



IT'S TIME TO REBUILD.

Video Here (too large to email)

BART SYSTEM

50 YEARS OF HISTORY

44 YEARS OF SERVICE TO THE BAY AREA

1946

Bay Area Council
leads BART
discussion

1964

BART breaks
ground, lays first
test track

1989

BART provides
critical service after
Loma Prieta

2014

BART to OAK
opens

1957

CA Legislature
creates
BART District

1972

September 11 First
day of passenger
service

2003

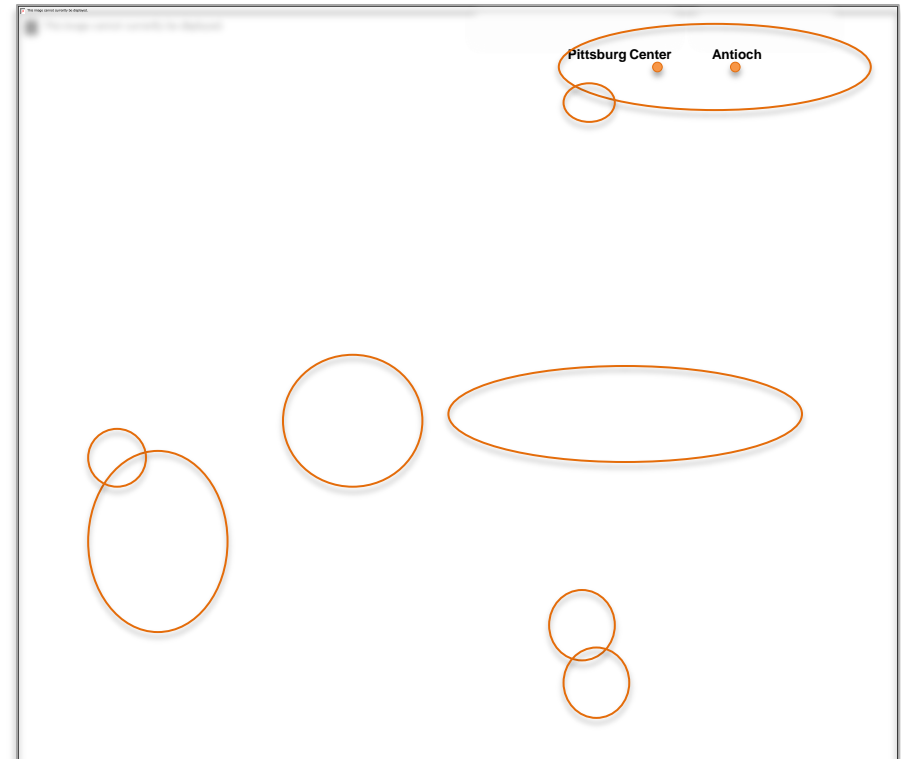
BART opens
SFO Extension

BART SYSTEM—THEN AND NOW

“The decision of the people to build a 3-county Bay Area rapid transit system is one of the most courageous and promising acts in modern American municipal history...” —San Francisco Examiner, November 9, 1962



Voter Approved Original System 1974



Today



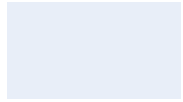
ESCALATING RIDERSHIP

- From approx. 170,000 per week to 435,000 per day
- Oldest Fleet of Train Cars in the Country

BART IN CONTRA COSTA COUNTY

- **26%** of BART Trips Begin or End In Contra Costa County
 - **110,000 trips on typical weekday**
 - **Riders travel over 1/2 billion miles per year**
- **32%** of Total BART Trip Miles are Taken by Contra Costa Riders
- **PITTSBURG/BAY POINT to SF** – Busiest Commute PRoute in BART System

