



San Francisco Bay Area Rapid Transit District 2008 Report to Congress



BART's Urgent Need to Modernize Its Core System



Last year in Sacramento, the California Legislature honored the creation of the San Francisco Bay Area Rapid Transit District 50 years ago. The District also celebrated its 35th year of service to the Bay Area when BART opened for business in 1972 to its first paying customer.

It is this second anniversary which gives us the most reasons to be proud — and concerned.

It's difficult to imagine the Bay Area without BART. This 104 mile system not only gets more than 100 million annual riders where they want to go, but it gets cars off the freeways of the nation's 2nd most congested region. By providing almost half of all transit passenger miles traveled in the Bay Area, BART helps foster a thriving local economy. Striving to meet the Bay Area's increasingly growing ridership demands, it's important to remember after 35 years that — in addition to expanding our system — essential reinvestment and system upgrades are needed to maintain our high quality of service.

BART's infrastructure needs are real.

BART needs to replace and expand its 669 rail car fleet, modernize its stations and electronic systems, improve access and add capacity for more riders, enhance security and seismically strengthen an aging infrastructure.

Over the years, BART has worked to meet its own infrastructure needs. Of the \$1.2 billion dollar price tag for the "First Generation Renovation Program," BART funded 40% of that total with a 3 year, 45% fare increase. BART and Bay Area taxpayers also raised nearly \$1 Billion through a general obligation bond to fund most of BART's Earthquake Safety Program.

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Part of the Climate Change Solution

As Congress seeks to address the environmental challenges facing this nation with global warming and the need to reduce greenhouse gases, it should consider the role that public transit plays in helping to meet some of these goals.

Our nation's public transit systems are existing environmental assets that reduce vehicle miles traveled (VMT) and greenhouse gas emissions in the regions they serve. Increased federal investment in these systems is needed to further expand the essential environmental benefits they provide.

California state law requires that greenhouse gas emissions be reduced to 1990 levels by 2020 — roughly a 25% reduction.

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Dear Bay Area Congressional Delegation & Staff:

Last year marked BART's 35th year of service to the Bay Area — a year in which we broke weekday and weekend ridership records — demonstrating how commuter and leisure transit use is growing. In order for BART to sustain this growth and continue our high quality service, we must reinvest and expand capacity in our core system.

When surveyed, nearly 80% of our customers tell us they have an alternative way to get to where they are going, but choose to ride with us. There are many reasons cited for this, but the clear number one reason is BART's high reliability. BART has a 95% on-time performance record that makes us an attractive option to those who have the choice to drive. If we fail to make the necessary reinvestments to maintain and expand this high level of service, many of our customers may get back into their cars.

In January, the *National Surface Transportation Policy and Revenue Study Commission* released its report "Transportation for Tomorrow" recommending how the United States could better finance and more efficiently invest in our transportation infrastructure. In addition to its funding recommendations, this report draws upon two key themes as we look toward the next federal authorization bill. First, the report clearly reminds us that our aging transportation systems are "deteriorating" and, second, that public transit remains an important part of the solution to critical environmental problems now confronting this country.

As Congress begins the process to reauthorize SAFETEA-LU, we hope **BART's 2008 Report to Congress** will provide you with a local perspective on where increased federal investments are needed and how those additional resources will help achieve national goals to increase mobility and economic productivity — as well as reducing our carbon emissions and dependence on foreign oil.

Finally, we want to dedicate this 2008 Report to Congress to the Honorable Tom Lantos, who was a great friend to BART over the years — championing BART's extension to SFO and advocating for increased transit security funding. As an inspiration to those living in the Bay Area and beyond, he will be greatly missed.

Sincerely,



A handwritten signature in black ink that reads "Gail Murray".

Gail Murray
President, Board of Directors



A handwritten signature in black ink that reads "Dorothy W. Dugger".

Dorothy Dugger
General Manager

Sizing Up the Seismic Threat

As transit continues to move millions to where they want to go, most riders usually only notice whether their ride on transit is on time and if the station is clean. They usually assume that, day in and day out, the actual infrastructure of their transit system will be safe from natural disasters.

