



San Francisco
Bay Area Rapid Transit

2013 Report To Congress

40 Years Ago...

BART celebrated its 40th anniversary of service last year. What a difference 40 years makes! What a difference in growing Bay Area congestion levels in four decades. And, what a difference in how BART has become an integral part of the Bay Area's history, economy and way of life to a growing ridership.

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Breaking Records — Not Breaking Down

After Four Decades of BART Service, State of Good Repair Needs and Increasing Capacity Take Center Stage at BART

For 40 years, the San Francisco Bay Area Rapid Transit District (BART) has been the reliable transit backbone of the Bay Area. Today BART remains an indispensable economic and environmental asset that supports its own operations with over 70% of its costs paid from ridership fares. BART's dramatic growth in ridership will continue to support BART service – but it also puts tremendous stress on our aging system.

The latest surge in ridership began last October and shows no sign of abating. BART not only hit its 5th highest ridership for a weekday on October 11 (431,771) – but also experienced its busiest weekend total ever when 319,484 riders took BART on Saturday (October 8) surpassing the previous record when the Bay Bridge was closed. Then BART broke its own all time weekday ridership on Halloween when 560,000 riders took BART to see the SF Giants World Series victory parade. Crowded cars have continued as BART continues to average close to 400,000 into 2013.

With success come tremendous challenges that BART must address to continue providing its essential service. The Metropolitan Transportation Commission (MTC) predicts by 2035 BART will have to serve an average of 500,000 riders every day. So, even as BART technicians maintain 95% on-time service with the aging rail cars and serious core system constraints, significant reinvestment is needed to rehabilitate the existing BART system and expand its core capacity for future needs.

The Federal Transit Administration (FTA) recently reported that the nation's largest passenger rail systems, including BART, are in marginal or poor condition and that it will take over \$80 billion to deal with existing State of Good Repair (SOGR) needs alone. BART is presently identifying what its SOGR needs are. Working with limited resources to maintain its system, BART has conducted several on site tours with riders, legislators and Administration officials to demonstrate its priority to shore up the existing system.



FTA Administrator Peter M. Rogoff and Rep. Barbara Lee (D-Oakland) join BART General Manager Grace Crunican at one of BART's State of Good Repair tours.

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■ Replacing the Oldest Fleet in the Nation

BART's purchase of new high-tech, reliable and environmentally-friendly train cars is a critical investment that will help serve increased rider demand and spur the region's economic future.

Last year the BART Board gave the go-ahead for 410 new cars (of a 775 total order). At an average cost of about \$2.2 million per car, BART customers can expect to begin enjoying the reliability and enhanced comfort of new train cars as early as 2017. The new cars will be 100% assembled in America, with at least 66% American-made parts.

Ever day BART runs about 86% of its fleet of rail cars, among the highest percentage of use of any transit agency in the nation.

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■ BART takes Action on Growing Capacity Needs

In response to the growing Bay Area ridership and increasing capacity needs, BART is moving to implement a plan that would address customer service objectives and maintain a safe and reliable rapid transit system.

The BART "Metro Plan" has identified necessary service and operational improvements that will have to be made to prepare for the continued high growth in BART ridership. While funding all the initiatives will continue to be a challenge, the plan provides a solid blueprint that can give BART riders longer trains, more efficient service, and a modern fleet with the technology to run it.

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2012 – The Past Year at BART

BART Adopts Earthquake Early Warning System

Teaming up with the UC Berkeley Seismological Laboratory, BART adopted an earthquake early warning system last year that can predict quakes that may threaten the Bay Area. This will allow critical additional time (tens of seconds to a minute) for trains to slow down before the ground starts to shake. “We are the first transit agency in the United States to provide this early warning and intervention,” said then- BART Board President John McPartland. BART now receives data flowing from the more than 200 stations of the California Integrated Seismic Network throughout Northern California.



New BART Ridership Record

BART’s all-time ridership record was broken last Halloween with 568,061 exits reported. These included fans attending the San Francisco Giants World Series victory parade, Halloween revelers, and people relying on BART for their everyday trips to work, school and

other activities. It was the highest ridership day in BART’s 40 years of service, easily passing the old record of 522,198 exits, which was set on Nov. 3, 2010, the day of the Giants victory parade after they won the World Series that year.

