

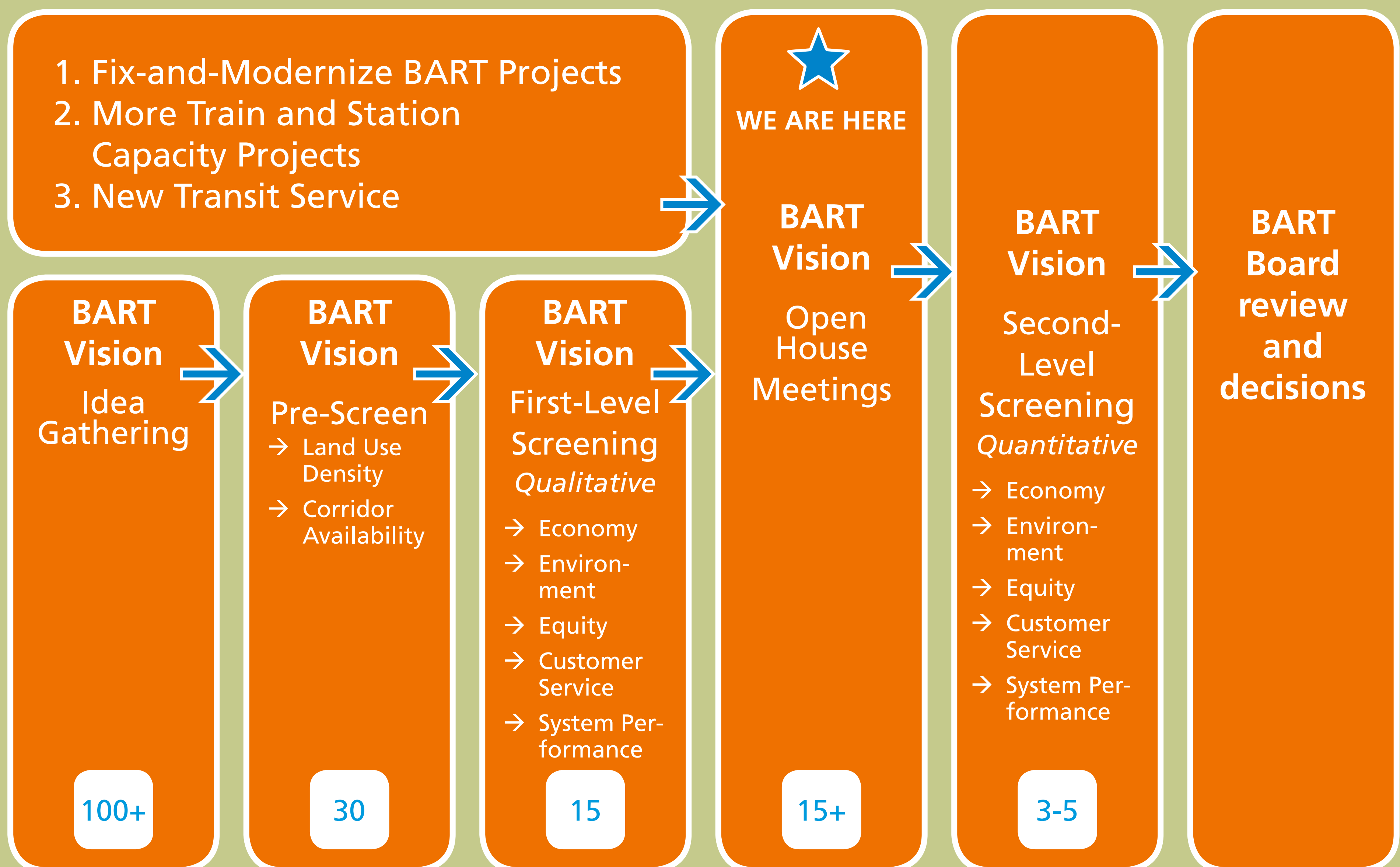
BART Vision Plan

BART Vision Plan Process

BART will have some important decisions to make over the next few decades.

The system is aging, and in need of repair. At the same time, the region is growing, and more transit capacity is needed. And there is interest in expanding BART in a sustainable manner.

The BART Vision Plan is an effort to prioritize the major investments required to meet the region's needs.



