

Same Name ... New Train

More Than An Opportunity — An Imperative



BART
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February 1993

SAME NAME, NEW TRAIN

A PLAN FOR BART TO OPERATE A COMMUTER RAIL SERVICE LINKING THE GREATER EAST AND NORTH BAYS TO BART, THE REGIONAL RAIL SYSTEM

THE IMPERATIVE

THE people of the Bay Area have a unique chance to expand the regional rail system and provide new commuter rail service in one of the region's most congested corridors.

This new rail service will help unclog our freeways, improve our air quality, restore our quality of life, and stimulate our stagnant economy. Using infrastructure that is already in place, new service could be available in less than one year connecting areas of the North and East Bay to BART — the Regional Rail System.

Working together though the Greater East Bay Rail Opportunities Committee (GEBROC), with interested parties in Alameda, Contra Costa and Solano counties, and with the Southern Pacific Transportation Co., we propose that BART operate commuter rail lines between Fairfield/Suisun City and Oakland, and Brentwood and Oakland, using existing SP tracks and rights-of-way.

This new rail service could be up and running and carrying 4,000 people each work day — in less than a year — and another 2,000 people within two years with implementation of Brentwood service.

This new rail service would be a

seamless, integrated link to BART's 71-mile regional rail system, connecting the Greater East and North Bays with the San Francisco Bay Area Region. Through BART, connections can be made with the existing network of buses serving our cities and suburbs, corporate commuter vans serving industrial parks, ferries across San Francisco Bay, and airlines at Oakland International Airport.

THE NEED

Economic, environmental and population forces are propelling the need for immediate and effective



transportation solutions. The San Francisco Bay Area, carved by bays, rivers and hills, has a virtually insatiable demand for transportation.

High housing prices have pushed the burgeoning population into new suburban areas further from traditional urban work hubs, while urban land prices have forced corporations to create industrial parks in former bedroom communities.

Traffic no longer slips smoothly along suburban-urban corridors, but stops-and-starts throughout a complex web of commuters traveling in all directions along once-uncongested – or at least manageable – transportation corridors.

People in the new bedroom communities across the Carquinez Strait and in East Contra Costa County commute to jobs both in the new

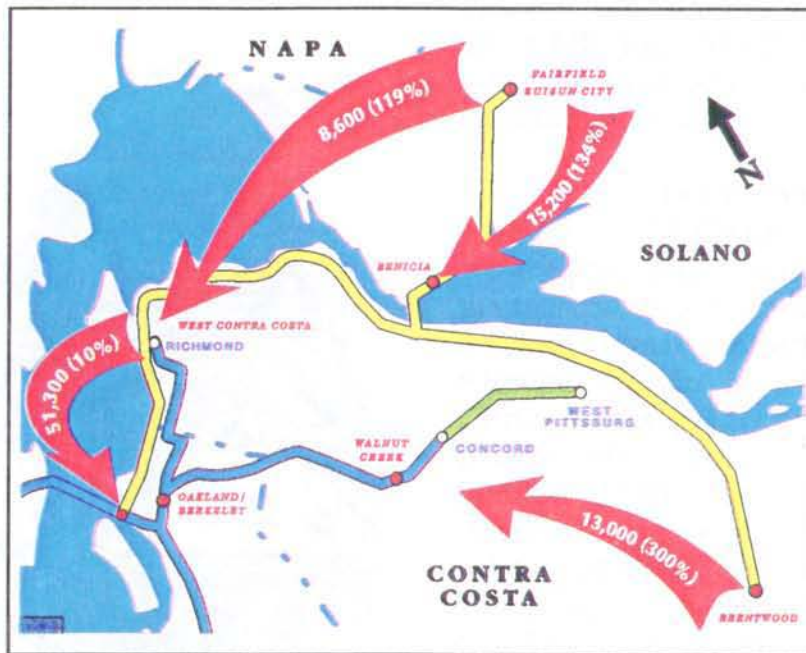
employment areas of West and Central Contra Costa County as well as the traditional urban centers of Oakland and San Francisco.

