



San Francisco  
Bay Area Rapid Transit

## 2014 Report To Congress

## BART Security Assisted by Bay Area Congressional Support

Because public transit systems by necessity are "open" structures there will always be safety and security risks to passengers. Last year, BART was awarded the "Gold Standard" for achieving the highest security rating possible following a comprehensive assessment by the Transportation Security Administration (TSA). But the complexity of keeping over 400,000 riders safe every weekday from the unexpected is a huge task.

*Go to [BART's Security Efforts](#)—page 4*

## Keeping Track of BART's Critical Assets is Important Part of Improving System's State of Good Repair

To the elected officials in the San Francisco Bay Area Rapid Transit District (BART) service area, and to many of its riders, it probably comes as no surprise that the agency is in the process of building a better BART. For the past couple of years, BART has been reaching out to local, state and federal officials with the message that, after 40 years, BART has some major project priorities (see boxes below) that need immediate attention and support if the transit system is to meet the projected growing demand in the Bay Area.

BART has conducted many tours of its trains, stations and maintenance facilities to demonstrate to policy makers, local businesses and riders that keeping the rail system in a "State of Good Repair" will take ongoing legislative and financial support.

In many ways, MAP-21, the most recent 2-year surface transportation authorization legislation, recognized the national need to address our aging passenger rail assets with a new focus on "fixing it first" and reinvesting in infrastructure that presently serves 80% of the commuting public in the nation. In the same context of supporting such reinvestment goals, MAP-21 also pushed the critical concept of **Transit Asset Management** in order to advance the notion that transit systems must work to better manage their performance, risks and costs over the life of their systems. Congress agreed, that by better managing public transit assets,

its investments will be more cost-effective and result in more reliable and safer service for passengers.

BART has been working aggressively – and ahead of most other transit systems in the nation – to fulfill the MAP-21 Asset Management requirements. BART is restructuring how it plans, prioritizes and budgets its resources to make a safer and more efficient system for riders and taxpayers.

The BART system has more than 40,000 infrastructure assets. As you can imagine, asset management is a complicated process that engages competing forces. Different departments and personnel often have divergent demands for limited resources. BART is moving to develop a comprehensive Asset Management System (AMS) with the goal of **integrating the amount of investment needed to meet the desired service levels – while managing the risk to reliable service.**

This is a delicate balance, but BART is well on its way – as envisioned by federal law – toward prioritizing projects based on risk potential and better targeting investments in order to increase the useful life of important (and expensive) assets.

BART President Joel Keller said, "We owe our riders and taxpayers no less than a well run system that protects its investments."

## BART's Big 3 Priorities

With estimates that BART weekday ridership will easily grow to 500,000 within 5 years (and 750,000 a decade later), BART has identified its 3 biggest priorities in the near term to enable it to serve the Bay Area as expected. Together these priorities will cost upwards of \$2 billion:

### 1 BART Fleet of the Future

A new BART car. See page 3 for more details.



### 2 Train Control System

With 1,000 new rail cars in the BART system to accommodate a growing Bay Area ridership, trains will need to run closer together. That's why BART needs a modern train control system so there can be more frequent trains and less crowded service during peak hours. A new system will allow trains to run every two minutes through the Transbay Tube and increase passenger capacity. BART only has single track options for running trains, so in addition to a new train control system there must be other creative ways to build capacity into the system – such as expanding the platforms of our busiest stations, installing crossover tracks and turn backs, expanding station platforms and switching to high volume escalators and high capacity elevators.



BART's existing Operations Control Center

### 3 Hayward Maintenance Complex

Over the next 30 years, additional vehicles will be necessary as BART expands toward San Jose and also gains new riders from the Oakland Airport Connector, eBART and other projects. With more vehicles, there will also be a need for a larger facility to store and maintain the vehicles.

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## Public Transit's Three Important Pillars

Dear Members of Congress and Staff:

With MAP-21 soon to expire and a new surface transportation reauthorization effort about to begin, it's important to not only recognize public transit's value to the country – but to recognize the 3 pillars that support the very foundation of public transit.