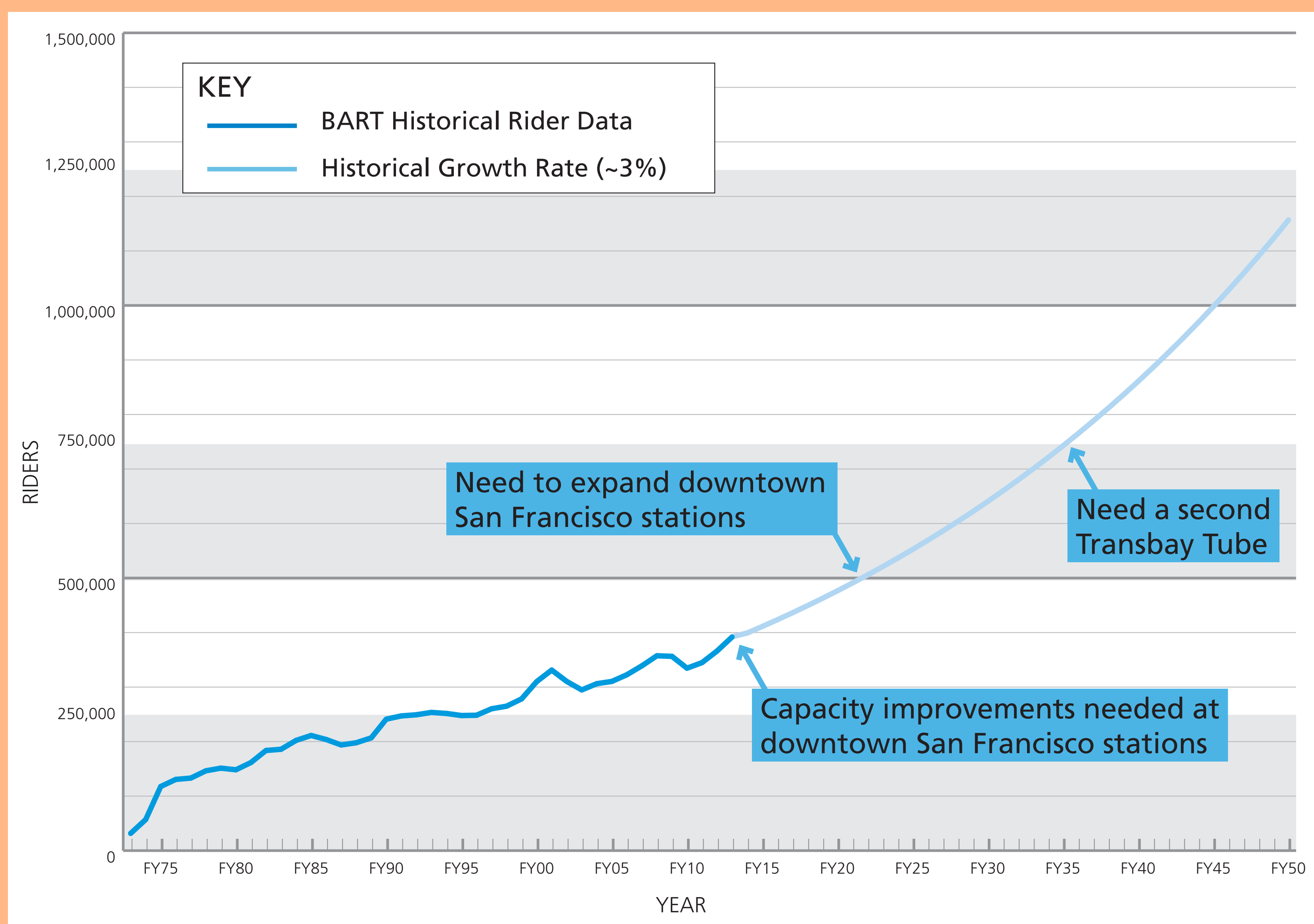
100+ Approximate number of BART Vision projects



BART Vision Plan

BART Ridership Growth

- Since the Transbay Tube opened 40 years ago, BART ridership has grown over 200%, or nearly 3% per year.
- BART has about 415,000 weekday riders today; at this rate, in 40 years it could have 1.2 million.
- We expect 2 million more people and 1 million more jobs in the next 40 years, much of it near BART stations.



BART Vision Plan



Improvement Category 1: Fix and Modernize BART

- BART is over 40 years old, and its original infrastructure and equipment is showing its age.
- Without action, delays will get longer and more frequent, and the cost to the regional economy could be \$22-\$33 billion.
(Source: UC Berkeley)
- Fully funding modernization projects would ensure BART will remain reliable for future generations.



BART Vision Plan



Improvement Category 2: More Train and Station Capacity

- BART is getting more and more crowded.
- Existing capacity is nearing its limits, both on trains and on platforms at peak hour.
- BART is already buying a new fleet, but needs a new train control system and other improvements such as platform screen doors at Embarcadero and Montgomery to provide more capacity.



BART Vision Plan



Improvement Category 3: New Lines & Extensions

→ Extensions to new areas could be BART, other types of trains, or Bus Rapid Transit.



BART Vision Plan



Improvement Category 3: New Infill Stations

→ New stations on existing lines are a relatively cost-effective way to improve access and increase ridership.