BAY BRIDGE RUSH HOUR TRAFFIC



22,000

CALDECOTT TUNNEL AT A.M. PEAK HOUR

In the west bound direction*

BART riders = 8,200

People in cars = 9,670

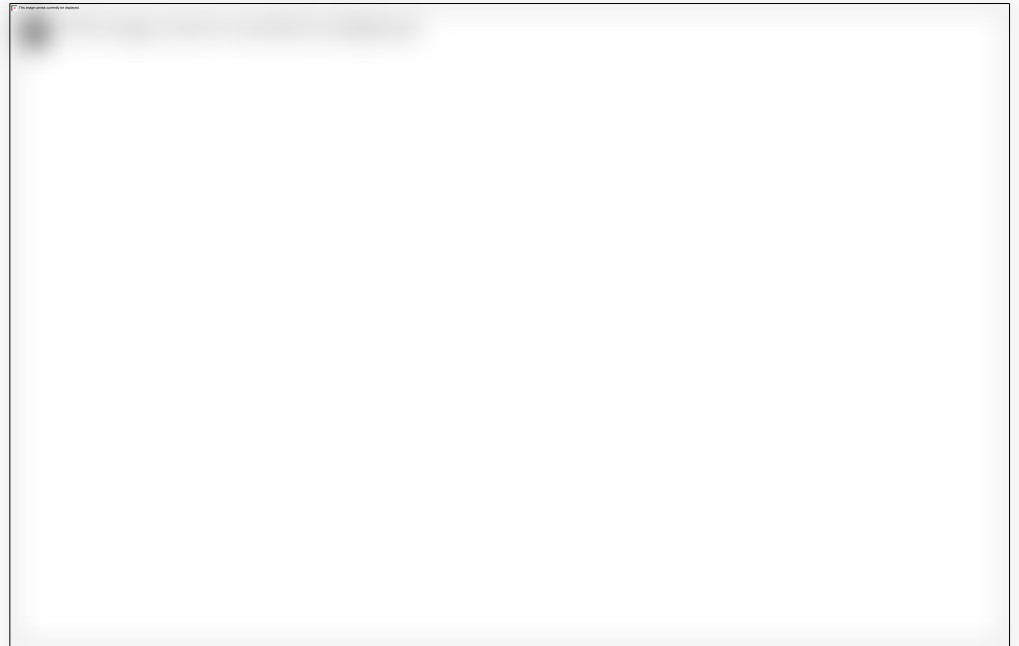
* One "person" = 500 people. Uses average of 1.1 people per car

WALNUT CREEK—IN PLANNING

