



San Francisco  
Bay Area Rapid Transit

## 2012 Report To Congress

## BART Creates American Jobs

BART and other transit agencies have benefited from federal efforts to stimulate the economy, like the American Recovery & Reinvestment Act (ARRA), and American jobs resulted from such efforts. Many economists still say the federal government needs to pump billions of additional dollars into the



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# After 40 Years of Service — Reinvestment Needed for Major BART Rehabilitation

For 40 years, the San Francisco Bay Area Rapid Transit District (BART) has carried billions of riders. On time nearly 95% of the time, BART is the reliable transit backbone of the Bay Area, an indispensable economic and environmental asset which supports over 70% of its own operating costs. However, like other public transit systems in California, BART is at a critical point with respect to assuring its financial future. Billions of state transit dollars have been cut over the last 5 years, there is no identifiable federal source to replenish an overextended Highway Trust Fund, and additional cuts to address the federal deficit are eminent. To keep the Bay Area moving on all fronts, BART must not only replace the oldest operating railcars in the nation but reinvest in its aging core system. What lies ahead is a significant local, state and federal challenge for the Bay Area.

### New BART Cars are on The Way!

Last year, the Bay Area got its first look at detailed concepts for BART's Fleet of the Future. After four decades of moving riders, replacing over 700 of the oldest operating train cars in the nation is BART's highest reinvestment priority – and its most expensive capital project ever – with a \$3.4 billion price tag!

After a lengthy procurement process, BART should award a contract to one of three final bidding firms by June 2012, or soon thereafter. The process



was extended in late 2011 in order to add an important optional Buy America bid preference approved by the BART Board of Directors (see jobs article above) to increase the amount of American manufacturing in the new railcars.

Funding this important project remains a critical challenge to BART and its Bay Area stakeholders. The Metropolitan Transportation Commission (MTC) has agreed to seek support for nearly \$2.5 billion to pay for new train cars, but BART must pull together \$800 million in local outstanding funds. Replacing BART's train cars will require significant efforts from all levels of government. For its new car reinvestment, BART had planned to use specific state High Speed Rail (Proposition 1A) funds that have been withheld. Even with support for additional rail car funding as a regional priority from the Bay Area Congressional Delegation, available federal contributions remain in doubt because of deficit

### BART Assets are Reaching the End of Their Useful Life

In order to provide safe and reliable passenger rail service over several decades transit systems must be in good working order. Being in a "State of Good Repair" (SOGR) means keeping up with costly maintenance processes which improve or expand the lifecycle of their physical "assets." But many of BART's assets are reaching the end of their useful life. Power substations, lighting, cable distribution systems, elevators and escalators, third rail and coverboards, fire alarm systems and miles and miles of track are in need of attention. And the aging comes at a most difficult time for identifying funding resources.



At age 40, BART is one of seven other major metropolitan passenger rail systems in the nation which together provide over 80% of the nation's daily commuter ridership. These systems are assets to the nation. Yet the reality is when transit system assets are worked significantly beyond their design life it can result in safety problems, operational unreliability and inefficiency, additional costs and lengthy legal compliance. Last year,

a California Transportation Commission (CTC) report found that over \$142 billion will be needed to fix and maintain the state's public transportation needs over the next ten years.

BART is presently developing a full inventory of its assets, including a list

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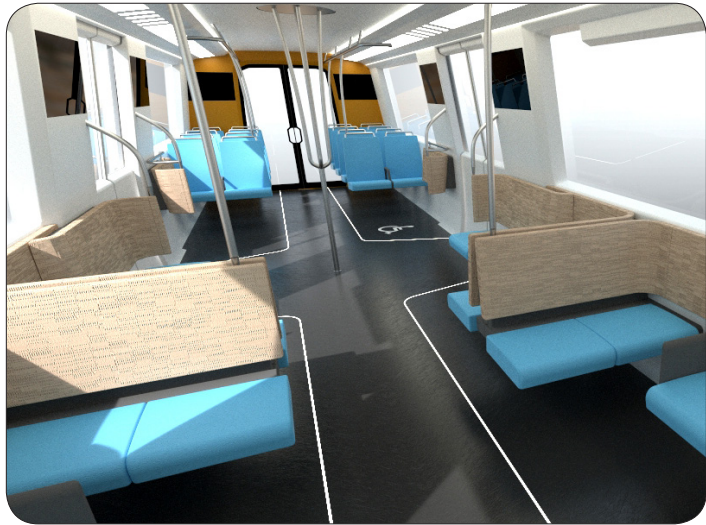
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## Cars continued

reduction priorities, divergent approaches to the surface transportation authorization, the demise of congressional earmarks, and no identified source to replenish an exhausted Highway Trust Fund.

