



BART Update Priority Capital Projects | Operating Outlook

MTC Programming & Allocations Committee
July 10, 2024



BART – Backbone of the Bay Area

- Five counties, five lines, 50 stations, two international airports
- 88% zero-GHG traction power
- Connects over 20 transit systems, with 90% of transit transfers involving a trip on BART
- Nearly half of BART riders don't own a vehicle, more than 30% are low income
- 2/3 of the 9-county region's jobs and 61% of the region's residents live within a 15-minute walk of BART + one transfer to a connecting transit operator



Delivering BART's Capital Program

BART's Capital Program Snapshot

Asset Based Capital

45,738 Total Assets

- 21,317 assets are emergency or critical

10 Year Capital Needs Inventory (CNI)

- 500+ projects in next 10 years

Active Projects

224 Projects

- 54% of projects are state of good repair
- 23% of projects part of major programs

FY24 Budget: \$1.48B

FY 25 Budget: \$1.22B

- 49% of budget is for state of good repair
- 74% of budget is for major programs

Capital Investment Plan (CIP)

CNI

Other District Needs
(e.g. rolling stock, technology,
etc.)

Active Projects

"Every investment in the capital program directly improves BART's state of good repair"

BART Transbay Core Capacity Project

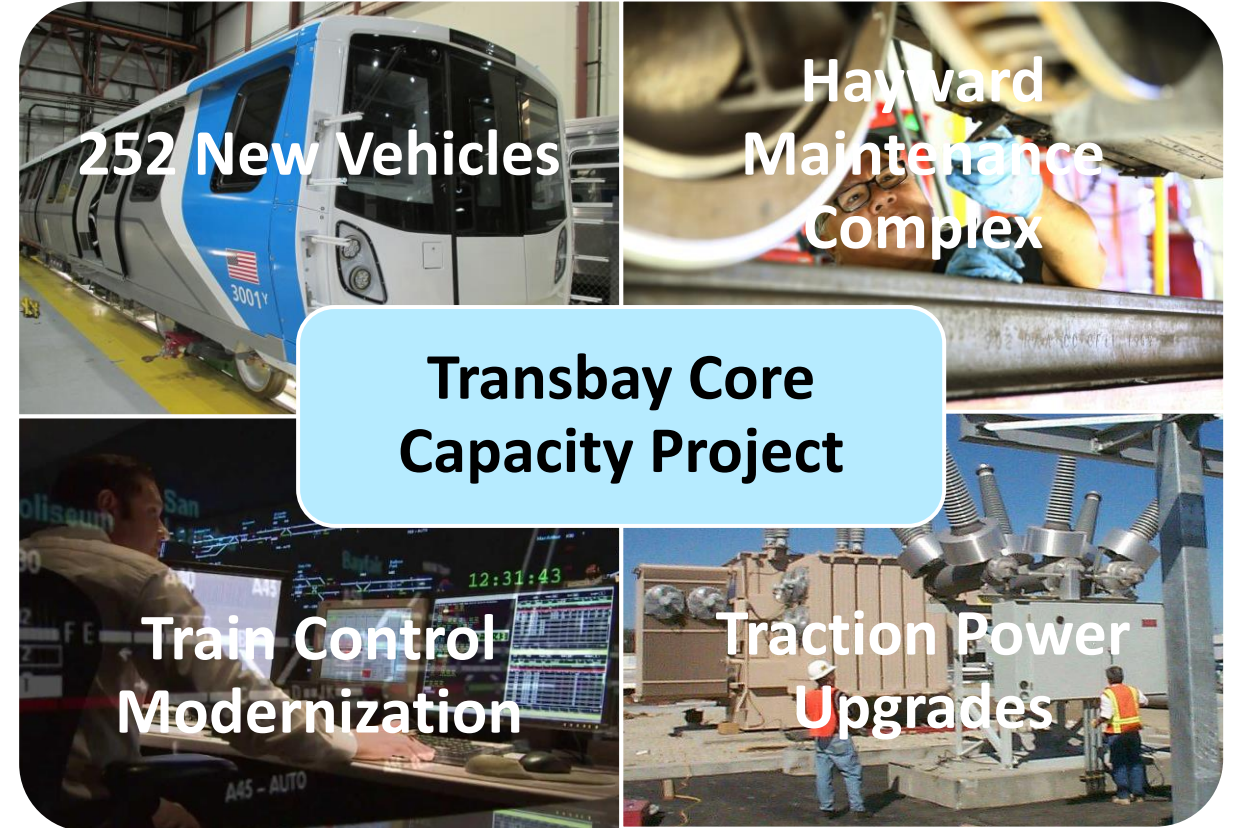
- **Objectives**

- Renew BART's aging system
- Ability to run all 10 car trains on every line
- Provide capacity for the future
- Increase the throughput of the Transbay Tube

