



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

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2015

February 16, 2016

Thomas M. Blalock, P.E.  
PRESIDENT

Tom Radulovich  
VICE PRESIDENT

Grace Crunican  
GENERAL MANAGER

Honorable Julie Pierce  
Chair  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

RE: Contra Costa Transportation Authority Potential Sales Tax Measure and  
Transportation Expenditure Plan

**DIRECTORS**

Gail Murray  
1ST DISTRICT

Joel Keller  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Thomas M. Blalock, P.E.  
6TH DISTRICT

Zakhary Mallett, MCP  
7TH DISTRICT

Nicholas Josefowitz  
8TH DISTRICT

Tom Radulovich  
9TH DISTRICT

Dear Chair Pierce:

As the Contra Costa Transportation Authority (CCTA) considers a potential half-cent sales tax for the November 2016 ballot, BART remains committed to working together to develop an expenditure plan that meets the needs of all Contra Costa residents. We recognize that it is critical for BART and CCTA, along with the many other Contra Costa stakeholders, to collaborate and compromise to bring forward a winning expenditure plan.

As you know, the BART board is considering placing a general obligation (GO) bond on the November 2016 ballot, the focus of which is "*fix-it-first*" – for passenger safety and system reliability. BART has always significantly self-funded its maintenance and rehabilitation program, but the replacement and upgrade needs of a 40+ year old system far exceed the funds BART has available.

Currently under development, BART's draft Transportation Expenditure Plan, a summary of which is attached, devotes over 90% of the proposed \$3.5 billion bond to replacing aging rail tracks, modernizing systems, improving security on trains, in stations and along trackway, and investing in efficient and strategic projects to provide more service to our customers. This large public investment will fund a modern new train control system and a new traction power (electrical) system, both of which are essential to serving BART's growing ridership. The remaining 10% of the bond would be dedicated to strategies to reduce overcrowding and for local station and access improvements in Contra Costa and the other BART counties.

New rail cars, however, cannot be funded with proceeds from the BART bond as the California State Constitution, Article XIII A, prohibits using GO revenues to acquire rolling stock (i.e., rail cars) or any other non-fixed asset. BART has determined it needs 306 rail cars, in addition to the fleet of 775 cars currently on order, to meet the projected ridership growth over the next 25 years and to maximize the public investment in new train control and other system improvements.

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As memorialized in the recently-adopted Resolution 5308 (attached), BART is requesting each of the three counties in the BART district – Alameda, Contra Costa and San Francisco – to contribute to funding the cost of 102 of the 306 new rail cars (or one-third of the total) by paying 75% of the cost of the 102 cars, which is equal to approximately \$343 million; BART and the region shall fund the remaining 25%. **As Contra Costa's share of new rail car funding, BART asks that CCTA include \$343 million in its 2016 TEP for new BART rail cars.**

BART believes the best way to get both the CCTA and the BART tax measures passed this November is for the two measures to work together to present a compelling picture of how they will reduce congestion on local roads and freeways, enhance the economic vitality of the county, provide integrated transit service to residents, and improve air quality in Contra Costa County. The following are points highlighting BART's contributions to Contra Costa, with more detail on the enclosed attachment.

**More Seats, More Service for Contra Costa Residents:** BART can increase system capacity by 30% by implementing critical replacement and renovation projects. Systemwide, these improvements could result in approximately 16,500 more seats in the fleet (an increase of approximately 50%), as many as 214,000 new weekday trips, and trains every 4-5 minutes during the peak commute hours on most lines. Specifically, Contra Costa residents could see significant service improvements on their BART line:

	Potential Capacity Increase	Peak Headway	Estimated Additional Riders per Hour, Peak Commute Direction	Peak Commute Train Length
Pittsburg/Bay Point	15%-20%	4-5 minutes	800-1000 riders	10 car trains
Richmond-SF	50%-80%	5 minutes	550-700 riders	10 car trains on most runs
Dublin/Pleasanton	50%-80%	4-5 minutes	700-900 riders	10 car trains

**Making CCTA's TEP Investments Work:** To realize the new transportation infrastructure investments proposed by the regional transportation planning committees (RTPCs) and being considered by CCTA, BART needs additional rail cars.

