

Name: Robert Raburn

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Current occupation: BART Director District 4

1. Motivation -- Why did you choose to run for the BART Board?

*For 18 years prior to my election I worked as an advocate for better BART access for bicyclists and pedestrians and achieved several goals—notably the adoption of Safe Routes to Transit in the 2004 passage of Regional Measure 2. In 2010 the Sierra Club asked me to run for the BART Board.*

2. Please give a summary of your background and qualifications for the office of BART Board.

### **Biography**

*BART Board President Robert Raburn was elected to the BART Board of Directors on November 2, 2010. Director Raburn represents District 4, which includes most of Oakland, the City of Alameda, and part of San Leandro. It is one of the most diverse districts represented on the BART Board. In the 2018 election, he is running to serve another term.*

*In 2016, Director Raburn successfully led BART's efforts to pass Measure RR, a \$3.5 billion Green Bond to rebuild the aging core system backed by over 70% of voters in BART's three core counties. Raburn attended more than 150 public meetings to make sure that Measure RR funds are effectively and efficiently invested with strong citizen oversight to produce reliable service and reduce overcrowding. It marks a crowning achievement in a career devoted to improving life in our region.*

*Raburn came to the East Bay in 1979 to study transportation and urban geography at UC Berkeley, where he received a doctorate degree. He taught geography and urban planning for a decade at San Jose State University, and on behalf of Hispanic voting rights groups, served as an expert witness and drew political redistricting plans adopted by the U.S. Department of Justice.*

*Raburn led the East Bay Bicycle Coalition for much of his involvement with them from 1992 to 2010. His work led to the building of the bike path on the new Eastern Span of the Bay Bridge, and the removal of the "world's shortest freeway" near Lake Merritt in Oakland.*

*A recognized leader in sustainable transit solutions, his work has influenced regional and state funding and policies on transportation planning and air quality.*

*For a decade prior to serving on the BART Board, Raburn chaired Alameda County's Measure B Citizens Watchdog Committee, ensuring Measure B transportation tax funds were spent as promised to the voters. He helped draft the Measure B expenditure plan that was approved by voters in 2000. Raburn has also helped lead other successful local and regional ballot measures, raising \$2.5 million in transportation funds for transit, pedestrian, and bicycle improvements along Fruitvale Avenue and helping to increase bicycle and pedestrian safety near various BART stations. His ideas for Safe Routes to Transit became part of a region-wide program.*

*Robert received the Clean Air Champion Award from the Bay Area Air District in 1995, the Stride & Ride Award from the California Bicycle Coalition in 2003, the Metropolitan Transportation Commission's Excellent in Motion Award in 2004, and the Bay Area Business Roundtable's Appreciation in 2014. As a staunch believer in community involvement, Robert enjoys volunteering at Allenwood Elementary and in the Dimond District near his home in Oakland where he has been recognized as a "Local Hero" in 2014 and again in 2016.*

*In his spare time he likes to bicycle tour with his wife Pat. They also enjoy travels south-of-the-border where they study Spanish and culture. He struggles to find time to practice playing bass guitar.*

3. (For incumbents) How would you assess your own job performance? Please give some specific examples of accomplishments and setbacks?

*Several strategic decisions promise to benefit riders and the Bay Area population in the near future. To improve rider comfort and reduce crowding I have pushed to fund 1081 new train cars. Passage of Measure RR (\$3.5B) will improve BART's reliability by rebuilding the 46-year old core system. I championed BART's Office of Civil Rights to ensure that Measure RR will provide opportunities for local small businesses, Disadvantaged Business Enterprises, and Women-owned Business Enterprises. Adoption of a bold Transit Oriented Development policy will reduce emissions by bringing jobs and 20,000 much needed housing units to BART station areas, including 35% affordable units system-wide. Over 1000 housing units are under construction in District 4 today. As a major consumer of electric power, I led a push to reduce power supply emissions by signing wind- and solar-power agreement to leap from 4% CA certified renewable power in 2017 to over 90% by 2021. After years of personal advocacy, the Board adopted a Youth Clipper Card 50% discount through for ages 5 through 18 this past January.*