- **Project elements**

- Communication Based Train Control (CBTC)
- Hayward Storage Yard (HMC2)
- Six new Traction Power Substations (TPSS)
- 252 new rail cars

- **Federal funds: \$1.169 billion**
- **FFGA baseline budget: \$3.536 billion**
- **Current Estimate to Complete: \$5.086 billion**
- **Forecasted completion date: Aug 2030**



Fleet of the Future

June 2012

Award of Contract for
775 Car Contract

Sept 2014

Final Design Phase
Completed

Sept 2023

All new fleet in service

- 8 Cars - Yellow line
- 6 Cars – All other lines
- Flexibility to match service with demand
- More cost effective and efficient maintenance
- Overall energy savings

Dec 2025

Forecast 1,129th Car Delivered
Allowing for future service of:

- 10 cars train systemwide
- Service expansion to San Jose
- Increase Core Capacity with CBTC

March 2016

First Car Delivered

July 2024

Total Cars Delivered = 768

Total Cars in Revenue Service = 758



Next Generation Fare Gates



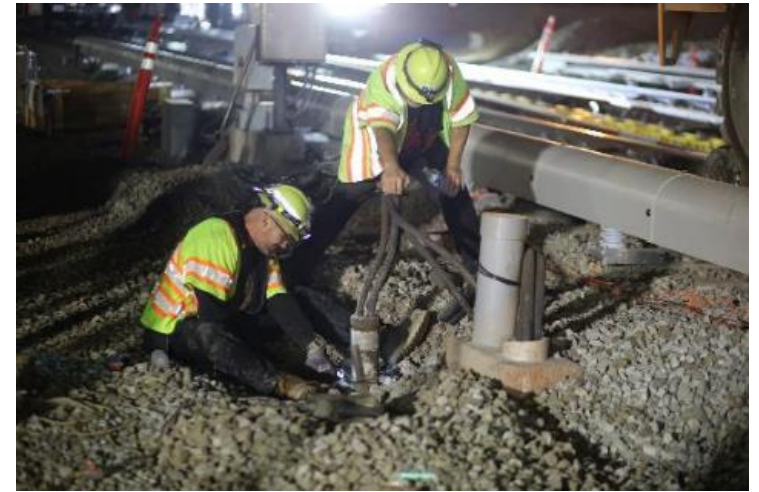
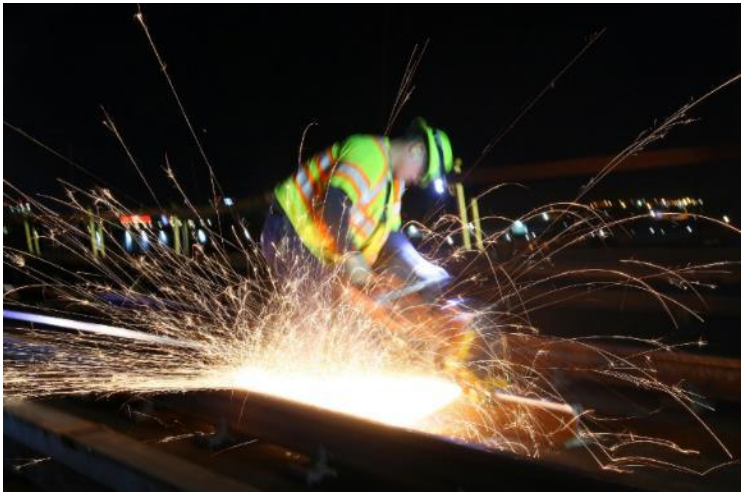
- West Oakland prototype in service – Dec 2023
- Civic Center elevator at platform - Apr 2024
- 12 additional stations before end of 2024
- Complete installation of 700+ new fare gates systemwide by end of 2025
- \$90M project, \$76M funding secured
- Innovative design: Taller and stronger with modern equipment, advanced sensors and mechanical locking mechanism
- Improves accessibility, reliability, maintainability and deters fare evasion
- Compatible with Next Generation Clipper – payment by tapping a credit/debit card at the fare gate



