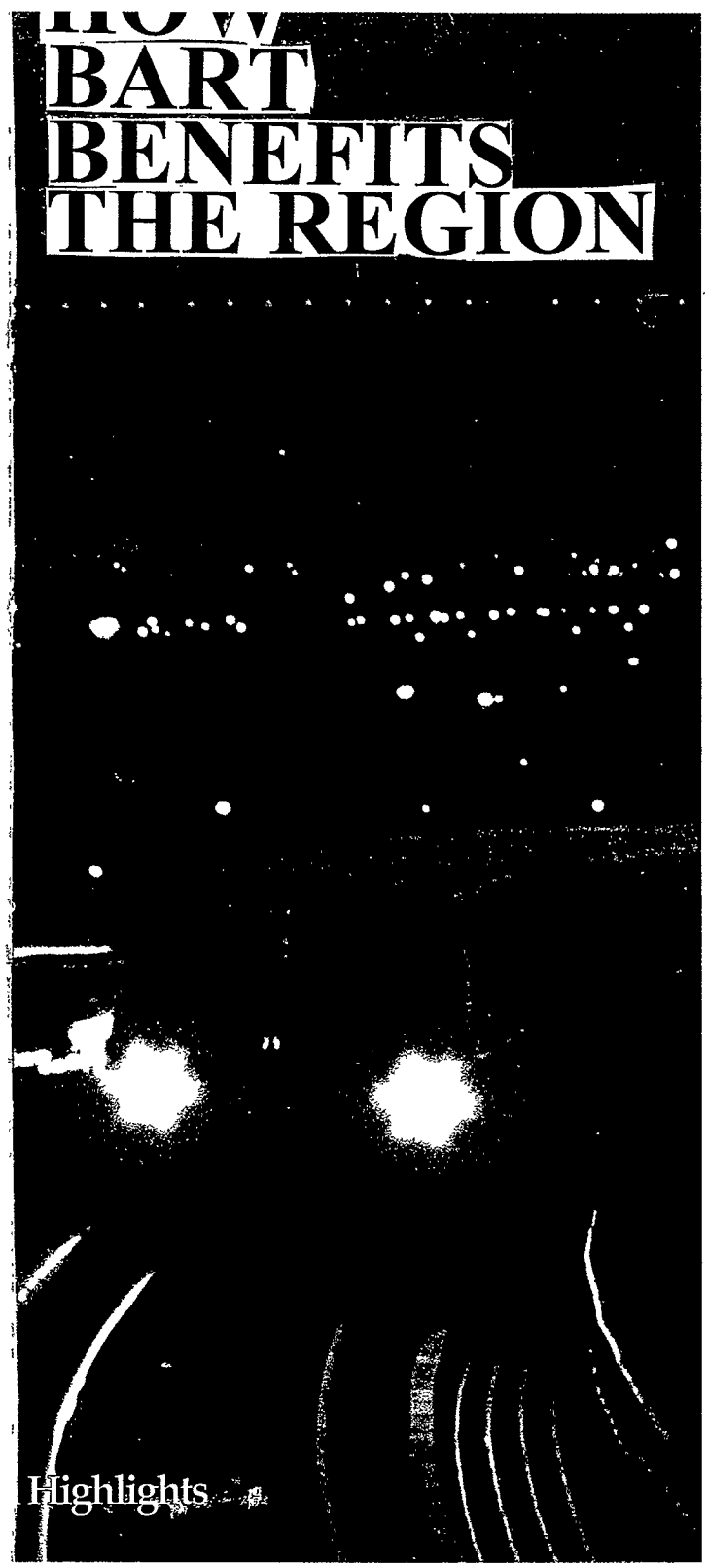


# HOW BART BENEFITS THE REGION

Frank - 9/22/09



Highlights

## **INTRODUCTION:**

### **BART Benefits and Contributions**

According to a study done by CBRE /Sedway Group Consulting Inc. of San Francisco, which BART commissioned, the system today is an integral part of the fabric and quality of life we enjoy in this region. BART's numerous demonstrated contributions to the region make its sustainability an imperative. Some of these benefits include: supporting business growth, increasing the value of homes with close proximity or easy access to BART, contributing to air quality, and increased mobility to name a few.

