

San Francisco Bay Area Rapid Transit District

2150 Webster Street, P. O. Box 12688,
Oakland, CA 94604-2688



COMMITTEE MEETING AGENDA

Tuesday, August 22, 2023

1:00 PM

via Teleconference Only. Zoom Link:
<https://us06web.zoom.us/j/85191818042>

Link21 Equity Advisory Council

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688, Oakland, CA 94604-2688

NOTICE OF MEETING AND AGENDA
Link21 Equity Advisory Council (EAC)
August 22, 2023
1:00 p.m. – 3:30 p.m.

Committee Members: Ameerah Thomas, Angela E. Herring, Beth Kenny, Clarence R. Fischer, Cory Mickels, David Sorrell, David Ying, Elizabeth Madrigal, Fiona Yim, Gracyna Mohabir, Harun David, Landon Hill, Linda Braak, Mica Amichai, Samia Zuber, Stevon Cook, Taylor Booker, Vanessa Ross Aquino

Pursuant to the Link21 EAC bylaws as a non-Brown Act body, this meeting and public participation will be via teleconference only. Presentation materials will be available via Legistar at <https://bart.legistar.com>

Link21 provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address any agenda items. A request must be made within one and five days in advance of the EAC meeting, depending on the service requested. Please contact Link21 via email at EAC@Link21.com or via telephone at 855-905-Link (5465) for information.

You may join the EAC Meeting via Zoom by calling 833-548-0282 (toll free) and entering access code 851 9181 8042; logging in to zoom.com and entering access code 851 9181 8042; or typing the following Zoom link into your web browser:
<https://us06web.zoom.us/j/85191818042>

If you wish to make a public comment

1) Submit written comments via email to EAC@Link21.com using “public comment” as the subject line. Your comment will be provided to the EAC and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 12:00 p.m. on August 21, 2023, to be included in the record.

2) Call 833-548-0282, enter access code 851 9181 8042, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log in to zoom.com, enter access code 851 9181 8042 and use the raise hand feature; or join the EAC Meeting via the Zoom link <https://us06web.zoom.us/j/85191818042> and use the raise hand feature. Public comment is limited to two (2) minutes per person.

AGENDA

I. Call to Order (For Information)

- a. Tim Lohrentz, Equity Programs Administrator, BART Office of Civil Rights

II. Roll Call (For Information)

- a. Tim Lohrentz, Equity Programs Administrator, BART Office of Civil Rights

III. Public Comment (For Information)

- a. Opportunity to comment on items not on the agenda.
- b. (Two minutes per speaker)

IV.

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

Tim Lohrentz, Equity Programs Administrator, BART Office of Civil Rights

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

Tim Lohrentz, Equity Programs Administrator, BART Office of Civil Rights

Attachment: Follow-Up to Previous EAC Feedback Memo

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

Tim Lohrentz, Equity Programs Administrator, BART Office of Civil Rights

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

Frank Ponciano, Facilitators

Andrew Tang, Manager of Program Evaluation, Link21
Emily Alter, Equity & Inclusion Lead - North America,
Steer Group

Break (10 min)**E. Preliminary Link21 Purpose & Need Discussion (For Discussion) (30 minutes)**

Frank Ponciano, Facilitators

Don Dean, Environmental Lead, Link21
Rich Walter, Environmental Manager, ICF, a global
consulting and technology services provider

Attachment: Preliminary Purpose and Need Memo

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

Frank Ponciano, Facilitator

G. Public Comment (For Information)

Opportunity to comment on items on the agenda.
(Two minutes per speaker)

Attachments:

[EAC Presentation - Items I-VI](#)

[Follow-up to Previous EAC Feedback - Item IV-B](#)

[Minutes of EAC Meeting #4 06-20-23 - Item IV-A](#)

[Preliminary Link21 Purpose and Need Discussion - Item IV-E](#)

V. Next Meeting Date: October 17, 2023, at 6:00 pm (For Information)

VI. Adjournment (For Action)



CONNECT NORTHERN CALIFORNIA

Equity Advisory Council (EAC) Meeting #5

August 22, 2023



Agenda Item I: Call To Order

Virtual Meeting Details



Meeting is being recorded



Includes Closed Captioning



Technical Support
Use raise hand button

Agenda Item II: Roll Call

Agenda Item III: Public Comment

Agenda Item IV: Meeting Topics

AGENDA ITEM A: Action Item

AGENDA ITEM A: Approval of June 20, 2023, Meeting Minutes

AGENDA ITEMS B-E: Agenda Review

AGENDA ITEM B: Follow-up to Previous EAC Feedback

AGENDA ITEM C: Extending EAC Meeting Time

AGENDA ITEM D: Business Case Equity Metrics Discussion

AGENDA ITEM E: Preliminary Purpose & Need Discussion

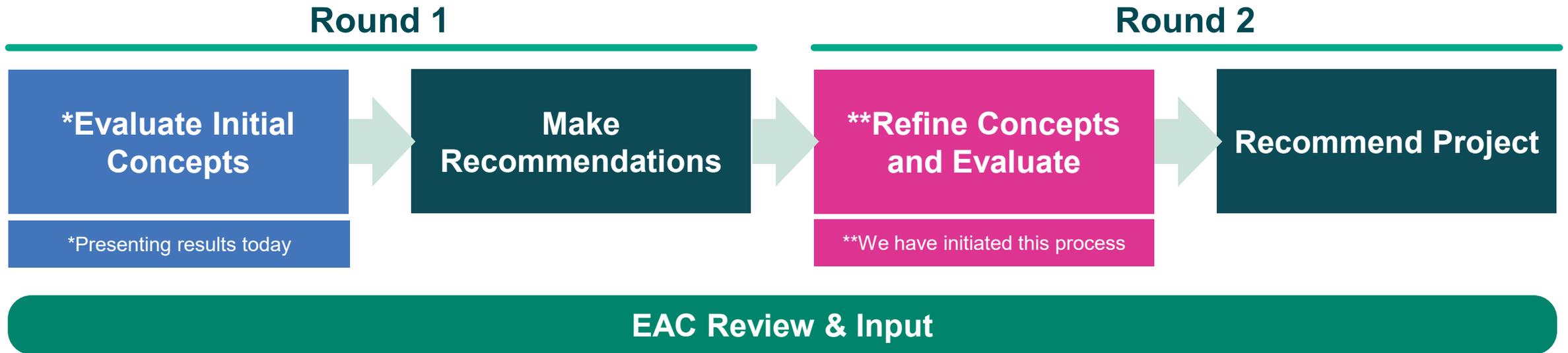
AGENDA ITEM B: Follow-up to Previous EAC Feedback

AGENDA ITEM C: Extending EAC Meeting Time

AGENDA ITEM D: Business Case Equity Metrics Discussion

Concept Development and Evaluation Process

June 2023



DRAFT-DELIBERATIVE

REMINDER - WHAT IS BEING MEASURED:

Initial Priority Populations Equity Metrics

Equity Metric	What It Helps Answer
Average perceived travel time savings	On average, how much faster do people feel their trips are with Link21?
New rail trips – the number of daily new rail trips from 6:00 – 10:00 a.m.	How many more people will ride rail with Link21?
Number of people within 0.5 miles of a new rail station	How many more people will be close to a rail station with Link21?
Number of jobs reachable within what feels like a 90-minute rail trip	On average, how many more jobs could people get to because of Link21?
Number of important community resources reachable within what feels like 90-minute rail trip	How many more important community resources (schools, parks, healthcare, government buildings) could people get to because of Link21?

REMINDER – INITIAL EVALUATION OVERALL FINDINGS:

What We've Learned

Either BART or Regional Rail in crossing could:

- Meet travel demand between San Francisco and Oakland by 2050
- Improve passenger reliability and provide needed redundancy
- Enable increased train frequency that can grow ridership — must be balanced with operating costs & larger fleet
- Provide benefits to priority populations across the network in different ways
- Reduce potential future crowding in existing BART crossing
- Supports other rail improvements/projects by connecting them to the new rail crossing

Concepts benefit riders throughout Megaregion beyond the crossing & support Link21 Goals and Objectives

Today: Initial Evaluation Equity Findings

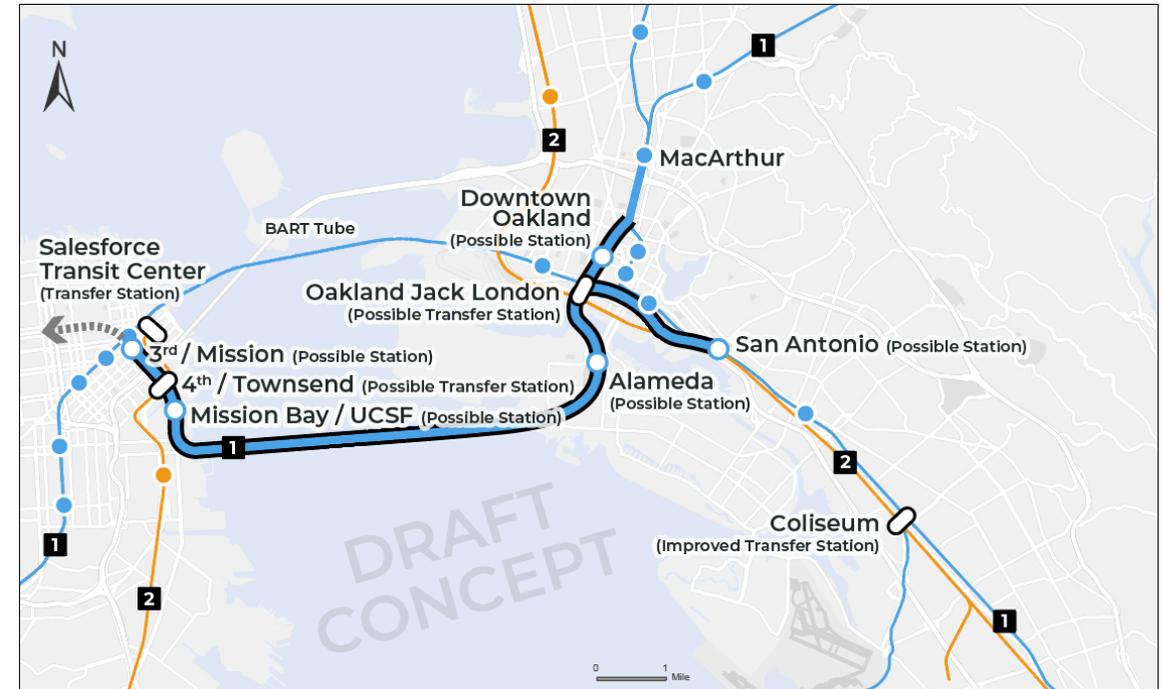
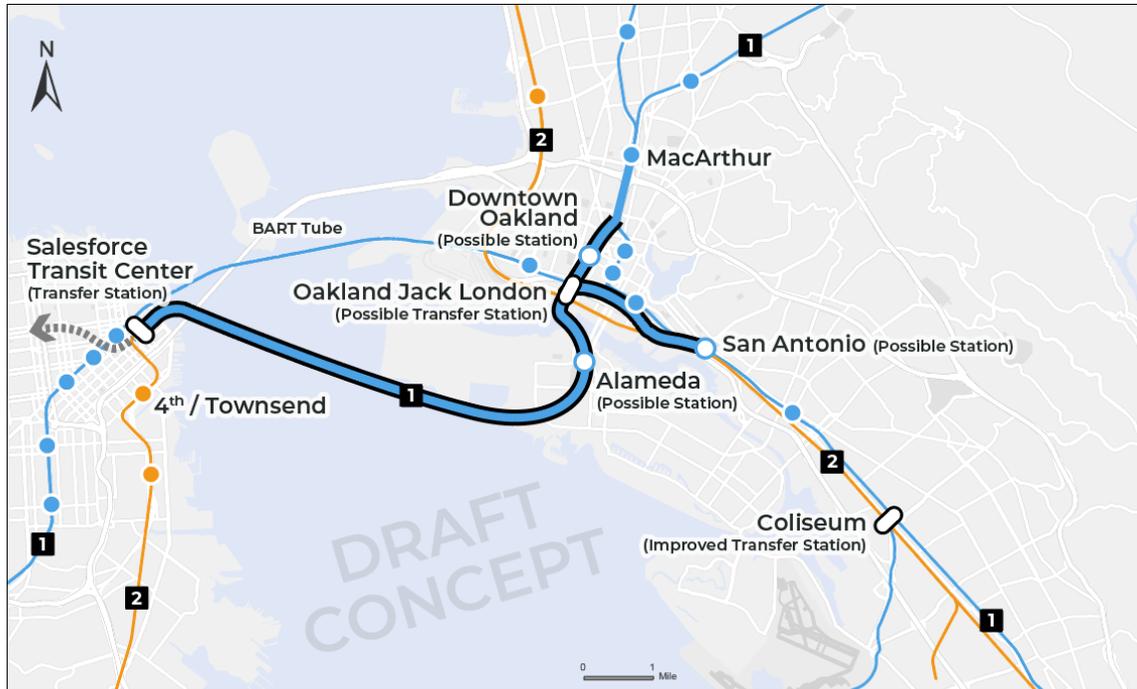
- **Introduce** some of the key equity-related learnings from the initial evaluation
- **Seek** EAC reflections on the results
 - Your input will contribute to the forthcoming decision about train technology made by the BART and CCJPA Boards at Stage Gate 2 (expected ~April 2024)
- **Review** the process for the current, ongoing round of evaluation

REMINDER

Initial BART: Concepts C & D

Concept C: Downtown San Francisco via Alameda

Concept D: Downtown San Francisco via Mission Bay and Alameda



- BART Rail Concept
- BART Rail Concept (Tracks Underground)
- ⋯ Possible Rail Extension

- Stations**
- Existing BART Rail
 - Possible BART Rail
 - Existing Regional Rail
 - Possible Regional Rail
 - Transfer

- Existing and Planned**
- 1 BART Rail
 - 2 Regional Rail

- BART Rail Concept
- BART Rail Concept (Tracks Underground)
- ⋯ Possible Rail Extension

- Stations**
- Existing BART Rail
 - Possible BART Rail
 - Existing Regional Rail
 - Possible Regional Rail
 - Transfer

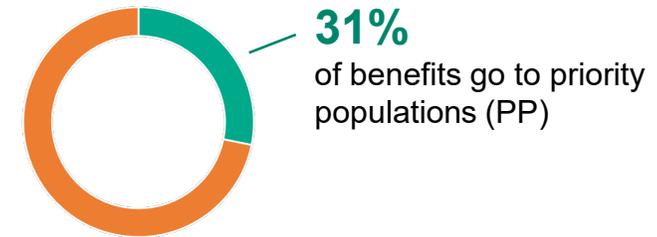
- Existing and Planned**
- 1 BART Rail
 - 2 Regional Rail

Initial Evaluation Results: What We've Learned

Equity Findings from a BART Crossing

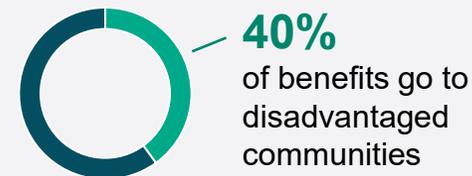
- In the BART area, priority population benefits are spread across the system
- Serving Mission Bay provides greater overall benefits to priority populations
- Possibility to increase the proportion of benefits to priority populations by shifting more service to lines with higher priority populations densities

Average BART Proportion of Equity Benefits

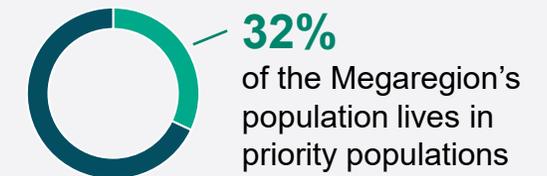


Benchmarks for Comparison

Justice40 Initiative



PP% of Megaregion

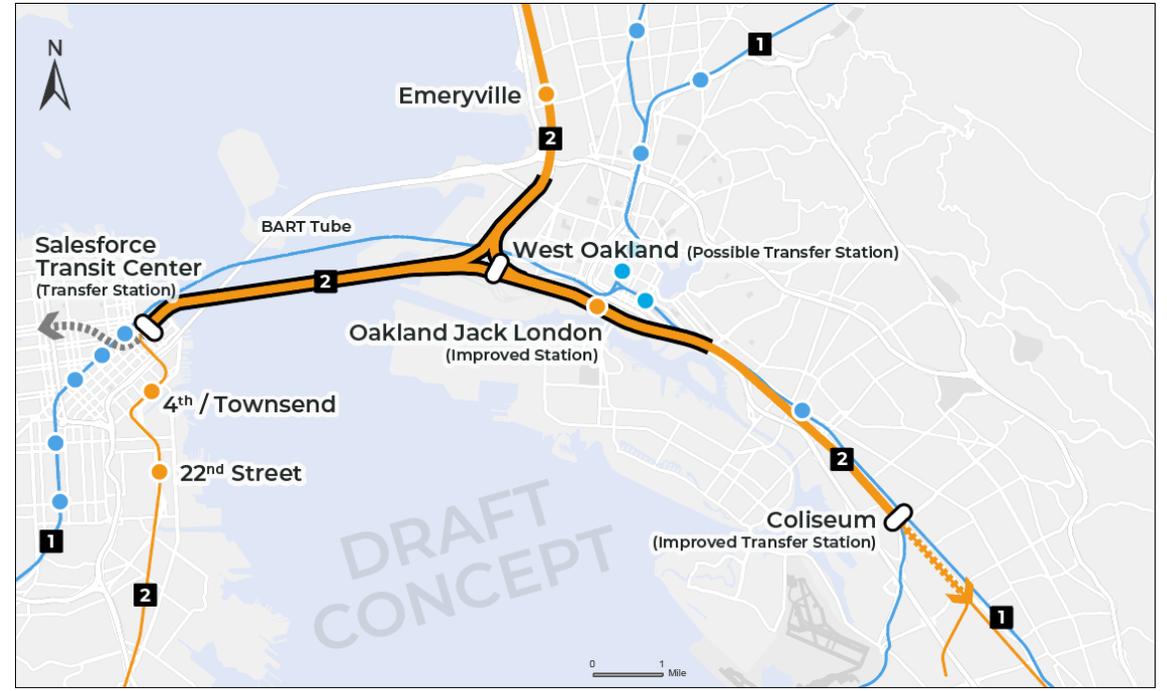
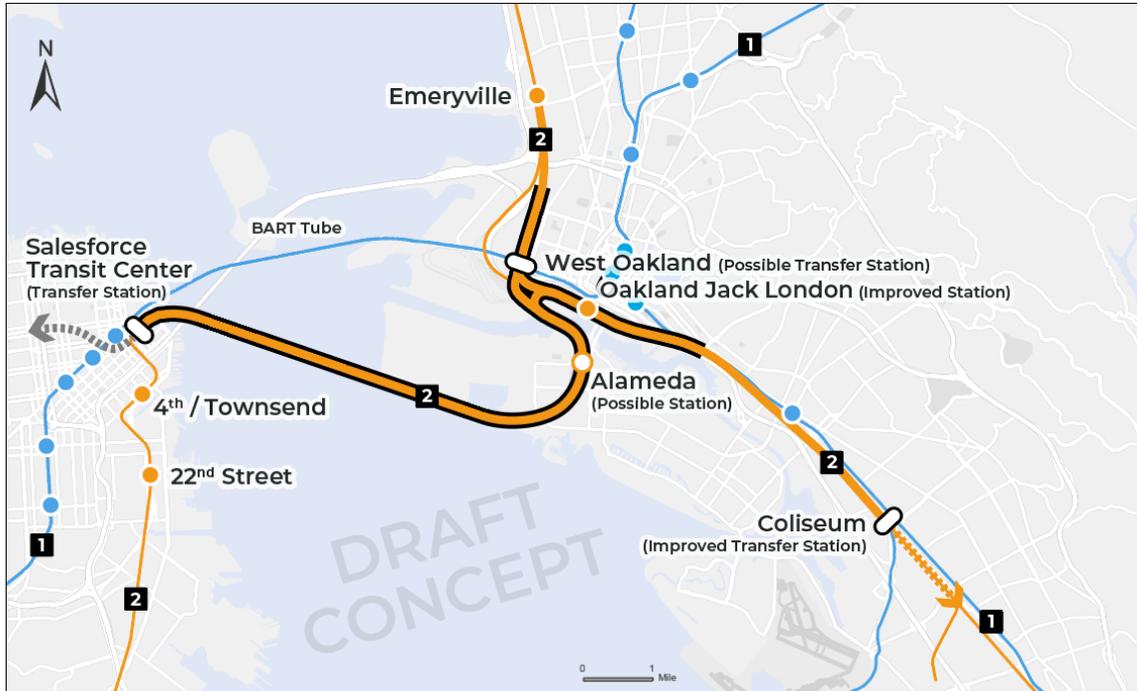