That's why fighting to keep the "current levels" for transit in the authorization legislation is so important. With the help of our congressional delegation, BART must rely on a reliable source of federal funds to keep the rail car production moving forward.



*This is one of the interior options for new BART train cars presented to Bay Area public for comment in 2011.*

## State of Good Repair continued

of capital reinvestment projects to determine rehabilitation needs. BART and other public transit agencies need the guarantee of full federal funding support in order to keep their systems in a state of good repair in order to prevent breakdowns, higher costs to riders, the loss of ridership, less access for transit dependents, increased traffic congestion and other negative environmental impacts.



*State Sen. Loni Hancock tours BART Hayward Maintenance Yard.*

That's why BART has continued to support congressional efforts for a surface transportation authorization bill that does not cut the level of funding made available through federal formula. In 2011, BART supported California Senator Barbara Boxer's authorization proposal (Moving Ahead for Progress in the 21st Century, MAP-21), to secure a \$109 billion level

authorization for 2 years – as opposed to a 15-30% cut as proposed in the House of Representatives. In support of BART's SOGR goals, and in conjunction with the American Public Transit Association (APTA), BART reached out to its riders through a postcard campaign supporting Sen. Boxer's vision for a reauthorization bill that maintains critical current funding levels.

If BART cannot keep up its SOGR needs to provide safe dependable transit service for our riders, the result will be a regional economic hit to the Bay Area.

## Federal Goals for 2012

**Funding.** BART supports efforts to pass authorization legislation with current or "full funding." BART opposes proposals which would cut formula funding by a significant percentage.

**New Train Cars.** In 2010, BART received support from its congressional delegation for specific federal funding to procure nearly 700 vehicles. BART will continue to educate congressional leaders, staff and the Administration during the reauthorization process about the importance of federal assistance to replace the oldest passenger rail fleet in the nation. In addition, BART supports ways to make what is known as the "5 year rule" (for rail car procurement) more flexible to reduce the possibility of dramatically escalating the costs of replacing train cars at a time when funding is being cut and no congressional earmarks are possible.

**State of Good Repair (SOGR) & Formula Funding.** BART will continue to work with the nation's largest transit systems to support the Federal Transit Administration's (FTA) recent recommendation for greater SOGR funding for the nation's metropolitan rail systems. Proposals to fund SOGR can assist in financing BART's new rolling stock financing requirements. In addition, BART and the

other older urban rail systems will continue to work with APTA and Congress to simplify federal formula funding for Fixed Guideway systems in ways that benefit BART.

**Transportation Enhancements/Livability.** BART strongly supports maintaining transportation enhancement and "Livability" programs proposed by the Obama Administration, which will assist transit access goals, including TOD and the enhancement of bicycle and pedestrian projects.

**Federal Safety.** BART has a representative on the Department of Transportation (DOT) panel that is reviewing possible changes to federal rail safety regulation. BART will support reasonable new federal rail safety regulation in a reauthorization bill which also provides funding to support any redundant or parallel regulation.

**Creative financing.** BART supports efforts to enhance alternative loan and financing options for federal transit projects, which should include increased funding for the Transportation Infrastructure Financing & Innovation Act (TIFIA), Build America Bonds or an Infrastructure Bank. These options for financing, however, should not shift federal emphasis from transit funding to transit lending.



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# It Happened in 2011

## Sending a Message for Full Funding

Last September, BART sponsored an event and **postcard campaign to show Congress that the Bay Area supports continued full funding for public transit** and surface transportation programs. At a press conference then- BART Board President Bob Franklin said: "We have a choice — a House version of the Surface Transportation Authorization that would cut our funding by 30%, or a Senate version — led by California Senator, Barbara Boxer, that would maintain current funding. We urge our riders to support Senator Boxer's efforts."

