

EXPANSION

"Growing the BART System to Meet Regional Demand"

BART Extension to San Francisco International Airport (SFO) — The BART-SFO extension will add 8.7 miles of new track to the existing 95-mile, four-county system and provide direct service to the San Francisco International Airport. With BART the largest regional rail system in Northern California and SFO the seventh busiest airport worldwide, the extension is a critical intermodal transit project forecast to serve almost 70,000 trips per day by 2010. Construction is now over 75 percent complete. Service to the public is scheduled for fall 2002.

The project will:

- Extend BART from the Colma Station to a new, intermodal terminus station in Millbrae that will provide direct connections between BART and Caltrain, the 77-mile Peninsula Commuter rail service;
- Provide direct service between BART, SFO's new International Terminal and the Airport Rail Transit System;
- Add four new stations: South San Francisco, San Bruno, SFO, and Millbrae.



SF International Airport Station Interior

POTENTIAL /FUTURE BART EXTENSIONS

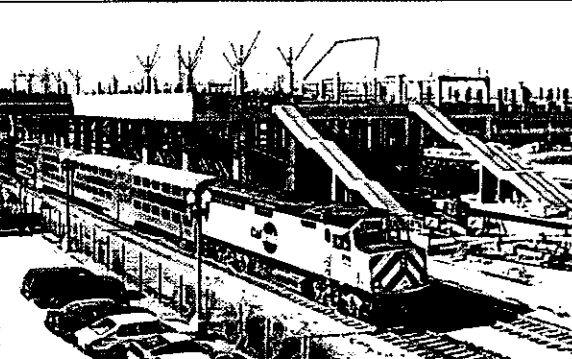
Oakland Airport Connector — BART has joined with the Port of Oakland to develop a direct link between the Coliseum BART Station and the Oakland International Airport. The project's technology will be defined after further community input and planning.

San Jose Extension — The need for a BART extension from Fremont to San Jose was advanced by the mayor of San Jose, Ron Gonzales, in 1999. The 21.7-mile extension project is estimated to cost roughly \$4 billion. In his FY 2000-2001 annual budget, Governor Gray Davis committed \$760 million to the proposed BART extension. In the November 2000 election, Santa Clara County voters overwhelmingly approved Measure A, a half-cent sales tax for transportation improvements in Silicon Valley, which included \$2 billion to fund a BART-San Jose extension.

Livermore and Antioch Corridors — Studies are underway to examine expansion to these important areas. Possible interim alternatives to BART service include using existing right-of-way for diesel-powered multiple-unit (DMU) trains from Pittsburg to Brentwood and Dublin/Pleasanton to Livermore.