REMINDER

Initial Regional Rail: Concepts A & B

Concept A: Salesforce Transit Center to Jack London District via Alameda

Concept B: Salesforce Transit Center via Port of Oakland



- Regional Rail Concept
- Regional Rail Concept (Tracks Underground)
- Regional Rail Concept (Possible Improvements)
- Possible Rail Extension

- Stations**
- Existing BART Rail
 - Possible BART Rail
 - Existing Regional Rail
 - Possible Regional Rail
 - Transfer

- Existing and Planned**
- BART Rail
 - Regional Rail

- Regional Rail Concept
- Regional Rail Concept (Tracks Underground)
- Regional Rail Concept (Possible Improvements)
- Possible Rail Extension

- Stations**
- Existing BART Rail
 - Possible BART Rail
 - Existing Regional Rail
 - Possible Regional Rail
 - Transfer

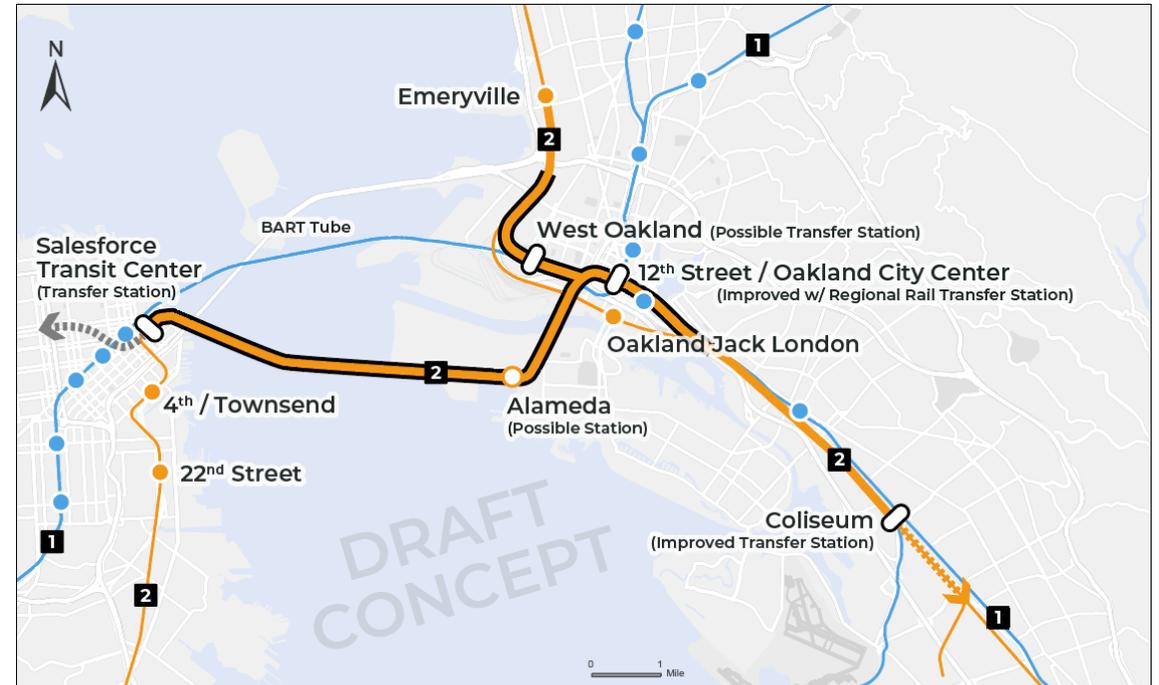
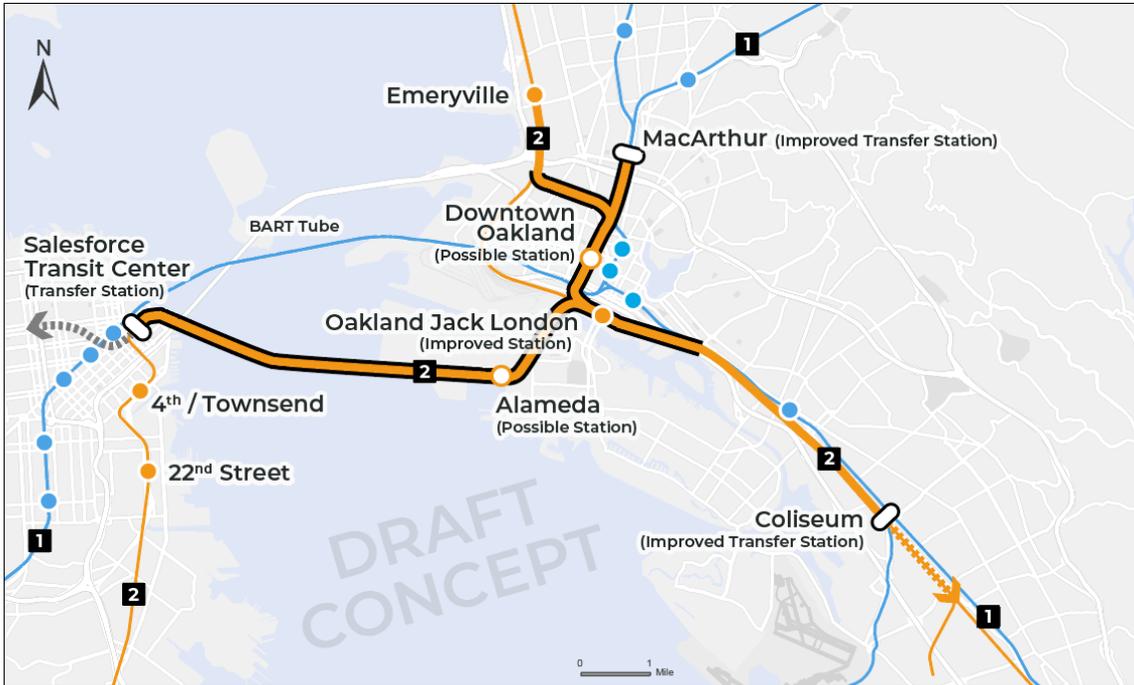
- Existing and Planned**
- BART Rail
 - Regional Rail

REMINDER

Initial Regional Rail: Concepts E & F

Concept E: Salesforce Transit Center to MacArthur via Alameda

Concept F: Salesforce Transit Center to Oakland City Center via Alameda



- Regional Rail Concept
- Regional Rail Concept (Tracks Underground)
- Regional Rail Concept (Possible Improvements)
- Possible Rail Extension

- Stations**
- Existing BART Rail
 - Possible BART Rail
 - Existing Regional Rail
 - Possible Regional Rail
 - Transfer

- Existing and Planned**
- BART Rail
 - Regional Rail

- Regional Rail Concept
- Regional Rail Concept (Tracks Underground)
- Regional Rail Concept (Possible Improvements)
- Possible Rail Extension

- Stations**
- Existing BART Rail
 - Possible BART Rail
 - Existing Regional Rail
 - Possible Regional Rail
 - Transfer

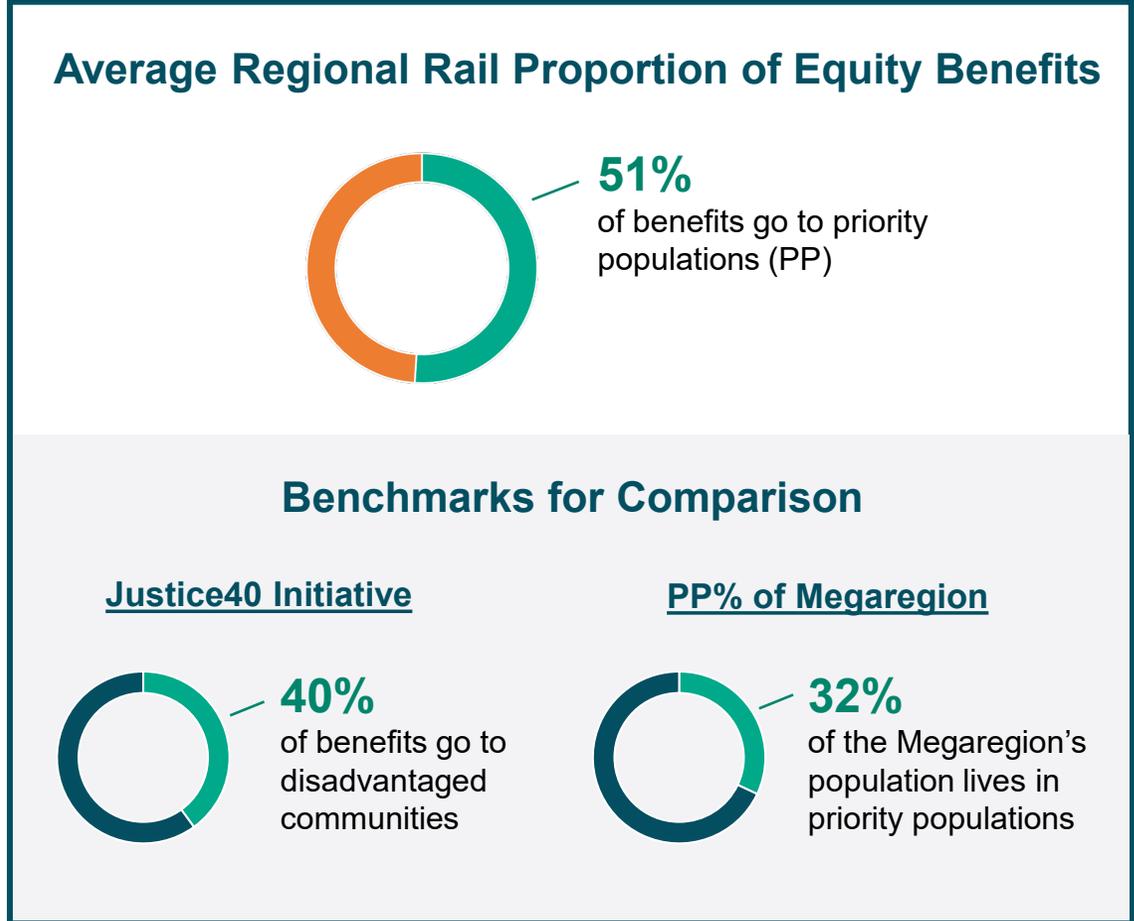
- Existing and Planned**
- BART Rail
 - Regional Rail

Initial Evaluation Results: What We've Learned

June 2023

Equity Findings from a Regional Rail Crossing

- Priority populations benefits are most concentrated in certain corridors, including the Emeryville/Berkeley/Richmond corridor and the Jack London/Coliseum corridor
- An Alameda station provides benefits for some priority populations riders, but increases transbay travel time for others
- Extending service to Millbrae, including a Bayview station, provides significant additional benefits to priority populations



DRAFT-DELIBERATIVE

Current Evaluation & Methodology

- The currently ongoing concept evaluation is informed by EAC input
 - Additional Equity Metrics
 - Opportunity Jobs
 - Additional Indicators
 - Includes Absolute benefits due to the more reliable numbers from the refined tool
 - And input from the EAC indicating the importance of absolute benefits
- Concepts informed by learnings from initial round of evaluation, intended to inform the technology decision

10-MINUTE BREAK

AGENDA ITEM E: Preliminary Purpose & Need Discussion

Meet the Team



Don Dean

Environmental Lead,
Link21



Jeff Morales

Strategic Advisory
Lead, InfraStrategies



Rich Walter

Environmental
Manager, ICF



Cathy LaFata

Environmental Justice
and Equity Lead, HDR

Purpose & Need

Overview

National Environmental Policy Act (NEPA):

NEPA will likely require an **Environmental Impact Statement (EIS)** to be prepared.

Environmental Impact Statement (EIS):

For every EIS, the lead agency must identify the project justification in terms of a **Purpose and Need (P&N) Statement**

Purpose & Need (P&N) Statement:

The P&N is the **basis of defining the project and alternatives** to be considered in the EIS (alternatives must meet the P&N)

- The **Need** identifies the problem(s) the project would address (i.e., why is the proposed action is needed?)
- The **Purpose** is the positive outcome that is expected from the project and describes how the project addresses the Need

Purpose & Need

Progress



P&N Statement

A preliminary P&N statement has been developed

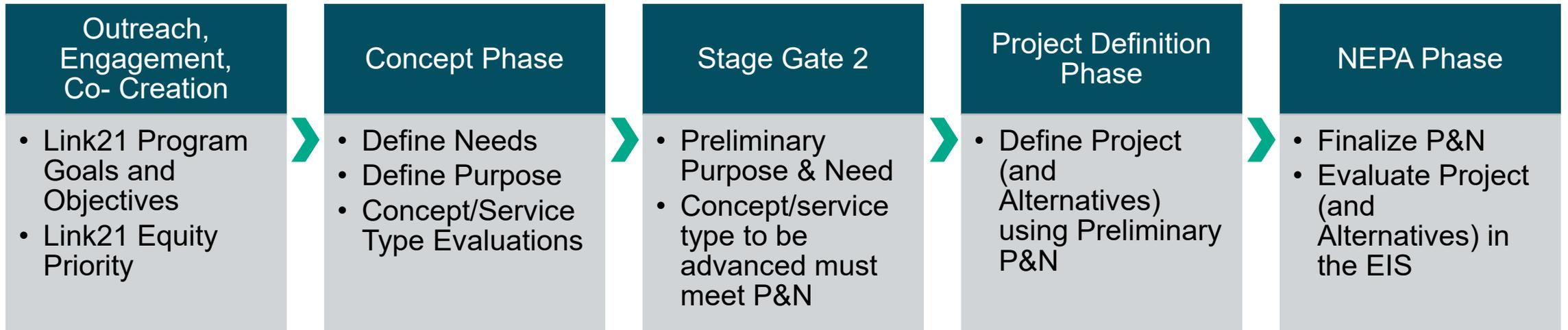


EAC Input

EAC input on the articulation of the Needs is on the agenda today

Purpose & Need

Development & Use



Preliminary Purpose & Need

Development

- **Evolve and refine** over the life of a project, up to final NEPA environmental approval
- **Tie to Link21 Program Goals and Objectives**, informed by
 - Input from public, stakeholders
 - Planning and technical work
 - Changes in external conditions
- **Define *why*** we need the project **and *what*** the outcomes will be
- **Key areas emerged** from engagement and preliminary work, which we've grouped together in the areas we'll discuss today
- **Issues of concern** to EAC are reflected and will be part of P&N as we go forward

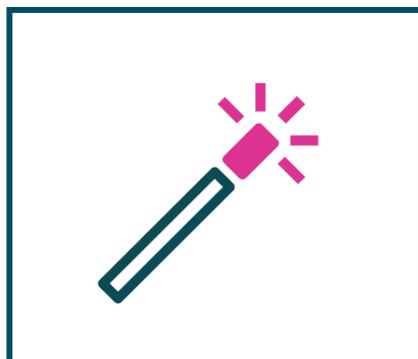
EAC Input on Preliminary Purpose & Need

Input on Needs

- Can they be addressed through the project?
- Agree with those needs identified?
- Are we missing key areas?
- Can we be more specific in areas?

Preliminary Purpose & Need

Five Areas of Need



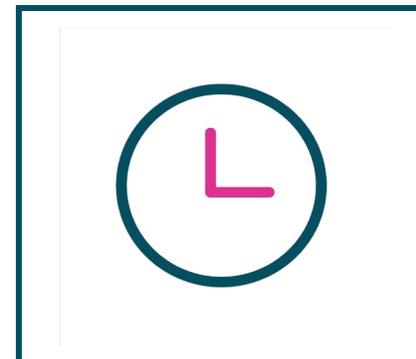
System Integration
& Expansion



Expanded Access,
Affordability



Increase Capacity



Redundancy &
Resiliency

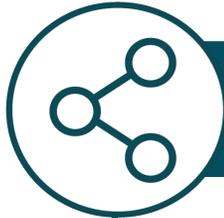


Sustainability &
Quality of Life

EAC has expressed significant interest

System Integration & Expansion

Primary Need



Insufficient Passenger Rail Connectivity

- 1 Existing rail services and networks are **not sufficiently integrated** and do not meet the needs of Bay Area residents and businesses or provide adequate connectivity for the megaregion.
- 2 **Limited service frequency**, especially in off-peak periods, **long travel times** and **inadequate transfer points** are among the factors constraining the network from operating optimally.

What You Have Already Told Us



System Integration and Expansion

- Extended Hours
- Frequent Service
- Mid-day Service
- Linking the Megaregion
- Connectivity
- Unified Fare System
- Ease of Transfer Between Systems
- First- and Last-Mile

Expanded Access, Affordability

Primary Need



Existing Passenger Rail Systems & Operations Insufficiently Address Mobility Needs of Marginalized Communities

- 1 Communities disproportionately rely on transit to reach employment, healthcare, education centers, government services, and social destinations.
- 2 Lack of safe, affordable, and connected rail transit services, especially outside of traditional commute periods.
- 3 Lack of accessibility to rail combined with limited service within the existing Transbay Corridor limit the mobility of PP.
- 4 Negatively impacted by prior infrastructure investments and have suffered displacement.

What You Have Already Told Us



Expanded Access and Affordability

- Priority of Equity
- Access to public transit
- Accessibility
- Accessible for People with Various Languages
- Accessing Jobs through Transit
- Affordability
- Need for Infill Stations
- Safety
- Displacement

Increase Capacity

Primary Need



Passenger Rail Capacity Constraints

1

Existing infrastructure in the Transbay Corridor is **insufficient to meet pre-pandemic and projected future travel needs** resulting in crowding and lack of availability.

2

Forecasted growth in this corridor will **exacerbate its capacity** issues.

Redundancy & Resilience

Primary Need



Lack of Redundancy

- 1 Rail service in the Transbay Corridor is **vulnerable to disruption** due to the existence of only a single rail crossing, the BART Transbay Tube.
- 2 Any disruption to its service **negatively impacts travelers** regionwide.
- 3 Intercity/regional rail passengers are **dependent on this single crossing** and the congested freeway/bridge system.

Sustainability & Quality of Life

Primary Need



Negative Transportation-Related Impacts

- 1 Regional greenhouse gas (GHG) reduction **targets cannot be met without major reductions** in vehicle miles traveled (VMT).
- 2 Automobile **accidents and fatalities are increasing** throughout California.
- 3 The Bay Area has one of the worst average commute times in the nation, and commuters spend over **100 hours a year stuck in traffic**, with a cost to the economy of \$2.4 billion (2019).

