



The Future Has Arrived and is Creating Jobs Across America

BART's Fleet of the Future is rolling. The first train of 10 new cars began carrying passengers on January 19, 2018. It signaled a brighter future for BART riders.

BART's state-of-the-art pilot cars underwent rigorous testing, which included over 75,000 miles of test runs, almost 3,000 modifications, and 20,000 training hours from BART train operators and technicians. BART riders can now enjoy a quieter and more comfortable ride. With 775 new train cars on order, our fleet will grow and help relieve crowding during peak commute hours.

An investment of \$1 billion in public transportation supports and creates 50,000 jobs.*

The \$2.5 billion contract with Bombardier is BART's largest capital project to date and will support thousands of manufacturing jobs in California and across the country. Companies in the United States will be supplying many of the materials and parts used in the train cars, including the propulsion system, brakes, raw aluminum used for the body, and much of the electrical wiring. Final assembly of the new train cars is underway at Bombardier's manufacturing plant in Plattsburgh, New York. Locally, jobs have been and will be created to support the design, commissioning, warranty and other activities associated with the project.



BART cars are creating manufacturing jobs across the U.S.

Over the next year, production will ramp up to a rate of 16-20 new cars per month. The balance of new train cars is scheduled to be delivered before the end of 2022.



**Source: American Public Transportation Association 2016 Public Transportation Fact Book.*

BART Seeking Full Funding Grant Agreement in 2019 for Transbay Corridor Core Capacity Project

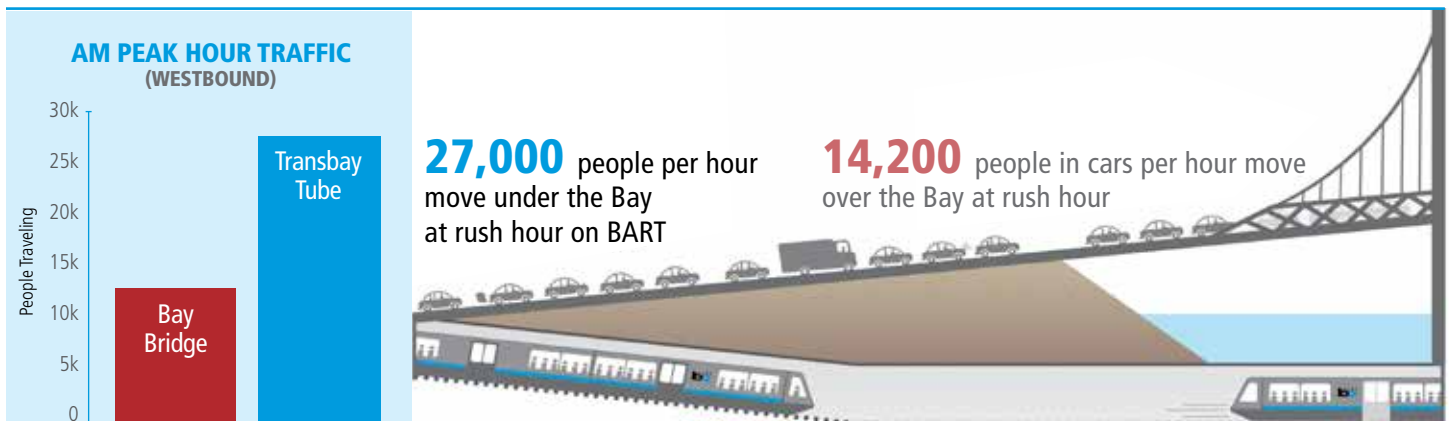
The Transbay Corridor Core Capacity Project is a comprehensive and coordinated package of investments that will increase BART's capacity in the overcrowded corridor between San Francisco and Oakland. The program will allow the number of trains operating through the Transbay Tube to increase from 23 to 30 per hour, and peak hour train lengths to be increased from an average of 8.9 cars to 10. Thus, maximizing throughput capacity in the most heavily used and most congested travel corridor in the San Francisco Bay Area.

