

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster St., Oakland, CA 94612 • P.O. Box 12688, Oakland, CA 94604-2688
510-464-6000

**NOTICE OF MEETING AND AGENDA
BART Bicycle Advisory Task Force (BBATF)**

February 6, 2023
6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Jianhan Wang, Jeremiah Maller, Phoenix Mangrum, Bill Pinkham, Francisco Muñoz, Tyler Morris.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on February 6, 2023, at 6:00 p.m.

Please note, pursuant to all necessary findings having been made by the Board of Directors of the San Francisco Bay Area Rapid Transit District (for itself as well as all subordinate legislative bodies) to continue remote public meetings in the manner contemplated under urgency legislation Assembly Bill No. 361, public participation for this meeting will be via teleconference only.

Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may join the Committee Meeting via Zoom by calling (833) 548 0282 and entering 827 1604 5496; logging into Zoom.com and entering access code 827 1604 5496 or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/82716045496>

If you wish to make a public comment:

- 1) Submit written comments via email to hmaddox@bart.gov using “public comment” as the subject line. Your comment will be provided to the Task Force 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 noon on December 2, 2022 in order to be included in the record.
- 2) Call (833) 548 0282 enter 827 1604 5496, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log into Zoom.com, enter access code 827 1604 5496, and use the raise hand feature; or join the Committee Meeting via the Zoom link (<https://us06web.zoom.us/j/82716045496>) and use the “raise hand” feature.

Public comment is limited to two (2) minutes per person.

BART provides service/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

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AGENDA

1. Self-introductions of members, staff, and guests: All. (*For Information*) 5 min.
2. General discussion and public comment: Jon Spangler. (*For Information*) 5 min.
3. Approval of December 2022 BBATF minutes: Jon Spangler. (*For Action*) 5 min.
4. Oakland-Alameda Estuary Bridge Project: Frank Ponciano, Winter Consulting. (*For Information*) 25 min.
5. Executive Committee for Off Agenda Task Force Business: Jon Spangler/Tyler Morris. (*For Discussion*) 30 min.
6. BART to Silicon Valley 20 min.
 - a. Station Access and Design Update: Jon Spangler (*For Discussion*)
 - b. Chair to Send Letter to Santa Clara Valley Transportation Authority (VTA) Regarding Station Access Plans: Jon Spangler (*For Discussion/Action*)
7. BART Bike Program Updates: Heath Maddox. (*For Information*) 25 min.
8. Future Agenda Items: All. (*For Discussion*) 5 min.

BART Bicycle Advisory Task Force (BBATF)
Meeting Minutes
December 5, 2022 6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Jianhan Wang, Jeremiah Maller, Phoenix Mangrum, Bill Pinkham, Francisco Muñoz, Tyer Morris (Secretary).

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on December 5, 2022, at 6:00 p.m. via Zoom link <https://us06web.zoom.us/j/81666287147>

Meeting called to order at 6:06 p.m. by Chairperson Jon Spangler

In attendance:

BBATF: Jon Spangler (Chairperson), Jianhan Wang, Jeremiah Maller, Phoenix Mangrum, Bill Pinkham, Francisco Muñoz, Tyer Morris (Secretary).

BART Staff Liaison: Heath Maddox

BART Board of Directors: Robert Raburn

Guests: Gail Payne, Christopher Kidd, Pallavi Panyam (SFMTA), Robert Prinz (Bike East Bay), Jacob Dadmun (MTA)

Absentees: Rick Goldman (Vice Chairperson)

Agenda with Minutes follows as is:

1. 6:06p.m. Self-introductions of members, staff, and guests: All. (For Information) 5 min.
 1. Jon Spangler welcoming guests and colleagues
2. 6:10p.m. General discussion and public comment: Jon Spangler. (For Information) 5 min.
 1. Tyler mentioned Muni opened the new Central line subway extension
3. 6:12p.m. Approval of May, June, August & October 2022 BBATF minutes: Jon Spangler. (For Action) 5 min.
 1. May minutes
 1. Jon asked for any corrections. None noted.
 2. Bill motioned to approve, Jeremiah second, approved unanimously
 2. June minutes
 1. Jon asked for any corrections. None noted.
 2. Bill motioned to approve, and Jeremiah seconded, approved unanimously
 3. August minutes
 1. Jon asked for any corrections. None noted.
 2. Jianhan motioned to approve, and Jon seconded, approved unanimously
4. 6:16p.m. BBATF bylaws revision: Jon Spangler. (For Action) 10 min.
 1. Jon provided back story on the reading of and updating bylaws
 2. Jon notes that this bylaw update will settle work/moving hypotheticals for members
 3. Jeremiah motioned to approve and Jianhan seconded. Bill abstained from the vote, remaining members approved
5. 6:19p.m. Clement/Tilden Way Extension Project: Gail Payne, City of Alameda. (For Information) 25 min.
 1. Gail Payne gives introduction on the project overview
 1. Important to connect Fruitvale Bart to Alameda
 2. Encompasses multi-modal mobility
 2. \$10million grant including land purchasing from Union Pacific Railway
 3. Started early 2022 with stakeholders
 4. Recommending road diet leaving Alameda
 1. High injury corridor for bicycles
 2. Support for a round-about concept

3. Existing heavy use truck route
5. Next plan revision will include zoomed in traffic detail
6. Create a “bike freeway” that will be two lanes
 1. Construction starts 2023
7. January 25, 2023 detailed plan release
8. Tyler Morris asked if there would be bike share incorporated into the Tilden design
 1. None planned
9. Jon Spangler asked about Pearl Street traffic and crossing
 1. Not be allowed to make the north bound maneuver. Only turn right.
10. Jeremiah Maller asked if there will be way finding signs as riders approach to go to Bart
 1. Gail Payne will take that idea to the design stakeholders
11. Jianhan Wang asked if there will be East direction way finding
 1. Gail Payne provides feedback as to when and where people are most likely to cross over the round-about
12. Francisco Muñoz asked for map coloring clarification
 1. Francisco asked about landscaping and sight-line interaction in the round-about
 1. Gail Payne assures there are round-about experts designing the round-about
13. Jon Spangler congratulates the design. Jon suggests Bart way finding signs direct users only from the South side.
 1. Jon asked what the width of multi-use paths will be
 1. Gail notes the design hasn’t settled on widths yet
 2. Wide access with pocket parks are a priority for design
14. Heath Maddox asks what the current bridge crossing treatments will be updated
 1. Gail noted new lane stripes will occur
15. Robert Prinz applauded the design and lends Bike East Bays’ support how ever applicable
16. Director Robert Raburn asked about dog parks and dog paths along the trail extension
 1. The City of Alameda is trying to locate a dog park on the East end of the project where land is not fully utilized
17. Gail notes the project controversy will be recommending truck traffic head Westbound
18. Bill suggests bike art in the center of the round-about
19. Gail thanks the task force for their time
6. 7:00p.m. Sansome/Battery Quick-build Project: Kimberly Leung, San Francisco Municipal Transportation Agency. (For Information) 25 min.
 1. Pallavi Panyam introduces the quick build project
 1. Noted that this is an informational presentation since its still in the design phase
 2. Jacob Dadmun defines the geographical boundaries of the project which will connect Northern waterfront to Bart via Battery and Sansome
 1. 62 Injuries on Battery and 34 injuries on Sansome between 01/17-12/21
 2. Rundown of what the existing infrastructure looks like today
 3. Design lands on a two-way parallel bike path on Battery Street
 3. Considerations for left turns, emergency vehicles, and traffic calming at non-peak/peak hours
 4. Implemented through 2022, and data collection starting spring 2023
 5. Coincides with Better Market Street project
 6. Tyler Morris asked about the Clay Street and Battery intersection turn island
 7. Jon Spangler asked about specifics related to emergency vehicle operators considering “hard of hearing” cyclists
 1. No specifics are known at the time
7. 7:20p.m. San Francisco Active Communities Plan: Christopher Kidd, San Francisco Municipal Transportation Agency. (For Information) 20 min.
 1. Christopher Kidd introduces himself
 2. First city-wide bike plan since 2009
 3. Caltrans planning award to fund activities

4. Support climate action plan, support vision zero, advance equity and support bike network access with accountability
5. Update the bike comfort index as part of activities
6. Over 70 full time bike counters under SFMTA ownership
7. 1-year public outreach from 01/23-01/24
 1. Community interviews have been conducted already
8. Draft plan anticipated Fall 2023
9. Seeking SB 288 exemption
10. Bill Pinkham mentioned looking at how electric trikes/e-bikes interact with mechanical users on Class-1 tracks for data collection
11. Tyler Morris applauded the undertaking of the data collection
12. Jon Spangler looks forward to a project data presentation in a year or so
13. Director Raburn thanks Christopher for thinking of ways to integrate bike storage facilities
 1. Offers any support Bart can give
8. 7:44p.m. Executive Committee for Off Agenda Letters: Tyler Morris. (For Action) 15 min.
 1. Jon Spangler suggest crafting a policy for the use of an executive committee and disocing that at the February meeting
 2. Tyler Morris offers to create a draft letter for the task force to consider in February that can be used to author support for future infrastructure projects
 3. No objections given to tabling this further to the February agenda
9. 7:49p.m. BART Bike Program Updates: Heath Maddox. (For Information) 5 min.
 1. Heath Maddox gives an update on Bike Link phone app and ease of bike parking access
 1. Jon Spangler asks when app changes take affect
 1. January 7, 2023
 2. Two stage roll out, first lockers, than bike stations
 2. Heath made a presentation to the Board of Supervisors (SF) about bike parking
 3. 90% design completion for 19th Street bike parking project
 1. Comments on e-bike charging at forefront of design
 2. Safety issues around charging infrastructure against theft and fire
 4. Bicycle stair channels phase 1
 1. Identified a project manager
 5. Bart Bicycle Preferred Path of Travel
 1. \$200,000 "R" funds for project
 2. Jon Spangler asked if we can add this to the February agenda
 6. Jon Spangler asked for clarification on rider comments about bike rack straps
 1. Riders don't like the straps because the three straps are all the same length
 2. Challenge for maintenance crews
 7. Director Raburn asked if the Safe Routes solicitation gone out
 1. Has not
10. 8:01p.m. Future Agenda Items: All. (For Discussion) 5 min.
 1. Bike straps on Bart
 2. Bart Bicycle Preferred Path of Travel
 3. Executive Committee with Tyler Morris
 4. Safe Routes

Meeting adjourned at 8:08 p.m. by Chairperson Jon Spangler
 Next meeting is called for by Chairperson Jon Spangler on February 6th, 2023 at 6:00p.m.

