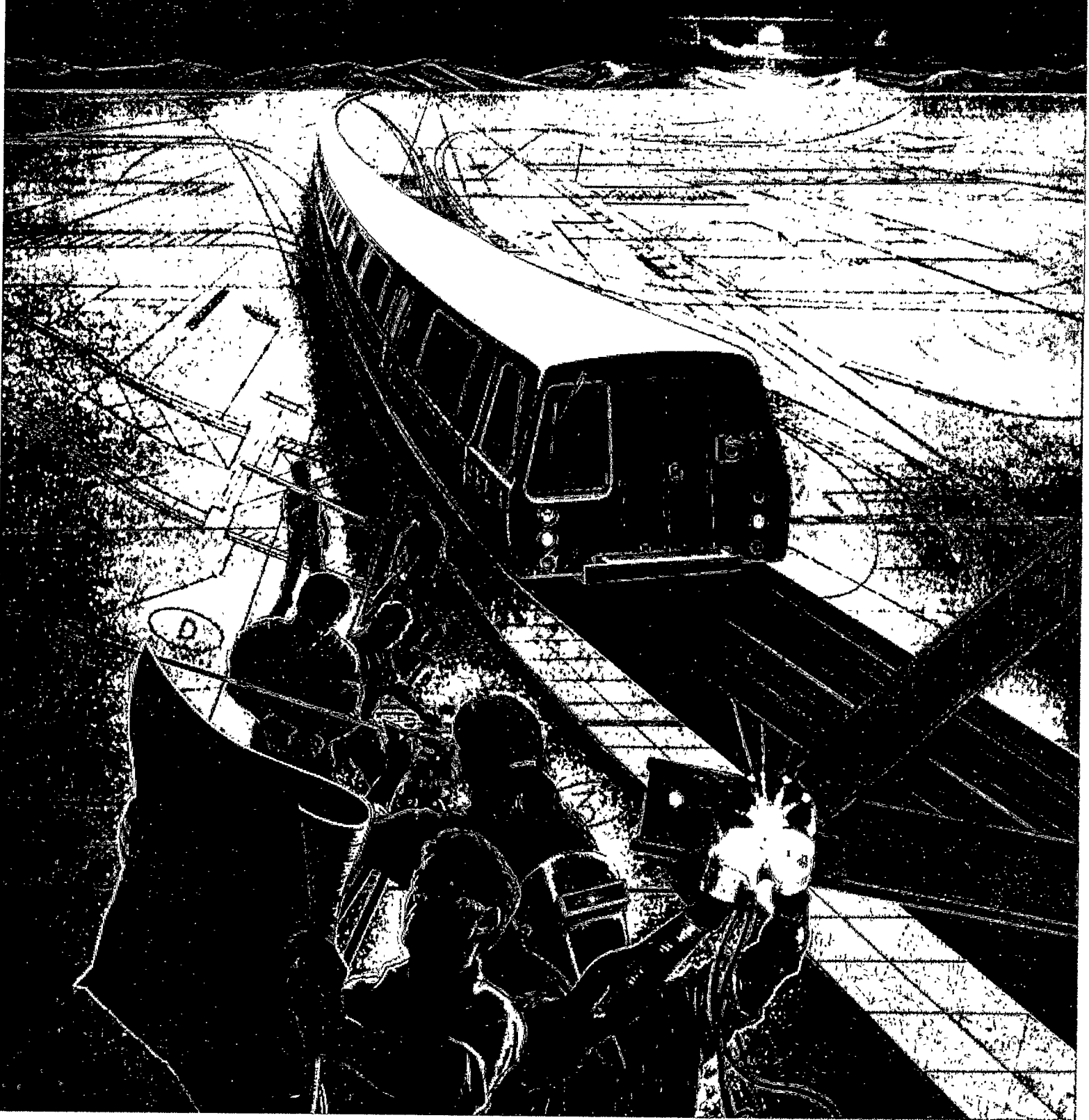


# BART: PROGRESS & CHALLENGES

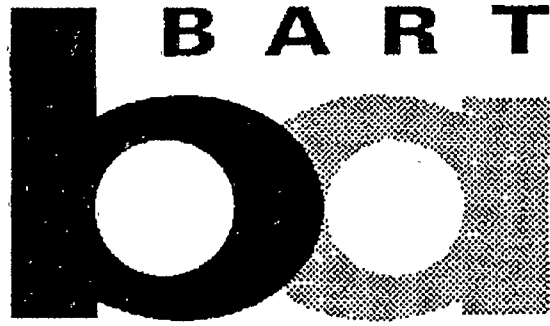


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## ***INTRODUCTION***

*This booklet of facts has been assembled to provide an easy reference on some of BART's major projects. While numbers may change over the years, the information as presented represents an up-to-date snap shot of BART's progress and challenges as we prepare for fiscal year 1995. We hope you'll find this booklet informative and useful as a sort of "quick pick" guide to what's going on at BART.*



# *Customer Service*

April, 1994

Dear  
*Fellow*  
*Rider*



Let me take a moment to introduce myself.

I'm Dick White, the new General Manager of BART, and, yes, I'm a *fellow* BART rider. I ride BART every day between my home and work.

Riding the trains each day keeps me in touch not only with the nuts-and-bolts of the BART system, but also with *your* concerns. I, too, know what it means to be made late, to stand in a hot car, or to miss my connecting train; and I listen daily to my fellow passengers' candid comments.

That's my first priority at BART: to increase communication and feedback from you, the customer, so that I can give you the service you want. This is essential if we are going to provide high quality, reliable and safe transportation to each and every one of you.

Toward that end I am going to institute two initiatives this summer: "Customer Connection" and "Information Exchange," both designed to reach out to you, our customers, and to get your feedback.

In addition to quality service, I am committed to finishing our ongoing capacity expansion programs quickly. This summer we will open our new parking garages at Concord, Walnut Creek and Hayward, adding more than 2,000 parking spaces to the 4,200 we have added in the last five years and offering a total of more than 33,000 parking spaces along the BART lines.

Our \$2.5 billion Extension program is on time and within budget. BART stations at North Concord/Martinez, Castro Valley, Dublin/Pleasanton, and Colma will open in 1995, and at Pittsburg/Bay Point in 1997.

When finished, the extensions will expand our system by 40 percent and add 100,000 daily passengers to the nearly 260,000 we serve each day today.

We will continue to advocate an exciting new opportunity to serve the public through a commuter rail network of up to 200 miles of cost-effective service along the congested I-80, 880, 680 and 580 corridors. This could be done in as little as two years if we can get the funding through the regional planning process.

Last, but certainly not least, is the urgent need to reinvest in our more than 21-year-old core system through a \$1 billion system rehabilitation program that will overhaul our entire infrastructure: trains, stations, tracks, buildings, equipment, power distribution and signaling systems.

I am pleased to say that we will accept delivery of the first of 80 new rail cars at the end of this year, and that we expect to award a contract about that time to begin the rehabilitation of our older fleet of cars.

I look forward to updating you regularly on BART programs and to serving you through my tenure at BART.

*Richard A. White*

Richard A. White  
General Manager



# NEW CUSTOMER SERVICE INITIATIVES

## CUSTOMER CONNECTIONS

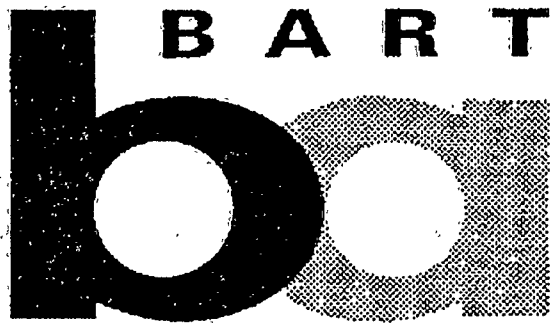
This program is aimed at reinforcing BART's customer service commitment and will feature direct interaction between the BART customer and BART employees throughout the organization.

One morning a week BART employees including top management will staff information at individual stations throughout the system. The employees will provide information such as brochures, schedules, comment cards etc. as well as be available to specific questions or concerns from individual riders. The time and date of these sessions will be publicized in advance. Based on experience and customer comment, "customer connection" could be shifted to the afternoon commute periods.

## CUSTOMER INFORMATION EXCHANGE

The main objective of the program is to meet with groups of BART riders from specific lines/stations to review BART service performance and solicit ideas for changes or improvements from our customers.

A group of twelve customers from each BART line will be solicited from BART survey responses to meet to address specific issues. Four meetings a year will be held between these customers and various BART departments. Items for discussion may include parking, security, station cleanliness, service, etc. The participants will be encouraged to express their opinions, criticisms and ideas. BART staff will review future plans and progress reports. Information gathered from these meetings will be reviewed by appropriate BART staff for possible change or recommended solutions.



*Budget*

# FY 95 Preliminary Operating Budget

## Change vs FY 94 Adopted Budget

(\$ Millions)

<u>Revenues</u>	<u>Increase/ (Decrease)</u>	<u>Total</u>
. Lower Ridership	(\$0.8)	
. Net New Patrons from 3 New Garages	0.8	
. ADA Services	0.4	
. Interest and Concessions	<u>0.5</u>	
<b>Revenue Increase</b>		<b>\$0.9</b>
<u>Expenses</u>		
. Labor	4.6	
. Express Bus	0.3	
. Power	(0.5)	
. Materials and Other Non-Labor	2.4	
. ADA Services	<u>2.1</u>	
<b>Expense Increase</b>		<b>8.9</b>
<u>Financial Assistance</u>		
. Sales Tax	0.0	
. Property Tax	0.7	
. STA	(3.0)	
. Debt Service	<u>(0.2)</u>	
<b>Tax &amp; Financial Assistance Decrease</b>		<b><u>(2.5)</u></b>
<b>Net Deficit</b>		<b><u>(\$10.5)</u></b>

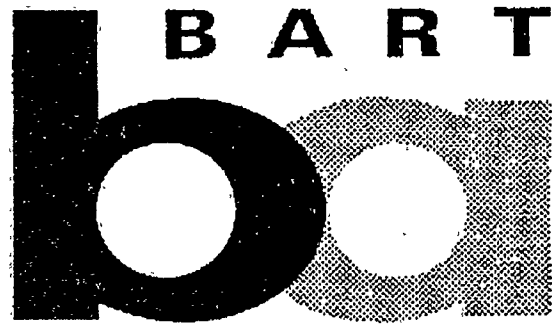


**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
PRELIMINARY OPERATING BUDGET  
FISCAL YEAR 1995**

**INCOME STATEMENT (\$THOUSANDS)**

	FY 94 ADOPTED BUDGET	FY 95 PRELIMINARY BUDGET
<b>REVENUES</b>		
Net Rail Revenue	\$ 101,890.5	\$ 101,890.5
Express Bus & Shuttles	1,184.5	1,605.6
<b>Net Passenger Revenue</b>	<b>\$ 103,075.0</b>	<b>\$ 103,496.1</b>
Interest Revenue	6,790.4	7,121.1
Other Operating Revenue	3,605.7	3,795.5
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 113,471.1</b>	<b>\$ 114,412.7</b>
<b>EXPENSES</b>		
Net Labor	\$ 160,869.3	\$ 165,570.3
Express Bus Service	6,830.8	7,089.9
Shuttle Service	185.0	185.0
ADA Services	0.0	2,120.6
Purchased Transportation	1,529.2	1,561.6
Traction & Station Power	21,042.6	20,490.5
Other Non-Labor	29,880.8	32,258.4
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 220,337.7</b>	<b>\$ 229,276.3</b>
<b>OPERATING DEFICIT</b>	<b>\$ (106,866.6)</b>	<b>\$ (114,863.6)</b>
<b>TAX &amp; FINANCIAL ASSISTANCE</b>		
1/2¢ Sales Tax (75%)	\$ 110,776.0	\$ 110,776.0
Property Tax	12,055.1	12,762.9
SB 1335 (STA)	3,000.0	0.0
TDA State Assistance	561.9	550.4
Cost Allocation Plan Assistance	0.0	1,421.9
Debt Service Allocations	(19,526.4)	(19,684.4)
Capital & Other Allocations	0.0	(1,421.9)
<b>NET FINANCIAL ASSISTANCE</b>	<b>\$ 106,866.6</b>	<b>\$ 104,404.9</b>
<b>FINANCIAL RESULT (DEFICIT)</b>	<b>\$ 0.0</b>	<b>\$ (10,458.7)*</b>
Rail Farebox Ratio	48%	47%
Farebox Ratio	47%	45%
Operating Ratio	51%	50%
Passenger Miles (000)	947,710.7	928,326.0
Rail Cost/Passenger Mile	22.35¢	23.52¢

\* Exclusive of other required program enhancements, such as in the areas of Safety/Security, Employee Training and Development, Joint Development, Research & Development, etc.



