have this discussion. So I'm going to read these questions and then we'll go back to just having a discussion. We want to make sure that we address any questions that come up about the program broadly. And I do want to say, definitely don't want to dissuade the folks that participate a good deal in this conversation from participating, but I definitely want to make sure that we hear from everybody in the room. We do have the time to do it today, and so we might go around the room and hear your thoughts on Tim's presentation and just generally your thoughts on these questions. So I'll go from top to bottom, first question says, to what extent should Link21 support capacity building in communities in order to encourage their involvement in the development of community benefits? That's question 1. Second question is to what extent should community benefits be considered at either new or renovated stations and or existing stations with improved service? And then lastly, how should Link21 define a reparative station or reparative station area? So those are the three questions, sort of to get you thinking about what questions you may have or what you want to contribute. With that, we could actually stop sharing screen and just have a sort of broader discussion. Any questions that come up from council members in the room about what Tim just went through?

**Landon Hill**

I don't have any questions necessarily, but I applaud the presentation and the thought to really put together these community benefits. I think that's awesome and something that should definitely, that, I'm just glad it's being considered. And I don't know right now off the top of my head what would necessarily be, quote unquote better one way or the other in terms of existing stations versus those that would be new. But I do think that as we continue to have conversations around what are some of the areas that have been identified as kind of having the most need, really looking at whether those are in areas that are new or existing, that that may be where the focus begins. And the notion that obviously those communities would know what's best. I know, like even in East Oakland, there's already right now initiatives that are going where there is a lot of investment that's taking place or at least being asked to take place. And so to the extent that a Link21, when the time is appropriate, would be supporting some ongoing initiatives in certain areas, right. Versus there's not anything that's going on, but there is a need that can be supported. I just think it's great. So I applaud it and definitely look forward to having some more conversations about this.

**Frank Ponciano**

Thanks for that, Landon. Vanessa?

**Vanessa Ross Aquino**

Yes, thank you. Great presentation, Tim. I support what Landon just said as well. I don't have specific questions, but I do have, based on what Frank was mentioning, the questions, the three questions that you have up here, the first one, to what extent should Link21 support capacity building in communities to encourage their involvement and development of community benefits? I think for me, and that could be wrong, but help me out here. But I was thinking, well, to support capacity building in communities and to encourage those areas to get them engaged, would there be opportunities for the community to get involved by not just providing feedback but perhaps future jobs opportunities, since it's going to affect that area in the community and the rest of the region? Just throwing that out there, like just job training or just job opportunities to keep them engaged, to be invested in the community. Help me out. Other fellow advisors here. I'm just thinking on top of my head and with the things that we're doing here in San Francisco, with some of the development of affordable housing, it's important to provide as much services that there are within the regions, within the different cities that we're going to be growing into extensively. I think it's a big picture, right? It involves the village, the community to support one another, to make that community livable and worth staying and investing. So I'm hoping I'm making sense, but that's what I got for the moment.

**Frank Ponciano**

Thanks, Vanessa. Totally making sense. I'm hearing thoughts about career support and opportunities being part of the benefits. And I know, Tim, that there isn't specifics on what the benefits may be. That's part of what we're going to do in terms of finding out from the community. But do you have any reactions to the idea around careers being a focus?

**Vanessa Ross Aquino**

Me or Tim?

**Frank Ponciano**

I'm sorry, asking Tim. Sorry, Vanessa.

**Tim Lohrentz**

Yeah, I think that's definitely one of the potential community benefits is career support, career ladder programs, career pathways. I think there could be first source or local hire as part of it, whether it's on the construction side of Link21 or there will be obviously a lot of new transit workers that will also be part of Link21. So that could be another part of the workforce development, community benefits. So I think that's definitely something that we're thinking about.

**Vanessa Ross Aquino**

And just to add Tim and Frank and everyone else, like make sure if there's union out there, let's make sure that's part of it as well. Union workers or agencies, I'm not sure what they call them, but we need to make sure to involve the local hire there.

**Frank Ponciano**

Great. And Tim, it reminds me of what you noted on the Nashville SC, the MLS soccer stadium there, and sort of having a minimum standard on wages, for example, that I'm assuming also included a lot of conversation with the labor sector.