EAC Review/Next Steps

Input on Needs

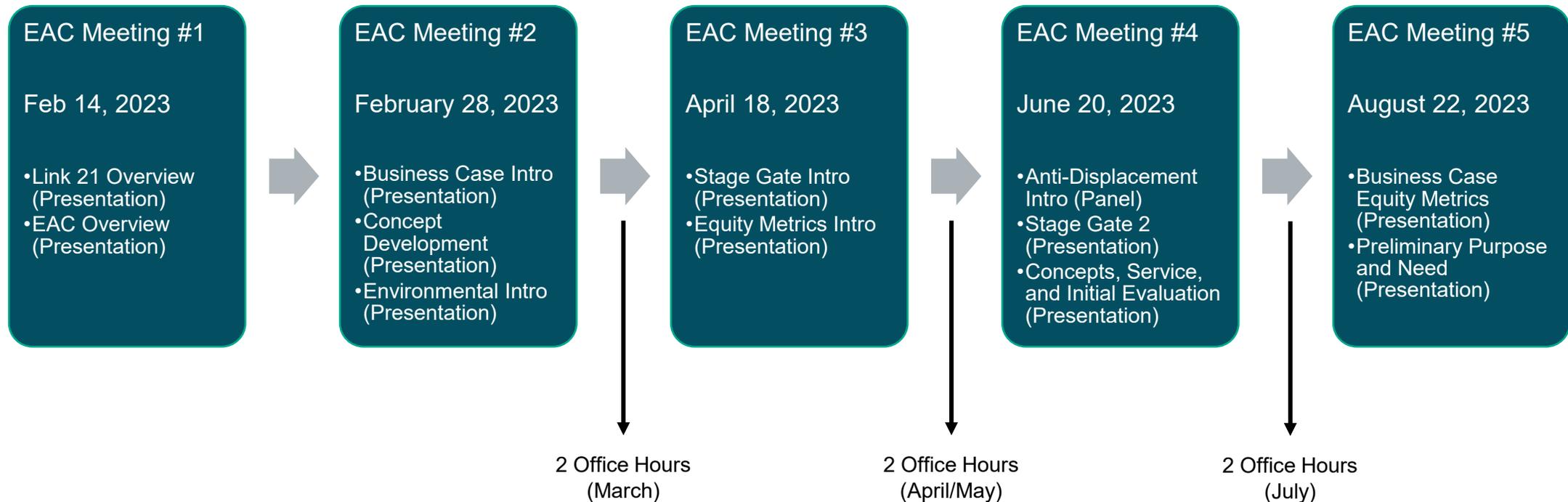
- Can they be addressed through the project?
- Agree with those needs identified?
- Are we missing key areas?
- Can we be more specific in areas?

Timing and Use

- Preliminary P&N will be part of Stage Gate 2 (April/May 2024)
- Will reflect your input
- Will be how we evaluate effectiveness of concepts/alternatives going forward

AGENDA ITEM F: EAC Member Reflection

The EAC So Far



Mentimeter Questions and Open Discussion

EAC Members Should have received a unique link to a set of Mentimeter questions in your inbox and as a text message in your phone. Once you click on this link, the first question should show on your computer or phone browser.

- How do you feel about the EAC so far?
- How well have these informational tools worked for you?
- Open conversation: Share any suggestions that would improve your experience as a member of this body
- Open conversation: Share any feedback you may have for EAC meeting presenters so far

AGENDA ITEM G: Public Comment

Agenda Item V: Next Meeting Date

Agenda Item VI: Adjournment

MEMORANDUM

FROM: Tim Lohrentz, Equity Programs Administrator, Link21
TO: Equity Advisory Council (EAC)
CC: Link21 EAC Team (Staff and Consultants)
DATE: 08/18/2023

SUBJECT: AGENDA ITEM IV.B: FOLLOW-UP TO PREVIOUS EAC FEEDBACK

This is a standing agenda item and accompanying memo entitled “Follow-Up to Previous EAC Feedback.” This memo documents questions and input from EAC members and demonstrates how that input is being considered in Link21 work. The goals of this memo are to:

- Confirm that EAC questions are responded to.
- Show transparency and accountability for incorporating EAC feedback into Link21 work.
- Demonstrate the value that EAC contributions have on Link21 work.
- Provide ongoing documentation of EAC input that can later be summarized into a report for Stage Gate 2 reviews.

This memo is not intended to be an exhaustive log of all feedback from and communications with EAC members. Rather, it focuses on input that is related to discussion prompts as well as select questions and input about Link21 or EAC logistics that were not previously or sufficiently responded to or were raised on multiple occasions.

General Program Feedback

Feedback	Can Link21 support a regional pass program to reduce barriers? Many displaced individuals now live further away from urban centers and need to travel longer to reach destinations, resulting in higher transportation costs.
Where Raised	June 20 EAC Meeting
Follow-up	The Metropolitan Transportation Commission (MTC) is the lead agency to establish a means-based fare program in the region. In addition, Link21 may form a partnership with other agencies to address the issue of fare affordability in the region and megaregion.

Feedback	How is Link21 conducting outreach especially in low-income neighborhoods?
Where Raised	June 20 EAC Meeting (Menti)
Follow-up	Through a grassroots community co-creation process, the Link21 Team is intentionally working with low-income and marginalized communities, including Link21’s priority populations, to ensure their voices are heard

DRAFT - DELIBERATIVE

	and past harms are not repeated. Link21 is partnering with local community-based organizations (CBOs), to provide a deeper level of engagement, promote open conversation, and help us understand and integrate the needs of marginalized communities into the Program. The Link21 Team co-creates with CBOs and community members from priority populations census tracts and with residents experiencing inequitable outcomes, regardless of what census tract they live in. Read more here regarding how Link21 defines priority populations: Priority Populations An Updated Definition for Link21 (link21program.org)
--	--

Anti-Displacement Feedback

Feedback	What is the make-up of those working on anti-displacement policy?
Where Raised	June 20 EAC Meeting
Follow-up	This will be answered in part at an upcoming EAC meeting when the staff/consultant survey results are shared.

Feedback	How are Link21 and BART approaching the problem of vacant housing where owners are speculating about jumps in the rental housing market?
Where Raised	June 20 EAC Meeting
Follow-up	Government agencies have limited tools to compel owners of vacant housing units to put their units on the market to lease to new tenants. Some cities, including San Francisco and Oakland (both of which may receive Link21 investments), have recently adopted a vacant property tax which taxes property owners of vacant properties to, in part, encourage them to lease their units to tenants. These taxes are relatively new and their effectiveness is still being evaluated. Link21 will consider a broad range of housing policies, including vacant property taxes and other appropriate strategies to make additional housing units available – both new and existing units, and prioritize those believed to be the most effective based on the local conditions and in consultation with local jurisdictions and communities.

Feedback	How are people with disabilities, specifically people with mobility, vision, and hearing impairments accounted for in the anti-displacement work? The effects of displacement are severe on this group.
Where Raised	June 20 EAC Meeting
Follow-up	Link21 is looking into how to assess and address potential displacement risks for people with disabilities. More information will be provided in a future memo.

Feedback	Can Link21 quantify the potential social and emotional impacts of displacement?
Where Raised	June 20 EAC Meeting (Menti)
Follow-up	There currently aren't established methods in the anti-displacement field to predict and quantify the potential social and emotional impacts of potential future displacement. However, it is known that displacement can cause high social and emotional impacts in communities. As such, Link21 is quantifying the potential displacement risk of program concepts and is developing an Anti-displacement Toolkit with the goal of mitigating those risks.

Feedback	What will Link21 do to ensure people get assistance, including people who do not qualify for programs for low-income households?
Where Raised	June 20 EAC Meeting (Menti)
Follow-up	Link21 will work with government partners, non-governmental organizations, and local communities to implement anti-displacement strategies. While many of these strategies will likely target lower-income households because research shows they are more at-risk of displacement than middle- and higher-income households, addressing potential displacement of middle- and higher-income households is important because it preserves mixed-income communities. Also, displaced middle- and upper-income households can contribute to displacement of lower-income households when the middle- and upper-income households move into housing previously occupied by lower-income residents. Link21 will consider anti-displacement strategies that could benefit households of all income levels. For example, homebuyer assistance programs could support retention of existing middle-income households while also providing a pathway for lower-income households into middle-income homeownership opportunities.

Feedback	How is Link21 assessing local land use policies that could hinder anti-displacement efforts? How will Link21 be working with local/county/state to prevent displacement?
Where Raised	June 20 EAC Meeting (Menti); July 25 EAC office hours
Follow-up	Link21 will work with government agencies at the local, regional, and state level, as well as with local communities and non-governmental organizations, to implement anti-displacement strategies. This could involve, for example, working with government jurisdictions to adopt new policies and programs and developing funding programs to implement new or augment existing initiatives. Link21 will be exploring this issue in-depth in the coming months to identify ways to maximize the successful implementation of the anti-displacement strategies.

Feedback	How will displacement risks ultimately be addressed in the final concept once determined?
Where Raised	June 20 EAC Meeting (Menti)
Follow-up	Link21 will compile the displacement risks of the various program concepts to consider when selecting the final concept. Displacement risk will be considered along with the other evaluation criteria (metrics related travel time, ridership, equity, environmental benefits, etc.). Once the final concept is selected, Link21 will work with government partners, non-governmental organizations, and local communities to implement the prioritized strategies from the Anti-displacement Toolkit designed to be the most effective for the station locations in the final concept.

Feedback	Is Link21's approach to anti-displacement focused on preventing people from being displaced or supporting people who have already been displaced?
Where Raised	June 20 EAC Meeting (Menti); July 25 EAC Office Hours
Follow-up	Link21 is considering strategies to prevent people from being displaced, to support people who were previously displaced (e.g., with improved transportation options), and to support previously displaced people who desire to return to their former communities. The Anti-displacement Toolkit will likely focus on preventing new displacement, but the program is interested in exploring what it can do to support people who have been previously displaced.

Concept Development and Business Case Feedback

Feedback	People with disabilities are a vulnerable population that should be included in the priority population definition
Where Raised	July 18 EAC Office hours
Follow-up	<p>To keep this phase of analysis consistent, the current priority population definition needs to be used until Stage Gate 2 (approximately April 2024). Link21 is considering updating the definition after Stage Gate 2 for use in future analysis. Adding disabilities will be a top priority when an update is made.</p> <p>Although disabilities are not an input to the current definition, analysis shows that the existing methodology still results in the prioritization of geographies with higher concentrations of individuals with disabilities. For example:</p> <ul style="list-style-type: none"> A regression analysis shows that there is a significant Pearson correlation coefficient between the presence of individuals with

	<p>disabilities and the priority population index score, which determines whether a tract is a priority population. This means that, on average, as the percentage of individuals with a disability in a census tract rises, the tract's priority population index score goes up, making it more likely to be a priority population.</p> <ul style="list-style-type: none"> • Megaregionally, priority population tracts have a 45% greater proportion of individuals with disabilities than non-Priority Population tracts do. <p>Priority populations are just one analytical tool used for equity on Link21. It has limitations, including its geographic nature. Link21 aims to comprehensively consider the needs of individuals with disabilities, regardless of whether they live in a priority population tract. Efforts to do this have included co-creation with disability communities to understand their needs and goals for rail travel.</p>
--	---

Feedback	Several EAC members commented that jobs that require commuting outside of the morning peak hours are important to consider for equity.
Where Raised	April 18 EAC Meeting
Follow-up	<p>The June Follow Up Memo introduced that, responsive to EAC input, the Link21 Team will be analyzing access to opportunity jobs — jobs that are both generally accessible to individuals without a bachelor's degree and pay a living wage or provide the opportunity to advance — and said that more details on how this approach aligns with EAC feedback would be provided in the August memo.</p> <p>To understand how jobs with commutes outside of the AM peak are reflected in opportunity jobs, the Link21 Team analyzed Census data. Individuals without a bachelor's degree earning more than median wage were used as a proxy for individuals working opportunity jobs. The analysis found that:</p> <ul style="list-style-type: none"> • 57% of individuals without a bachelor's degree earning more than median wage leave for work outside of the 7-10 AM peak hours. In comparison, only 30% of above median wage workers with a bachelor's degree leave for work outside of 7-10 AM. • Individuals without a bachelor's degree earning more than median wage are 3.28 times more likely than their counterparts with bachelor's degrees to leave for work between midnight and 6 AM. <p>This data shows that access to jobs that require off-peak commutes is well represented within opportunity jobs. Transit during off-peak commuting times, including nighttime, may support individuals without a bachelor's</p>

	degree to work in jobs that pay a living wage and offer opportunities for advancement.
--	--

Feedback	An EAC member advocated for transportation to and transit-oriented development at Golden Gate Fields
Where Raised	April 18 EAC Meeting and July 18 Office Hours
Follow-up	<p>Based on findings from Link21’s Market Analysis, as well as initial engineering work, the Link21 Team found that Golden Gate Fields would be best served by enhanced local transit connections from the Berkeley Amtrak/Capitol Corridor station.</p> <p>As work advances, Link21 will coordinate with other transit agencies to create efficient transfers between trains and local transit to places like Golden Gate Fields. Link21 will additionally coordinate governments on potential transit-oriented development, with an emphasis on equity.</p>

Feedback	An EAC member advocated for better transportation options in Vallejo to improve access to jobs for residents facing traffic challenges.
Where Raised	July 18 Office Hours
Follow-up	<p>The Solano County Transportation Authority is the lead agency for transportation planning in Solano County and has been working with the City of Vallejo on studying how to improve transit service for Vallejo residents.</p> <p>In 2022, Capitol Corridor conducted a New Carquinez Crossing Study, which examined options for a new rail crossing of the Carquinez Strait that would facilitate future service expansion between Sacramento and the Bay Area. The existing Benicia-Martinez Lift Bridge is a significant source of delays, as it frequently opens for marine traffic.</p> <p>In November 2022, the Capitol Corridor Joint Powers Authority Board authorized staff to continue engineering feasibility analysis for two options: a new rail bridge crossing adjacent to Interstate 80’s bridge crossing or a new rail bridge crossing to replace the existing Benicia-Martinez Lift Bridge. A new rail bridge adjacent to I-80 would bring train service to Vallejo. Work on these Carquinez Strait rail bridge options is ongoing, with an update to the Board expected in February or April 2024.</p>

Feedback	What steps are being taken to address commute needs outside of the Oakland-San Francisco area? How does Link21 relate to the State Rail Plan?
Where Raised	Post EAC Meeting #4 Survey
Follow-up	<p>Although the infrastructure work for Link21 concepts is concentrated in portions of the Bay Area close to the Oakland-San Francisco Transbay Corridor, service benefits from Link21 will be realized beyond the Bay Area. For example, Link21 could enable improved train service to places like Sacramento and Stockton. Link21 will also address key connections between BART and regional rail, allowing easier transfers between the two systems, which will also benefit travelers commuting between the Bay Area and Megaregional locations. See the "Service Improvements" page of the Link21 website for more details.</p> <p>A second transbay rail crossing is a key component of California's State Rail Plan, which states <i>"future rail service in the Bay Area is highly dependent on a second Transbay crossing managed and led through the Link21 Program. The zero emission and integrated rail corridor between the San Francisco Peninsula and Sacramento identified in the Vision would not be possible without a second bay crossing"</i>.</p> <p>Link21's <i>Megaregion Program Report</i>, to be released later this year, will include more information about how Link21 fits in with the State Rail Plan and other projects.</p>

EAC Logistics Feedback

Feedback	Several EAC members expressed interest in opportunities for the EAC to have conversations and provide input in ways other than the general information heavy EAC meetings.
Where Raised	July 18 EAC Office Hour
Follow-up	The August 22 meeting will provide the opportunity for EAC member reflections and conversation. Future EAC meetings should also be less content heavy and provide more opportunity for EAC member participation, along with the Office Hours between meetings.

Feedback	There should be a run-through for how the concepts would change service for various communities
Where Raised	Post EAC Meeting #4 Survey
Follow-up	This will be considered for a future EAC Meeting topic. Additional information and discussion about the service impacts to different communities will likely be a part of additional meetings before the end of 2023.

Feedback	Seven of eight survey respondents said that three-hour EAC meetings would work for them.
Where Raised	Post EAC Meeting #4 Survey
Follow-up	This will be discussed at the August 22 EAC Meeting for a possible change in meeting length.

Feedback	One respondent said that Office Hours at noon would be convenient
Where Raised	Post EAC Meeting #4 Survey
Follow-up	This will be added to the post- EAC #5 Meeting survey to gauge support for this change in office hours meeting time.

Link21 Equity Advisory Council (Meeting 4)

June 20, 2023

DRAFT Committee Meeting Minutes Link21 Equity Advisory Council (EAC) Meeting #4

June 20, 2023

6:00 p.m. – 8:30 p.m.

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

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

AGENDA

I. Call to Order (For Information)

A regular meeting of the Link21 Equity Advisory Council (EAC) was held Tuesday, June 20, 2023, convening at 6:02 PM via teleconference pursuant to the Link21 EAC Bylaws and consistent with Assembly Bill No. 361. This meeting was called to order by Tim Lohrentz, Equity Programs Administrator (Acting), BART Office of Civil Rights.

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

II. Roll Call (For Information)

EAC Present Members

Angela E. Herring	Fiona Yim	Mica Amichai
Beth Kenny	Gracyna Mohabir	Samia Zuber
Clarence R. Fischer	Harun David	Taylor Booker
David Ying	Landon Hill	Vanessa Ross Aquino
Elizabeth Madrigal	Linda Braak	David Sorrell
Stevon Cook		

EAC Absent Members

Ameerah Thomas	Cory Mickels	
----------------	--------------	--

Participating Link21 Staff & Consultants

Andrew Tang	Dena Belzer	Sarah McMinimy
Ben Duncan	Emily Alter	Sadie Graham
Camille Tsao	Frank Ponciano	Tim Lohrentz

Darin Ranelletti	Joseph Chroston-Bell	
------------------	----------------------	--

III. Public Comment (For Information)

No public comment.

IV. Meeting Topics

A. Approval of February 28, 2023, Meeting Minutes (For Action) (5 minutes)

EAC Member Vanessa Ross Aquino motioned to approve the February 2023 meeting minutes, and EAC Member David Ying seconded the motion. The EAC minutes were approved by a unanimous vote.

B. Approval of April 18, 2023, Meeting Minutes (For Action) (5 minutes)

EAC Member Clarence R. Fischer motioned to approve the April 2023 meeting minutes, and EAC Member Taylor Booker seconded the motion. The EAC minutes were approved by a unanimous vote.

C. Recording Future EAC Meetings (For Action) (10 minutes)

EAC Member Angela E. Herring had requested EAC meetings be recorded and posted online to ensure that EAC members and members of the public can access these conversations after the fact.

Tim Lohrentz (Acting BART Equity Programs Administrator) asked for any comments from the EAC regarding recording meetings. Several EAC members agreed; Tim then asked for a motion to begin recording meetings immediately.

EAC Member Linda Braak motioned to begin recording EAC meetings, and EAC Member Samia Zuber seconded the motion. The EAC voted unanimously to begin recording meetings.

D. Follow-up to Previous EAC Feedback (For Information) (10 minutes)

Tim Lohrentz reminded the EAC that a memo had been shared recapping how EAC feedback has been considered. He then briefly shared two examples from the memo. In response to a previous question about the diversity of the staff involved with developing equity metrics, a survey has been sent out to all Link21 staff and consultants to gather information on their demographics. In response to a question about the distribution of benefits to priority populations throughout the Megaregion, the Link21 team will create maps and other materials related to the distribution. The results of both of these efforts will be shared at a future EAC meeting.