NEW BART STATION ON EXISTING LINE

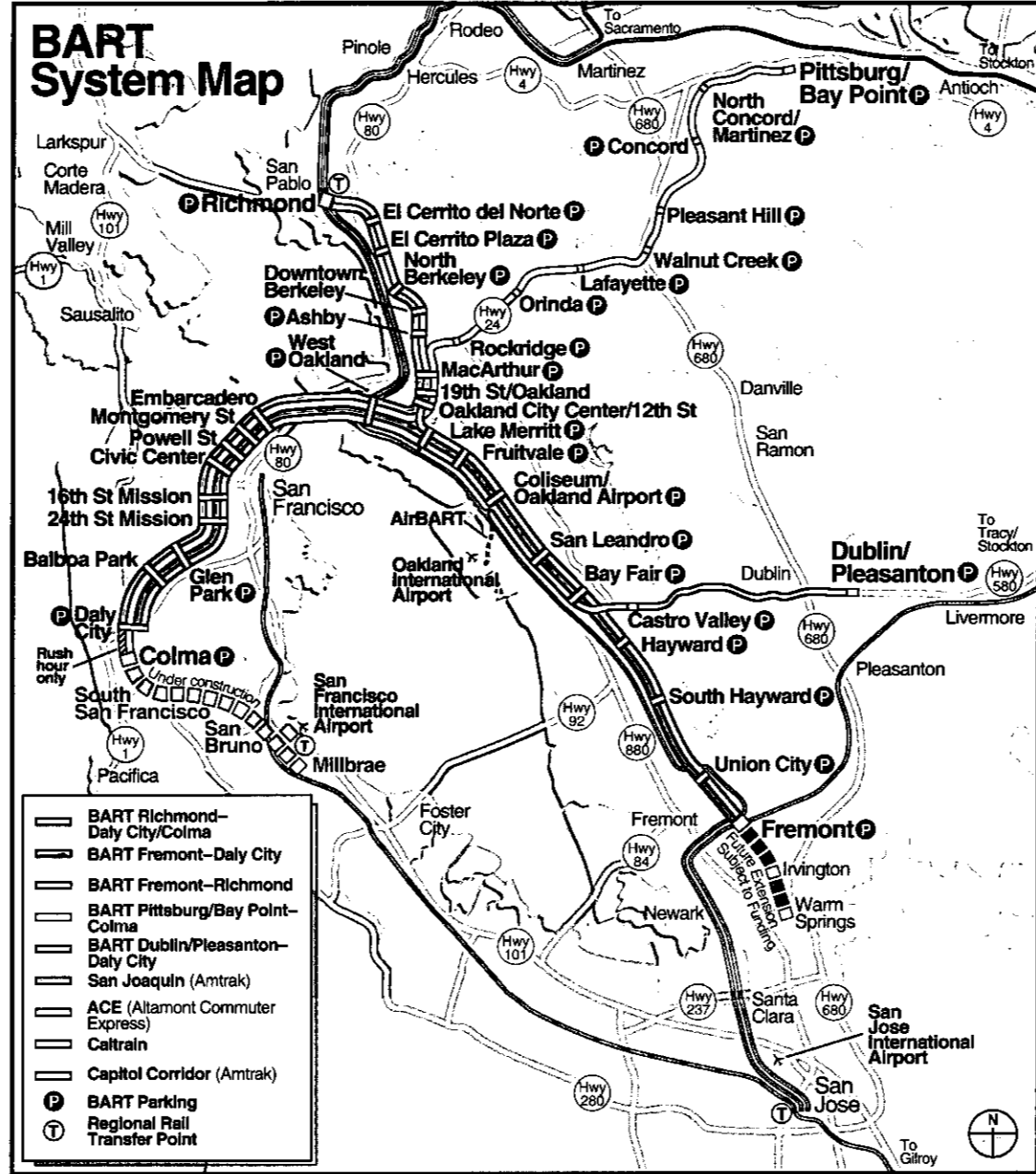
West Dublin/Pleasanton Station — Lacking capital to build a traditionally funded BART station at this site, BART is negotiating with developers and the cities of Dublin and Pleasanton to build a BART station, two parking garages, office space, residential units and a hotel. Construction on this project could begin before the end of 2001 and be complete by spring 2004.



Caltrain commuter rail operations continue alongside construction of the intermodal station



The Millbrae Intermodal Station will connect BART and Caltrain under one roof with a shared platform that will provide easy transfer between the two systems.



BART - Miles Ahead

- BART's original \$1.5 billion investment is valued at \$10 billion today.
- 95-miles of double-track, 39 stations and 669 rail cars.

Serving Bay Area Mobility

- Serves four Bay Area counties with 335,000 average daily passenger trips; 94.9 million annually.
- BART carries approximately 50% of the peak period peak direction transbay traffic.
- One-third of the people traveling between central Contra Costa County and Oakland use BART.

Economic Engine for the BAY Area

- 3,500 Bay Area residents work at BART - the 18th largest employer in Alameda and Contra Costa Counties.
- \$440 million Operating Budget, including debt service and direct investments for capital improvements.

Financial Performance and Management

- BART fares and other revenues cover 74% of operating costs.
- BART's growth in cost per passenger mile over the past ten years held below rate of inflation.
- BART's AA bond rating is among the highest in the industry.



