BART – The Next 40 Years

BART Metro Vision Update
Enhancing Service, Capacity and Coverage
BART Metro Vision

Agenda

• Project background
• Update on progress of study
• Review evaluation process
• Summarize stakeholder input
• Identify next steps
Prior Board input on BART Metro Vision

1. FY12 Budget: Allocated funds to BART Metro Vision + eBART
2. Nov 2011: Workshop discussed regional vision and SOGR
3. Dec 2011: Discussed Vision approach, trade-offs and ACTC sales tax
4. Feb 2012: (Advance Livermore) Directed staff to prepare project performance/ cost-effectiveness assessment of other capacity, infill and system expansion projects identified as viable candidate projects
5. May 2012: Focused on Vision goals, process and criteria
6. FY13 Budget: Allocated funds for project performance analysis
7. Jan 2013: Workshop affirmed District investment priorities
Study Objectives

- Support the Region’s Vision
- Engage public on BART’s role in the Vision
- Consider trade-offs among BART’s investment choices
- Leverage synergies with BART reinvestment
- Develop performance assessment, and recommendations, on investment opportunities
Job Growth
• ~ 1,000,000
• > 25% of growth near BART

Household Growth
• ~ 625,000
  • San Francisco: 100,000
  • Alameda: 160,000
  • Contra Costa: 90,000
  • San Mateo: 60,000
  • Santa Clara: 215,000
• > 25% of growth near BART

Legend
- BART Stations
BART System
- Current BART System
- Extension Under Construction
- Caltrain Line
Priority Development Areas
- High Intensity
- Medium Intensity
- Moderate Intensity
BART Metro Vision

Ridership Projections

- SRTP Ridership Growth (~1.8%)
- Core Ridership Growth = 3%
- Core Ridership Growth = 6%

Current: 500k
2014: 500k
2016: 500k
2018: 500k
2020: 750k
2022: 750k
2024: 750k
2026: 750k
2028: 1 million
2030:
2032:
2034:
2036:
2038:
2040:
2042:
2044:
2046:
2048:
2050:
Portland’s High Capacity Transit Study

- Regional priority corridors
- Guide long-term investment
- Tied to land use
Portland Outreach

- Metro Council
- Stakeholder interviews
- Workshops and community event presentations
- Website
- Online survey and questionnaires
- Online choice tool
Identify opportunities to support the region’s Vision

1. **Operational Analysis**: Identify service strategies and investments to support growing ridership

2. **Metro Vision**: Prioritize among potential infill stations and lines to serve emerging markets
• BART’s System Expansion Policy, 1999 / 2002
• Regional Rail Plan, 2007
• Plan Bay Area, 2013
Bay Area Regional Rail Plan (2007)

Key Concepts for BART

1. Capacity
   • More room in stations
   • Additional tracks in the core for more trains

2. Service
   • More “Show Up and Go” service in core areas
   • Faster trips to central business district jobs
   • Faster trips to suburban jobs
   • Track modifications for flexibility in operations

3. Coverage
   • New stations
   • New lines
MTC Regional Rail Plan 2007

**Oakland Wye**
- Fourth additional track for additional cross-platform connections

**West Oakland**
- People Mover connection to Infill Capitol Corridor Station

**Oakland - Northwestern San Francisco**
- New transbay tube and line Alignment TBD

**30th Street Mission**
- Infill station

**All Lines**
- "Core Capacity" and "Metro" improvements

**Oakland Airport Connector**
- (not shown)

**Union City**
- Connections to Caltrain and Capitol Corridor

**Santa Clara**
- Connections to SJC People Mover, Caltrain, Capitol Corridor and ACE

**Pittsburg/Bay Point-Tracy eBART**

**Walnut Creek and Dublin/Pleasanton**
- Connections to I-680 Express Bus

**Livermore (Isabel/Stanley)**
- Extension from Dublin/Pleasanton to connect with ACE at new station

**Montague/Capitol**
- Connections to I-680 Express Bus and VTA Light Rail

**San Jose Diridon**
- Connections to Caltrain, Capitol Corridor, ACE and VTA Light Rail
Key Capital Priorities

1) Big 3 Essential Investments
   a) Railcars
   b) Hayward Maintenance Complex
   c) Train Control System Modernization

2) Reinvestment / State of Good Repair

3) Capacity

4) Stations

5) Infill

6) Expansion
BART Metro Phasing

• Big Three – prerequisites for maintaining reliability
  • 1000 railcars
  • Train Control System Modernization
  • Hayward Maintenance Complex (HMC)
  • Cost – Approximately $4.4 billion

• Phase 1 – to 500,000 Riders
  • 10-car peak period trains, some lines extended hours nights and weekends
  • Vehicles – Requires 900 cars by 2025
  • Cost - Capital projects of approximately $80 to $100 million (i.e. crossovers, storage tracks)

• Phase 2 – to 750,000 Riders
  • More frequent off-peak service, especially nights and weekends
  • Additional peak period service everywhere, SF/OAK station platform expansion
  • Vehicles – Requires 1000 cars by 2025
  • Cost - Capital projects of approximately $700 million to $1.6 billion

• Phase 3 – Future BART
  • Findings from BART Metro Vision Study
  • Vehicles – 1000+ cars
  • Cost – TBD
BART Metro Vision

Process Flow

State-of-Good-Repair and Capacity Projects

Metro Vision Idea Gathering

Metro Vision Pre-Screen

Metro Vision First-Level Screening Qualitative

Metro Vision Open House Meetings

Metro Vision Second-Level Screening Quantitative

- Economy
- Environment
- Equity
- Customer Service
- System Performance

BART Board Meeting

100+ (1)
30
15
15
10

- Land Use - Density
- Corridor Availability
- Economy
- Environment
- Equity
- Customer Service
- System Performance

Approximate number of Metro Vision projects
Evaluation Criteria

- Economy
- Environment
- Equity
- Customer Service
- System Performance
Outreach

Completed
• Countywide stakeholder outreach meetings (3) – May 2012
• SPUR – June 2012
• Public agency outreach meetings (3) – Nov 2012
• MTC staff – Nov 2012

Future
• Open House meetings – Feb 2014
## Stakeholders

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<th>Port of Oakland</th>
<th>Sierra Club</th>
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<tr>
<td>Antioch Chamber</td>
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<td>Board of Education</td>
<td>Mission Merchants</td>
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<td>Oceanview / Merced / Ingleside CAO</td>
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BART Metro Vision

Results of Idea Gathering

• 35 ideas for corridors
  • Combinations of alignments and technologies
  • Includes 2nd Transbay Tube

• 22 ideas for infill stations

• 10 ideas for last mile connectors
  • Streetcar
  • Bus rapid transit
  • Light rail
BART Metro Vision
Stakeholder and Staff Ideas
Infill Stations
BART Metro Vision
Stakeholder and Staff Ideas
Corridors

New San Francisco Corridor
(multiple options shown)

Legend
- BART System
- BART Stations
- Extension Stations
- Under Construction
- Planning Phase
- Potential Metro Vision Corridors

Mode Options:
- Standard BART
- Commuter BART
- DMU
- BRT
BART Metro Operational Analysis identified critical investments to handle growing ridership.

Large unfunded needs for state-of-good repair.

What is the right investment balance?
Next Steps

• Detailed evaluation criteria – July 2013
• Results of first screening – October 2013
• Open House meetings – Feb 2014
• Second screening – Feb 2014
• Final Report – May 2014
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