E. Link21 Anti-Displacement Approach (For Discussion) (40 minutes)

EAC Facilitator Ben Duncan led a Mentimeter exercise open to the public and the EAC on what displacement meant to them. The results of the Mentimeter exercise can be found beginning on page 7 of this document.

Darin Ranelletti (BART Land Use Planning Manager) facilitated a panel on Link21's anti-displacement approach. Participating in the panel were Karen Chapple (UC Berkeley Professor Emerita of City and Regional Planning, University of Toronto Director of the School of Cities), Sarah McMinimy (Business Case Analyst), and Dena Belzer (Strategic Economics President).

Karen Chapple presented on what displacement is, how transit relates to displacement, and what happens to communities when transit is built.

Sarah McMinimy went over how Link21's Business Case is attempting to measure displacement, with the important consideration that this analysis is the first of its kind for a major transit project. She also explained that the current focus is on indirect displacement, but that the Business Case will delve into direct displacement further down the line and bring findings back to the EAC.

Dena Belzer presented on how Link21 is approaching measuring displacement and creating anti-displacement measures. Darin Ranelletti thanked speakers for presenting and turned the discussion over to Facilitator Frank Ponciano to take questions from EAC Members.

EAC Member David Sorrell wondered how Link21 can gain general support and emphasized the need for transparent outreach that is not necessarily limited to outreach events and presents plainly what Link21 is doing to prevent displacement.

EAC Member Clarence R. Fischer emphasized that a way to counteract the effects of displacement is to ensure that the cost of fares in communities with transit improvements remains equitable, explaining that people attempting to travel into urban centers are often people who have been displaced from these centers and now have additional travel costs as a result.

EAC Member Beth Kenny asked how people with disabilities, specifically people with mobility, vision, and hearing impairments, will be accounted for as the effects of displacement are severe on this group considering their pre-existing lack of access to low-income housing.

EAC Member Harun David asked about the demographics, specifically the race, of the people who have defined displacement for Link21 and on the Mentimeter exercise to ensure that these definitions reflect the experiences of those who experience the effects of displacement most.

Dena Belzer thanked EAC Member Harun for his question and emphasized that Link21 is looking into the racial composition of neighborhoods and figuring out how to best capture those details for each proposed concept. She also brought up the possibility of looking into people's countries of origin to better understand where concentrated immigrant communities exist.

Dena Belzer also thanked EAC Member Beth Kenny for the suggestion to look at effects of displacement on disabled people, as this group had not yet been considered.

EAC Member Gracyna Mohabir asked if there were any anti-displacement strategies Link21 could share during the meeting.

Dena Belzer answered that some examples were shared in the materials posted on Legistar prior to the meeting. While there are no tools yet to measure cultural displacement, Link21 is working with MTC to develop tools while also looking at existing literature and research. She also welcomed any ideas for tools from the EAC as it is still very much a dynamic field.

EAC Member Samia Zuber asked how Link21 and BART are approaching the problem of vacant housing in the Bay Area because of property owners waiting for housing rates to go back up, despite narratives of housing shortages causing displacement.

Darin Ranelletti explained that from the BART perspective, they are looking at every angle they can, working with the private sector as well as agencies on the local, regional, and state level. He also explained that as they narrow down potential approaches, the Link21 team will keep the EAC updated on their approach to make sure it reflects their lived experience.

Break (10 min)

Facilitator Frank Ponciano announced a 10-minute break.

F. Advancing to Stage Gate 2 (For Information) (10 minutes)

Joseph Chroston-Bell (Stage Gate Lead) provided more details on advancing to Stage Gate 2. He recapped how Stage Gate 2 will include recommendations on train technology choice, geographic extent, concept options based on the work done to date by the Link21 team. No questions were asked by the EAC.

G. Concept Development, Service Considerations, and Initial Evaluation Results (For Discussion) (40 minutes)

Camille Tsao (Link21 Capitol Corridor Program Lead) gave a presentation on Phase 1 work as it relates to Concept Development with the goal of providing recommendations on train technology and concept options in April 2024. She also provided an overview of the two service types that Link21 is planning for: urban/metro and intercity/express.

EAC Member David Sorrell asked if there had been an assessment of how to best engage with local railroad owners to get them to cooperate, in this case, Union Pacific.

Camille Tsao explained that Capitol Corridor does not own their right of way and are a tenant to Union Pacific in most of the corridor. Capitol Corridor has a good relationship with Union Pacific, but it is difficult for them to be attentive to all the

requests they are receiving. Capitol Corridor included in their federal grant application a proposal to allocate some money to Union Pacific to staff the Link21 project. Link21 is exploring how best to work with them.

EAC Member Linda Braak expressed appreciation for the difficult lines the Link21 team has to walk. She identified herself as an outlier living in Roseville and emphasized that while she understands that people are going to be displaced in the Bay Area, there are already displaced people in Roseville looking for reliable ways to get to work in places like Sacramento and the Bay Area. She expressed frustration with the lengthy process it takes in California to improve transit and asked for more direct avenues to push for change.

EAC Member David Ying asked about limitations in frequency because of infrastructure around the Salesforce Tower. He asked if the reduction in frequency has to do with the number of trains that come into San Francisco and if Link21 could then instead have intercity trains stop in Richmond and at the Coliseum with urban metro in the rest of the corridor. He expressed that the program should not sacrifice frequency.

Camille Tsao explained that the corridor could eventually have more frequency but it needs more infrastructure. Link21 is following Caltrain's incremental service vision that is on a steady incline. She continued that, for Regional Rail, capacity constraints down the Peninsula limit possibilities for service frequency.

EAC Member David Ying also asked if Link21 is considering doing infill stations on the East Bay side as well. He explained that he thought one of the first major problems in BART was that it went through some major communities but didn't actually provide station access, San Antonio being an example. He emphasized the importance of building as many infill stations as possible.

Camille Tsao answered that Link21 is considering San Antonio among other potential stations in Oakland, since Oakland will be the origin of the new crossing. She also emphasized that Link21 is looking for strong potential transfer locations between BART and the Regional Rail network so it can work as one cohesive system.

Camille Tsao finished her presentation with what the Link21 team has learned through the engagement process on concept development.

Andrew Tang (Link21 Program Evaluation Manager) presented on the initial evaluation results of the current concepts.

EAC Member Fiona Yim asked how payment would work. She asked if there could, for example, be discounts for people transferring to BART or MUNI from a different payment system, or if there is an opportunity for some kind of monthly pass that works across all agencies in the Link21 region.

Camille Tsao answered that Capitol Corridor is working on a credit card pilot program called Tap to Ride. Capitol Corridor does not currently accept Clipper, but the program hopes to get to a unified payment system one day.

EAC Member David Sorrell emphasized that Link21 is going to have riders coming from different transit agencies, and that is going to create a barrier to access. Acknowledging the difficulties that MTC is working with across 27

agencies, MTC must make them cooperate. With the 21-county long range plan, there are multiple systems that will be problematic if transfer is not made simpler. Capital Corridor needs to account for those that do not have bank accounts or are not necessarily trustworthy of the latest technology, so do not have access to the right credit cards or cell phones to ride. He emphasized that this is essential for long term planning because it'll be relevant 10-15 years from now.

Emily Alter (Equity & Inclusion Lead) was unable to present on equity metrics because of time constraints. This portion of the presentation will be done at a future meeting.

H. Public Comment (For Information)

Public comment from Pamela Morris. They applauded the grant application that would fund a liaison at Union Pacific as a brilliant and creative idea, and also emphasized that all materials shared with the EAC should be shared with the public. Tim Lohrentz clarified that the additional memos sent to the EAC could be found on Legistar.

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

Tim Lohrentz gave an overview of upcoming meeting times and advised EAC members to send any concerns through email to the program team. Proposed meeting times are as follows:

- August 22, 2023, 1:00 PM- 3:30 PM
- October 17, 2023, 6:00 PM- 8:30 PM
- November 28, 2023, 1:00 PM- 3:30 PM

VI. Adjournment (For Action)

EAC Member Dave Sorrell motioned to adjourn the meeting and EAC Member Linda Braak seconded the motion. The EAC unanimously motioned to adjourn at 8:38 PM.

EAC Meeting Zoom Transcription Meeting #4 – June 20, 2023

This is a Zoom transcript of the meeting.

Tim Lohrentz

So then we have, um, several more items. So, item D is a follow up to previous EAC feedback. We'll get to this in a minute. And then we have a panel discussion related to anti-displacement approaches that we're using at Link21. And then after the break, we will look at, more specifically stage gate two, uh, which we had an introduction the last meeting. And then finally, our last item is this is looking at what we've been learning about the different concepts, um, the service considerations, the initial evaluation results. We'll also be looking at, um, what the equity results that we have so far for the different concepts. So related to, um, the follow up to previous EAC feedback. I'm hoping that you all had a chance to look at the email that went out this morning. There was a link to this item, item D. There was the memo, um, which had about twelve or 13 ways in which all of you have provided feedback, and then we have responded to that feedback to provide that to you. Um, so we are introducing this agenda item today, but this will be a standing agenda item going forward, providing an opportunity for the Link 21 program to report back to the EAC, uh, as you all raise questions, provide input, or share your concerns and considerations. This will provide a chance to ensure that we are being accountable to all of you by ensuring that we are tracking and responding to issues raised. The Link21 program also produced a memo to EAC members reflecting the ways that your input is adding value on Link21 work. Um, we will be doing this at the time of each meeting going forward as well. Um, please take a look at the memo. And for today, there were two items I would like to verbally reflect back to you. Um, first, we had received a question about the diversity of the staff involved with developing equity metrics. We, uh, think it's a really important question. Um, we have developed a survey that's gone out to all Link21 consultants and staff. Everyone is expected to complete the survey so that the Link21 team can have a better understanding of its diversity. This will be reported to the EAC at a future EAC meeting. The second thing was, at the end of the last meeting in April, there was a question raised about the distribution of benefits to priority populations throughout the megaregion. Um, in response to this question, the Link 21 team will create maps and other materials related to the distribution of benefits to priority populations. This will be in the next evaluation period, and this will also be shared with the EAC. So these are just two examples, and there's a lot more in the memo that was shared about how we are, um, responding to your feedback, which we think is a very important process. Next slide, please. At this time, we're going to share some important dates with EAC members. We invite you to participate in these events. Um, there are several open houses that have occurred, and there's one tomorrow night here in Oakland at the Oakstop office, um, in uptown Oakland. Um, and then we have online open houses, and one that's going on continuously. You can share this with friends. Um, this is providing an opportunity to participate at any time that works for you. Um, we also have two virtual events coming up. July, June 27, June 29, community meeting with presentations. Um, again, this is something, uh, you could participate in yourself or invite people, you know. Um, we also will have EAC office hours following as a follow up to this meeting. The first one will be July 18, the second one will be July 25th. These will both be at 06:00 P.m., the same time as this meeting here. That's a space where you can ask questions, engage around specific issues, and contribute ideas to the Link 21 program.

Frank Ponciano

Uh, Tim, I think we have a question from, uh, it's a member of the audience, so we wait till public comment, or do you take a question now?

Tim Lohrentz

If it's a matter, if it's something related to an item on the agenda, then we should wait till public comment. Um, okay, so at this point, we're going to move to our agenda item on anti-displacement approach. Looks, uh, like we are at least 20 minutes ahead of schedule, so we can probably give some time back to the anti-displacement team. Uh, I know that's a very important topic, and it'll be good to have a little extra time to discuss that. So, uh, at this point, I'm going to turn it over to Ben Duncan.

Ben Duncan

Thanks, uh, Tim, and good to see folks. So we, uh, go to the next slide. Um, we're going to move into a conversation, as Tim said, um, on displacement. And really, the goal is to start, um, by hearing your perspectives and concerns on displacement. Moving into a panel discussion that's going to focus on some existing research, um, and Link21's approach to preventing displacement. And then we're going to open it back up to you all for a deeper discussion. And if we go to the next slide, as we have this conversation, as we enter this discussion about what displacement means to you, um, I'll just start by just acknowledging that the topic might bring up or trigger

emotions, um, and trauma from the harms of displacement on either your community or your family. And as we go through this, you'll see we're using some technology menti.com. Um, you can begin to use that link and that code to enter information. And then we'll just ask that you share at the level that you feel comfortable, um, and choose what and whether and how you contribute from a personal level. And we've really tried to be, um, intentional about asking questions in a way that not just provides avenues both for reflection on the impacts and the harms of displacement, but also some space through our panel conversation and our discussion that's upcoming to envision what's possible um and really work to ensure that Link21 does not follow a long history of projects displacing our most vulnerable populations and communities. So we're going to use Menti.com, um, with the hope that, uh, we're providing multiple spaces and ways and opportunities for you all to contribute, um, either verbally or through this mechanism. Uh, so hopefully, folks, uh, you can see the link here. Menti.com, you can add the code 4371-9789, or you can use the QR code if, uh, you're so technologically m able to do so. Um, and while we do this and think about that question, what does, uh, displacement mean to you? We're going to start with that centering question. I'll have our colleagues bring up the Menti results, um, so we can see it in some responses in real time. As folks are putting these in, we can hold what we see here. I also want to, if there are folks that would feel either more comfortable or want to add to something you've added, um, lift up on anything you've added, we can create some space for folks to contribute verbally as well. So just raise your hand or come off mute and we'll welcome you into that space. But we're already seeing some of the language that you all are providing, um, around what displacement means. And as this unfolds, the bigger the word, the more folks are saying it. So you see that it's related to gentrification, it's involuntary, luxury, hoarding, unfair, unjust connected to him, intimidation, frustrating those folks. Center, is there anyone who would like to give any life to either what you've added or if anyone wants to share verbally, the powerful tool, of course, um, Menti. Clarence, uh, see your hand raised, please jump in.

Clarence R. Fischer

Okay. I don't know how to exactly word this, so help me that when people are forced to move because of this involuntaryness, they're not always given a fair value. And so when they try and move to someplace else, things are out of their financial reach.

Ben Duncan

Yeah. Thank you, Clarence. I don't think you need help saying that, my friend. Um, that was pretty clear. Right. So one of the things that we'll want to pay attention to as we move from kind of what does this mean to you? To what are your concerns, to what do we do about it holding that it's not just the impact of being forced to move, uh, from displacement, but it's the value loss or fair market value in compensation that's often not, um, commensurate with, ah, that loss.

Frank Ponciano

Thanks, Clarence and Ben, if you would allow me, I just want to say a lot of you might have already noticed this, but you're able to submit, uh, several questions, several answers to the question, um, on this, uh, particular question. And to Clarence's question, I would say it's a question of imbalance. It's not a one to one. Right? It's not like you get this place and get the value for it. Like you said, it's a question of value. Imbalance. Perhaps Clarence right. Um, those are some options for you, but I think it's a really good point that you made. Sorry, Ben.

Ben Duncan

No, don't apologize. I love that add. So, um, I'll just ask folks, and I know we have our panel, um, that we're going to come up to, um, hear shortly. Just sitting with what you're seeing here. I won't read it out to you. I think it's, uh, this image that emerges from your contribution speaks for itself, and so holding what displacement means to you. Let's go to the second question, and we're going to open this question live, um, and the same contribution that you can make. Feel free to keep adding as things come to you. Um, so, Mark Anthony, if we can go back to the slide with the question. Um, and Clarence maybe gave us a preview of, um, one of the responses, right? When you think about question two. And what we're going to do is we're going to open this question, what are your concerns related to Link21 and to displacement? You can begin answering this, um, as you do so, we're going to have our panel open up its conversation. We're going to come back to the responses, but we also encourage you to continue to use this mentimeter or menti.com and to, um, respond to this question as you're hearing the panel. Um, so you can continue to add ideas, you can continue to reflect and respond. What's coming up for you as the panel is having its conversation. So we'll encourage you to keep using that, uh, technology. And I'm going to pass it to Darin to introduce our panel. We'll have the discussion and then we'll come back, see what you all have contributed and really build from this conversation. Darren, um, pass it to you.

Darin Ranelletti

Great. Uh, thank you, Ben. And, uh, we can go to the next slide. Well, good evening, EAC members and viewers. My name is Darin Ranelletti. It's my first time here at the EAC, so I'm going to briefly introduce myself before we

jump into the panel. I'm the manager of land use planning for Link21 here at BART, and I started at BART just about four months ago, so I'm relatively new to the program. Prior to joining BART, I worked at the city of Oakland for 20 years, mostly in the Planning and Building department. But the last four years, I worked as the policy director for housing Security in the mayor's office under former Oakland mayor Libby Schaaf. In that role, I coordinated efforts to advance housing policy in the city. And I got a chance to work on some special initiatives, such as Keys to Equity, which was a program to increase access to accessory dwelling units, or ADUs. Some folks call them backyard cottages or in law units. And that program was targeted primarily at Black homeowners as a way to increase affordable housing, while also, at the same time, reducing the racial wealth gap. I was also, uh, a member of the City of Oakland's Racial Equity core team to help advance, uh, the principles and practices of racial equity, um, in the city. So, um, it's, um, a pleasure for me to be here at the Equity Advisory Council to, um, talk to you about this important topic. I decided to leave the city at the end of last year in order to try something different. And I was attracted to Link 21 because I really believe in bold solutions. But I have to be honest with you, I paused, uh, briefly before accepting the position, because I'm aware of the negative impact that big infrastructure projects have had, uh, on communities in the past. And I come to this position acknowledging, for example, BART's role in displacing community members when the system was initially constructed, the many homes that were removed throughout the region, and the disastrous effect that it had on some commercial corridors, such as 7th street in West Oakland, which still to this day hasn't quite rebounded from, uh, that scar of the BART construction. Uh, we must do things differently, and I believe that we can. And I came to Link21 because there was a commitment to doing things differently. And one of those, uh, things that is an example of doing things differently is the approach to displacement. That's what we're discussing tonight. We expect that this is going to be the first of multiple conversations with the EAC about displacement. Tonight we're going to focus on indirect displacement, and we'll continue to focus on indirect displacement in future meetings, but we'll also have an opportunity to talk about direct displacement as well. And as was mentioned, um, we're going to do things a little bit differently for this segment of the agenda. Rather than just presenting a slide presentation, which is what we've done in the past, uh, we're going to have a conversation with a panel of guests, and we sent out some background materials to the EAC ahead of time, and those are also included with the agenda, um, materials that were posted for the public. So hopefully you've had a chance to review those. But if you haven't, that's okay, because, um, during the course of the conversation with the panel, we'll cover the key points that were included in those background materials. So, with that, let's introduce our panel. First we have Karen Chapple, who is professor Emerita of city and regional planning at UC Berkeley, where she served as chair of the department. She was currently director of the School of cities and professor of Geography and Planning at the University of Toronto. She's the founder and director of the Urban Displacement Project and coauthor of the book transit oriented Displacement or Community Dividends understanding the Effects of Smarter Growth on Communities. Next, we have Sarah McMinimy. Sarah is a transportation planner with Steer, where she works on the Link21 team to integrate considerations around equity into the business case. She co-led the development of Link21's Priority Population designation, and works with the Land Use team to analyze risks related to displacement. Her work experience is focused on understanding the needs of different users of the transportation network and examining how transportation projects and investment impact the people they intend to serve. And finally, we have Dena Belzer, who is the founder and president of, uh, Strategic Economics, an urban economics firm specializing in assessing the many ways in which economic forces shape public policy and investment decisions for community revitalization, real estate development, quality infrastructure, and fiscal health. Ms. Belzer was a founding member of the center for Transit Oriented Development and has worked on transit and TOD related projects around the country. She served as the Cornish Chair for Regional Planning in the Department of City and Regional Planning at UC Berkeley from 2019 to 2021, as well as having served as an international technical advisor in Canada, Australia and South Africa. So, welcome panelists. I'm really looking forward to this conversation, and I'm going to kick it off with a question for Karen to help provide some context, um, for the discussion. So, uh, Karen, could you explain state of displacement in Northern California and what's causing it?