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BART — MILES AHEAD IN EXPANSION

BART — MILES AHEAD

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART MILES AHEAD 2001

TRANSIT ORIENTED DEVELOPMENT

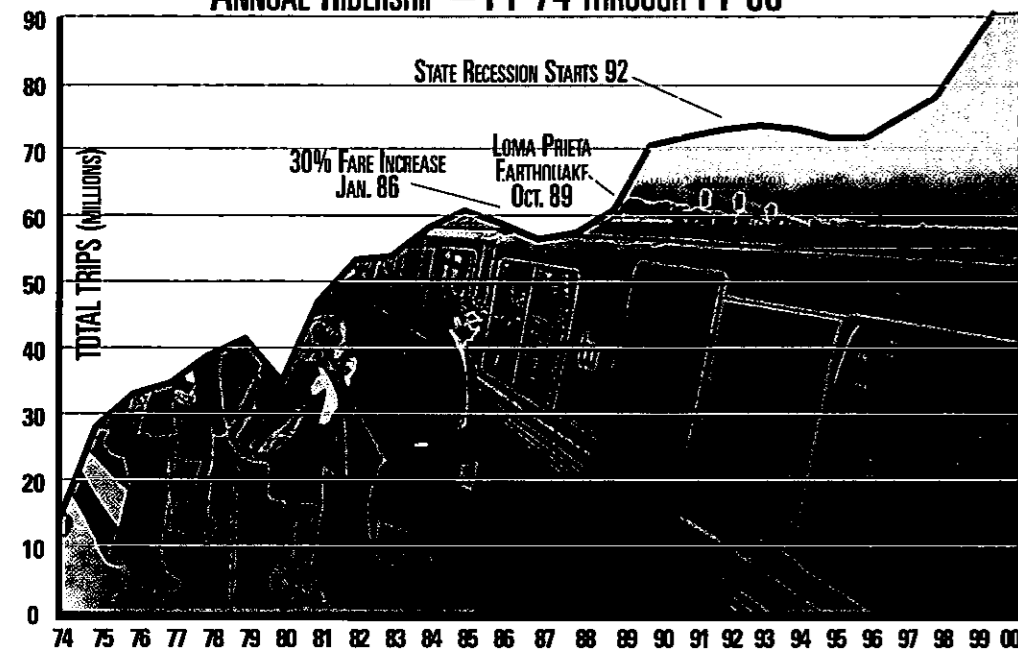
San Francisco International Airport

SIGNIFICANT RIDERSHIP GROWTH

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In 1972, the first year of BART's operation, about 4.5 million passengers traveled on BART. Today, in the midst of California's robust economy, the number of passengers has grown to over 91 million. Peak weekday ridership can reach 350,000 - 375,000 passengers, and Saturday ridership averages about 140,000 passengers per day.

ANNUAL RIDERSHIP — FY 74 THROUGH FY 00



■ **Seismic Retrofit** — BART was originally designed under extremely rigorous seismic standards - much higher than was the norm in the late 1960s when the system was constructed. However, new technologies and information have been developed in the intervening years that BART, with its emphasis on safety and its increasing role as a lifeline in Bay Area transportation, plans to incorporate into the original system. BART has drawn up a comprehensive seismic improvement program, estimated to cost about \$800 million. Work is already underway in partnership with Caltrans to carry out a significant portion of the work to be done. The goal of the seismic program is to ensure that BART can withstand and remain operational during and immediately after a major earthquake in the Bay Area.



The Capitol Corridor

■ **Capitol Corridor** — Ridership has also increased on The Capitol Corridor, an Amtrak-operated intercity rail service for which BART provides day-to-day management. Capitol Corridor service extends from Auburn/Sacramento to Oakland/San Francisco to San Jose. The Capitol Corridor is now the third busiest and the fastest growing (52% more riders than last year) intercity passenger corridor in the country.



