



What are these BART's Community Meetings all about?

Why is BART reaching out to you?

After months of work by activists and community members, BART was found to be in violation of Civil Rights regulations because it did not study the impacts of a proposed project (called the Oakland Airport Connector or OAC) on low-income residents and residents of color.

What is the Oakland Airport Connector (OAC)?

The OAC is a 3 mile above-ground rail extension between Oakland Coliseum BART and the Oakland Airport that will replace the existing AirBART shuttle. It will cost taxpayers over \$500 million to build. It will cost riders \$6 per ride (one way), in addition to the fare to get to the Oakland Coliseum BART.

What must BART do to be in compliance with Civil Rights regulations?

BART must do the following:

- Study the impacts of the OAC on low-income and minority residents and riders and get input from residents on the OAC
- Create a Community Participation Plan to get feedback from low-income, minority and Limited-English Proficient riders and residents on all major expansions or changes in BART fare or service in the future

What Does BART want from you?

BART wants to meet with your organization to recruit you to come to a community meeting to discuss what this Community Participation Plan will look like. If you go, be prepared to ask BART: How will my input actually make a difference in what BART does? Will BART actually listen to me or will BART continue to do what it wants, engaging residents simply because it is required of them?

Why should you care?

BART is a PUBLIC agency with a democratically elected board that controls hundreds of millions of taxpayer dollars and should serve the needs of Bay Area residents and its riders. BART belongs to us! It should understand our transportation needs and listen to our wishes.

Trade-offs

Every decision at BART involves trade-offs. For example, where should BART expand to? Should BART spend \$522 million on the OAC or on other expenses? For example, \$522 million could make BART free for all its riders for almost 2 years.¹ It could also cover the costs of major upgrades at all of its stations and still leave another \$100 million for other projects.²

¹ Farebox revenue from 2007 was \$298.2 million according to BART's 2008-2017 Short Range Transit Plan. http://www.bart.gov/docs/FINAL_FY08_SRTP_CIP.pdf

² According to BART's 2008-2017 Short Range Transit Plan, Station Modernization of all the stations would cost about \$420 million and include elevator/escalator improvements, access improvements, life/safety improvements etc (page 5-13).

BART Belongs To Us!

How do you think BART should be spending tax payer and rider funding? What could we get instead of the Airport Connector for East Oakland with \$500 million? And what kind of Participation Process should BART use to learn your opinion? How do you know you will be listened to? Here are some ideas to consider....

What does real community control look like?

We would have fair, accountable and responsive representation on the BART board.

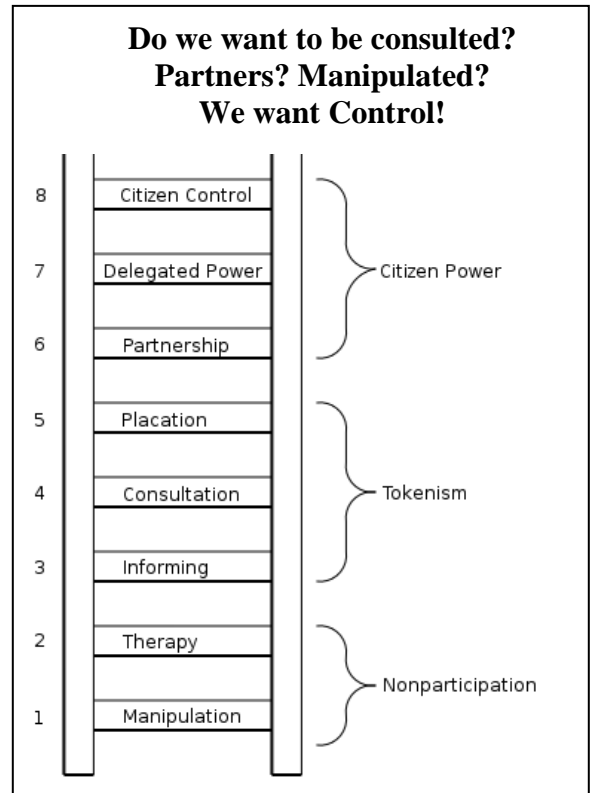
- Transit riders on the BART board.
- Board representation by population.
- Regular neighborhood meetings with BART board members.

We would have the information necessary for meaningful participation, and meetings when and where we can attend.

- Meetings should be widely publicized and accessible to the public.
- Translated meetings and materials.
- Collect and share accurate and current data to understand impacts on riders.
- After asking a group or community for input, return to let them know to what extent their ideas were incorporated.

We would have real POWER! Change BART's internal culture and structures to grant control to Bay Area residents.

- Community members define project and budget priorities.
- When considering investments, present real tradeoffs, with real budget information, such as: One Airport Connector vs. 2000 buses?
- Hold public process before and during a decision making process rather than checking with us after the fact.



**For more information, please contact Will Dominie or Lindsay Imai of Urban Habitat's Transportation Justice team at 510-839-9510 or will@ and Lindsay@urbanhabitat.org.*