*The combination of increased criminal activity on BART and the impact of homelessness have caused a deterioration in the Quality of Life in the BART system. Despite advancing the Proof-of-Payment system to restrict entry to ticketed riders beginning in 2018, my goal to hire additional unarmed Community Service Officers*

*(CSOs) to work during the evenings as fare inspectors has been stalled. Adding uniformed CSOs represents a cost-effective way to offer peace-of-mind to BART riders.*

*I am also disappointed in not achieving more than “incremental” improvements to increase the off-peak frequency of BART service. My goal is to offer service that is competitive in total travel time with more costly Travel Network Companies.*

4 How would you go about leading change that would result in better coordination between BART and other transit providers, especially AC Transit? What could BART do to improve its coordination?

*I sent a strong message to BART staff about my intention to work closely with AC Transit when AC Transit Director Chris Peebles issued my oath of office for my first term. We subsequently formed the Interagency Liaison Committee that meets in public bimonthly with our General Managers and I have recruited other supportive BART Directors to join me on the ILC. Every AC Transit route serves at least one BART station and we also collaborate on providing paratransit services to persons with disabilities. While the ILC has improved timed transfers, late night service, core capacity (transbay) service, and bus bridge operations, my goal of providing fare coordination has yet be implemented following a pilot study.*

5. Please discuss your priorities of investing in the expansion of BART vs. investing in maintenance of the existing core system. What is your position regarding various proposals for expanding service to Livermore (and/or beyond); further into Contra Costa County (for example, Brentwood); or elsewhere. What is your position on a Bus Rapid Transit connection to Livermore?

*The Board decision to not spend over \$1.6B to extend BART to the Isabel Interchange on I-580 saved BART from bankrupting our plans to invest in core capacity improvements that will benefit the existing dedicated riders who crowd into BART trains each weekday. Not only would the proposed Isabel Station area have encouraged low-density sprawl and created greater auto-dependency (according to the EIR documents), but the scheme did not stop there--it proposed to add yet another costly BART extension to Greenville road! All of this expense for the Bay Area would have focused on serving areas in the San Joaquin Valley that do not contribute to fund BART. It was a bittersweet victory, however, as Tri-Valley politicians blocked my alternative initiative to offer cost-effective Bus Rapid Transit connections from BART to Las Positas College, Downtown Livermore, ACE trains, and the Labs. I had successfully pushed for this alternative to be included in the Environmental Review after traveling on the LA Metro's Silver Line that operates in the median of I-110 south from Downtown LA. The BRT proposal remains as the most appropriate technology that would actually serve Livermore (which chose to preclude BART from downtown Livermore).*

*The extension of eBART to Pittsburg Center and Antioch represents a cost-effective system tailored to the suburban communities it serves. It received substantial local funding support. An extension to Brentwood would be contingent on local funding and*

*completion of active transportation projects that would allow convenient access to any proposed station sites. Currently, the regional trail network is severed by Highway 4.*

6. What would you do to ensure that a boondoggle project (like the Oakland Airport Connector) would not happen again? The federal govt pulled \$70 Mill from the Oakland Airport Connector project since it would disproportionately affect protected groups in violation of Title VI. BART is currently proposing to begin service one hour later, at 5am instead of 4am. What will you do to ensure the rights of riders that depend on that service are protected?

*Title VI of the Civil Rights Act is now routinely used at BART analyze projects to determine if low income or minority populations would be disproportionately burdened by any proposed service change. The analysis of the 5am opening for the transbay tube strengthening and Measure RR rebuilding work on power and trackways has guided me to endorse robust bus bridge operations that will offer convenient, frequent, and quick express bus service that will in some cases be superior to BART in total travel time.*

7. Are you satisfied with employee safety? If not, have you any proposals to increase employee safety? Please include your thoughts and proposals regarding employee safety, including Train Operators' workplace injuries, and assaults on Station Agents.