**Tim Lohrentz**

Yeah, I don't know for sure, but I think it did.

**Frank Ponciano**

Yeah. Great. Thank you, Vanessa. That was really great contribution there. I'm really happy to see a lot of hands raised. I am going in order in which I'm seeing them. So I'm going to hear from Clarence. Go ahead, Clarence.

**Clarence R. Fischer**

Okay. Insofar as various opportunities, once the stations get defined, and as you have said before, this is something coming up, we need to define how much land is available and how that land might be under restrictions for various usage. I think our partner ABAG, Sadie might be a little bit more in tuned with that through the MTC than I would be. But restrictions you know certain parts of the land near stations would get a very positive vote for housing so that commuters can walk to the stations and certain retail or child care or schools so that one parent could go to work, the other parent could stay home and make sure their children are going to school, stuff like that. But another thing too that I would recommend is looking at what BART did 50 plus years ago. And I'm going into my historical brain again where BART made brochures. Take BART here, take BART there you can get around doing things. For example, just on the a line between Lake Merritt to Fremont, they touted construction. Learn construction at Laney College. It's a few blocks away from the Lake Merritt BART station down to Fremont. It's a few blocks away from Kaiser. You don't need a car to get to Kaiser. You can see your doctor. Hop on BART. Or Union City where they have shopping centers or also Bayfair. BART made brochures about destinations and this would be something too as Link21 gets more defined where stations are going to potentially be, no matter if it's going to be standard gauge or whether it's going to be BART gauge railroad to then start plotting out with the communities, the cities, ABAG, whoever. What can we put within a mile or so of these different stations for housings, for schools, movie theaters, whatever, as a destination so that people are not just riding the system to and from work or just to and from school, but making it a destination so that more people will get out of their cars and take the Link21 trains again, be it whichever train, to go to places where families or even single people enjoy going somewhere.

**Frank Ponciano**

Thank you thank you, Clarence. What I'm hearing is community amenities and community education about the utility of the system as benefits. Thank you for that. We have a lot of people with their hands up. Thank you very much. I'm just going to name the order in which I'm going to go. Okay. And we have plenty of time, so we're going to get to you. We'll go with Fiona.

**Tim Lohrentz**

Frank, maybe we should see if Sadie wants to address the issue of land that's available. And I think that Clarence brought up. I think that might be good to hear about that.

**Frank Ponciano**

Yeah, go ahead, Sadie.

**Sadie Graham**

Well, I mean, I think to the point that this is why we partner with our local jurisdictions to make sure that as this program advances, we do get the land use, the zoning, or the land use classifications in place for this type of thing. So I think it's not only in partnership with the community, but making sure that the city is working alongside us so that we're setting it up for that future, whatever it may be.

**Frank Ponciano**

Cool. All right, thank you. Sorry to skip you there, Sadie. So the order we're going to go with is Fiona, Gracyna, Harun, I saw you had your hand up and took it down, but still going to include you here. Hayden, then Landon, then Ameerah. So let's get started with Fiona. Go ahead.

**Fiona Yim**

Yeah, this is super exciting. I guess for the first question about community engagement, I think it would be really valuable to not only engage with CBOs in the outreach process, but also making sure that they're compensated for it. I think they don't really have a BART station near them, but I know Chinatown Community Development Center (CCDC) has worked with MTA a lot on complete streets and street activation projects on Stockton street in San Francisco. And so they had, like, because people already trusted them and maybe weren't as familiar with MTA, like, they were able to pull out a lot of interesting information. I think this is a little too granular, but I think it would be valuable to have different types of outreach. I think there's often a tendency to do a lot of presentations, so having more tactical or visual strategies would be great. I'm currently working on a project with the American Indian Cultural District, where we're pulling from the place it workshop methodology, which was developed by James Rojas, who's based in LA. But he does a lot of stuff up here that's like model building, like, working with your hands. And that methodology allows for both workshops that are like 2 hours long, hour and a half long, but also pop ups in front of grocery stores and other community centers so people can participate for five ish minutes. I also think this is, like, a really good space for youth engagement and letting young people take the lead. I know, like, UC Berkeley's Center for City and Schools, this is definitely something that they would love to get their hands on and try and engage elementary, middle, and high schoolers with. So, yeah, super cool stuff.