# *Extensions*



## BART TRACK TEAM

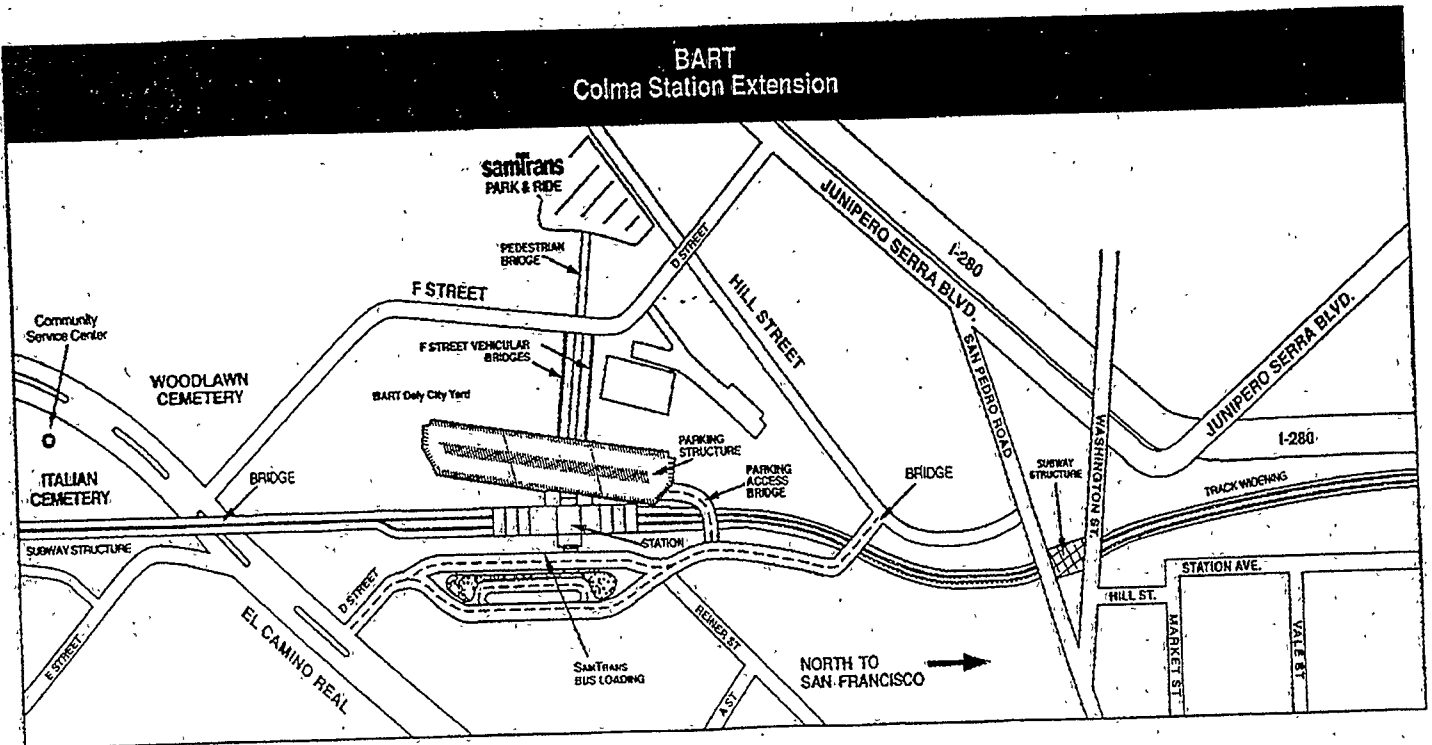
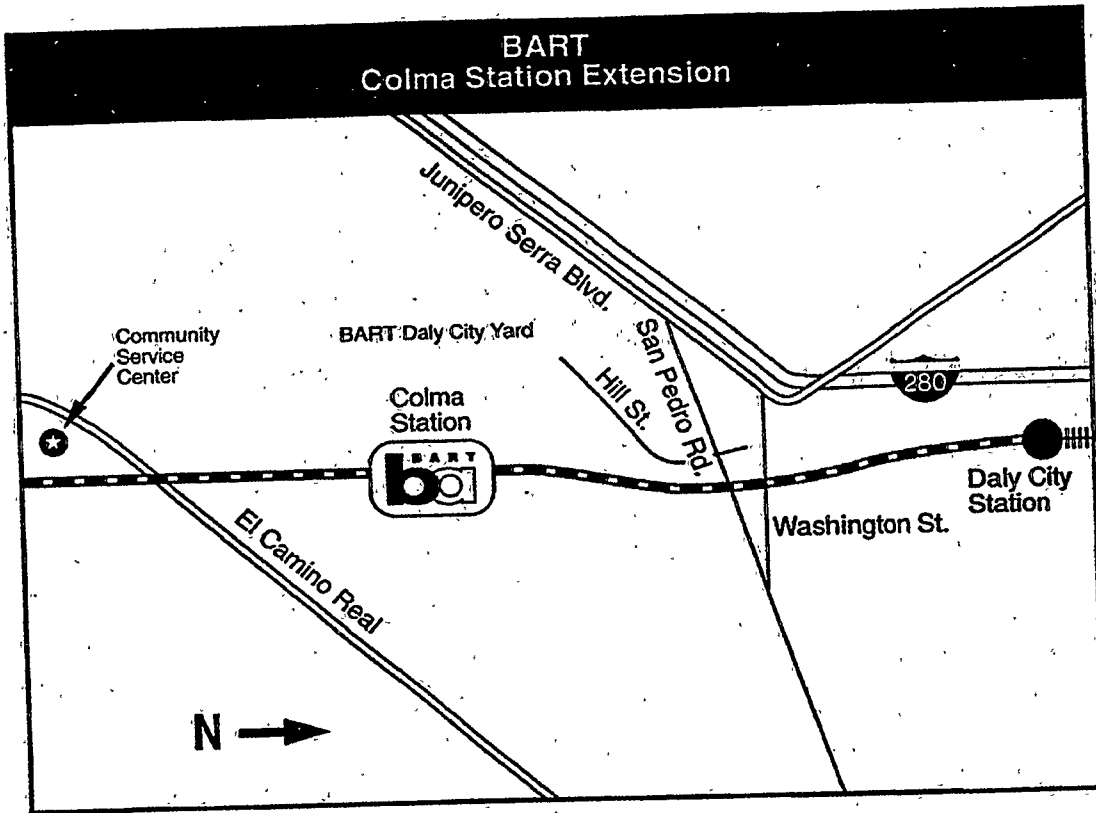
### Colma Station Extension (CSX) Stats

- Extension Route:** Extends BART southward 1.6 miles from the Daly City Station to a new station in Colma (please see map on reverse side).
- Station & Parking:** Located on east side of BART's Daly City Yard with five-level, 1,400-space parking structure connected to adjacent 814-space SamTrans park & ride lot.
- Other Features:**
- Bays for connecting SamTrans bus service
  - Kiss & ride drop off locations
  - Bicycle lockers
  - BART Pool
  - 508-foot pedestrian bridge to SamTrans park & ride lot
  - Accessible to people with disabilities
- Estimated Cost & Funding Sources:** \$170 million (in escalated dollars) provided by:
- Federal Transit Administration--75 percent
  - SamTrans providing balance plus \$200 million for BART extensions in the East Bay as part of the cooperative agreement with BART
- Jobs:** Project estimated to support directly or indirectly 9,700 jobs during construction.
- Project Status:**
- Construction started May 1992--nearly a year ahead of schedule--on station foundations and trackway
  - Station foundations completed July 1993
  - Tailtrack subway structure in front of Italian Mausoleum completed October 1993
  - Construction under way on station, trackway and bridges
  - Subway structure under Washington Street and San Pedro Road being widened to accommodate two additional tracks
  - Work on parking structure began December 1993
- Service Start Up:** BART service to Colma Station is scheduled to begin in mid 1995.
- Ridership Forecast:** 18,000 average daily riders

For More Information About the Colma Station Extension  
Please Call or Visit the Project Community Service Center, Weekdays 8 a.m. to 5 p.m.  
1021 El Camino Real (south of F Street)  
Colma, CA 94014

HOTLINE: (415) 992-4EXT

3/94





## BART TRACK TEAM

### Dublin/Pleasanton Extension (DPX) Stats

**Extension Route:** A new BART line connecting with the existing Fremont Line just south of Bay Fair Station in San Lorenzo. Line veers eastward, enters median of I-238 and then median of I-580 and extends 14 miles into the Tri-Valley area (please see map on reverse side).

**Stations & Parking:** Castro Valley Station, located in median of I-580 just west of Redwood Road, with a 1,100 space parking lot on north side of the freeway bounded by Redwood Road, Wilbeam Avenue and Redwood Court.

West Dublin/Pleasanton Station, located in median of I-580 just west of I-680 and adjacent to Stoneridge Mall. North and south side parking lots to accommodate 1,400 vehicles. Station construction pending availability of funding.

East Dublin/Pleasanton Station, located in median of I-580 just east of Hopyard Road adjacent to Hacienda Business Park. North and south side parking lots to accommodate 2,500 vehicles.

**Other Features:**

- Bays for connecting bus service
- Kiss & ride drop off locations
- Bicycle lockers
- BART Pool
- Landscaping, benches and covered pedestrian walkway
- Accessible to people with disabilities

**Estimated Cost & Funding Sources:** \$517 million (in escalated dollars) provided by:

- State rail bonds and state grants through the California Transportation Commission and Caltrans
- Regional bridge tolls
- A grant from the Federal Transit Administration
- Measure B half-cent sales tax receipts administered by the Alameda County Transportation Authority
- San Mateo County Transit District (SamTrans) sales tax
- BART reserves

**Jobs:** Project estimated to support directly or indirectly more than 29,000 jobs during construction.

**Project Status:**

- Construction started September 1991 on two sets of twin bridges in the median of I-580 at Schaefer Ranch and Eden Canyon Roads; completed July 1992
- Construction of trackway from I-238/I-580 interchange to Castro Valley completed December 1993
- Construction of I-580 median bridges at Redwood Road, Crow Creek and Crow Canyon Road substantially complete
- Construction under way on Caltrans-administered contract to widen the median of I-238; Castro Valley Station and parking lot; I-580 median bridges at East Castro Valley Boulevard and San Lorenzo Creek; Caltrans-administered contract to widen the median of I-580 from Foothill Road to Tassajara Creek in Pleasanton

- Construction nearing completion on BART trackway connecting new line to Fremont Line in San Lorenzo to I-238; trackway from East Castro Valley Boulevard to Foothill Road in Pleasanton; Hopyard Road Bridge reconstruction
- Construction under way for track installation and traction power on entire extension