*Following the unfortunate deaths of two trackside workers in 2014, BART has implemented changes in General Order 175 that preclude workers from working near operating trains. For several years GO 175 resulted in train delays, but as additional fencing and procedures have been implemented, BART is now seeing that safe working conditions and reliable service go hand-in-hand.*

*I have supported replacement of hard-to-open operator cab windows on the C-series to reduce the hand and wrist injuries to Train Operators. Throughout the Fleet of the Future design and testing I have solicited Train Operator input to make certain that the new cars are safe. Assaults on Train Operators by ticketless riders are increasingly a problem when they walk through the trains at the end of service.*

*Station Agents are the ambassadors at BART, but they are at risk from fare evaders and persons with mental or substance abuse issues. They are unprotected and subject to reprisals or disgusting filth at the foot of the stairs/escalators when they open and close stations. To reduce assaults on Station Agents will requires greater emphasis on precluding the entry of ticketless riders into BART, in addition to the continued issuance of Prohibition Orders to law breakers and the installation of dutch-doors in the Station Agent Booths to permit interaction with customers but block entry of assailants.*

8. BART has claimed a need for \$17 billion moving forward in order to keep facilities in a state of good repair. Briefly discuss your budget priorities for generating revenue and balancing the various expenditure needs (ongoing operating costs, maintenance needs, investments in capacity increase and extending the system). Are there areas you feel BART should look at reducing costs?

*My budget priorities address safety and security, capacity, and reliability. Together these elements pay for themselves by growing passenger revenue. The most recent fare-box recovery ratio (revenue/operations) reported for May 2018 at BART was 69%. The adopted FY19 budget emphasizes "Quality of Life programs to address the interrelated issues of homelessness, fare evasion, cleanliness and safety." In the near term I wish to add 10 unarmed Community Service Officers to provide added security. BART's Police Department has 25 vacancies that require about a year to fill due to background checks and training. There are also 19 CSO vacancies that can be employed much sooner, and at a lower cost than armed officers. My priority is to supplant the existing officers and CSOs by filling the CSO vacancies and adding more uniformed fare inspection officers in the evenings when riders feel they are vulnerable.*

*The backlog of State of Good Repair (SOGR) needs is determined by an Asset Management Program team that constantly reviews BART's over \$30B of assets for risk of failure and prioritizes projects for renewal/reinvestment. About 30-percent, or \$9.6B, were identified by BART and verified by a CA State Audit in 2015 as being at risk or nearing the end of their useful life within the next decade. At present, BART can roughly balance the SOGR critical capital needs. This accomplishment owes thanks to voter support for Measure RR (\$3B), MTC and County Support (\$1.8B) including \$500M in voter supported RM-3 bridge toll funds for Rail Cars, and expected Programmed Funding (\$4.8B) that includes \$318.6M in SB1 grant support for the Transbay Corridor Core Capacity project. To reduce capital costs to BART, I remind staff that Measure RR funds should be used to leverage other funding sources whenever possible.*

9. What is your opinion of the MTC and its funding priorities for transit?

*The grandfathered structure of the commission fails to include transit representation from BART and AC Transit elected bodies. Federal law changed the requirements for the composition of MPOs to include transit operators.*

*Recently the MTC allowed the expenditure plan for the bridge tolls from RM-3 to not include a "bridge nexus" for projects, yet had an overemphasis on automobile-oriented projects, especially in the North Bay counties. This was during a time when late-night Lifeline transbay bus service was being reduced from 20-minute to 30-minute headways and the major impediment to increased train frequency and reliability between Oakland and Sacramento is the 88-year old Benicia-Martinez lift span.*

10. What will you do to ensure that housing development on BART-owned properties provides below market rate (i.e. "affordable") housing, allowing low-income folks (who are the most transit dependent) the ability to live within walking distance to BART?

*In 2016 I led an initiative that resulted in a robust Transit Oriented Development Policy and goals. The system-wide goal is for 35% of all housing to be affordable. On any given project, there is a 20% affordable minimum. Currently over 1000 units are under construction in District 4. Two projects that have recently broken ground at Fruitvale and Colma will offer supportive services housing for veterans.*

I am proud that our local efforts to promote dense jobs and housing at BART have propelled impassioned discussions of TOD at the State Capitol. We must also guard against displacement of existing residents or businesses and non-governmental organizations. A recent study of Fruitvale Village found that the station area development has attracted a diverse population.

