



MAJOR SERVICE CHANGE POLICY

FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (October 2012), requires FTA grant recipients to evaluate whether planned “major service changes” will have a discriminatory impact. Transit operators may establish a guideline or threshold for what they consider to be a “major service change.” The circular goes on to suggest a numerical standard, such as “a change which affects 25 percent of the service hours of a route.” If an operator determines that a planned service change exceeds their threshold, then that service change must be evaluated for whether it will have a disproportionately high and adverse impact on minority and low income populations. Such adverse impacts must be justified based on a “substantial need that is in the public interest” and a demonstration that alternatives would have more severe adverse effects than the preferred alternatives.

Definitions:

For the purpose of establishing this threshold, the following definitions shall apply:

“Transit Service” shall mean any regularly scheduled passenger service on BART’s fixed guideway rail systems.

“Transit Line” is defined as a “grade separated right-of-way served by BART train consists.”¹ In BART’s specific case “Transit Line” shall mean any of the following:

Yellow Line: Pittsburg/Bay Point to San Francisco Airport (SFO)/Millbrae

Blue Line: Dublin/Pleasanton to Daly City

Orange Line: Richmond to Fremont

Green Line: Fremont to Daly City

Red-Line: Richmond to Millbrae

(see attached map for the locations of these lines)

¹ Instead of using the bus-based term “route”, BART’s “Major Service Change” Threshold is based on “Transit Lines.”

“Major Service Change” Threshold:

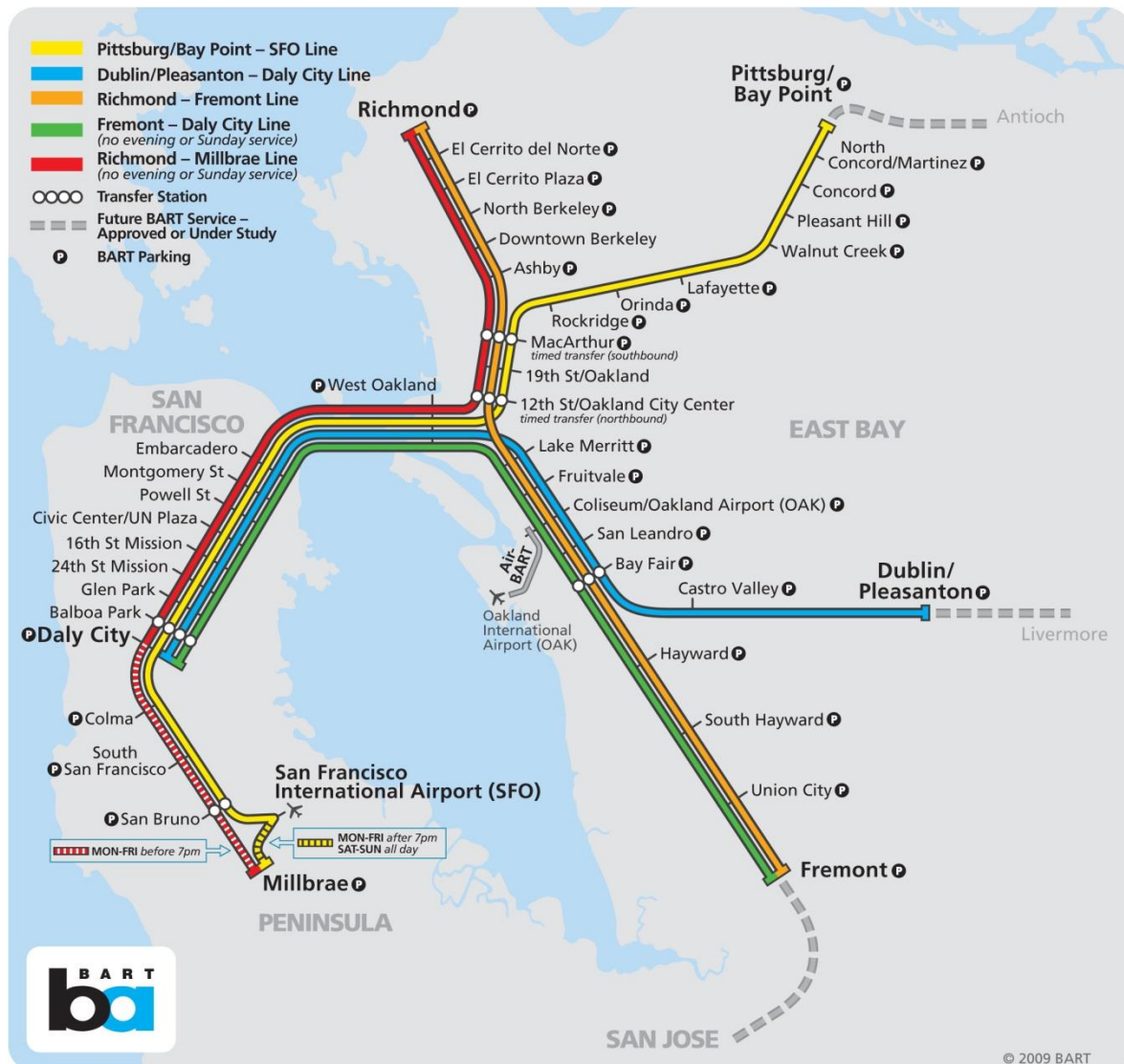
“Major Service Change” shall apply to:

