



PUBLIC COMMENT

BART Board Meeting

March 14, 2024

Item 8

From: aleta dupree <tsjoan@icloud.com>
Sent: Friday, March 1, 2024 8:38 PM
To: Board Meeting <board.meeting@bart.gov>
Subject: Comments along the way

Secretary April Quintanilla, please forward this message to the full BART Board for the next General Meeting

Greetings President Bevan Dufty and Members.

Aleta Dupree for the record, she, her.

I offer to you my various thoughts concerning the San Francisco Bay Area Rapid Transit District.

“Do You See the Light?”



(This is Washington Union Station.)

I consider the various adventures of Jake and Elwood Blues, brothers from Chicago, depicted by John

Belushi and Dan Aykroyd in the 1980 film *The Blues Brothers*. Jake and Elwood reunite with an old friend, Curtis, and they receive a strong admonishment to attend a historic church on the South Side of Chicago, to hear the message of the Reverend Cleophus James. At the time *The Blues Brothers* was released, I had not yet been to Chicago, I was instead in New York.

During the musical service, with the Reverend Cleophus played by the singer James Brown, Jake finds himself bathed in light streaming in through a window in the church, and discovering things much bigger than himself, and Elwood soon experiences the same. The Reverend calls out loudly, do you see the light? Perhaps the scene was inspired by historic pictures of Grand Central Terminal, which is a famed and historic railroad station located in New York City. In such pictures, light can be seen streaming from the windows above. In the fall of 1980, I visited Grand Central Terminal for the first time. I can't say that I saw streams of light from above. At the time the station still had some blacked out windows, going back to World War II. Yet about two decades later, the windows were cleaned, and the various advertisements taken down, and the light streamed through the windows once again. I can say that in my first visit to Grand Central Terminal, that I did indeed discover things much bigger than myself, and that continues to this day.

I consider the possibilities. Surely that historic church used substantial amounts of electricity to power the lights, sound systems, and the instruments, including a Hammond B3 organ. It was probably warm, maybe even hot inside the church, the space was probably not air conditioned, and many of the parishioners waved paper fans. I have no idea how much that church paid Commonwealth Edison, the local electric provider, with an expanding fleet of nuclear power stations, on that day Jake and Elwood attended. Surely the Reverend Cleophus thought about that when the bill came in each month. It often takes electricity to put on musical performances, whether in the church, a music store, a bar, or a theater in a country club. Jake and Elwood did drive around in an old police car that used regular leaded gasoline. I remember the days of regular gasoline, and the phasing out of such around 1980.

I do not have experience or expertise in the use and measurement of electricity in performance spaces, houses of worship, or of transportation systems. In a deleted scene from *The Blues Brothers*, Jake and Elwood park their car in a Chicago Transit Authority electrical vault, such is used to power the trains that thousands use every day. I can say that I am a user of residential electricity. There are some utilities that are provided by the owner of the space that I live in. However, each unit has an individual account for electricity, and the lease requires that such electric service be turned on and maintained for the duration of the lease term. For me, such residential electricity comes from utility scale solar power facilities. Such allows me to sit in front of a solar powered big screen television, and take in the proceedings of BART, and of plane spotting, among other things.

I did see a press conference video dated 20 February of this year, presented by the Metropolitan Transportation Authority in New York City. The subject matter was concerning a plan by the New York City Subway to retrofit the lighting system in stations to LED technology. I have all LED lighting in my solar powered home, for at least a decade, and eventually the Subway will have the same, or very close to that. I consider the importance of our BART, and the message of LED lighting plans delivered at the Board Workshop. It takes a lot of electricity to power the Subway, and BART. I might need to file Public Records Requests, to be informed about electricity use at BART. It is essential to be transparent on such matters. I can't say that I ever saw the light in the same way that Jake and Elwood Blues did. But I do believe in and practice this most illuminating and transparent of ideals, that BART is The Peoples System.

Favored and Disfavored?