BART Celebrates Warm Springs Extension Milestone with Tunnel Walk

More than 400 local residents and elected officials toured the completed underground subway portion of the BART Warm Springs extension project to San Jose during a milestone celebration event last October at Fremont’s Central Park. The subway tunnel runs under Lake Elizabeth, and was designed to preserve the integrity of the park once the construction is complete. The tunnel took 3 years to complete and is longer than 15 football fields.

BART Pilot Survey Seeks New Direction for Bicycles

As part of an ongoing effort to better accommodate riders who use bikes, last August BART initiated a pilot project to lift BART’s historical blackout restrictions on Fridays. The pilot included a passenger survey to determine passenger views on changing bike policy going forward. The survey results varied dramatically with 37% wanting to keep the blackouts, 37% wanting to end them, and 25% favoring reducing existing blackout periods from two hours to only one. With new BART cars on order and an increase in bike usage throughout the system, BART will continue to seek public input to fine tune its program to accommodate more bicycles at BART.



Progress on BART Earthquake Retrofitting

Since 2004, when Bay Area voters approved nearly a billion dollars to retrofit BART stations and aerial structures to new earthquake standards, BART has been on an aggressive schedule to safeguard public safety and the public’s significant investment in the system. Anticipated to be completed by 2016, the BART Earthquake Safety Program is using the latest seismic standards to improve the structural integrity of all BART facilities including parking lots, tunnels, elevated structures and the Transbay Tube. Significant progress has been made on BART stations with work at the Concord, Daly City, Lafayette, Lake



Merritt, MacArthur, Rockridge and West Oakland stations already completed. Stations with construction in progress include: El Cerrito del Norte, El Cerrito Plaza, Orinda, Pleasant Hill/Contra Costa Centre and Walnut Creek stations. Scheduled work will begin this year on the Bay Fair, Coliseum/Oakland Airport, Fremont, Fruitvale, Hayward, San Leandro, South Hayward and Union City stations.

Breaking Records— Not Breaking Down

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Last year’s long-delayed transportation reauthorization legislation (MAP-21), was good news for BART’s maintenance efforts. It will provide formula-based funding to maintain public transit systems in a state of good repair, while also, for the first time, provide grants for renovation that will grow capacity on existing transit systems – so we can carry more riders.

MAP-21, however, is due to expire in two years (2014) and we must again move forward – amidst many national fiscal difficulties – to reauthorize this important legislation. For BART to succeed in its efforts to rehabilitate, improve, and expand its capital infrastructure we will need congressional support to not only keep authorization funding levels consistent, but also fully fund public transit through the appropriations process.

Working toward a reauthorization bill that supports these goals also supports BART’s ongoing efforts to replace its 40-year old trains – the oldest fleet in the nation – with new state-of-the-art rolling stock that will use less energy and assist the growing ridership demand in the Bay Area.

Growing Capacity — *Continued from page 1*

Here are some of the ideas and concepts that BART is developing for its operation to deal with new capacity needs:

- More frequent direct Transbay Tube service
- More “show up and go” service and more timed transfers
- Express service between core stations
- Increased operating speeds in key locations
- Additional peak-period service on Pittsburg/Bay Point-SFO and South Hayward to Daly City lines
- Extended service on nights and weekends on the Richmond-Millbrae and South Hayward to Daly City lines
- Using Bay Fair Station as a “coupling” station where trains can uncouple, creating two trains with one heading to Dublin/Pleasanton and the other heading toward Berryessa Station.

The success of implementing the BART Metro Plan will depend on additional funding, fleet size, system upgrades and many other capital investments. For more information on the Metro Plan go to www.bart.gov.

2013 BART Board of Directors

The 2012 election brought changes to the BART Board of Directors with two new Directors elected from the East Bay to full four year terms. Rebecca Saltzman of Oakland will serve in District 3, which includes communities in Alameda and Contra Costa counties. Zakhary Mallett of El Sobrante will represent communities in West Contra Costa, Alameda County and San Francisco in District 7. Directors Gail Murray (District 1), John McPartland (District 5) and Tom Radulovich (District 9) all won re-election to their Board seats with



Left to Right: Thomas M. Blalock (District 6), John McPartland (District 5), Zakhary Mallett (District 7), Rebecca Saltzman (District 3), Gail Murray (District 1), Tom Radulovich, President (District 9), Robert Raburn (District 4), Joel Keller, Vice-President (District 2). Not shown: James Fang (District 8)

Director Radulovich elected BART Board President for 2013. Director Joel Keller (District 2) will be the BART Vice-President this year. (For information on all the BART Directors go to www.bart.gov)



**CELEBRATING 40
YEARS OF SERVICE**
1972 • 2012



BART's General Manager, Bill Stokes and first Board President, Adrian J. Falk examine BART test car, 1964.



