

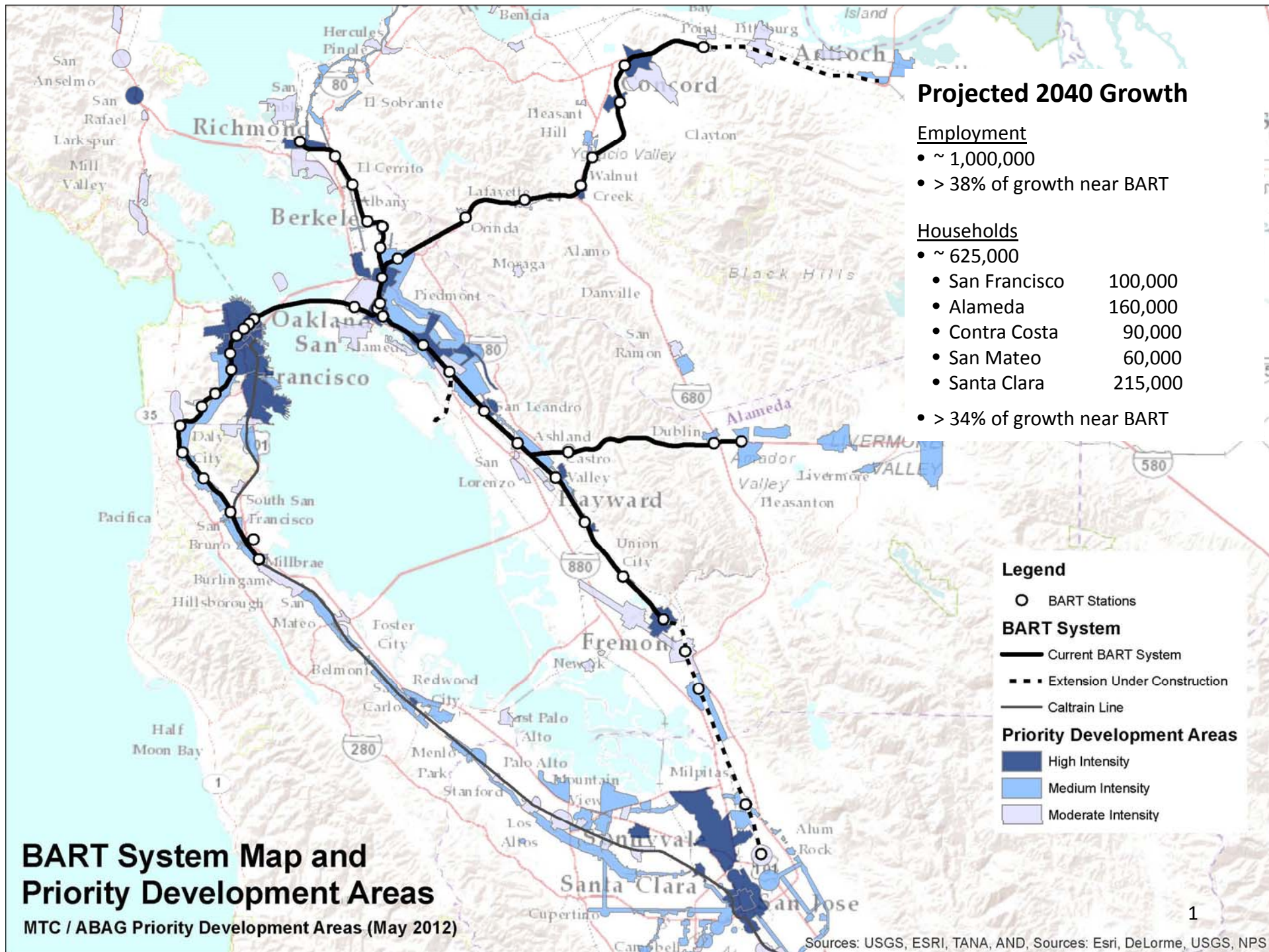
MTC Programming and Allocations Committee



Better BART, Better Bay Area Transbay Corridor Core Capacity



September 9, 2015





Better BART, Better Bay Area

BART Improves Regional Accessibility



2/3rds

BART trips begin or end on
Market Street



60,000

The number of BART riders
during peak commute –
comparable to Bay Bridge
person trips during same
period