BART's project consists of four elements that are all required to deliver increased capacity:

- Expansion of the rail car fleet by 306 new cars
- Implementation of a communication-based train control system
- Additional rail vehicle storage at the Hayward Maintenance Complex
- Construction of five additional traction power substations

BART completed the requirements for the Project Development stage of FTA's Capital Investment Grant (CIG) Program in 2017 and anticipate entering the Engineering stage in Spring 2018. During this phase, BART

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Now is the Time to Rebuild America's Infrastructure

The need to rejuvenate our nation's transportation infrastructure is real. Highways and roads are congested, transit systems are stretched past their limits, and some of our transportation infrastructure is crumbling and unsafe. This reality has made it more difficult for businesses to compete, caused workers and families to spend more time stuck in traffic each day, and placed America at a disadvantage in a global economy.

Earlier this year, the President released his infrastructure proposal, including \$200 billion in direct federal spending. It is clear, however, the President is relying on robust and long-term funding commitments at the state and local level. I am proud to share that in the Bay Area we have a strong history of "self-help" and future plans to continue with local initiatives to fund our major transportation needs.

In November 2016, more than 70 percent of Bay Area voters said they wanted a better BART system and were willing to help pay for it. Measure RR will bring \$3.5 billion to BART to update our 1960s train-control system, renew existing stations, and replace more than 90 miles of original track. I am pleased to share in this Report to Congress the progress BART has made to rebuild and planned work in FY19.

Governor Jerry Brown and the California Legislature also stepped up last year with significant transportation investments through the Road Repair and Accountability Act (RRAA). The RRAA will provide over \$50 billion in new transportation funding over the next decade to repair highways, bridges and local roads, to make strategic investment in the state's congested corridors, and improve public transit service. Over \$750 million will be available annually for transit programs, and BART has already begun to apply for these state grants to leverage current and future federal dollars.

In the Bay Area, we are doing our part to address critical deficiencies in the local infrastructure and the backlog of state of good repair needs after years of underfunding. I am hopeful that in the coming months, the President and Congress will work on a bipartisan package that will improve our surface transportation infrastructure and keep our economy competitive in the global arena.

Together, I believe we can move beyond the status quo and transform our country's infrastructure system.

Joe Crunician
BART General Manager

2018 Federal Advocacy Goals

1. Advocate for Congress to appropriate transit funding consistent with amounts authorized in the FAST Act
2. Secure a \$50 million FY19 budget appropriation and Full Funding Grant Agreement for BART's Transbay Corridor Core Capacity Project
3. Engage in advocacy efforts to advance a Federal Infrastructure Initiative with a specific focus on new funding for transit
4. Advocate for continued funding to support public transit security programs
5. Support legislative efforts to ensure solvency of the Highway Trust Fund
6. Continue to promote federal funding for apprenticeship and workforce development programs

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will be completing engineering and design to develop a firm and reliable cost, scope and schedule for the project as well as obtaining all non-CIG funding commitments.

The total cost for all four project elements is approximately \$3.5 billion; \$2.7 billion of that amount qualifies under FTA CIG guidelines. Nearly \$700 million is already committed to the program, including \$448 million from BART's Measure RR. Additional funding is being sought from state grant programs and a bridge toll measure, which will go to Bay Area voters in June 2018.

BART is seeking \$1.25 billion in federal CIG funds for the project and \$50 million in the President's FY19 budget.

Significant Regional Benefits:

- Relieve Crowding – Based on federal standards, BART's transbay trains are overcrowded during peak hours. Implementation of this program will increase the number of trains operating through the Transbay Tube from 23 to 30 per hour and lengthen peak hour trains from an average of 8.9 cars to 10.
- Increased Reliability – 15-25% of BART delays are due to the aging train control system. The program will replace the existing system with a state-of-the-art system that will reduce those delays.
- Congestion Relief – With greater capacity and higher reliability, more commuters will choose to take BART – reducing vehicle miles traveled (VMT) in the region. Fewer VMT, means fewer GHG and better air quality.



BART ridership has been increasing and exceeds capacity today.

