

BART Agreement Number: 6M6137

Approval Date: 01/12/22

Work Plan No. A.10 – Operational Simulation Analysis in Support of BART Metro 2030 and Beyond

Scope:

For this scope of work, it is assumed that Hatch (as part of the CBTC support project) has already developed an existing and a future baseline operating plan and simulation that satisfies BART’s analytical needs for the BART Metro 2030 work. Future baseline operations will assume BART’s current service plan horizon for 2030, characterized by:

- Extension via subway through downtown San Jose to a new terminus in Santa Clara;
- New Hayward East and Newhall (Santa Clara) yards;
- Transition of the entire network to Communications-Based Train Control (CBTC) technology;
- Five existing lines of service;
- Capacity of 30 trains per hour per in either direction via the ‘M’ line between the Oakland Wye and Daly City
- Peak-period basic service at 12-minute line headways (5 TPH on all lines)
 - Additional Transbay commute service to be provided at the following levels to achieve 30 TPH scheduled throughput:
 - 5 TPH Yellow
 - 1 TPH Red
 - 1 TPH Blue
 - 3 TPH Green
- All peak-period trains of ten cars;
- Spare vehicle ratio of 20%; and
- Revenue fleet of at least 1,200 new cars.

Prime: Fehr and Peers

Subconsultant	Amount	DBE (Y/N)	SBE (Y/N)
Hatch	\$ 99,686	N	N

Total Work Plan Value: \$ 102,533