

Frequently Asked Questions (FAQ) for track replacement work between the Rockridge and Orinda stations.

Why are you doing this work?

BART is moving forward with a systemwide rebuilding campaign supported by voter-approved Measure RR. The track replacement work happening near the Rockridge and Orinda stations is critical to ensure the safety and reliability of the BART system for its riders. The work team will be replacing vital track components that have outlived their design lives. Thanks to voter-approved Measure RR there are now more rebuilding projects happening at BART than at any point in the system's history.

When will the work be happening?

Five non-consecutive weekends have been scheduled for track shutdowns in between Rockridge and Orinda in 2023. There will be no train service between those two stations on the following weekends: **April 1-2, April 15-16, May 13-14, May 27-29 (Memorial Day weekend), and June 10-11**. Crews will also work during evening hours when trains are not in service throughout the project's duration. On those work weekends free shuttle buses will replace train service between Rockridge and Orinda. Riders should anticipate delays of 30 minutes if they're traveling in the area.

What are the service impacts on work weekends?

If you're travelling on BART between the Rockridge and Orinda stations on one of the five weekends when there is a track shutdown, you'll have to get off your train and ride a free shuttle bus between the two stations to continue your journey. Delays are expected to reach 30 minutes. Yellow Line trains will run every 30 minutes on shutdown weekends. On each night of the weekend shutdowns the last scheduled departure from Antioch to Orinda that normally leaves at 11:44pm will be cancelled. Riders traveling westbound from Antioch must catch the earlier train at 11:14pm each night.

What's a bus bridge and how will it work?

Since we're unable to run trains between the Rockridge and Orinda stations on shutdown weekends, regular service will be replaced with free buses provided by AC Transit and County Connection between those stations. Riders at those two stations will be directed by BART staff on to the appropriate bus. There will be extra BART staff at both stations to help you.

Are bicycles allowed on the bus bridge?

Yes. AC Transit and County Connection buses are all outfitted with racks to accommodate bicycles.

Why do you need to shutdown BART service instead of just reducing service around the work?

Safety always comes first for BART. That's true for our riders as well as our work crews. This project involves the removal and replacement of oversized trackway components making it impossible to safely run trains through the work area during much of the construction. Also, BART worker-safety rules prevent train service from continuing during this sort of work. Track maintenance at BART typically happens in the overnight hours when there is no service, but a project of this scope is too large to happen in such a short amount of time.

Why is this work happening now?

There's never a good time for a track shutdown but during this time of reduced ridership because of the global pandemic the work will impact fewer riders. BART strives to avoid track shutdowns, but they are necessary to perform large-scale rail replacement and rebuilding work. As much work as possible will be performed during overnight hours so we can limit the number of weekends when we must shut down the tracks.

Why is one of the shutdown weekends happening during the Memorial Day holiday?

Holiday weekends are traditionally low-ridership periods for BART. Doing this work during a three-day weekend allows BART to impact fewer people while gaining a huge increase in construction productivity. Whenever BART does track replacement work it takes a combined 14 hours to decommission a section of track and later recertify that the replacement track is ready for service. This fixed amount of time is a key factor in planning for any track project. During a typical weekend shutdown that allows a window of approximately 36 hours for productive construction work. But during a three-day period that window is extended up to 60 hours. That represents a nearly 67% increase in time for productive construction.

Will the track shutdown between Rockridge and Orinda impact BART service elsewhere in the system?

While we're advising riders who need to travel between the two stations to add 30 minutes to their travel plans, shutdown weekends should not impact service on the rest of the BART system. You are encouraged to plan ahead by going to the BART Trip Planner at <https://www.bart.gov/planner>. The Trip Planner will show you if you must take the bus bridge to continue your trip.

Will this work be disruptive to the neighborhoods around the Rockridge and Orinda stations?

To perform this critical work, BART crews will need to set up lights, generators, and other heavy equipment near and on the trackway. This will happen during track closure weekends as well as overnight hours on some weekdays. This will mean some neighbors will hear noises, which include but aren't limited to, beeping from trucks backing up, industrial sized saws, drills, and other powerful equipment. Residents will also see bright lights at night.

What are you doing to limit construction impacts for neighbors?

BART has mounted an extensive public outreach campaign leading up to the start of this vital track work. This includes direct mailers to neighbors of the work site, briefings for local elected officials and community groups, posts on social media, and outreach to the press. Noise levels are expected to be like sound levels from past maintenance work in the area. The results of this project will be safer and more reliable service for riders and a quieter system for neighbors.

Will riders see any benefits from this work?

Once the work is complete the noise level of trains will drop, and passengers will experience a smoother, safer, and more reliable ride. These track improvements will benefit thousands of riders every day for decades to come.

Has BART done this sort of work before?

BART has successfully completed numerous track rebuilding projects. BART has successfully completed similar track replacement projects in Oakland, Concord, Lafayette, Hayward, and Richmond. Those projects have delivered on the promise of providing riders with a more reliable, quieter, and safer ride.

How is this work being paid for?

Funding for the track rebuilding work is coming from Measure RR, which was approved by BART District voters in 2016. Measure RR provides \$3.5 billion in bonds to rebuild the BART system over the coming years. RR funds have also been used to rebuild other portions of trackway. The expenditure of RR funds is monitored by an independent Bond Oversight Committee to ensure projects are cost-effective, meet quality standards, and are completed in a timely manner. You can learn more about the Bond Oversight Committee and read the committee's annual reports on the Measure RR rebuilding program here:

<https://www.bart.gov/about/bod/advisory/bond>