I consider the conduct of Meetings, and it seems to me that some who appear before you are more

avored than others. You see, I am given two or three minutes to share my thoughts on the Agenda Items at hand, yet some get more time. I wonder, why is that? Are the things that I share with you less important? I would like to think that they are no less. Am I less of a person before you? I would hope that I have equal standing. Yet wonder about that, and now I reckon I know. It is not easy for me being a Disabled Veteran of Operation Desert Storm. I have admitted to you my history of incessant teenaged fare beating on the legendary and historic New York City Subway. I had done various forms of Subway surfing as well. I am different from you and many at BART, especially by my wearing of a skirt. It does not surprise me that some get more time, and therefore greater standing before you than others. And so given my adherence to the Meeting Clock, I share my unsaid and unfinished thoughts with you in a message or at your next Meeting. And so how do I get full and equal standing before you at BART? It is not easy overcoming structural favoring and disfavoring, especially when I often feel I get the short end of the stick. Yet I can only be myself, and respectfully share my thoughts with you. I feel that is not only the best method but the only method I know. I will not stoop to levels of disrespect and risk losing my welcome. And yet I live daily with the possibility that I could be turned back from the fare gates or ejected from the System simply for being different. It wouldn't surprise me if such happened, and the lack of recourse only makes the idea of that sting more. It is my hope for a day when all who engage with BART, whether in Meetings or out on the System will have equal standing. I pay the fare and follow the rules of conduct, and yet we the ordinary public seem forgotten in that. But I feel the patrons of BART should be respected with equal standing, we are the ones who pay the fares and the reason that BART is here in the first place. Some might disagree, yet I believe that BART has a mandate to serve the People of Bay Area Soil. It is my hope that many can share with me in the basic ideal of BART being The Peoples System. And such is an ideal grounded on things most basic. Perhaps many at BART might wonder about me, and the things that I say. Some might doubt my being a Veteran, or my having electric service in my own name, or using direct deposit. Yet I believe my stories and ideas are relevant and respectful toward the daily work and mission of BART. I do take matters of Grand Central Terminal very seriously, and reflect on discovering things often much bigger than myself. And an important part of understanding Grand Central Terminal is the fact that it is located in New York City. I very much enjoy considering the words of Gerry Rafferty, and getting Right Down the Line, especially on Metro North. Perhaps Jeff Lynne, in his work Last Train to London, was thinking of the New York City Subway station at 53rd Street and 5th Avenue, with the curved ceiling, on the former Independent System, now known as the B Division. I ask that you be mindful of the ordinary users of BART, both in your Meetings and out on the System. And I am one of those ordinary users of BART, and ask no more or less than anyone else, and I hope you will share that mindset with me.

“On Matters of Grand Central.”

I bring to you matters concerning Grand Central Terminal, and the new annex Grand Central Madison, which are located in New York City. I seek to draw relevance to the things of BART. I think back to around 1976, when I obtained my first copy of the Guinness Book of World Records. And I came across the mention of the world's largest railroad station, and its mention of Grand Central Terminal. And so living the New York area, I said to myself, I want to see this place. In 1977, I found in a public library somewhere on Long Island, a recently published copy of the book “Grand Central”, by William D Middleton. And then in 1978, I heard “Baker Street” and “Right Down the Line”, by Gerry Rafferty. I had gained much experience with the New York City Subway, and the Long Island Railroad, yet I considered the possibilities of things I had not yet seen. I read reports in the news of the possibility that Grand Central Terminal might be demolished. Some plans were floated to terminate train service at Mott Haven in the South Bronx, and then passengers would use the Subway to get into Manhattan.

Such were difficult times for me, the Subway's future was in question, with the graffiti, and broken lights, and the high crime rate. Even the future of the City of New York was questioned, given the financial crisis of 1975. There was crumbling infrastructure throughout the city, and a sense of dread in

the wintertime. I considered the written work of "Bleak House", by Charles Dickens, such was not an easy read. I wondered to myself, would I ever get the chance to see this famous and celebrated place called Grand Central Terminal? Sadly I grew up in an environment where Public Transportation was not thought much about, and many that I knew did not care.