**Frank Ponciano**

Thanks, Fiona. Got to give a moment. I don't know, Tim, Sadie, if there's any reaction to that.

**Sadie Graham**

No, I think you're right. And, yeah, the James Rojas stuff is pretty awesome, and I think youth engagement is always super important because those are the people that are going to own this project eventually. So. Thanks, Fiona.

**Frank Ponciano**

Yeah, and I got to say, I especially love about the point about no presentations, right. Get away from presentations. Have more community conversations, tactical approaches. I appreciate that. Thanks, Fiona. Good ideas. Gracyna.

**Gracyna Mohabir**

Yeah. So first of all, I just have, like, a question. I hope this isn't a silly one, but I was wondering how these community benefit projects would be funded. Is it through the Link21 project, or is that sort of TBD?

**Sadie Graham**

Well, I'll take the answer to that one. There isn't funds yet to implement the project. But I think if you look at the way in which we implement projects, like, around in this country or in the state, I think the intent would be that if we plan for this to be an expense that's associated with the project, that the Link21 team would be in the place to either, when they're raising funds, whether or not it's like a bond measure or a tax or even a public partnership like that, there is a budgeted item for these types of things. So whether or not Link21 then runs the process or has a CBO or someone else run the process, I think the intent is for it to be budgeted within sort of the context of, like, okay, it's a transportation project, but it also has these other things that are built in it.

**Gracyna Mohabir**

Okay. Yeah. Thank you so much for clarifying that, because when we're looking to case studies, there are the various funding sources. So I was just wondering if it was factored into the greater project or if it was sort of, like, sourcing that elsewhere through, I don't know, like a federal grant or something.

**Sadie Graham**

Yeah, I think it could be a combination of all those things and has been. And it's like a space, I think, that also could evolve. It could spur, like, a whole nother CBO or community program that then takes this and runs with it in the future. So luckily, it's a flexible space, I think.

**Gracyna Mohabir**

Yeah. So thank you for clarifying that, Sadie. And with that in mind, just like a few comments on my end about this question. So with the project funding sources, stuff like that, I think, you know, if you guys have to lean on an external source of funding, looking for community or like CBOs that already have projects or intend to engage on those. So it's like a nice overlap. And I think it's like, this is pretty common sense, but it's super crucial to, I think, do thorough outreach to CBOs to see what they're doing, what their goals are in the community already, and really plug their networks for engagement. And just to echo a point that Fiona made, I think it's important to compensate CBOs and community for this effort just because not only is that an incentive to engage, I feel like a lot of times there are really great opportunities for CBOs to engage meaningfully. But it's just like, if it's something they're not funded to do, they can't engage or they're tapped for capacity. And so I think that really increases buy in. Those are just my thoughts. Thank you.

**Sadie Graham**

Thanks.

**Tim Lohrentz**

One thing we want to be sensitive about is CBO fatigue. And a lot of CBOs are really pushed to take on more and more things, and funders ask them to do things and city partners ask them to do things. And so we want to be sensitive to that too. Definitely compensation is part of our model as we work with CBOs. But we also want to look at if there's a city government effort with a certain neighborhood, maybe we would just plug into that rather than trying to recreate the wheel, reinvent the wheel and create some sort of new structure. So I think we want to be sensitive to the time that CBOs have.

**Frank Ponciano**

Thanks, Tim. Okay, just before we move on to the next person, I want to remind people, if you have anything to say, go ahead and raise your hand and we'll keep going through folks in order. And something I've noticed is, as people speak, they're like, I hope this is not a silly question, or I don't know necessarily what I'm saying. I mean, it doesn't matter. Just say how it's in your brain. Be comfortable participating in this conversation. As it is, we're here to clarify things for you. We want you to be comfortable in participating. So thank you all for putting yourselves out there. I appreciate that a lot. Next person. Harun, I saw you had your hand up. I might be mistaken in that. Let me know if that's the case or if you have anything that you wanted to bring in.

