



Local Voters Keep BART on Track to Serve New Era


The general election ballot in November 2016 included 17 state propositions and scores of local revenue measures in the three county BART district. It was not an easy ballot for Bay Area voters to complete. However, when it came to supporting Measure RR — to keep BART safe and reliable — more than 70 percent of the voters said they wanted a better BART system and were willing to help pay for it.

With federal and state public transit funding staying flat or declining over the past few years, BART turned to local voters and demonstrated the need to rebuild. BART sought \$3.5 billion to upgrade its 1960s train-control system, renew its existing stations, and replace more than 90 miles of worn-down rails. The approved bond measure also allows BART to improve its electrical power systems, repair tunnel walls damaged by water, and enhance its ability to withstand earthquakes.

All of these improvements are necessary to support surging passenger ridership and maintain BART's #1 priority of maintaining a safe system.

In the coming months, BART will begin the massive effort to renew the 45-year-old system. This will include adjusting hours of service to get critical Transbay Tube work done, replacing aging rail, replacing the majority of old escalators and adding canopies where appropriate, as well

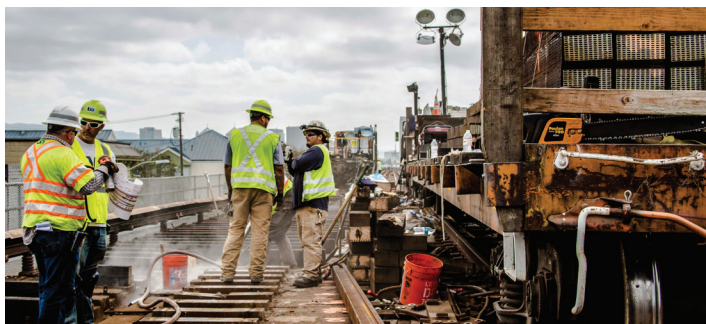
Bay Area Voters Approved \$3.5 Billion for BART in 2016

	\$ millions	% of Total Bond
Fix It First! Repair and replace critical safety infrastructure	\$3,165	90%
Relieving Crowding	\$200	6%
Improving Station Access and Safety	\$135	4%
Totals	\$3,500	100%

as addressing a long list of station improvements. While not paid for by Measure RR, the new fleet of train cars arriving after four years of design, construction, and testing will provide some overcrowding relief by the end of this year.

For transparency and accountability, BART will appoint an independent oversight committee to ensure every dollar the voters entrusted for reinvestment is spent in accordance with the System Renewal Plan.

Federal Infrastructure Initiative is Needed from 115th Congress



After eight years, Congress is again considering major funding proposals for shovel ready transportation projects. The need to rejuvenate public transportation infrastructure in this nation is real.

As discussions continue between Congress and the President on how to prioritize infrastructure policies and funding, the message should be clear: federal formula funding — and not just changes in the tax code — have to lead our nation's infrastructure renewal. While the passage of a Concurrent Resolution in 2016 and a clear priority to repeal and replace the Affordable Care Act may push out any transportation funding efforts, BART and the California Transit Association (CTA) believe there are key principles that

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Core Capacity Grant Project Important to Bay Area Riders

BART's Transbay Corridor Core Capacity Project is a candidate for federal funding under the Federal Transit Administration's Capital Investment Grant (CIG) Program. The purpose of the project is to reduce system crowding and accommodate future demand between San Francisco and Oakland. The CIG Program requires proposed projects increase peak capacity by at least ten percent. BART's proposed project will increase peak capacity by 25 percent and it consists of four project elements to enable BART to increase transbay ridership:

1. Add 306 Railcars

BART currently operates a maximum of 24 trains per hour through the Transbay Tube with an average of nine cars per train. In order to achieve a regular schedule of 30 ten-car trains in the peak direction, BART will require a total fleet size of 1,081 vehicles. BART currently has 775 new vehicles on order to completely replace the current fleet of 669 and to expand it by 106 vehicles.

2. Replace Old Train Control System

The current train control system can manage approximately one train every 2.5 minutes, allowing a maximum of 24 peak-hour trains in each direction. To achieve shorter headways needed to operate 30 trains per

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All Levels of Funding Required to Build a Better BART for the Bay Area

Let me start by thanking you 3.5 billion times for all the support you provided in making our jumbo bond effort successful with Bay Area voters last year.

As you know, escalating ridership has been testing our capacity limits in the last five years, and most of our infrastructure is at, or near its useful life. The critical \$3.5 billion in bond money, coupled with a new fleet of rail cars that will begin to arrive this year, will help us to rebuild and upgrade our system.