**Service**

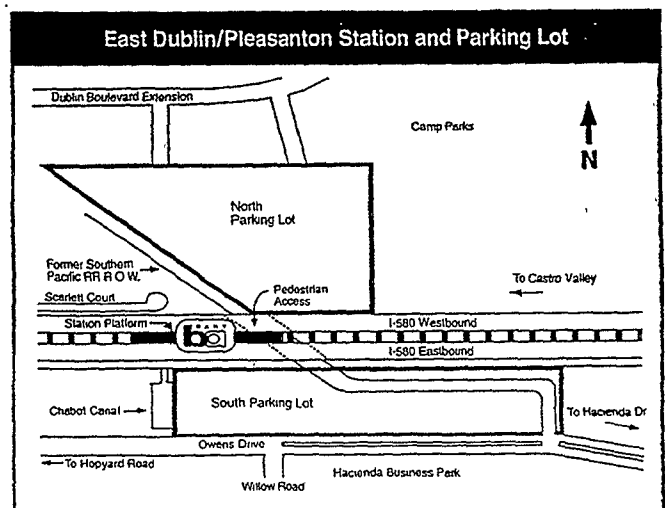
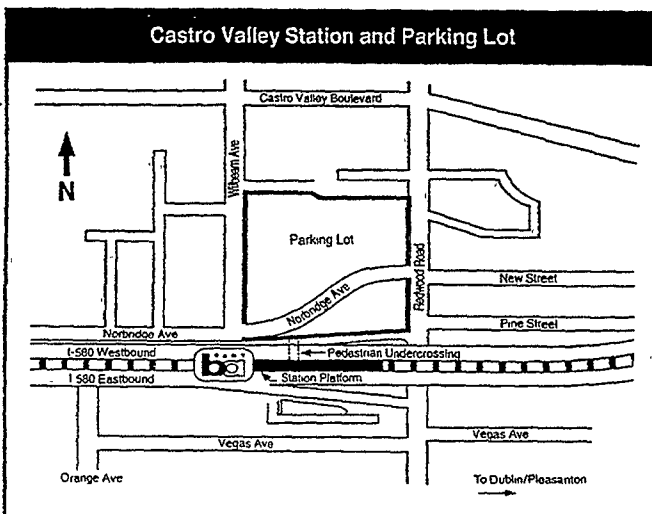
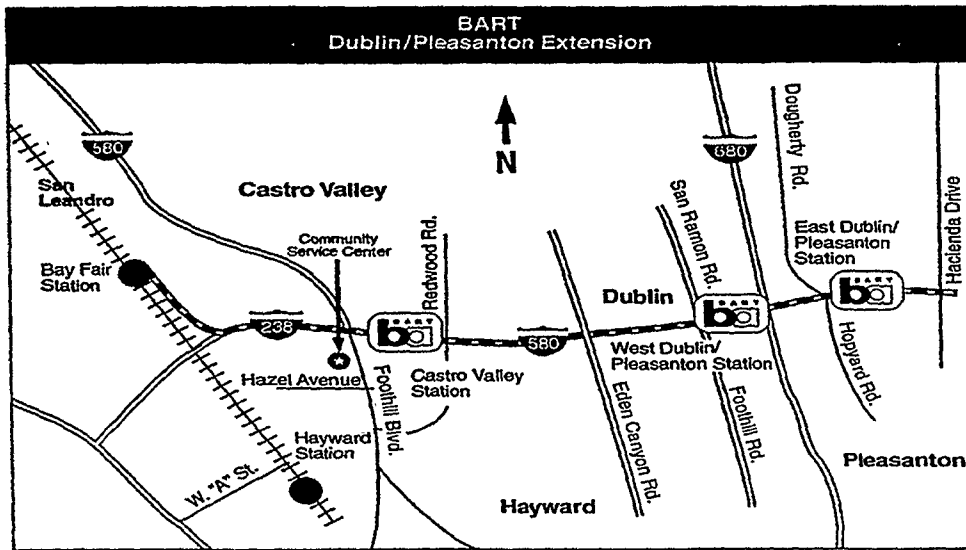
**Start Up:** BART service to Castro Valley and the cities of Dublin and Pleasanton scheduled to begin in late 1995.

**Ridership**

**Forecast:** 22,480 average daily riders

**For More Information About the Dublin/Pleasanton Extension**  
**Please Call or Visit Either of the Project Community Service Centers,**  
**Weekdays 8 a.m. to 5 p.m.**  
**22225 Foothill Boulevard, Suite 3, at Hazel Avenue in Hayward**  
**(open Monday, Wednesday and Friday)**  
**6500 Dublin Boulevard, Suite C, in Dublin (open Tuesday and Thursday)**  
**HOTLINE: (510) 537-4EXT**  
**(answered in either office)**

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## BART TRACK TEAM Pittsburg/Antioch Extension (PAX) Stats

- Extension Route:** Begins at the existing Concord Station on aerial structure, proceeds up median of Port Chicago Highway, transitions to east side of corridor and descends to grade level, passes under North 6th Street and Olivera Road and continues at grade, enters the median of Highway 4 and travels to Bay Point, a distance of 7.8 miles (please see map on reverse side).
- Stations & Parking:** North Concord/Martinez Station, located on east side of Port Chicago Highway across from Panoramic Drive near Highway 4 with parking for approximately 2,000 vehicles.
- Pittsburg/Bay Point Station, located in median of Highway 4 just west of new Caltrans-constructed Bailey Road Interchange. Parking for approximately 2,000 vehicles in lot on south side of freeway; connected to station by pedestrian overpass.
- Other Features:**
- Bays for connecting bus service
  - Kiss & ride drop off locations
  - Bicycle lockers
  - BART Pool
  - Landscaping, benches and covered pedestrian walkway
  - Accessible to people with disabilities
- Estimated Cost & Funding Sources:** \$506 million (in escalated dollars) provided by:
- Contra Costa County Measure C sales tax receipts administered by the Contra Costa Transportation Authority
  - State rail bonds and state grants through the California Transportation Commission and Caltrans
  - Regional bridge tolls
  - San Mateo County Transit (SamTrans) District sales tax receipts
  - BART reserves
- Jobs:** Project estimated to support directly or indirectly nearly 29,000 jobs during construction.
- Project Status:**
- Construction of new south entrance to BART Concord Yard began in December 1992; track contract commenced November 1993
  - On Port Chicago Highway, girder setting for the aerial structure which will carry trackway completed in February 1994, with track installation to begin April 1994; intersection over-crossings near completion
  - At the North Concord/Martinez Station, lower parking lot paved and curbed for lighting and landscaping; work continues on Panoramic Drive over-crossing, station concourse and entry pavilion, and ancillary buildings; train platform complete
  - Subway structure under eastbound lanes of Highway 4 for train access to highway median nears completion; construction of bridges to span Kinne Boulevard in median of Highway 4 progresses, while twin bridges and trackway at Willow Pass Road (west) completed in fall 1992
  - Caltrans construction on Highway 4 to lower Willow Pass Grade and upgrade and widen the highway continues; reconstruction of the Bailey Road Interchange initiated September 1993

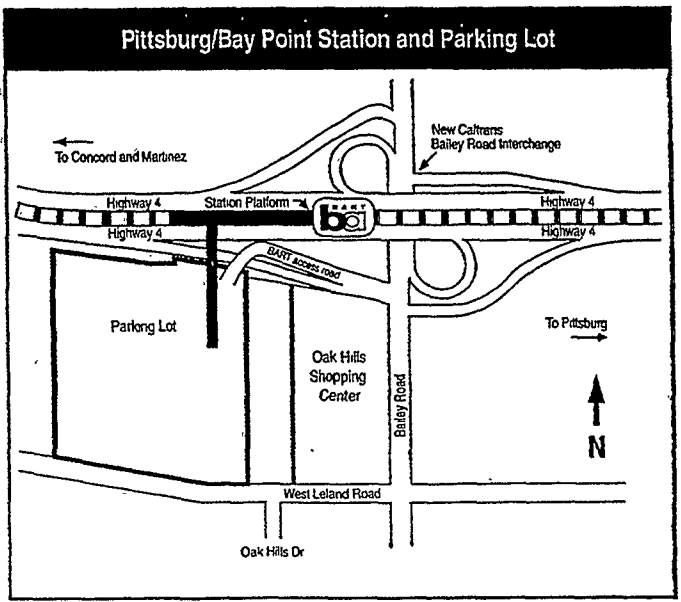
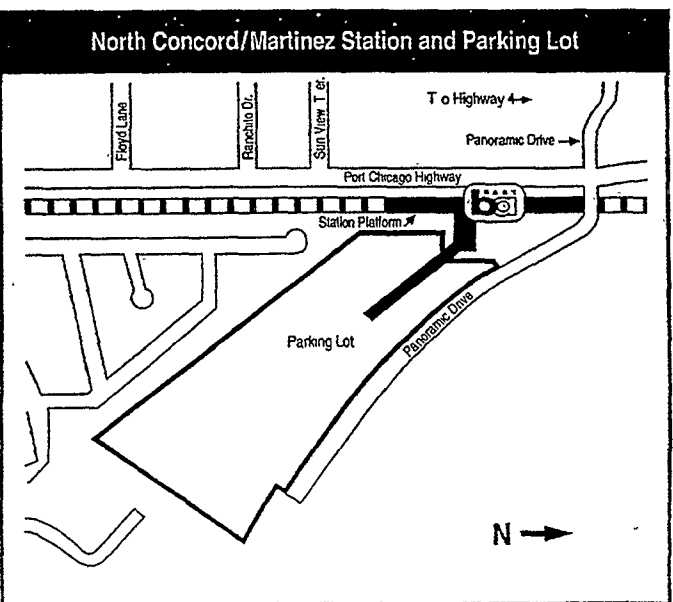
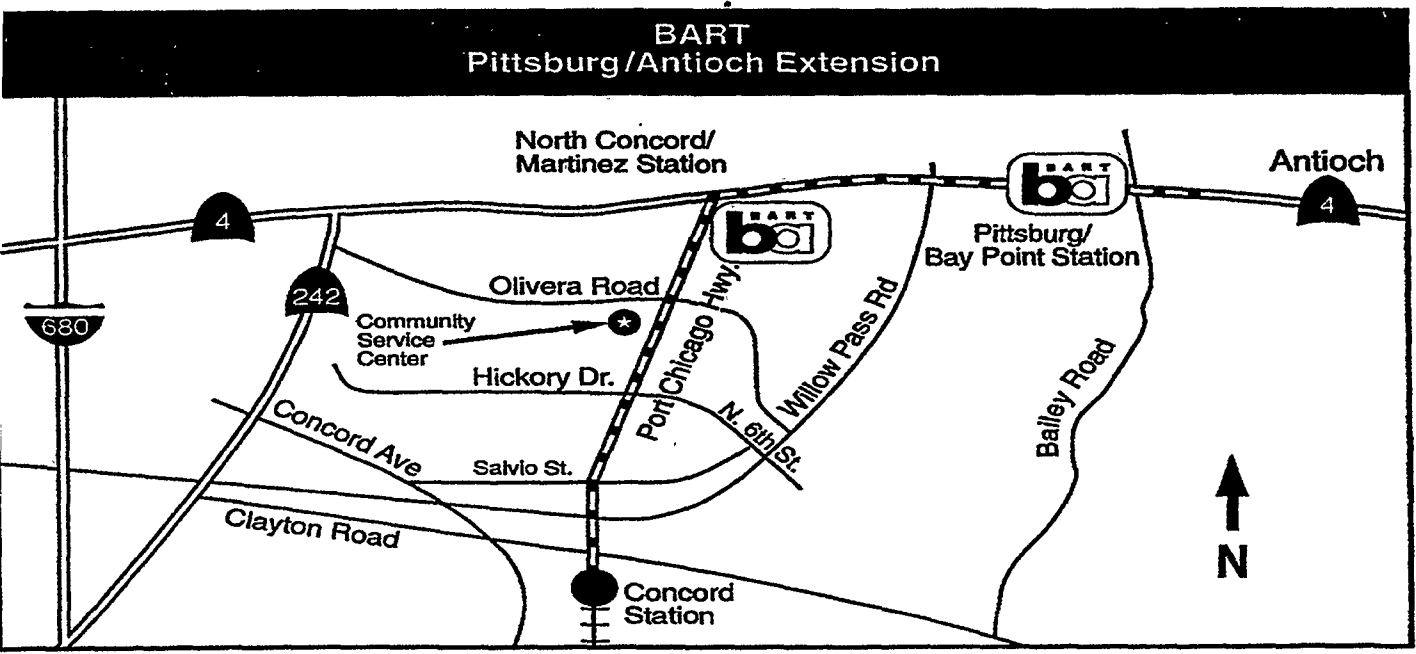
**Service Start Up:** BART revenue service will begin in 1995 to the North Concord/Martinez Station and in 1997 to the Pittsburg/Bay Point Station.