Transit Oriented Development

City Design Review Complete—Developer Seeking Financing

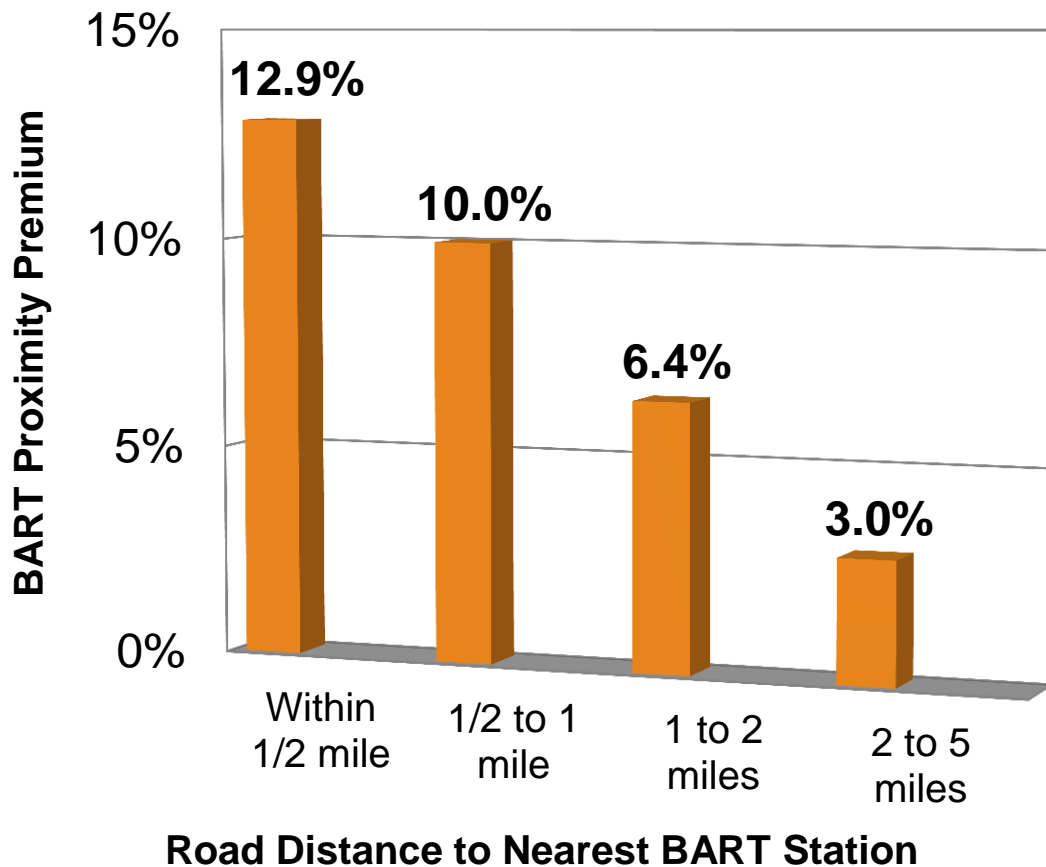
- 596 Residential Units
- +/- 20,000 Square Feet of Commercial Space
- 851 Parking Spaces
- New BART Zone Command Police Facility
- Enlarged Bus Intermodal Facility