The essential work is already underway to replace track, fix leaking tunnels, replace electrical substations, and make our trains communicate with each other so that they may run closer together. I look forward to swiftly providing better service to more riders.

The wisdom and generosity of the Bay Area has certainly boosted our efforts. But it is not enough. To keep improving, funding support is needed at all levels — local, state and federal. Here are some examples of areas where I will call on you for additional support:

- California’s Cap and Trade program helps support state transit agencies with capital and operational funds that help reduce greenhouse gas emissions and help finance part of our new Fleet of the Future. California transit agencies must have a healthy share of Cap and Trade revenues; and
- The FTA’s Capital Investment Grant Program was created to provide opportunity at the federal level to help BART and other systems increase critical capacity in areas with surging ridership. Today, we carry twice the number of riders during peak commute hours as the Bay Bridge, and the demand is escalating;

My staff and I look forward to meeting with you to encourage a bipartisan transportation infrastructure effort in Congress. With a Department of Transportation grant, we are making strides to implement a workforce development program that will open up student opportunities for the next generation of needed transit employees. And certainly, we want to keep you posted on our system renewal schedule.

With your continued support, BART will be better equipped to serve the region and support future Bay Area growth.

Joe Crumina
BART General Manager

Working to Build a Better BART

A Look Ahead: Two-Year Project Timeline

In 2017, BART will begin implementing the System Renewal Plan investments funded by the \$3.5 billion Measure RR bond passed by voters last year. Immediate activities include establishing an independent oversight committee and awarding an initial set of contracts for rail replacement, installation of new power transmission equipment, escalator replacement, and tunnel waterproofing.

The tentative schedule below highlights key system improvements slated to begin in the next two years. BART looks forward to providing your office and your constituents with regular project updates and milestones as we work together to build a better BART for the Bay Area.

	2017				2018			
	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER
Renew Track	● Replace 10 miles of track				● Replace 12 miles of track			
	● Rebuild 2 track interlockings				● Rebuild 2 track interlockings			
Renew Power Infrastructure	● Replace original power cables system-wide				● Begin design for electrical substations replacement			
Repair Tunnels & Structures	● Repair damage from water intrusion in tunnels and structures				● New service hours for Transbay Tube internal retrofit			
Improve Station Access	● Design and construct bike facilities at 10 stations				● Begin design for renewed bus transfer facilities			
Renew Stations	● Begin canopy construction in downtown SF stations							

Federal Dollars are Making an Impact

Creating New Career Pathways

One hundred sixteen participants were selected from 1600 applicants for BART's first-of-its-kind Transit Career Ladders Training (TCLT) Program. Funded in part by a \$750,000 Department of Transportation grant, the program aims to inspire, educate, and train enrollees with knowledge and skills required to pursue technical careers at BART. It is a partnership with local community colleges and workforce investment boards and includes course work, technical training, and field training.

Technical training is now underway at participating community colleges and will run through December 2017. Participants will increase their knowledge and skills so they can be competitive for BART job classifications such as Electricians, Train Control Electronic Technicians, and Transit Vehicle Electronic Technicians.



TCLT Program students at Los Medanos College in Pittsburg learn about circuit currents.

TIGER Grant Will Improve BART and Oakland Uptown

In July 2016, BART was awarded the agency's first TIGER Grant, receiving \$6.3 million for the Go Uptown: Gateway to Oakland Uptown Project. Go Uptown is a unique and transformative set of improvements to the 19th Street/Oakland BART Station and the surrounding city blocks.

Funding will improve access to the station, expand station capacity, and replace aging infrastructure while reducing energy use, enhancing safety and promoting local art. The awarded project is a joint initiative between BART and the City of Oakland and aims to support additional ridership growth at 19th Street/Oakland Station over the coming decades while helping to promote the Uptown area as a regional center for jobs, entertainment, and culture.



Left to Right: FTA Region 9 Administrator Leslie Rogers, General Manager Grace Crunican, Congresswoman Barbara Lee, former Secretary of Transportation Anthony Foxx, and BART Board Vice President Robert Raburn during a tour of the 19th St./Oakland BART Station.

Securing BART's Critical Assets

In 2016, the Department of Homeland Security (DHS), awarded BART \$4.79 million in Transit Security Grant Program (TSGP) funding. The program provides funding to the nation's high-threat urban areas to enhance security measures for critical transit infrastructure including bus, ferry, and rail systems. The award will help make BART safer by providing critical patrol teams and upgrading security cameras in the core system. With ongoing threats and previous attacks on transit agencies around the globe, the TSGP funds will also help train local law enforcement agencies in the event of an "active shooter" situation. Since 2005, BART has worked closely with the Transit Security Administration and DHS to secure critical infrastructure and assets at BART and rely on the TSGP to help strengthen and maintain BART security infrastructure.