The first and most important pillar of public transit service is assuring **safety** to the riding public and our transit workers. Providing a safe ride for passengers and a safe working environment has always been our top priority. We reached several agreements in the new labor contract that focus on BART's safety procedures. The tragic rail accident which took two lives last year is the subject of internal, state and federal investigations. We expect that we will learn from these investigations and find new ways to improve safety at BART. After the accident, we took immediate action to improve worker safety and have pledged to respond accordingly to specific recommendations to enhance safety at BART.

The second important transit pillar is a well-trained **workforce**. The heart and soul of passenger rail service are the men and women who work to keep it running – and running safely. Last year, with concessions on both sides, BART workers got a fair 4-year contract – as did BART riders and local taxpayers. There were difficult issues to resolve because negotiations involved diverse demands for the available limited resources that would support capital reinvestment and human resource needs. The issues discussed were critical to BART's long-term sustainability. Thankfully, collective bargaining negotiations yielded a contract that keeps intact BART's long-term plan to reinvest in the future and avoids the road toward decline. With the help of BART employees, we intend to build on this success by running a more efficient system and reinvesting savings to improve BART services.

Stable **financing** is the final pillar. Along with other transit systems in the nation, BART must rely on local, state and federal funding sources to assure adequate investments for services that support economic, environmental and traffic congestion reduction goals. This year's Report to Congress focuses on this pillar. Reinvesting in BART to a "State of Good Repair" continues to dominate the planning and budgeting of our 41-year old system. We must manage our assets, modernize our BART stations, build new cars, replace our train control system and revamp and enlarge a strategically located maintenance yard so it will be suitable to assist our extension to San Jose. Finding a stable revenue stream to support transit investment remains elusive – a challenge which will only be solved with courage and creativity.

Going into our 42nd year of service, BART's ridership continues to rise. We continue to appreciate the on-going congressional help we receive from our delegation. Your support allows us to fortify the three important pillars that support critical public transit service for the citizens of the Bay Area.

Sincerely,

Grace Crunican  
General Manager

## BART Sponsors State Legislation to Allow Greater Self-Financing Opportunities for Transit

Especially in these times of tight budgets and dwindling federal funds, supporting public transit has to be an all-hands-on-deck effort – local, state and federal. And this includes transit agencies working locally to develop their own financing options to support transportation infrastructure. That's why BART sponsored two bills in the state legislature in 2013 to encourage the use of local financing options to do just that:

- SB 142 (DeSaulnier) was signed into law and provides authority for all transit agencies in the state to establish local "benefit assessment districts." If implemented, this will allow BART to collect in economic terms for the value its stations bring to specific communities.
- SB 628 (Beall) would expedite ways that BART can work with local governments to take advantage of tax increment financing (TIF) at its stations through development of "Infrastructure Finance Districts" (IFD). This bill passed the legislature but will have to be debated further in the second session, with other similar bills, to receive the Governor's approval.

## The Year at BART – 2013

### Oakland Airport Connector

Great progress was made in 2013 to provide airport travelers a much more convenient way to connect from BART to the Oakland International Airport. The Oakland Airport Connector (OAC) project is on time, on budget and has created many local jobs for Bay Area contractors and youth apprenticeships. In the three years the project has been under construction, 1,508 on-site jobs were created. Of these positions, 934 were filled by Bay Area residents with 271 of these workers living in Oakland or other communities directly adjacent to the project. There were also over 170 local apprenticeships created. The projected date for the opening of the OAC is Fall 2014.



### Bikes on BART

After reviewing the results of three "Bikes on Board" pilot studies – broadly advertised throughout the BART system in 2013 – the BART Board of Directors unanimously voted to modify BART's Bike Rules and lifted the agency's bike ban. As of last December, BART now allows bikes on all trains at all times – with the exception of the peak commute hours (7 am to 9 am and 4:30 pm to 6:30 pm) when bikes are not allowed to board the first three cars of any train.



