

The continued uncertainty of transit funding will pose great challenges for BART and other major transit systems – especially in American metropolitan areas in need of significant re-investment and job creation. BART offers the following goals for priority consideration by federal representatives and officials for 2011:

Reauthorization

- BART continues to support the APTA request for an increase in overall transit funding to \$123 billion in the next Surface Transportation Authorization Act.
- After 40 years of service, BART train cars must be replaced at a cost representing BART's biggest capital project ever. BART seeks support from the Bay Area Delegation for this critical regional project with \$300 Million in additional federal funding over 6 years.
- As one of the transit systems from the major metropolitan area participating in the 2009 FTA report "State of Good Repair" (SOGR), BART supports funding to address SOGR backlog and rolling stock replacement needs going forward.
- If new federal safety standards are included in reauthorization legislation, adequate federal funding should accompany any new regulation.
- The current 7-tier funding formula distribution for "Fixed Guideway" systems and should be replaced with a simpler 2-tier approach that splits funding between existing large metropolitan areas and newer systems while holding current recipients harmless.
- Congress should consider additional creative federal financing options for transit – possibly through an enhanced Transportation Infrastructure Finance and Innovation Act (TIFIA) or a new Infrastructure Bank proposal. Any new loan possibilities should not, however, substitute for grant awards.

Job Creation

- BART supports the President's proposal to jumpstart \$50 billion into infrastructure jobs. This amount could move important transit projects which ignite job growth in economically depressed areas.

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Earthquake Safety Program which is retrofitting the core system, the eBART extension, the new West Dublin/Pleasanton Station, and the Oakland Airport Connector which begins construction this year. These projects will generate thousands of direct, indirect and induced jobs over the next 20 years.

- BART is reaching out to minority and women business owners in creative ways to better provide an equal chance to compete for the millions of dollars provided through BART contracts.

Helping Create American Jobs

In all capital projects, BART complies with Buy America guidelines. With rolling stock, BART must require that 60% of the procurement cost of all components and sub-components be produced in this country. In addition, assembly of the vehicles must be in the U.S.

The absence of American-based manufacturers has resulted in transit and other public agencies having little choice but to buy train cars and other products from companies headquartered overseas. The BART Board supports congressional goals to "Make It In America."

Livability

- BART supports policies that encourage and support pedestrian and bicycle access to public transportation. This includes urban design that encourages Transit Oriented Development (TOD) and the complete streets concept that seeks to improve community livability, environmental quality and economic health.

Environmental/Energy

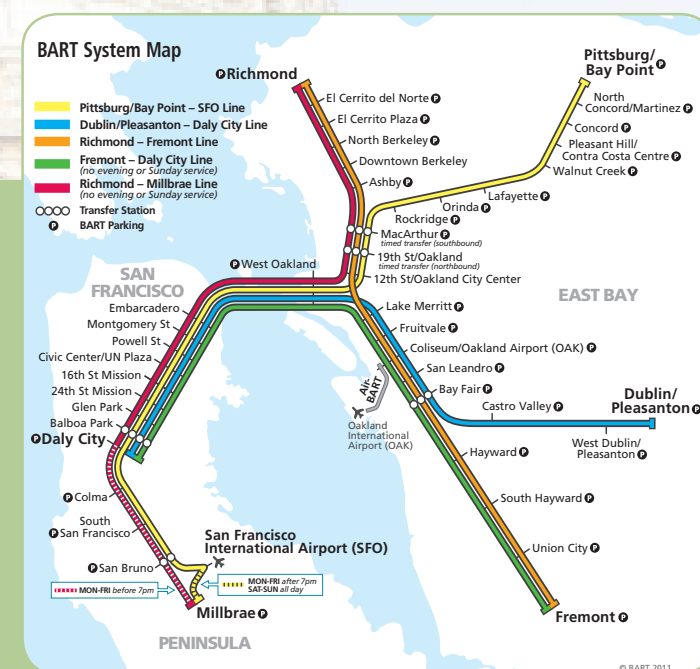
- BART will remain an active advocate – in the state, and through APTA at the federal level – of transit as a response to limiting greenhouse gas emissions. While the forecast for federal action to address this issue remains uncertain, BART supports efforts to distribute new revenue generated from appropriate legislation to "green" transportation investments.

Incentives for Transit

- As transit coffers continue to dwindle with declining state and federal funding, legislation should create additional incentives to ride transit like the \$230 monthly pre-tax commute limit for transit extended in 2010.

Transit Security

- Providing adequate federal funds to improve passenger rail security remains a challenge for transit agencies. Now, ten years after 9/11, Congress should fully appropriate the \$1.1 billion level of funding authorized in the law implementing the transit security recommendations of the 9/11 Commission for transit security grants.