Against this backdrop, GEBROC formed to forge a new partnership to evaluate, plan and advocate for opportunities to develop new or expanded rail and mass transit facilities to serve the Greater East Bay counties. GEBROC studies indicate that current and future traffic conditions along the I-80 corridor warrant near-term, effective transit

alternatives, and that this proposed rail service could be a feasible and effective solution.

It is estimated that by the year 2010, there will be 51,300 trips along I-80 between West Contra Costa and the Oakland-Berkeley area; 15,200 trips along I-680 between Fairfield/Suisun City and Benicia; 13,000 trips along State Route 4 between Brentwood and Walnut Creek, and 8,600 trips along I-680 and I-80 between Fairfield/

Suisun City and West Contra Costa County. Studies show that the transportation infrastructure currently in place and programmed for the future is severely inadequate to accommodate this demand.



This demand could all be served by the Commuter Rail Service, within one year.

The "quality of life" that has made the San Francisco Bay Area one of the nation's jewels has deteriorated.

Congested freeways, long commutes, and limited housing and limited transportation alternatives have contributed to a stagnant job market, sluggish economy and declining "quality of life."

The Carquinez Strait, once a natural barrier that contained the cities and suburbs, has become an obstacle to economic growth for the ever-expanding Bay Area. The two bridges across the Strait have become hardened arteries of autos.

Interstate-80 from State Route 4 to the Bay Bridge, one of the busiest stretches of Interstate highway *in the nation*, has become a mass of slow-moving, often not-moving, cars and trucks.

Congestion is projected to worsen in the short-term as a result of the five-year HOV construction project, currently underway, along a 17-mile portion of I-80's most congested stretch of freeway.

The proposed Commuter Rail Service would be a feasible and near-term mitigation measure to these construction impacts.

BART Commuter Rail Service could help the Bay Area meet the increasingly strict regional and state air quality standards by enticing commuters out of their cars and into transit.



And a BART Commuter Rail Service would also lift the Bay Area's economy by moving people, goods and services throughout the region more efficiently and more productively — and do it quickly. The implementation of this service could create about 4,000 direct and indirect jobs.

BART is currently building three extensions and planning a fourth. The only rail services proposed for the East and North Bay Corridors are BART's Phase II and III plans to extend service along I-80 and State Route 4 corridors, which will not be operational until sometime in the 21st Century.

THE SERVICE

The BART Commuter Rail Service we are proposing would be a five-year demonstration service and could offer — within a year — direct and reliable 69-minute service from Fairfield/Suisun City and Benicia in Solano County, north of the Carquinez Strait, to BART's West Oakland Station. Interim stops would be made at the existing Martinez Amtrak Station, Hercules, and the Richmond BART/Amtrak Station.

Simple but functional stations would be built to accommodate commuters at Benicia and Hercules.

Within two years, BART Commuter Rail Service could offer 79-minute service between Brentwood in East Contra Costa County, West Contra Costa County, Oakland, Berkeley, and San Francisco. Intermediate stops would be made at Antioch, Pittsburg, Martinez, Hercules and the existing BART stations at Richmond and West Oakland. (The existing track and rights-of-way on the

proposed Brentwood-Oakland line will require more work than those on the Fairfield/Suisun City-Oakland line.)

Passengers could connect directly to BART at the Richmond or West Oakland stations for trips to downtown Oakland or San Francisco, U.C. Berkeley, the "extended" Silicon Valley in Southern Alameda County, or Oakland International Airport. Eventually, additional stops could be made at Jack London Square, adjoining downtown Oakland, and at BART's Oakland Coliseum Station for direct shuttle service to Oakland International Airport — or concerts and games at the Oakland Coliseum.

The commuter rail ticket will be a BART-compatible ticket that can be used on both BART and the commuter rail. Tickets will be purchased at automated vending machines located at the commuter rail stations or by phone. Discounted multi-ride tickets (e.g., monthly passes) will also be available. There will be no extra costs for passengers transferring to BART service.