**Harun David**

Great. Yeah, my hand was up, but I figured out there were a lot of people and probably my question was already covered. Okay. The observation I made, I think the template was great. The template sounds great. I love the blueprint as it was read, I think it's been addressed. But my fear is the finality and the implementation of that blueprint. Most of the times already we've expressed the fatigue from the CBOs and probably the voters may not pass certain measures that will support the budgeting for those projects in those priority population areas. I think what the SFPUC is doing is great. It's a big entity that has financial muscle that can take a lot of projects on its own, but to solely rely on communities, I think that becomes a problem. And eventually good intention programs eventually don't flourish because there's just not much funding. And sometimes priorities do change, politics do change, other things do come into play. But generally, I think the blueprint is great, focusing on the priority population, empowering the local community. So I think those are the things that I think I would just be fearful for because they have been done before. You have had great blueprints, but when you look at the ground in reality, five years, ten years, 20 years, we don't see the translation of that original blueprint. So that was just how I wanted to share.

**Frank Ponciano**

Thanks Harun. I want to provide space. I don't know, Tim, if you have any reaction to that or if we can move on.

**Tim Lohrentz**

No, it's helpful comments, but I think we can move on.

**Frank Ponciano**

Thanks. Ok, we have Hayden, then we'll go to Landon. Ameerah, Samia, I saw you had your hand up. I'll check in on you, and David Sorrell will go back to you. So let's go with you, Hayden.

**Hayden Miller**

Yeah, I don't know. I would just say when we think about how we want to plan these out, obviously we want to hear from the community. And I think one of the main groups I'm trying to represent on here is young people. And I think one of the critical things in terms of getting their opinion that I don't know, I don't know what the struggle is, but I never see anyone doing it. There's always the election department is like, how do we get more young people registered or preregistered to vote? And I'm like, come to the high school, set up a table at lunch, get in the American Democracy classrooms. And I think that could be a great strategy here is when schools are having certain events, you can interact with the kids and the parents at those events. And gain kind of that perspective from the surrounding areas of the project. And I also think something that would be really cool is right now there's a lot of internship programs or training out there, but it's not really available. It's more for college students or adults. It's very limited for people who are still in high school, especially in San Francisco. I mean, I don't know. I've been very blessed with a lot of opportunities, but I don't know. Definitely in some communities that the project is touching. I'm sure it's a lot more difficult to access those opportunities than here. One thing I also would say is, with any physical infrastructure, I know a lot of times there will be art. I've seen little bicycle repair kits outside of stations or stuff that has little tools or the art. And it's all great when it's installed, but the problem is that it's never really maintained after the project is opened. So if there's anything like physical infrastructure, I think it's really important that part of it is not just installing it, but also having a plan to maintain it. So if there's special tiles, ordering extra of those tiles, knowing they're going to get broken, because a lot of the time it just gets replaced with something else and the art kind of falls apart, or the tools all get stolen off of the bike station and it kind of loses the benefit that it once provided to the community.

**Frank Ponciano**

Thanks, Hayden. Super important thoughts on going a little deeper and engaging youth where they are and again, where they're comfortable in the schools on their terms. I don't know if there's any reaction. I saw some nodding from Sadie, from Tim. Any reactions on any of those ideas, any questions that you have for Hayden?

**Sadie Graham**

Well, I'll just say I think, Hayden, you're absolutely right on the maintenance aspect of things, and we hear you. And I think that's why it's important to really help the communities set up a structure to sort of, or the city to manage these things long term. And then I will also note that BART does have internships that are available right now, and we have both high school and college age. So if you know of anyone who's looking, you can contact me and I can get you in touch with the right people. Just got to put a plug out for it right now.

**Hayden Miller**

Yes, I'll reach out to you and share that with my networks. Definitely.

**Sadie Graham**

Fair enough.

**Frank Ponciano**

That's awesome. Let's hear from you, Landon.

**Landon Hill**

Yeah, I was just going to say one thing. I think maybe along some similar lines of Harun and Hayden about what is next or what would come after things begin to get implemented. And I know that this has been part of some other conversations that we've had in the past, but just also as we talk about new or updated transportation coming in, but then also these additional kind of amenities that may come in or investments is just what are the guardrails to prevent then displacement or further gentrification as folks start to see that there are these benefits that are there. And so just to have that in mind as these community benefits start to get rolled out is not just that they're there and that folks can benefit from them for the time being, but how do we ensure that the folks who are currently there, who do need these are not then displaced by folks who are wanting to take advantage as things then do eventually become a lot better? So just, I don't know if it's a caution or whatever the case may be, but just something for us to continue to think about and at least to state in the open as we're having this conversation.

