

FTA and U.S. DOT –

Federal Funding Agreement Critical to Moving BART Core Capacity Project Forward

BART's Transbay Corridor Core Capacity Project has been stalled in the Capital Investment Grant (CIG) Program pipeline for over a year due to repeated delays within the Federal Transit Administration (FTA) and U.S. Department of Transportation (DOT). In December 2017, BART completed all statutory and policy guidance for entry into Engineering and anticipated FTA approval by February 2018. Over 12 months later, BART has yet to receive the "green light" for entry into Engineering, causing schedule delays and project costs to escalate.

The level of funding authorized in the 2019 Consolidated Appropriations Act affirms a bipartisan commitment to the CIG Program. Further, we know that FTA is under Congressional mandate to move CIG projects forward and obligate \$2.25B in CIG funding by December 31, 2019. BART's Core Capacity project is seeking a total of \$1.25B in CIG funds and received medium-high ratings for both project justification and local financial commitment in FTA's FY19 Annual Report on Funding Recommendations. BART is ready and waiting for U.S. DOT to do its part in moving projects forward and obligate funding now.



Relieve Crowding

Project will increase number of trains operating through the Transbay Tube by 30% and lengthen peak hour trains.



Increase Reliability

15-25% of BART delays are due to the aging train control system. The program will replace the existing system with a new, modern system that will reduce those delays.



Congestion Relief

With 40% less delays and higher reliability, more commuters will choose to take BART – reducing vehicle miles traveled (VMT) in the region.

Planning for Increased Transit Ridership

Under high demand growth, MTC projects BART will run out of capacity by 2027. To address this issue, BART, with \$150M from Measure RR and \$50M from RM3, has partnered with Capitol Corridor to begin planning for a new transbay rail crossing that will increase capacity and accommodate the region's growing economy and population. Through community engagement and strong partnerships, the region can successfully deliver a world class project.

A new BART rail crossing in the transbay corridor has the potential to:

- ✓ Double BART capacity
- ✓ Reduce crowding
- ✓ Increase BART's redundancy
- ✓ Potentially allow for 24-hour transbay service



A standard rail crossing along with other regional rail improvements have the potential to:

- ✓ Tie together the megaregion
- ✓ Better connect with growing Sacramento and San Joaquin Valleys
- ✓ Support broader economic development
- ✓ Fully leverage rail expansion





Congress and Administration Must Find Common Ground on Infrastructure

It is time to pass a bipartisan, comprehensive package that transforms U.S. infrastructure systems. The majority of Americans want strong investments in public transit and other crucial infrastructure because they know it will have wide-ranging benefits for workers, businesses, the economy and their quality of life.

Toward the end of 2018, the Administration took steps in the right direction by announcing allocations to five CIG projects totaling \$218M. We also saw \$1.5B in discretionary grant funding allocated to 91 different road, rail, transit, and port infrastructure projects through the Better Utilizing Investments to Leverage Development (BUILD) Program.

In stark contrast to this forward progress, BART's Transbay Corridor Core Capacity Program has been stalled within the CIG pipeline for over a year. BART is continuing to advance the project, but current delays were compounded by the federal shutdown. BART is on a critical path to awarding a contract for a new, modern train control system and needs a signed Full Funding Grant Agreement by December 2019, to avoid further schedule delays and cost escalations.

Later this spring, we expect the House to move forward with an infrastructure proposal that will significantly increase investments in surface transportation. This will be an enormous challenge not only in terms of policy, but in identifying federal resources to pay for the level of investment needed to rebuild key infrastructure systems.

BART looks forward to working with its delegation and organizations such as the American Public Transportation Association to ensure our transit priorities are heard and reflected in any infrastructure legislation advanced this year.

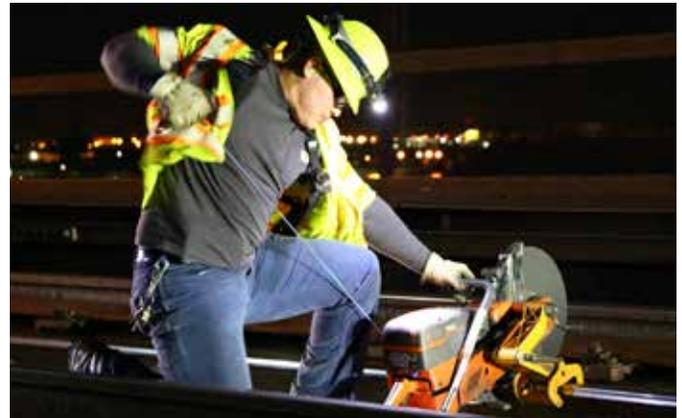
Now is the time to rebuild,

Grace Crunican
Grace Crunican
BART General Manager

Measure RR Updates

Thanks in part to Measure RR, approved by voters in 2016, on-time performance has increased to 92% after years of decline. Measure RR funds continue to help us improve system performance and reliability by rebuilding critical infrastructure. This past year we have:

- Replaced 22 miles of track to improve overall reliability.
- Reprofiled 231.6 miles of track to reduce railway noise and give our passengers a quieter ride.
- Completed a major overhaul of critical track near the West Oakland and 12th Street Stations.
- Replaced five miles of 34.5 kV electrical cable in downtown Oakland to provide safe and reliable power for trains.
- Completed hearing loop installation at agent booths in Lake Merritt and 12th Street, and the Customer Service Center at Lake Merritt Station to improve accessibility for the hearing-impaired.
- Committed nearly \$100M in Measure RR funding to small businesses.



