



BETTER BART, BETTER BAY AREA: Summary FY15-FY24 Short Range Transit Plan/ Capital Improvement Program, October 2014

In 1962, Bay Area residents wisely invested in the region's future by voting to fund the initial construction of the Bay Area Rapid Transit system (BART). As a result, today's Bay Area residents enjoy a strong economy and high quality of life, supported by the efficient mobility BART provides to hundreds of thousands of riders each day.

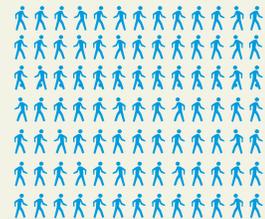
BART currently carries over 400,000 riders per day, and system ridership is on the rise. By 2025, almost 500,000 daily passengers are projected to ride BART, increasing to 600,000 by 2040. To be able to carry these riders, BART needs to make significant reinvestments in its aging infrastructure and expand the system. Without these investments, BART's reliability and service quality will decrease.

A less-reliable BART would severely impact the Bay Area's quality of life.

- Passengers would shift from BART to private automobiles, worsening congestion on highways that are already at capacity.
- More automobiles on the road would degrade the Bay Area's environmental health by increasing greenhouse gas emissions and air pollution.
- Commutes would take longer and become more stressful, negatively impacting the region's economy.

BART faces nearly \$20 billion in operating and capital needs over the next 10 years for system reinvestment and expansion. Although BART has identified substantial funding to meet these needs, both the operating and capital programs still face significant funding gaps. Additional funds must be identified in order to keep BART safe and reliable.

Moving People Across the Bay



21,000 PEOPLE/HOUR

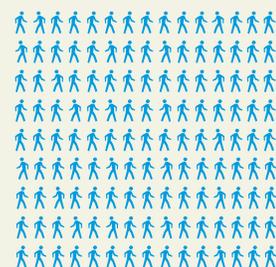
Moved under the Bay by BART at rush hour