As BART enters its 33<sup>rd</sup> year of service to the region it faces several major challenges, now and in the years ahead. Among the challenges, as well as opportunities, are: preparing for long term growth, system expansion in critical corridors to meet public demand for more service, applying new frontiers in technology to increase passenger capacity, and an immediate top priority, BART's Earthquake Safety Program.

It is expected that a major earthquake will hit the Bay Area within the next 30 years. In order to avoid a lengthy shut-down in such an eventuality, BART must carry out its critical Earthquake Safety Program, which will entail a major retrofit to the system. The Bay Area simply cannot afford to be without BART for an extended period of time.

### **Potential Impacts**

Briefly, some of the impacts of a lengthy BART shutdown would include turning Highway 24 in Contra Costa County into a virtual parking lot, as well as the 880 and 580 corridors, stretching peak travel time into hours. The economy in general would suffer, not to mention mobility for those who have few, or no other means of transportation.

The following highlights the key findings of the CBRE/Sedway report which we hope you will find informative and useful.

Thomas R. Margro

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## **How BART Benefits The Bay Area Region**

**The following represents  
a summary of key findings  
from the CBRE/Sedway  
Group Consulting Inc.  
Study, coupled with BART  
facts.**

### **Mobility:**

#### **Ridership**

BART today serves on average approximately 315,000 passenger trips each weekday, or about 91 million trips annually. BART passengers travel over 1.15 billion miles annually on the system. Since first opening for service BART has carried almost two billion people about 25 billion passenger miles.

**Commuting – Linking people and Jobs** - BART facilitates easier commutes for Bay Area residents, both daily users and non users alike by offering balanced transportation along key area corridors. BART's **transbay** service between the East Bay and San Francisco is the lynchpin of the BART system serving over 150,000 trips across the bay each weekday. During peak periods BART carries over 50 percent of the traffic in the transbay corridor in the peak direction, the equivalent of one deck of the Bay Bridge.

#### **Growth From 1970**

Growth in the number of workers

commuting to downtown San Francisco from Alameda and Contra Costa Counties increased by 218 percent since 1970, compared with 14 percent growth from within San Francisco. While commuters use more than one mode of travel, the report found that BART has been a major contributor to this growth, thus building a strong local economic base. For example, from 1970 to 2000 113,000 office jobs were added to downtown San Francisco and 16,400 to

downtown Oakland.

**Personal Cost Savings** – Daily users of BART can reap significant personal cost savings of up to \$5,500 per year, as compared to making the same trip by private automobile, not including tolls and parking. BART's presence also translates into time savings for both users and non-users. Without BART, commute trips along Highway 24, 880, and 580 could increase by an hour or more. Thus the combined am and pm commute periods could extend up to six hours. Thus, BART, whether one uses the system or not, translates into more precious time with family, more time for reading, for leisure, and for higher productivity in general.

**Regional Accessibility** – BART today stretches 104 miles with 43 stations serving 23 communities. The system, which is fully accessible

for the disabled, serves as an important regional link for multi-purpose trips by seniors and disabled persons who make about seven million trips per year. BART also accommodates bicyclists. Today the system also makes available 45,000 parking spaces, including reserved and long term parking for customers using BART to the airport.

**Access to Shopping, Entertainment, Cultural Events, and Sports Venues –** BART provides direct access to a myriad of shopping centers (over 3000 retail outlets on both sides of the bay) such as Bay Fair Mall in San Leandro, downtown Oakland, downtown San Francisco where, among the many retail outlets, will be the second largest Bloomingdale's in the United States.

**Cultural and Special Events –** Over 20 major cultural and special events such as Carnival, Chinese New year celebration and, Gay Pride parade, the Alameda County Fair, and Bay to Breakers are just a few of the venues served directly and indirectly by BART.