We estimate capital start-up costs on the Fairfield/Suisun City — Oakland line of \$35 million to \$40 million and annual operating expenses of \$6 million to \$7 million. Capital start-up costs on the Brentwood — Oakland line are estimated at \$28 million to \$33 million, with annual operating costs of approximately \$4 million to \$5 million.

Transportation funds currently available to the region are fully subscribed and new funds at the federal, state and local levels must be secured to support the service. The Clinton Administration's proposed

economic stimulus/infrastructure investment legislation offers a near-term funding opportunity for which this project is well positioned to compete.

THE INSTITUTIONAL OPPORTUNITIES

An array of opportunities exists for BART to operate the Commuter Rail Service within the institutional



fabric of the region. BART is currently working with GEBROC to develop an institutional framework

work which can provide effective and near-term service to accommodate the region's varied interests.

For instance, BART as the operator, could function as the commuter rail authority or be the operating agent under a new regional entity formed specifically to implement and provide policy direction for commuter rail services. The latter would be similar to the structure of the recently formed Peninsula Joint Powers Board which is responsible for the Peninsula Corridor Commuter Rail service.

THE BENEFITS

The new BART Commuter Rail Service could carry passengers in nine to 12 months — compared to the eight years it took to build BART and the six years it will take to extend the existing system eastward. And it would instill the "transit habit" in people so that

they, and the people who follow them to the expanding edges of the Bay Area, would fill BART's future extensions.

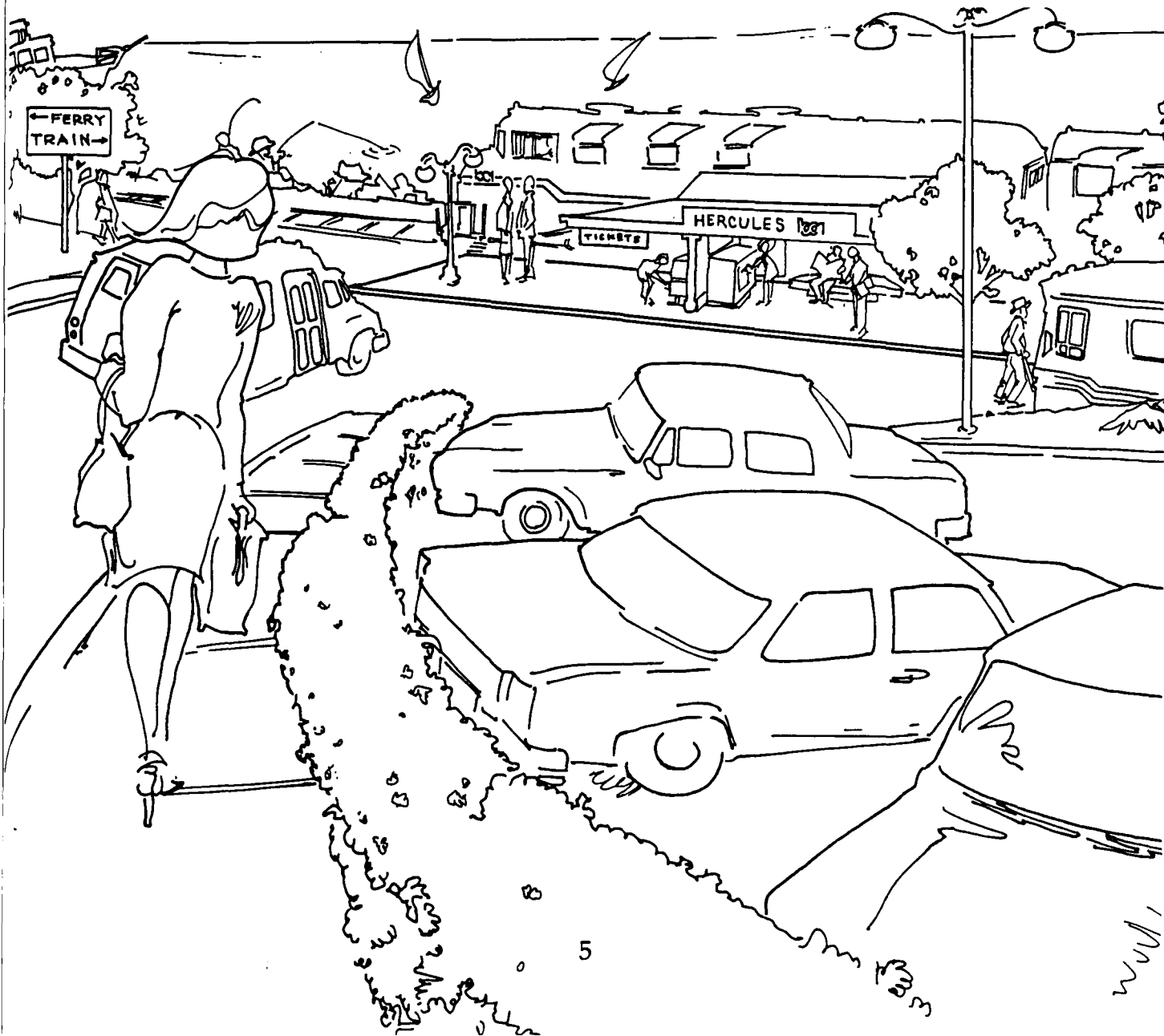
Regional BART offers the experience to provide seamless scheduling, a rational fare policy, coordinated future development, uniformity of information and customer services — with no new administrative bureaucracy.