BART ADDS VALUE

Property Value Premiums Near BART Stations

Average Contra Costa Value Increase



Single Family = **+\$51,452**

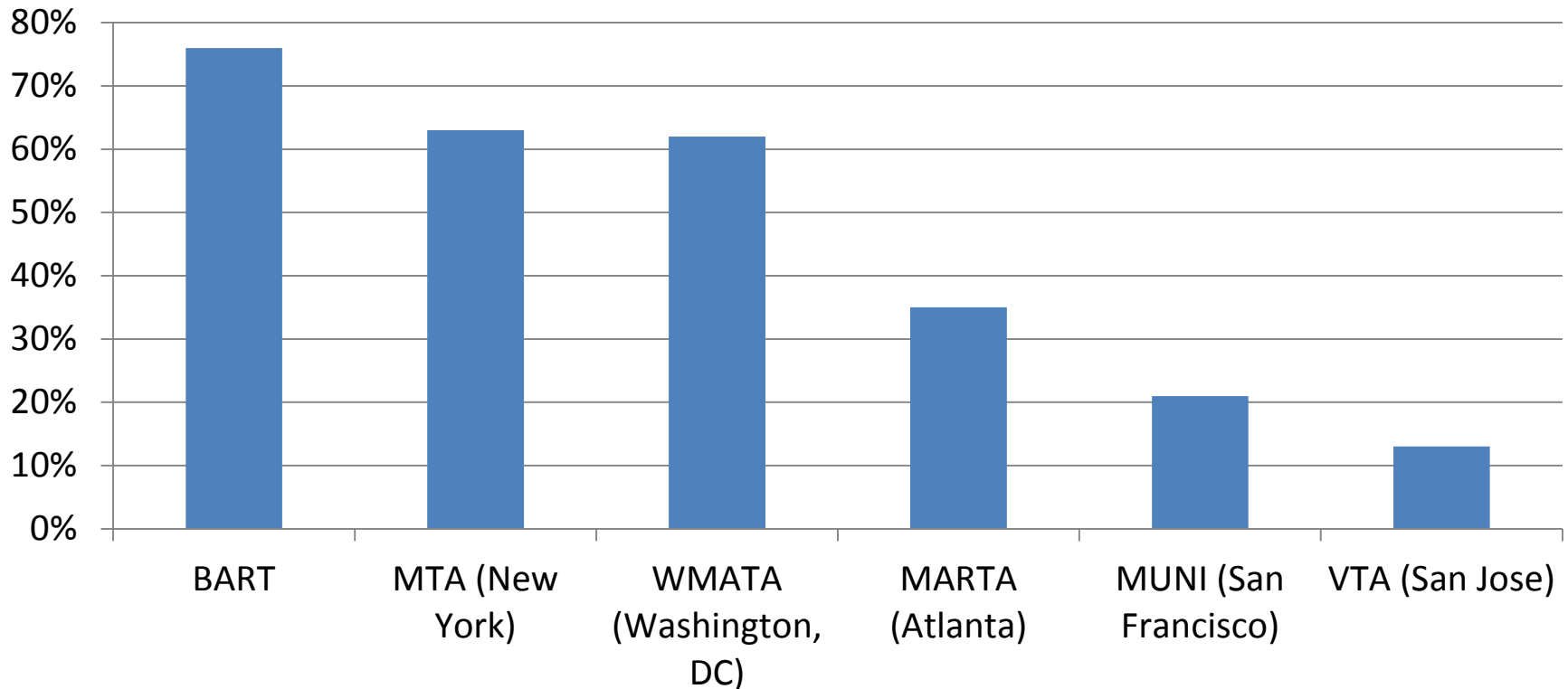


Condominium = **+\$61,091**

BART'S CONTINUOUS SYSTEM REINVESTMENT

75.67% of BART Operating Costs Are Paid For By Customers

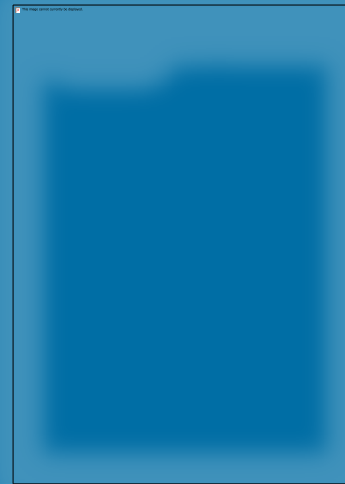
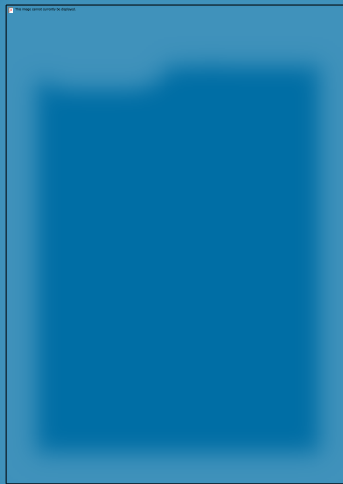
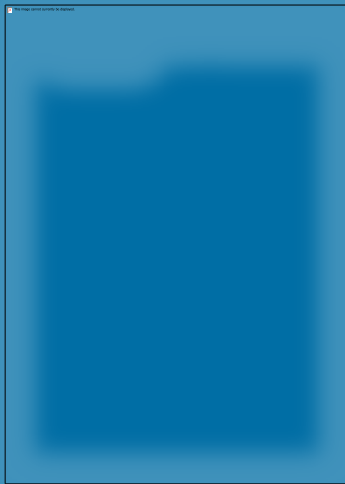
Comparative Rail Service Farebox Recovery Ratios



BETTER BART. BETTER BAY AREA.