Oakland-Alameda Estuary Bridge

A New Bicycle-Pedestrian Connection

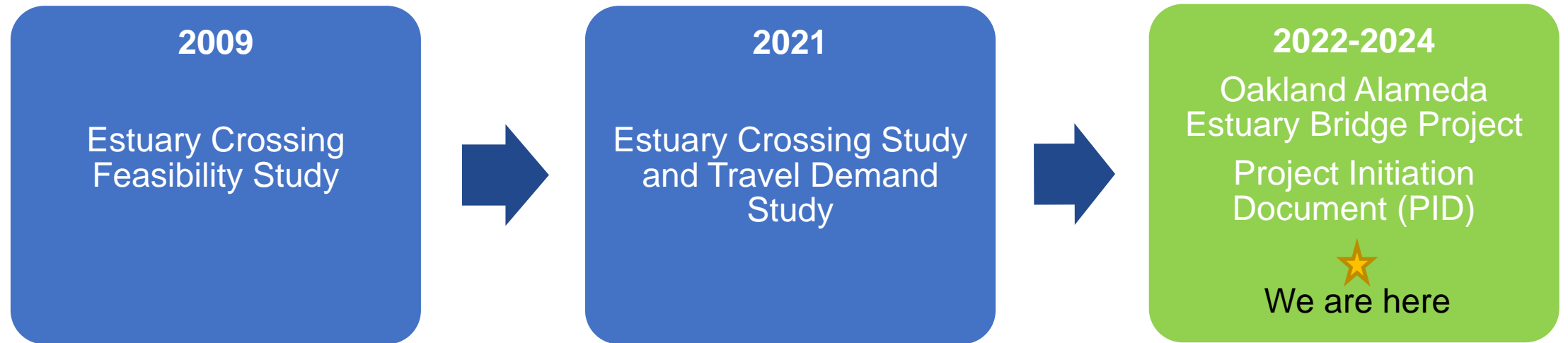


East to west aerial view of the Oakland Estuary
Photo Credit: Maurice Ramirez

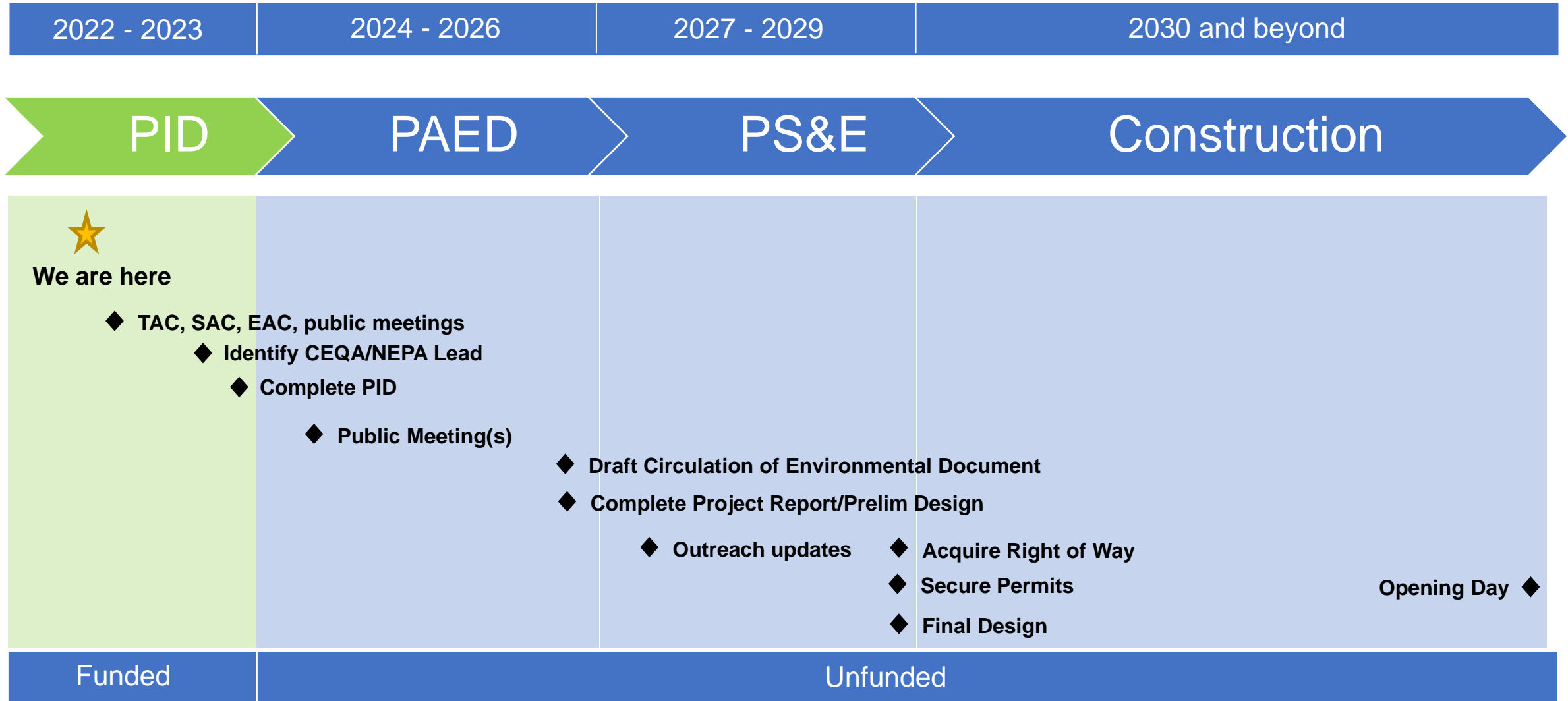


Concept Image of Oakland-Alameda Estuary Bridge
Source: HNTB

Project History



Overall Schedule

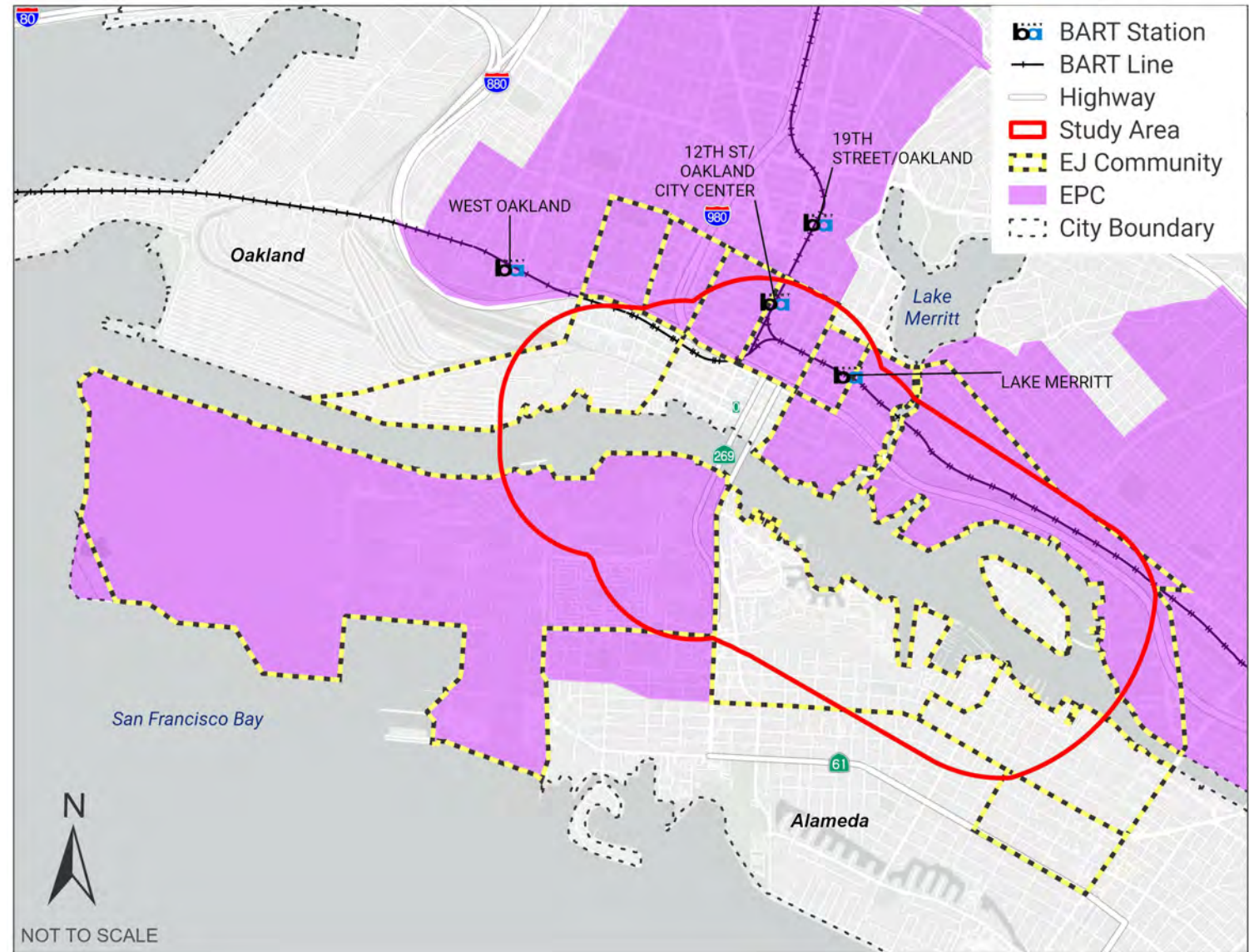


Need – Limited Access

Barrier Effect:

Limited cross-estuary bike and pedestrian facilities between western Alameda and Oakland create a barrier to walking/biking between these two communities.

- Access impacts Equity and EJ communities