SYSTEM RENOVATION

"Maintaining Service Reliability and Quality"

High ridership demands result in added wear and tear on BART's 28+ year old system. BART is now in its fifth year of a critical ten year, \$1.1 billion program to renovate the transit system infrastructure. The renovation program will result in fewer train delays, reduced queuing at fare gates and ticket vendor machines, more reliable escalators and elevators and safer, more comfortable station facilities. Two of the largest renovation programs are:

■ **Rail Car Renovation** — The cornerstone of BART's systemwide renovation program is the rehabilitation of BART's 439 original cars. Twenty years of useful life will be added to each rail car by replacing or upgrading major vehicle systems including propulsion, braking and air conditioning. The passenger interior area and cab operator area of the cars will be completely replaced.

■ **Station Renovation** — BART stations are undergoing substantial renovation to improve safety and convenience, and to improve station access for passengers with disabilities. Escalators and elevators, lighting, bicycle lockers, maps and signs are being replaced or renovated. 225 parking lot emergency call boxes have been installed throughout the BART system.

NEW TECHNOLOGY

"Increasing Capacity and Efficiency Through Technology"

■ **Advanced Automatic Train Control (AATC)** — A communications-based system that will allow operation of trains at closer intervals and at higher speeds while using less energy. Train capacity through the Transbay Tube, for example, will increase by almost 25 percent.



Advanced Automatic Train Control Installation

■ **Fiber Optic/Radio Telecommunications Network** — Private-sector businesses pay fees for placement of fiber optic or wireless equipment on BART's 95+ miles of right-of-way. This extensive high-speed technical infrastructure that serves the region's high-demand telecommunications market. Proceeds go to offset operating and capital spending.

■ **TransLink®** — The new fare collection machines will accept and process "smart" fare cards, regionally known as TransLink®, which will be embedded with a tiny computer chip to allow seamless access to all 26 Bay Area transit systems. A six-month demonstration project of Translink® will be launched in mid-2001. If successful, region-wide employment of the system could begin by 2002.

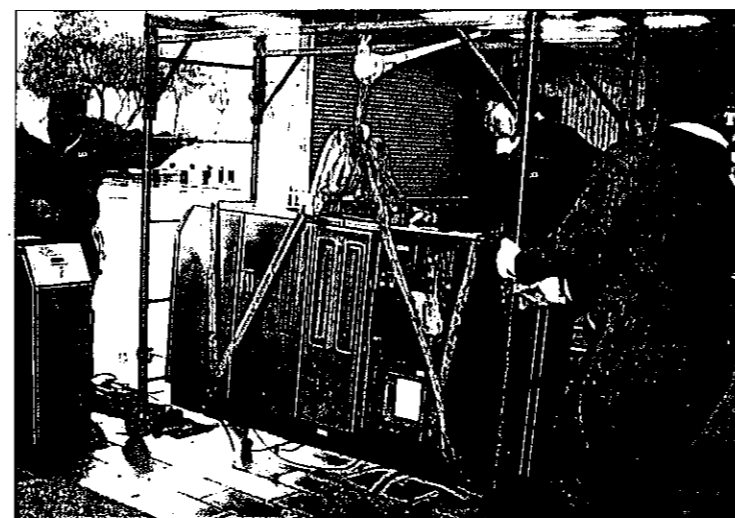


BART — MILES AHEAD IN TECHNOLOGY



Operations Control Center

■ **Automatic Fare Collection (AFC) Equipment Renovation and Replacement** — Aging ticket vending machines, add-fare machines, and fare gates will be renovated or replaced. The new ticket machines will employ full color, menu driven screens similar to bank automatic teller machines (ATMs) and will meet all ADA requirements.