Measure RR Update – and a Look Ahead

BART is rolling up its sleeves to tackle major reinvestment projects to make the system safer and more reliable thanks to the \$3.5 billion Measure RR bond passed by voters. This past year we have:

- Completed a major section of track repair and upgrades in downtown Oakland.
- Established a Bond Oversight Committee charged with verifying that BART spends bond revenues as promised.
- Issued \$300 million in bonds certified as climate friendly “Green Bonds.”
- Awarded six General Engineering Service contracts totaling \$150 million.
- Conducted extensive outreach with the small business community about upcoming RR opportunities.

Much more work lies ahead. Measure RR funded projects planned through FY19 include:

- Trackway replacement: Replace 10 miles of worn rail and trackway components in Oakland, Pleasant Hill and Concord to make the ride quieter, safer and more reliable.
- Earthquake Safety: Continue retrofitting the Transbay Tube and replace the cross-passage doors for use in an emergency evacuation, advance preliminary engineering for seismic upgrades between Lake Merritt and Coliseum Stations
- San Francisco Escalators: Begin replacement of the worst performing escalators in downtown San Francisco and build canopies to cover the street units to prevent damage from the elements.
- Hayward Maintenance Complex: Begin Phase 2 expansion of the Hayward maintenance facility, which will house the Fleet of the Future train cars.
- Power Upgrades: Replace trackside power cables, begin work on new traction power substations located at the Oakland end of the Transbay Tube, San Leandro, Walnut Creek, and Civic Center. These improvements are critical to powering our train cars and providing the capability to run more frequent service during the commute.
- Second Crossing: Begin initial studies and project advancement planning for a second Transbay Tube.

We’re rebuilding and reinvesting, with projects spanning every part of the region.



Workers conduct track repair and upgrades in downtown Oakland.



New Approaches to Tackling Crime: Ensuring Safety and Security

Under the leadership of a new Chief of Police, Carlos Rojas, the BART Police Department has implemented new strategies to ensure a safe and secure system.

In 2017, BART mounted an aggressive campaign to recruit more officers to help increase police presence on the system. A record 16 positions were filled this past year and recruitment efforts continue. New officers will ride the train and help maintain a safe environment by enforcing laws against vandalism, littering, fare evasion, and open drug use.

New security cameras in every train car will also bolster BART’s existing security infrastructure. The camera installation process was completed in July 2017 and the cameras and digital recording devices provide high quality images from onboard the trains. This technology will be an effective tool in preventing crimes on BART and solving crimes that do occur by helping investigators identify suspects.

In September of 2017, the Department of Homeland Security awarded BART \$8.7 million in Transit Security Grant Program (TSGP) funding. The award will go toward projects protecting the Transbay Tube and BART’s Critical Asset Patrol (CAP) Teams. The CAP teams consist of high-visibility, uniformed officers assigned to protect the Critical Asset Corridor, the passageway linking San Francisco and Oakland containing both critical infrastructure and high volumes of passenger traffic. The CAP Team further enhances BART’s immediate response to any threat or act of terrorism by responding to suspicious and unusual behaviors within the corridor.

BART received the highest TSGP award amount in California and is extraordinarily grateful to the California congressional delegation, especially Leader Nancy Pelosi and Congressman Eric Swalwell, and to the Department of Homeland Security, for continuously supporting security projects at BART.

2017 Highlights



Warm Springs/ South Fremont Station Opens

In March 2017, BART opened the new Warm Springs/South Fremont Station. The project was \$100 million under budget and serves as the linchpin of the City of Fremont’s plans to expand its Innovation District, a hub for green and other cutting-edge technology jobs. The station opening also marked a major milestone in the Bay Area’s collective effort to extend BART to Silicon Valley.

BART Commits to Future Powered by Clean Renewable Energy

Last December, the BART Board of Directors approved two 20-year renewable energy power purchase agreements, which will ensure the District gets a majority of its electricity from clean, renewable and competitively-priced sources. The share of BART’s electricity supply that comes from clean renewable sources will rise from 4% today to 90% by 2021, when the wind and solar energy projects begin delivery. The agreements demonstrate BART’s commitment to being a climate-forward transportation agency and build on a Wholesale Electricity Portfolio Policy that calls on BART to get 100% of its electricity from renewable sources by 2045.