**BART Relieves Traffic Congestion on Contra Costa Freeways:** The projected new 214,000 trips, served by the new rail cars, could remove up to 79,000 cars per day from Contra Costa roads and freeways.

**More BART Service Means Better Air Quality:** BART significantly helps Contra Costa meet greenhouse gas (GHG) emissions reduction goals. The estimated 214,000 new BART trips per day could result in a net new weekday reduction in GHG emissions of 610,000 pounds of CO<sup>2</sup>.

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**Contra Costa's Investment in BART Cars Leverages over \$1 Billion in Other Local and Regional Funds:** Contra Costa's investment will leverage similar investments from Alameda and San Francisco counties and the region.

**Contra Costa Residents Support BART:** In recent CCTA and BART polls, BART and its system needs continue to poll very highly in Contra Costa.

**BART Boosts Contra Costa's Economy:** Homes and businesses near BART stations generate both higher market values and significant local tax revenues for Contra Costa County.

For more than forty years, BART has efficiently, reliably and safely brought workers, families and friends to their destinations. As Contra Costa County's largest transit provider, BART plays a key role in connecting Contra Costa residents to jobs, airports, medical appointments, sporting events, recreational activities, shopping, entertainment, and cultural destinations, while reducing congestion on local roads and freeways. We now ask CCTA to help BART continue in the fine tradition of providing high quality transit service to the residents of Contra Costa and the San Francisco Bay Area.

Thank you for considering our request.

Sincerely,



Gail Murray  
Vice President






Joel Keller  
Director, District 2



Rebecca Saltzman  
Director, District 3

Attachments

## Summary of Investments

	\$ Millions	% of Total Bond	Benefits		
			 Safety	 Reliability	 Crowding + Traffic Relief
<b>REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE</b>	<b>\$3,165</b>	<b>90%</b>	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Renew stations	\$210	6%	✓	✓	✓
Upgrade train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
<b>DESIGN FUTURE CROWDING RELIEF AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS</b>	<b>\$335</b>	<b>10%</b>	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	\$200	6%		✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
<b>TOTAL</b>	<b>\$3,500</b>	<b>100%</b>			

## BART'S CONTRIBUTIONS TO CONTRA COSTA COUNTY

**More Seats, More Service for Contra Costa Residents:** BART can increase system capacity by 30% by implementing critical replacement and renovation projects: modern train control, additional maintenance facilities, upgraded electrical power and 306 more rail cars. Systemwide, these improvements could result in approximately 16,500 more seats in the fleet (an increase of approximately 50%), as many as 214,000 new weekday trips, and trains every 4-5 minutes during the peak commute hours on most lines. Contra Costa residents could see significant increases on their BART lines. Differences in projected service increases are due to current train set length, service demand and operational issues.

**Making CCTA's TEP Investments Work:** The current CCTA TEP request (August 2015), submitted by the regional transportation planning committees (RTPCs), includes over \$200 million for new transit connections and infrastructure in key freeway corridors – I-80, I-680 and Highway 4 – in addition to the over \$200 million earmarked for improved bus transit throughout the county. New technology solutions are also proposed to provide the critical “last mile” trip for commuters. All of these services and projects rely on connections to BART, and depend on BART's ability to serve tens of thousands of new riders. BART needs additional rail cars in order to make Contra Costa's new transit investments work.

**BART Relieves Traffic Congestion on Contra Costa Freeways:** BART's current daily ridership of 430,000 removes approximately 330,000 cars from local roads and freeways.<sup>1</sup> An additional 214,000 BART trips per day could take an additional 165,000 cars off of freeways and local roads. This could result in an additional 79,000 cars per day off of local Contra Costa freeways and roads.<sup>2</sup>

**More BART Service Means Better Air Quality:** Each day, BART riders save 280,000 gallons of gas and keep 5 million pounds of carbon emissions from entering the atmosphere. The estimated 214,000 added new trips per day would result in approximately 1.3 million fewer miles driven by cars with a net new reduction in greenhouse gas (GHG) emissions per weekday of 610,000 pounds of CO<sub>2</sub>. Contra Costa needs BART to help meet GHG emissions reduction goals.

**Contra Costa's Investment in BART Cars Leverages over \$1 Billion in Other Local and Regional Funds:** BART is working with elected officials and transportation leaders at CCTA, in the other BART counties and at the regional level to secure a funding strategy for the additional 306 rail cars. Contra Costa's investment will leverage similar investments from Alameda and San Francisco counties and the region.