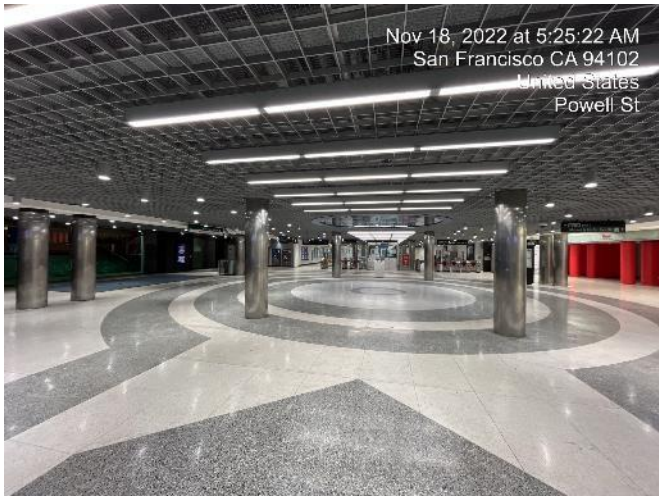
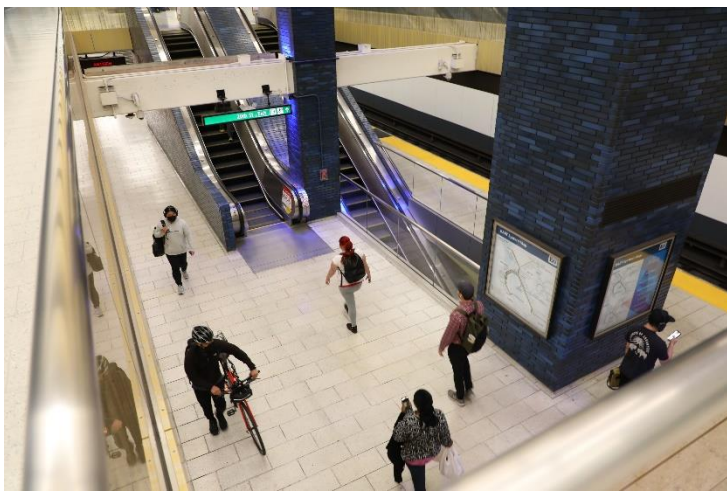
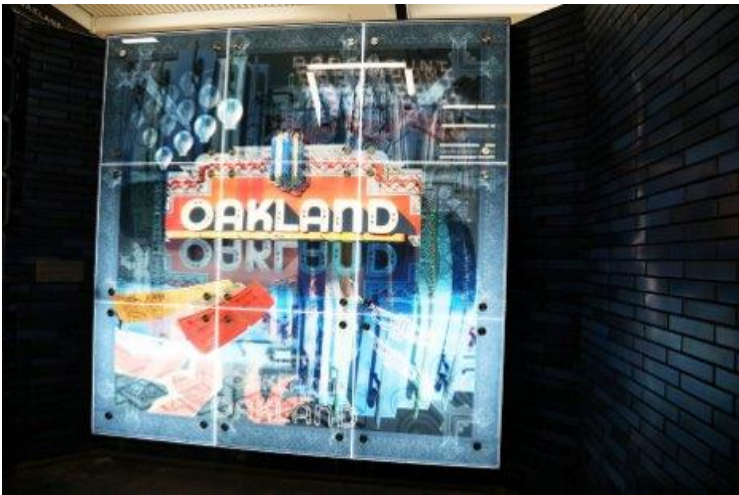
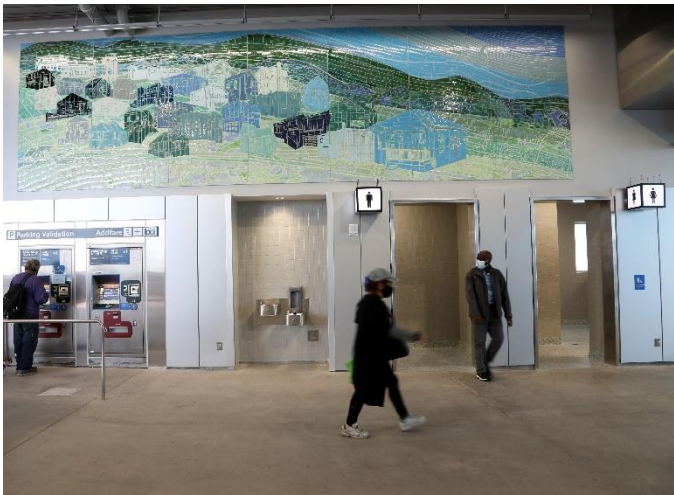
Renew Tracks