As a result, BART collected close to 2,000 postcards and sent them to Capitol Hill to support legislation in 2012 that will authorize transportation programs at the current funding level.



## Sharp Rise in Clipper<sup>SM</sup> Card Use

The number of **Clipper<sup>SM</sup> Card transactions on BART nearly tripled in the last year.** Late in 2011, 141,642 riders used the Clipper card to pay for their trip, which translates into 38% of the BART's total ridership. During September of 2010, just 13% of the agency's 354,579 daily riders used the card.

## Blue Sky Campaign wins Award for BART

The BART Marketing/Research Department was awarded a 2011 Grand Prize AdWheel Award from the American Public Transit Association (APTA) in the Social Media Category for its 2011 **BART Blue Skies** ad campaign. The campaign encouraged social interaction through a Facebook application that asked riders to share the things they were doing in their home, their work, their neighborhood or their community - to keep our skies blue and our earth green. Stories were shared online, and users voted on their favorites.



## BART Ridership grows — even During Recession

After declining for nearly two years during the recent recession, BART ridership made a good recovery during 2011 — with the totals at the end of last year showing an **increase in an average weekday ridership of 340,000 to 370,000.** Comparing 2011 to the prior year, trips on BART increased every month, and were up by over 5% through the end of last November. The number of passengers using the SFO Station was up even more, with year-over-year growth of 13 to 14% by the end of last year. Transbay demand, between San Francisco and Oakland continues to be strong, reflecting that BART provides a valuable service in this constrained corridor.



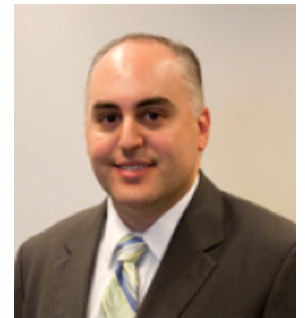
## Solar Parking

The latest example of BART's commitment to sustainability is a solar energy project taking shape at the sun-drenched Lafayette BART Station. The BART system already has the lowest greenhouse gas emissions per passenger of any large transit system in the nation, and now **a new solar canopy system over part of Lafayette Station's parking lot will capture the sun's rays** to help power the lights, escalators and other electrical needs inside the station. Another benefit will be that the canopies, expected sometime this year to cover some 350 parking spaces, will provide shade for the cars.



## BART Police Review Efforts Move Forward

BART has established its own police review mechanism — including an **Independent Auditor and a Citizen Review Board (CRB).** Last March, eleven citizens were selected to be part of the CRB and provide oversight of BART Police for customers and the greater BART Bay Area community. Reporting directly to the elected BART Board of Directors, the CRB members were selected from a pool of about 40 candidates. They have already begun their mission to increase the public's confidence in BART's policing services. Last July, Mark P. Smith was named BART's Independent Police Auditor. Most recently, Smith was First Deputy Chief Administrator of Chicago's Independent Police Review Authority (IPRA), and before that he was a Special Investigator for the Los Angeles Police Commission's Office of Inspector General. The Independent Auditor's role is to conduct unbiased and thorough independent investigations of police department investigations, make policy recommendations to improve the performance of the police department, and communicate with the public in the BART service area.



## New Seat Coverings in Existing Cars

Even though BART is working to replace its 40 year old fleet of cars, the BART Board of Directors decided late in 2011 that **new seat coverings should be installed** now in many existing rail cars — long before the new cars arrive sometime after 2017. Based on the public input received from last summer's "seat labs" where 81% of the participants rated cleanliness as "very important," the Board voted to implement a trial program to replace existing wool seat coverings.



Brand new seating materials began being installed in 100 cars in February '12. These cars will be integrated into the existing fleet, a few cars at a time. Riders will be encouraged to complete surveys to determine if BART should continue to replace up to an additional 200 cars with the newly upholstered seats.

# Letter from the President

## Dear Bay Area Congressional Delegation:

Throughout my life I've always somehow been involved with safety issues and seeking adequate safety responses. So, now as the BART Board President, it shouldn't come as a surprise that safety concerns are my top priority. Part of making sure that BART is safe for our riders is monitoring and supporting key legislative efforts. Within the context of the surface transportation authorization process pending in Congress there are two important efforts that could have a dramatic impact on the safety of public transit systems in the nation.