- Transit – AC Transit buses and SF Bay Ferry require fees and are not offered 24 hours per day
 - Reduced service on weekends



Need – Limited Access– SR 260 (Posey Tube)

Underground Posey Tube path:

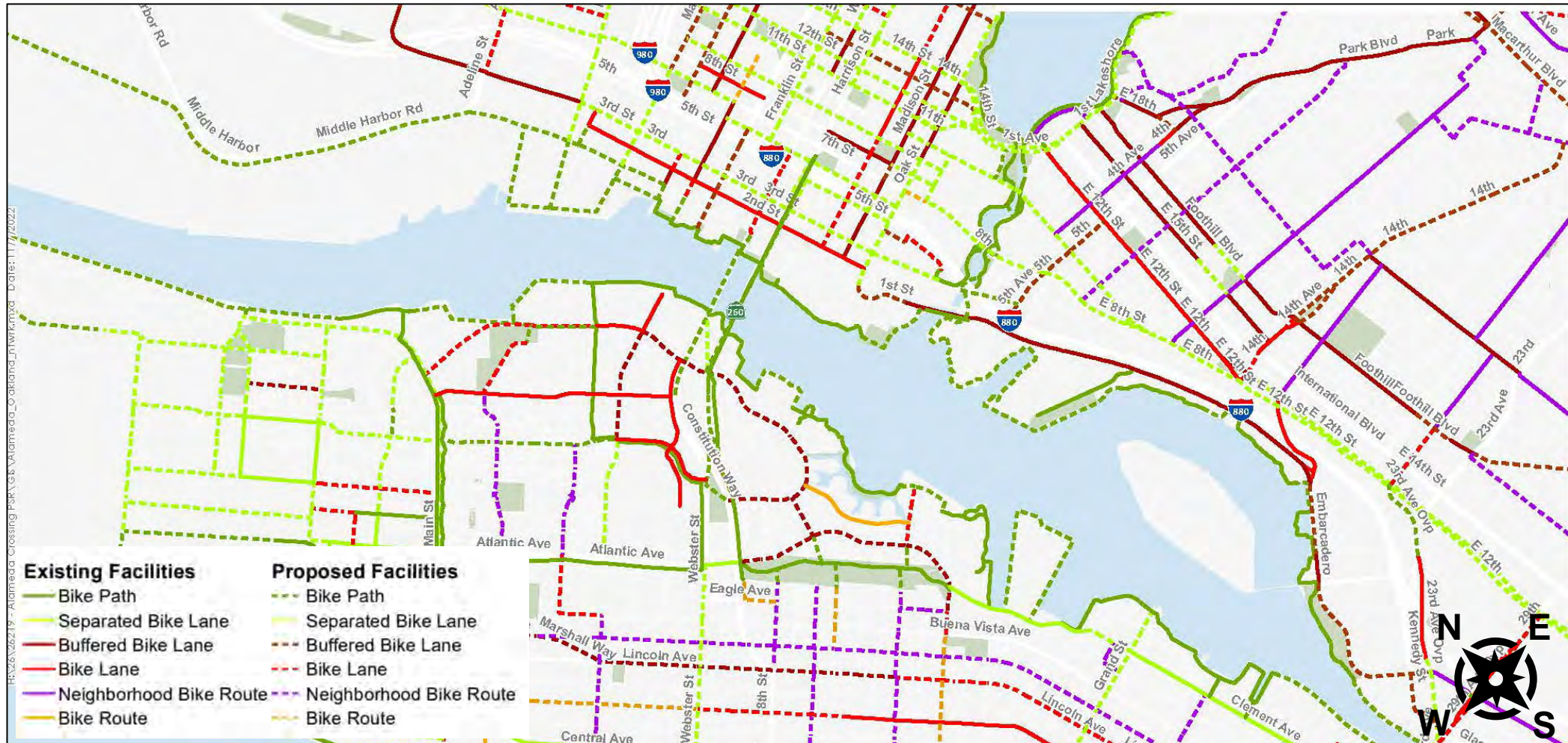
- Substandard 3' biking/walking path
- Negative user reactions
- Opening a second path (Webster Tube) is not a long-term fix
- Provides for less than 10% of estimated demand



A 2009 Photo of the Underground Posey Tube Path

Need – Disconnected Trail Networks

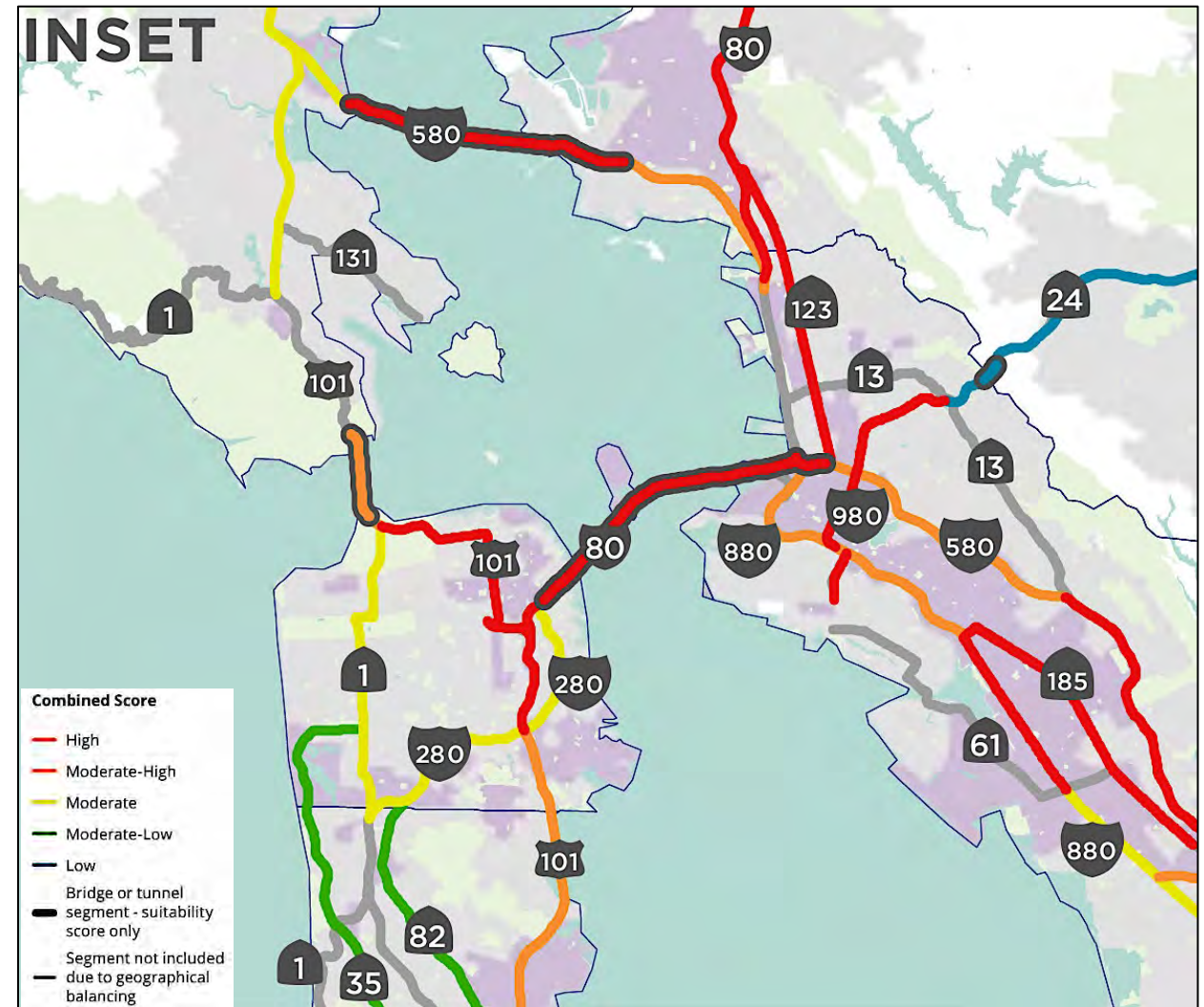
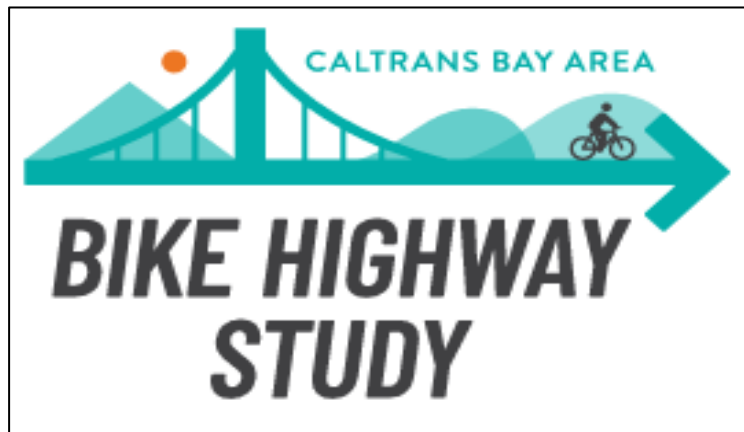
Bay Trail and local trails in two cities do not connect across the estuary.