- Rebuilding the backbone of our system in a state of good repair
- 5.59 miles of linear rail replaced in 2023
- Reduced trains delayed due to outdated rail
- Riders will enjoy a smoother, safer, more reliable, and quieter ride



Station Modernization



Market Street – Entry Canopies & Escalators

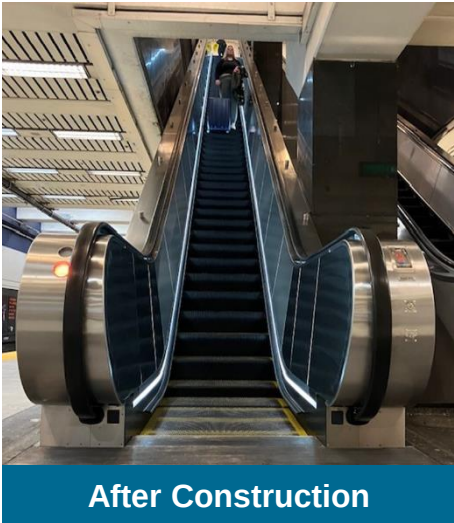
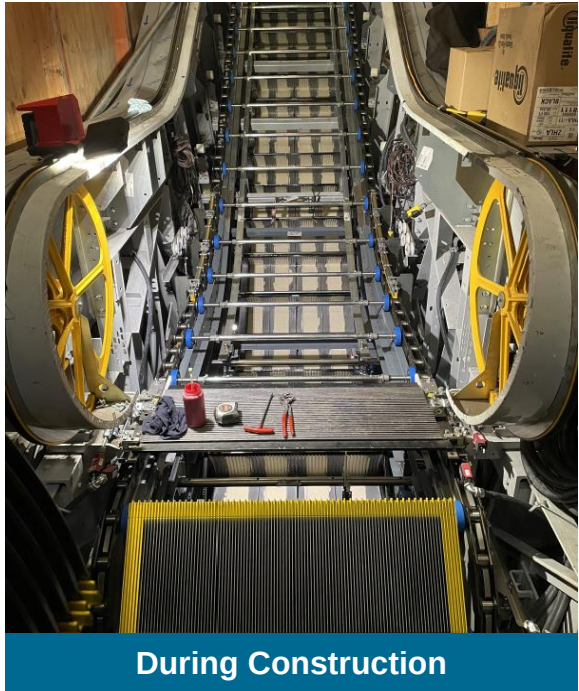
Entry Canopies Project

Scope	Construct 21 canopies (2 pilot)
Benefits	Enhanced security, weather protection, meets code requirements