BART operates in an area with extremely high seismic activity — especially along the perilous Hayward Fault. It is essential that BART prepare for the next big earthquake, which is projected to be worse than the 1989 Loma Prieta earthquake. The price tag to keep BART seismically safe is high — over \$1.3 billion.

In 2004, BART began educating local citizens on the possible impacts of a large earthquake — and voters agreed — supporting a \$980 million bond to fund a 10-year Earthquake Safety Program. Nearly 70% of Bay Area voters approved Measure AA, agreeing to tax themselves to guarantee a safer ride. An additional \$143 million was also secured through state legislation increasing local bridge tolls.

“The probability of a large, close-in, damaging earthquake is high, about a two out three chance by the year 2031. A fundamental question is do we have enough time to harden the Bay Area’s infrastructure, because the hazard is real and it is now.”

David Schwartz, US Geological Survey

BART has already begun design and construction to strengthen the Transbay Tube, aerial stations and structures — with completion projected by summer of 2013.



BART appreciates Senator Feinstein and Congresswoman Tauscher’s leadership to secure \$656,600 in the FY08 Transportation, Housing & Urban Development Appropriations Bill to support its seismic retrofit efforts.

FEDERAL ACTION NEEDED

BART and its passengers are still on the hook to fund \$50 million of its \$1.3 billion program. Therefore, BART is still seeking federal authorization to match the immense local commitment to this important life safety project. Such a contribution could help safeguard the substantial public investment in the BART system (an estimated \$15 billion replacement value), and ensure faster service restoration after the next major earthquake hits the Bay Area. **BART is seeking \$3 million in FY09 Transportation, Housing and Urban Development appropriations to continue critical seismic retrofit work.**

Securing the Ride for our Customers and the Region

Since 9/11, Congress has moved in the right direction in terms of allocating more federal funding for transit security — focusing on systems and regions facing the highest risk and greatest potential impact. However, transit continues to be a target for terrorists world-wide, as we continue working through a sometimes difficult grant process to secure funding to lower our risk of attack and ensure that we can respond.

“...the open access and high ridership of mass transit systems make them both vulnerable to attack and difficult to secure.”

GAO Report: “Rail Security — Some Actions Taken to Enhance Passenger and Freight Rail Security, but Significant Challenges Remain” 2004

In passing H.R. 1, the 110th Congress has greatly improved the environment for enhancing transit security by implementing the 911 Commission’s recommendations and authorizing \$3.4 billion through 2011 for transit capital and operational needs. Though this recent legislation authorizes \$650 million for transit security in FY09, the President’s budget takes a giant step backward by requesting only \$175 million to fund our national transit security needs.

Carrying over 100 million passengers a year, BART has identified more than \$250 million in immediate security needs to better protect its employees, riders and the economy of the Bay Area. Since 9/11, BART has spent \$46 million but has only been reimbursed \$20 million by the federal government for its security needs.

Some of BART’s security priorities continue to include:

- Hardening critical infrastructure.
- Adding closed circuit television (CCTV) and intrusion alarms at BART’s most vulnerable tunnel entrances and underground facilities.
- Redundant capacity for the communication and train control system cable network.
- A mobile command post and an alternative Emergency Operations Center.
- Biological, radiological and chemical detection systems.

FEDERAL ACTION NEEDED

BART is more secure now than it was immediately following 9/11 — but the Department of Homeland Security and the Transportation Security Administration allocation of federal funds for capital and operational needs (as specified in H.R. 1) remains a high priority for BART.