RA26326219 - Alameda Crossing - P&T - V&A - Alameda - Oakland - P&T - V&A - Date: 1/17/2022

Need – Disconnected Trail Networks

Caltrans District 4 identified a Webster Street connection as one of the top 3 corridors for a future bike highway



Source: Caltrans Bay Area Bike Highway Study (2022)

Need – Support Regional Growth

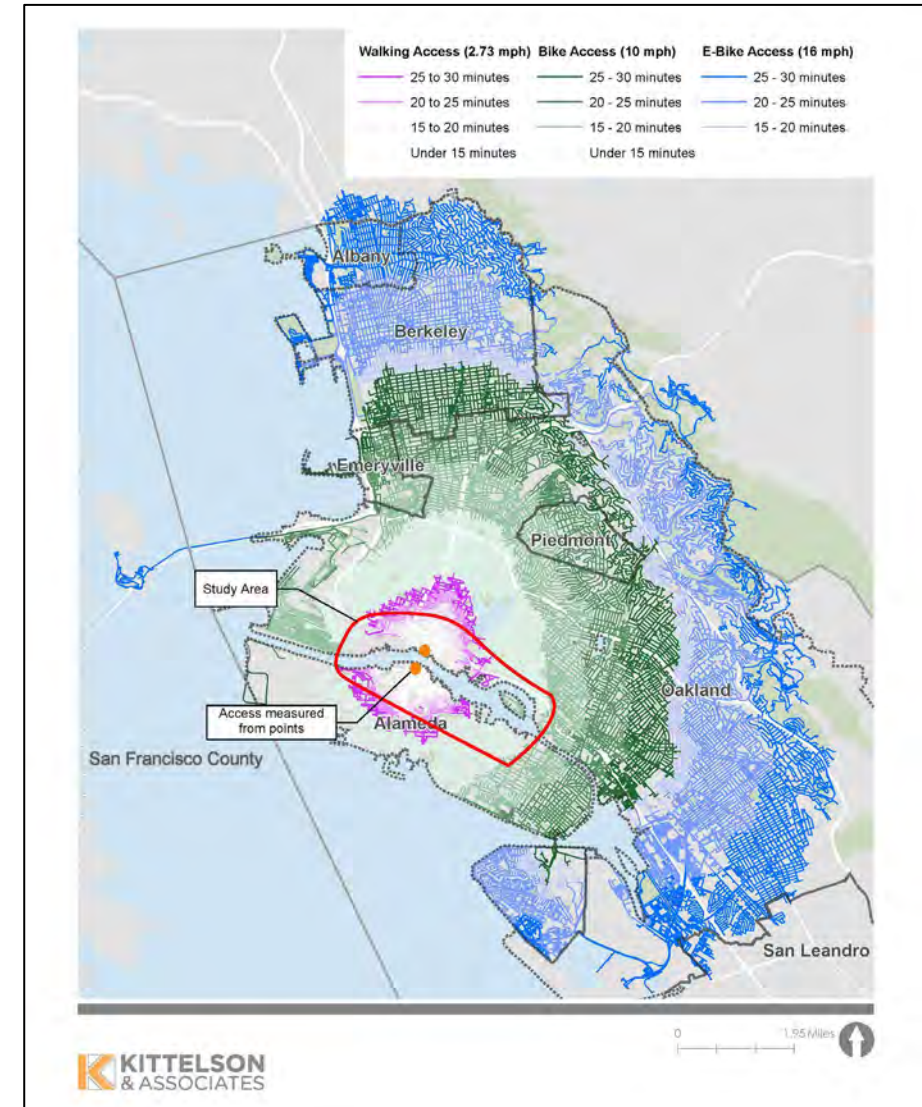
- Today approximately 48,000 motor vehicles per day travel between western Alameda and downtown Oakland via the Tubes
- Planned Growth in both cities would increase demand for cross estuary trips in 2030 to approximately 56,000 trips.
- Planned Development: mixed-use residential, urban infill, Transit Oriented Development underway on both sides of the Estuary.



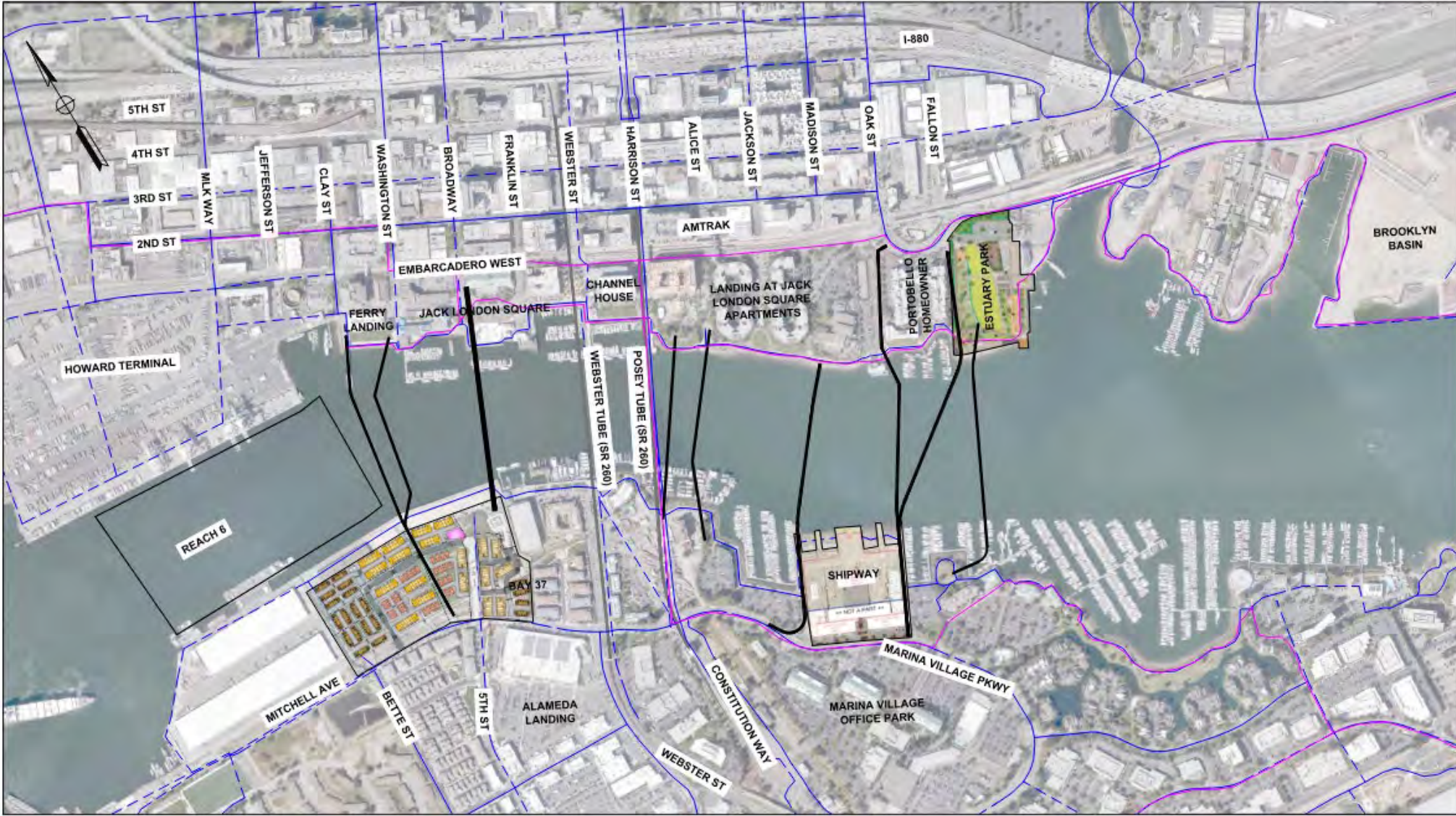
Photo Credit: Maurice Ramirez

Need – Supporting Healthy Communities

- Reduce vehicle trips
- Health: Mode shift from motor vehicles could off-set the expected increase in air pollutant emissions, thereby protecting community health and promote increased physical activity.
- Greenhouse gas (GHG) emissions: Alameda and Oakland support mode shift away from single-occupancy fossil fuel vehicles to:
 - Reduce transportation pollution/ contributions to climate change

