

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

May 17, 2015
By E-Mail

Grace Crunican, General Manager
Bay Area Rapid Transit District
P.O. Box 12688
Oakland, CA 94604

Re: Richmond Station Mismanagement

Dear Ms Crunican:

Three weeks have now passed since our letter to your Board (attached for your convenience), yet there has been no response whatsoever from your agency. In the intervening time, the parking program referred to in our complaint has commenced, without modification. We offer a few additional thoughts:

1. BART staff, or BART staff functioning as CCJPA staff, have placed a restriction on Amtrak passengers parking in the Richmond structure that does not apply to BART passengers. The Capitol Corridor website news item says "Please be aware that there will no longer be overnight parking at the Richmond BART parking facility." This stands in direct conflict with BART's own parking FAQ, which permits overnight parking: "There is a 24-hour weekday time limit on parking in all BART lots." No policy or legal reasons have been provided to justify this obvious discrimination.
2. The online-only parking permit process for Amtrak passengers is clunky, non-intuitive, and time-consuming. The tech-savvy undersigned found it difficult to use. There is no link for Amtrak passengers on the BART website or that of its contractor.
3. It is apparent that BART staff did not consider the Digital Divide in developing the Amtrak parking program, or the fact that it prevents those on the other side of the Divide from using the BART facility in Richmond.
4. BART management seems to have learned nothing from the OAC fiasco as to the applicability of Title VI to its operations. This program is blatantly discriminatory.
5. BART's Amtrak parking program is a perfect demonstration of much that is wrong with Bay Area transit. It bears the deep imprint of a staff trained to think in siloes. This kind of thinking results in disconnections and gaps, which force the region to

develop Seamless Transit as an antidote. Avoiding siloes in the first place would be far better.

6. After a month of construction disruption, we still have no idea of the purpose of the project, or even whether the bus loading areas will be reconstructed there. This is a new low point in the competent provision of public information.

We reiterate our earlier request for reprimands of managers that ignored or were oblivious to the discriminatory impacts of the program they approved.

Sincerely yours,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President
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CC: Leslie Rogers, FTA
Jim Allison, CCJPA