Karen Chapple

Sure. Uh, thank you so much, uh, Darin, and thank you to the Equity Advisory, uh, Council for having me here tonight. Um, so let's start from the really super big picture and think about displacement in the world and regionally. Obviously, we have lots of displacements going on politically, um, for climate reasons and so forth. When you zero in on the Bay Area, um, you really need to think about income inequality, the rise of the 1%, and, um, the lack of well paying jobs or compensation for jobs. So the income and wage inequality and wealth inequality, um, that has occurred really over the last 30 or 40 years in the Bay Area and other global cities. And related to that is a housing affordability crisis where people are pushed out, uh, because they cannot, uh, pay for their homes anymore. Um, or landlords, uh, may be raising the rent or they just can't move in. So you have a lot of people, um, stuck in place, um, and so this context is made even worse in the Bay Area. We have some really special conditions here to think about. We have a boom bust economy. We've had it for 200 years, since the Gold

rush. Um, and what we have is super high job growth at times, and the housing development can't keep up. Um, so your jobs and your housing get out of balance. And that is a big, uh, problem, especially when it's getting so expensive to build. And so this is something we're seeing really, in the last ten years, for a lot of complicated reasons I won't go into. It's gotten really expensive to build new housing. And then one last factor in the region I'd point to, um, is that, sadly, the Bay Area has a deep history of exclusion. It's actually where some of the world's exclusionary zoning originated. Um, and there is systemic racism, um, that is built into our zoning code. Um, and it's made it very hard for folks, um, particularly people of color, uh, to access housing in certain neighborhoods in the Bay Area. So they're just off limits. So that's sort of the state of displacement, why we're here. Um, and we're experiencing different forms of displacement. Now, Darin has already mentioned indirect displacement, and when we talk about indirect displacement, we're thinking about residents or businesses, um, that can't stay in place, can't stay in the neighborhood, or can't move in to a neighborhood. And that's, for a variety of reasons, might be economic, might be an increase in rent, might, um, be market shifts, um, might be demographic shifts. Not having kids, or some folks having kids, and the population boom puts, uh, a lot of pressure on the market. Um, so we have that indirect displacement going on. Um, and at the same time, we also have cultural displacement. And that's, uh, some of the terms I heard when you guys were writing, uh, in the Menti about, uh, displacement, the idea of root shock, community killer, somebody wrote, um, the loss of social ties. Um, so that loss of sense of place is something that impacts many, many different communities in the Bay Area. Um, and it means that as places are changing, our old institutions or just the corner store can't be supported anymore. The customer base is really changing, and we lose that sense of, uh, our community. And I just make one last point about the state of displacement. Um, it's kind of a definitional point, and it's about gentrification versus displacement. Now, a lot of us think about gentrification, um, when we hear the term displacement. And, um, what's hard to understand is that, um, gentrification, um, is just a small subset of displacement. So lots of displacement. If you're forced to move or you can't move in, that might happen from investment, but it might also happen from disinvestment. And we're seeing both in the Bay Area, we're seeing areas where there's new capital moving in, but we're also seeing areas that haven't had any investment, um, and people are getting displaced, uh, too, from those areas. Um, this is a much broader phenomenon, um, than gentrification, which is the influx of high income, high educated people. Um, and so at the Urban Displacement Project, we don't call it the urban Gentrification project, we call it the Urban Displacement Project because we want to keep people laser focused on the negative outcomes that are happening with neighborhood change. Um, um, and it has not been easy, um, to keep people focused, because the research out there has been hard to understand. Um, and maybe not too good. Um, sometimes, uh, the economists are getting results that don't make sense, um, or don't correspond to our lived experience, um, on the ground. Um, and that's created a lot of kind of cognitive dissonance, um, when we talk about the terms. So I'll stop there.

Darin Ranelletti

Well, thank you, Karen. Um, link21 is a transit program, so I'm wondering if you could speak a little bit about what the research is showing around the relationship between, uh, transit and displacement.

Karen Chapple

Sure. Um, well, I already said the research is complicated and hard to understand and doesn't always make sense with what you see happening. Um, and this is really true of studying transit and displacement. Um, so, uh, what we know for sure is that when you build transit lines, uh, prices go up. Land prices go up, housing prices go up, uh, rents go up. Now, it's complicated, uh, because if you're right next to the transit, they sometimes don't go up at all, because there's what they call disamenity effect. But in general, those prices go up. Um, then the question has been, when those prices go up, do people, um, move out? Are they forced to move out? And there's been a number of different studies on this, and the results are complicated. There are national studies that have looked at a bunch of cities like Los Angeles, Charlotte, Denver, the Twin Cities, and said, no, people haven't been forced to move out. Um, when there's new transit, um, when we studied it, uh, uh, across California, we actually found much more mixed results. And what we found was that you would see it in some station areas and you wouldn't see it in others. And it depends on a lot of factors, and it depends a lot on whether you have anti-displacement policies in place, whether you have housing policies that help communities stay when the transit is built. Um, and so what we have learned from this work, since we can't precisely scientifically say what's going to happen when the station is built 20 years from now. Um, and we don't know exactly, uh, who is going to be impacted and who's going to benefit from it and be able to stay. Um, because it's not predictable. Um, we argue that actually, you have to mitigate, um, because you could have an effect. Um, so you want to put the structures in place that are going to allow people to stay as the neighborhood changes. Um, and if you don't do that, things could be worse. Um, so if we don't build, for instance, around transit, um, that means that there'll be a lot of pressure on existing housing stock. Um, and when new people want to move into the neighborhood because they'll want to move in, because

transit is great to have, right. Um, then they will, um, try and, uh, bid up the prices of existing housing stock. And you can probably think of a BART station, uh, near you where this has happened. Certainly, uh, I think of in Berkeley, the Ashby BART and, uh, other stations in Oakland as well, um, where, because there hasn't been new housing to move into, um, people, uh, move into the houses that are there and people get pushed out. And so these are some of the effects we can see if we don't mitigate and plan for the transit.

Darin Ranelletti

Great, thank you very much. Um, Sarah, I want to turn to you now. Um, and Karen talked a little bit about, um, the importance of mitigating displacement and, um, being thoughtful about it. Um, so I was wondering if you could talk a little bit about your role, um, in Link21 and what the program is doing to assess displacement risk.

Sarah McMinimy

Yeah, absolutely. And thanks for that question, Darin. Um, so I guess to go back to the beginning, really, from the onset of the work on Link21, our team had heard concerns about displacement from community members, um, from different community based organizations, through early rounds of engagement. So we heard about both the impact that displacement was having on communities currently, but also people were expressing concern about, um, that potentially the program could increase the pressure of displacement. So, really, from the very beginning of the program, this is something that the team has taken quite seriously. And we knew that we would really need to find a way to include this into the program evaluation. Um, including displacement into the evaluation for the program means that, uh, the risk around displacement are first identified, and then it's going to be included with other information that's used to inform decision making, like what the benefits of the program could be. So it helps kind of elevate the importance of that in the way that decisions are made. This is a fairly new approach for transit and infrastructure projects, so we haven't had a ton of roadmap to follow on this. Um, projects, uh, in the past don't typically include rigorous, ah, assessment of risks related to displacement like we are hoping to include in ours, or working to include. I think part of the reason for that is that displacement is not a very straightforward risk to try and quantify. But then when you really reflect on the magnitude that this has on communities um, I'm just reflecting on some of the things that some of those words that we saw in the Menti map, like loss, separation, uh, ignored. It just becomes very apparent, as it did to our team, that this isn't really something that we can afford not to include in our evaluation. Right. Um, so what we're not going to do is shrug our shoulders and say unintended consequences and do nothing about it. We really see the evaluation of displacement risk as the first step towards identifying locally responsive strategies to prevent displacement. So that's kind of from the beginning, uh, we knew that it would need to be included in the evaluation. So the first step was really, um, figuring out where within the business case, uh, this risk would be evaluated. So, as a quick reminder, I know that we've covered the business case a little bit in past EAC meetings, but, um, it's split into four different cases. You have the strategic case, economic case, financial case, and then the Deliverability case. Um, those first three cases, strategic, economic, and financial, those all deal with the costs and the benefits benefit, uh, of the project. And then that fourth case, Deliverability. That case has a really important position within the overall business case because it asks the question, is it possible to deliver this project in a way that delivers the benefits identified in the earlier cases, and really ultimately delivers on the goals of the program? So, it's a very important case, um, and, uh, it really kind of gets to the core of the overall purpose of using a business case evaluation in the first place. Um, so what we're really looking at in the Deliverability case are different risks that could keep the program from delivering on its intended benefits and then ultimately keep the program from reaching its goals. So, this is where we decided was the right place to include our evaluation around displacement risk. Um, our initial methodology that we're working with now to evaluate this risk, uh, it's going to be continually refined. So as we get more data, as we get more information, as we get feedback from you all as the EAC, uh, we will be able to adapt and improve that methodology. But for our initial approach, what we're doing is we're generating a high level score for displacement risk for each of the different concepts. The overall process for this is that for each concept, we identify, um, what stations are included. And then for each of these station areas, we create, um, an evaluation against a number of different variables or indicators that we think, uh, feed into displacement risk. And then we roll up these scores into an overall station risk score. And then we roll up those station scores into an overall concept risk score. Right now, the variables that we're looking at, at the different station levels includes things like, uh, market demand that could be induced by the program current day displacement risk, uh, the presence of existing anti-displacement policies at the different jurisdictions, uh, and then also affordable housing production. Um, currently, right now, we're also very focused on evaluating indirect displacement. Um, Karen was talking a little bit about indirect versus direct. Direct displacement from construction, we know is also going to be very important and. We will discuss it with this group at a later date. But right now, we don't really have the level of detail to accurately understand that risk. So right now, we're really focused on indirect. Um, from our initial evaluation. One of the big challenges that we're finding is that areas where we're providing the most benefits for priority populations are also the same areas that are flagged for risk of experiencing, uh, more displacement pressure from the program. Um, what this is really

telling our team is that in order to deliver on equity benefits, uh, from link21, we really need to address displacement risk. So this is flagging for us how important it is to develop anti-displacement policies, um, which I think Dena will be able to tell us a little bit more about.

Darin Ranelletti

Great. Thanks, Sarah. That was a perfect segue. Um, uh, I want to jump over to you, Dena. Um, can you tell us about how link 21 is approaching, uh, anti-displacement? And what types of anti-displacement strategies are you looking at?

Dena Belzer

Yes. Thanks, Darin. I want to start by taking a step back and addressing, uh, sort of building on what Sarah was just talking about, indicators of displacement. Uh, our work also will be looking at indicators, uh, of displacement at the station area level. Right now, we're focused on, uh, looking at four, uh, cities, nine station areas. And we're treating these as case studies and trying to understand the kinds of displacement that are occurring under the rubric of production protection and preservation of housing and neighborhood demographics, and then on cultural displacement. So, in some ways, we're exploding our analysis to look in more detail. So when we talk about production and, uh, the three P rubric, if you will, is based on work that MTC did, uh, several years ago with the Casa project, which was focused on how can we really increase affordability in the Bay Area? And how can we really ensure that low and modern income households can both stay and continue to come into the Bay Area? So when we talk about housing production, we're talking about how many housing, uh, or what kind of new development is going on in these station areas. So we are putting together metrics related directly to housing production. We're also looking under that production heading at future population growth, as projected by ABAG, uh, MTC in the plan Bay Area model. So that's getting at sort of future market demand. So, again, our indicators are intersecting with Sarah's, and I think we'll be circling back to look at sort of what that overlap or connection is. The next thing that we're concerned with is protection. So how do we protect people who are already in neighborhoods today? Neighborhoods are dynamic places. They're changing constantly. And so we're picking up the idea of change and dynamism by looking at neighborhood change demographics, focusing on indicators such as race income, tenure. In other words, are you a renter or a homeowner? How have those things changed over time? Really trying to understand some of those characteristics. I would note that one of the things that we're seeing that's interesting on this is that we are seeing in some places, incomes remain low, but the racial composition of an area is changing, both in absolute numbers. So, in other words, the total number of people who fit within a certain racial or ethnic category is decreasing, but incomes are not increasing. So we have kind of a variety of dynamics here that we're looking at and thinking about how to, uh, pull together into this scheme. We also want to look at preservation, which is focused on the housing stock itself. So how many housing units are already in an area? Are they in multifamily buildings? Are they single family homes? And how does that align with whether or not people are renters or homeowners? Um, and then, uh, in terms of looking at cultural displacement, we're focusing particularly on small businesses. This is a particular category that's harder to capture in terms of change over time because there's less data available. But even so, we will be able to characterize what kinds of small businesses are in these station areas. We'll be looking at this in terms of retail, but other kinds of businesses as well. And then our goal is to take the kinds of anti-displacement tools that have already begun to be compiled by ourselves, by our colleagues over at the Metropolitan Transportation Commission, many places. Karen has done a lot of work evaluating the impact of these various tools. And we're also categorizing the tools under those production, preservation, production, and cultural displacement activities. And then we're beginning to look in detail which of those tools will better be matched up to certain kinds of station characteristics. So, for example, in the instance I just gave, which is for the San Antonio station, a proposed or potential San Antonio station or station in the San Antonio district in Oakland, where we see incomes remaining relatively low, but, uh, some change in, um, the ethnic or racial mix. What that tells us is that perhaps on the preservation side, there are particular programs that should be targeted to particular groups to really assist those groups in staying. So we want to be sure that the mitigation that Karen referred to earlier is actually being done not on kind of a blunt instrument level, but on a more nuanced level that really does focus on how will we protect future opportunities, uh, for people to stay through. Programs like Rent Stabilization, just cause eviction, fair Housing enforcement, those kinds of global strategies. But on the on the preserve side, in other words, really focusing on the demographic characteristics of the household, what kinds of supports can we put in place to help community members stay where they are. And there are some tools for that that have to do, again with targeting rental assistance to particular groups, finding ways to preserve certain kinds of housing stocks. So this is where the protection, preservation start to overlap with each other. Um, and then finally, there are a, uh, large suite of tools that are targeted towards, um, uh, various kinds of, uh, cultural institutions, small businesses, et cetera, that we will also be looking to target. Uh, so that when link 21 comes in to work with existing neighborhoods, they will be able to have a conversation about what is going on or what has been going on in that neighborhood. The ways in which Link 21 could either exacerbate or

compound certain kinds of issues and then really working to help the community and neighborhood identify which tools would be most effective to their particular instance. So this is a way of both adding a dimension of analysis and research based information that then can be used to work with communities to resolve some of the cognitive dissonance that Karen was talking about, where we have this lived experience that the data doesn't always reflect. So I think that that matching up of the changing trends and dynamics with the tools is really the way in which we begin to reconcile some of that breakdown in what people's lived experience is with some of the data and analysis.

Darin Ranelletti

Great, well, thank you so much, that's all my questions for the panel, hit all the high points. Really wanted to give the EAC a chance to chime in here. So I'm going to turn it back over to Frank to bring in the EAC and the panelists and I will stay here for a conversation.

Frank Ponciano

Thank you so much Darin, I really appreciate it. And thank you for a great conversation. If we could switch over just really quick to the mentimeter results we have and then we have some discussion prompts, uh, to continue the conversation. There are some things that really have stood out to me. If we go to the first question, just really quickly to touch on it again, there have been some answers that have been added recently. Obviously, gentrification is top of mind for a lot of people, but we could really dig in on the statistics, we could really dig in on the academic side of displacement. But what I really love about this set of answers is that it really speaks to the human side of displacement, it speaks to the trauma. I see things here like unfair loss, injustice, unhoused, powerlessness, social economic issues, loss of opportunity, separation from community, punishing, community killer. I saw one here trying to find it, but they do switch around, impacts people of color, racism, there is very clear, first of all, familiarity with the people here in the room with the concept of displacement, either because you've experienced it or because you've seen it happen if you're so lucky. But a lot of us have experienced it as well as seen it happen in our community. Really powerful set of responses here, and we really appreciate your participation. Mark Anthony if we go to the next one, and this is one where we haven't gotten as many responses, and I do want to encourage people, you can go onto Mentimeter. At the bottom, you will see a button, it's a blue button, says, Go to next question, and once you go to the next question, you'll notice that this is open ended. Uh, and so the question allows you to write longer responses. As you can see here. There are some of them that stand out to me from the few that we have here. The best intentions from Link21 aren't matched by strong local land use policies from jurisdictions. This is a tool that we use to sort of hear from people, really everybody. And just so you know, if you're a member of the public, you're also able to submit your responses here as well. Not everybody likes to speak up in a forum like this. However, if you wrote this and you're okay with expanding on it, we love to hear, uh, more about it. So if you're part of the EAC, you could raise your hand. I think this is a really powerful response and really interested to hear what else comes to mind about the mismatch between the willpower of a local jurisdiction and what the Link21 team would like to see happen. What we know works. Right. There are folks here that say there might be concern that there's not enough outreach to the public in regards to Link21 goals and purpose. And other folks yet say that people will get lost in the system aa will not receive the assistance needed once displaced during the process of displacement or eviction. What it may be. Is there anybody in the EAC that would like to add to any one of the responses here that you added or would like to react, um, to anything that you see, um, on this question or the previous question? I see. David sorrell Go ahead.

David Sorrell

Yeah, good afternoon. Good evening, folks. David Sorrell, uh, EAC member and transportation administrator for UC Berkeley. Um, I think the biggest concerns that have been kind of raised, not only limited to, uh, the Bay Area region, but I've seen it in Chicago, where I'm from, also looking at, uh, different types of, um, transportation related projects locally. Uh, Tempo, uh, long, um, international boulevard being one of those projects. Um, concerns after the debacle with, uh, the Oakland Airport Connector. Um, one of the biggest concerns I feel is coming up is that how do we win the hearts and minds of not, uh, only the communities that we serve and the communities that we represent, uh, but also the general taxpayer. And, um, I think we look at transit programs with very regional significance. Um, the problem that we often, sometimes see and hear is that the, uh, narrative gets spun to where, um, folks are going to respond with their biases, but also, the district may or may not be doing enough to kind of tell and make it plain, uh, in both representation of staff but also to the communities, um, that all of us serve in making sure that, um, while our neighborhoods can stand to benefit, uh, from all of these transportation improvements, I think the biggest challenge is also going to realize what the ROI is, uh, in terms of what are we doing to prevent that level of displacement? Um, but it also speaks to one of the biggest concerns, too, is that, um, housing is extremely difficult to come by. And we've seen that over the last ten years, and I've only been here eight of those ten years where, um, those folks that had been living there in their respective neighborhoods for years have been pushed out because of the cost of, huh, housing and acknowledging that these projects could spurn something like that. The biggest challenge after that is going to be how do we protect those that are

currently living there now, um, and how do we make sure that they're prevented from being further displaced? And I think it's going to have to be that long game of reaching out to the community and doing more, uh, per se than just limited to outreach events, but rather just hitting the streets, hitting the mailboxes and kind of just explaining, uh, what Link 21 is, especially, um, as we head towards the later step gates, but also realizing that once this is completed, uh, this is our effort to reach out, but also make sure that our hoods are going to be protected long term.