**Frank Ponciano**

Thanks for that, Landon. Okay, let's hear from Ameerah. Go ahead, Ameerah.

**Ameerah Thomas**

First of all, I completely agree with what Landon just said. And I was just thinking about the community engagement piece and strategies to ensure that we are tapping the communities that we want to hear from. As far as weighing in on what community benefits should be. I think if there's a partnership to explore with the human service agencies where people are actually receiving services, that's a good place to really plug in and get people's input on what is most needed. And then the other piece that I wanted to mention was around, if anyone

works in healthcare, there's something called Cal AIM that's out where there's a lot of, from the health plan perspective, a lot of funding to supporting social determinants of health. And so I think that that's also where they're thinking about housing and they're thinking about transportation. How do we have strong partnerships to help fund some of these things that might be happening at the stations or beyond that's just another plug. And then also exploring foundations that are like the environmental justice foundations, where this is their area, social justice foundations or foundations that fund social justice efforts, how to partner with them in securing funding for some of these community benefit activities.

**Frank Ponciano**

Thank you, Ameerah. Giving a space for folks to jump in if there's any reaction. I'm not seeing anything.

**Tim Lohrentz**

Really good ideas. Yeah, I'm taking notes, so I think that's really helpful.

**Frank Ponciano**

Okay. Samia I know you had your hands up. It's okay if somebody's already asked a question or if you've had your question answered already, but I just wanted to save you a seat in case you change your mind.

**Samia Zuber**

I did get my answer. I had a question clarified. So I'm good. Thank you.

**Frank Ponciano**

Wonderful. Thank you. David Sorrell. Go ahead, David. I don't know if you're speaking. You're muted. We can come back to you. Let's go to Mica and then we could come back to David. Thanks.

**Mica Amichai**

I have a question, which is, well, given that this is a pretty large area and there are a lot of different cities, and I know you're going to be working with the cities, and then within each city there's a lot of different communities. So when talking about community benefit, there's a lot of different communities that might have, I imagine will have a lot of opinions and wants and needs from the community benefit agreements. And many of the cities that are less resourced financially might have less capacity to be involved because of staffing and residents being overextended. So I'm wondering how you're going to make sure that there's not a situation that arises where better resourced cities and communities end up kind of advocating for their interests more.

**Tim Lohrentz**

Yeah, that's a really good point. And it's something that we did pose the question, should we be providing resources and technical assistance to communities? And we think the answer is probably yes, that we should be doing that because just like you were saying, there's communities that do not have the capacity that other communities have. So we want them to be included in the process. So we want to identify those communities and try to provide the appropriate resources to make sure that they can be part of this process. And also it may mean being at the right pace. Like some communities may need to move a little slower because the CBOs are at capacity and don't have the same amount of time as better resourced communities might have.

**Frank Ponciano**

Thanks, Tim. Dave Sorrell, I'm going to go back to you, see if you're around.

**David Sorrell**

Yes, sorry about that, I think the civic engagement part is going to be critical here. I think in terms of opening up opportunities because we're in the middle of an election season and I'm not, you know, just hedging my bets.

**David Sorrell**

As both a government employee, we can't promote a candidate over another. As an advocate, you can direct as you wish, but mostly, as any bureaucrat will admit, we can only do so much, at least in terms of telling folks to vote, telling folks to promote pro transit candidates because all politics are local, from boards and city council members on down. The down ballot is really where a lot of the focus is in terms of getting things done. Very fortunate that we're mildly progressive in terms of getting what we can for transit, but also just understanding a possible weakness, if not risk, with candidates that are not transit friendly. And what that translates down to is messaging as well. I voted for measure RR back in, I think it was 2016 or 18. It was one of the first elections that I voted when I moved here from Illinois and noticing a lot of the progress that the district has made over the course of the last several years in making sure that capacity can be expanded. All of those necessary work orders, all those really tight 24, 30, 60 minutes headways. Yeah, we didn't have 60 minutes headways, but you know what I meant for the greater good, getting us to a project deliverable, but also in terms of winning the communications

argument against those that feel that expansion of services is not a utility or it's not a public good. And I think that in terms of what the district can do is be a part of that community, in supporting city staff, community staff and getting the necessary legwork, but also in terms of idea sharing and being a part of that public discourse in which that we see transit as that utility, especially for the future. No matter who is really in the White House, but more so where Congress can be a better use of everyone's time.