Escalators Project

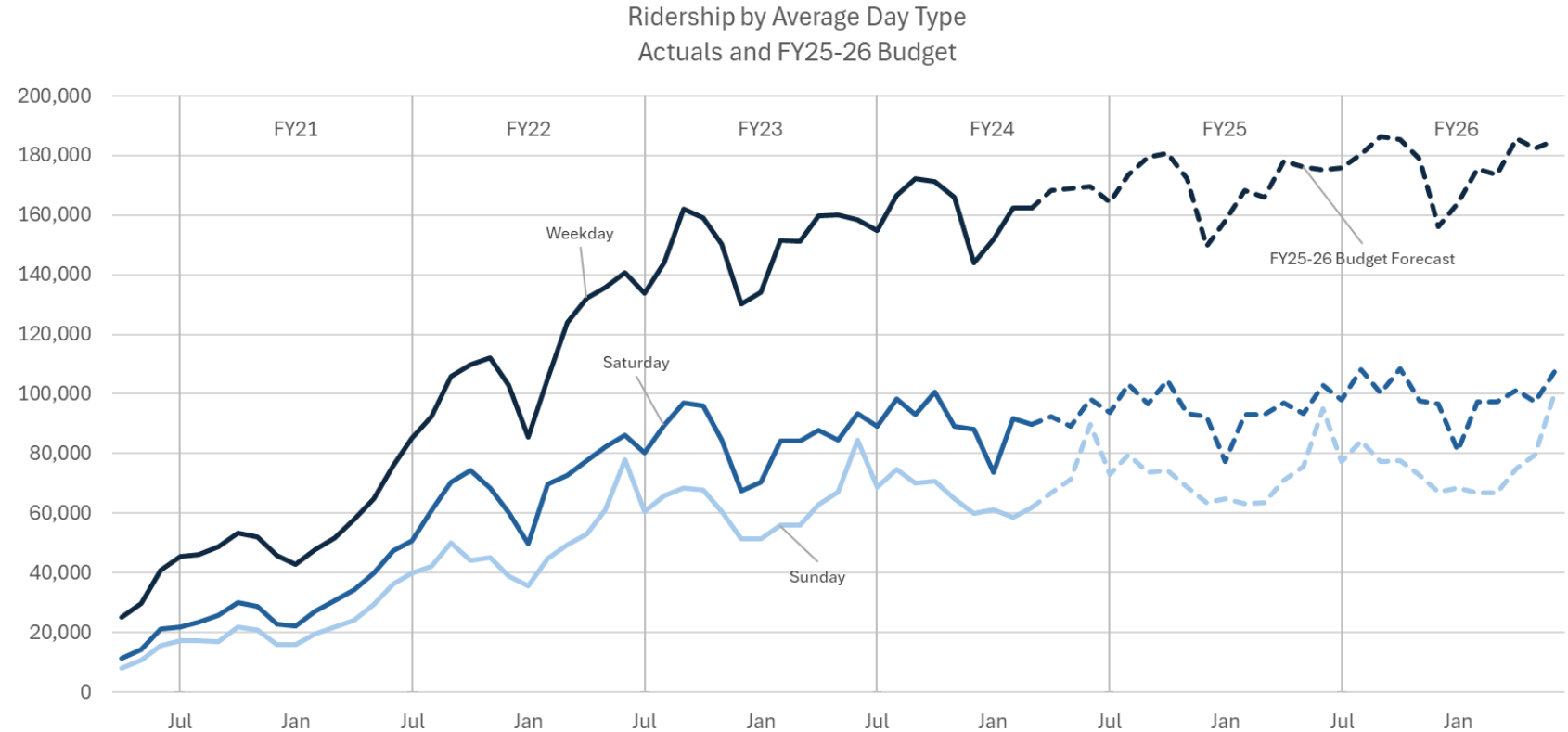
Scope	Procure and install 41 escalators
Benefits	Increased reliability with shorter downtime, more energy efficient, tougher but lighter design