**Ridership Forecast:** 12,000 average daily riders when both stations are open

**For More Information About the Pittsburg/Antioch Extension**  
**Please Call or Visit the Community Service Center, Weekdays 8 a.m. to 5 p.m.**  
**Holbrook Plaza Shopping Center**  
**3375 Port Chicago Highway (at Olivera Road)**  
**Concord, CA 94520**

**HOTLINE: (510) 798-4EXT**

3/94





## BART Extensions Construction Contracts

### OVERALL DBE PARTICIPATION

	<u>TOTAL \$</u>	<u>OVERALL % DBE</u>	<u>OVERALL DBE \$</u>
Construction Contracts	\$380.4M	21.6	\$ 82.1M
Procurement Contracts	42.0M	8.6	3.6M
Professional Service Contracts	<u>211.1M</u>	<u>30.2</u>	<u>63.7M</u>
<b>TOTAL</b>	<b>\$633.5M</b>	<b>23.6%</b>	<b>\$149.4M</b>



# BART Extensions Program



## Project Fact Sheet San Francisco Airport (SFO)



### PROJECT HISTORY & STATUS

Following the completion of the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) (April 1992) the Locally Preferred Alternative (LPA) was selected. The LPA report and preliminary engineering grant application were submitted to FTA (August 1992). With FTA approval for preliminary engineering and continuing environmental work, BART and SamTrans began work (May 1993). A Public Scoping Meeting was held to review the alternatives and potential impacts (July 1993). New alternatives were proposed at the scoping session. Staff conducted a Screening Process (August 1993). Staff completed the analysis and an Administrative Draft (February 1994). Due to new developments, Advisory & Steering Committee meetings were held to present a new alternative for consideration (March 1994). The Steering Committee voted to include the new alternative resulting in an expanded document. The revised document will be released based on a new schedule and will include six alternatives and three design options. A public hearing will be held five weeks following release of the document.

### ALTERNATIVES UNDER STUDY

- Proposed Project (LPA)
  - \* Design Option - Least Cost I-380 Construction Method
- Alternative I - No Build
- Alternative II - Transportation Systems Management (TSM)
- Alternative III - Base Case (The Fundable Project)
- Alternative IV - Airport Aerial East of Highway 101
- Alternative V - Minimum Length Subway to Millbrae Intermodal
  - \* Design Option V-A - Minimum Length Subway to Airport Ground Transportation Center either Subway or Aerial
  - \* Design Option V-B - Minimum Length Subway to San Bruno Intermodal (Phased)
- Alternative VI - Millbrae Avenue via Airport International Terminal

**ESTIMATED PROJECT COST - Range \$960 Million - \$1.285 Billion**

### ESTIMATED PROJECT SCHEDULE \*

DEIR/SDEIS Completed	June 1994
Public Hearing on DEIR/SDEIS	July 1994
Final EIS/EIR Completed	October 1994
BART/SamTrans Boards Adopt Project	October 1994
Start of Construction	March 1995
Revenue Service	1998

\* The estimated project schedule will be further refined as the project continues.

## SFO Fact Sheet Continued

### FUNDING

The Federal Government has committed to fund 75% of the basic project cost. The remaining 25% known as "local match" would be funded by SamTrans. Other funding sources such as state, local community and airport contribution are under consideration.

### ADVISORY COMMITTEE

The Advisory Committee will meet at the request of the Steering Committee and make recommendations to the Steering Committee regarding project related issues and will disseminate appropriate project information to their respective communities. The Advisory Committee is comprised of local elected/appointed representatives from each city and MTC. The Advisory Committee members are:

Colma - Francis Liston, Ted Kirschner  
South San Francisco - Joe Fernekes, Bob Yee  
San Bruno - Beverly Barnard, Larry Franzella  
Millbrae - Janet Fogarty, Dan Quigg  
Burlingame - Rosalie O'Mahony, Mike Spinelli  
Metropolitan Transportation Commission (MTC) - Jane Baker, Mary Griffin

### STEERING COMMITTEE

The Steering Committee will make policy decisions based on the recommendations expressed by the Advisory Committee. The Steering Committee is comprised of four BART Board Directors and four SamTrans Directors.

#### BART Board Representatives

Margaret K. Pryor, President  
Michael Bernick  
Nello Bianco, Steering Committee Chair  
James Fang

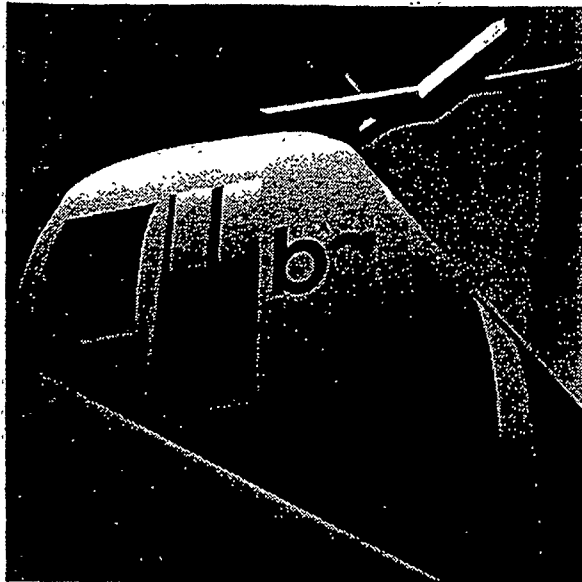
#### SamTrans Board Representatives

Albert Teglia, Chairman  
John Asmus  
Tom Huening  
Michael Nevin

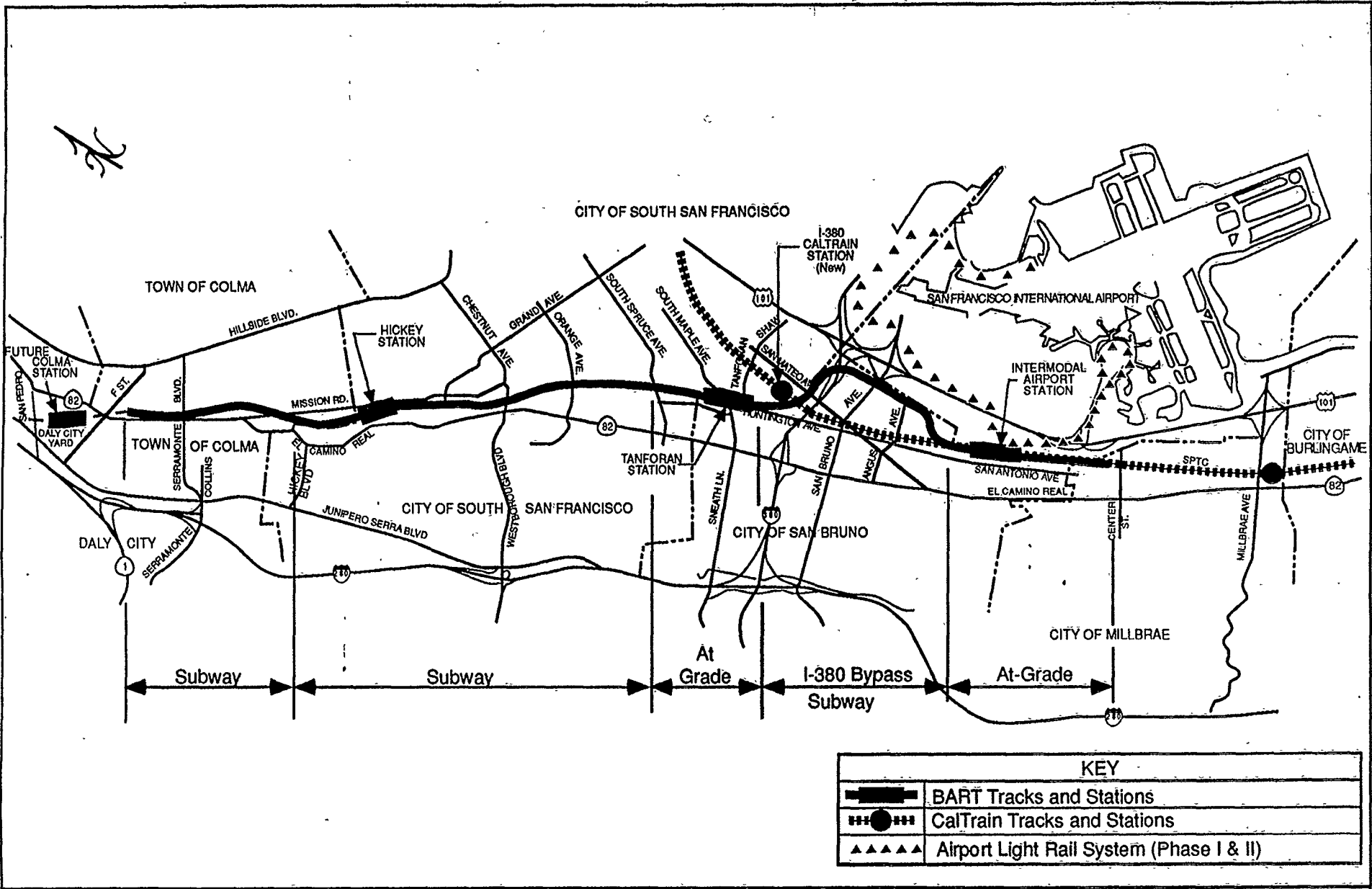
### PROJECT HOTLINE (415) 398-2002

The hotline is available from 8:00 am - 5:00 pm (Monday through Friday). If you have questions regarding the proposed BART/San Francisco Airport Extension Project please call the hotline number listed above for assistance. You may also request to be placed on our project mailing list to receive project materials and meeting notices.

**Alternatives Studied  
In The  
Draft Environmental Impact Report/  
Supplemental Draft Environmental Impact Statement  
(DEIR/SDEIS)**

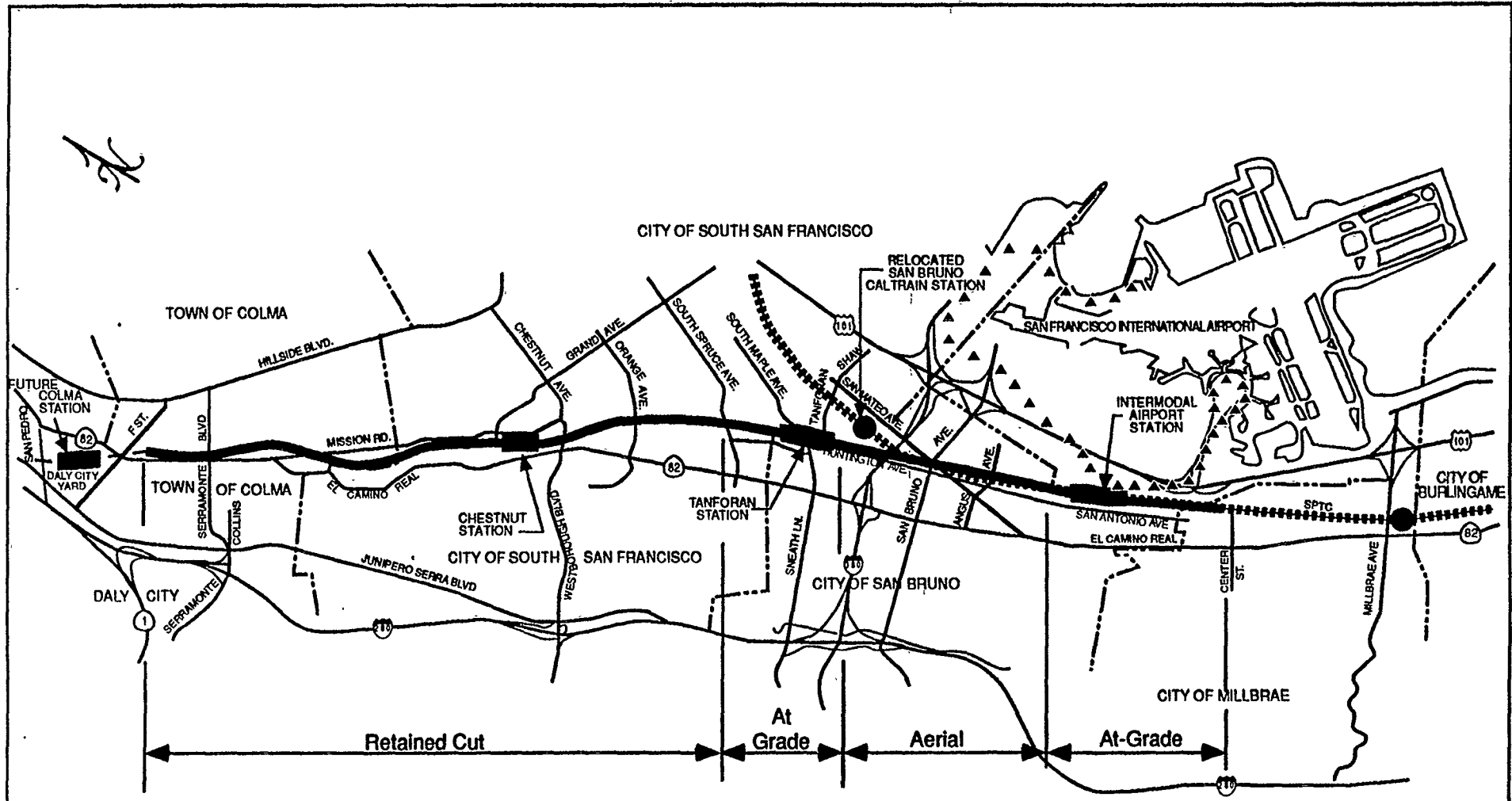


- **Proposed Project (Locally Preferred Alternative)**
  - **Design Option - Least Cost I-380 Construction Method**
- **Alternative I - No Build**
- **Alternative II - Transportation Systems Management (TSM)**
- **Alternative III - Base Case (The Fundable Project)**
- **Alternative IV - Airport Aerial East of Highway 101**
- **Alternative V - Minimum Length Subway to Millbrae Intermodal**
  - **Design Option V-A - Minimum Length Subway to Airport Ground Transportation Center either Subway or Aerial**
  - **Design Option V-B - Minimum Length Subway to San Bruno Intermodal (Phased)**
- **Alternative VI - Millbrae Avenue via Airport International Terminal**