First, Congress will consider elements of the "Public Transportation Safety Act" (passed by the Senate Banking Committee) which among other things would establish a system to better monitor and manage such transit assets as our power system, tracks and control center — so our passengers can be better assured that their ride will be safe. This legislation will require transit systems to tally their key assets to determine how well they are working -- so they can more easily be brought up to a "State of Good Repair" (SOGR).

Second, several proposals — including those from the Obama administration and the American Public Transit Association (APTA) — have been supportive of prioritizing federal funding toward the dramatic SOGR needs of buses and rail, that FTA estimates will cost nearly \$25 billion in backlog costs and \$9 - \$11 billion annually going forward.

This is important to BART because we are celebrating our 40th year of operation — and we are still using most of the same rails cars we began using in 1972. But it is not just cars — the capital costs to protect our assets are great and must truly be brought up to a SOGR if we are to protect the riders who make over a 100 million trips a year.

Since last year, BART has conducted tours of our maintenance yards for legislators, officials and their staff to see firsthand what goes on to keep our important assets in a state of good repair. I want to personally invite you to join us for one of these tours so you can see why passing important new federal transit safety legislation and supporting SOGR funding programs are needed now, and will help protect one of our nation's most important assets: our public transit systems.

John McPartland, Board President  
District #3 Alameda/Contra Costa Counties



**2012 BART Board of Directors and new General Manager (L-R)**  
Bob Franklin, Lynette Sweet, Joel Keller, John McPartland (President), Tom Radulovich (Vice-President), Grace Crunican (GM), Robert Raburn, Gail Murray, Thomas Blalock, James Fang



## BART's new chief takes over at Challenging time

On August 31, 2011, transportation professional Grace Crunican took over as BART's ninth General Manager in its 40 year history.

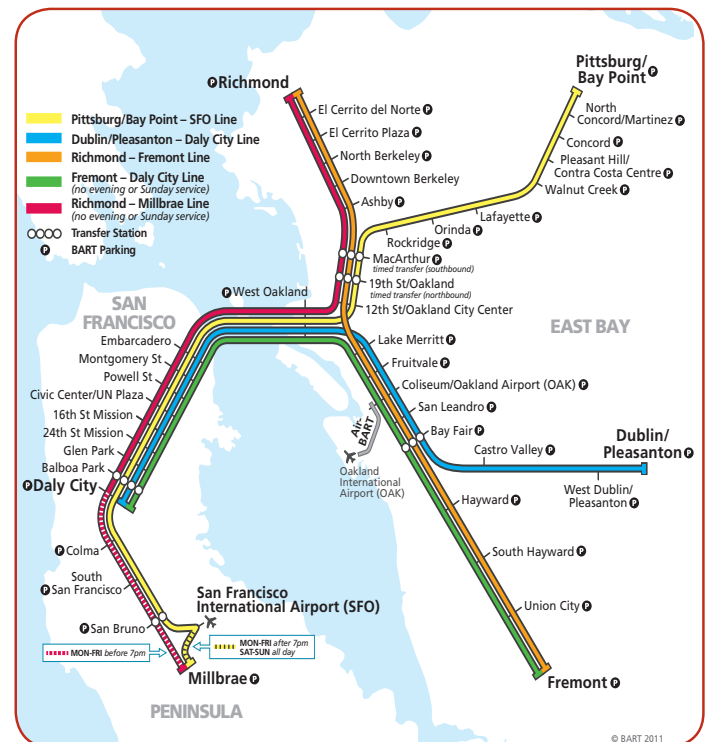
"I believe any endeavor is stronger through partnerships," Crunican said. "I will work to build those partnerships from the first day of my job. This includes reaching out to BART's customers, the communities BART serves, employees and other stakeholders."

Crunican has a long history in transit policy and management. Born in Portland, Oregon she has worked for Mayor Peter Goldschmidt, in Washington, DC for Secretary of the Department of Transportation (DOT), as the transportation subcommittee staffer with the US Senate Committee on Appropriations, and as deputy administrator for the Federal Transit Administration. She was the Deputy Director and Capitol Project Manager for the City of Portland, Oregon where she helped to increase its dedicated transportation funding from 23 to 55%. In 2002, the Mayor of Seattle appointed Crunican to be the Director of the city's Department of Transportation.