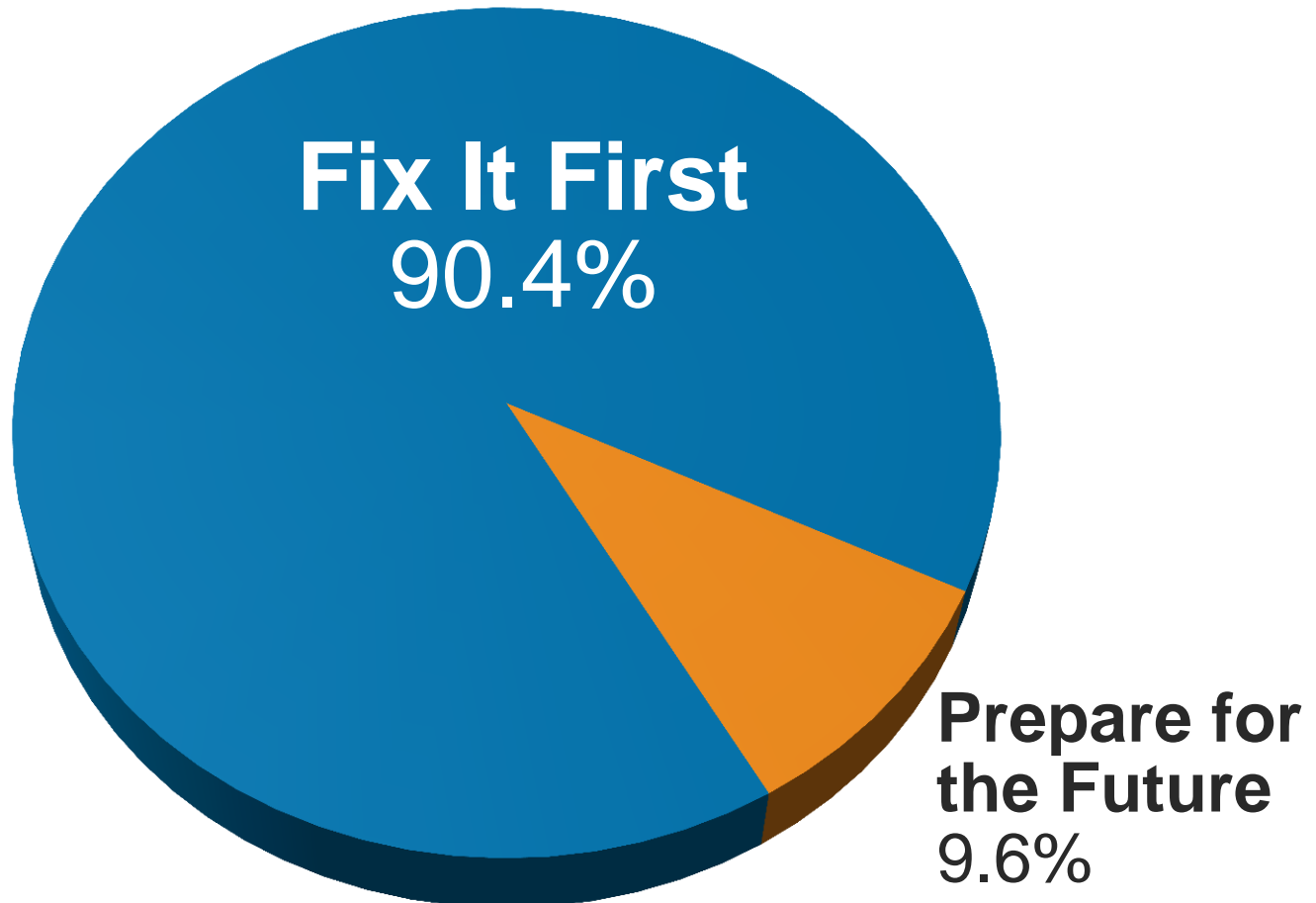


The \$3.5 Billion Draft Plan Improves:





CAPITAL FUNDING SHORTFALL

OVERVIEW OF THE \$3.5B DRAFT PLAN



“FIX IT FIRST” BOND

Two Major Plan Categories

Repair and replace critical safety infrastructure	\$3.165 B 90.4%	
Relieve crowding, reduce traffic congestion, & expand opportunities to safely access stations	\$335 M 9.6%	
Total	\$3.5 B	



SAFETY & RELIABILITY EXAMPLES

- Underground tunnel walls damaged by water intrusion
- San Francisco stations are below sea level
- Draft Plan fixes water issues & realignment of Berkeley Hills Tunnel

REPAIR & REPLACE CRITICAL SAFETY INFRASTRUCTURE (\$3.165 B)

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Renew track	<ul style="list-style-type: none"> • Replace 90 miles of rail • Rebuild interlockings 	\$625 M 18%	Fully funded
Renew power infrastructure	<ul style="list-style-type: none"> • Refurbish/replace substations • Replace backup power 	\$1.225 M 35%	50% unfunded
Repair tunnels and structures	<ul style="list-style-type: none"> • Repair water damage intrusion in Market Street tunnels • Repair Berkeley Hills Tunnel fault creep 	\$570 M 16%	66% unfunded
Renew mechanical infrastructure	<ul style="list-style-type: none"> • Refurbish/replace fire safety • Refurbish/replace repair shop 	\$135 M 3.8%	63% unfunded
Renew stations	<ul style="list-style-type: none"> • Invest in safety, security & reduce fare evasion • Repair/replace escalators 	\$210 M 6%	81% unfunded
Replace train control	<ul style="list-style-type: none"> • Modernize train control • Expand rail car storage and maintenance capacity 	\$400 M 11.4%	Fully funded