Frank Ponciano

Appreciate that, David, thank you for that addition. Um, I have Clarence and then I'm going to go to Beth.

Clarence R. Fischer

Okay. This is, uh, Clarence Fisher speaking. One thing that David pointed out is, yes, um, uh, people are being forced to move out as improvements are being made, uh, because if they're renters, the landlords now raise the rent, uh, so high that they can no longer afford there, but then where do they end up? They, uh, end up way out in the middle of nowhere. Link21 will have the opportunity to still bring them as part of a connection. But then the cost of the fare to, um, bring those people from way out yonder into their job center needs to be looked at of how will that equity. Because they used to live very locally and their commute cost was very cheap. And now, yeah, they can afford the house way out in the middle of nowhere. But is the cost of one way commuting going to be 2020? \$5? So, how equity wise do we look at those people of displacement where maybe they only used to, uh, pay \$3 to get from where they lived to work or school, whatever, but now they're being displaced for cheaper housing in the middle of nowhere, but their one way ride is 2020, \$5. How will equity play in a role of that? Thank you.

Frank Ponciano

Thank you, Clarence. And just so you know, we are noting these questions as well as the ones, uh, these answers as well as the ones on, uh, Mentimeter. And this is not the only time we're going to talk about displacement. So we're taking note and, uh, we'll definitely be continuing the conversation. Do have to move on. Um, perhaps if I could hear from Beth. Uh, then we will go to Harun, Gracyna and Samia, uh, to finish off, move on to the next, um, uh, agenda item.

Beth Kenny

Hi, thanks for the presentation tonight. Um, I am wondering about, um, I have never heard the, um, people with disabilities mentioned in the specific, um, groups that you're looking at because and I want to make sure that the effects of displacement on people with disabilities is quite severe. Our low income housing stock is not accessible. We're continuing to build inaccessible housing. It's, uh, something like between two and 5% of low income housing tax credit units are accessible when, uh, analysis by California Department of Fair Housing found that about 30% of low income households in California require greater accessibility needs than we're currently building. And so I want to make sure that, uh, we are not putting people, anybody out, but especially because there's so few accessible housing units available in the Bay Area that we understand, um, the unique situation that people with mobility impairments and vision and hearing impairments face when trying to access housing. Thank you.

Frank Ponciano

Thank you. Beth, really important point. Uh, I appreciate it. Uh, we will move on to Harun.

Harun David

Yeah. Uh, just out of curiosity, uh, I saw all the description of what the displacement is. Uh, this is just a question to all. I wish we could kind of know which demographics and which race kind of put those words, like sense, uh, of laws, like, uh, racism. Uh, I'm just curious. I wish we could know more, uh, because right now they are just all the descriptions of what displacement is. But just having those words and not knowing which segment say that and express that doesn't give us the totality of who really this displacement is affecting most. So I wish on our surveys, we could link the people giving this description and kind of their race or gender, then that's going to bring it down. We will understand more the specific people who are being displaced and these effects that we are talking about. Um, as a matter of, um, actually, I'm joining this link right now in Zoom while I'm in Kenya. It's already wednesday 06:00 a.m in the morning. So I'm not in the United States. It's 06:00 Wednesday morning in Kenya, when it is around 07:00 p.m., maybe California time on a Tuesday evening. So just wanted to share that. Thanks.

Frank Ponciano

Appreciate you sharing that. Ah, Harun and I, uh, appreciate your commitment as well. It's rather early. Um, I know Harun had a question, sort of a larger question about who exactly is impacted by, um, uh, displacement in the bay. Uh, and who would be implicated in displacement has anything to do with this project. So I don't know if there's

anybody on the panel or anybody, uh, on staff quickly that can speak to that understanding that obviously it's a larger conversation. Go ahead, Dena. I see you're muted.

Dena Belzer

Okay, yeah. Um, I think, um, Harun raises a really good question, and we are looking at the, um, uh, racial composition of neighborhoods. In other words, we're starting with, uh, past trends to sort of understand more about the future. And, um, every station area or every proposed station area is slightly different in terms of what their kind, um, of ethnic and racial composition is. And so we're trying to understand, um, what the best way to capture that detail is. Um, so we'll definitely be looking at that. I'm wondering if, sort of in an indirect way, we also should be looking at, um, people's, country of origin to understand more about, uh, immigrant status or sort of where there are concentrations of immigrant communities. This also ties to, um, the cultural displacement. And then I also want to go back and acknowledge the person who asked the question about disabilities, because I think that's something we hadn't thought of, but we should take a look at. So I think that's what the the feedback you're giving us is helping me think about how to deepen our approach to this work. Thank you for your question, because it's very helpful.

Frank Ponciano

Thank you, Dena. I appreciate it. Uh, so, like I said, larger conversation, and it's something that we'll know to come back with, uh, more details with, um do want to hear from Gracyna, and then we'll go to Samia, uh, before moving on, uh, to the next item. Go ahead, Gracyna.

Gracyna Mohabir

Yeah, um, so as we're discussing concerns regarding displacement, something I wanted clarity on, um, was anti displacement strategies or methods. I was wondering if there are some examples of these that could be provided now or later on. And I was just posing a question, and I know we'll be, uh, discussing displacement at a later date, but I just wanted to better understand or visualize these future solutions to the issues we're talking about right now.

Frank Ponciano

Thank you, Gracyna. And I do know we sent some material that may dive into that a little bit. Right. But, um, I don't know Sarah or Dena, uh, if there's anything to expand on there?

Dena Belzer

Um, well, there is a preliminary list of tools in the slide deck that was sent around before, and it is sorted by the protection, preservation and production issues for the housing. We did not add any cultural displacement tools yet, but that's a starting point. I should say that we're also coordinating with MTC, who is looking at a similar set of tools that will be tied to their TOC policy. Um, and then we'll be looking, um, back at the literature and research, but we're also getting ideas from people about kinds of tools that we want to be adding in. So if you have ideas about things you don't see on the list but you think we should consider, it would be really helpful if you could submit those, um or offer them as suggestions, because this is a very dynamic field. And there's no right answer and there's no single, uh, list of things that are going to be the be all and end all. And I think Sarah already also mentioned that this is a dynamic process. So we want to, um, hear any suggestions you have, but that is where, um, there is a preliminary set of tools.

Frank Ponciano

Thank you. Thank you, Gracyna. Uh, and just to highlight that, you're sort of telling the EAC you could follow up with policy ideas, different sort of out of the box approaches and case studies, if there are any.

Dena Belzer

Yeah, I know we'd love to hear from people.

Frank Ponciano

Yeah, we'd appreciate that. Okay, so, rounding us out, we have Samia here, uh, with us. Go ahead, Samia. Hi.

Samia Zuber

And it's Samia. Um, thank you, but it's really not my area of expertise, so please forgive me for any ignorance here, but I heard on the panel, uh, someone sharing that housing shortages are a big part of the cause of displacement. But it's also my understanding that in the Bay Area there's a substantial amount of vacant housing, um, with owners who are waiting for the market to rebound and charge more for rent. So I'm curious on the

relationship of Link 21 and Bart, um, with city, county, state housing policy, and if any of those conversations are happening proactively.

Frank Ponciano

Thanks, Samia. I'm sorry about that. Anybody, um, panel staff, ah, able to talk to that?

Darin Ranelletti

Yeah, I can, um, respond. Thank you for the question. And if any other panelists want to, um, speak more directly to the question of vacant properties, let, uh, us know. But I can say from the BART perspective, we're approaching this with really everything on the table mentality. Um, uh, as Dena said, we're looking at sort of a whole range of strategies. And that might be things that BART, uh, or the Capital Corridor is able to implement. It might be working with our partners at local jurisdictions, it might be working with the private sector, uh, CBOs foundations and nonprofits, uh, as well as legislation, uh, that could be at the local, regional, or state level. So we're really coming in with an open mind. Uh, and I think, um, most importantly, trying to really focus where we get the biggest bang for our buck, so to speak, because I think there's a huge menu of things that we can do, and we can't do everything at once. We want to do what's most effective. So it's important to hear from communities on the ground what they're experiencing, uh, so we can prioritize that. Um, and so, um, as we continue down this path, we'll be coming back to the EAC, giving you updates in terms of, um, what we're prioritizing, what we're hearing, um, and hearing from you, ah, all whether that makes sense, or there's still additional refinement that needs to happen.

Frank Ponciano

Thanks, Darin. Appreciate it. Thanks, everybody, for the great questions. Uh, we had a number of prompt questions, if there was any prompting needed, but, uh, clearly, uh, there wasn't any. And, uh, we will make sure, uh, to continue this conversation. We will also be following up after the meeting, um, with those prompt questions in case, um, anybody wants to continue the conversation. Um, and like I said, this is an item that, uh, will come back and, uh, we'll have a larger conversation with more specifics and hopefully more time for discussion with that. Um, we are going to move, uh, on to a ten minute break, uh, before we come back. It is now 7:14. 7:15. Uh, so we'll come back at 7:25 and we will hear about, uh, some updates on the stage gate process. So, uh, you all can go on, and I will be speaking out two, uh, minutes before 7:25 for people to start coming back to their computers. Thanks.

Frank Ponciano

okay, everybody, it is now 7:23. Just giving you a two minute notice. Um, we are going to be getting started at 7:25. We're back at 7:25.

Frank Ponciano

Okay, members of the EAC, uh, members of the public, and Link21 team members, uh, we are getting started with the next, uh, conversation, um, on today's agenda. That is a conversation on the advancement to stage gate two. And for that, we have our, uh, stage gate lead, Joseph um, Chroston-Bell. Joseph, take it away.

Joseph Chroston-Bell

Thanks, Frank. Um, so this is going to be a relatively brief agenda item, because I previously came to the EAC and introduced you to the Stage Gate process. Um, but I did promise in that meeting that I'd return to the group with a more detailed definition on the next major milestone we're working towards, which is stage gate two. Um, I did also, uh, provide a partner memo to this, which goes into further detail about what stage gate two looks like, the type of deliverables we'll be taking, and also about how your future agenda items will contribute towards stage Gate two as well. So, if you go to the next slide, please, I'll, uh, just give a quick reminder on what stage gates are. In very simple terms, it is essentially when we pass the stage gate, we effectively close the previous phase of our project lifecycle and we move into the next. But it is a structured review process, uh, to close out this phase. We sort of review the evidence we provided from our work from the previous, uh, phase we've done. And also it's important to note that a lot of major decisions about our project definition are made at stage gates. So, ah, they're important to work towards and consider. So move on to the next slide please, about stage Gate two in more detail. So the program is currently in phase one in our concept identification, and we're moving towards stage Gate two, which we're aiming for around about April springtime, uh, next year. And at stage Gate two, we'll approach both the Bart and CCJPA board. CCJPA is the Capital Corridor Board, ah, to advance an action. And the action is that we want to advance a recommended concept into the next phase, phase Two, which is project selection and develop a project proposal for environmental review. Now, what this means in practice is that the board should be making some important decisions about recommending that concept. There's kind of three major decisions to be

making in this space. Firstly is around the technology choice of the crossing. So whether we put Bart, uh, or regional rail in the new transport crossing. The second is around geographic extent. So what are the boundaries of Link21's Investment and infrastructure. And the third one is around concept options. So we may be making a choice about the technology and the crossing, but there's still a lot of options associated with either a BART crossing or a regional rail crossing. So we're not making a firm decision about the line on the ground or specifically where stations might go. There's still a lot of options to engage on, uh, with the public and with stakeholders to do some further, uh, refinement and develop and evaluate those before we define a project. To go into environmental review, we go on to the next slide please. When we go to stage Gate two, like we did for Stage Gate One, we present a bunch of evidence, uh, that's formed primarily in the shape of a Stage Gate two report. But there's also a bunch of evidence beneath it, such as the work from the business case, which you saw some of the discussion earlier with regard to equity. There's work from RCR planning team and also various different parts across the Link21 team. But we present these under four statements. One is aligned to development and evaluation, the second is to engagement and outreach. The third is around equity and the final one is around readiness. The first three look at the quality of the work we've done over the last phase. And, uh, the last one around, Readiness, looks about whether we are, as a name suggests, we are ready to move forward into the next phase of work. And we've defined these statements to basically challenge ourselves to high quality, so that when reviewers at Stage Gate look through our work, they see that, have we met these statements and therefore, can they concur in the action we presented that we can move forward into the next phase of work? Move on to the next slide, please. It's just a reminder. I presented this slide in the previous presentation around Stage Gate, but I wanted to return back to the role of the EAC. The point here is that the EAC meetings are a very important part of the Stage Gate process, and we will need to demonstrate, particularly on that third statement around Equity, that we have taken your ongoing advisory on board, and we will document it in the form of an EAC report to that extent. There's going to be a standing agenda item at the end of each of your future EAC meetings which review the type of advisory we've received from ourselves and how we are recording it going forward. So you have full transparency about how we are logging information with regards to Stage Gate two. So that's a pretty brief presentation, but if there are any clarifying questions, I'd be happy to answer.

Frank Ponciano

Thanks, Joseph. Uh, so, yeah, EAC members, feel free to, uh, raise your hands if there are any questions on what Joseph, um, just presented. Anything wasn't clear, you'd like him to expand on? Okay. Going once. Okay. Thank you, Joseph. Really appreciate it. No worries. Thank you very much. Awesome. Uh, so at this point in time, we are going to move forward to the next agenda item, and that will be, uh, about concept development, service considerations, and initial evaluation results. This is an important one as well. Uh, and for it, uh, I am going to pass on to Camille and the team, uh, that will be presenting on this. Go ahead, Camille.

Camille Tsao

Thank you. Hi, everyone. I'm Camille Tsao. I work for the Capital Corridor as the program lead for Link21. As you know, Capital Corridor and BART are partners in the Link21 program. And then also going to be presenting, um, in this section of the meeting are Andrew Tang, the manager of Program Evaluation, and Emily Alter, the equity and inclusion lead. Uh, and she is, um, with Steer. So, I'm just going to run through some slides. Next, please. So, um, just a little bit on how we're identifying rail solutions. Um, another way of talking about this is how are we determining what rail improvements to include in the program. Next, please. So, during this phase, phase one, um, we've been doing a lot of work around identifying how rail service how train service can improve. And, um, the reason we want to do that is because before you propose um, or figure out what kind of train technology you're going to operate or what kind of infrastructure you're going to eventually design and build, you need to make sure that you're supporting the service that's going to be operating. Um, so we've, um, been doing some service planning. Um, we've assessed benefits of the two different train technologies that we're considering to go through the new crossing. So that's the BART technology and the regional rail technology. And then we've also been collecting some environmental data and input to guide our technical team in exploring uh, the different aspects of our concept. Where new tracks might go, uh, where stations might go, etc. Uh, and as Joseph mentioned, there's still going to be a lot to do in that area after Stage Gate two. But just as a concept, as a beginning point, we're using this information. And so then, um, we want to understand the benefits and trade offs of these different concepts that we're developing to help us make a decision on, again, which train technology will be in the new crossing, BART Gauge or regional, uh, rail, which uh, runs on what we call standard gauge tracks. And the reason why that's important is because um, normally when you are riding a train, very few people look down on the

ground and really care. What kind of tracks are these? Are they broad gauge, are they standard gauge? Nobody cares. M, you generally care about is my train on time? Is it going to get me to where I'm going? Um, in a reasonable amount of time, safely, um, affordably efficiently. Um, but the reason why it matters is because it will, um, affect the passenger experience, um, depending on where you're coming from and going to, because the mega region is large. So depending on whether you have BART in the new crossing or, um, regional rail in the new crossing, it might affect where you're transferring, or how many times you transfer, or what your travel time might be depending on where you're going. So this is an important step for us, um, to uh, identify the train technology and continue um, to plan and define the concepts that will eventually be the project next. So um, as we mentioned before, um, the planning, the development of the concepts and how we're refining them and making decisions is guided by the business case. Um, so please keep clicking through. Um, we have four, uh, different areas of the business case. The strategic case, the economic case, the financial case, and the deliverability and operations case. Um, and you can see on the screen there are different metrics, example metrics that fall under each of those. Um, I'm not going to read each and every one, you can see them, um, for yourself. But basically, um, the team uh, led by Andrew Tang, ah, is going to be evaluating the concepts as we develop them and see how they fare under each of these different areas. So, um, in Phase One, the process that we're following is we've collected and been collecting, we'll continue to collect data. Um, we identified some early concepts. Um, we then, uh, did some analysis, conducted some analysis, then further refined those concepts, again looking at service and how we might improve service. Um, we assessed the benefits of those concepts and refined them, and then with additional analysis and refine them and refinement, we're honing in on the train technology that, um, will eventually be recommended to the two boards, Capitol Corridor and BART, um, and continue to, um, evaluate the benefits and, um, refine those concepts until we're ready to make a recommendation, in early 2024. And, uh, as you see, we're continuously getting public input each step of the way, um, to help, uh, inform and help us refine the concepts.

Camille Tsao

What progress has been made so far? Next. So this is, um, what we've been doing under Phase One in these three areas. Um, public Engagement, which includes working with this council, um, additional equitable engagement activities, working with CBOs, um, earlier co creation workshops that were conducted, focus on priority populations, um, and generally just listening, learning, and gathering input from our various stakeholder groups. Um, our team also worked on some early environmental work, conducting data collection on, um, both social and natural resources. They identified environmental constraints and opportunities, and also identified potential environmental justice effects and benefits. And then finally, our planning team has been exploring different service improvements, um, developing concepts, evaluating them, refining them, um, and then working with our modeling team to, um, model these different concepts, prepare preliminary cost estimates so that an initial cost benefit analysis could be conducted. And so the concept exploration to date, you've probably heard us talk about this before, is our concepts are based on these four building blocks of market, service, technology and infrastructure. And so, really, um, we're at the point where we're not asking anybody to select a concept. We're sharing six different concepts with the public now during our outreach in June and part of July. And we're just asking people to give us feedback on the different benefits and trade offs of these. We're still learning from them. They all have slightly different features. Some go to slightly different places, some require transfers in, uh, locations that are different from others. And so we're really just trying to get people's feedback on those different aspects of the concepts. So what will service look like with Link21? So, these are some of the features that are covered under service planning. And basically, how are people experiencing the service when they're on a train, whether it's BART or Regional Rail? Um, our foundational goal for the program is to transform the passenger experience. So we really want to pay attention to what we can do to improve service on the existing Bart and Regional Rail systems. Um, so that includes the things that you see here. Um, now, I just want to mention that I know that safety is top of mind for a lot of people. Um, just because you don't see it on this slide does not mean that we don't take it seriously or don't acknowledge it. Um, it's just what you see here are things that go into service planning for a capital program, like what we're running. Um, so we acknowledge that safety is absolutely important to the passenger experience.

Camille Tsao

So there are basically two types of service. Um, one, and they meet different travel needs. So just to break it down simply and more straightforward, we refer to two types. We refer to the urban metro type of service, which is generally what people think of when they think of BART. They think of a surface that runs pretty frequently. Um, the stops are relatively closer together. Bart stops are about anywhere between 1 mile, sometimes a little less, to up to 5 miles in more, um, suburban locations. But generally people think of BART, something that runs often

stops in, uh, quite a few places. Um, and also when Caltrain starts running its modern, um, equipment next year, it's modern electrified equipment. They will also be running what we would consider an urban metro service. Their service frequency is going to go up, um, starting at ten minutes, every ten minutes, um, as opposed to the half hourly, uh, service that they generally run now in the peak periods. So BART, Caltrain, modernized Caltrain fall into that category of urban metric, um, next, please. And then the other type of service that we also are planning for and that still exists today is intercity or express service. So this is, uh, the type of train service where people are traveling medium to longer distances. Um, and you're connecting region to region, or urban and rural communities. So, Capitol Corridor, Amtrak, long distance, the San Joaquin, Ace and others. This is the kind of service that they provide. So they don't run as often. Um, they also don't stop, um, close together like Bart does. Um, and therefore they can hit higher speeds. Um, and you can get faster travel times than if you were on a train that was stopping every couple of miles or so, because you're on this particular train to go a longer distance. So it's an express service or, um, an intercity service. Again, that's not stopping as close together. Next.