9,000 VEHICLES/HOUR

Moved across Bay Bridge at rush hour

Highway vs. BART



25,000 PEOPLE/HOUR

BART capacity compared to one highway lane

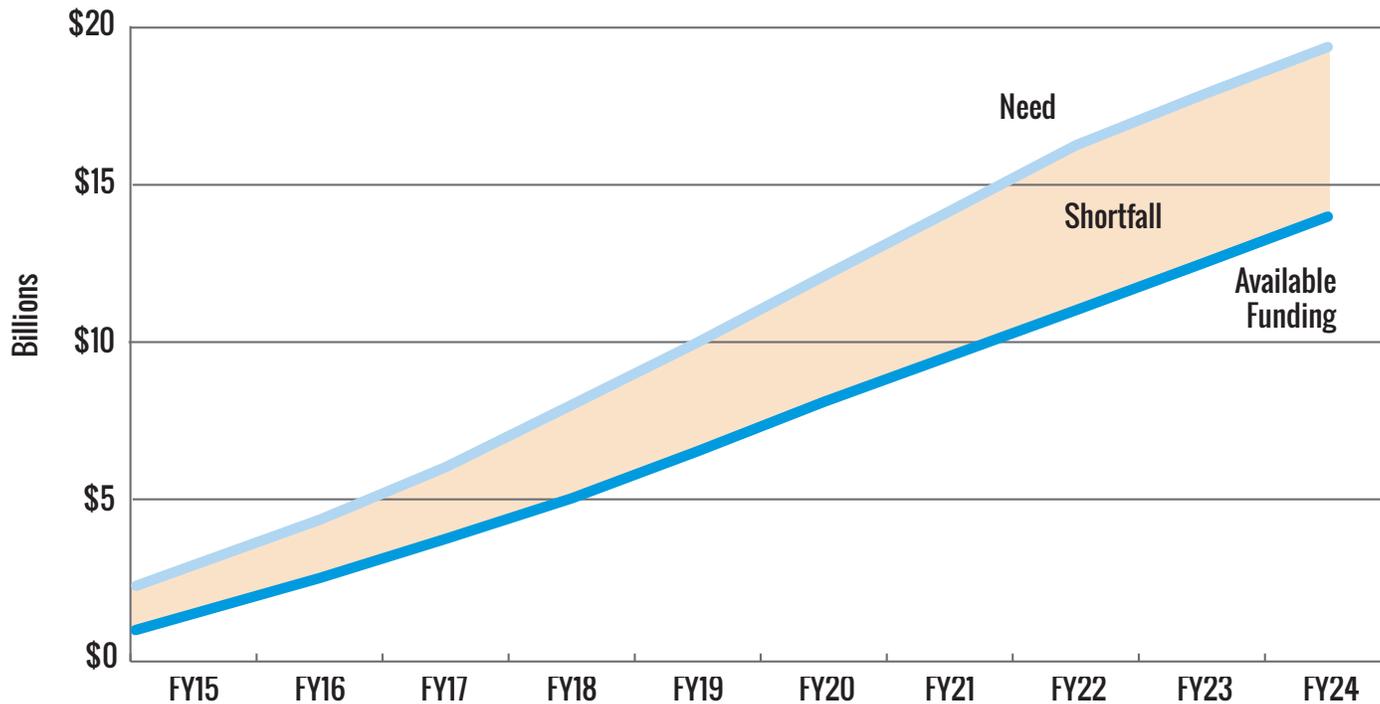


2,400 VEHICLES/HOUR
Highway capacity per lane

2011 Bay Bridge Toll Evaluation Final Report

Sustainable Communities Operations Analysis Study + Highway Capacity Manual 2010

BART'S 10-YEAR FINANCIAL OUTLOOK



Operating.

- BART's operating financial forecast identifies revenues and expenses associated with operating and maintaining BART.
- The 10-year program totals \$9.8 billion, with a projected \$500 million shortfall.
- BART has identified potential solutions to the projected deficit and has committed to balance each future year budget.

Capital.

- BART's Capital Improvement Program (CIP) is a projection of all BART's capital needs, regardless of funding availability.
- \$9.6 billion is needed to fully fund the CIP.
- BART has already identified \$320 million in capital funding and projects another \$4.5 billion of capital funding over the next ten years.
- Approximately \$4.8 billion remains unfunded, 50% of the total capital need.

