



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 8a  
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## *Memorandum*

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: San Francisco Bay Area Rapid Transit District (BART) Bond

### **Background**

This November, voters in the counties of Alameda and Contra Costa County and the City and County of San Francisco will be asked to approve a \$3.5 billion bond measure for the BART system. The measure will fund major upgrades to BART's train control system (which constrains the frequency of service), as well as its track, power systems, stations, tunnels, and other infrastructure. It will also fund projects to improve access to stations and relieve overcrowding, including preliminary engineering work for a second Transbay Tube. The expenditure plan for the measure steers 90 percent of funds (\$3.2 billion) into safety and reliability improvements, while the remainder (\$335 million) is available for projects aimed at improving access to BART and reducing overcrowding. Attachment 1 is an excerpt of BART's System Renewal Program Plan, available in its entirety at <http://www.bart.gov/better-bart>.

**Recommendation:** Support

### **Discussion:**

It is difficult to overstate the importance of BART to the Bay Area. The 44-year old rail system currently carries about 440,000 riders on a typical weekday. During the peak commute period, nearly twice as many people per hour travel by BART in the Transbay Tube below the San Francisco-Oakland Bay Bridge than travel on the bridge itself, as shown in Attachment 2. From an economic standpoint, BART serves an absolutely critical role, connecting workers to jobs and residents to their friends, families, medical appointments, shopping and entertainment options. The region's economic growth and sustainability depends on a safe and reliable BART system. Forecasts predict BART could carry as many as 600,000 riders by 2040, but this will not be possible without the major upgrades proposed in this measure.

BART has a strong track record in delivering its commitments to the voters. In 2004, Bay Area voters approved a bond measure to fund BART's Earthquake Safety Program. Funds from that bond have been invested in maintaining the safety of the BART system, including its elevated structures, stations, maintenance facilities, and other buildings. According to BART, with only 58 percent of funds expended, it has completed 91 percent of planned station upgrades, 95 percent of planned elevated structure upgrades, and 100 percent of planned upgrades to parking garages, maintenance facilities, and other infrastructure. The majority of the remaining resources, including \$350 million in construction savings, will be dedicated to additional seismic safety work on the Transbay Tube, which is ongoing.

In developing its expenditure plan for the bond, BART held over 200 community meetings to solicit input from riders and other stakeholders. To further prioritize which projects to include, BART relied on an asset management program based on ongoing data collection about each asset in the system to assess the likelihood of near term failure for each asset and understand the impact that such a failure would have on the BART system, its riders, and the region.

Newer Bay Area residents may wonder why the measure is limited to voters in just three counties, given the system is such a vital regional resource. Alameda, Contra Costa and San Francisco were the original counties that participated in the BART system through approval of a bond measure and payment of a permanent dedicated ½-cent sales tax for BART. As such, they are the only counties currently included in BART's jurisdiction and system of governance. The estimate of the exact cost and duration of the measure was not included in the BART staff report, but a San Francisco Business Times article stated that average homeowner would pay \$55 a year for it, while in Alameda County it would cost an additional \$36 a year, and \$35 in Contra Costa County. We think the investment will pay dividends that vastly outweigh such a modest cost.

Staff recommends a support position on BART's bond measure.

### **Known Positions**

#### **Support**

Bike East Bay  
East Bay Leadership Council  
Transform

#### **Oppose**

None on file



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Steve Heminger

SH: rl

#### **Attachments**

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BUILDING A BETTER BART

# Program Summary

The 2016 BART System Renewal Program (referred to throughout this document as the Program) responds to the San Francisco Bay Area's transportation needs by investing in the renewal of the BART system. In consultation with stakeholders from across the region in more than 200 meetings, BART has developed a program of investments that will:



- **Repair and replace critical safety infrastructure:** BART will renew the basic infrastructure that comprises the core of the BART system, including tracks, power infrastructure, tunnels, and mechanical infrastructure. BART will also perform critical earthquake safety upgrades to the Berkeley Hills Tunnel. After 44 years of service, this infrastructure requires a major overhaul to allow BART to continue to meet performance expectations.






- **Relieve crowding and reduce traffic congestion:** BART will implement a package of projects that will allow it to meet soaring demand, continue to support the region's growing economy, and get more cars off the road. Projects include modernizing and replacing major portions of the aging train control system, upgrading power infrastructure that limit BART's ability to provide service, and expanding maintenance facilities to store and service a larger fleet of rail cars.



- **Improve station access and safety:** BART will invest in improving and modernizing stations by improving station safety and security, adding elevators, and overhauling escalators to ensure fast and convenient access to platforms. BART will also make investments to improve accessibility of stations for people with disabilities and add more station access opportunities via upgraded bus facilities, bicycle facilities, and parking.