**BART - San Francisco  
Airport Extension  
DEIR/Supplemental EIS**

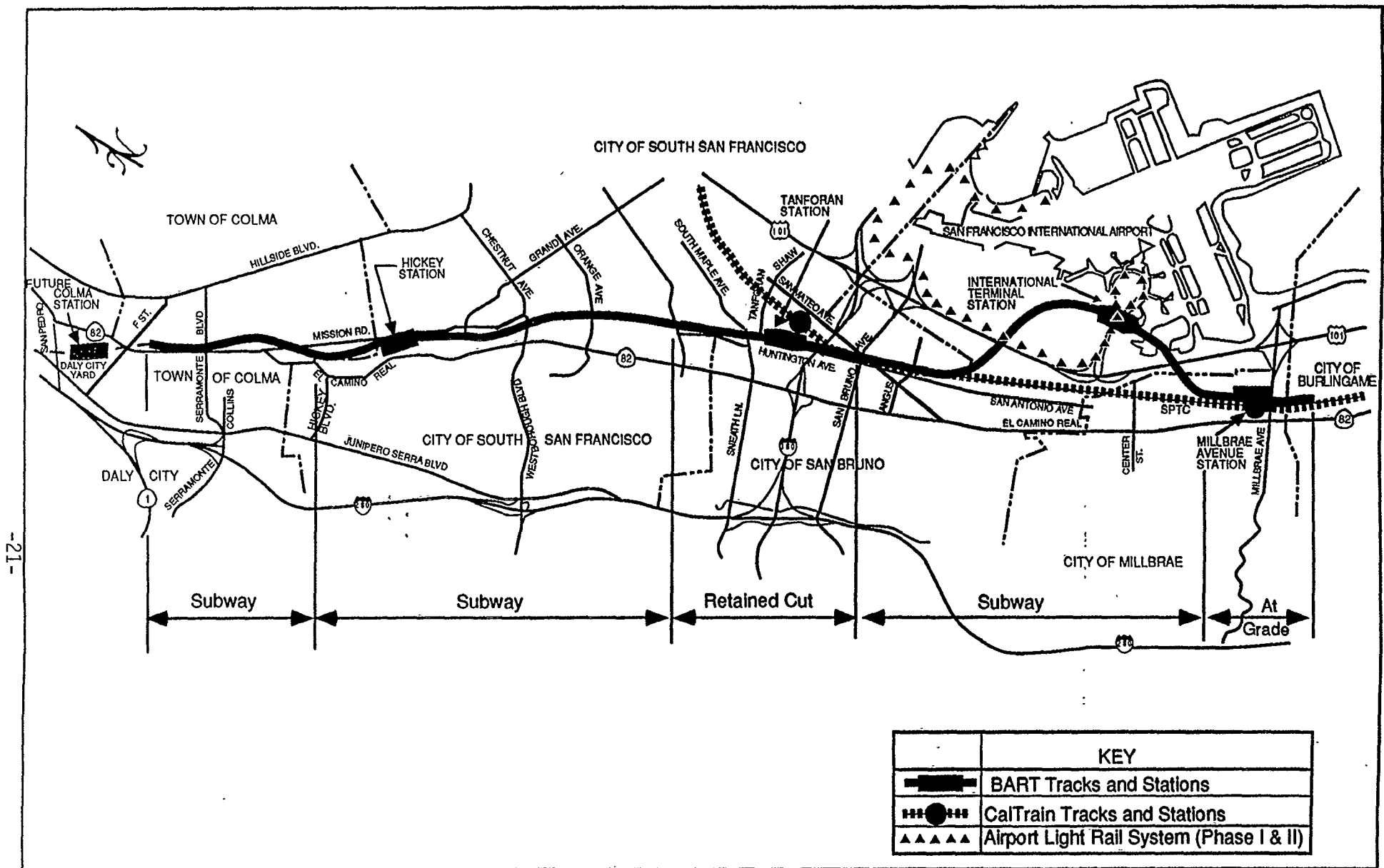
**Figure 1  
Proposed Project (Locally Preferred Alternative)**



KEY	
	BART Tracks and Stations
	CalTrain Tracks and Stations
	Airport Light Rail System (Phase I & II)

**BART - San Francisco  
Airport Extension  
DEIR/Supplemental EIS**

**Figure 3  
Alternative III - BART to Airport Intermodal  
(Base Case)**

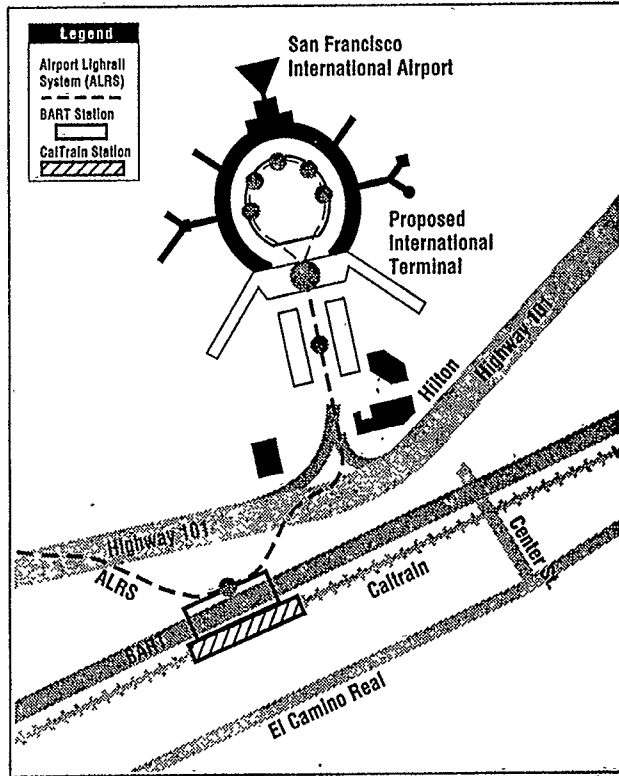


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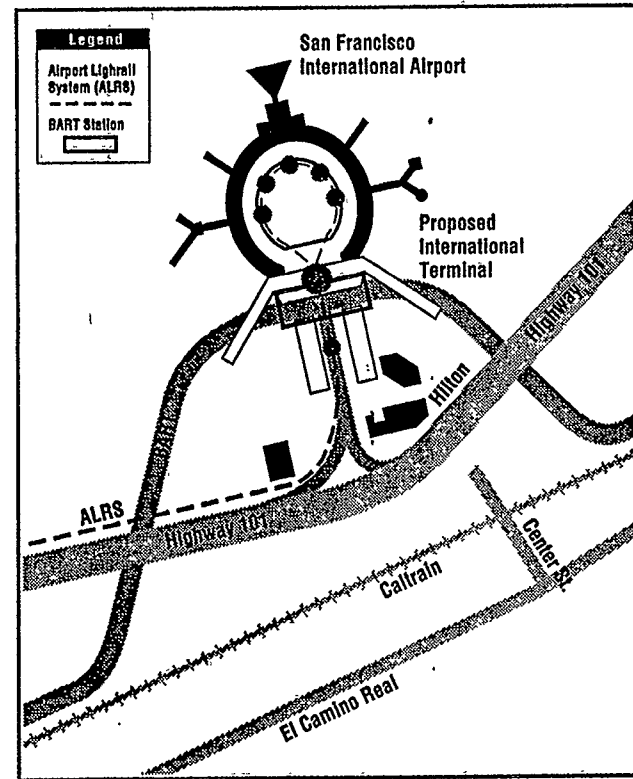
**BART San Francisco  
Airport Extension  
DEIR/SDEIS**

**Figure 8  
Alternative VI  
Millbrae Avenue Via  
the Airport International Terminal**

KEY	
	BART Tracks and Stations
	CalTrain Tracks and Stations
	Airport Light Rail System (Phase I & II)