**Arts –** Also served by BART are: the San Francisco Opera, San Francisco Ballet, San Francisco Museum of Modern Art, Yerba Buena Center, Metreon, the San Francisco theatre district, the famous Paramount theater in Oakland, and the Berkeley Repertory theatre to name a few cultural destinations that are well served by the system.

**Sports Events** – BART provides direct service to the Oakland Coliseum home of the Oakland A's and Raiders, and indirect service to SBC Park, home of the San Francisco Giants. About 730,000 trips are taken by fans on BART to and from the Oakland Coliseum for the A's each season. BART trains also carry tens of thousands of fans each season to the Giants at SBC park in San Francisco as well.

**Air Quality** - According to Bay Area Air Quality Management District, has estimated that usage of BART saves the Bay Area 27 tons of harmful emissions each day. Additionally, the reduced emissions helps enable the region to meet federal standards and avoid the loss of federal funds.

**Positive Impact on Environment**  
– **Quality of Life**

As a regional planning tool BART serves to help maintain open space and curtail urban sprawl. Transit oriented development also helps to reduce auto trips. Once in place, as it has been for more than three decades, BART can expand its capacity within a narrow corridor by adding cars to existing trains or more trains with no impact on the Bay Area topography. The system can also achieve an economy of scale with strong mid-day and evening use.

## **BART Enhances Regional Competitiveness**

As a strong public transportation resource, BART enhances the Bay Area's ability to compete with other regions in the state and across the country for corporate and retail business location. Since BART began construction in the mid 1960s billions of dollars have been invested in office buildings, retail space, and housing along the San Francisco Market Street corridor, in downtown Oakland, Walnut Creek, Pleasant Hill, Concord, and numerous other sites that might otherwise have gone to Seattle or Los Angeles. Most of this new development has taken place adjacent to or within a short walk of a BART station. BART serves such development well by expanding the labor pool that is easily able to access such locations. Such investment translates into jobs and a strong economy.

## **BART as an Economic Engine**

Against the system's original voter approved investment in the system of \$792 million BART has leveraged \$3.1 billion in federal and state capital dollars back to the Bay Area, dollars that probably would have gone elsewhere. Additionally, BART's combined annual labor and capital budget is over \$600 million, most of which flows back into the Bay Area economy. **The replacement value of BART today is conservatively estimated to be \$15 billion.**

## **Access to Affordable Housing**

BART's connection to job centers makes it possible for regional workers to become homeowners outside of the urban cores. According to the CBRE/Sedway report BART allows 621,302 residents easy access to downtown San Francisco, and at the same time expands the labor pool by



17 percent. The system is also a major planning tool for serving urban housing with close proximity to stations.

### **Smart Growth**

Cluster development with close proximity to public transit makes BART a strong and ideal planning tool to help avoid urban sprawl and maintain the Bay Area's open spaces. This concept is beginning to take hold with community examples like Castro Valley with 96 living units on BART property, Pleasant Hill with mixed use development adjacent to the station, and other transit oriented development projects which are on the drawing board include: the Richmond BART station, the MacArthur station, the Walnut Creek station, and the West Oakland Station. A shining example is Oakland's Fruitvale district where an entire village on and around the BART Fruitvale station has been completed.

### **BART's Positive Impacts on Property Values.**

The study showed that the value of those Homes closest to BART stations, particularly in the suburban areas, increased in market value by four to five percent relative to homes that were located three or more miles away.

### **Future Plans**

Currently BART is preparing for construction of a rail connector system with the Oakland International Airport.

BART planners are working with eastern Alameda communities to eventually put in place service along the 580 Corridor between Dublin/Pleasanton and Livermore

In Eastern Contra Costa County planning continues with a view to development of a rail connection between Pittsburg/Bay Point and Byron.

In Southern Alameda work continues on the planned extension from Fremont to Warm Springs.