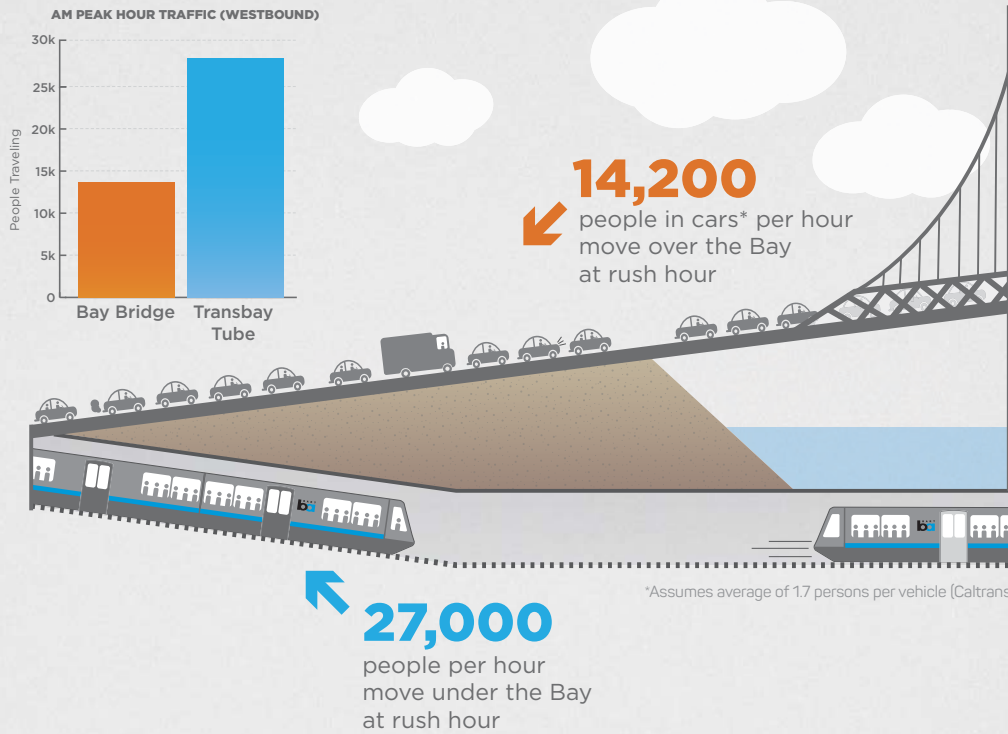
## Summary of Investments

	\$ Millions	% of Total Bond	Benefits		
			 Safety	 Reliability	 Crowding + Traffic Relief
<b>REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE</b>	<b>\$3,165</b>	<b>90%</b>	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Replace train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
Renew stations	\$210	6%	✓	✓	✓
<b>RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION, AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS</b>	<b>\$335</b>	<b>10%</b>	✓	✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	\$200	6%		✓	✓
<b>TOTAL</b>	<b>\$3,500</b>	<b>100%</b>			

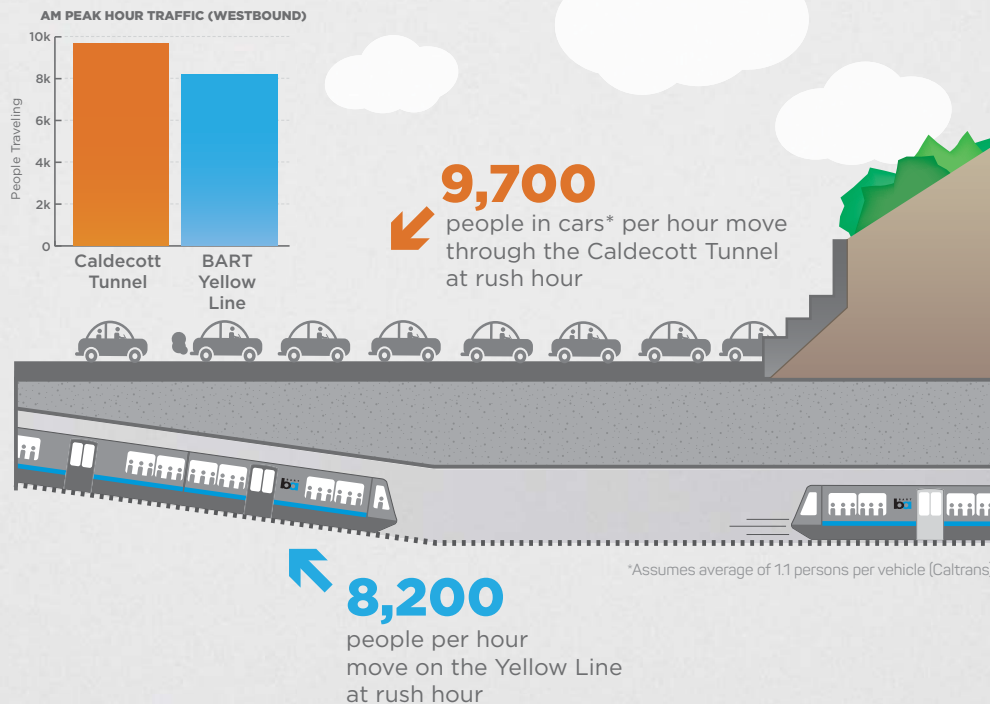
*Note on Governance:* Governance measures will include an independent oversight committee, spending restrictions, and annual audits. Funding cannot be taken away by the state.

*Note on Planned Expenditures:* Spending in the two major investment categories is fixed. As BART tailors investments to respond to system needs, actual spending within each of the two major categories may vary by up to 15% of the total. For example, if the tunnels and structures repair projects need less of this funding, up to 15% of the grand total for repairing and replacing critical safety infrastructure (15% of \$3.165B) can be shifted to another of the projects within that category such as renewing power infrastructure. However, BART cannot transfer that 15% savings to projects in the other major category to expand opportunities to safely access stations.

# BART's Transbay Tube Riders vs. Bay Bridge Drivers



# BART's Yellow Line Riders vs. Caldecott Tunnel Drivers



Source: BART Operations Planning, Caltrans