 San Francisco Bay Area Rapid Transit District
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www.bart.gov

BART Train Cars – A Good Investment for the Bay Area Then (1972). A Good Investment Now!

BART's train cars have carried more than 2.5 billion riders around the Bay Area since 1972. Sleek and silver, fantastic and futuristic when they were first introduced, those workhorse train cars are still running, but nearing the end of their useful lives.

A new generation of train cars – The Fleet of the Future – will replace them.

For nearly 40 years, the BART train cars have remained a good investment for business, residents, the environment and our Bay Area lifestyle. Replacing nearly 700 new train cars represents BART's largest capital project ever. It will take nearly 14 years to build, deliver and have all the cars serving riders.

Because reliability concerns increase with vehicle age, and new ridership demands will push BART to even greater passenger levels in the years to come, the Metropolitan Transportation Commission (MTC) has ranked the \$3.4 billion project as a top priority for its Regional Transportation Plan (RTP).

BART will follow Buy America guidelines to require the use and procurement of the maximum amount of American produced products – and support efforts that would assist greater American made goals, where appropriate.

Throughout 2011, BART will be seeking important public input to make sure our riders have the train cars that meet their needs for comfort, capacity, passenger information and energy efficiency. BART must also reach out to a broad base of allies to assist in securing much needed and scarce funding for the new BART train cars. The MTC has helped identify the first billion dollars of funding (Phase I) to replace the first 200 cars, but BART will need creative local, state and federal funding to replace the remaining train cars and invest in the Bay Area's economy. A new generation of BART train cars – The Fleet of the Future – is needed for a new generation of BART riders.

The public can go to: www.bart.gov/cars to register their comments and review new car options.



Transit Makes Jobs – and American Jobs make Sense



Over the past two years, BART and other transit agencies across the nation used important stimulus (ARRA) funds for shovel ready projects to create thousands of jobs that helped prevent a worsening recession. And while job creation remains the emphasis

Additionally, for every \$1 invested in public transit, an average of \$4 is generated in economic returns. Another analysis from 2010 indicates that stimulus spending on public transportation produces more jobs, faster, than funding spent on highways.

Any movement toward jumpstarting the \$50 billion for transportation infrastructure requested by the President – or passage of a multi-year Surface Transportation Reauthorization bill – will further assist job creation. In the Bay Area, besides helping to get people to their jobs, BART remains an important job creator by:

- Investing billions of dollars into the local and national economies through capital projects like the new Warm Springs Extension,

of the new Congress, it appears likely that "stimulus" funding will probably not be the driving force of any such efforts.

It is important to remember that transit is ready to move with critical infrastructure projects that create jobs. With every \$1 billion invested in public transportation, 36,000 jobs are supported and created, according to the American Public Transportation Association (APTA).

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Federal Partnerships are still Critical for BART

Dear Bay Area Delegation,

BART's **2011 Report to Congress** lists accomplishments and events from 2010, and our federal goals for the year going forward. It also highlights BART's efforts to comply with important federal regulations. BART's continuing ability to serve Bay Area riders must depend on a strong federal partnership.

As the 112th Congress considers its priorities, some public transit enthusiasts fear there could be a rollback of the level of support transit has received. The financial breakdown in 2008 – which some have called the worst economic recession since the Great Depression – continues to threaten funding stability of many public services.

BART recently participated in a General Accounting Office (GAO) survey which concluded that while federal support for transportation remained static, transit service demand has increasingly been financed by state and local funding sources. Most transit agencies in California have not been so lucky. Ongoing state fiscal crises over several years have taken billions in dedicated transit funds to compensate for General Fund deficits. And the public is growing increasingly weary of requests for local tax authority.

Amidst all these changes, we remain hopeful. Support for transportation infrastructure funding has always been bipartisan – providing economic and environmental benefits throughout the country. We are also optimistic because our new system extensions and projects promote community livability and job creation.

For BART to continue to deliver the long-term economic and environmental benefits upon which our region depends, Congress must pass long term reauthorization of the Surface Transportation legislation. We pledge to work at all levels of government to guarantee a State of Good Repair of our nearly forty-year old system, including the replacement of our aging rolling stock, the oldest operating passenger rail fleet in the nation.

We look forward to working with you in 2011 on this and other critical and worthy goals to keep the Bay Area moving forward.

Sincerely,



Bob Franklin
Board President
District #3 Alameda/Contra Costa Counties



2011 BART Board of Directors (Left to Right):
Tom Radulovich, James Fang, Joel Keller, John McPartland (Vice-President), Lynette Sweet, Bob Franklin (President), Gail Murray, Thomas Blalock, Robert Raburn

It Happened in 2010...