Governor Jerry Brown tries out BART ticket machine, 1976.



President Richard Nixon and First Lady Pat Nixon ride BART with GM, 1972.



BART's first paying passenger, Gertrude Guild, enters the Lake Merritt Station, Sept. 11, 1972.



Governor Edmund Brown (center) and President Lyndon Johnson (right) at BART groundbreaking with GM and Board President near Concord, 1964.



40 Years Ago — *Continued from page 1*

It is hard to imagine the Bay Area without BART. A 2011 report conducted by UC Berkeley and the Bay Area Council Economic Institute found that not using BART directly increases travel costs, time delays for drivers, environmental costs — and creates a big hit on the regional economy.

To thank its riders for not only riding BART but helping to improve the quality of life in the region, BART marked its 40th anniversary last September with several events and activities to reflect on important milestones and look toward the future. Anniversary decals were put on train cars that will provide 40,000 free rides for Bay Area student field trips in the coming year.

An additional 1,000 BART tickets worth \$40 each were given to riders wearing special anniversary stickers. Bay Area schools and libraries were sent copies of BART's "Literary Journeys" art posters featuring the local artist Owen Smith. Several ice cream social events were held at various BART stations.

"We've carried 2.7 billion passengers since the day we opened for service four decades ago," said BART General Manager Grace Crunican. "This is all part of our expression of gratitude to the Bay Area for helping BART achieve 40 years of reliable service."

BART Student Summer Tours Reach New Level

Over the years, BART has reached out in a variety of ways to encourage transit ridership. One such effort has been with Bay Area youth – annually conducting summer youth tours to various destinations with a key goal to demonstrate the benefits of public transit.

Last year, BART expanded the number of kids participating in this program to 500 – and went beyond its usual scheduled tours of BART facilities and riding to the SF Airport. This year the program focused on field trips that brought Bay Area kids to arts and outdoor recreational areas via public transit.

More than 20 community organizations, schools and summer programs serving low income and minority youth participated with BART to bring K-12 kids from BART-served counties to cultural and recreational

destinations such as the San Francisco Symphony, the Asian Art Museum, the Oakland Museum of California, the Museum of Children’s Art, Children’s Fairyland, and East Bay Regional Parks.

BART’s 40th anniversary celebration also included distributing 40,000 free BART passes to youth at local schools to conduct their own student outings via public transit.



BART GM meets Bay Area kids participating in Student Summer tours program.



2013 Federal Goals

The BART Board of Directors has approved the following Federal Goals for 2013:

- Monitor MAP-21 implementation and support on-going reauthorization effort which will:
 - Maintain existing funding levels for public transit
 - Continue support for State of Good Repair (SOG) formula funding
 - Continue support for Core Capacity discretionary grant program
 - Enhance bicycle and pedestrian programs
- BART’s highest priority – to replace aging rails cars with Fleet of the Future – needs continued congressional support – through full formula funding
- Support robust authorization and appropriation levels for transit security grants and seek specific grant funding for urgent BART security needs.
- Maintain the extension of Transit Commuter Benefits to keep the parity between transportation fringe benefits for parking and transit

Oldest Fleet — *Continued from page 1*

The remaining 14% are being repaired or improved with new seat covers, floor replacement and a reconfiguration to create more space in each car.

The initial 410 car order is expected to be in service to address growing ridership within eight years. That would be the first phase of a \$2.5 billion project to replace all of BART’s existing 669 cars. BART is paying about 25% of the cost of the new cars and the additional 75% will be federally funded through the Metropolitan Transportation Commission (MTC).

BART’s new trains will be more efficient to operate and will include:

- 50% more doors to make getting on and off faster and easier
- More priority seating for seniors and people with disabilities
- Bike racks to better accommodate bicyclists during hours when bikes are permitted on BART
- Energy efficiency LED lighting and state-of-the-art propulsion
- Interior digital displays showing next stop and other passenger information
- Exterior digital displays showing route color and the train’s destination
- Improved public address (PA) system, including automated announcements
- Improved on-board security cameras.



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