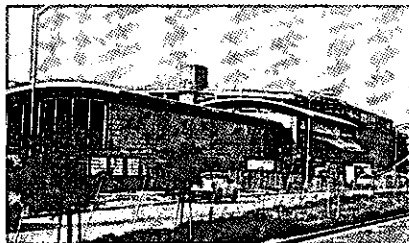
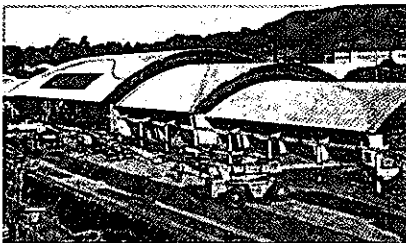


SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2002 REPORT TO CONGRESS

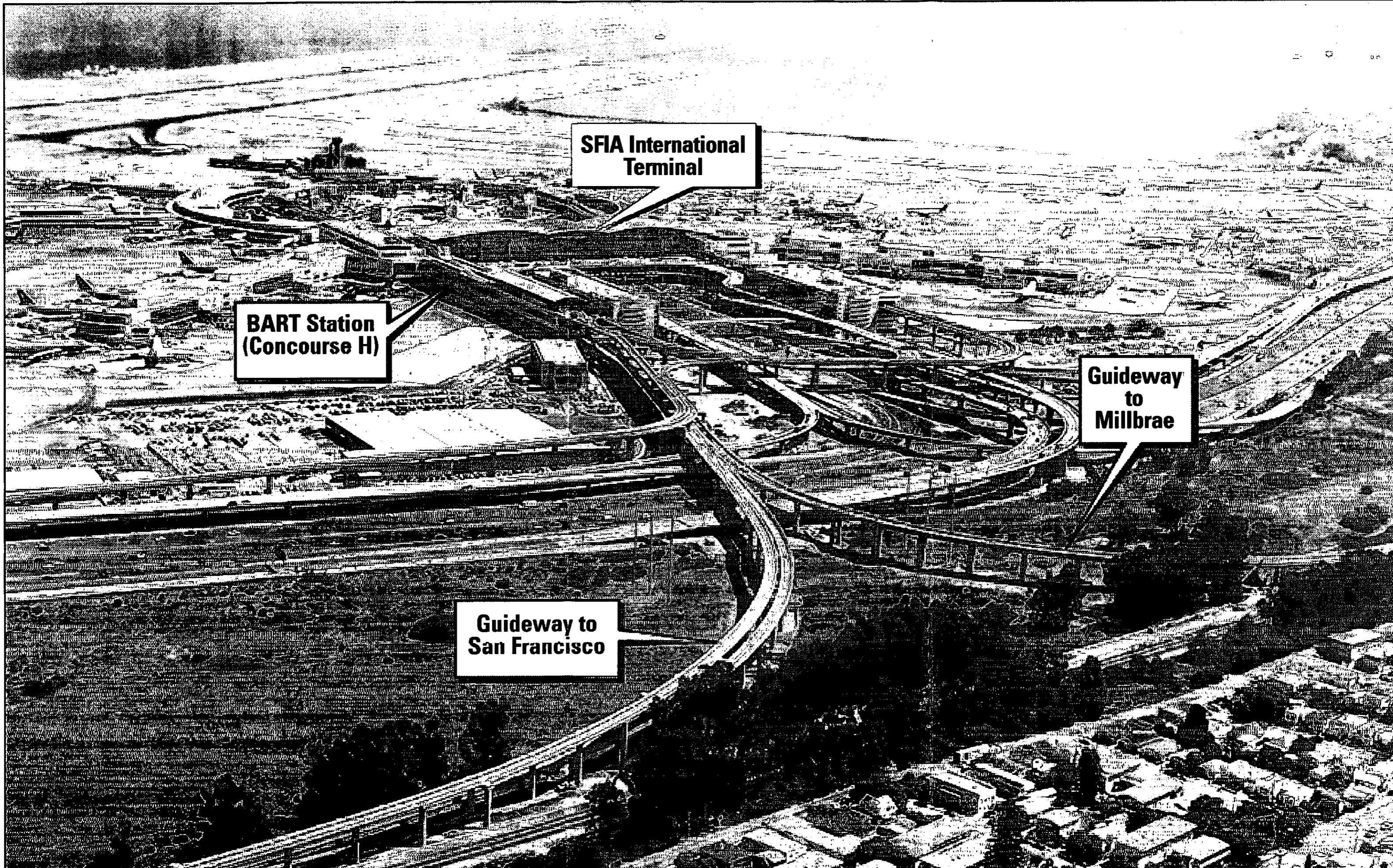


ON THE

SAN FRANCISCO AIRPORT EXTENSION PROJECT