STATION ACCESS EXAMPLES

- Plan could create more parking options
- Plan could add more bike lockers/stations
- Plan could add wider gates for disabled
- Plan will mean more escalators/elevators for seniors, disabled & general public

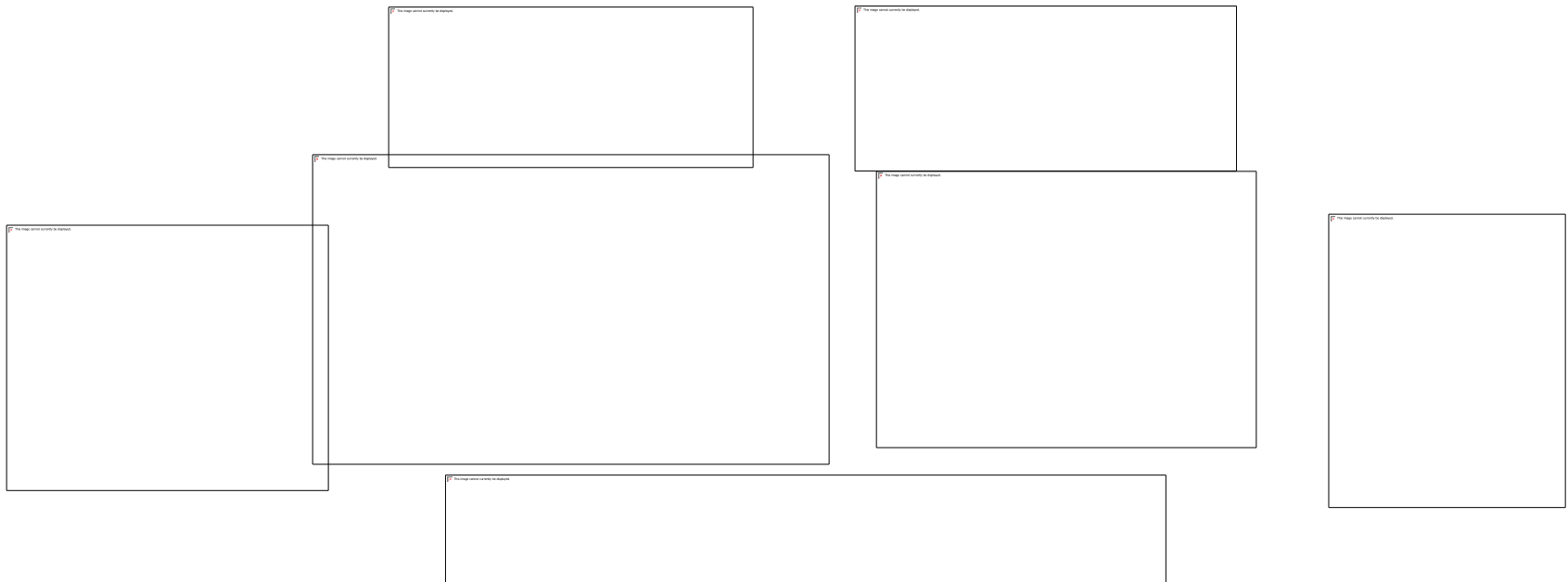
RELIEVE CROWDING, REDUCE TRAFFIC, & EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS (\$335 M)

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Expand opportunities to safely access stations	<ul style="list-style-type: none"> • Enhance access for seniors/disabled • Improve parking availability/bike access 	<p>\$135 M 3.9%</p>	<p>57% unfunded</p>
Future crowding relief	<ul style="list-style-type: none"> • Add more crossovers • 2nd Transbay crossing 	<p>\$200 M 5.7%</p>	<p>N/A</p>

