The continued uncertainty of transit funding will pose great challenges for BART and other major transit systems—especially in American metropolitan areas in need of significant re-investment and job creation. BART offers the following goals for priority consideration by federal representatives and officials for 2011:

**Reauthorization**
- BART continues to support the APTA request for an increase in overall transit funding to $123 billion in the next Surface Transportation Authorization Act.
- After 40 years of service, BART train cars must be replaced at a cost representing BART’s biggest capital project ever. BART seeks support from the Bay Area Delegation for this critical regional project with $300 Million in additional federal funding over 6 years.
- As one of the transit systems from the major metropolitan area participating in the 2009 FTA report “State of Good Repair” (SOGR), BART supports funding to address SOGR backlog and rolling stock replacement needs going forward.
- If new federal safety standards are included in reauthorization legislation, adequate federal funding should accompany any new regulations.
- The current 7-tier funding formula distribution for “Fixed Guideway” systems should be replaced with a simpler 2-tier approach that splits funding between existing large metropolitan areas and newer systems while holding current recipients harmless.
- Congress should consider additional creative federal financing options for transit—possibly through an enhanced Transportation Infrastructure Finance and Innovation Act (TIFIA) or a new infrastructure Bank proposal. Any new loan programs should first, however, substitute for grant awards.

**Job Creation**
- BART supports the President’s proposal to jumpstart $50 billion into infrastructure jobs. This amount could involve important transit projects which ignite job growth in economically depressed areas.

**Transit Makes Jobs—Continued from Page 1**

*Earthquake Safety Program which is retrofitting the core system, the eBART extension, the new West Dublin/Pleasanton Station, and the Oakland Airport Connector which begins construction this year. These projects will generate thousands of direct, indirect and induced jobs over the next 20 years.*

*BART is reaching out to minority and women business owners in creative ways to better provide an equal chance to compete for the millions of dollars provided through BART contracts.*

**Helping Create American Jobs**

In all capital projects, BART complies with Buy America guidelines. With rolling stock, BART must require that 60% of the procurement cost of all components and sub-components be produced in this country. In addition, assembly of the vehicles must be in the U.S.

The absence of American-based manufacturers has resulted in transit and other public agencies having little choice but to buy train cars and other products from companies headquartered overseas. The BART Board supports congressional goals to “Make It in America.”

**Livability**

*— BART supports policies that encourage and support pedestrian and bicycle access to public transportation. This includes urban design that encourages Transit Oriented Development (TOD) and the complete streets concept that seeks to improve community livability, environmental quality and economic health.*

**Environmental/Energy**

*BART will remain an active advocate—in the state, and through APTA—at the federal level—of transit as a response to limiting greenhouse gas emissions. While the forecast for federal action to address this issue remains uncertain, BART supports efforts to distribute new revenue generated from appropriate legislation to “green” transportation investments.*

**Incentives for Transit**

*As transit continues to dwindle with declining state and federal funding, legislation should create additional incentives to ride transit like the $2.20 monthly pre-tax commute limit for transit extended in 2010.*

**Transit Security**

*Providing adequate federal funds to improve passenger rail security remains a challenge for transit agencies. Now, ten years after 9/11, Congress should fully appropriate the $1.1 billion level of funding authorized by the law implementing the transit security recommendations of the 9/11 Commission for transit security grants.*

**BART Federal Goals for 2011**

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**BART Train Cars – A Good Investment for the Bay Area Then (1972). A Good Investment Now!**

BART’s train cars have carried more than 2.5 billion riders around the Bay Area since 1972. Sleek and silver, fantastic and futuristic when they were first introduced, those workhorse train cars are still running, but nearing the end of their useful lives.

A new generation of train cars – The Fleet of the Future – will replace them. For nearly 40 years, the BART train cars have carried more than 2.5 billion riders around the Bay Area. BART’s train cars have remained a good investment for business, residents, the environment and our Bay Area lifestyle. By replacing nearly 700 new train cars represents BART’s largest capital project ever. It will take nearly 14 years to build, deliver and have all the cars serving riders.

Because reliability concerns increase with vehicle age, and new ridership demand will push BART to even greater passenger levels in the years to come, the Metropolitan Transportation Commission (MTC) has ranked the $3.4 billion project as a top priority for its Regional Transportation Plan (RTP).

BART will follow Bay Area guidelines to require the use and procurement of the maximum amount of American produced products—and support efforts that would assist greater American made goals, where appropriate.

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**BART Federal Goals for 2011**


Over the past two years, BART and other transit agencies across the nation used important stimulus (ARRA) funds to shovel ready projects to create thousands of jobs that helped prevent a worsening recession. And while job creation remains the emphasis of the new Congress, it appears likely that “stimulus” funding will probably not be the driving force of any such efforts.