- (1) New Lines, Extensions, and Stations: the establishment of new Transit Lines, Line Extensions (involving one or more stations) or Infill Stations, where construction of the project is approved (including completion of environmental review pursuant to CEQA or NEPA) subsequent to May 2007; or
- (2) Line Length: increases or decreases of more than 25 percent in the length (in revenue miles) of an existing transit line; or
- (3) Service Levels (Amount of Service Operated on a Line): increases or decreases of more than 25 percent in the annual transit revenue vehicle miles operated on a Transit Line; or
- (4) Service Hours (Hours of Operation): increases or decreases of more than 25 percent in the annual number of service hours scheduled on a Transit Line or at an individual station, or
- (5) Aggregate Changes Across All the Lines on the BART System: annual net increases or decreases to Line Length, Service Levels, or Service Hours which exceed 20 percent in aggregate when combined over all the lines on the BART system, or
- (6) Cumulative Changes within a Three Year Period: net increases or decreases to Line Length, annual Service Levels, and annual Service Hours on a Transit Line which exceed 25 percent cumulatively within a three year period.

“Major Service Changes” shall exclude any changes to service which are caused by:

- (1) Temporary Services: the discontinuance of a temporary or demonstration service change which has been in effect for less than 180 days; or
- (2) New Line “Break-In” Period: an adjustment to service levels for new Transit Lines which have been in revenue service for less than 1 year (allowing BART to respond to actual ridership levels observed on those new transit lines); or
- (3) Other Agencies: acts of other governmental agencies; or
- (4) Forces of Nature: forces of nature such as earthquakes and wildfires; or
- (5) Competing Infrastructure Failures: failures of competing infrastructure like bridges, tunnels, or highways; or
- (6) Overlapping Services: a reduction in transit revenue vehicle miles on one line which is offset by an increase in transit revenue vehicle miles on the overlapping section of an alternative line (An overlapping section is where two or more lines share the same track and stations).

Current BART System Service Map:



General Description of Service:

The BART system operates peak period, weekday service on five lines, all of which intersect in the center of the system. Base peak service headways on all lines are currently 15 minutes, with rush trains inserted between base headways on the Yellow Line during service peaks. Four of the five lines connect outlying areas with San Francisco, the system’s primary destination, by traveling under the San Francisco Bay in a two-track tunnel. The fifth (Orange) line provides north-south service essentially perpendicular to the others. Service is operated 365 days each year. On weekdays, the first trains are dispatched around 4 AM and the last around midnight, with the last arrivals around 1:30 AM. This operating policy leaves a window of 3-4 hours each weeknight, depending on location, in which necessary track and wayside maintenance may be conducted.