I do feel that sharing of my experiences on other systems of Public Transportation with you is indeed relevant to the work and mission of this system that is BART. It seems there are very few who share on these matters from greater geographical perspectives. I do not know of anyone else who shares their thoughts at BART Meetings who then goes on to share in places such as New York, New Jersey, etc. Yet I believe that the constituency of public transportation systems is indeed worldwide in scope. Perhaps if I make it to London, I can visit a Meeting concerning the London Underground. I might share about Gerry Rafferty, Jeff Lynne, and George Harrison. I'm sure Baker Street in London and Forty Second Street in New York City have many common themes, and both streets have stations on their respective rail transportation systems. And while I do take my Grand Central Terminal very seriously, as I have since the fall of 1980, this ideal I hold to with equally great weight, that BART is The Peoples System.

Such things have been said.

"I remember better days." - Graham Nash.

"Plans are nothing, planning is everything." - Dwight David Eisenhower.

"Change your thoughts and you change your world." - Norman Vincent Peale.

Have You Seen the Light?



(This is the Main Concourse of Grand Central Terminal, which is located in New York City.)

Thank you.

From: aleta dupree <tsjoan@icloud.com>
Sent: Monday, March 11, 2024 7:18 AM
To: Board Meeting <board.meeting@bart.gov>
Subject: Comments for the meeting

Secretary April Quintanilla, please forward this message to the full BART Board for the next General Meeting.

Greetings Board President Bevan Dufty and Members.

Aleta Dupree for the record, she, her.

I bring you my thoughts concerning the San Francisco Bay Area Rapid Transit District.

“Songs for Beginners.”

I relate to you my attendance at an extended family dinner that took place in Woodmere, New York, a small community on Long Island. Such took place in 1976, I think, and it was my first time in the area in several years. You see, I had an aunt an uncle who also lived in Woodmere, and in 1973 they moved to Las Vegas. And so Woodmere was the place where I became intrigued about Las Vegas, in Nevada, where I have made permanent residence since the summer of 2002.

And so after the meal, a cousin of mine, whose parents hosted the dinner, took me aside. The young man said, you mentioned the eight track player you got for your birthday, and he handed me a tape. And the label said, Songs for Beginners, by Graham Nash. And so I listened to the album at the first available opportunity.

I can't say I was immediately and profoundly affected by Songs for Beginners. Yet in many ways, I was still very much a beginner at using Public Transportation. I was reminded of New York, and difficult times, the fiscal crisis, and the future of the Subway certainly appeared to be in question.

And so a few weeks ago I listened to Songs for Beginners again. I considered my attendance and speaking, through Zoom at the Public Hearings concerning Congestion Pricing in New York City. I reflected on my time at Thirty Fourth Street and First Avenue, in trying to cross through a congested intersection. I said to myself, the problem isn't a lack of parking spaces, it's that there are too many vehicles.

Perhaps Songs for Beginners can sound melancholy, yet like the works of Gerry Rafferty, I see many reasons to be hopeful. There are many things that I do not understand. I do not know if I am understood when I speak or tender my various messages before you. I have not yet been able to meet Mr Graham Nash. Yet Songs for Beginners definitely reminds me of New York, and of places often not seen. There are many places in New York that are often unseen, and even forgotten. And I do share of my experiences both current and historical, with the idea of collaboration and enlightenment. And so I seek to enlighten many of this idea that I hope toward, that BART is The Peoples System.

The Making of Sausage.

I share with you my thoughts concerning the making of sausage, given that I have heard of sausage making in legislating and politics. I can't say that I'm an expert or even a novice when I comes to making any kind of sausage. You see, I grew up being the only one in my family who ate sausage, given that

those around me did not particularly like it. And so I found creative ways to access sausage such as at early morning school breakfasts, meals at the homes of others, and taking myself out to eat. I remember when fast food breakfast emerged in the mid 1970's, and I had sausage patties with pancakes. I often had sausage on pizza. In the late 1970's, I discovered the San Gennaro Festival in New York City, and I might have had grilled sausage. And to get there I used the New York City Subway. When I have grilled sausage I either have it only with bread, or without bread on a plate with using a knife and fork. I do not eat sausage with peppers and onions as many do. Today I heat up sausage in my electric oven, or in a steel pan on the stovetop element. I have made my own sausage patties, I can't say they would earn any awards, but practice gives me satisfactory results.