Crunican said she believes in regional government planning and that BART should seek ways to cooperate with plans to coordinate transit service in the Bay Area, even if those ideas differ with the way things have always been done. "I don't care how it was done in the past," she said. "The goal must always be to have a better system."

In her new position, Crunican will oversee operating and capital budgets totaling \$1.4 billion and lead the approximately 3,100 BART employees who serve more than 350,000 riders each weekday with service at 44 stations in four Bay Area counties.

## BART System Map





From the cover...

## BART creates JOBS!



economy to avoid another downturn — with most agreeing that transportation and transit infrastructure is the best way to target public money for job creation. While the Administration's proposals to push for additional transportation infrastructures have not succeeded in Congress, BART remains ready to assist in job creation with projects that are ready to improve the BART system — with jobs that are ready to be filled. Even with difficult legislative challenges ahead, BART will continue to move on a variety of fronts and in a variety of ways to create jobs as it improves the transit backbone of the Bay Area:

### BART Capital Projects Create Jobs

BART has over 3,000 employees in the Bay Area. BART also creates jobs by doing what it must to keep its system working — developing projects that bolster passenger capacity and enhance the system's State of Good Repair. These include things like the Rail Car Replacement Program, estimated to generate over 80,000 direct, indirect and induced jobs, the Embarcadero/Montgomery Station Renovations and Capacity Enhancements, Traction Power/Cover Board Replacement, and the New Operations Control Center Capacity Increase project. New capital projects — while lengthy to initiate and approve — have always been job creators and, not counting the car replacement, several significant soon-to-start or in-progress BART capital projects may add upwards of 80,000 jobs in the Bay Area. (see page 4)

### BART embraces "Make it in America" efforts

Transit agencies in this country have a hard time finding American manufacturers for new vehicle procurements. BART's new Buy America Bid Preference policy — approved in November '11 and effective January 1, 2012 — now gives preferences to rail car manufacturers who manufacture more products and create more jobs in the U.S.A.



In 2011, BART sponsored state legislation (Assembly Bill 1097, authored by Nancy Skinner D-Berkeley), which established the first "Buy America" state law in the nation. California public transit agencies are now able to encourage greater American job creation because it allows higher American-made content standards for procurement of federally-funded buses and trains.

BART Board members support for this new policy was partly based on the feedback they received from their constituents and the state and federal officials that emphasized putting Americans back to work. "The Buy America policy mirrors the economic goals of federal lawmakers," said then-BART Board President Bob Franklin. "Adopting this policy on a regional level demonstrates BART's leadership in the rail industry. It will also transfer rail car technology to the U.S."

### Additional Job Creation – Connecting With Local, Small & Diverse Businesses

In 2011, BART increased its efforts to work closely with the communities it serves to enhance local job opportunities:

#### Project Stabilization Project

The BART Board adopted a resolution in support of requiring "Project Stabilization Policies" aimed to better create local jobs and facilitate local economic growth as BART works to build Transit Oriented Developments (TODs) at or near BART stations. This resolution supports a partnership with local unions to prioritize the employment on all TOD construction sites of residents from BART's service area.

#### Business Advisory Committee

The BART Board created the Business Advisory Committee to help build strong connections with local and diverse businesses so they can take better advantage of opportunities with ongoing BART projects and programs. The Committee includes local businesses and community organizations like chambers of commerce and works to simplify contracting and business practices by improving and promoting opportunities for small, minority and women-owned businesses.

#### "Matchmaking"

BART now sponsors networking sessions and undertakes "matchmaking" efforts to identify subcontracting opportunities that help small, minority and women-owned businesses better market themselves.

#### Removing Bonding Hurdles

Bonding requirements can be expensive and difficult to obtain for small and minority owned businesses, so on larger contract projects BART has eased tiered bonding requirements for subcontracted work up to a ceiling of \$500,000.

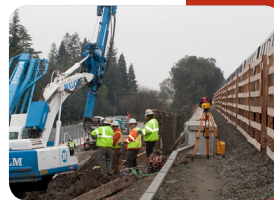
#### Technical Support Services

On larger contracting opportunities, such as the Earthquake Safety Program, BART provides technical support services to small, minority and women-owned businesses to help them navigate the complexities of the public works procurement process.