11. What will you do to expand "owl service" or to run BART 24hrs per day, as is done in NYC?

*I fought to implement 20-minute transbay All Nighter service between 24<sup>th</sup> and Mission BART and the East Bay. For lack of funding, AC Transit recently reduced the service on lines #800 and #801 to 30-minute headways.*

*New York MTA is able to offer 24-hour subway service where they have three sets of tracks to allow for maintenance while providing bi-directional travel. Ultimately, BART will have an additional transbay crossing that will offer late-night travel and maintenance operations to co-exist. Measure RR included funding for the engineering feasibility analysis, now underway, of new transbay alignments.*

12. What do you think about the pilot plan for bikes on BART at all hours?

*The bicycle pilot was adopted in 2013. By 2015 BART's Station Profile surveys identified profound expansion of bicycling and walking modes to access BART's fare gates. Overall 6-percent of BART passengers travel by bicycle to BART, and several stations are at a 15-percent level. BART has continued to expand the secure parking options for bicyclists as it is impossible for multitudes of bicyclists to board trains carrying crush loads of standing passengers. As well, many BART stations offer shared bicycles to help riders traverse the "last mile." The orderly docked shared bikes are promoted by BART.*

13. Do you believe that public sector unions should have the right to strike? Please explain your answer. As an elected Director, what is your role in regards to contract negotiations? If elected, what will you do to ensure good faith bargaining efforts on the part of District Staff? What role do you believe the media should play during negotiations? BART engaged in negative campaigning against its employees in the 2013 negotiations. Do you support such messaging, and if not, what would you do to reverse that? What will you do to improve relations with workers at BART? What would you do to ensure the voice of workers is heard, as well as that of management? Will you oppose two-tier systems in pay or benefits, including pensions, at BART?

*It is law that BART workers can strike only after a contract has expired and I support that right. My role is to promote good faith bargaining, approve proposed terms, and discourage an adversarial attitude from management—including casting aspersion on the BART's workers in the media. The desired outcome is to reach a contract agreement before the contract expires. For example, on May 12, 2016 the BART Board*

*ratified the Collective Bargaining Agreements into year 2021 with ATU Local 1555, SEIU Local 1021, and AFSCME Local 3993.*

*As Board President this year I have taken several actions to improve relations with BART workers. I restored the BART Board's Labor Negotiations Review Special Committee. Following the Supreme Court decision on Janus in 2018 I placed a "Support for Labor" resolution on the Board agenda that received approval.*

*Transit employees hired after January 1, 2013 were enrolled in the California Public Employees' Pension Reform Act (PEPRA) retirement benefit formula (2% @ 62) effective December 30, 2014. So-called "classic employees" hired before January 1, 2013 are entitled to earlier CalPERS retirement formulas. I will listen to both groups and guard that each are treated equitably and not placed at risk of losing benefits.*

14. Please give an example (if applicable) of when you took a position different than management's position. Please describe how you, as a Director, will be independent from management.

*I successfully argued to exempt BART's Office of Civil Rights from a hiring freeze in 2017. I revised BART's policy to permit hiring of formerly incarcerated individuals (i.e., Ban the Box). I insisted upon revision of the Short Range Transit Plan and Capital Program (July 2017) to include measures to increase off-peak service frequency as train car delivery permits. The majority of the recommendations from the BART Police Oversight Structure review were adopted by the Board and agreed upon by the GM and Chief of Police on March 8, 2018, and April 6, 2018.*

15. How can you help strike a better balance between community service police and BART police, in terms of safety and funding?

*My goal is to grow the numbers of unarmed Community Service Officers (CSOs) relative to the number of highly trained, but expensive BART Police. See response to #3 above.*

16. BART has implemented some reforms for BART police since Oscar Grant. Do you feel these changes are adequate or more should be done?