Camille Tsao

Ah, so here are just some examples of, uh, trains that we have in the Bay Area or will have in the case of Caltrain. So on the left, very left, that's conventional BART. It is the only train type in the Bay Area that runs on what we call broad gauge tracks. Or sometimes we call them BART gauge because it's unique to Bart. So, um, this is a closed system. Only BART trains. Only these type of BART trains run on these types of tracks. Um, the other three that you see here all run on what we call standard gauge tracks. Those are the types of tracks that are throughout the national rail network that Amtrak uses, that freight trains use, um, and so if you build a standard gauge crossing, you're building, um, a crossing that is connected to the national network in essence. So I already mentioned Caltrain. Once it electrifies its new um equipment, we'll be able to provide this urban metro, um, service, as well as continue its BB Bullet Express. Now, eBART, um actually runs on standard gauge tracks. People might not know that, but it does. Ah, so it is a BART. It is a BART service, but it runs on standard gauge. And this is the service between Pittsburgh Bay Point and Antioch in eastern Contra Costa County. Um, it is. These trains, um, are shorter, smaller, smaller, in that they don't carry as many people as your typical eight to ten car BART train, um, but they still provide frequent service, which we would consider urban metro. And then finally, Capitol Corridor. Um, this is a photo of today's, um, Capital Corridor train. Um, we run on standard gauge tracks as well. But, uh, in the future we will be running modern zero emission trains, um, that can provide this high capacity, high quality intercity express service. So our trains won't be exactly like the Caltrain, modern um, equipment, but it'll be more similar to that than what you see today with a diesel, uh, power locomotive pulling cars. Next.

Camille Tsao

So just a little bit more, um, so when we talk about, uh, the different, um, technologies in the new crossing, um, we explain that if you have regional rail or um, standard gauge tracks in the new crossing, it'll be a slightly different experience than if you have broad gauge tracks in the crossing. So this map shows if you had regional rail in the new crossing. So just for orientation, the green lines here represent the urban metro service. So it's basically the BART system and the Caltrain Modern system in purple rep is represented intercity express services, um, provided by Capital Corridor, San Joaquin, um, ACE, uh, Valley Inc. And so you'll see that the purple line does cross the Bay. Um, you see it go through Alameda and over to the Salesforce Transit Center. So that in this diagram, we're showing the regional rail, uh, crossing where it could go. Um, and basically, um, we're also proposing that, ah, an urban metro service, um, could go between on standard gauge tracks, could go between Richmond and San Francisco, or the Oakland Coliseum in San Francisco. Um, it could just go between those points. But also Caltrain could come up the Peninsula, go across the East Bay and up to Richmond, down to Oakland Coliseum. Likewise, the Capital Corridor trains could come from the Sacramento area, or the San Joaquin trains come from the Stockton northern San Joaquin Valley area and come over down to Richmond on those same regional, uh, rail tracks that go through Berkeley and Emeryville and then cross over to San Francisco. Um, so the potential number of trains in this new crossing could be 14 urban metro plus two inner city to start with. Um, there could be more, uh, trains than that in the crossing. The crossing is capable of accommodating more, but we would need more infrastructure, um, on the San Francisco side in order to do that. And right now, we're working with the limitations of the rail infrastructure that's being planned there.

Frank Ponciano

Camille, uh, just really quick, just want to alert you to the fact we do have an AC member with their hands, uh, up david, Sorrell. Do you want them to wait a little longer, or are you willing to take a question right now?

Camille Tsao

If it's a clarifying question, I'm happy to answer it now.

David Sorrell

Well. Thank you, Camille. Um, I will save my question towards the end, because while I'm geeking out at the technical aspects, uh, of service planning, um, my question could possibly be more appropriate towards the end. So I will put my hand down. But this is amazing. Uh, I'll just shut up now.

Camille Tsao

Yeah. Please leave your hand up, and we'll call on you, um, when I'm done. All right, next slide, please. So the next one is a map showing if we had, um, BART gauge, uh, tracks in the new crossing. So you'll see here that we have the same green lines representing urban metro service. Um, and in this case, the green dashed line is where the new crossing is. So this one shows, um, the crossing going from Oakland to Alameda and then down to the Mission Bay area UCSF, before working its way up towards, uh, Market, um, uh, and then in this case, the intercity services or intercity express services in the purple, since standard gauge wouldn't cross the bay. Um, this would mean that folks on those services, uh, would still need to transfer to get across to San Francisco and the Peninsula. So we're looking at a number of different locations, um, in the central Oakland area, whether it's Oakland, uh, around 12th street. We've also explored Jack London, although that's a little trickier. Um, but nonetheless, the experience, passenger experience is a little different. Right? So if you're coming from a farther distance on these inner city trains, you will need to transfer still to get across. But if you're going to Mission Bay, I mean, that could save you some time just by, uh, taking the, uh, new crossing. Or you could still transfer to BART in Richmond and take the existing crossing and get over to the financial district. But that doesn't change your experience from today. Um, so, um, the other thing I'll add is that for this, um, scenario, we're looking at 24, um, Bart trains in the new crossing. And, um, where do all those BART trains go? Well, on the East Bay, they would feed into all the different Bart lines that we have on the East Bay. Um, and then when you get to the West Bay of the San Francisco area, they do need a way to turn back. So, um, our planners and engineers are figuring out where those Bart trains could land and then eventually turn back. Um, and I forgot to mention this, but the uh, city of San Francisco is planning for an eventual western San Francisco extension. So we've, um, been looking at how eventually, um, whether this is, uh, BART in the new crossing or regional rail in the new crossing, that eventually our, um, trains could continue on to western San Francisco when that extension is eventually built, or there could be a transfer to that service. But nonetheless, we're coordinating with the city and making sure that that's possible. Okay, um, so I guess before we get into what we've learned, um, this might be a good time to take David's question.

David Sorrell

Okay, I'll slide right back in. Thank you, Camille. Um, so I think part of the equation, a couple of things that just kind of popped up in my mind, um, because number one, this is an amazing update, so thank you for that. Number two, I think in order for us, or at least the District and Capitol Corridor, um, to at least realize the zero emission, uh, train sets, or at least to have that as a reality for more frequent service, um, which is the catapult to what CalTrain is doing what they're doing to electrify the system so that it becomes an urban metro. Um, how easy would it be to engage with, say, the host railroad, in this case, Union Pacific? Uh, to either a give some of the track space to, uh, Amtrak link21 BART or in terms of creating the infrastructure and for them paying for it, which I know that's going to be an easy that's not going to be easy at all, but at least in terms of electrifying the rails, um, to overhead so that you could very well run more electric equipment, therefore reducing, uh, the amount of, uh, diesel emissions, m, which obviously will be phased out in 15 years. But, um, has there been any assessment, uh, to making sure that, uh, the district can do their best to engage with the host railroad so that those levels of we talk about displacement, but also we have to take into consideration some of the environmental harm, um, and from both the technical, but also from just experiencing dealing with railroads, um, getting Union Pacific to come to the table. I don't think that's going to be easy at all.

Camille Tsao

Yeah, no, this is a great question, and I'm really glad you brought it up, because I failed to mention it. Um, and uh, it might have been previous meetings, but just as a reminder, as David says, um, we Capital Corridor run mostly on Union Pacific freight owned right of way. Uh, Caltrain owns 50 miles of its own right of way. So what they were able to do with electrification and running more service is a very different situation because, again, they own 50 miles of their right of way, whereas we don't. So we are a tenant to the Union Pacific, um, um, most of our corridor, and I will say that, um, we have a pretty good relationship with Union Pacific, um, Capital Corridor does because they are our host railroad. We have to work with them a lot on all of our different projects. Um, and whenever we want to change our service, we have to get approval from them. So generally we have a very good relationship with them. But it is a big organization and it's a nationwide business that they're running, so it's difficult for them to have enough staff and resources to pay attention to all the different projects and asks that they are receiving. Um,

but what we've done is in this last round of application for federal funds to the Federal Railroad Administration, we've included in our grant application a proposal to, um, allocate some of the money that we're awarded to Union Pacific to staff our project. Because a lot of times it's not that they don't want to participate or cooperate, it's lack of staff. So we're actually proposing to fund some staff so that they can dedicate the time to model and evaluate what we're proposing, um, so that we can move it along. I, um, think also the key too, is negotiating with the UP on these different one off projects all over Northern California is not super efficient. It hasn't always worked well. Um, and it might be because in a certain location, passenger rail wants to make an improvement on the up corridor or right of way. And they're like, uh, that improvement doesn't really do anything for us. We're not that interested. If we can be more strategic and work with the state, who is in charge of the state rail plan. If we can be more strategic and say, you know, Union Pacific, we really want to do something in this section for passenger rail, and we see that there's a very valuable improvement 50 miles away that you could really benefit from. Maybe there's a way to trade, if you will, or, uh, package these negotiations and package these improvements so that there's a win win. I just think that generally there's a more strategic way to go about working with Union Pacific. And, um, I'm hopeful that we get awarded this grant so that we can make sure that they have dedicated staff and that the state will, uh, continue to be a partner with us, um, and support a more strategic approach to working with the host railroads.

Frank Ponciano

Camille we have another two hands up, so we're going to go to them and then we need to continue, uh, on the presentation. We have Linda. And, uh, also we've got David Ying. So we will go with Linda first. And David.

Linda Braak

Hi, everyone. Camille, thank you for that. I feel like I'm going to be the jerk of the call. Um, I appreciate the position you're in. I appreciate what you're trying to do and you're trying to walk a line and juggle a lot of things. But I heard more could have than I've heard in a long time. It could be this, we could do that, we could do this, we could do that. Because you're probably trying to juggle a lot of different things and you can't get anybody to commit. And it's so frustrating. So I'm an outlier here. I'm way up in Roseville. We have outliers here, we have displaced people. We have remote people that are, uh so, uh i, uh, get that there's displaced people condensed in the bay, but we have displaced people in rural communities that are desperate to get to work to get to work in. Sacramento in the bay, that if we had reliable transportation, if we had frequent and reliable rail transit, they would hop on in a heartbeat. And the fact that we've got this gauge and that gauge and BART's doing their own special gauge just pisses me off. And I got to tell you, I was in Texas this week. Texas.

Linda Braak

Oil soaked Texas. I wrote the text Rail, the all electric train in Texas from Dallas to Fort Worth in Texas. A, uh, beautiful train chock full of minorities and other suppressed people displaced, riding a beautiful, clean rail car with conductors with easy pay on, um, the app, beautiful, service free WiFi. Why can't we do that here in this land where we pretend and break our arms patting ourselves on the back at how advanced and futuristic and global eco whatever we are? And it makes me so angry that we just blow this hot air all around and nobody commits and nobody does anything. And Camille, you are absolutely wedged in the middle of that. I feel for you, and I know you can't say anything, but it makes me angry that we talk all this talk. We have these committees that hammer the stuff out for years to talk out these finer points and can't agree on everything because we're trying to make the finest, most infinitesimal percentages happy instead of let's get the majority and we'll clean up on the afterwards. And so I feel like we are absolutely we have not only missed the boat, but missing the train because we're trying sometimes too hard and we're not pushing hard enough and we're not getting angry enough. And I'm, um, just so frustrated sometimes with our process. I love the state. My family has been in the state since the 1700s. But we are just killing ourselves sometimes with this circuitous process and the fact that we cannot push hard enough in the right directions. And I would just love us to, ah, align a little bit cleaner on a few clear points and push harder to get things right, whether that be public private partnerships. Write some P three S, camille I will lean with you so hard I will scream. I will go to committees. I'll go to Caltrans and have hissy fits. I'll go to high speed rail instead on the committees. I will go to the Senate and the assembly transportation committees and just be I'll go full metal, Karen, if that's what it takes. But this is ridiculous that we can't get these fundamental things done, that our citizens need to be able to just get to their jobs and get to the workplaces and live. Uh, I'm angry and frustrated, and I hear you just waffling these lines that I mean, you're doing a great job, Camille, but you shouldn't have to. It makes me angry, and I'll put my hand down. Thank you for listening. Thank you.

David Ying

Thank you, Linda. I appreciate it. David yeah, so thank you for that presentation. I have two, uh, questions that are somewhat related. The first one has to do with the, uh, difference in frequency between the regional rail and the BART ah, concepts. So, um, you mentioned that there was something to do with the, I guess the salesforce side of it that's causing the limitations, as well as maybe some stuff elsewhere that I didn't catch. But, um, what I'm curious about is that if the reduction in frequency comes in part from having, um, the intercity trains come in, I'm thinking maybe it would be better. On the East Bay Side if we could have the intercity train stop at Richmond and, uh, not Jack London, but, um, coliseum and then have urban metro service. Sort of like take um up the rest of it. Because what I'm thinking here is that there's a lot of potential with this urban, uh, with this, uh, regional rail concept. But at the same time, if we are sacrificing frequency for it, I think that's not ideal. We're not getting the most out of what is going to be a very expensive piece of infrastructure. And then the second question that I have is that, um, with the regional rail alternatives, would it be possible also, or I shouldn't say would it be possible, but are you considering doing infill stations on the East Bay side as well? Say, like in Richmond, in Berkeley, and in Oakland? And I asked that because I think one of the major problems with BART the first time around was that, um, it went through a lot of communities but didn't provide them with access in the form of stations. So somewhere like San Antonio being a very prominent example of that. And I think that given that the main focus of this council is about equity, I think it's very important that we use this opportunity to create infill stations, especially since electrification is going to make. Accelerating and decelerating a lot easier than it was before. Mhm.

Camille Tsao

Um, so basically, two questions. First about the frequency on the regional rail side, um, and then secondly, about infill stations. So, um, regarding frequency on region rail, so we could eventually increase the frequency, but we would have to build more infrastructure because the trains need someplace to go, right? The Peninsula is constrained for its capacity, so we are working with Caltrain, following their, um, service vision, um, which in increments, um, basically starts six trains an hour. Eight trains an hour goes up to twelve trains an hour. And eventually they will be also hosting high speed rail. Um, so it's not so much the intercity that's, um, i, um, guess limiting the frequency of service there. It's, it's really just limitations of the Peninsula portal. Um, so, uh, if, if we wanted to add more regional rail trains through the new crossing, we would have to find another way, another place for them to go. Perhaps if they continue on to western San Francisco, that's another possibility, right? There a future extension somewhere. So it just has to be done incrementally over time. Um, but I, uh, know when we had the two maps showing the proposed number of trains through each crossing, and the BART one has much more than, um, the regional rail one. I think the thing to remember, though, is that the BART trains, the 24 BART trains that we show in the Bart new crossing, they get dispersed, right? When you get to East Bay, they get dispersed across all these lines. Whereas the regional rail trains, they're either going up to Richmond or continuing on to Sacramento, or they're going down to Coliseum. So in actuality, when you're in Richmond or Coliseum, you're getting trains every 15 minutes. And likewise on the Bart side, you're getting trains to each of those endpoints and there's more endpoints. So it ends up being about the same frequency, even though in the crossing you see more trains, if that makes sense, because there's more branches on the BART system. Um, so that's the first question. The second one about infill stations. Uh, you named San Antonio, which is an infill station. We're considering I think you were only asking about the East Bay. Um, but yes, we're considering, uh, the San Antonio, and then we're looking at a lot of different, uh, stations, uh, in Oakland, because it is so central and because the crossing will be starting somewhere in Oakland. And so we're looking for those, um, points where we can have, um, good transfers between the BART and regional rail network, because we really want it to work like one system. And we want to make sure that regardless of what technology is in the new classing, that people can get between the Bart and regional rail networks easily. Just quickly, the whole concept of urban metro and then more of an inner city express service, there's a balance to be had. Right. Um, if you stop, uh, very close together, uh, you're not going to be able to get as far within a certain amount of time. And so we're trying to design a system them that can accommodate both frequent stops, but also long distances. And when you do that, you often need, um, something like what Caltrain did, which is some trains are able to pass other trains and pass stations if they're going longer distances. And some trains need to be able to stop. And generally when you do that, you need more tracks because trains need to be able to go around other trains that are stopping more. So that's more infrastructure. And BART is primarily a two track system, which is why you don't see Bart doing a lot of skipping and expressing because, um, it's a two track system primarily, so it has to pretty much stop at every station. I hope I answered your questions. There was a lot there.

David Ying

Yeah. Thank you. You did.

Camille Tsao

Okay.

Frank Ponciano

Awesome. So, Camille, I, uh, do see David. Sorrell you have your hand up, but let's wait till the end. I know we need to get through another section, uh, of the presentation. Hoping to finish by, uh, 830. And then you'll take a couple of questions and finish the adjourn.

Camille Tsao

If I recall, I think Andrew is going to be taking it from here.

Andrew Tang

Sorry, Camille, you're the next slide.

Camille Tsao

I'm the one I got one more. I was, like, trying to remember. Can we see the next one, please? Okay. Sorry, Andrew. So just quickly, what, um, we've heard in our, um, outreach is a, uh, lot of feedback saying we do have a lot of diverse needs in our mega region. And again, thank you, Linda, for representing the Roseville area. This, um, is not just about Bay Area travel needs. People, um, want to be able to get to airports, not just for making trips, but also for their jobs. Um, and those jobs tend to have shifts that occur all throughout the day, not nine to five. People, um, want to go to places of entertainment. They want to visit their family and friends that may not live close by. Um, and then we've heard about, uh, mega regional destinations that people want to get to. Travel between Sacramento and the East Bay or San Francisco. Travel between the Santa Cruz Salinas Monterey area and the East Bay. Um, within the Bay Area, people want to get to San Francisco and Oakland. Alameda, Emeryville and Berkeley or the Peninsula. Uh, Silicon Valley to the East Bay. These are just the top destinations we heard, but we heard several others as well. So this is not an all inclusive list. And then finally, people are very interested in extended service hours, especially on BART. People have been talking about that for a long time. Why does BART shut down for 4 hours every night? It's because that tube needs to be maintained. The Transbay tube needs to be maintained, as well as other parts of the BART system. And you can't run trains, um, on a two track system when you're maintaining it. So, um, we're hopeful that with a new crossing, we can, um, get a step closer to providing extended service hours because at least we'll have a redundant crossing of the bay. But there would be some other things that need to be done as well in order to make that happen. Um, but, um, that's generally, in a nutshell, what we've been hearing about mega regional travel needs. Next slide. Um, okay, Andrew, I think I hand it to you.

