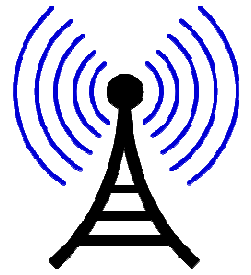


Save BART



BART's own experts agree:

The existing BART system is “vastly underfunded.”

The BART Board heard two horrifying new reports in November. They finally got a glimpse of the future if they and transportation funding agencies continue to ignore their massive \$7,500 million shortfall. That \$7,500 million is just the amount needed to maintain their existing system and replace BART's cars – the oldest in the United States!

Failure to deal with these issues will result in:

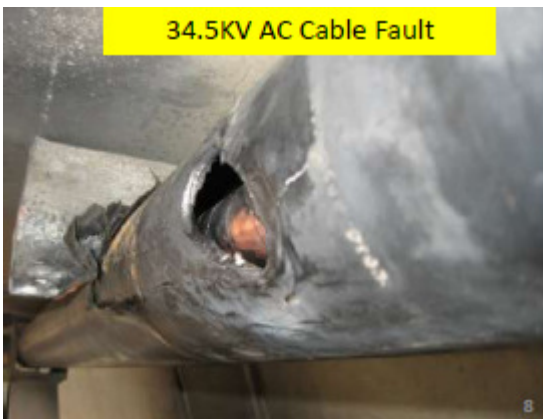
- **More frequent breakdowns and crowding** (resulting in a slower ride – 28mph average speed!)
- **Less capacity and turning away riders** (projected 120+k lost riders may have to drive or find alternatives)
- **Higher costs to drivers** due to congestion from fewer BART riders
- **Higher Costs to riders** (*extra* fare hikes of \$2 to \$4 per round trip would be needed without outside funding)
- **Negative environmental impacts**



NYC took 30 years to recover from lack of maintenance. Will we learn?

Business leaders, experts from UC Berkeley and the leading planning consultants say:

“Not spending on [the current system] could result in 21-32 BILLION DOLLARS in losses to the San Francisco Bay Area”



\$7,000 million deficit for desperately needed repairs and replacement including:

- \$300+ million for train controls (needed by 2020)
- \$3,200 million for replacement cars (BART has the oldest cars in the nation)

On top of these needs,

There is an additional \$1,300 million needed for seismic retro-fitting work for the BART system!

Unmaintained wear and tear means BART Power shorts out, leading to service shutdowns

Comments and Quotes on BART maintenance needs

“It took New York City nearly three decades to recover from the disinvestment in their programs. It is my hope that BART will not reach this state of disrepair before we find the funding and the will in the region to maintain what we currently have.”

– **Carter Mau, BART Executive Manager, Planning & Budget 12/1/11**

“I sat in a room of locally elected officials and kept pushing for ‘what are we going to do about fixing our stations?’ and the response from every one of them was ‘that’s BART’s problem.’ I don’t have a clue where they think we’re getting the money from.”

– **Joel Keller, BART Director 12/1/11**

BART’s focus groups found that Riders, Business leaders, Environmentalist and Elected Officials agree!¹

BART Riders: “BART leadership needs to get its act together, demonstrate cost control and lay out a clear action plan”

Business community: hit on economy is not acceptable; BUT BART needs to show that it’s a prudent steward of public funds, and must develop and advocate for a clear and sustainable plan for re-investment

Environmentalists: hit on environment is not acceptable; declining transit service would undermine state efforts to reduce pollution, greenhouse gas emissions

Elected officials: a multi-year investment program is needed – for BART and for other transit operators – with clear proposals for funding the investment

If YOU ❤️ BART like we do, help us Save It! A growing number of BART’s leaders want to put smart planning before polls and politics, but they need your support. The sustainable transportation backbone of the Bay Area hangs in the balance.

- Sign up to get SaveBART alerts: email Manolo at MGonzalezEstay@TransFormCA.org
- Visit: <http://transformca.org/advocacy/measureb> for elected official contact information

Resources:

Learn more and download copies of the presentations to the BART Board that include the information on this fact sheet: <http://transformca.org/advocacy/measureb>



¹ BART State of Good Repair presentation, 11/4/11