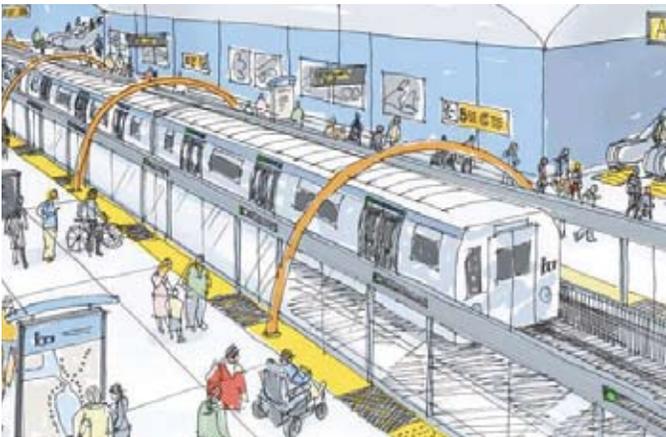
BART urges Congress to reject the President’s budget proposal for transit security and restore funding to at least the current year level of \$400 million, with a goal toward \$750 million as authorized by H.R. 1 and current law.

Fixing and Modernizing the System we Already Have

BART needs to repair the infrastructure at many of its stations. Most federal and state transit funding levels are not adequate to meet core transit renovation needs.

In order to assure rider safety and reliability, BART has to move forward to implement an ambitious second phase program to renovate and replace many of its systems and equipment.

The BART Board voted to use its share of the Proposition 1B Transportation Bond (passed in 2006 by California voters) to respond to some of its modernization needs. With the first installment of funds coming this year, BART plans to begin to renovate, upgrade and improve access at its most used stations.



But, state Infrastructure Bond formula proceeds will meet less than 10% of BART's shortfall need. Other strategies and sources must continue to be pursued to assist additional needed renovation goals to:

- Phase replacement of the entire BART rail car fleet — 669 rail cars, including 439 cars from the original fleet.
- Renovate and/or replace train control and power distribution systems.
- Upgrade and/or replace electronic systems.
- Renovate railway propulsion power and ventilation systems.
- Renovate and/or replace communications systems.
- Improve trackway and platforms.



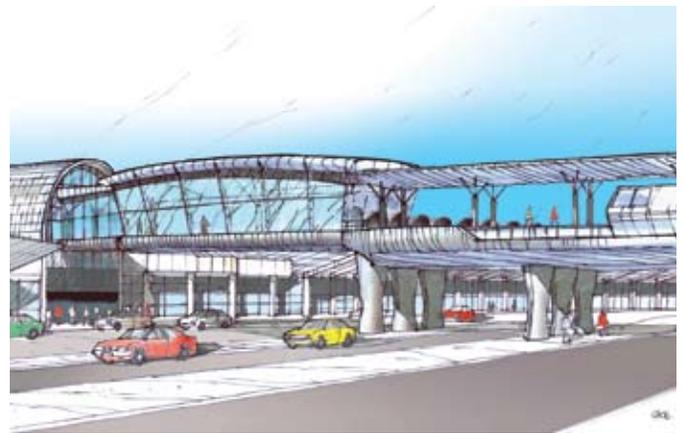
The Demands of a Growing Bay Area

More and more, a growing Bay Area is running straight up against how we plan and fund our transportation systems. In addition to the implementation of landmark climate change legislation (AB 32) in California, and legislative proposals to increase the relationship between land use and transportation funding, local governments continue to juggle difficult transportation priorities related to growth.

In the Bay Area, issues related to growth will only increase. The Association of Bay Area Governments (ABAG) projects that by 2035 the population of the entire Bay Area will be 34% higher than 2000 census figures — with more than 2 million additional residents and nearly 1.5 million more jobs. In the four Bay Area counties served by BART, ABAG forecasts a greater than 30% population increase — resulting in more than a million additional residents, and nearly 900 thousand new jobs.

BART continues to move forward with new projects that will serve a growing region:

- Opening in September '09, the new **West Dublin/Pleasanton Station** is the result of a public/private partnership among city governments, developers and the BART District.
- **eBART** will provide a new transit option connecting the Pittsburg/Bay Point Station and running along the highly congested Highway 4 corridor serving East Contra Costa County.



- **The Oakland Airport Connector** will be financed through a public/private partnership that will connect BART with the Oakland International Airport.
- **Warm Springs** will extend BART 5.4 miles south to support the future Santa Clara County extension.