**Frank Ponciano**

Thanks, Dave. So I'm going to go with Vanessa, then I'll come back to you, Hayden, I see you have your hand up.

**Vanessa Ross Aquino**

Excuse me. I'd just like to add, I love what everyone said, but I do want to make sure we focus on the resources. I had to write it down so I wouldn't forget to make sure we have. I'm sure we have a list already, but a list of those. What did I write? Excuse me, list who don't easily have accessibility. There's language barriers. We have an array of different languages here in the Bay Area. So I think it's very important to. When you're saying we need to have those resources, let's make sure we have a list of resources for each of those cities and communities that we know that those organizations are going to outreach to the people that may not have computers, they just can't afford it. But we want to make sure they get heard as well. And not just organizations, but outreaching to churches. Churches are very important place as well. As well as public libraries. I'm a big advocate for the public library. And there's a lot of activity. It's not just borrowing a book at the public library, but there's a lot of other opportunities there in the public libraries. And I know that the library in Richmond district is getting a new library. I worked on a project outside of what I do and outreaching to that community of what they would like to see at the new public library is going to be the 21st, well, 2024, 2025 public library. So places like that are great places to also make sure we're outreaching and keeping those resources available. Thank you.

**Frank Ponciano**

Thanks, Vanessa. What I'm hearing here is allocating not just the right amount, but the right type, the right kind of resources to communities in accordance to what need exists. Yeah.

**Vanessa Ross Aquino**

Yes, absolutely correct. Thank you for making that clear.

**Frank Ponciano**

Thanks so much, Tim, Sadie, anything on that? All good, agreements. Great. Don't see any more hands up. So we're going to bring up those questions again, and this has been a really robust conversation so far. Really happy about that. And again, I want to encourage all of us to, I heard something in a training recently I was having here that stuck with me and that the facilitator saw people weren't necessarily participating online. He just said, say it ugly, say how it comes to your mind, and we want to hear what you got in your mind, not necessarily how polished the actual statement is. Right. That's the use of this conversation. And I want to see in the minutes in the next meeting. Say it ugly, just kidding. Don't do that. If we could pull up the screen with the questions just to make sure that we have those present in mind as people are going around. So I'm going to go through these questions one by one and see if anybody wants to jump in and if they haven't. I know some people already kind of answered some of these, but if you haven't and you have something to say about it, you can certainly go ahead and give us your thoughts. First question, to what extent should Link21 support capacity building in communities in order to encourage their involvement in the development of community benefits? Does anybody have any thoughts about what level of involvement the Link21 program should have in terms of supporting capacity building? As Tim said earlier, in communities where folks may not have the resources to organize on their own? Dave, go ahead.

**David Sorrell**

I think serving as a technical lead with technical support for communities that don't have the resources, especially in low income communities, where that technical aspect could actually be a net benefit. That's one place to start. I think the other place, I think in terms of not so much handholding, but sometimes there has to be a limit to when you can be able to provide help and guidance and then when to step back without overreach. And then there's also the whole perception too, of you're planning from an ivory tower. So I think it creates then a challenge for individuals, or at least the district, to make sure that staff, when approaching the neighborhoods, have functional knowledge of the communities that they serve, as opposed to going in cold.

**Frank Ponciano**

Thanks, Dave. Any other thoughts on the level of involvement for the Link21 program in capacity building in communities with certain means?

**Frank Ponciano**

Okay, great. So with that in mind, just going to move on to the next question. Just wanting to make sure to provide people the opportunity to answer these. That's why we have them in the screen, just so you can use them as a guide. And then after this, we will go ahead and move on to the last part of the meeting. To what extent do you think community benefits should be considered at either new or renovated stations or areas with existing stations that will receive improved service? And when we talk about improved service, Tim, we may be talking about sort of new transfer opportunities, right. Just areas where people will have more options in terms of the services available to them. Is that true?