Andrew Tang

Right. Um, so, hi, just a remind. I'm Andrew Tang. I'm with BART, and I'm the manager of program evaluation. So, um, what I'm responsible for is Camille talked about a lot of different concepts and ideas and so forth, and I run them through evaluation tools and, um, learn from those evaluations. And I'm going to share we got a lot of results, but I want to just share in the next three slides some, uh, of the general findings that we've come across that are worth, uh, knowing about. So, I've got three slides, and I'll go through those. They're general findings. And then Emily's got a handful, um, that are specific about equity. And I'm not even we only have 15 minutes, so I'm going to guess that I'm going to go through my screen, take questions, and then we may or may not be able to get to that last piece because that may have to be in another meeting. Um, I don't think we're going to make it through all of it. Yeah, that could be the case. So let's go through yours and then we'll assess in a moment. Sure. Okay. All right, so I've got three slides. Um, and then I'll take questions after those three slides. Um, the first slide are evaluation findings that, ah, hold regardless of whether the technology in the crossing is barred or regional rail. So, the first is that we can meet all the travel demand that we project by the year 2015 that wants to go through that TransBay crossing between San Francisco and Oakland. Um, and in particular, what that means is it really isn't necessary to build two tunnels, one BART tunnel and a regional rail tunnel because either one of them could meet all of the demand that we projected there might be by 2050. Uh, so having the second one is just spending a lot of money without a whole lot of benefit. The second thing that we learned is that, um, we can improve passenger reliability and provide needed redundancy with either of those two crossings. Um, and the way that happens is if, uh, there's a shutdown, for whatever reason, maintenance, equipment failure or whatever in the existing crossing, people could be transferred into that new crossing, uh, and still get to where they need to go. And the way that for the BART one, that is pretty clear how that works. But for regional rail, because of the way that, um, the transfer points are built into both in the West Bay and in the East Bay, you could take BART to a regional rail transfer point, use the regional rail tunnel, ah, um, to get to your destination, so either one can provide that redundancy. The third that we found is that by having more frequent trains, we can grow ridership. So we did

run the models just to see, well, suppose we ran eight trains versus ten trains and so forth. Do you actually get more riders? And you do. Um, but that will need to be balanced against operating costs in a larger fleet that you're going to need in order to support that. So that's something that we're going to be looking at. Um, we're going to be doing some more analysis of that going forward to learn more about where the, if you would, the sweet spot of that might be. Fourth, we can provide benefits to priority populations across the network in different ways. And what I mean by that is, uh, if the technology in a crossing is barred, as Camille was explaining, so you could take barred across the new crossing, and then the trains disperse all over the existing barred lines along the red line, the yellow line, the blue line, the green line. And that serves priority populations along all of those lines. Um, to some extent. So you have benefits that are sort of spread out all over the place. But in contrast, Regional Rail provides, if you would, new service that doesn't really exist today in several key markets. And just as examples, um, there's going to be, uh, a new service that you could take regional rail trains from Richmond to the Peninsula today. You can't do that well, you have to make many transfers to do it, but you'd have a one seat ride to the Peninsula. So that's a new market that serves priority populations in Richmond. Or, for example, you could have trains that now run from southeast San Francisco and the Bayview across the new Crossing, and then continue on, um, to all over the East Bay and even beyond to Sacramento, as Camille's graphic was showing. And that's a new market that doesn't exist today. So Regional Rail also provides benefits to priority populations by opening up new markets for those priority populations. So, um, the next finding was that, um, either crossing can reduce future crowding in the existing BART Crossing. Um, now, I know there's no crowding in the existing BART Crossing today, but there was pre pandemic, and there's a possibility that that crowding will return, probably not in the next few years. But we are talking about a project way out in 2050, and, uh, MTC projects a lot more population and jobs eventually into the Bay Area. And that crowding could come back either a regional rail or a BART crossing could address that crowding. Now, for BART, that's pretty clear how that happens, but the same thing. But you also get crowding relief from regional rail. And the way that happens is quite interesting. Um, so with the graphic that Camille shared with you showing the regional rail trains, um, we found that the trains from Richmond going to San Francisco are faster than 2017.

Andrew Tang

Um, is there someone that can mute whatever, ah, is going on? Okay, great. Um, right. With the regional rail crossing, trains from Richmond could get to San Francisco faster than on BART, and trains from near Coliseum could get to San Francisco and the West Bay faster than on BART. What happens is existing well, not existing, future BART passengers on the Red Line transferred to Regional rail because it's faster. Future, uh, BART passengers on the Blue and the Green Line transferred to Regional rail because it's faster. And as a result, it takes passengers out of the existing BART crossing and reducing crowding. Uh, the last point was that, um, this is really not an evaluation finding. It's that we're going to be designing either crossing in a way that it supports other projects in the region. And we're, um, coordinating heavily with our partners across the region, Caltrain, uh, uh, Capital Corridor and so forth, and projects that they're undertaking. We're going to make sure that we build our project to be able to connect to those. Next slide, please.

Andrew Tang

Okay, um, this is a set of findings that are about, um, the BART crossing. Um, so, first, um, with a BART technology crossing, we do get better service and passenger experience because of that new BART crossing. Um, we benefit regional rail. One way it does it is by improving, um, the experience to regional rail riders. Because, as Camille point out, that we're going to have its new transfer point within Oakland, um, possibly a 12th street, possibly a Jack London Square. And by providing that regional, uh, rail passengers are able to more quickly access, uh, the West Bay in San Francisco. Um, as, uh, I've already talked about, the, uh, BART Crossing would basically double frequency on all East Bay lines. So, all of those communities, wanna Creek, Richmond, Dublin, Pleasanton, Fremont, East Oakland, all now get essentially twice as many trains going to the West Bay. So, that's the benefit. Uh, having a BART Crossing also enhances access. Uh, it provides benefits to priority populations. Again, because there are more trains to all these different locations in the East Bay, and they all now have better service to the West Bay. And lastly, it does generate additional ridership. So, we've ran these different concepts through different ridership models, and it did find that, in fact, uh, ridership does increase. And in particular, uh, we did find that the concepts that had a station in Mission Bay did increase ridership modestly. So that's the benefit. And concepts that had a station, a new station in the island of Alameda caused a modest increase in ridership. So there's a benefit there. All right, next slide.

Andrew Tang

And this is the last of the third general findings. Uh, if we had regional rail in the crossing instead of BART, um, we also find a lot of benefits from that. Uh, you get improved service and passenger experience. And one way of doing that is that there's just a lot more one seat rides across the bay into San Francisco and the Peninsula. For example, uh, Linda's community in Roseville, we can now run that intercity train that Camille was talking about through this crossing into San Francisco. And now you've got this great service, uh, for people along that line. Um, and there's a lot of other one seat rides that have now been enabled. So you can now go up the Peninsula and go through the crossing and reach communities all over the East Bay. Um, we find that you can benefit priority populations with service south of the Salesforce Transit Center. So we found that if you run, uh, regional rail trains across the crossing and then south of, um, the Salesforce Transit Center, that, uh, there are benefits now going to the many priority populations in southeast San Francisco. Uh, the reasonable crossing also increases access. Um, it is, as Camille was pointing out, is compatible with other standard gauge rail operators. So it will allow, for example, Caltrains to go through the crossing to be Spay and Capital Corridor trains to go, and San Joaquin trains to go through the crossing into San Francisco. Um, we also found that, uh, as Camille is talking about, um, with the regional rail crossing, we can have urban metro service provided using standard gauge tracks. And if we did that, uh, up to Richmond, we found that, uh, that, uh, produced actually pretty substantial ridership. So using that, developing a regional rail urban metro system up to Richmond is pretty beneficial. We did also find that, uh, analyzing going even further north increased ridership not quite so substantially as Richmond. So it's a much more modest improvement in ridership. But, uh, going further north does run into a number of significant issues, um, with regard to land use problems and environmental risks. Finally, uh, the regional rail crossing does generate additional ridership, and it does it a number of ways. So, for example, extending CalTrain service to the new crossing to the East Bay just generates a fairly substantial increase in ridership. Um, and we found that if you, ah, ran regional rail trains south of Salesforce Transit Center to the south, that you could also increase, uh, riderships quite substantially. Um, and that's something that we're going to be particularly looking a lot more into, uh, in the next few months. All right, I was going to stop there and see if there are any questions about these particular general findings about, uh, the regional rail crossing and the bar crossing. Yeah. Thank you so much, Andrew. I appreciate the presentation. We have two hands up, uh, and we are pushing towards the end here. Don't, uh, want to go much, uh, time over that. David, I know you had your hand up, uh, when Camille was speaking. Do you mind if I hear from Fiona first? Yeah. Go to Fiona. Um, okay.

Fiona Yim

Uh, my question is also pretty general and not really about what Andrew just presented. Sorry.

Andrew Tang

Okay. No, you could go ahead.

Fiona Yim

Yeah, I was wondering how, uh, payments would work. For example, this is going to be Capitol Corridor, uh, crossing or regional rail crossing. Is there going to be discounts for people transferring over to BART or Muni? And I know right now, Capital Corridor does have a monthly pass while BART doesn't. Is there any possibility of there like, having a monthly pass that would include BART or include another uh, it seems unlikely, but I was just curious.

Camille Tsao

Yeah, well, I'll say that Capital Corridor is working on a new fair payment system with the state right now, which basically any credit card with that RFID symbol on it when you tap to Pay, we're starting that. It's a pilot program now called Tap to Ride, which basically, instead of paying for a monthly pass, which costs a lot of money, you could just pay for individual rides. And then when you hit the monthly pass cost, uh, basically you'll be capped at that and you won't pay anymore. Um, BART's not a part of that, but, um, hopefully in the future it will become a statewide thing that could be on all transit and rail, but, um, it's still a pilot right now for us, so totally hear what you're saying. Um, it's a little complicated because Clipper is in the Bay Area, and we're outside. We go beyond the Bay Area, so we are not part of the Clipper system, but we hope to get there someday.

Frank Ponciano

Thanks, Fiona, for the question. And Camille, David, um, if you want to, go ahead and we'll, uh, finish with you.

David Sorrell

Sure. And thank you, Andrew, for the follow up, too, with the presentation. M, this is going to be closer to a comment more than a question. I think that because the level of attention that, um, Linda actually brought up, we're dealing with multiple centers of government, we're dealing with multiple POS with different, um, uh, priorities. And acknowledging that if you have riders coming from one completely different, uh, cogmpo with a completely different fare network than we do here with Clipper, that's going to create a barrier to access, that's going to create a barrier to entry. Um, and acknowledging the difficulties that MTC is currently working with in regards to not only their own fiscal cliff, just in general, with the 27 agencies you can't get them to play in the same there's the perception, but there is also the reality of the silos and trying to get them to play nice together. There's also the complication that with a 21 county, uh, long range plan, you've got multiple points of entry with multiple different fare systems that cal ITP, um, is trying to shore up. And that's going to be problematic, especially, um, if you're going from one card from like a Connect card area out in Sacramento, Roseville to Clipper here, to cruise card down, um, in Co side to whatever MST is working with, which is I think is going to be closer to open payments. It will create that barrier of entry to those, especially in the outskirts, trying to get into the central core. And I think that part of that aspect is to look at that customer experience, not only to make your ride better, faster, stronger, but also more affordable. And looking at what? The Bay Pass program that I'm currently working with my students here at the Berkeley campus. Um, identifying that as an opportunity and getting the subsidy and getting the political support and the taxpayer support to fund whatever it takes. To shore up, uh, the fair integration issue not only amongst the 27 agencies in the nine county immediate Bay Area, but also making integration a lot easier for all California travel as a whole. And I know that's going to be a hell of a, uh, mountain of effort that's going to take. But I think what it comes down to is having the political will, um, amongst the different levels of mPOS, to come up with a strategy to work with, cal ITP, to create opportunities, um, not only to shore up that fair integration, but to also create that better experience for those that are unbanked, those who don't have bank accounts, and those that aren't necessarily trustworthy of, uh, the latest and greatest technology. It may not have cell phones to boot, and I know that's going to be a separate discussion that we would need to have as a fair policy, but it's important to get ahead of that now, especially since Clipper 2.0 is years delayed. And yet Connect MST, um, has made some strides to actually start, I think Connect Secart, ah, um, have made more strides to at least address some of those barriers to entry. And I think that if we're able to do that at the same time that we're working on the infrastructure package, getting a fair integration process taken care of sooner than later can help merge, if not, uh, solve for a lot of the issues that are facing us now, but also 15, 20 years from now.

Frank Ponciano

Thank you, David, I really appreciate it. It is 8:32, so I will not check in with staff. I think we can follow up on these conversations and continue the presentation at, uh, our, ah, next meeting. Apologies for that. For now, we're, uh, needing to have public comment and then next, uh, meeting date before adjournment, and I'll pass it to Tim. Ah, for that. Go ahead, Tim.

Tim Lohrentz

Thanks, Frank. Yeah. We will now move on to public comment. Um, this is on items that were presented today, the topics that are on the agenda. Uh, keep in mind, public comment is limited to minutes per person. If you're on the phone, please, uh, unmute yourself now by dialing star six.

Frank Ponciano

Great. Uh, so, Tim, we have one person public comment, pamela Morris.

Tim Lohrentz

Um, so no one's on the phone, so now we will move on to people who are on the Zoom call. So, uh, please raise your hand if you have a public comment. If you're on zoom. Uh, first we'll start with, uh, Pamela Morris.

Pamela Morris

Mute. I did.

Tim Lohrentz

We can hear you, Pamela.

Pamela Morris

Okay, uh, just two items. The first briefly is that camille, I think your grant application to fund a liaison at the railroad is brilliant, and I wish you the very best of luck. So, um, it's creative, and please go for it. But the reason

that I raised my hand previously was back on item. Now you've taken up my whole screen, so I can't see the agenda. Uh, item D on the follow up and feedback, it was mentioned that an email was sent to EAC members, um, relating to substantive material that was being provided at today's agenda. And if there's substantive material provided to the EAC members, it should be made available to the public. Please. Um, even if it's after the agenda has been posted, there should be an addendum so that the public has full access to the material that the EAC is being given. Thank you.

Tim Lohrentz

Thank you, uh, Pamela, and just for clarification, all the materials are on Legistar, so you can find, including that memo, uh, all the materials there on.

Pamela Morris

I don't think so.

Tim Lohrentz

Uh, any other public comment? All right, so next. Um, we'll look at our next meeting date. So, um, can we move to the next slide, please? Next, uh, slide, please. Thank you. Uh, so our next meeting date is, uh, August 22, and that will be at 01:00 P.m.. Um, so there's no change in that one. We are proposing to move our October meeting time to 06:00 P.m., just like tonight. Uh, we did have a very good participation, um, tonight, so I think the evening meeting does work for most people. Um, and so we will plan on that for the October 17 meeting. And we would also like to move the December 12 meeting to November 28. This is the week after Thanksgiving. Um, we think the December date might be getting into holiday, um, parties, holiday, um, shopping, et cetera. So we would propose to move that two weeks earlier to November 28. Um, we think that might be a little better date. So that would be at 01:00 P.m., moving December to November.

Tim Lohrentz

And if you have feedback on that, please communicate by, um, the EAC email. Um, all right, next, we are ready to adjourn. I would like to hear if anyone has a motion to adjourn this meeting.

Dave Sorrell

Motion to adjourn. Dave sorrell.

Tim Lohrentz

second.

Linda Braak

Linda Braak.

Tim Lohrentz

okay, second. From Linda and Clarence. Um, and all in favor, say aye or raise your hand.

Multiple Speakers

Aye.

Tim Lohrentz

All right, we are adjourned. Thank you very much.

MEMORANDUM

FROM: Don Dean, Environmental Lead, Link21
TO: Equity Advisory Council (EAC)
CC: Link21 EAC Team (Staff and Consultants)
DATE: 08/18/2023

SUBJECT: AGENDA ITEM E: LINK21 PRELIMINARY PURPOSE AND NEED

At the August 22, 2023 Equity Advisory Council (EAC) meeting, there will be a discussion of the Link21 Program's Preliminary Purpose and Need for the crossing project.

Under the federal National Environmental Policy Act, any federally authorized or funded project that requires preparation of an Environmental Impact Statement (EIS) must prepare a justification for the project in terms of a *Purpose and Need Statement*:

- The **Need** identifies the problem(s) the project would address (i.e., why is the proposed project needed?).
- The **Purpose** is the positive outcome that is expected from the project and describes how the project addresses the Need.

The Purpose and Need (P&N) is the basis of defining the project to be considered in the EIS. Alternatives evaluated in an EIS also must meet the P&N; if they do not, they are not required to be analyzed in the environmental review.

A Preliminary P&N (attached to this memo) has been developed for the Link21 crossing project by the Link 21 strategy and environmental teams, based on the following:

- Link21 Program Goals and Objectives
- Link21 Equity Priority
- Planning and technical work including evaluation of transportation conditions
- Input from the public, stakeholders, agencies, and the EAC concerning the program and the crossing project overall

The P&N will continue to evolve throughout the planning and environmental phases. A preliminary P&N will be part of Stage Gate 2 (April/May 2024) that will consider EAC input. The P&N will continue to evolve and will be finalized in the EIS document.

The Preliminary P&N includes key areas that emerged from engagement and preliminary technical work, which the Link21 strategy team grouped together under five Need topics. Issues of concern to the EAC are reflected in the preliminary P&N and further input from the EAC will be part of the P&N as it evolves over time.

Input from the EAC is sought as to whether EAC members agree with the identified needs, think they can and should be addressed through the project, if there are any areas missing, and input on additional information to be incorporated into the purpose and need statement.

ATTACHMENT

Agenda Item E: Link21 Preliminary Purpose & Need Statement

Agenda Item E Attachment: Link21 Crossing Project Preliminary Purpose and Need

Preliminary Purpose	Preliminary Need
<p>Integrate the megaregion’s passenger rail network by connecting and leveraging existing and planned systems and optimize the network’s performance, tapping into nearby underserved markets in order to enhance access to economic opportunities and boost the region’s economy and its global competitiveness.</p>	<p>Insufficient Passenger Rail Connectivity: Existing rail services and networks are not sufficiently integrated and do not meet the needs of Bay Area residents and businesses or provide adequate connectivity for the megaregion. Limited service frequency, especially in off-peak periods, long travel times and inadequate transfer points are among the factors constraining the network.</p>
<p>Expand access to improved and affordable passenger rail service for priority populations (PP), while proactively reducing potential displacement from new investments in transit.</p>	<p>Existing passenger rail systems and operations insufficiently address mobility needs of marginalized communities: These communities, including Link21’s priority populations (PP), disproportionately rely on transit to reach employment, healthcare, education centers, government services, and social destinations. Lack of accessibility to rail combined with service inefficiencies within the existing Transbay Corridor limit the mobility of PP. Many PP residents lack safe, affordable, and connected rail transit services, especially outside of traditional commute periods.</p>
<p>Increase passenger rail capacity in the Transbay Corridor to meet long-term forecasted travel demand.</p>	<p>Passenger Rail Capacity Constraints: Existing infrastructure in the Transbay Corridor is insufficient to meet pre-pandemic and projected future travel needs resulting in crowding and lack of availability. Forecasted growth in this corridor will exacerbate its capacity issues.</p>
<p>Expand redundancy and resiliency in the Transbay Corridor to minimize service disruptions and maintain mobility.</p>	<p>Lack of redundancy: Rail service in the Transbay Corridor is vulnerable to disruption due to the existence of only a single rail crossing – the BART Transbay Tube, which is 50 years old. Any disruption to its service negatively impacts travelers regionwide. Intercity/regional rail passengers are dependent on this single crossing and the congested freeway/bridge system.</p>
<p>Enhance sustainability and quality of life through greater mobility, a reduction in transportation-related regional greenhouse gas (GHG) emissions, and reduction in automobile-related accidents, injuries and fatalities.</p>	<p>Negative transportation-related impacts. Regional GHG reduction targets cannot be met without major reductions in vehicle miles traveled (VMT). Automobile accidents and fatalities are increasing throughout California. The Bay Area has one of the worst average commute times in the nation, and commuters spend over 100 hours a year stuck in traffic, with a cost to the economy of \$2.4 billion (2019)</p>

DRAFT - DELIBERATIVE