

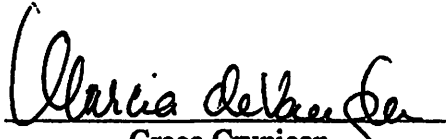
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** November 13, 2015
FROM: General Manager
SUBJECT: Consent Calendar Item #2.D: District Response to Contra Costa County Grand Jury Report

On September 10, 2015, the Board approved the District's response to the Contra Costa County Civil Grand Jury Report 1504 "Averting Bay Area Rapid Transit District Strikes". In a letter dated October 15, 2015, the Foreperson of the 2015-2016 Contra Costa County Civil Grand Jury, notified the General Manager that BART overlooked Finding #5 when providing its response to Grand Jury Report 1504.

At the Board of Directors meeting on November 19, 2015, the Board will be asked to consider the motion below to approve the District's response to Finding #5 (copy attached). Please feel free to contact me if you have questions.


Grace Crunican

Attachment

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

MOTION:

That the Board approves the attached response to Finding #5 of the Contra Costa County Civil Grand Jury Report 1504 "Averting Bay Area Rapid Transit District Strikes".

Response to Finding #5 of the Contra Costa County Civil Grand Jury Report 1504

F5. A multi-jurisdictional transit service plan developed and initiated by the MTC Commission during the last BART strike was insufficient to mitigate the impact of the strike. BART agrees with this finding. BART carries approximately 100,000 round trip passengers between the east bay and San Francisco and, in excess of 300,000 daily trips throughout the rest of the system on an average weekday.

Other public transit agencies that provide San Francisco Bay crossing services during peak commute hours, most notably AC Transit, increased their regular service from the east bay to San Francisco during the last BART strike. Additional ferry service was also made available through the efforts of MTC. In an effort to provide commuters with additional transit options to cross the San Francisco Bay Bridge during the strike, BART was able to offer limited lifeline private bus service to serve approximately six percent of BART's regular ridership. In order to meet even this limited threshold, BART contracted with private bus operators from across California to provide transbay service. To alleviate congestion to the extent possible, commuters were encouraged to telecommute or stagger work times.

MTC's role was primarily one of coordination to ensure seamless information flow between agencies. MTC and BART both worked diligently to increase capacity through other modes of transportation during the strike; however, those efforts were insufficient to fully mitigate the impact of the strike because the availability of resources required to do so do not exist.