BART BOND OVERSIGHT COMMITTEE

COMPRISED OF SUBJECT MATTER EXPERTS

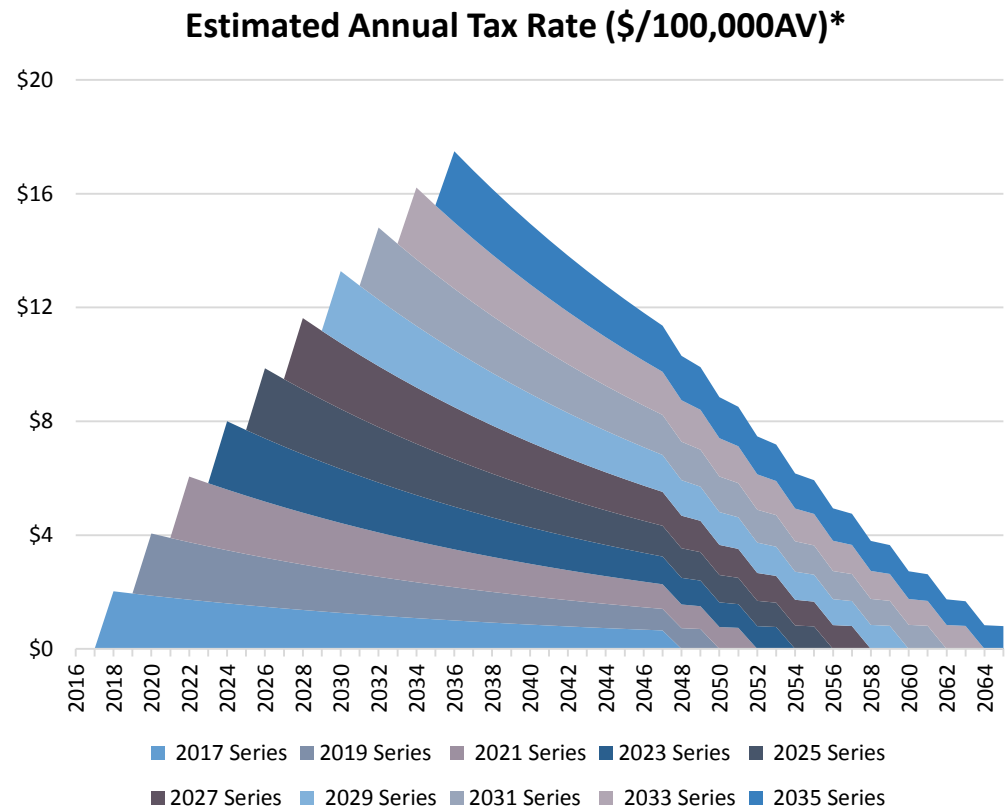
- Audit bond expenditures
- Ensure work is completed in accordance with the bond
- Publish an annual, public, independent report



BOND FINANCING & SCHEDULE

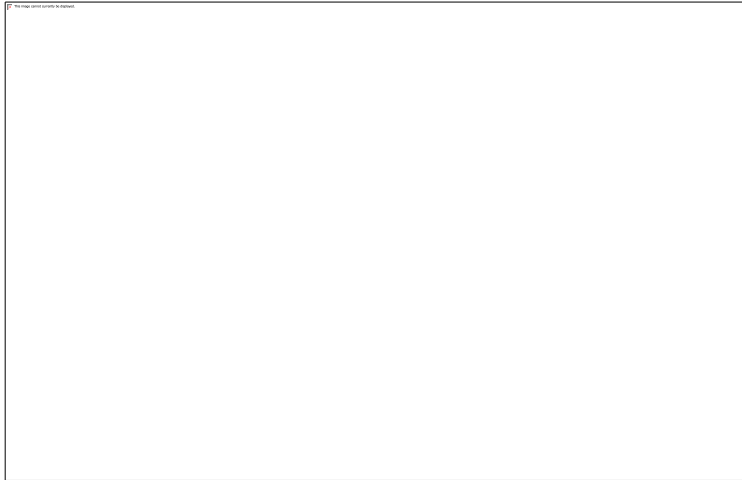
The bond measure is projected to cost between \$0.80 and \$17.49 per \$100,000 of a property's assessed value, for an average of \$8.98 per \$100,000 over the life of the bond.

