

To: Board of Directors

Date: 9/12/2018

From: Bill Churchill, Asst. General Manager – Admin.

Reviewed by: *W.C.*

**SUBJECT: BART Early Morning Service Plan**

### Background:

The San Francisco Bay Area Rapid Transit District (BART) is in the midst of a multi-year program to rehabilitate aging infrastructure, including track replacements and seismic upgrades to the Transbay Tube and other line sections. In order to be able to carry out the necessary work, the District plans to increase its night time out-of-service window by starting the service day on weekdays one hour later in the morning, system wide. The change, which is anticipated to take effect in February 2019 and to last for 3 ½ years, will have BART trains start an hour later on weekdays. Instead of a 4AM start, trains will begin operations at 5AM.

### Early Morning Bus Bridge Request:

The BART District estimates that approximately 2,900 riders would be impacted across its system by starting the weekday service one hour later. Although this number is small compared with total BART ridership, the profiles of the early-morning riders tend to be that of lower-income commuters who lack alternative means of getting to their jobs. With that in mind, the District has reached out to all BART-connecting bus transit operators and asked for their participation in a regional bus bridge network. The bus bridge network will serve two of the seven BART stations in Contra Costa County. The map below shows the conceptual network:



The current bus bridge plan will provide routes from the Pittsburg/Bay Point and Pleasant Hill BART stations. Each station would provide one nonstop route to the Salesforce Transit Center (STC) in San Francisco, and another that would go nonstop to the 19<sup>th</sup> St. BART station in Oakland. BART has asked County Connection to operate two trips from Pleasant Hill BART station to 19<sup>th</sup> St. while Tri Delta will be asked operate from the Pittsburg/Bay Point station. Details are subject to finalization, but the basic assumptions are for the Pleasant Hill service to run approximately at 4:15am and 4:45am each weekday morning, requiring two buses to operate. This service is not anticipated to add to the peak vehicle requirement for County Connection, but it will expand existing hours of operation by approximately 20 minutes.

**Financial Implications:**

BART has stated that it will draft proposed agreements with bus bridge operators such that they cover the full cost of providing the service. In order to keep agreements simple and manageable, no separate fare structure would be required; rather, County Connection would be able to apply its own local fare, the revenues from which would be credited back to BART. County Connection staff's internal estimate shows that the service would require approximately 1,100 hours per year to operate. County Connection would determine a fully loaded hourly rate to ensure fair compensation to County Connection and ensure all expenses are covered.

**Recommendation:**

The O&S Committee and staff recommends that the Board authorize the General Manager to enter into a contract with BART to provide the early morning Bus Bridge service starting February 2019.

**Action Requested:**

The O&S Committee requests Board approval of BART's conceptual plan and authorizes the General Manager to enter into a contract with BART. The contract must ensure full compensation and meet all federal requirements.