BART personnel offer the wealth of experience-bred skills that are

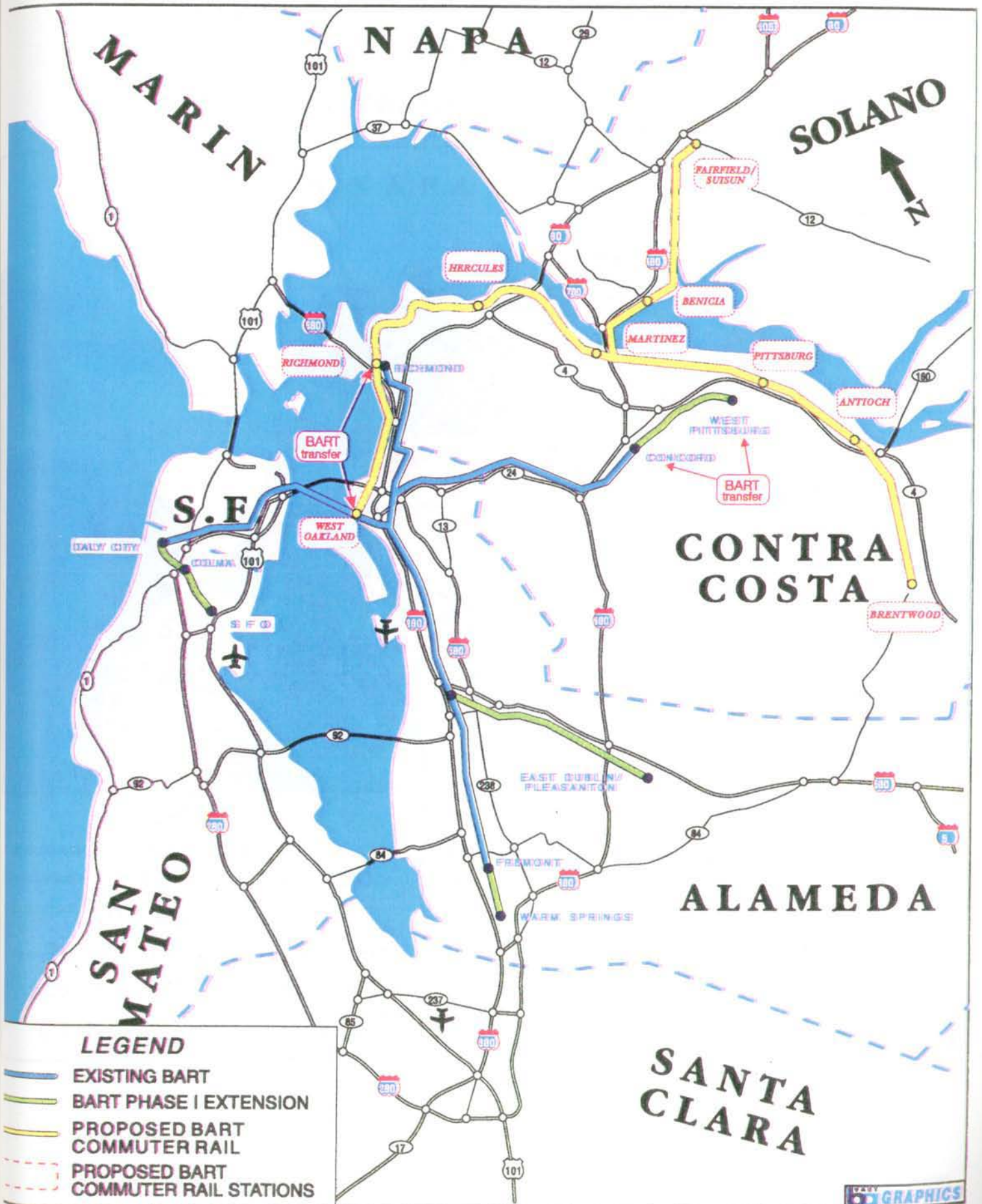
essential to putting a rail system into operation quickly and efficiently.