### 10th Anniversary for BART to SFO

In June of '13 BART marked 10 years of providing service on the SFO extension. More than 30 million passengers have been able to bypass driving and expensive parking when flying out of SFO since its opening in 2003. Ridership on the extension continues to



grow – increasing by 27% over the past four years and 10% in the past two years alone.

### Record ridership for Bay Bridge Closure

On August 29, 2013 BART assisted weary commuters when the Bay Bridge had to be closed to prepare for the new Eastern Tower, recording its third highest ridership ever – 475,015 trips during the first day of the scheduled 4-day closure over Labor Day weekend. Even with these numbers, BART performed at a 97% on time performance during the landmark day.



# BART Fleet of the Future Update

From page 1

One of BART's most important steps last year toward reinvesting in its system infrastructure was moving forward to replace its aging fleet of rail cars. A significant milestone was achieved with the award of the \$1.4 billion rail car replacement contract in May of 2012. The 410 car order with Bombardier Transportation was the first phase of the purchase of what may be 1,000 rail cars.

In 2013, BART exercised additional options in its procurement contract to purchase 365 additional cars at \$1.2 billion. Funding for these cars primarily comes from the state Proposition 1A High Speed Rail "connectivity" funds, and an agreement with the MTC for a 75% overall contribution as one of its Bay Area Regional priorities. The order for additional cars will also increase the production schedule from a delivery of 10 vehicles per month to 16 per month by 2021. **This will result in completion of the project 21 months earlier than projected and a cost savings of approximately \$128 million!**

Customer input has been a core part of the design process for BART's new rail cars with robust outreach to gather public feedback. BART began a detailed design phase to engineer the new train cars from the ground up with considerable input from Bay Area riders:

- BART brought a full scale, half-car mock-up to the Bay Area so customers could walk through and provide feedback. The mock up drew over 5,000

visitors and included some of the latest design features under consideration such as digital display screens, seats, floor-to-ceiling stanchions, and bike racks.

- The public was also invited to test three different train car seats and rate them for comfort. The seats had different cushion densities but all featured easy to clean surfaces and silicone cushions.



Rider input helped determine optimal seat dimensions

Feedback from over 17,000 BART customers will be used to improve the car interior design and build upon the following car improvements requested by riders:

- **Easier to use:** BART cars will be color coded like the BART system map, with next stop information readily available via automated announcements and digital screens.
- **Quieter:** Microplug doors will help seal out noise.
- **Air conditioned:** Cooling systems will distribute air directly to the ceilings, making it more comfortable for standees on hot days.
- **Cleaner:** Padded seats will be covered with wipeable material for ease of cleaning.

## Placemaking — A new priority for BART stations



Prototype escalator canopy for 19th Street Oakland Station

BART is a system serving over 400,000 riders every weekday on 104 miles of track through 26 cities. But each rider usually begins his or her commute — day in and day out — at one specific BART station. Most riders identify that station as theirs — whether it is Glen Park, MacArthur or Richmond. But like the aging fleet of BART train cars that are in the process of being replaced, BART stations have been showing their age.

With financing coming from state, local and federal formula funding, a new emphasis will focus on the unique needs of individual stations to better develop a sense of "place." In addition to necessary upgrades and repairs, BART station changes will start by working with the impacted local communities to consider the uniqueness of the area that surrounds the station.

Moving aggressively, BART has already begun planning a rollout of station improvements within three categories throughout the four county service area:

**Early Wins.** BART is identifying small scale improvements that are easiest to complete and will focus on supporting local business contractors to assist projects that will de-clutter and modernize specific stations while reducing fare evasion.

**Systemic.** BART can prioritize its "State of Good Repair" efforts by making changes that can go system wide, including emergency/security lighting, pigeon abatement, wayfinding and fire alarm replacement.

**Gateway.** Changes will focus on improvements at stations requiring a higher level of investment. These revamped stations may be able to showcase modernization efforts in order to leverage future funding.