*I have led reforms to regain public confidence following the controversy surrounding the Oscar Grant shooting that occurred before I was elected. I participated in appointing the members of the BART Police Civilian Review Board, a volunteer advisory committee charged with reviewing complaints against the police, making punishment recommendations, and reviewing the police procedures and hiring. I also participated in hiring an Independent Police Auditor who reports to the Board and whose office is charged with investigating complaints against BART Police.*

*Most recently, to address inadequacies in the oversight structure, I called for a thorough revision of the BART Police Oversight Structure and gave the Office of the Independent Auditor encouragement to hire an independent professional organization to review and revise the oversight model. Following interviews with stakeholders in January 2017, including BART Board members, the draft with 54 recommendations began a lengthy review process that started in June 2017. The volunteer BART Police Citizen Review Board were particularly generous with their time and scheduled multiple public review discussions. Ultimately, 50 of the recommendations were adopted by the BART Board during two Board meetings in March and April of 2018.*

17. What are your thoughts on having an armed BART police force?

*On Tuesday, August 21, 2018 BART carried over 432,316 passengers. If BART were a city, we would have the 3<sup>rd</sup> largest population in the Bay Area. Not everyone in such a large crowd behaves properly. BART PD routinely disarm and arrest criminals before they harm others. Unfortunately, they were unable to prevent the horrific murder of Nia Wilson on the evening of July 22, 2013, but justice followed effective detective work that led to the arrest of the suspected murderer within 22 hours. In short, there exists a need for armed officers in our society.*

18. Other ideas you have to provide better service? (To reduce noise?)

*My goal to have Bombardier use their engineers and supercomputer to create a quieter Fleet of the Future is well underway. A new rail-wheel profile with a taper was designed that reduces the objectionable screeching caused by the traditional cylindrical wheel profile and corrugated wear pattern on the rail that requires costly grinding maintenance. Already, over 70-percent of the legacy fleet has been refitted with this new wheel and rail replacement is being conducted using Measure RR rebuilding funds. In sum, this project pleases passengers, neighbors, and save the public \$millions in maintenance each year.*

19. Will you oppose two-tier systems in pay or benefits at BART?

*Maybe, if the workers in each group agree on an equitable contract proposal. I cannot set this goal without first hearing from all involved parties. See response to #13 above.*

20. Please describe your viewpoint on Transit Oriented Development.

*The most efficient electric vehicle in California is a ten-car BART train. The single best way to reduce GHG emissions and create vibrant dense urban environments is to build jobs and housing at major transit hubs. BART's core system which features four lines in San Francisco and three lines in the East Bay represents the best opportunity to offer "show up and go" service for dedicated transit users working and living at TOD.*

21. Please describe the sources of the financial contributions your campaign has received. Please identify any sources from which or from whom you would not accept donations.

*I have received contributions from over 200 donors and routinely file form 460. I remain independent!*

*I do not accept illegal donations; two examples that have a higher probability of occurring are: 1) I do not accept cash donations \$100 or larger, and 2) I do not accept donations that would influence my decisions.*

22. What endorsements have you received thus far?

### **Organizations**

Sierra Club

Alameda County Democratic Lawyers Club

Building and Construction Trades Council of Alameda County

International Brotherhood of Electrical Workers

Northern California Carpenters Regional Council

Sheet Metal Workers International Local #104

### **Elected Officials**

Hon. Keith Carson, Alameda County Supervisor

Hon. Nate Miley, Alameda County Supervisor

Hon. Tom Radulovich, Former BART Director

Hon. Noel Gallo, Oakland City Council Member

Hon. Abel Guillen, Oakland City Council President Pro Tem

Hon. Dan Kalb, Oakland City Council Member

Hon. Rebecca Kaplan, Oakland City Council Member

Hon. Larry Reid, Oakland City Council President

Hon. Marilyn Ezzy Ashcraft, City of Alameda Councilmember

Hon. Tony Santos, Former Mayor of San Leandro

Hon. Deborah Cox, San Leandro City Council Member

Hon. Scott Donohue, Emeryville City Council Member

Hon. Paul Fadelli, El Cerrito Councilmember

Hon. Nick Pilch, Albany City Council Member

Hon. Jim Prola, Former San Leandro Councilmember

Hon. Elsa Ortiz, AC Transit Board President

Hon. Chris Peebles, AC Transit Board Director

Hon. Doug Linney, East Bay Municipal Utilities District Board Member

Hon. Jumoke Hinton Hodge, Oakland School Board Member

Hon. Dr. William "Bill" Riley, Peralta Community College District Trustee