**Tim Lohrentz**

Yeah. Or it could be a place where right now there's one train every 20 minutes, and then with Link21, there would be a train every four minutes as another example of better service.

**Frank Ponciano**

Clarence?

**Clarence R. Fischer**

Okay, here again, certain things I think would be better defined once we have a better idea where stations might be, because some communities will probably have different needs than other communities insofar as certain specialties. Now, of course, there will always be some common needs like let's make sure we have restrooms, okay. Or let's make sure we have enough parking for local transit for people who need to get to the station by transit or ride share, stuff like that. But childcare might be something that some stations may have and others may not need it, depending upon the demographics of the stations where we will be served. So while we can talk about it now, I want to make sure in the future, once we start identifying locations of stations based upon if it's standard rail gauge, BART rail gauge, whatever, that this question also comes back so that we can properly address the needs of the community and to also try and work out land use to make sure whether it is on station property or private property near the stations so that the community can benefit from the stops. Thank you.

**Frank Ponciano**

Thank you. And I think earlier we also heard the idea that it's level of need and the kind of need necessarily, whether it's new station or improved services. Right. Linda, go ahead.

**Linda Braak**

Thank you. Good evening. As someone who doesn't, I don't feel like I have a lot of skin in this game as most of these projects, well, all of these will probably take place far away from me as I'm the geographic outlier here. But being long experienced working with government agencies and government projects, I think I would just want to have everyone consider to cut down on maybe communities competing for funds and competing for attention and competing for these things to identify low hanging fruit, if you will. It's going to be easier to implement these projects in new stations where there's not something established that has to be undone. It's going to be quicker to, you're going to get a little bit of momentum. You're going to get quicker support. So before favoritism starts tearing things apart and maybe bogging things down, it might do well to prioritize, like I said, the quick, easy hit projects where we can go in and have some successes straight away and then maybe use that experience and that momentum and maybe support gained to dig into some of the heavier projects. That's all.

**Frank Ponciano**

Thanks, Linda. Really important point. Tim, any reaction to that?

**Tim Lohrentz**

No, I think that's a good point. I think it's something that we'll take into account.

**Frank Ponciano**

Thanks for that. And just finally want to have a sort of brief, if anybody has any thoughts on this conversation on the definition of a reparative station or station area. In your mind, what does a reparative station or station area look like? What are some components that we should definitely incorporate into our definition, which again, obviously may inform the ultimate sort of distribution of these benefits. Right. Dave, go ahead. Yes.

**David Sorrell**

So I think what it comes down to is a combination of a couple of things. One is identifying opportunities where a station site or station neighborhood has been impacted from past misdoings or past instances where they might have been overlooked. Then you kind of look at whether or not that's a new station. I mean, you look at whether or not the community has been impacted initially, then you kind of break it down to new and then existing and then also potential markets. Linda was talking about far flung areas. They're coming from Natomas and Davis in Sacramento. That's a important aspect to connect to the central core. I think that doesn't preclude the approach, to



you know, missing out on opportunity, but it shouldn't be to a degree that we're competing for interest as well. So I think in terms of defining reparative I think it's in terms of whether or not there's systematic neglect or in terms of missed opportunities from the past, but also in terms of potential market to bring that driving mode share down, especially in neighborhoods where there are no other forms of alternatives or potential for alternatives, especially in low income, zero car households.

**Frank Ponciano**

Thanks, Dave. Any last thoughts from council members on sort of can't miss components of a definition on what is reparative? Go ahead, Clarence.