**Contra Costa Residents Support BART:** In a recent Contra Costa Transportation Authority (CCTA) countywide poll, “replacing BART's 40-year old rail cars” received a 77% approval rating (Feb 2015) and the BART “brand” has a 72% favorable rating. In addition, CCTA's

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<sup>1</sup> Assuming 1.3 people per car on average

<sup>2</sup> Freeway miles in Contra Costa County represent 37% of total freeway miles in Alameda, Contra Costa and San Francisco counties.

online tool, ([www.keepcontracostamoving.net](http://www.keepcontracostamoving.net)) reported that as of November 2015, BART ranked as the highest priority of all categories presented. Four (4) out of fifteen (15) specific improvements were for BART-related projects – BART parking (#2), new BART cars (#4), updated BART train controls (#9), and more buses to BART (#15). BART projects and support are critical to a successful local sales tax measure in Contra Costa County.

**BART Boosts Contra Costa's Economy:** Recent studies have shown that homes and condominiums near BART have significantly higher market values (up to nearly 13% greater) than homes beyond five miles from a BART station. In addition, higher property values generated by homes and businesses within half a mile of a BART station contribute over \$750 million each year in general property tax revenues for local governments – money to put to work locally.

**BEFORE THE BOARD OF DIRECTORS OF THE SAN FRANCISCO  
BAY AREA RAPID TRANSIT DISTRICT**

**In the Matter of Support for the Funding  
Of Additional BART Rail Vehicles by the  
County Congestion Management Agencies  
in Alameda, Contra Costa and  
San Francisco Counties /**

**Resolution No. 5308**

WHEREAS, BART ridership is near capacity and is expected to grow by nearly 50 percent (50%) over the next 25 years and capacity and system improvements will be needed to maintain quality and service standards for BART customers in light of that growth in demand; and

WHEREAS, in order to meet the growing demand for BART service, BART needs 306 additional rail vehicles beyond the current commitment of 775 vehicles; and

WHEREAS, BART is unable to fund the additional 306 needed rail vehicles with existing fund sources, and transit vehicles cannot be funded by a potential general obligation bond that BART is considering placing on the November 2016 ballot; and

WHEREAS, BART acknowledges that its unmet capital need, such as rail vehicles, is a regional issue requiring a partnership among local and regional agencies; and

WHEREAS, BART has initiated discussions with its regional funding partners to develop a collaborative funding solution; and

WHEREAS, BART has proposed that the congestion management agencies (CMAs) in the three BART counties- the Alameda County Transportation Commission (ACTC), the Contra Costa Transportation Authority (CCTA), and the San Francisco County Transportation Authority (SFCTA) - each provide funding, in an estimated amount of \$400 million, to provide approximately 75% of the cost of 102 vehicles; and

WHEREAS, BART acknowledges that, in November 2014, the voters of Alameda County allocated over \$800 million for BART projects and programs, including various rehabilitation needs, in revenues generated by a half-cent transportation sales tax measure, known as Measure BB; and

WHEREAS, the ACTC may have additional funding sources in the future that could be used for new additional rail vehicles;

WHEREAS, the CCTA is considering placing on the November 2016 ballot a new 25-year, ½-cent transportation sales tax; and

WHEREAS, the SFCTA is also considering future revenue-generating measures for transportation projects and programs; and

WHEREAS, BART will seek regional, state and federal funding sources for the remaining 25% funding needed to complete the purchase of these additional rail vehicles;

NOW THEREFORE BE IT RESOLVED, that BART requires committed funding through resolutions from the ACTC, CCTA, SFCTA, and other regional and local partners, to purchase additional rail vehicles so that BART may continue to provide high levels of service to the residents of the District; and,

BE IT FURTHER RESOLVED, that BART will request the ACTC, the CCTA, and the SFCTA to each fund 75% of the cost of 102 additional BART rail vehicles; and

BE IT FURTHER RESOLVED, that BART will seek other regional, state and federal fund sources to close the gap in funding for the additional 306 vehicles; and

BE IT FURTHER RESOLVED, that a copy of this Resolution shall be transmitted to the ACTC, the CCTA, and the SFCTA.

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