BART cannot effectively respond to regional growth needs solely with expensive difficult-to-fund expansion projects.

Creating greater rider capacity and access to the existing BART service must *also* be a priority for BART and the Bay Area. Reinvesting in the system we have is essential to carrying a projected 500,000 daily riders by 2025.

Keeping Diverse Communities Moving

In one of the most diverse demographic regions in the nation, BART is a key resource for all Bay Area commuters and travelers — remaining the best way to commute for some, and helping relieve traffic congestion for the rest.

BART is the second largest provider of minority ridership in the Bay Area, connecting such diverse communities as San Francisco's Mission District, Rockridge, Pittsburg/Bay Point, Oakland's Chinatown, Richmond, Walnut Creek, Daly City, Fremont, Millbrae and many others.

BART surveys have shown that its ridership is representative of its diverse ethnic and socio-economic populations — with each group responding by greater than 80% that they are satisfied with BART service.

For 35 years, BART has built a loyal and growing ridership base continuing to demonstrate the importance of transit to a dynamic region:

- 360,000 average weekday riders.
- 100 million annual riders.
- 1.3 billion passenger miles annually.
- 23% growth in average weekday ridership to SFO since opening.
- 50% of the peak period/peak direction commuter traffic that goes across the Bay is carried by BART— as many commuters as the Bay Bridge.
- One third of the Contra Costa County commuters traveling to Oakland and San Francisco chose BART.



This year, in order to attract new riders and better serve a Bay Area population on the go, BART increased the number of trains in its service schedule to every 15 minutes. With more available trains, more potential customers can ride, and the number of cars on our congested highways can be further reduced.

A Healthy BART = A Healthier Bay Area Economy

As a home-grown local business, BART has more than 3,200 employees living and working in the region.

Even with an uncertain economy, BART's four-county public transit system is good for the local economy — fostering high-density development, higher office occupancy rates, and increased property values wherever its routes and stations are located.

BART brings Bay Area consumers to business and retail centers. For example, BART riders spend more than \$400 million per year on retail in San Francisco alone.



BART Directors join officials of Westfield Shopping Center in San Francisco to open new efficient access for riders wishing to reach retail businesses through BART's Powell Street Station.

Over the last decade, BART has pumped more than \$5 billion back into the economy with capital improvements, system extensions, renovations and seismic work, while holding the growth in cost-per-passenger mile below the rate of inflation.

In 2008, BART's \$1 billion capital and operating budget will continue to have an evident economic influence that is felt throughout the region.



Thanks to strong congressional support, BART connects directly to the nation's 9th busiest airport at SFO, providing new travel options for the more than 4 million tourists who use BART annually. Plans continue for a direct BART link to OAK.

Fixing BART's Core System

Continued from page 1

BART and other older rail systems across the country confront a difficult funding environment to support the next generation of critical core renovation.

Current federal funds that come to the Bay Area are simply not adequate to meet all of BART's capital needs. BART has an \$8 billion, 25 year reinvestment program of which \$3 billion will be funded by BART — but there is still a capital shortfall over the 25 years of nearly \$2.5 billion! Closing this shortfall must be a priority for BART and the millions of our customers who have come to rely daily on BART's high quality service.



FEDERAL ACTION NEEDED

In January, the *National Surface Transportation Policy & Revenue Study Commission* released a report raising serious concerns about the aging transportation infrastructure in this country and the ability to fund renovation and improvements.

As Congress moves toward reauthorization of SAFETEA-LU, it is important that the questions in this report be thoroughly debated — including the premise that the federal government should be an active financing partner with states and local governments to return our infrastructure to a state of good repair.

- How can we fix a funding system that cannot keep pace with needs?
- What is the best way to increase funding for core renovation and capacity needs to better serve our growing ridership?
- How can Congress recognize and better support transit's beneficial impact on our environment?

Our transit systems are national assets — like bridges, roads, dams and levees — whose infrastructure supports American economic and environmental needs. Now, after 35 years of service in the Bay Area, it is critical that we reinvest in BART's core infrastructure.