**Clarence R. Fischer**

One thing that I would like to point out when we talk about reparative is that while BART itself should be praised as being back in the leader to make stations ADA accessible, and hopefully that will carry on with all of the Link21 work at BART, sometimes I get very frustrated with minimal amounts of ADA work. Let me give you one good example. A lot of ADA people who are not using wheelchairs, but they have mobility challenges in having to stand up waiting for transit vehicles, be it a train on a platform or be it a connecting transit vehicle, a bus, a car rideshare to and from a station. Very few stations, I feel, really have enough seating where if you're waiting for, let's say, a train, be it BART, Regional Rail, where these days you look at the number of ADA riders based upon their ADA needs. And seniors, I've seen them compete for a seat waiting for a train, waiting for a bus. There needs, on this reparative notion, repair it for seating at a minimum as one aspect of reparative. Otherwise, you're going to be not inviting the ADA community to use the system. Thank you.

**Frank Ponciano**

Thanks, Clarence. Okay, I'm going to check in one last time on this last question or anything else as part of this conversation before we finish the discussion here. Does anybody else have any thoughts on reparative and what that definition should look like and or any thoughts or questions on anything else that Tim brought up or that any other council member brought up throughout the discussion?

**Sadie Graham**

I'm just going to give props to Tim. This is his sort of passion project. I know he's kind of behind the scenes kind of guy, but he's the driving force behind this. So it's important to give props where props are due.

**Frank Ponciano**

Thanks, Sadie, with that. Well, passing it back to you, Tim.

**Vanessa Ross Aquino**

Well, real quick.

**Frank Ponciano**

Oh, yes. Vanessa. Sorry, go on.

**Vanessa Ross Aquino**

Sorry, last thing. Can we come back to it? And I feel like I still need to process that reparative station question.

**Sadie Graham**

Yeah, I think this is the beginning of a long conversation.

**Vanessa Ross Aquino**

Yes. I mean, I need to marinate a little bit.

**Sadie Graham**

You know where to find us, too, right?

**Vanessa Ross Aquino**

Of course. Thank you. Yeah, I need to marinate on that.

**Frank Ponciano**

Yeah. Thanks, Vanessa. We'll make sure to keep that in mind. And yes, we will most certainly down the road, come back to this. Tim, take it.

**Tim Lohrentz**

No thanks, Frank. And as Sadie said, this is the first of many discussions around community benefits. So we'll be returning to this subject. It won't be in May because that's already a full agenda. We'll see either in July or our September meeting. We'll come back to community benefits and continue this process. Next slide, please.

**Tim Lohrentz**

Okay, so now we will hear public comment. For items that are on today's agenda, please state which agenda item you are commenting on and please state your name. Keep in mind public comment is limited to two minutes per person. If you are on the phone and would like to provide a verbal public comment, please dial star six at this time to unmute yourself.

**Tim Lohrentz**

If there are no comments from those who dialed in, we will now see if anyone participating via Zoom would like to provide a public comment. You can do so by raising your hand.

**Frank Ponciano**

Tim. We have one person. Roland.

**Tim Lohrentz**

Ok, go ahead.

**Roland**

Thank you. So this is going to be very brief. My comment relates to the last item is that the community benefits mega regional collaborative. What I would really like to do is to echo a comment that Clarence Fisher made earlier and strongly encourage you to reach out and collaborate with MTC's Regional Network Management Council at the earliest opportunity. Because realistically, this is where the funding is going to be coming from eventually. My last comment, I wish I had made it earlier. I want to bring to your attention that the transcript was not enabled, it was disabled. And it's very unfortunate because there was no opportunity to go back to the transcript, search it, let alone save it. And that is extremely unfortunate because of the incredible amount of information that you delivered in the last couple of hours and which is now gone, as far as I'm concerned. Thank you. Good night.

**Tim Lohrentz**

Thank you for those comments and we will take those things into account. Next slide, please.

**Tim Lohrentz**

So, next slide, please. Next meeting date is May 21, 2024. It will also be a spring meeting. Next slide, please. And at this time we are going to adjourn. We need a council member to make a motion for adjournment.

**Clarence R. Fischer**

Clarence Fisher moves that we adjourn until our next meeting in May.

**Tim Lohrentz**

Is there a second?

**Harun David**

Harun David second.

**Tim Lohrentz**

Harun second. And all in favor, please raise your hand.

**Clarence R. Fischer**

Aye.

**Tim Lohrentz**

Or say aye.

**Multiple Participants**

Aye.

**Tim Lohrentz**

And the motion passes. This meeting at 08:18 p.m. is now adjourned. Thank you very much for your participation.