	\$3.5 Billion
Total Par Amount	\$3,500,000,000
All-In True Interest Cost*	5.00%
Maximum Annual Debt Service*	\$227,689,000
Average Annual Debt Service*	\$142,299,625
Assumed AV Growth Rate*	4.00%
Maximum Tax Rate (\$/\$100,000 AV)*	\$17.49 (FY 2036)
Minimum Tax Rate (\$/\$100,000 AV)*	\$0.80 (FY 2065)
Average Tax Rate (\$/\$100,000 AV)*	\$8.98



THE PROBLEM

BART TRAIN CARS



**Current BART
Train Cars**



Fleet of the Future



RAIL CARS: REGIONAL APPROACH

Rail capital needs are a regional issue, requires a regional solution

- 306 additional rail cars for added capacity from new train control – \$1.6B
- BART, CCTA, ACTC, SFCTA and MTC are working together on an “Equal Share” contribution funding solution contingent on all parties providing funding shares
- BART’s bond legally **cannot** pay for rail cars

CONTRA COSTA COUNTY IMPROVEMENTS

1 ADDED TRAIN CAN REMOVE 2/3 LANE OF PEAK HOUR FREEWAY TRAFFIC

BART Line	Potential Capacity Increase	Peak Headway	
Pittsburg/Bay Point	15%-20%	4-5 minutes	
Richmond-SF	50%-80%	5 minutes	
Dublin/Pleasanton	50%-80%	4-5 minutes	

BENEFITS TO THE REGION

**30% more
trains**

Through the transbay tube
in the peak hour

**40% less
delays**

Projected reduction of
infrastructure-related delays

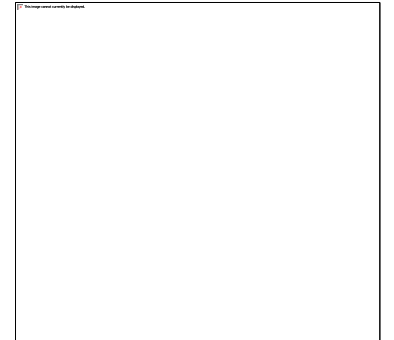
**8,500
fewer cars**

Crossing the Bay Bridge in
the peak hour

CONSEQUENCES OF INACTION

QUESTIONS?

**THANK
YOU!**



BART'S CONTINUOUS SYSTEM REINVESTMENT

Current Top Rates

	Train Operator	Station Agent	Maintenance	Track Worker
BART	34.14	34.14	40.21	34.14
WMATA	31.69	31.69	36.12	32.95
NY	34.51			
MUNI	31.46	40.70	41.83	
VTA	32.33		40.99	35.26

BART'S CONTINUOUS SYSTEM REINVESTMENT

- **75.67%** of BART Operating Costs Are Paid For By Customers
- **13 % VTA**
- **21 % MUNI**
- **35% MARTA**
- **62 % WMATA**
- **63% MTA NYC Transit**
(rail portion of service only)

OPERATIONS FUNDING TO BIG 3 CAPITAL

- **775 Rail Cars - \$2.6B**
- **Communications Based Train Control - \$915M**
- **Hayward Maintenance Complex Expansion - \$409M**
- **By completion date, BART will have allocated approx. \$865 million from operating budget to fund these critical projects.**

OPERATIONS FUNDING TO BIG 3 CAPITAL

\$186M allocated to date

\$865M anticipated future allocations

- 775 Rail Cars
- Communications Based Train Control
- Hayward Maintenance Complex Expansion

If BART Bond is unsuccessful, \$1.3 B will be needed from op budget for these critical projects

BART'S CONTINUOUS SYSTEM REINVESTMENT

OPERATIONS FUNDING TO BIG 3 CAPITAL

\$186M allocated to date

\$865M anticipated future allocations

- 775 Rail Cars
- Communications Based Train Control
- Hayward Maintenance Complex Expansion

If BART Bond is unsuccessful, \$1.3 B will be needed from op budget for these critical projects