Part of the Green Solution

Continued from page 1

By 2050, Governor Schwarzenegger has set a goal for the state to reduce greenhouse gas emissions by 80% below the 1990 level.

Riding BART, and other transit, helps get us there:

- BART riders save over 400,000 metric tons of CO₂ annually, reducing the region's carbon footprint — which would fill 4.5 million blimps per year!



- Part of the solution to the serious problems associated with global warming can be addressed with improved transportation planning and smart Transit Oriented Development (TOD), which can also help increase transit ridership. BART's 43 stations provide a regional backbone for TOD projects in the Bay Area with most stations located in regional priority development areas. By living closer to transit, TOD allows VMT to be reduced by 40%.

In 2002, BART's Board of Directors adopted a sustainability policy to guide the District's business practices. BART rail cars are 100% electric, with the majority of power coming from clean hydro sources. The Board has adopted a goal to have 20% of the District's power supply be from renewable sources by 2010. In addition, BART is working to calculate its own carbon footprint in order to ensure we are making informed investments that result in the best benefit for our riders and the Bay Area environment.

Commuting by BART instead of cars avoids spewing 44 lbs of pollutants per passenger per day.

BART riders get 250 mpg — with total ridership saving 202,000 gallons of gas each day.

FEDERAL ACTION NEEDED

In order to continue and expand BART's role in reducing greenhouse gas emissions, BART supports federal efforts to fund investments in transit infrastructure to carry more riders and better compete with the automobile.

Current legislation would establish a national cap-and-trade program and allocate a percentage of the emissions allowance to transit. S. 2191, Lieberman-Warner, would allocate 1% totaling \$1.4 billion per year. While this would be a great foundation, in order to achieve the greenhouse gas reductions and schedule in California's own law, a much higher level of investment will be needed. Congress should expand transit's share of any cap-and-trade legislation to at least 5% of the total allowances and target the funds directly to service that reduces VMT.

BART FEDERAL GOALS

<p>CORE REINVESTMENT</p>	<p><i>Foster greater funding for rehabilitation of core needs — possibly through changed federal formulas.</i></p> <p>It remains imperative that new sources of funds be identified to reinvest in aging transit infrastructure.</p>
<p>GLOBAL WARMING</p>	<p><i>Position transit as an asset in any cap-and-trade legislation.</i></p> <p>With legislation moving forward to establish significant and ground breaking responses to the issues surrounding the release of greenhouse gases, BART and other public transit agencies should be recognized as allies and benefit from any new federal investments to support a cleaner environment.</p>
<p>SECURITY</p>	<p><i>Seek new/increased funding sources for transit security needs.</i></p> <p>The 110th Congress should continue its progress following passage of H.R. 1 to raise the profile of homeland security and transit security grant needs in support of open transit systems most at risk of terrorist attacks.</p>
<p>SEISMIC</p>	<p><i>Continue seismic retrofit efforts through authorization legislation.</i></p> <p>BART appreciates Congress' support in the 2008 Transportation and Housing and Urban Development Appropriations Bill, is seeking similar support in FY09, and will continue to request authorization legislation to more fully address the on-going needs of transit seismic renovation.</p>
<p>TRANSIT INCENTIVES</p>	<p><i>Support federal efforts to attract greater transit ridership to achieve critical transportation and environmental goals.</i></p> <p>At this time of great transportation and environmental challenges, BART believes that the federal government should encourage greater transit ridership through employer-based tax incentives.</p>

2008 BART Directors

Gail Murray, President
District #1 — Contra Costa

Joel Keller, District #2 — Contra Costa

Bob Franklin, District #3 — Alameda/Contra Costa

Carole Ward Allen, District #4 — Alameda

Zoyd Luce, District #5 — Alameda/Contra Costa

Thomas Blalock, Vice President
District #6 — Alameda

Lynette Sweet, District #7 — Alameda/
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James Fang, District #8 — San Francisco

Tom Radulovich, District #9 — San Francisco



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