I don't know what sausage making at BART looks like. I have no idea if my speaking and letter writing qualifies as sausage making. And if such does, I don't know if I'm particularly good at it. You see, sausage making in speaking and writing does not often have clear or immediately apparent results. Some might call sausage making unpleasant. I would say that sausage making is challenging to say the least. I don't know what the finished product would look like. And yet because I enjoy making sausage patties at home in my solar powered all electric kitchen, then I try to translate such into the things of BART.

I do not know if I am understood when it comes to the matters of BART. But I do emphasize to you the importance of your General Manager Bob Powers and the executive team. I am simply an ordinary user of BART and share my thoughts with you in the hopes of building a better BART. I don't know if what I am doing is sausage making. I guess I call it sharing, just as I have shared stories of the many sausage breakfasts and lunches I have had over the past half century. And I have used Public Transportation to help me get to the many places where I do have sausage prepared for me, whether to consume on site or to take home for later. I have discovered there are places where one can enjoy sausage meals in Grand Central Terminal, which is a legendary and historic railroad station located in New York City. And perhaps the work of building a better BART might be difficult at times, but I ask of you to focus on the positive energy, such which I put into my solar powered virtual podium. I can only be myself and share with you what I know as I know it.

"On Refusal of Service."

I have come across many establishments over the years that post a sign that says something like "we can refuse service to anyone." And so often I consider, as a person who is very different from you, that I could be refused service on BART, and without reason. Such concerns me deeply, as I believe that BART has a mandate to serve the People of Bay Area Soil. I would like to see a BART that can be more approachable and welcoming to the many who seek to partake of the high quality transportation services that BART has to offer.

I am familiar with the process of prohibition orders, and such matters are discussed in Transportation Security Advisory Committee Meetings. Yet such only is concerned with prohibition for specific offenses. Yet what about other forms of potential refusal of service on BART that do not fall into such specific categories? I believe that anyone who pays the appropriate fare and follows the rules of conduct should not have to be worried about being denied service on BART. You see, I am one who attends and speaks at your Meetings, and wears a skirt, and I have been vaccinated several times to protect myself from COVID-19, and am current with such, and I am a Veteran who served honorably in the Armed Forces of the United States. And because some do not know what to do with me because I am different, such could lead me to being denied service on BART. I might need to file Public Records Requests to see if people are being trespassed from BART for reasons other than stated in formal prohibition order statistics. And I do present my credentials with rigorous honesty, as there are some who pretend to be Veterans when they are really not. I state that I am able to responsibly manage electric service in my

own name, and that I do indeed use direct deposit. Yet some might presume me incapable of understanding the things of BART. But I do think that my use of the New York City Subway since 1970 is indeed a basic qualification to comment of matters of BART and other systems of Public Transportation. I think I am right in taking the matters of BART very seriously, as I want the best BART that we can have. I would like to recommend the use of BART to my brethren who are very different from many in the world. But I am wary, that if some might have a negative experience, such might reflect poorly back on me, given they were failed by my recommendation, albeit with good intentions on my part. I have at times been disrespected at the door. Such must not happen but it seems endemic. I generally do not engage with front line employees at BART in stations or on trains, given that they might not know what to do with me. Yet I have found many at BART that I do enjoy interacting with, such as the group in the Lake Merritt Customer Service Center, and some members of BART PD I have crossed paths with. And I have always enjoyed conversations with the team that oversees the Capitol Corridor. It is my hope that I will never be disrespected at the door of BART again, and such should not happen to anyone. I want a BART where everyone can be professional and respectful both on and off the clock. I believe in the importance of the good name of BART, and this is the reason why, BART is The Peoples System.

This is indeed reminiscent of BART.



Thank you.