Youth Discount Extended to Age 18

Youth can now ride BART at half the cost of the adult fare. BART’s Board of Directors voted to expand the agency’s youth discount program to provide a 50% discount to children age five to 18 starting in January 2018. Previously, a discount was available only through age 12. BART hopes the discount will encourage more teens to make public transit their first choice when traveling around the Bay Area for school, work, or leisure.

Transit-Oriented, Affordable Housing Development opens at San Leandro BART Station

Located on a former BART parking lot adjacent to the San Leandro BART Station, the Marea Alta Family apartments were completed in 2017 and include 115 affordable rental units.



BART has 13 completed and under construction TOD projects, and 7 approved projects in the pipeline. BART aims to play a lead role in alleviating the Bay Area’s housing affordability crisis, by producing 7,000 affordable housing units on BART property by 2040.

Training Program Readies Participants for Technical Careers

BART is pleased to announce that 77 students have graduated from the District’s first ever Transit Career Ladders Training (TCLT) Program. Each student completed an 18-month technical training program at one of five local community colleges and obtained certificates in the electrical or electronics field.

The program was funded in part by a \$750,000 grant from the Department of Transportation. BART is now looking to provide successful candidates with on-the-job training opportunities to ready individuals for work as BART Electricians and Electronic Technicians.



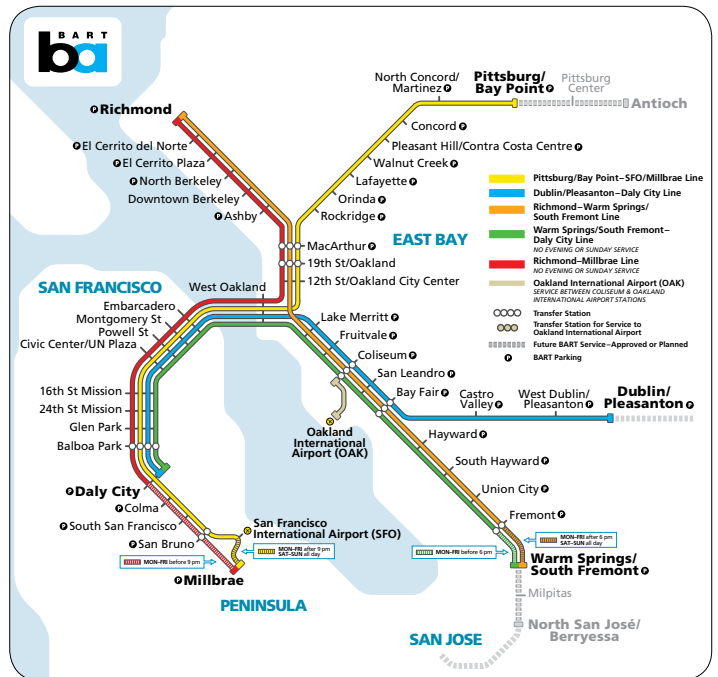
Coming Soon to BART!

BART to Antioch Extension

Passenger service on the BART to Antioch Extension Project is projected to start in May 2018. Ten miles of freshly laid track between the existing Pittsburg/Bay Point BART Station and the City of Antioch will link two new stations located in the median of State Route Highway 4. Sleek new clean-diesel trains will operate on separate, standard gauge tracks and move an estimated 2,400 people per hour during peak commute. The \$525 million extension project was 60% less expensive than conventional BART, providing a cost-effective way to bring BART service to Antioch and the rest of east Contra Costa County.

BART Silicon Valley Project

After five years of construction and \$2.3 billion dollars in investment, Phase I of VTA’s BART Silicon Valley Extension is expected to begin service in 2019. The 10-mile extension starts at the current Warm Springs/South Fremont BART Station, proceeds through Milpitas and ends in the Berryessa area of north San Jose. The two new stations will feature parking structures, bus transit centers, bicycle and pedestrian connections, and easy, convenient access to the BART system and VTA transit.



BART San Francisco Bay Area Rapid Transit District Board of Directors: District #1—Debora Allen • District #2—Joel Keller
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