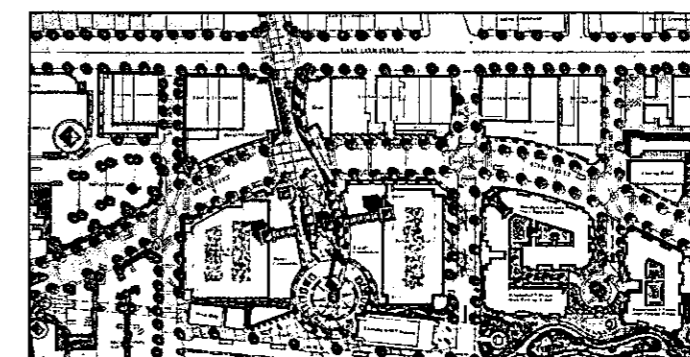
Installation of new fare gates

TRANSIT ORIENTED DEVELOPMENT

"Linking Land Use Planning, Quality of Life and Improved Station Access"

BART has reinvigorated its commitment to station area planning and transit oriented development. Specific organizational and staffing changes have elevated station area planning's function and profile within BART and in the external community. In the past two years BART has sponsored region-wide forums for elected officials, community leaders, developers and others that explored the importance of "smart growth" and transit station area planning.

Livable Communities: Linking Land Use & Transportation



Fruitvale Transit Village

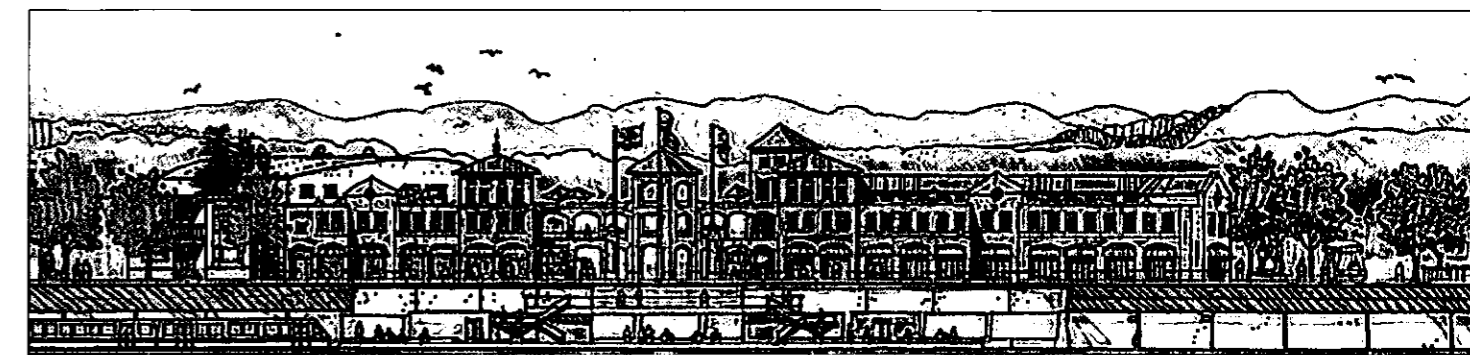
■ **Fruitvale Transit Village** — Construction has already begun on this innovative, mixed-use, transit oriented development. The project is the product of a public-private partnership anchored by the Unity Council, a local nonprofit organization. Located in the heart of Oakland's Latino community, the transit village will be built next to the existing Fruitvale BART Station in Spanish-style architecture and will include a day care center, senior center, public library, and more.



16th Street Mission

■ **San Francisco Mission Corridor Project** — BART is an enthusiastic partner in the Mission Street Corridor Revitalization Project, in which the city of San Francisco intends to encourage multifamily housing development along this important transit corridor. Plazas at 16th and 24th Street stations will be redesigned to improve safety and create a more welcoming environment for community residents and transit riders.

■ **Ashby BART Station** — Nine disability-based organizations are planning construction of a resource center at this busy Berkeley station. The Ed Roberts Campus, named for the late Berkeley resident and disability rights advocate, will contain offices for nine groups and may include services for independent living and job skills training, housing referrals, a gym and more. When complete, the Ed Roberts Campus will be unique in the nation for offering "one-stop-shopping" services for people with disabilities.



Ashby Station

BART — MILES AHEAD IN SMART GROWTH

BART — MILES AHEAD IN SERVICE