It is important to remember that transit is ready to move with critical infrastructure projects that create jobs. With every $1 billion invested in public transportation, 36,000 jobs are supported and created, according to the American Public Transportation Association (APTA).

Additionally, for every $1 invested in public transit, an average of $4 is generated in economic returns. Another analysis from 2010 indicates that stimulus spending on public transportation produces more jobs, faster, than funding spent on highways.

No movement toward jumpstarting the $50 billion for transportation infrastructure requested by the President—as passage of a multi-year Surface Transportation Reauthorization bill—will further assist job creation. In the Bay Area, besides helping to get people to their jobs, BART remains an important job creator by:

- Investing billions of dollars into the local and national economies through capital projects like the new Warm Springs Extension, the

**Transit Makes Jobs – and American Jobs make Sense**

*Massage from BART President — 2 1/2 hundred in 2010
* New BART Projects — 3
* FTA Approves BART Title VI Plan — 4
* BART Federal Goals — 5
* BART System Map — 6

The public can go to: www.bart.gov/cars to register their comments and review new car options.

2011 Report To Congress

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BART will follow Bay Area guidelines to require the use and procurement of the maximum amount of American produced products—and support efforts that would assist greater American made goals, where appropriate.

Throughout 2011, BART will be seeking important public input to make sure our riders have the train cars that meet their needs for comfort, capacity, passenger information and energy efficiency. BART must also reach out to a broad base of allies to assist in securing much needed and scarce funding for the new BART train cars. The MTC has identified the first billion dollars of funding (Phase I) to replace the first 200 cars, but BART will need creative local, state and federal funding to replace the remaining train cars and invest in the Bay Area’s economy.


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Federal Partnerships are still Critical for BART

Dear Bay Area Delegation,

It Happened in 2010...

A Giant win for the Giants – A Giant Ridership for BART

BART carried the most riders of any day in its 38-year history on November 3 – 522,200, many of them going to cheer the San Francisco Giants in a World Series victory parade. The highest single day of BART ridership was Oct. 28, 2009, during an emergency closure of the Bay Bridge, with 442,100 riders.

...and Progress on New Projects

Even in difficult economic times BART moved forward in 2010 on three important projects that will enhance local communities, connect the region to a second international airport, and improve regional transit for the entire Bay Area for generations to come.

TOD at Pleasant Hill/Contra Costa Centre Station

More than a name change occurred at the BART Pleasant Hill Station last year. Along with the addition of “Contra Costa Center” on station signs and maps, a new transit village was unveiled in October – for people to live, shop, commute and play.

Groundbreaking for the Oakland Airport Connector

Construction of this $484 million legacy train-to-plane connection project will create between 2,500 and 5,000 direct, indirect and induced jobs during the three and a half year construction phase. Up and running by 2014, OAC will be a 100% electric train-to-plane connection between BART’s Coliseum Station and the Oakland Airport with frequent, fast and reliable service for travelers.

eBART to extend Service to Antioch

Last October, dovets went into the ground to kick off the construction of an innovative transit technology expected to carry as many people as an additional lane of Highway 4 in Contra Costa County when it begins service in 2015. The $462 million eBART extension will use Diesel Multiple Unit (DMU) technology and be 60% less expensive than conventional BART. eBART (which stands for Eastern Contra Costa BART) will make a significant contribution to relieving the freeway congestion in east Contra Costa County, allowing residents to board a train in Antioch and be at the Pittsburg/Bay Point BART Station in 10 minutes.

FTA Approves BART Title VI Results

On March 5, 2010, BART completed a corrective action plan to address deficiencies cited by the Federal Transit Administration (FTA) during a compliance review of the Federal Civil Rights Title VI program. Since March 15, 2010, BART addressed each of the deficiencies and in January, 2011 the District received notice from the FTA that it had successfully closed out all deficiencies and is now in compliance.

The FTA commended BART on its achievements and said it considers its Title VI work to be a model for the industry.

Through its work with community-based organizations, public advocacy groups, elected officials and the general public, BART has implemented major Title VI program requirements, including:

• Development of a public participation plan which is inclusive of minority, low-income and limited English proficient populations;

• Development of a Language Assistance Plan which includes comprehensive training for all BART front line staff; language translation guidelines; developed “what” documents for translation and developed comprehensive language assistance measures;

• Assessment of previous fare increases and major service changes to determine impacts on minority and low-income populations;

• Development of service monitoring standards to ensure that all District services are provided equally to low-income, minority and limited English proficient populations.

BART’s 2011 Report to Congress • San Francisco Bay Area Rapid Transit District • 2011 Report to Congress

Bob Franklin
Board President
District #3 Alameda/Contra Costa Counties