Federal Infrastructure Initiative *From page 1*

should be followed when passing legislation to rebuild our infrastructure:

A federal infrastructure initiative should:

- Provide increased funding for all existing transit formula programs to meet needs in every community;
- Provide increased funding for the existing Capital Investment Grant Program (including New Starts, Small Starts, and Core Capacity Improvements);
- Provide increased funding for existing Bus and Bus Facilities Program (distribution under current formula/discretionary programs);
- Support the replacement of aging and over-age assets with more modern buses, trains, and facilities;
- Address the growing demand, in communities of all sizes throughout the country, for new and expanded rail, ferryboat, and bus capacity;
- Include funds for innovative mobility, workforce development, and research that will encourage utilizing advanced technologies to position the nation's transportation infrastructure for the future.

Recommendations are from the CTA Federal Legislative Committee "Federal Infrastructure Initiative" (Dec. 2016)

Core Capacity *From page 1*

per hour through the Transbay Tube, BART will need to replace its existing train control system with a new communications-based train control system.

3. Expand the Hayward Maintenance Complex

The current storage capacity across BART's yards and tail tracks is 893 vehicles. To accommodate the additional 306 new vehicles, BART needs to expand the Hayward Maintenance Complex to provide storage for 25 ten-car trains.

4. Install New Traction Power Substations

BART has conducted traction power simulations to assess the power requirements associated with operating 30 ten-car trains through the Transbay Tube per hour. The simulation revealed specific areas along BART's mainline where the traction power requirements exceed the capacity available from BART's existing traction power system.

BART is seeking \$900 million in CIG funding. The project was admitted into the Project Development Phase in August 2015, and BART will apply for entry into the Engineering Phase of the CIG Program in mid-2017.

2016 Highlights

New Fare Discount Program for College Students

In Summer 2016, the BART Board of Directors approved a fare discount program for San Francisco State University (SFSU) students, part of the new Higher Education Fare Discount Program. The SFSU administration and students worked with BART to develop the program framework, which now serves as a model for other schools. The new discounted Clipper® Card for students will be called the “Gator Pass.” While school is in session, students using the Gator Pass will net a 25 percent discount on BART trips to or from the Daly City Station. The program goes into effect in Fall 2017.



BART Director Nick Josefowitz and SFSU student leaders.

Carpool Pilot Program Guarantees Parking

BART, the Metropolitan Transportation Commission (MTC) and Scoop Technologies, Inc. (Scoop) partnered on a program to better integrate carpool access to BART stations by matching passengers according to their destination and providing a seamless way to reserve and pay for a parking space. The app technology verifies that two or more people were in the car when parked. Beginning January 2017, BART started to set aside parking spaces in the permit area at the Dublin/Pleasanton BART Station for carpools using Scoop. This pilot program was made possible through a \$358,000 FTA Mobility on Demand Sandbox grant, which includes plans for expanding to more stations.



Fleet of the Future Arrives

BART received its first ten cars of the Fleet of the Future in 2016. Thousands of BART riders got a glimpse of the next generation train cars during four open house events. The early reviews were overwhelmingly positive with every

major feature getting an approval rating of 80 percent or greater in customer surveys. The new cars feature spacious floorplans, padded seats with lumbar support and advanced digital screens for passenger information. BART has 775 cars on order with plans to put approximately two dozen into service in 2017.

New Trains for BART to Antioch Extension Unveiled

The BART to Antioch Extension Project marked another milestone this year with the unveiling of its sleek new clean-diesel trains. The trains will run on separate tracks extending past the existing Pittsburg/Bay Point Station and can move an estimated 2,400 people per hour during commute times. Amenities include digital signs on vehicles, automated audio announcements, new station arrival/destination signage, and modern climate control systems. Service is estimated to begin Spring 2018.



2017 Federal Advocacy Goals

- 1) Educate Bay Area Congressional Delegation on BART Capital Reinvestment Needs and Big 3 Priorities
- 2) Partner with Congressional Delegation and Passenger Rail Agencies to Advocate for Public Transit within the Trump Administration’s Infrastructure Plan
- 3) Monitor and Respond to FAST Act (and MAP-21) Implementation
 - State of Good Repair & Formula Funding
 - Core Capacity Grant Funding
 - Safety Regulations
- 4) Continue Efforts to Increase Funding for Transit Security Programs
- 5) Continue Efforts to Promote Local Workforce Development with Federal Funds
- 6) Support Efforts to Increase College Student Discounts for Public Transit



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