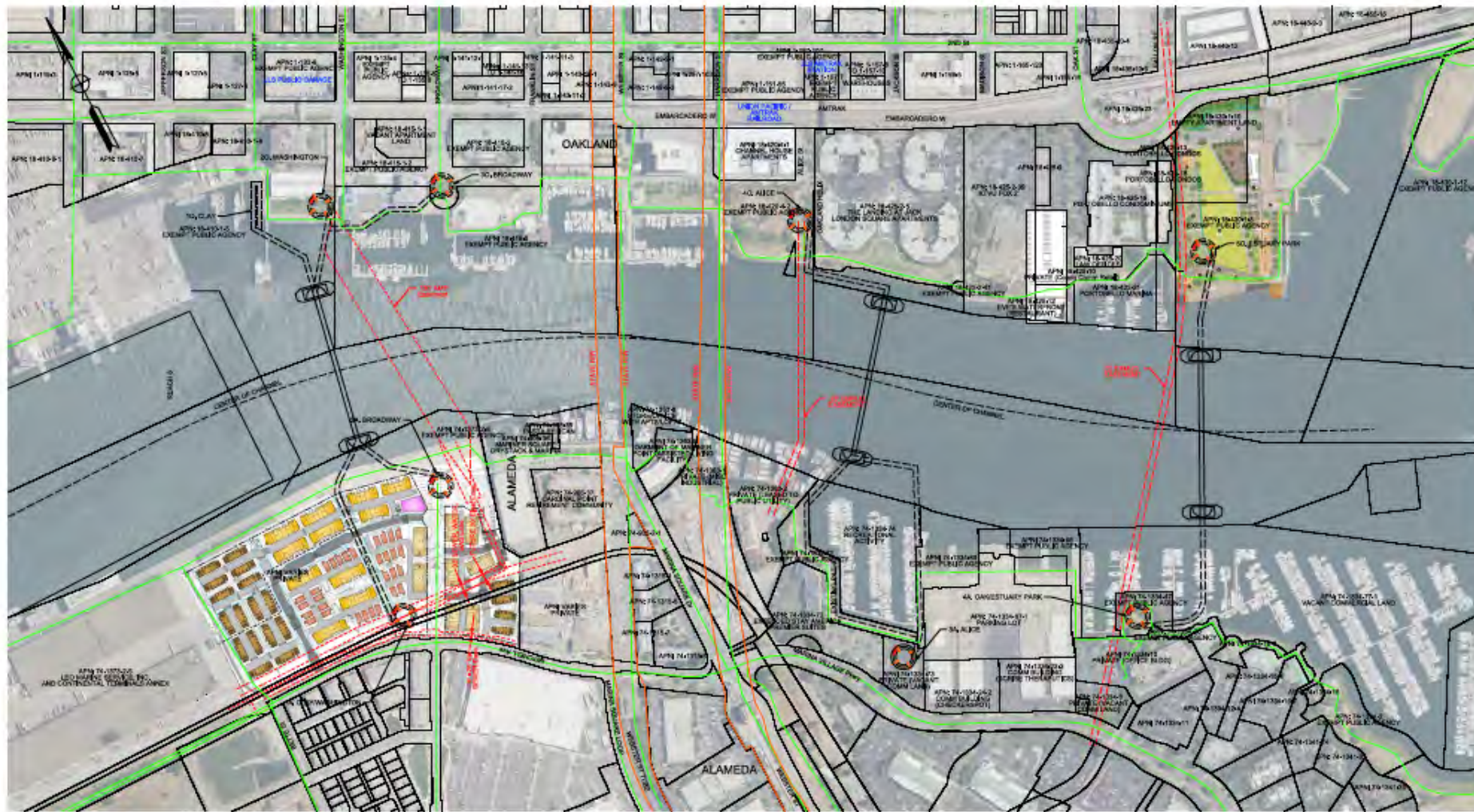


Study Area with Remaining Potential Corridors



Three Preferred Corridors

OAKLAND ALAMEDA BICYCLE PEDESTRIAN BRIDGE PROJECT LANDING/APPROACH OVERVIEW



SCALE: 1" = 200'

1/26/2023

LEGEND

- EASEMENT
- STATE RIGHT-OF-WAY
- EXISTING/PROPOSED BICYCLE NETWORK
- REACH 5

PRELIMINARY
FOR DISCUSSION ONLY



Video Credit: Maurice Ramirez



Thank You

VTA's BART Silicon Valley Phase II Extension Project



VTA Board of Directors
November 3, 2022

Agenda

- APTA Independent Peer Review
- FTA Funding Update
- Upcoming December Board Items

Peer Review Background

As a follow up to May Board Direction:

- VTA, in partnership with the American Public Transportation Association (APTA), commissioned an independent review (Peer Review/Exchange) to support the ongoing project delivery efforts of the BART Phase II Project
- Over the last few months, APTA conducted this effort with a peer review team consisting of experts in tunneling, station architecture and project management
- These independent subject matter experts reviewed existing documentation, engineering records and conducted technical sessions considering:
 - review of the single-bore and twin-bore tunneling methodology
 - customer access and customer service with the current underground station design



BART Silicon Valley Phase II Extension

Tunneling Approach

APTA PEER REVIEW

November 3, 2022

What is an APTA Peer Review?

- Provides transit agencies expert advice, industry best practices, and recommendations from highly experienced and respected transit professionals
- Not intended as a comprehensive assessment or engineering analysis of the BART Silicon Valley Phase 2 Extension.
- Goal: respond to specific questions regarding the feasibility and appropriateness of the tunneling approach based on international tunneling experience.

Questions Posed to the Experts

1. What are the trade-offs between single- and twin-bore tunnels, including safety, passenger experience, cost and delays
2. Is use of a single-bore tunnel for the BART extension:
 - Feasible
 - Appropriate
 - Safe
 - Efficient
3. How much delay would be required for a change in design?
4. What are the major risks that must be mitigated?

APTA's Tunneling Experts

– 100 Large Tunnels Across the World

Anthony Burchell, Project Director, Chennai Metro Phase 2

- Underground metro projects in: Hong Kong, Tel Aviv, Dubai, Cairo, Singapore, London, Madrid, New Delhi , Chennai and Qatar
- Single Bore (Dubai, Madrid and Cairo) and Double-Bore Tunnels (London, Hong Kong, Singapore, New Delhi , Qatar , Tel Aviv, Chennai)

Donald Richards, Retired

- Extensive tunneling experience in the US, Canada and 21 countries
- Metro experience in Taipei, Cairo, Toronto, Singapore, LA, SF, DC, Seattle, NYC, Baltimore, Austin
- Large bore tunnel experience in Seattle, Istanbul and Miami; studies in Dublin
- Tunnel work includes rail, highways, underground metro projects, wastewater and sewer, mines, underground oil storage, and underground defense-related project facilities

Peer Review Activities

- Review of project documents and other project-related materials
- Review of recent global tunneling projects
- Presentation from KST on proposed design innovations
- Peer exchange with staff on risks and global lessons-learned



Metro Tunneling Options

- Until recently, most metro/heavy rail tunnels built using twin-bore tunnels
- Recent technology has facilitated larger, single-bore tunnels
 - Increasingly used for transit in Europe/Asia and for highways/water projects in US
 - Transit: Paris & most French Metros, Madrid, Dubai, Netherlands;
 - Canada: Metrolinx Scarborough Extension first single-bore transit in North America
 - In US: Alaskan Way highway (57.3'); Hampton Roads Bridge/Tunnel (46'); under review in Los Angeles for multiple projects

Key Factors Impacting Selection

1. Surface Disruption

– Twin-Bore tunnels cause more surface disruption due to:

- Cross-overs
- Cross passages
- Stations: cut & cover stations
- Utilities relocations
- Traffic diversions

2. Soil Variation

3. Water Table

4. Experience of the Contractors



Trade-Offs Between Twin-Bore and Single-Bore

Attributes	Twin Tunnel /single track	Single tunnel - 2 tracks	Single Tunnel – 2 tracks w/ platform inside the tunnel
Prevalence	Many twin-bore tunnels across the world	Over 40 large (over 45-foot diameter) road/transit/water tunnels in Europe and Asia. Barcelona is the largest two-track rail tunnel to date with an internal diameter of 39.7 feet (in construction)	
Examples	London; Munich; Copenhagen; Tel Aviv; Qatar; Tokyo; Shangha; Delhi	Milan; Toronto; Cairo; Paris Athens, Madrid, Dubai;; Netherlands; Metrolinx Scarboro Extension (in construction)	Barcelona Line 9
Typical Internal Diameter	20 feet	27-32 feet	Barcelona = 40 feet
Typical Depth to platform	Min usually 50 feet	Minimum usually 65 feet	

Trade-Offs Between Twin-Bore and Single-Bore

Attributes	International Experience
Passenger Safety	No difference in safety from the passenger perspective; fire code requires center wall between tracks or Annex structures in single-bore tunnel
Passenger Experience	<ul style="list-style-type: none"> • Single-bore tunnel will be deeper, requiring longer vertical access.
Efficiency/Ease of Construction	<ul style="list-style-type: none"> • Twin-bore requires special structures for cross-overs • Single-bore uses a large TBM, which must be deeper to control settlements. • Cut and Cover stations, while easier to build, create significant surface disruption, traffic & utility relocation issues • Single-bore require large adit connections to stations. Risk is reduced with diaphragm walls (or equivalent) from the surface (as in Barcelona)
Cost	<ul style="list-style-type: none"> • Twin-bore tunnels with cut & cover stations typically are less expensive initially, but traffic mitigation, surface disruption and utility relocation costs can reduce or eliminate this margin.