BART is uniquely qualified to run a commuter rail line. BART has been operating a safe, reliable, convenient, economical, energy efficient and environmentally sound regional rail system for more than 20 years. With funding, BART could have this new service up-and-running by Christmas.

BART Commuter Rail Service is far from an opportunity. It is an imperative.



PROPOSED BART COMMUTER RAIL SERVICE



ORIGIN-DESTINATION PAIRS SERVED BY BART COMMUTER RAIL SERVICE



SOURCE:

KORVE ENGINEERING "INTERIM REPORT #2, CORRIDOR DEFICIENCIES AND OPPORTUNITIES FOR FIXED GUIDEWAY TRANSIT", NOVEMBER 1992, AND "REVISED TRANSIT MARKET GRAPHICS", MEMORANDUM, DECEMBER 1992.

BART COMMUTER RAIL OPERATING PLAN SUMMARY

§ Service — Fast, Reliable — Bypassing Crowded Highways

- ✓ 1 ¼-Hour Rides to downtown San Francisco
- ✓ Complementary to & Coordinated with BART
- ✓ BART-Compatible Ticketing for "Seamless Passenger Flow"
- ✓ Discounted Multi-Ride Fares
- ✓ Potential Fare Discount Coordination with BART
- ✓ Train Arrivals/Departures Matching Work Start/End Times

§ Equipment - Bright, Clean Four-Car Trains

- ✓ Diesel Locomotives
- ✓ Refurbished Equipment for Quick Start-Up
- ✓ New Equipment for Long-Term Operation

§ Stations - Comfortable, Functional and Accessible

✓ Stops at

- Fairfield/Suisun City — Existing Intermodal Station
- Brentwood — Adjacent to BART Park & Ride Lot
- Antioch — Adjacent to BART Park & Ride Lot
- Pittsburg — Adjacent to BART Park & Ride Lot / BART Transfer Station
- Benicia — Along Interstate-680
- Martinez — Existing Intermodal Station
- Hercules — Interstate-80 and State Route 4
- Richmond — Existing Intermodal Station / BART Transfer Station
- West Oakland — BART Transfer Station

✓ Potential Future Stops at

- Jack London Square — Downtown Oakland, Ferry and Bus Connections
- Oakland Coliseum — BART Transfer Station, Connection to Oakland International Airport

§ Convenience

- ✓ Direct Link to BART
- ✓ Intermodal Connections: Amtrak, Buses, Airlines, Ferries, Corporate Commuter Vans
- ✓ Easy Access from Streets and Highways
- ✓ ADA Provisions
- ✓ Parking & Lighting
- ✓ Posted Schedules
- ✓ Ticket Vending
- ✓ Off-Peak & Off-Hour Transportation Alternatives