10%

Annual percentage of SFO
travelers who ride BART



Better BART, Better Bay Area

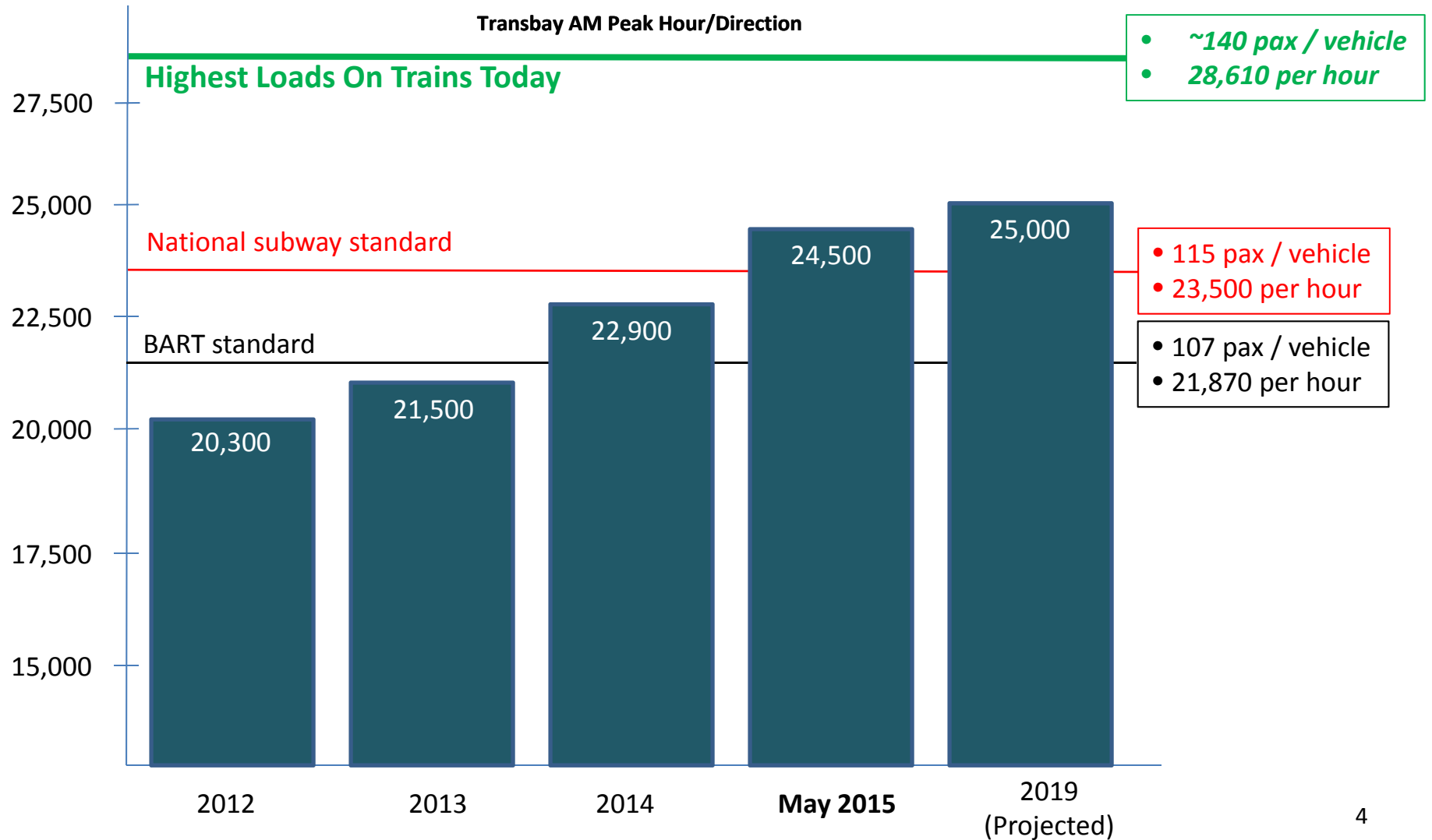
Ridership Growth (FY1973 – FY2015)





Better BART, Better Bay Area

More Crowded Trains

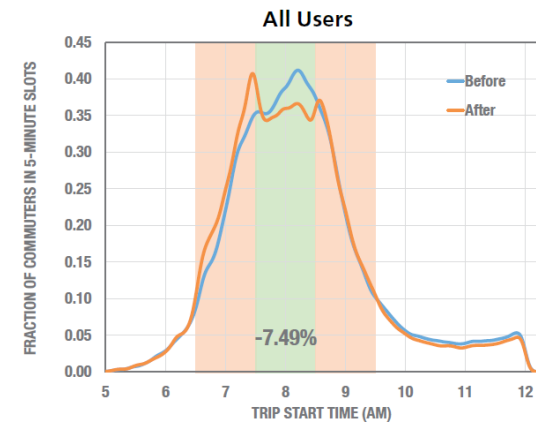




Better BART, Better Bay Area

Demand: Management Tools

- Plan Bay Area: job centers
 - Encourage where transit has capacity
 - Regional policies influence the market?
- Off-peak travel incentives
 - Use behavioral economics to shift patterns
 - Singapore shifted 7.5% to outside peak
 - BART / SFCTA to pilot in early 2016





Better BART, Better Bay Area

Supply: Multi-modal Access

- **Walk**
 - Priority Development Areas
 - Advance Safe Routes to Transit
 - Implement wayfinding, real-time, info
- **Bike**
 - Eased commute period restrictions
 - Increased secure bike storage and surveillance
 - Partner on regional bike share
- **Transit**
 - Continued Clipper coordination
 - Pilot reduced transfer penalty with AC Transit
- **Parking / Drop-off**
 - Implement pricing, and parking choices
 - Pilot real time “garage full” notifications
 - Improved carpool program
 - Experiment with shared-use mobility providers
 - Explore satellite / shared-use parking