As BART builds extensions and moves to increase capacity of its existing system to meet future demand, the BART Board and General Manager have acknowledged that it is likewise important to begin a new era at BART that will focus on creating better places in communities where the daily BART journey begins and ends.



Conceptual rendering for El Cerrito del Norte Station

## Hayward Maintenance — from page 1

Accordingly, BART is expanding its East Bay shop into the proposed Hayward Maintenance Complex (HMC). BART will acquire and improve three properties of the existing yard and add storage tracks for a maximum of 250 vehicles. Along with BART, the Santa Clara Valley Transportation Authority (VTA) will be a full partner in funding the complex for its service into Santa Clara Valley.



Rep. Eric Swalwell and BART Police Chief Kenton Rainey tour near Transbay Tube.

## BART's Security Efforts — from page 1

BART's responsibility and burden is even greater because of one very significant physical structure in the system – the Transbay Tube. The Tube hosts nearly 200,000 passenger trips per day and is a major conduit for critical private and government communication infrastructure connecting San Francisco with the East Bay. After 9/11, the Federal Transit Administration (FTA), the Department of Homeland Security (DHS) and the Lawrence Livermore Labs looked at the risk of the Transbay Tube and concluded it remains one of the most critical infrastructure sites in the nation.

With strong Congressional support in 2013 for increasing transit security grant funding overall, and specific support for BART's grant proposal to shore up the Transbay Tube, BART is better able to plan and implement critical security needs:

- Rep. Eric Swalwell (Pleasanton) authored an amendment, which passed the House, to secure higher levels of funding for transit security in FY2014. His amendment increased the Transit Security Grant Program (TSGP) to \$97.5 million through DHS appropriations.
- In August 2013, DHS awarded BART \$12.8 million in TSGP funds to enhance security and help protect the Transbay Tube. Many in the Bay Area Congressional Delegation supported BART's request to the DHS including: Leader Nancy Pelosi, Senator Dianne Feinstein, and Representatives Eric Swalwell, Barbara Lee, Mike Honda, Jackie Speier, Zoe Lofgren, and George Miller.

BART Police Chief Kenton Rainey praised the congressional effort and said, "The funds will be combined with state and local money to protect the Transbay Tube and the riders who travel through it daily."

# Permanent Federal Commuter Tax Parity is Needed Now!

It is time to seek a permanent resolution to the ongoing disparity between car drivers and transit riders. For too long, commuters who use public transit have been second class citizens when it comes to federal tax benefits because they haven't had a stable and permanent federal tax credit like drivers. So, year after year, the transit benefit must be reestablished.

Without a permanent fix, commuters taking public transportation will once again see their tax benefit cut almost in half to \$125, while those who drive and park will maintain the current \$245 tax benefit. There are various legislative options that have been introduced in the House and Senate – and some have capped the amount at a level lower than \$245 so the bill will be deficit neutral and can ensure that our tax code is fair and applies equally to all types of commuters.

Congressional policy should be equitable. By not supporting taxpayers and riders who help support public transit projects, Congress is encouraging dependence on foreign oil and additional traffic congestion.

Every year, the BART Board of Directors has consistently supported renewing this federal tax benefit – as well as other incentives to help get Bay Area commuters out of their cars and onto public transit. For 2014, BART strongly encourages Congress to finally establish permanent tax credit parity for both those who need to park their cars and those who take transit.

## 2014 Federal Goals

### The BART Board of Directors has approved the following Federal Goals for 2014:

- BART's highest priority – to replace aging rails cars with a Fleet of the Future – requires continued congressional support for full formula funding and flexible procurement capabilities.
- Monitor ongoing MAP-21 implementation and support efforts in the new reauthorization process to:
  - Maintain existing funding levels for public transit
  - Continue support for State of Good Repair (SOGR) formula funding
  - Continue support for Core Capacity discretionary grant program
  - Enhance bicycle and pedestrian programs
- Support increased levels for transit security grants overall and specific grant funding for urgent BART security needs.
- Seek parity for parking and transit through a permanent Transit Commuter Benefit.



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