§ Program - Five-Year Demonstration Project

Fairfield/Suisun City – Oakland

- ✓ Capital Outlay – \$35 to \$40 million
- ✓ Annual Operating Expense – \$6 million to \$7 million
- ✓ Quick Start Up (9 - 12 months after funding assurances)

Brentwood – Oakland

- ✓ Capital Outlay – \$28 to \$33 million
- ✓ Annual Operating Expense – \$4 million to \$5 million

FAIRFIELD/SUISUN CITY — OAKLAND

✓ **Four INBOUND Morning Trains**

Depart Fairfield/Suisun between 4:25 a.m. and 7:10 a.m.
Arrive San Francisco (via BART transfer) between 5:45 a.m. and 8:30 a.m.

✓ **Four OUTBOUND Evening Trains**

Depart San Francisco (via BART transfer) between 4 p.m. and 6:10 p.m.
Arrive Fairfield/Suisun between 5:30 p.m. and 7:30 p.m.

DRAFT SCHEDULE BART COMMUTER RAIL FAIRFIELD/SUISUN CITY — OAKLAND									
Mornings READ DOWN					Evenings READ UP				
#801	#803	#805	#807		#802	#804	#806	#808	
4:25	5:10	6:10	7:10	Fairfield ¹	5:25	5:55	6:38	7:29	
4:39	5:24	6:24	7:24	Benicia ²	5:11	5:41	6:24	7:15	
4:47	5:32	6:32	7:32	Martinez ¹	5:03	5:33	6:16	7:07	
5:04	5:49	6:49	7:49	Hercules ²	4:46	5:16	5:59	6:50	
5:18	6:03	7:03	8:03	Richmond ³	4:32	5:02	5:45	6:36	
5:34	6:19	7:19	8:19	West Oakland ³	4:16	4:46	5:29	6:20	

¹ Amtrak stations with connecting buses to local communities.

² Connecting buses to local communities.

³ BART Stations — Direct connections to downtown Oakland and San Francisco, U.C. Berkeley, Oakland International Airport, Fremont, Silicon Valley

Draft schedule, BART Commuter Rail Service along the I-80 and I-680 Corridors.

BRENTWOOD — OAKLAND

✓ **Four INBOUND Morning Trains**

Depart Brentwood between 4:30 a.m. and 7:15 a.m.

Arrive San Francisco (via BART transfer) between 6 a.m. and 8:45 a.m.

✓ **Four OUTBOUND Evening Trains**

Depart San Francisco (via BART) between 3:55 p.m. and 6:55 p.m.

Arrive Brentwood between 5:15 p.m. and 8:15 p.m.

**DRAFT SCHEDULE
BART COMMUTER RAIL
BRENTWOOD — OAKLAND**

Mornings READ DOWN					Evenings READ UP			
#811	#813	#815	#817		#812	#814	#816	#818
4:30	5:15	6:15	7:15	Brentwood ¹	5:13	5:50	7:09	8:14
4:47	5:32	6:32	7:33	Antioch ¹	4:56	5:33	6:52	7:57
4:53	5:38	6:38	7:39	Pittsburg ¹	4:50	5:27	6:46	7:51
5:02	5:47	6:47	7:48	Martinez ²	4:41	5:18	6:37	7:42
5:19	6:04	7:04	8:05	Hercules ¹	4:24	5:01	6:20	7:25
5:33	6:18	7:18	8:19	Richmond ³	4:10	4:47	6:06	7:11
5:49	6:34	7:34	8:35	West Oakland ³	3:54	4:31	5:50	6:55

¹ Connecting buses to local communities.

² Amtrak stations with connecting buses to local communities.

³ BART Stations — Direct connections to downtown Oakland and San Francisco, U.C. Berkeley, Oakland International Airport, Fremont, Silicon Valley

Draft schedule, BART Commuter Rail Service along the I-680 and State Route 4 Corridors.