Transbay Tube Earthquake Retrofit

This year, BART is undertaking a major earthquake retrofit of the Transbay Tube. The repairs include installing an inner steel lining to minimize leakage of the existing structure and construction of a new pumping system capable of removing larger quantities of water from the tube. To allow sufficient time to complete the work, BART is running reduced service on Sundays and opening the system an hour later to 5am on weekdays as of February 11, 2019. BART has arranged for partner agencies to provide connecting bus services, called the Early Bird Express, for the 2,900 riders who rely on BART during that first hour.

The late opening will shorten the Transbay Tube retrofit project timeline by four months and save the District a minimum of \$15M in construction labor costs. One additional hour of "wrench time" will also allow BART to maximize work on a multitude of upcoming state of good repair projects, saving the District \$127M over three and half years.

Safety & Security

A Comprehensive Approach to Safety and Security

In 2018, BART's Board of Directors approved a new Safety and Security Action Plan that will boost enforcement and increase public safety outreach over the next five years. The plan includes investing an estimated \$15M to expand BART's robust network of surveillance cameras.

In our continued efforts to increase police presence on the system, BART has hired an additional 24 police officers, breaking the record for police hiring set in 2017. The Board of Directors also voted to hire eight additional fare inspectors and expand their hours to nights and weekends.



BART Receives Federal Grant for Transit Security

In September 2018, the Department of Homeland Security awarded BART \$6.8M in Transit Security Grant Program (TSGP) funding. The grant will pay for continued police patrols on trains travelling through BART's busiest stations, interoperable radio communications systems and for upgraded security cameras at Powell St., Civic Center and 16th St. stations. BART is extraordinarily grateful to the California congressional delegation, especially Speaker Nancy Pelosi and Congressman Eric Swalwell, and the Department of Homeland Security for continuously supporting such critical projects.

Improving the Rider Experience

BART's Quality of Life initiative is receiving positive responses from customers. The initiative aims to improve safety and cleanliness on the BART system through a refocus on cleaning, enhanced safety and security, and homeless engagement.

Refocus on Cleaning

- Station cleaner positions increased to 148
- New in-depth 32-hour certification program created
- 60% of cleaners completed certification; 100% completion expected by spring 2019



Safety and Security

- 24 new Police Officers hired
- 8 new Community Service Officers hired
- 8 additional Fare Inspectors approved for hire



Homeless Engagement

- 703 engagements with unhoused individuals
- 537 referrals of homeless to services
- Expanded homeless outreach in San Francisco and Contra Costa County



2019 Federal Advocacy Goals

- Secure a budget appropriation and Full Funding Grant Agreement for the Transbay Corridor Core Capacity Project
- Advocate for public transit security funding and pursue grants for safety and security initiatives
- Engage in efforts to advance a federal infrastructure initiative with a focus on transit funding and workforce development
- Advocate for robust public transit funding in the next federal surface transportation reauthorization bill
- Seek support for programs and policies to assist transit agencies in responding to quality of life issues

2018 Highlights

BART to Antioch exceeds projected ridership:

BART service to Antioch began in May 2018 and the Antioch Station has already exceeded initial weekday ridership projections by 34%. The tremendous success of the extension has pushed demand for parking. In response, BART plans to add 800 additional spaces in Antioch with a new parking lot expected to open in fall of 2020.



Elevator attendants:

BART partnered with SF Muni and Hunters Point Family to bring 40 full/part-time elevator attendants to the Civic Center and Powell Street stations. Elevator misuse has been eliminated and more than 700 people have sent in comments praising the program, which will continue through June 30, 2019.



New canopies opened:

BART opened three new canopies this fall at Powell, Civic and Downtown Berkeley stations. Measure RR funded contracts will be awarded this year to build canopies above the remaining 22 station entrances in downtown San Francisco.

Mobility-on-Demand (MOD) on-ramp program grant:

BART was awarded an FTA grant to develop an on-demand ride-hailing van service for passengers using wheelchairs when elevators are taken out of service. Wheelchair accessible vans are currently positioned at the Hayward and Castro Valley stations.

Scoop to BART carpool program:

BART has partnered with MTC and the rideshare app Scoop to encourage carpooling by offering a guaranteed parking spot on weekdays at 17 different stations. The partnership has generated over 50,000 carpool trips to BART.

Transit oriented development (TOD) advances:

BART continues to make progress advancing TOD at its stations. Eight projects at seven stations were under construction in 2018, totaling over 1,800 new units and 450,000 square feet of commercial space. Six projects advanced through the planning process and developer solicitations were issued for two additional projects.



Fruitvale Transit Village - Phase II Groundbreaking

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With the launch of the official BART app, riders can view real-time train departures and plan trips from end-to-end. New features, including carpool parking payment, are expected to be added this year.

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