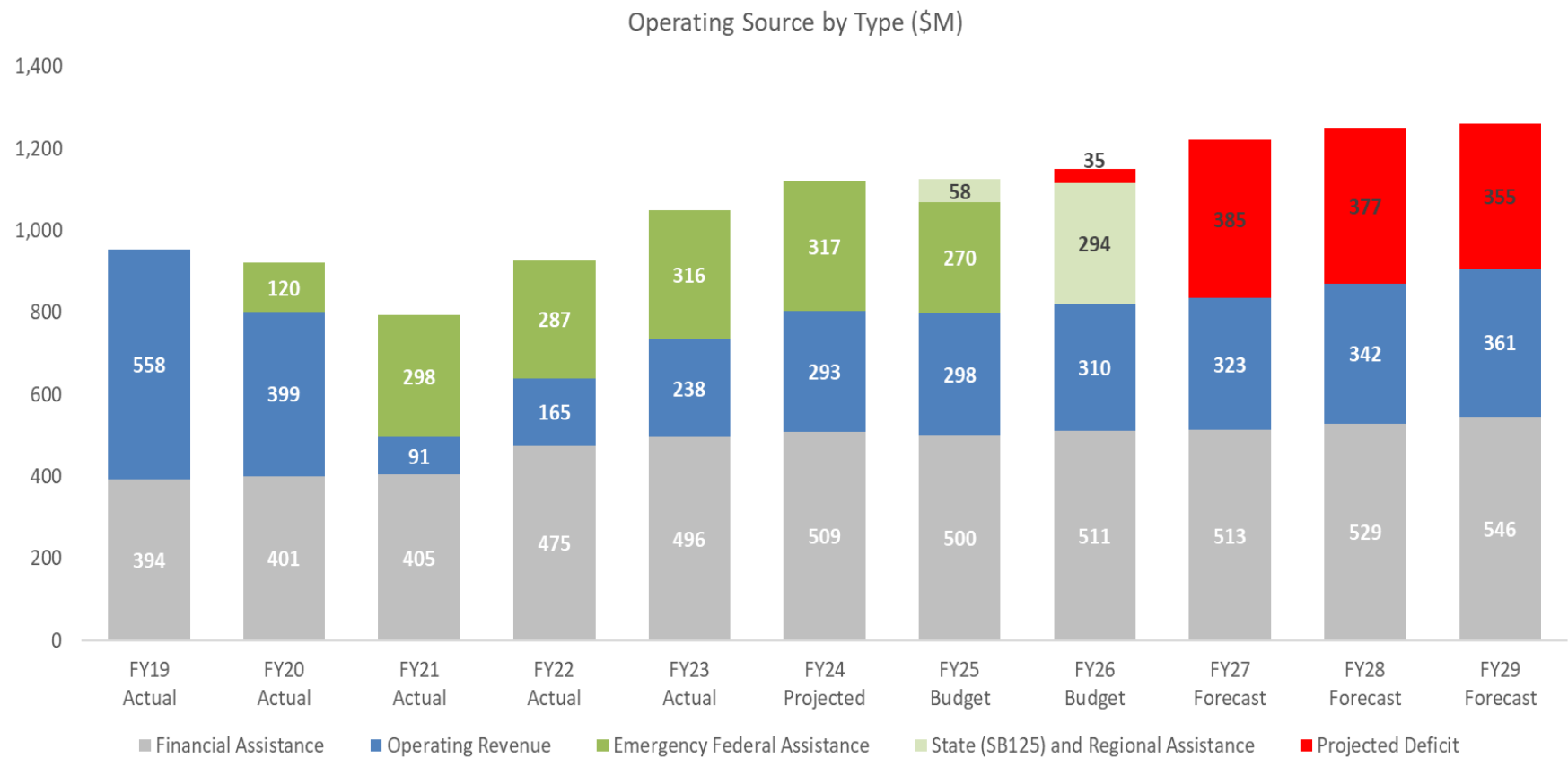
BART's Operating Outlook

Updated BART Ridership Outlook

- Ridership growth is stabilizing
- Return-to-office growth largely flattened; no longer a major driver in ridership growth
- Mode shift to transit and non-work trips are modest drivers of growth
- Special events continue to draw large crowds
- FY26 Forecast (% of 2019):
 - Weekdays: 43%
 - Saturdays: 61%
 - Sundays: 65%



BART Operating Outlook

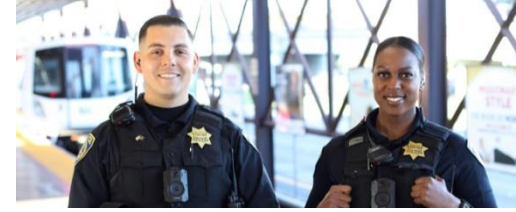


- Pre-pandemic, BART covered 60-70% of expenses with passenger revenues
- Pandemic loss of ridership made this funding model unsustainable
- Federal, SB 125, and regional funds extend runway to FY26
- Thereafter, additional stable operating funds are needed



Efforts to Increase Ridership

- Improving rider safety & security
 - New, more secure faregates system-wide
 - Ambassadors and Crisis Intervention Specialists connect people with support services
 - Increased police presence by more than doubling sworn officers on trains in SF/core service area
 - Managers Riding Trains amplifying presence in the system
- Aligning service with rider demand
 - Increased weekend and evening service, shortening least crowded trains; \$9M annual savings
 - Train delays down, passenger on time up, eliminated missed runs
- Safe & Clean Action Plan
 - Doubled the rate of deep cleaning train cars and added more station scrub crews
 - Staffing restrooms and elevators at our busiest stations
- Reinvesting in the system
 - All new cars systemwide
 - New infrastructure rolling out systemwide – cars, rail, escalators, elevators, and more
- Investing in Regional Coordination
 - Co-leading fare integration with MTC: Clipper BayPass; regional transfer policy; Clipper START
 - Weekly GM meetings on rider experience & funding



Facing a Fiscal Cliff

- BART's focus – enhancing safety, increasing ridership, growing revenues, decreasing expenses
- However, forecast shortfalls (\$300M - \$400M annually) are too big for BART to cover alone
- If a stable source of funding is not secured, BART service options under consideration include:
 - 60-minute train frequencies
 - 9pm system closure
 - Station closures
 - Eliminate line(s) of service
 - No weekend service
- Even these cuts would not fully close the gap and would result in further loss of ridership & fare revenue
- **Ultimately, this could mean no BART service for the region with negative consequences across all counties and all transit agencies**
 - Increased traffic congestion
 - Negative impact on state climate goals
 - Reduced access to employment and housing
 - Disproportionate impacts on priority populations
 - Reduced economic activity across the region



Thank you.