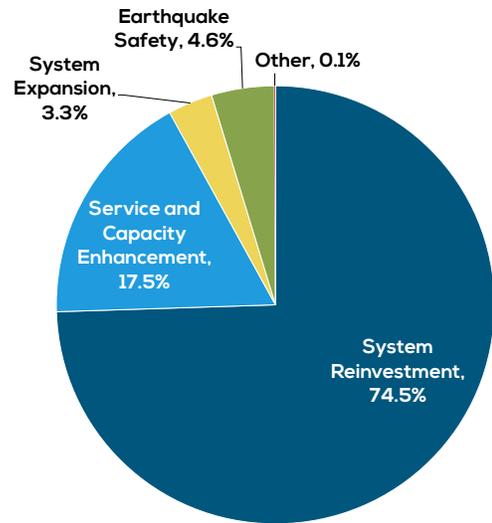


MAJOR BART INVESTMENT INITIATIVES

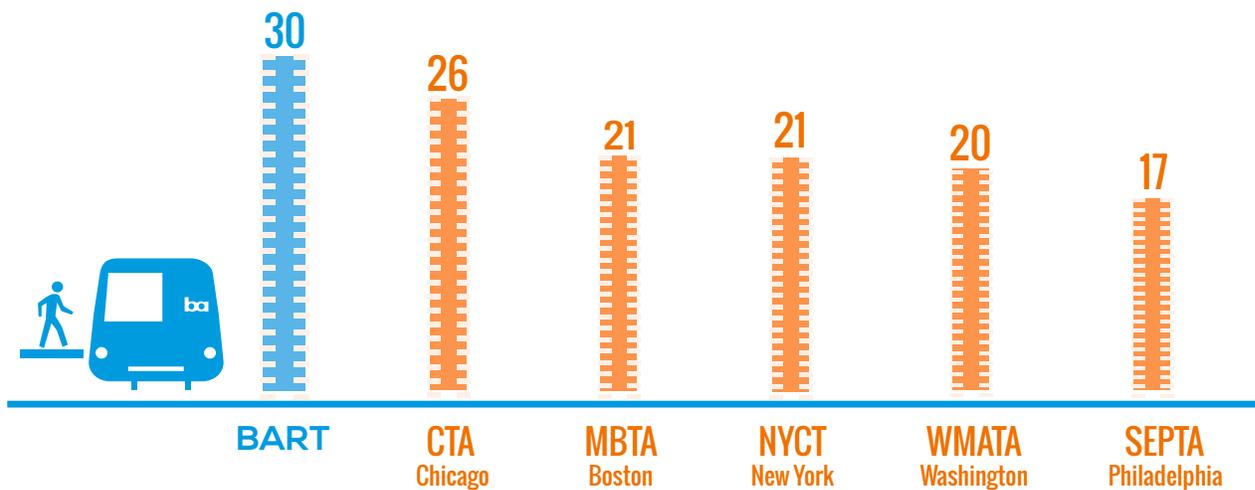
BART’s major investment initiatives support continued reliability, high service quality, and the safety of customers and employees. BART is also planning to add capacity, improve the sustainability of the system, modernize the system, and expand the system to serve new markets to support BART’s evolution into a modern 21st- century system.

In particular, BART has identified three large, interrelated projects as the highest priority. These are essential to meeting BART’s safety, reliability, capacity, and sustainability goals. They are:

- **Fleet of the Future Railcars:** A modern, expanded fleet of railcars to meet growing ridership demands, improve passenger comfort, and keep service reliable. BART is currently running the oldest rail fleet in the United States.
- **Hayward Maintenance Complex (HMC):** A new maintenance facility that will provide additional capacity to maintain and store BART’s expanded fleet.
- **Train Control Modernization Project (TCMP):** An improved train control system that increases train frequency and puts the expanded fleet in service both safely and reliably.



Capital Improvement Projects
FY 15-24



Average Age of Rail Car Fleet in Years

COMPREHENSIVE ASSET MANAGEMENT PROGRAM: Allocating Limited Resources

BART faces serious financial challenges which will require hard choices between competing priorities in coming years. To best allocate its limited resources, the agency is actively weighing the benefits of investments in upgrading and replacing aged infrastructure against those of expanding the system.

Most of BART's infrastructure—valued at \$21 billion—is over 40 years old and at or close to the end of its useful life. \$6.5 billion of BART's infrastructure, representing 30% of its assets, is estimated to be in poor or very poor condition. This aging infrastructure puts ever-increasing strain on the system to maintain high performance and meet growing demand. If BART does not address this issue, 46% of its assets will be in poor or very poor condition in 10 years. BART is addressing this situation by making strategic investments in its assets.



- BART has developed a comprehensive **Asset Management Program (AMP)** to guide BART's long-term financial plan and ensure it effectively addresses system reinvestment, minimizes risk, and maintains financial stability.
- With the AMP, BART is actively applying a more systematic, risk-focused approach to prioritizing investment of scarce resources for both operating and capital needs.

While BART is taking steps through asset management to improve the allocation of its financial resources, additional system investment will be required for BART to maintain its 95% on-time performance and meet ridership demand.

CONCLUSION

To maintain the Bay Area's economic competitiveness and long-standing desirability as a place to live and work, it is vital to invest in the future of BART. Just as the founding of the system was a major regional initiative that has transformed the Bay Area, addressing the challenge of BART's operating sustainability and funding needs in the face of significant growth must also be a regional priority. Over the next 10 years and beyond, support from the public and the commitment of funding agencies will be critical to ensure BART's ongoing reliable operation.

Together we can, and must, Build a Better BART to support a vibrant future for our region.