## Recent BART Construction Projects

# Planning, Hiring & Building Projects to Keep the Bay Area Moving in 2012

**The Central Contra Costa County Crossover Project**, now under construction, will add two sections of trackway on the Pittsburg/Bay Point line between the Walnut Creek and Pleasant Hill stations to allow trains to cross from one track to the other. This will provide additional peak hour seating and increased service reliability. Regional Measure 2 will provide \$25 million for the Crossover Project. BART also applied \$13 million from funds received from the American Recovery and Reinvestment Act of 2009 (ARRA) to the project.



Project cost: \$41 million  
Jobs created: 983



In order to safeguard the public's significant investment in its system, BART's **Earthquake Safety Program** is reinforcing the system for the next major earthquake. The program is upgrading vulnerable portions of the original BART system with the highest traffic to improve the "life safety" of its passengers and ensure that service returns as soon as possible after any disaster. The upgrades will include the latest seismic standards to improve the structural integrity of

BART facilities. The estimated duration for design and construction of the program is 10 years and the majority of financing for the project came from the successful Local Measure A Bond passed by voters in 2004.

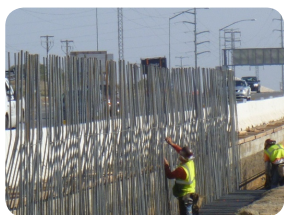
Project cost: \$1.2 billion  
(in 2004 dollars).

Jobs created: 30,825

**The MacArthur Transit Village** is a proposed, mixed-use Transit-Oriented Development (TOD) located adjacent to the MacArthur BART Station in North Oakland. The project seeks to redevelop and revitalize the underutilized site in order to create a vibrant transit-oriented community that will enhance bicycle and pedestrian use with increased access to the BART station and connecting public transit lines. The MacArthur Transit Village will provide 624 new housing units, including five high density multifamily housing structures, with a new 478-space parking garage for BART patrons and guests. In addition, 42,500 square feet of local commercial and retail space will be constructed, along with 5,000 square feet of space for community use.



Project Cost: \$13.7 million  
Jobs Created: 33



**eBART (the East Contra Costa Extension)**, now under construction, is being built in coordination with the Highway 4 widening project and will provide a new type of train for BART called DMU (diesel multiple-unit) to allow East County residents to board in Antioch and arrive at the Pittsburg/Bay Point BART Station in 10 minutes. The project is 60% less expensive than a similar conventional BART project and will support access for pedestrians, cyclists, Tri Delta Transit buses, and parking.

Project Cost: \$463 million  
Jobs Created: 11,020

**The Oakland Airport Connector (OAC) Project**, now under construction, will provide an improved transit link between Oakland International Airport (OAK) and the BART system. The 3.2 mile connector will provide a transit alternative to driving individual automobiles and help improve the overall airport traffic situation by reducing the number of cars on the road. BART and the Oakland community specifically worked to establish a Project Stabilization Agreement to assure local hiring, internships and greater MBE participation.



Project Cost: \$484 million  
Jobs Created: 11,516



**The Warm Springs Extension**, now under construction, will add 5.4-miles of new tracks from the existing Fremont BART station south to a new station in the Warm Springs district of the City of Fremont. The Warm Springs Station will feature intermodal access to Valley Transit Authority (VTA) and Alameda-Contra Costa Transit (AC Transit) buses, as well as taxi and "kiss and ride" passenger drop off areas — all with access to Warm Springs Boulevard. The new station will also provide approximately 2,000 parking spaces and be fully accessible to pedestrians and bicyclists.

Project Cost: \$890 million  
Jobs Created: 21,171

The proposed **Hayward Maintenance Complex Project** is critical if BART is to expand its maintenance and storage facilities to serve the expanded fleet it and the Silicon Valley Transit Agency (VTA) will need. Over the next 30 years, additional vehicles will be needed to meet future demand associated with regional population growth, system expansions for the Warm Springs and Silicon Valley/San Jose Extension projects, and additional riders from the Oakland Airport Connector, eBART, and future Livermore projects.



Project Cost: \$527 million  
Jobs Created: 12,536

*All figures are approximate estimates. Job figures include direct, indirect and induced jobs.*