VTA/BART Rationale For Single-Bore Approach

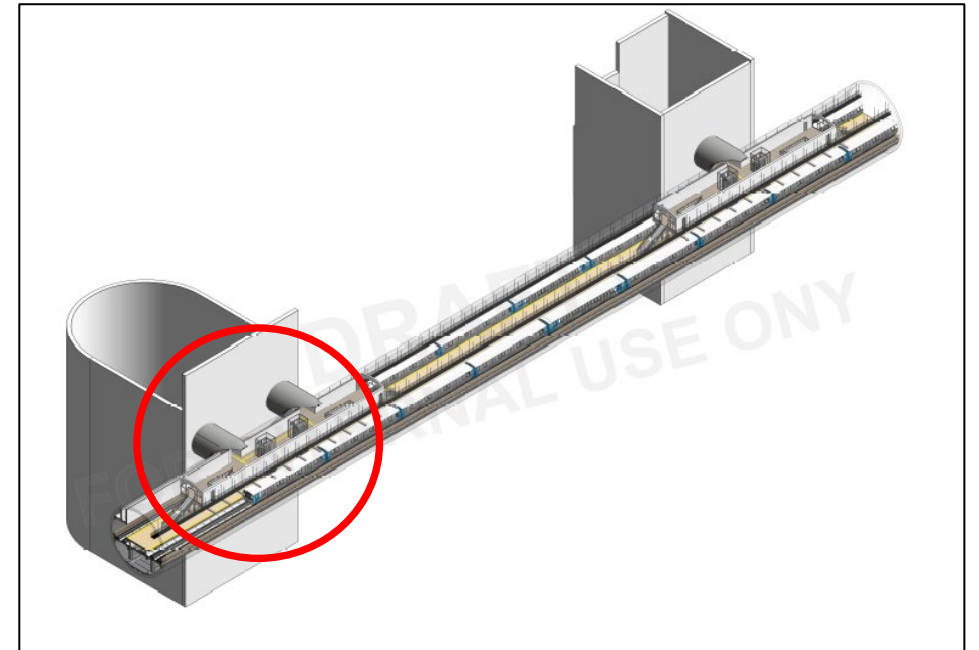
The 2017 SVSX Single Bore Feasibility Study found the following benefits for a single-bore versus a twin-bore tunneling approach:

- Smaller station footprint
- Less right-of-way acquisitions
- Reduced environmental impact during construction
- Smaller station footprint permits greater opportunity for joint development of the station sites

KST's Proposal for Side-By-Side Tracks Reduces Risks

KST has proposed using side-by-side tracks at stations instead of the stacked-track plan

- Facilitates smaller adits, reducing construction risk and extent and cost of ground treatment
- Slight increase in tunnel diameter, but no appreciable risk increase
- Enhances passenger experience by reducing vertical access and providing an Island platform



Questions Posed to the Experts

1. Is A Single-Bore Tunnel Feasible?

Yes. Requires mitigation to address the following risks:

- Settlement
- Cover: Requires increased cover (*or other functionally equivalent blow out resistant structural arrangement*)
- Soft ground below the water table
- Unforeseen conditions: Wells or boulders, if encountered, are more difficult to address using a large TBM
- Adit construction: Requires extensive soil treatment or ground freezing



Questions Posed to the Experts

2. Is a Single-bore Tunnel Appropriate for the BART Extension?

- Both tunneling approaches would work
- Each approach brings different risks that must be mitigated by a highly skilled and experienced contractor.

3. Does the Tunnel Approach Impact Passenger Safety?

- No. Must meet same federal and state safety requirements regardless of approach
 - **Safety during construction:** Deeper depth and construction of large adits pose more risk. However, a skilled contractor can safely construct either tunnel type.

Questions Posed to the Experts

4. Is One Approach More Efficient?

- Less surface disruption with single-bore
- Both smaller and larger TBMs pose similar mechanical and operational problems
- Internationally, twin bores typically are cheaper and quicker; with different regulatory requirements, may not apply to the US

5. What is the Impact of a Decision to Change Tunnel Approach?

- Design: 6-12 months to revise the design
- NEPA: amendment of the EIS would have to await engineering and then review/public engagement, resulting in as much as **2-year delay**.
- Cost: Increased cost for design and for time delay

Summary & Observations

1. Single-bore tunnel is feasible and appropriate
2. Single-bore tunnel will reduce above-ground and street disruption
3. Regardless of which tunnel option is selected, construction risk cannot be eliminated, but measures can be taken to account for it.
 - Adit construction requires certainty that the ground is safe for excavation
 - The island platform proposal is a significant improvement and risk mitigation measure
4. KST has assembled a highly experienced and skilled team
5. A design change to twin tunnels at this stage will cause a significant delay and cost to the project

Major Risks and Recommended Mitigation

Risk	Mitigation
Adit Construction	Consider a perimeter slurry/ diaphragm wall with ground treatment and dewatering prior to TBM arrival. If not possible, freezing is a good option. Recommend hand mining of the adit with multi-drift method and highly experienced crew.
Excessive settlement in TBM drive	<ul style="list-style-type: none"> • Contractor must control ground stability (soil conditioning), face pressures, grout mix, sufficient tail void grout lines, tail seal greasing , and emergency redundant tail seal mechanism. • TBM design should be reviewed by experienced independent experts.
Geotechnical and unforeseen conditions (e.g., wells , boulders , foundations)	Identify and locate any obstructions in advance of tunnel construction. Consider having discrete zones of pre- treated ground where the TBM can stop and the cutterhead inspected

Major Risks and Recommended Mitigation

Risk	Mitigation
Low Cover Above TBM	Apply a surcharge load and/or ground improvement at TBM launch and exit points with a detailed evaluation of the factor of safety of the proposed schemes to be used
Abrasivity of Subsurface Soils	<ul style="list-style-type: none"> • Deeper tunnel likely to encounter more abrasive sand. • Use hardened steel cutters and hard facing on TBM • Maintain wear detectors. • Increasing the lab abrasion tests
Tail Seal failure	<ul style="list-style-type: none"> • TBM design should permit replacement of at least one row of tail seal brushes. • Provide an emergency seal in the design. • Initial grease packing then continuous grease injection • Strong TBM steering control to maintain clearance

Major Risks and Recommended Mitigation

Risk	Mitigation
Failure of Main Bearing	<ul style="list-style-type: none">• TBM design should ensure bearing seals are protected• Ensure excellent Quality Control during manufacture and initial testing
Risk of a Blowout	Identify and seal any wells or boreholes in advance
Face Interventions to check for damage, blocking, high torques, overheating	<ul style="list-style-type: none">• Face interventions are very difficult in a large TBM as compressed air cannot hold such a large face.• Provide locations for intervention. Provide advance ground treated areas or, if adits are built with Diaphragm walls, the TBM can stop there.

FTA Funding Update

- VTA has submitted a request to FTA to transition the project into CIG (New Starts) allowing a higher federal funding contribution
- Letter of No Prejudice (LONP) requested to allow for continued pre-award authority and uninterrupted project activities
- Discussions with FTA continue developing a roadmap to a Full Funding Grant Agreement (FFGA)

Key Differences between CIG and EPD

TOPIC	CIG	EPD
Rating	An overall project rating of Medium or higher. Project is evaluated in Project Justification and Financial Assessment	No rating process in EPD. Project justification is evaluated in five areas based on Sponsor's submittals- no specific format is required
Funding	CIG share not to exceed 60 percent for New Starts project, total federal share not to exceed 80 percent	Total federal share not to exceed 25 percent
Financial Assessment	<ul style="list-style-type: none"> • Criteria by Statue as described in CIG Policy Guidance and Reporting Instructions • Projects must have an “acceptable degree of local financial commitment including evidence of stable and dependable financing sources” • All non-CIG funds fully committed prior to the Grant Agreement • A 20-year cash flow and financial plan are required • FTA evaluates current capital and operating condition; commitment of capital and operating funds; and reasonableness of capital and operational cost estimates and planning assumptions 	<ul style="list-style-type: none"> • Criteria in NOFO • Private/public partnership (P3) required to qualify • Time period for financial review is condensed • Sponsor submission includes budget, evidence of capital and operating funds, the most recent audited financial statement • FTA conducts a limited review on level of funding commitment
Pre-award Authority	<ul style="list-style-type: none"> • Varies by project phases and NEPA completion status • Construction is allowed on approved LONP 	<ul style="list-style-type: none"> • Full pre-award authority on project selection including construction • Letter of Intent documents additional conditions sponsor must meet, should an FFGA have been awarded • No LONP is required in EPD process

