Today

- Vision study and context
- The Long List
- The Limited List
- And The Short List
- Next Steps
BART Vision Purpose

How to support the region’s vision?

- Sketch out projects
- Engage others
- Consider the trade-offs
- Advise the Board
Key Capital Priorities

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

2) State of Good Repair

3) Capacity

4) Stations Program

5) Expansion
   a) Infill Stations
   b) New Corridors
Making investment choices:
- State of good repair
- Capacity
- Expansion
Cumulative Financial Outlook

Operating:
- ~$500M deficit
- 5% of total operating uses

Capital:
- ~$4.8B shortfall
- 50% of total need
- Near-term needs greatest
BART Vision

Process Flow

State-of-Good-Repair and Capacity Projects

BART Vision Idea Gathering

• Land Use - Density
• Corridor Availability

100+

BART Vision Pre-Screen

30

BART Vision First-Level Screening Qualitative

• Economy
• Environment
• Equity
• Customer Service
• System Performance

15

BART Vision Open House Meetings

15+

BART Vision Second-Level Screening Quantitative

3 - 5

BART Board Meeting

We Are Here

Approximate number of BART Vision projects
## Goals and Objectives

### Economy (10%)
- Access to jobs
- Access to housing

### Environment (10%)
- Regional land use vision
- Air quality benefits

### Equity (10%)
- Keep BART affordable
- Equitable service

### Customer Service (35%)
- System reliability
- Connect BART
- Crowding and throughput

### System Performance (35%)
- Cost-effective system improvements
- System flexibility
- Deliverable projects
# First-Level Screening Results

**“The Limited List”**

<table>
<thead>
<tr>
<th>Corridors</th>
<th>Infill Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Transbay</td>
<td>1. Irvington</td>
</tr>
<tr>
<td>▪ Second Transbay Tube</td>
<td>2. SF 30&lt;sup&gt;th&lt;/sup&gt; Street</td>
</tr>
<tr>
<td>▪ Transbay Bus improvements</td>
<td>3. Richmond I-80 Transfer</td>
</tr>
<tr>
<td>2. Western SF (BART)</td>
<td>4. Oakland Children’s Hospital</td>
</tr>
<tr>
<td>▪ Western Addition - Richmond District</td>
<td>5. Oakland San Antonio</td>
</tr>
<tr>
<td>▪ Western Addition - UCSF - 19&lt;sup&gt;th&lt;/sup&gt; Ave - Daly City</td>
<td>6. Oakland 55&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>3. Livermore I-580 (BART)</td>
<td>7. Oakland 98&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>4. eBART Phase 2 (DMU)</td>
<td></td>
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<tr>
<td>5. I-680 (BRT)</td>
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<tr>
<td>6. wBART I-80 (BART)</td>
<td></td>
</tr>
<tr>
<td>7. Eastshore/Capitol Corridor Overlay (DMU)</td>
<td></td>
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</tbody>
</table>
2nd Transbay Tube
POSSIBLE FUTURE STUDY CORRIDOR
Transbay Corridor: Bus Improvements
possible future study corridors
2nd San Francisco BART Line
POSSIBLE FUTURE STUDY CORRIDORS
Livermore BART
STUDY CORRIDOR

I-580 / BART to Livermore
Eastshore DMU
POSSIBLE FUTURE STUDY CORRIDOR
Possible Future Infill Stations for Study

San Francisco - 30th Street
Possible Future Infill Stations for Study

Richmond - I-80 Transfer
Possible Future Infill Stations for Study

Oakland - Children’s Hospital
Possible Future Infill Stations for Study

Oakland - San Antonio/Brooklyn Basin
Possible Future Infill Stations for Study

Oakland - Melrose/55th Avenue
Possible Future Infill Stations for Study

Oakland - Elmhurst/98th Avenue
Possible Future Infill Stations for Study

Fremont - Irvington
Next Steps

Finding the right balance
Next Steps

Vision Study Outreach

The Long List

Stakeholders – transit advocates, business, leaders of non-profit and EJ organizations
Public
Agency partners

The Short List + SOGR + Capacity choices
Same parties
How would you improve BART?

BART has some important decisions to make over the next few decades. The system is aging and in need of repair.

At the same time, the region is growing, and more transit capacity is needed. This exercise is designed to help you help us set priorities for spending and revenue sources. You will see, in real time, the potential benefits and impacts of different spending decisions on the regional transit system (including BART and other modes, such as Transbay buses). You can update your priorities at any time.

Select your funding sources. All assumed to remain in place for 30 years.

**Funding**

- BART Bond: $$$
- Add'l BART sales tax: $$$$$ $$$
- Regional VLF: $
- Regional Gas Tax: $$$
- Higher BART Fares: $
- Bridge Tolls: $
- Parcel Tax: $$

**Annual Household Cost**

Total Budget

- $0

**Improvements**

- Fix and Modernize BART: $5
  - Fully fund all of BART's maintenance and repair backlog for 30 years: $5

**Costs**

Your Overall Benefits

- Regional Economy
- Compact Land Use
- Keeps BART Affordable
- System Reliability
- Manages Crowding
- Improves Cost-Effectiveness
- Increases Flexibility

Budget Spent

Maximum is
Next Steps

Dec 4 BART Board consideration

- “The Short List” for review
- Discussion of advancement to study
- Consideration of policy work
  - Review System Expansion Policy
  - Develop Infill Station Policy