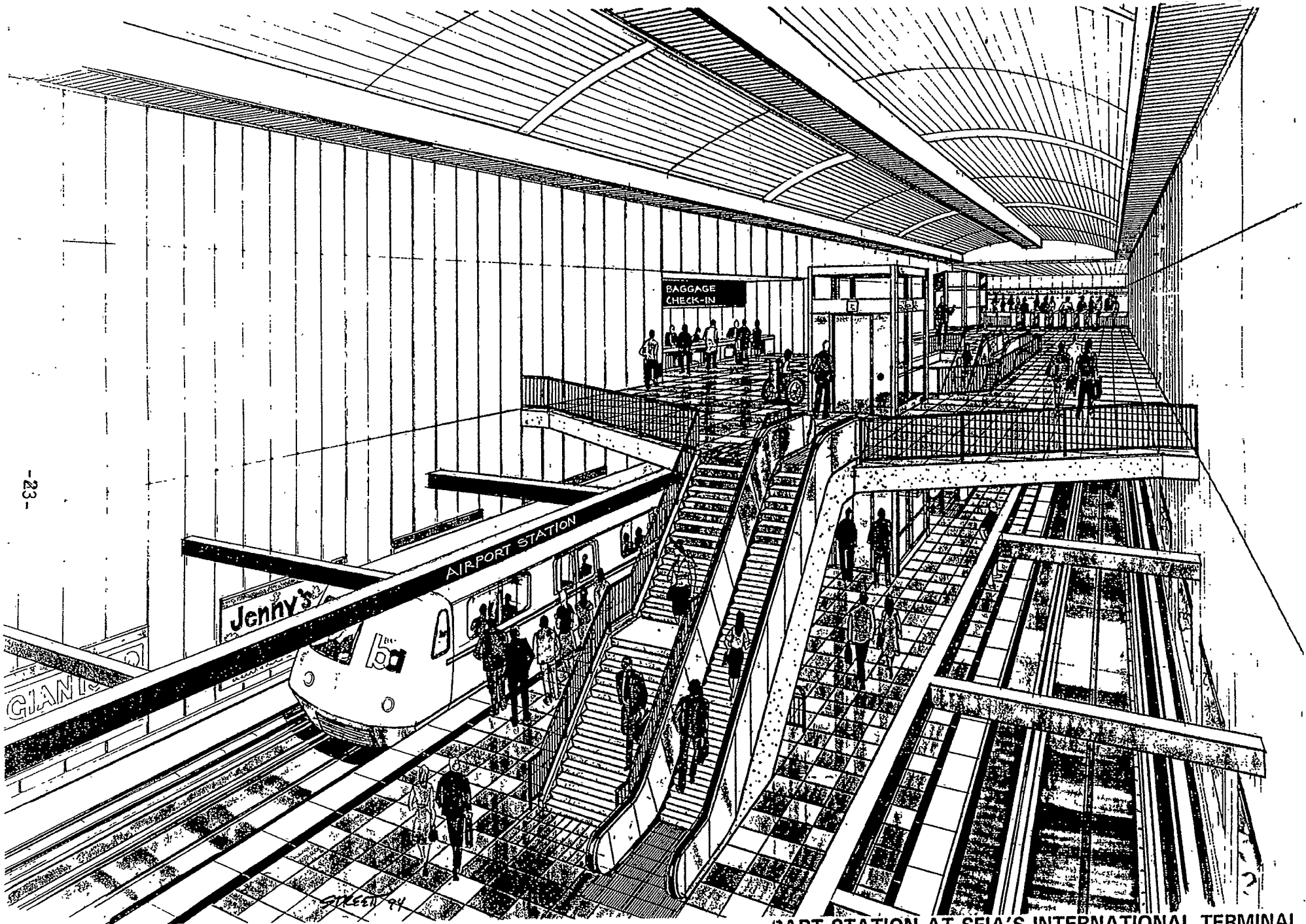


BART STATION WEST OF HIGHWAY 101



BART STATION AT PROPOSED INTERNATIONAL TERMINAL



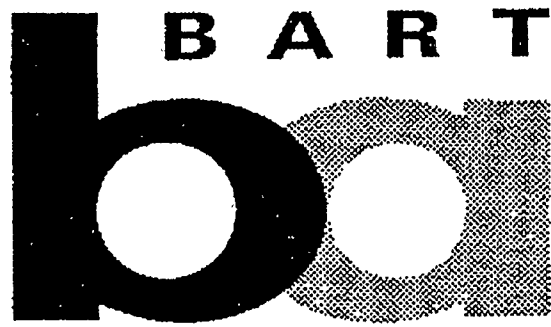


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BART STATION AT SFIA'S INTERNATIONAL TERMINAL  
MEZZANINE VIEW

## TOP 10 WORLD AIRPORTS AND RAIL SERVICE TO CITIES

AIRPORT	RAIL CONNECTION	STATION LOCATION	INTERNAL DISTRIBUTION	REMARKS
1. O'Hare (Chicago)	Yes	At terminal	Walk	Expansion to provide moving walks.
2. Dallas/Ft. Worth	No			
3. Los Angeles International	No			
4. Heathrow (London)	Yes	At terminal	Walk, shuttle bus	
5. Haneda (Tokyo)	Yes	At terminal	Walk	
6. Hartsfield (Atlanta)	Yes	Remote from terminal	Walk, people mover	
7. San Francisco	No			
8. Stapleton (Denver)	No			
9. Frankfurt/Main	Yes	At terminal	Walk	People mover in construction
10. Kennedy (New York)	No			



*C-2 Car  
Procurement*

## C-2 CAR FACT SHEET

Contract No. 42DA-110

**TOTAL PROJECT BUDGET - \$195,000,000**  
**80 CARS, ESCALATION, PROJECT MANAGEMENT. COSTS, ETC.**

### BASE ORDER

Contract Execution: 5/4/92  
Contract Price: \$141,600,052 (Includes escalation, spares, test equipment, etc.)  
Number Cars: 80  
Per Car Price: \$1,609,311 (\$128,800,000)

### OPTION II

Exercise Date: 3/20/95  
10 C-Cars Option Price/Car: \$1,955,000  
10 B-Cars Option Price/Car: \$1,950,000 (Not designed for ATC equipment)

### OPTION III

Exercise Date: 8/17/95  
100 B-Cars Option Price/Car: \$1,880,000

### DBE

Committed Amount: \$23,838,058  
DBE % of Total Contract: 16.8%

### DOMESTIC CONTENT

MK anticipated domestic content of car is 79%.

# C-2 CAR FACT SHEET

Contract No. 42DA-110

## MAJOR MILESTONES

<u>Milestone</u>	<u>M/K Schedule</u>	<u>Contractual Schedule</u>	<u>Forecasted Schedule</u>
Car FACI Completed	May 1994	Nov. 1994	Aug. 1994
Acceptance of Cars 1-4	Aug. 1994	Feb. 1995	Nov. 1994
Acceptance of Cars 5-50	Feb. 1995	Aug. 1995	May 1995
Acceptance of Cars 51-80	June 1995	Dec. 1995	Sept. 1995

In the event acceptance of Cars 1-50 is completed 180 days prior to above contractual schedule, the District will pay MK a lump sum incentive payment of \$4.2 million or 3% of the contract price.

## ANTICIPATED PRODUCTION

5 Cars in Hornell, New York  
75 Cars in Pittsburg, California

The Pittsburg facility anticipates creating approximately 300 new jobs. Approximately 50 employees are currently working at the facility.

## CURRENT CARSELL STATUS (1/24/94)

12 Shells in Pittsburg  
5 Shells in Hornell  
5 in transit from LHB Germany

## CURRENT ASSEMBLY STATUS

- **Hornell:** First car is approximately 40% complete. MK anticipated completion of car assembly by May 30. We estimate two months of static testing with anticipated shipment to BART by August 1994. Cars 2-5 are 15 to 25% complete. Major problems have been lack of critical components.
- **Pittsburg:** Very limited assembly work has taken place. MK currently hiring/training new personnel. First car (006) has windows, doors, lights assembled and is initiating water test. MK has completed very little on remaining carshells.

## C-2/C-1 CAR COMPARISON

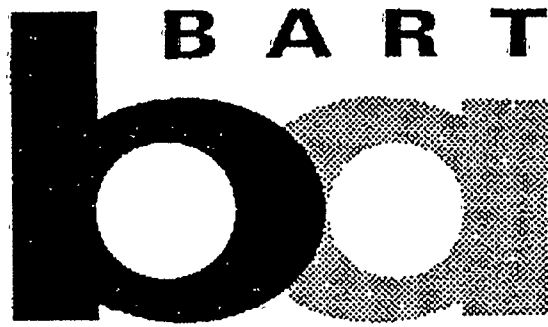
C-2 and C-Cars are very similar. Major changes include additional ADA required equipment including stanchions and flip-up seat (wheelchair accommodation). New features of C-2 Car include newly designed inverter from GE and Microprocessor-based door control and diagnostic system designed by MK. Trucks are original A- & B-Car "Rockwell" style.

April 25, 1994

## **MORRISON KNUDSEN FACILITY**

### **PITTSBURG, CALIFORNIA FACT SHEET**

- Located at Contra Costa Industrial Park in the San Francisco Bay Area.
- Facility was built between 1942-1944
- Former U.S. Steel plant; originally built by the U.S. government as a defense plant during World War II for manufacture of combat tanks and torpedoes
- Acquired by MK in April 1992
- Cost of renovation: \$8 million
- 215,000 square feet of manufacturing space
- 300 employees by end of 1994
- Located next to Atchison, Topeka and Santa Fe rail line
- Including MK employees and those at supplier companies, the Pittsburg operation will create approximately 900 new jobs for California
- Considering existing and future programs the new MK facility is projected to infuse more than \$800 million into the California economy
- Over 80 percent of the components used in MK's California-built rails cars will be manufactured in the United States
- Current contracts:
  - **Bay Area Rapid Transit District (BART)**  
\$141.6 million contract for 80 new transit cars. First car to be completed second quarter of 1994, entire contract to be completed by second quarter 1995.
  - **California Department of Transportation (Caltrans)**  
\$209 million contract to manufacture 113 "California Cars". First car to be completed and shipped 3rd quarter of 1994, entire order to be completed second quarter 1996.



# *Rehabilitation*

## REHABILITATING THE BART SYSTEM

BART's core system — 71.5 miles of double track, 34 stations, millions of miles of wiring, automatic fare vending equipment, the original fleet of 440 transit vehicles, and an endless number and variety of electronic components — has seen more than 21 years of wear and tear. In order to protect and preserve the public investment in the system, and to meet the demands of future growth, it is imperative that a major rehabilitation of the BART infrastructure be carried out over the next few years.

BART has the oldest fleet of un-rehabilitated transit vehicles in the entire United States. Even the Washington, D.C., metro, BART's younger sibling, has begun rehabilitation. Since the doors first opened for service on Sept. 11, 1972, more than 1 billion people have entered BART's fare gates, ridden the escalators, and traveled more than 13 billion passenger miles on the system's transit cars. Each of the original cars has logged more than 1 million miles of service and carried about 2 million passengers.

Two BART cars were sent to Delaware in late 1992 for a complete diagnostics breakdown. The cars were completely disassembled, their components examined and analyzed, and the cars reassembled before they were shipped back to BART. A formal Request for Proposals to rehabilitate the cars was sent out and proposals received. BART is now in the "competitive negotiations" process and a bid should be issued by the end of the year.

In addition to the 440 original A- and B-cars, BART's Systemwide Rehabilitation Program includes:

**Stations Rehabilitation:** reconditioning or replacing elevators and escalators, security gates, lighting systems, roofing, sewage pumps, irrigation systems, landscaping and bicycle lockers, and refurbishing rest rooms and parking lots.

**Mainline Rehabilitation:** replacing running rail, subway sump pumps, the lighting system in the TransBay Tube, fencing along at-grade rights-of-way, and rehabilitating traction power components and subsystems.

**Automatic Fare Collection Equipment:** replace all faregates, farecard vendors and addfare machines.

**Shops & Yards Rehabilitation:** replace transit vehicle washers, turntables, wheel truing machines and wheel presses, shop roofing, heating and cooling systems, and transit vehicle maintenance cranes.

**Work Equipment Replacement:** replace the aging service vehicles, tools and test equipment that are used to maintain the system.

**Controls & Communications:** install new supervising and control equipment and existing Digital Transmission System control equipment; a microprocessor-controlled voice recording system; small computers in each yard tower, yard transportation building, terminal zone and Operations Control Center.

**Core System Improvements:** NXTGEN, the 'next generation' supervisory control and data acquisition computer system, Data Acquisition System, Train Information Monitoring System, Destination Sign System, Train Identification Enhancements, Train Control Resignaling, and Traction Power Enhancements.



# FY 94 - 2003 CAPITAL IMPROVEMENT PROGRAM

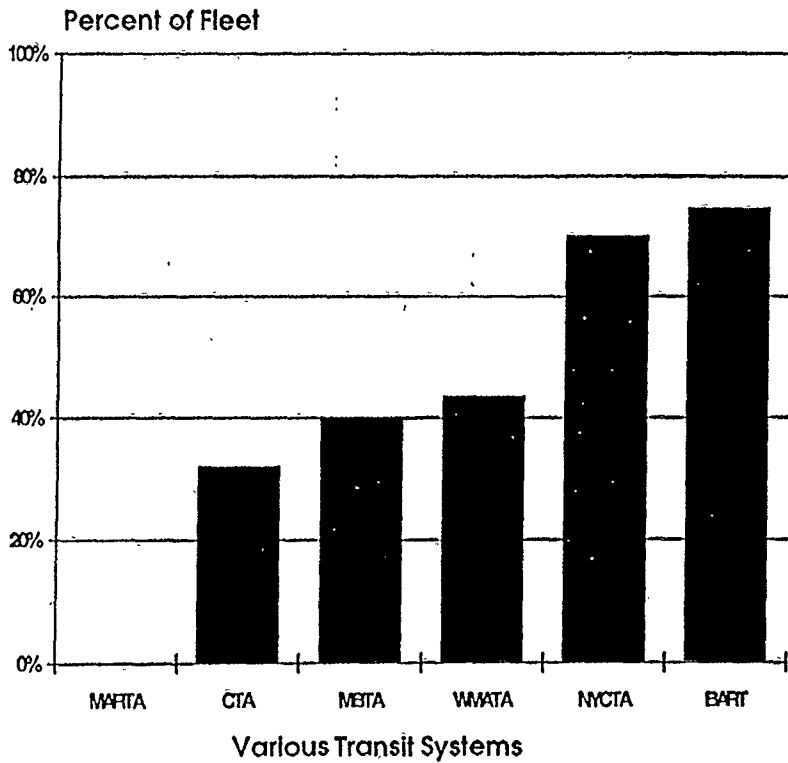
## SYSTEM REHABILITATION FUNDING NEEDS

PROJECT CATEGORY	*TOTAL COST	FUNDING THRU FY93	FUNDING REQ'T
<u>System Rehabilitation</u>			
A. Rolling Stock Rehabilitation	480,161	31,572	448,589
B. Mainline Rehabilitation	189,116	1,687	187,429
C. Stations Rehabilitation	122,743	4,523	118,220
D. Controls and Communication Rehabilitation	136,202	4,821	131,381
E. Shops & Yards Rehabilitation	195,938	3,300	192,638
F. Work Equipment Replacement	28,104	0	28,104
<b>SUBTOTAL</b>	<b>1,152,264</b>	<b>45,903</b>	<b>1,106,361</b>