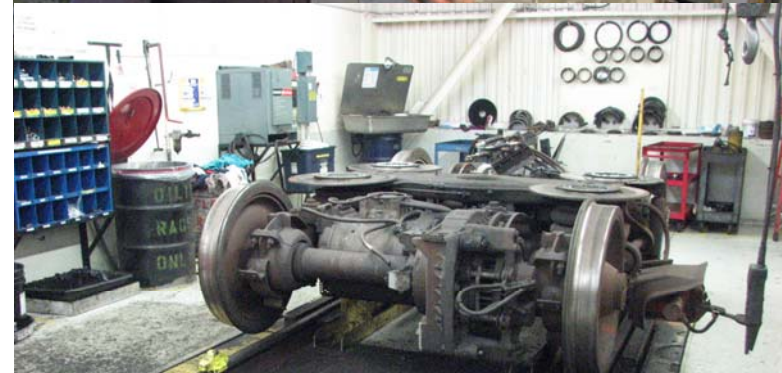




Better BART, Better Bay Area

Supply (Near-Term): More Vehicles

- Increase industry leading fleet availability:
87%  89%
 - Staff weekend / grave shifts
 - Repair damaged vehicles
- Advance Fleet of the Future testing and delivery





Better BART, Better Bay Area

Supply (Mid-Term): Big 3

Fleet of the Future

\$1,652M
306 more vehicles
(1,081 total)



40% MORE TRANSBAY CAPACITY *

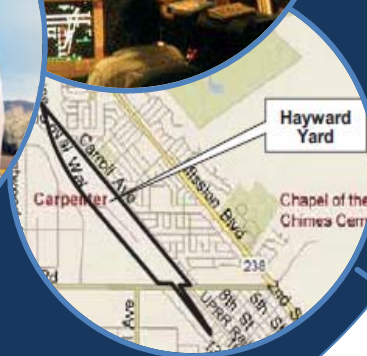


Train Control Modernization

\$915M

Hayward Maintenance Complex

\$581M



* INCREASE FROM 207 CARS TO 290 CARS (PEAK HOUR – PEAK DIRECTION); 29 X 10- CAR TRAINS



Better BART, Better Bay Area

Supply (Mid-Term): Funding Plan

- MAP-21 established new FTA Core Capacity Program
- MTC Core Capacity Challenge Grant Program (Dec. 2013)
 - Included priority BART capacity investments
 - FTA Core Capacity Program
 - State Cap-and-Trade (capital)
 - Other FTA + MTC + BART funds
- BART Transbay Corridor Core Capacity
 - FTA approved BART to enter Project Development phase
 - Proposed package of projects:
 - Train Control Modernization
 - Vehicles (306 more = 1,081 Total)
 - Hayward Maintenance Complex
 - Traction Power Upgrades



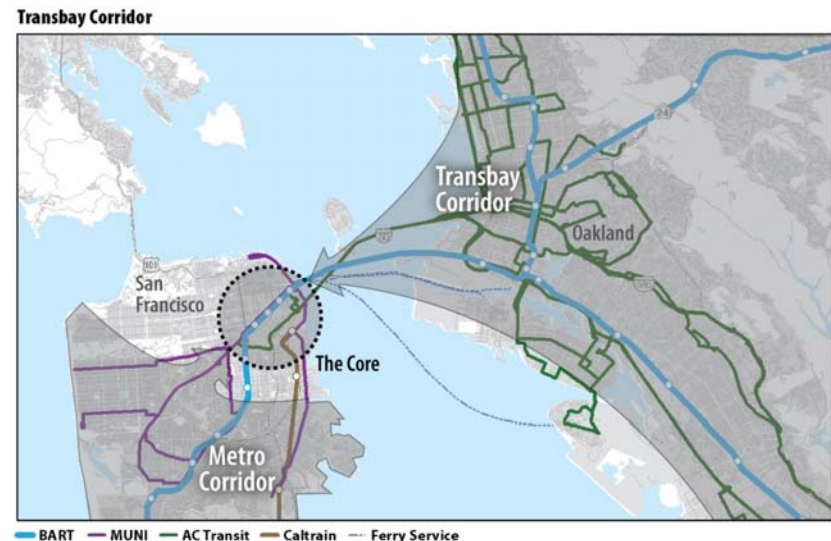


Better BART, Better Bay Area

Supply (Long-Term): 2nd Crossing

MTC Bay Area Core Capacity Transit Study

- Multi stakeholder study
- Short-, medium- and long-term transit alternatives
- Long-term, considering a 2nd Transbay rail crossing
- Will need further planning & engineering studies





Better BART, Better Bay Area

Addressing the Capacity Challenge

1. Strengthen policies for transit supportive job centers
2. Update MTC Core Capacity Grant Program
 - Train Control Modernization
 - Vehicles (306 more = 1,081 total)
 - Hayward Maintenance Complex
 - Traction Power Upgrades
3. Incorporate MTC Bay Area Core Capacity Transit Study
4. Support BART 2016 measure, and other measures