EPD to CIG: Path Forward

ACTION	DESCRIPTION
VTA: Complete remaining PD activities	<ul style="list-style-type: none"> • Submits materials for FTA to conduct project rating and evaluation • Completed activities: Select an LPA; LPA in fiscally constrained transportation plan (Complete); Complete NEPA (Complete) and • Incomplete activities: Develop rating information*
VTA: Submit formal request for Entry into New Starts Project Development (PD) and Letter of No Prejudice (LONP)	<ul style="list-style-type: none"> • Letter to transition from EDP Pilot Program to New Starts (PD) in FTA’s CIG Program • LONP to incur project costs for final design, enabling works, long lead procurement, and limited construction activities
FTA: Approve VTA’s request for entry to PD and issue an LONP	<ul style="list-style-type: none"> • Project formally in CIG • Project activities continue under LONP, EPD LOI gets null and void • Existing EPD allocations are not transferrable to CIG
FTA: Notify VTA the project rating (prior to Annual Report release)	<ul style="list-style-type: none"> • Project must receive an overall rating of Medium or higher*
FTA: Publish rating in FY2024 Annual Report	<ul style="list-style-type: none"> • With an overall Medium rating or better, project is eligible for FY2024 appropriation from Congress • FTA has provision to allocate funds from existing appropriations
VTA: Submit request to enter into Engineering. Application can be submitted any time after project receives an overall Medium rating or better	<ul style="list-style-type: none"> • Submit materials for FTA to initiate review for engineering • PMOC reviews the submittals and initiate a formal risk refresh • FMOC reviews updated financial plan and cash flow • LONP submitted during PD application continues
FTA: Approve project into Engineering	<ul style="list-style-type: none"> • Project enters New Starts Engineering phase after satisfying FTA criteria
VTA: Submit request to execute FFGA	<ul style="list-style-type: none"> • Submit materials for FTA to initiate Readiness Report, FFGA development, approvals and execution

*Steps not required in EPD Pilot Program

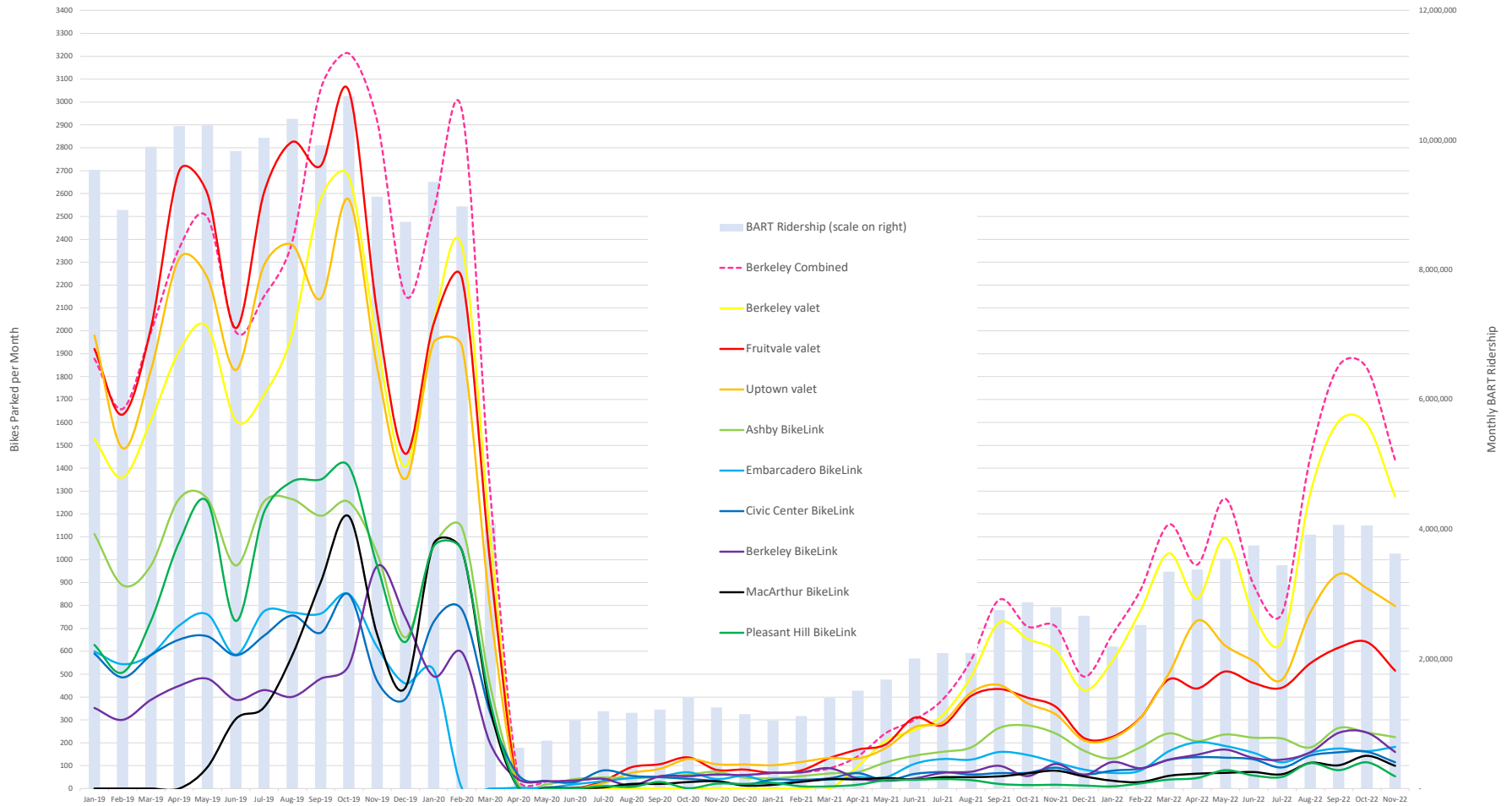
Upcoming December Board Items

- **Information Item:** Update on Station Refinement Work
- **Action Item:** Authorize the GM/CEO to issue Contract Amendments up to \$460,000,000 for Early Work Packages related to Contract Package 2 Tunnel/Trackwork including:
 - Purchase of Tunnel Boring Machine (TBM)
 - Associated TBM works
 - West portal construction activities