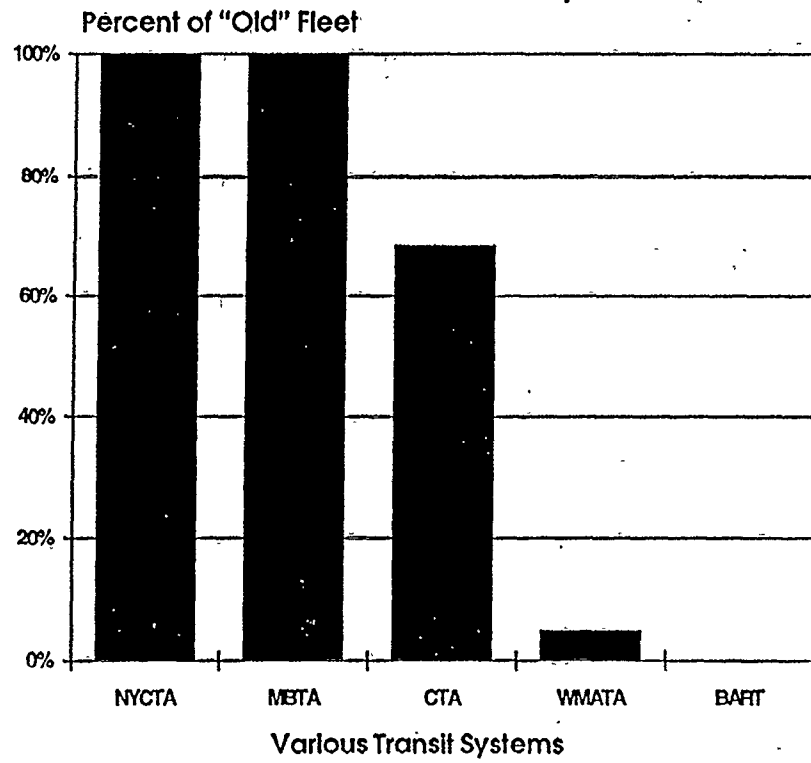
\*All figures in thousands of dollars.

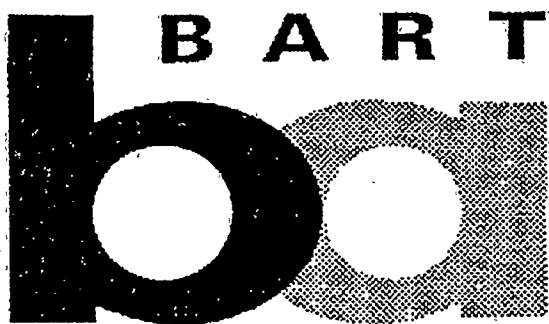
# REHABILITATION COMPARISON

## AGE OF FLEET PERCENT OLDER THAN 15 YEARS



## FLEET REHABILITATION PERCENT OF OLD CARS "REHABBED"





*Police*

# SECURITY PROGRAMS

## FACT SHEET

### I. Authorized Head Count FY-94 Budget = 206

#### A. Breakdown of positions by functional classification

1. Total sworn personnel (peace officers) = 151

a. Total police manager = 26

b. Total police officers = 125

2. Total non-sworn personnel (civilians) = 55

### II. Action Programs Undertaken

#### A. Development of an auto theft prevention program known as BART Against Auto Theft (BAAT)

This program, which was co-sponsored by California State Automobile Association, was developed as a deterrent to the theft of vehicles from our parking lots, and to aid in apprehending people responsible for the thefts. The program involves placing a sticker on the car to indicate the vehicle is normally parked at a BART station during daytime hours and is not normally operated during these times. Over 2,500 vehicles have been registered in the program.

#### B. Development of a truancy reduction and intervention program known as (TRIP)

Arrest statistics gathered by BART Police over the years showed that an overwhelming number of auto related crimes and incidents of graffiti and vandalism were committed by truant juveniles. This program was developed to reduce these incidents that were occurring primarily during school hours. Juveniles found to be absent from school without authorization and in BART facilities are stopped by BART Police and returned to school officials.

In addition, our BART Police juvenile and crime prevention officers and selected patrol officers give classes and assembly presentations at schools throughout the District regarding safety and taking pride in BART.

- C. Publish and distribute brochures and fliers to passengers on crime trends and how to avoid being a target of crime. Distribution of brochures and fliers on crime prevention is made throughout BART stations. Topics include Mass Transit Safety, Pickpocket, Purse Snatch, and Auto Theft prevention.
- D. Develop and provide crime prevention programs. A BART police officer developed a highly successful presentation to BART patrons called "Commute with Confidence." It provides patrons with information on how to avoid being a crime victim during their commutes and other aspects of their life.
- E. Other initiatives implemented by BART Police designed to increase patrons' perception of being secure on BART and reduction of criminal incidents include:
  - 1. Canine patrol
  - 2. Bicycle patrol
  - 3. Graffiti task force
  - 4. Police Koban (16th Street Station)

F. Demonstration Parking Lot Security Program

In 1991, BART adopted a plan designed to reduce the rate of increase in criminal activity in BART parking facilities. The plan contained several programs unique to crime prevention with an estimated cost to the District of \$600,000.

III. Plans for the Future

- A. In order to address current and future policing needs, BART Police adopted the concept of "Community Oriented Policing (COP) which has proven successful in urban areas. Basically, this plan divides the BART system into zones which will be policed by teams of officers that will report directly to a sub-police station within a designated zone. This decentralization concept places a greater number of officers in a zone for a longer period of time because they will no longer be required to report first to LMS and then travel to the zone. Of note, a

report first to LMS and then travel to the zone. Of note, a significant advantage to the zone concept is that officers will have an opportunity to gain indepth knowledge concerning the policing needs of a particular area, and it should give them a sense of owner ship of their respective areas.

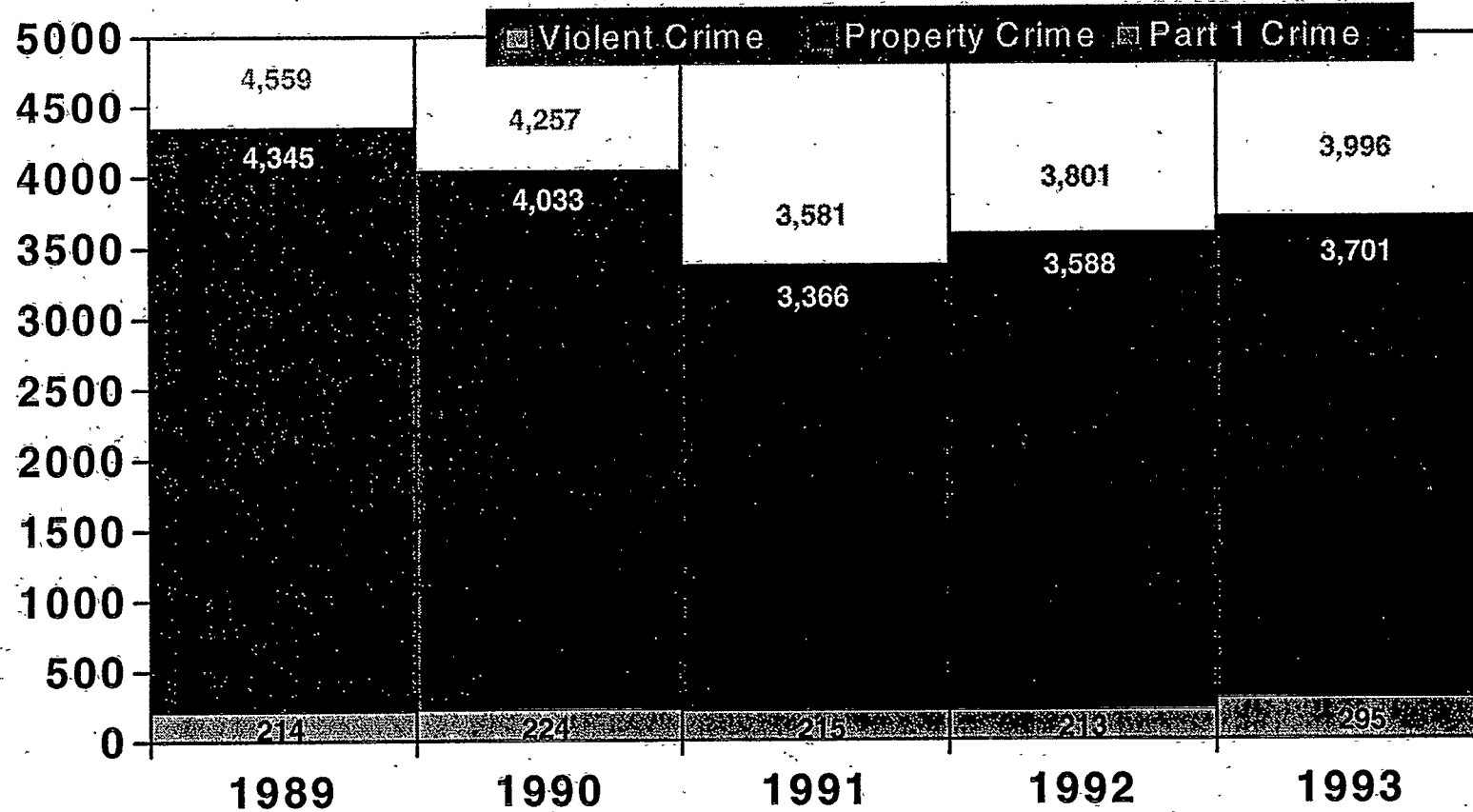
The first phase of this community policing went into effect January, 1994, at the El Cerrito Del Norte station.

**B. American Public Transit Association (APTA) Peer Review**

In March 1994, the American Public Transit Association arranged for a peer review conducted by a team of peer law enforcement/security professionals in the transit industry with similar police/security responsibilities as BART. The team is scheduled to present their findings and recommendations to BART's Board of Directors on April 28.

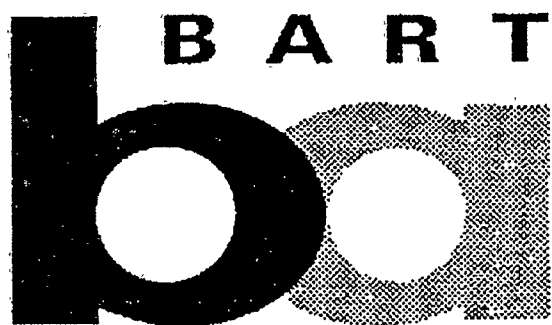
We hope to learn from this review how effective our own police department is in carrying out its police mission. We are constantly looking for better ways to provide protection to our patrons and hope that this review will assist us in that endeavor.

# PART I CRIMES BY YEAR



Percent change between years: -6.6% (1989-1990), -15.9% (1990-1991), +6.1% (1991-1992), +5.1% (1992-1993). Total net decrease of -12.4% between 1989 and 1993.

Part I Crimes are: Homicide, Rape, Robbery, Aggravated Assault, Burglary, Auto Theft, Larceny and Arson.



*Research  
&  
Development*



## **BART RESEARCH AND DEVELOPMENT**

BART is one of the first transit agencies in the country to initiate its own Research & Development programs. Our efforts have already reaped rewards, attracting new financial resources and promising program enhancements. Following are the projects BART is currently involved with:

- **ADVANCED AUTOMATIC TRAIN CONTROL (AATC)**
- **ENERGY STORAGE**
  - SUPERCONDUCTING MAGNETIC ENERGY STORAGE (SMES)**
  - APPLICATIONS OF ADVANCED ENERGY STORAGE TECHNOLOGIES**
- **ADVANCED NOISE REDUCTION TECHNOLOGIES**
- **ELECTRIC CARS**
  - ELECTRIC STATION CAR DEMONSTRATION**
  - ELECTRIC VEHICLE CHARGING STATIONS**
- **NATIONAL LABORATORY SUPPORT**

**OUTSIDE CONTRIBUTIONS TO BART'S R&D OBJECTIVES  
RESULTING FROM DISTRICT R&D ACTIVITIES**

**TECHNOLOGY**

**CONTRIBUTIONS**

AATC, FTA	\$ 600,000
AATC, ARPA	\$ 19,500,000
AATC, STATE	\$ 500,000
AATC, PRIVATE SECTOR	\$ 10,425,000
AATC, NATIONAL LABS	\$ 50,000
SMES, FTA	\$ 350,000
SMES, PRIVATE SECTOR	\$ 60,000
NOISE ABATEMENT, NATIONAL LAB	\$ 360,000
MISCELLANEOUS R&D, NATIONAL LAB	\$ 75,000
STATION CARS AND CHARGING STATIONS	\$ 3,036,000

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**TOTAL**

**\$ 34,956,000**

**BART**  
**b** **aa**

***FasTrak***

# ***FasTrak Facts***

## **Summary**

FasTrak, is a 200+ mile regional commuter rail project which will provide immediate relief to existing and future traffic congestion in three major travel corridors within a five-county region (Solano, Contra Costa, Alameda, San Joaquin, and Santa Clara counties).