PUBLIC COMMENT

BART Board Meeting

March 14, 2024

Item 9-A

From: [Ellen Clark](#)
To: [Board Meeting](#)
Cc: [Kamala Parks](#); [Carli Paine](#); [Gerry Beaudin](#); [Shweta Bonn](#)
Subject: Public Comment
Date: Tuesday, March 12, 2024 5:56:47 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[City of Pleasanton - Letter to BART Board - 2024 TOD Work Plan Public Review - 3-12-24.pdf](#)

Please find attached a comment letter from the City of Pleasanton, for the upcoming March 14 BART Board of Directors meeting, concerning review of the BART Transit-Oriented Development Program Work Plan update (Item 9A).

Kindly advise if you have any issues accessing or downloading the attached file.

Ellen Clark

Ellen M. Clark (she/her)
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City of Pleasanton | P.O. Box 520, 200 Old Bernal Ave., Pleasanton, CA 94566





March 12, 2024

Via electronic submission

Board of Directors
San Francisco Bay Area Rapid Transit District
2150 Webster Street, 1st Floor
Oakland, CA 94612

RE: BART Transit Oriented Development Program Work Plan: 2024 Update
Continue to Prioritize Dublin/Pleasanton station (Pleasanton) for Housing

Dear Members of the Board of Directors:

This letter is in response to the public review draft of the 2024 BART TOD Work Plan, identified as Item 24-084 on the agenda for your March 14, 2024 meeting.

The 2024 BART TOD Work plan identifies the Dublin/Pleasanton station (Pleasanton) to proceed to developer solicitation in the mid-term (i.e., RFP/RFQ in the 2029-33) timeframe, a position that remains unchanged from the 2020 Work Plan. We acknowledge and appreciate the note provided in the work plan that the development priorities “are based on information gathered and data analyzed at a point in time. Priorities may shift as realities that affect development at each station become clearer” (2024 Draft Workplan, Page 16). We further remain encouraged to see that while the workplan focuses on the timing for developer solicitation, there may be local efforts that precede or are concurrent with Step 1 of the process: Pre-solicitation Planning, such as local planning, visioning, community engagement and zoning (2024 Draft Workplan, Page 13).

The City of Pleasanton remains committed to advancing the planning for the site for housing and is looking forward to a continuing cooperative partnership with BART to implementing actions needed to advance to the more formal developer solicitation and selection, such that we are able to begin these steps by, or before, 2029.

To this end, the City has already rezoned the site to conform with AB2923 requirements and adopted objective design standards. As you may know, the City has identified a specific program in its 2023-31 (6th Cycle) Housing Element (Program 1.3) for concept planning of the site, in conjunction with BART and other key stakeholders, and intends to begin work on the concept plan in 2024. The City has also identified this site in collaboration with MTC/ABAG as a Priority Site and submitted a letter of interest for technical assistance for analysis of market conditions, evaluation of parking needs and solutions, and design-related considerations including station access and multi-modal connections. We are also excited about developments since the 2020 Work Plan that make this station an even more viable location for TOD. These include advancement of ValleyLink, a mass-transit project for which the City has advocated for many years, which will create a transit interchange at the Dublin/Pleasanton BART station to connect new riders to BART from the Central Valley; and the new 500+ space public parking structure, currently under construction in Dublin just north of the existing BART parking garage, that can help to meet future commuter parking needs as surface parking transitions to other uses.

COMMUNITY DEVELOPMENT
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The City notes the Workplan identified available BART staffing among the constraints driving the pace at which the TOD program can advance. The City would urge the Board to prioritize resources to continue and expand funding for the TOD program in upcoming and future years' budgets, recognizing the exceptionally important role development of BART properties can play in helping to solve our regional housing challenges and support regional goals for sustainable, transit-oriented development.

Thank you again for your continued support. The City looks forward to a meaningful and collaborative partnership with BART to furthering its goal of undertaking a concept plan that reflects the needs of the local and regional communities as well as advancing housing and potential other compatible uses on the site.

Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Clark". The signature is fluid and cursive, with the first name "Ellen" and the last name "Clark" clearly distinguishable.

Ellen Clark
Director of Community Development

Copy:
Gerry Beaudin, City of Pleasanton City Manager
Dan Sodergren, City of Pleasanton City Attorney
Shweta Bonn, City of Pleasanton Senior Planner
Kamala Parks, BART Principal Station Area Planner
Carli Paine, BART Group Manager, Transit-Oriented Development Program