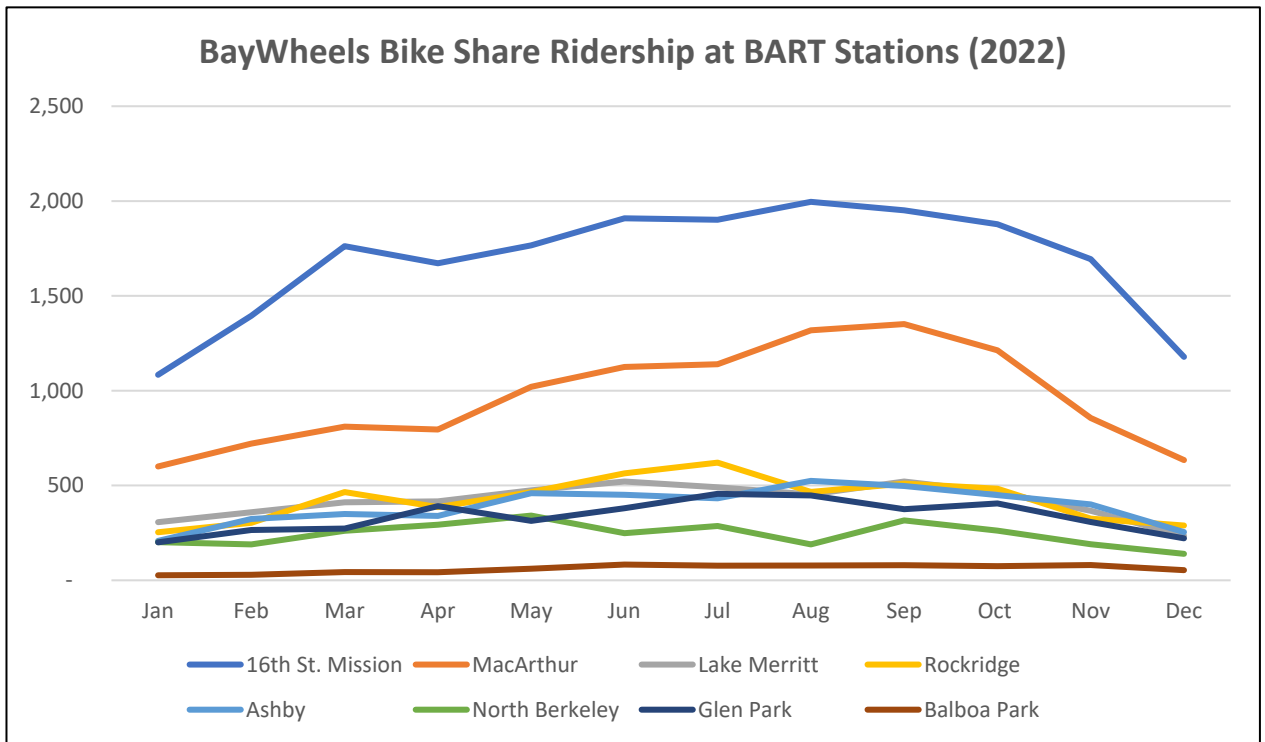




Monthly Volumes at BART Bike Stations & BART Ridership Jan 2019-Oct 2022



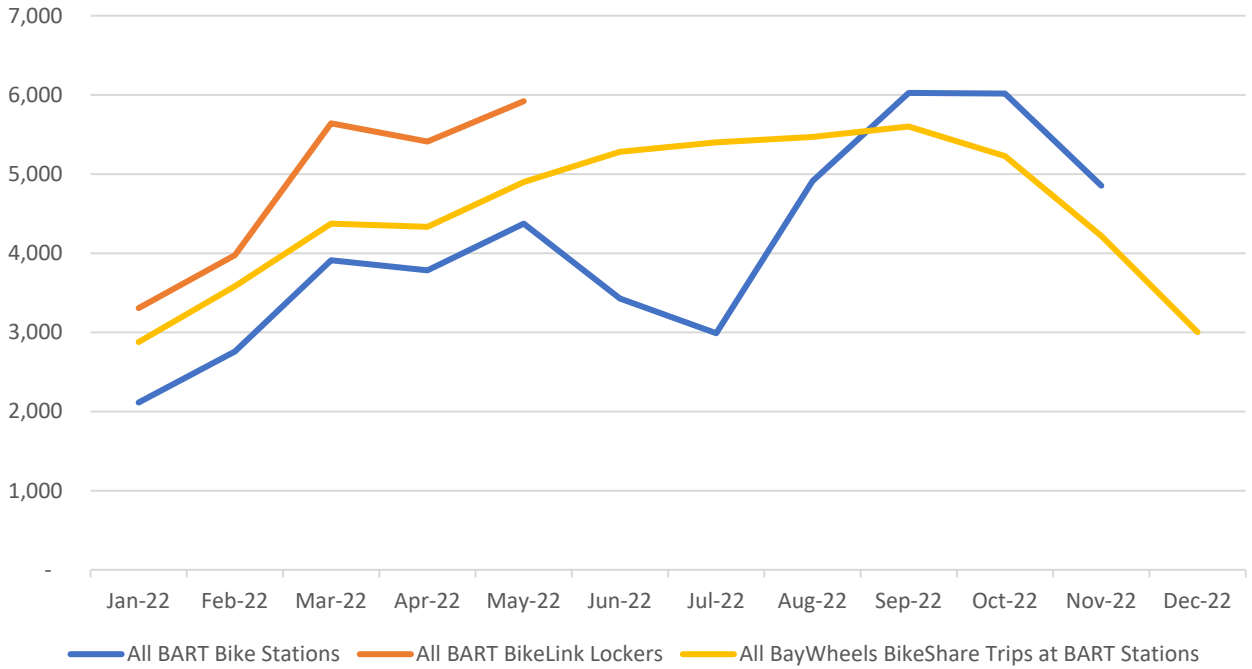
BayWheels Bike Share Ridership at BART Stations (2022)



BayWheels Bike Share Ridership at BART Stations (2022)

Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
16th St. Mission	1,084	1,395	1,762	1,672	1,766	1,909	1,901	1,996	1,951	1,878	1,694	1,178
MacArthur	600	721	810	795	1,020	1,125	1,139	1,318	1,351	1,213	856	634
Lake Merritt	306	359	411	416	474	521	490	452	521	464	366	235
Rockridge	253	303	465	386	465	564	620	466	510	483	325	289
Ashby	208	323	349	339	459	451	432	524	497	449	400	254
North Berkeley	201	189	261	293	341	248	286	189	316	262	190	139
Glen Park	200	265	273	391	313	380	456	447	375	405	307	221
Balboa Park	26	29	43	42	61	83	77	78	79	74	80	53
All BART Locations:	2,878	3,584	4,374	4,334	4,899	5,281	5,401	5,470	5,600	5,228	4,218	3,003

BART Secure Bike Parking Occupancy & Bike Share Trips (2022, District-wide)



BART Secure Bike Parking Occupancy & Bike Share Trips, (2022, District-wide)												
	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
All BART Bike Stations	2,114	2,758	3,911	3,784	4,373	3,428	2,989	4,912	6,025	6,017	4,854	
All BART BikeLink Lockers	3,307	3,975	5,641	5,412	5,920							
All BayWheels BikeShare Trips at BART Stations	2,878	3,584	4,374	4,334	4,899	5,281	5,401	5,470	5,600	5,228	4,218	3,003

Heath Maddox

From: Michelle Pallen <webcustomerservices@bart.gov>
Sent: Tuesday, November 29, 2022 2:40 PM
To: Heath Maddox
Subject: RE: Case 00296524: ride on Sun. 11/27/22 [ref:_00Dd0hrYV._5006T25Xu9f:ref]

Hi Heath,

See customers feedback regarding the bike racks on the FOTF trains.

Name: Alan
Email: atonbn@gmail.com
Phone: (510) 365-4199

Regards,

Michelle
BART Customer Services

=====

Case 00296524: ride on Sun. 11/27/22

I rode the Berryessa line and noticed two things during a pleasant and uneventful ride. There is no clock with the present time displayed.

Yet there are plenty of video displays showing the next station name and 4 or 5 other messages. A clock would be useful to many riders and encourage practical and sensible ride activity. We hurry and plan to get to the train and ride, so tracking the time is helpful.

secondly the new cars have bike racks that are single rails at the side of the car, not the 3-post setup (3 bikes in parallel) that were being used a half year ago. If ridership is declining then this is perhaps justified but if we get crowded trains again, I think the 3-post racks are an advantage so please don't get rid of them.

Thank you, a bike rider, Alan
ref:_00Dd0hrYV._5006T25Xu9f:ref

Heath Maddox

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Wednesday, November 23, 2022 3:21 PM
To: Heath Maddox; Brian Espinoza
Subject: RE: Case 00296254: Suggestion [ref:_00Dd0hrYV._5006T25WxBK:ref]

Hello Heath, Brian:

See suggestion at bottom. Email was received 11/22/2022 5:50 AM

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====

Contact Name Milo Linaman
Contact Email linamanlearn@gmail.com
Contact Phone (415) 964-9204
Received Date 11/22/2022

Description Milo Linaman
linamanlearn@gmail.com

I have a suggestion regarding bikes. Since the straps on the bars for bikes in the cars are ineffective and often missing or broken, BART could distribute either for free or for a small price, Velcro straps that are branded with the Bart logo to cyclists. I carry one around and it's very effective at keeping my bike stable during trips.

Via iOS app Version 1.20.0018

ref:_00Dd0hrYV._5006T25WxBK:ref

Heath Maddox

From: Heath Maddox
Sent: Monday, November 7, 2022 2:26 PM
To: carrieesullivan1@gmail.com
Subject: RE: Case 00291180: Straps on bike racks on new trains [ref:_00Dd0hrYV._5006T21qLc7:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Carrie,

Thank you writing us about your experience with the BART bike straps, and please accept my apologies for not responding earlier--your email got lost in my inbox after I was out with an injury.

We are aware that the straps would be more useful for the outer bikes, and I sincerely wish there were a simple solution I could offer. The straps went through extensive and iterative testing but I'm afraid that, as is often the case, the final result was a compromise that responded to a number of competing priorities.

Our initial design for the straps was in fact longer, to better accommodate wider or loaded bikes. Unfortunately, however, we were unable to implement the longer straps due to the potential for the straps to be sucked onto and obstruct the air intake grate immediately below the bike lean bar on both old and new BART cars (see attached photo). Due to the very real potential for compromising the climate control and air filtration system on the cars, having longer straps was unfortunately non-negotiable. We did try a number of different buckle and strap configurations to address the issue while still providing sufficient length for wider bikes, but were ultimately unsuccessful.

All that said, and your experience notwithstanding, the feedback we have received on the straps so far has been overwhelmingly positive and reinforces the decision to halt installation of the clamper-style racks that were initially deployed on the new cars and replace all existing racks with bars and straps.

A few final things to consider:

- One observation that my colleagues and I made during testing was that if the bike nearest the lean bar is secured with a strap and additional bikes are leaned against this secured bike without being strapped themselves, the outer bikes are actually fairly stable since the handlebars, pedals, etc tend to keep them from rolling away.
- When I load my bicycle for touring or carrying a lot of cargo, I will almost always have an extra strap or bungee which can easily be put into service tethering my bike. If you know you will be riding BART with a loaded bike, bringing an extra strap is a good idea, just in case you can't get the spot closest the rail. In a pinch, a helmet strap can sometimes work to tether to the adjacent bike.
- As a longtime BART-with-bike user, before the straps were implemented, I would try to sit in the seat nearest to my bike so I could keep a hand on it to keep it from rolling away. If a seat were not available, I'd either stand near my bike, or sometimes politely ask the person sitting nearest the bike area if they could perhaps move to a nearby seat.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612

415.728.1352

-----Original Message-----

From: BART Customer Service <webcustomerservices@bart.gov>

Sent: Wednesday, September 14, 2022 5:24 PM

To: carrieesullivan1@gmail.com

Subject: RE: Case 00291180: Straps on bike racks on new trains [ref:_00Dd0hrYV._5006T21qLc7:ref]

Hello Carrie,

Thank you for contacting BART Customer Services. We will forward your suggestion to our bike team.

Regards,

Samson Wong

BART Customer Services

M-F 8am to 5pm

510-464-7134

cc: Bike Access team

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Case 00291180: Straps on bike racks on new trains

Good morning! The straps on the bike racks are only long enough to attach the bike that's closest to the rack itself.

Could you please add longer straps?

ref:_00Dd0hrYV._5006T21qLc7:ref