## **Congestion Breaker**

Once funding is secured, FasTrak would be operational in two years using existing rail rights-of-way and conventional technology. It is an effective interim solution for 3.5 million passengers annually while the longer-term planning and funding commitments for BART Extensions continue.

The FasTrak line from Suisun City/Fairfield and Brentwood will relieve the severely congested I-80 and SR-4 corridors, particularly during the construction of I-80 high occupancy vehicle lanes. This line will link up with BART, other rail services, such as Amtrak, and the ferries. The South Bay line will provide immediate BART service to Santa Clara County, with direct connections to existing and planned light rail systems. Finally, the Altamont Pass Commuter line will relieve the congestion on the I-580 and I-205 corridors with near-term BART service to the Livermore Valley.

## **Program Overview**

BART is coordinating corridor-specific commuter rail planning studies developed by transportation organizations to formulate a comprehensive rail strategy for the Bay Area region. The FasTrak program will include:

- **Operations Strategy** - develop service standards, patronage, and financial analyses, and options for implementation;
- **Technical Forums** - meet with staff of cities and counties in the service area to discuss and solicit input for the development of FasTrak; and
- **Communications Plan** - prepare a strategy to assure open communication with the public and key decision-makers as FasTrak is refined.

## **Service Standards**

BART's goal is to provide standards that will result in a functional, economical and user-friendly commuter rail service.

## ***FasTrak Facts***

The first step is to develop a comprehensive operating plan for the FasTrak system which would identify equipment and facilities investment requirements. Specifically, service standards will establish a set of common assumptions about equipment, stations, fare collection systems and connecting bus services that can be used to prepare a comprehensive financial plan.

### **Equipment**

Two-level passenger coaches will be used for the FasTrak program. These rail cars are similar to those currently used by Metrolink in Los Angeles and on CalTrain's Peninsula commuter service.

The sleek cars provide a comfortable, air-conditioned ride for passengers. The coaches will also have restrooms and they will be accessible to disabled passengers. Each train has extra wide aisles designed to accommodate up to 8 wheelchairs.

Coaches will have all of the most modern conveniences for commuter travel including tables to work at, bright lighting for reading, and large, panoramic windows to provide natural lighting as well.

The trains will be powered by state-of-the-art diesel locomotives which are clean and safe for the environment.

### **Stations**

FasTrak stations will be designed to be simple and functional with platforms for passengers to board trains and have some type of shelter to provide weather protection. Most passengers are expected to use park-and-ride facilities and connecting bus services with schedules coordinated with train arrivals and departures.

### **Fares**

Fare machines will be provided on the platforms. Where existing stations and station buildings are available, fare machines will be located in or adjacent to the building. Monthly passes will be available. The goal is to fully integrate FasTrak with the existing BART system and to provide a convenient, reliable service for passengers.

### **Resolution 4510 Proposes FasTrak to the Region**

On November 4, 1993 the BART Board of Directors adopted Resolution 4510 urging the Metropolitan Transportation Commission to include the FasTrak Commuter Rail proposal in Track 1 of their Regional Transportation Plan (RTP). The FasTrak proposal, is consistent with BART's role as the regional rail operator and reaffirms BART's extension staging policy.

## ***FasTrak Facts***

Since then, BART staff has continued to develop FasTrak by examining the costs, impacts and operational strategies of implementing this service within two years.

### **Commuter Rail Forums**

In May BART will host a three-part series on transit-based development. Entitled *The Commuter Rail Revival: Creating and Revitalizing Communities in the 90's*, the series will be held on three consecutive Fridays - - May 6th, 13th & 20th - - at the Parc Oakland Hotel.

The series will feature Tony Hiss, a noted urban design critic for the New Yorker Magazine and nationally known environmentalist and Peter Katz, a Bay Area urban design expert. Their focus will be to discuss their perspectives on community design and land use issues related to transit-based development projects. The series will conclude with a workshop and panel discussion on the do's and don'ts and economics of station area development planning.

### **Other Studies**

FasTrak is being developed in coordination with the following past and on-going corridor-specific studies:

- **Greater East Bay Rail Opportunities Coalition (GEBROC)** - GEBROC has prepared patronage studies and is developing plans for commuter rail along the Suisun City/Fairfield and Brentwood corridors.
- **Fremont South-Bay Corridor Study** - this MTC Committee is analyzing rail alternatives (including commuter rail) from Fremont to Santa Clara County.
- **Altamont Pass Corridor Rail Passenger Study** - this study focuses on commuter rail service between Stockton and San Jose.

These studies are being prepared on a corridor by corridor basis rather than as a coordinated system-wide plan. The FasTrak Program will compile all of these data into the only comprehensive evaluation of the system-wide costs, impacts, and operational strategies for a 200+ mile regional commuter rail system.

**Draft 1994 Regional Transportation Plan  
Community Outreach Forums and Public Hearings**

**COMMUNITY OUTREACH FORUMS**

**Napa County**

April 20, 1994. Wednesday, 7 p.m.  
Napa County Board of Supervisors  
Chambers  
County Administration Building  
1195 Third Street  
City of Napa

**San Mateo County**

April 21, 1994. Thursday, 7 p.m.  
SamTrans Auditorium  
SamTrans Headquarters  
1250 San Carlos Avenue  
San Carlos

**Santa Clara County**

April 25, 1994. Monday, 7 p.m.  
Santa Clara County Board of  
Supervisors Chambers  
County Government Center  
70 W. Hedding  
San Jose

**Solano County**

April 26, 1994. Tuesday, 7 p.m.  
Suisun City Council Chambers  
City Hall  
701 Civic Center Blvd.  
Suisun City

**Alameda County**

April 27, 1994. Wednesday, 7 p.m.  
Dublin City Council Chambers  
Civic Center, 100 Civic Plaza  
Dublin

**San Francisco County**

May 3, 1994. Tuesday, 7 p.m.  
State Building  
455 Golden Gate Avenue, Room 1194  
San Francisco

**Alameda County**

May 4, 1994. Wednesday, 7 p.m.  
Joseph P. Bort MetroCenter  
Auditorium  
101 Eighth Street  
Oakland

**Sonoma County**

May 9, 1994. Monday, 7 p.m.  
Santa Rosa Junior College  
Newman Auditorium  
(in Emeritus Hall)  
Elliott Ave. (between Mendocino  
Ave. and Armory Drive)  
Santa Rosa

**Contra Costa County**

May 10, 1994. Tuesday, 7 p.m.  
Walnut Creek City Council Chambers  
City Hall, 1666 N. Main Street  
Walnut Creek

**Marin County**

May 12, 1994. Thursday, 7 p.m.  
San Rafael City Council Chambers  
City Hall, 1400 Fifth Avenue  
San Rafael

**PUBLIC HEARINGS ON THE DRAFT  
RTP AND EIR**

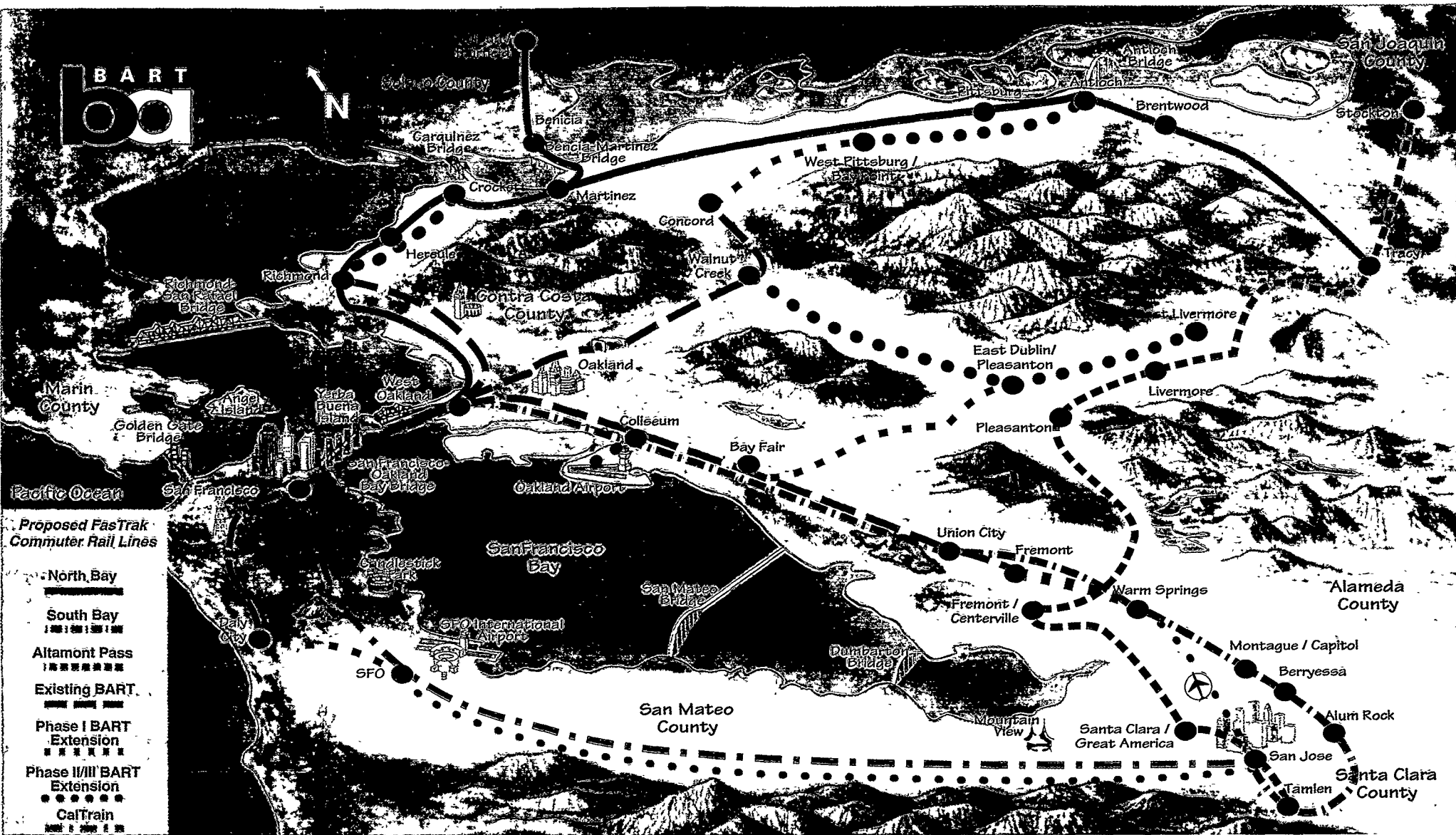
May 13, 1994. Friday, 9:15 a.m.

May 17, 1994. Tuesday, 7 p.m.

Joseph P. Bort MetroCenter  
Auditorium  
101 Eighth Street  
Oakland

For more information on these meetings, please call Catalina Alvarado at (510) 464-7783.

**BART**  
**ba**



**Proposed FasTrak  
Commuter Rail Lines**

- North Bay**  
[Line style: solid line with small circles]
- South Bay**  
[Line style: dashed line with small circles]
- Altamont Pass**  
[Line style: solid line with small squares]
- Existing BART**  
[Line style: solid line with small circles]
- Phase I BART Extension**  
[Line style: dashed line with small circles]
- Phase II/III BART Extension**  
[Line style: dotted line with small circles]
- CalTrain**  
[Line style: solid line with small squares]