A Giant win for the Giants – A Giant Ridership for BART

BART carried the most riders of any day in its 38-year history on November 3 – 522,200 – many of them going to cheer the San Francisco Giants in a World Series victory parade. The highest previous single day of BART ridership was Oct. 29, 2009, during an emergency closure of the Bay Bridge, with 442,100 riders.



Giants fans on BART
Photo by Margot Duane



Live streaming of BART Board

The public now has unprecedented access to BART Board of Directors public meetings because they are streamed live and archived for citizen viewing at www.bart.gov/board. "This represents a real breakthrough in transparency and accountability for BART governance," said BART President Bob Franklin who moved the concept to reality.

ClipperSM Card Arrives

The Clipper card became available for BART fare payment and made Bay Area transit travel on AC Transit, SFMTA (Muni), Golden Gate Transit and Caltrain more seamless. Passengers can now add value to the card online, at ticket booths (in stations) and at retailers. In addition, BART reached out to the Bay Area's Chinese community with a Clipper Card called "Lu Lu Tong" which means "The Go Everywhere Card."



New BART Police Chief Selected

After a five month selection process the BART General Manager selected Kenton Rainey as its new police chief in July, 2010. He is the former Chief of Police for the City of Fairfield, CA. Chief Rainey's priorities include increasing officer visibility in trains and stations and building trust with the community. State legislation was also passed in 2010 which authorizes BART to appoint an independent police auditor to review specific BART police actions, and to appoint an 11 member citizen oversight board to assist the auditor.

New Mega Bike Station in Berkeley

A new and improved bike station for BART riders opened to replace a small cage in downtown Berkeley. The new bike center has moved above ground to a storefront location just steps from the BART entrance at Allston Way and Shattuck Avenue, and will accommodate more bikes, offering full-service bike repairs.



Art on Station Walls

New artwork in BART by Bay Area artist Josh Ellison showed fantastic, surreal transit trips that inspired a sense of wonder in BART riders of all ages. The series of three, called "First Ride," is the latest in BART's Poster Art Program, which aims to enhance the physical environment of BART stations and celebrate the wealth of artistic talent in the region. Posters appeared as artwork in various BART stations without any slogans or messaging.

...and Progress on New Projects

Even in difficult economic times BART moved forward in 2010 on three important projects that will enhance local communities, connect the region to a second international airport, and improve regional transit for the entire Bay Area for generations to come.

TOD at Pleasant Hill/Contra Costa Centre Station

More than a name change occurred at the BART Pleasant Hill Station last year. Along with the addition of "Contra Costa Centre" on station signs and maps, a new transit village was unveiled in October – for people to live, shop, commute and play. The project is a public private partnership in conjunction with AvalonBay Communities Inc. and Millenium Partners. The first phase includes 422 residential apartments (of which 20% are affordable housing units) with 35,000 square feet of local retail space. Future phases within the transit village will include areas dedicated to civic use, a business conference center and office space.



Groundbreaking for the Oakland Airport Connector



Construction of this \$484 million legacy train-to-plane connection project will create between 2,500 and 5,000 direct, indirect and induced jobs during the three and a half year construction phase. Up and running by 2014, OAC will be a 100% electric train-to-plane connection between BART's Coliseum Station and the Oakland Airport with frequent, fast and reliable service for travelers.

eBART to extend Service to Antioch

Last October, shovels went into the ground to kick off the construction of an innovative transit technology expected to carry as many people as an additional lane of Highway 4 in Contra Costa County when it begins service in 2015. The \$462 million eBART extension will use Diesel Multiple Unit (DMU) technology and be 60% less expensive than conventional BART. eBART (which stands for Eastern Contra Costa BART) will make a significant contribution to relieving the freeway congestion in east Contra Costa County, allowing residents to board a train in Antioch and be at the Pittsburg/Bay Point BART Station in 10 minutes.



FTA Approves BART Title VI Results

On March 5, 2010, BART completed a corrective action plan to address deficiencies cited by the Federal Transit Administration (FTA) during a compliance review of the Federal Civil Rights Title VI program. Since March 15, 2010, BART addressed each of the deficiencies and in January, 2011 the District received notice from the FTA that it had successfully closed out all deficiencies and is now in compliance.

The FTA commended BART on its achievements and said it considers its Title VI work to be a model for the industry.

Through its work with community-based organizations, public advocacy groups, elected officials and the general public, BART has implemented major Title VI program requirements including the:

- Development of a public participation plan which is inclusive of minority, low-income and limited English proficient populations;
- Development of a Language Assistance Plan which includes comprehensive training for all BART front line staff, language translation guidelines, identified "vital" documents for translation and developed comprehensive language assistance measures;
- Assessment of previous fare increases and major service changes to determine impacts on minority and low-income populations;
- Development of service monitoring standards to ensure that all District services are provided equally to low-income, minority and limited English proficient populations.