SOUTH SAN FRANCISCO • SAN BRUNO • SFIA • MILLBRAE



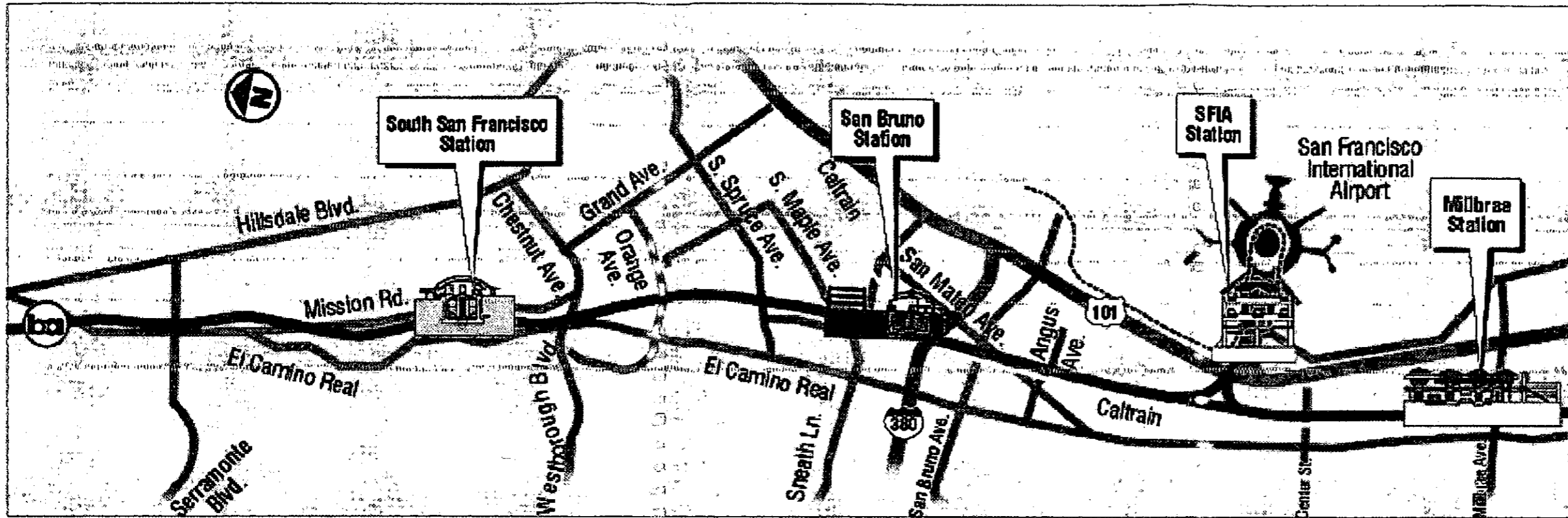
SFO International Terminal

BART Station (Concourse H)

Guideway to Millbrae

Guideway to San Francisco

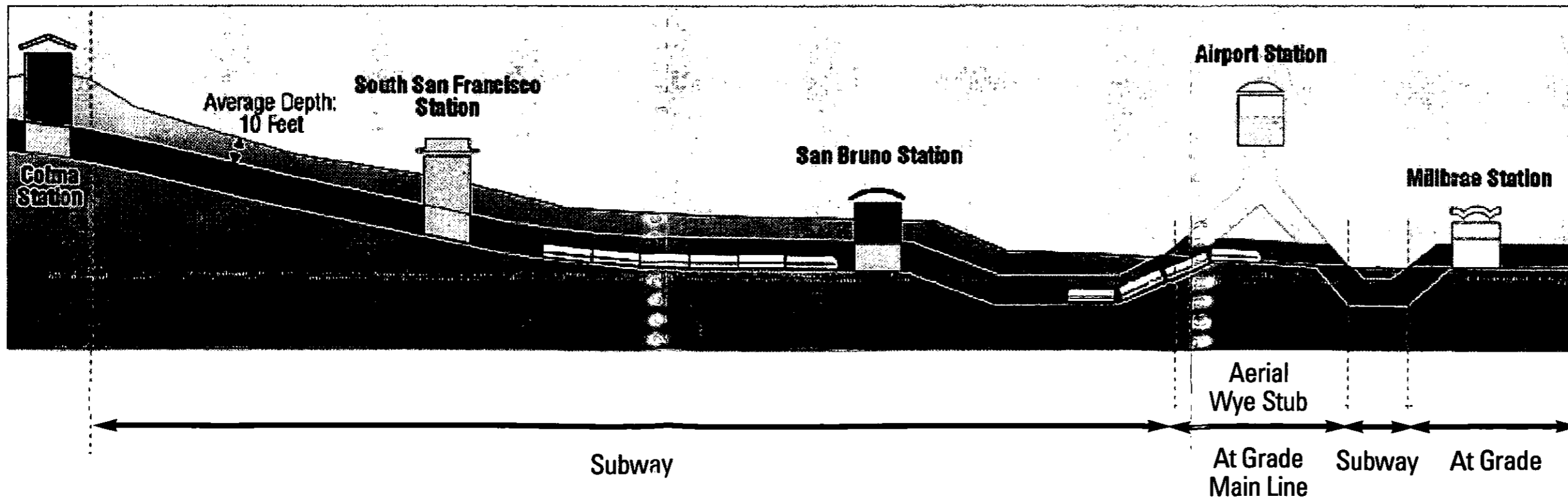
BART SFO EXTENSION LINE ALIGNMENT AND PROFILE



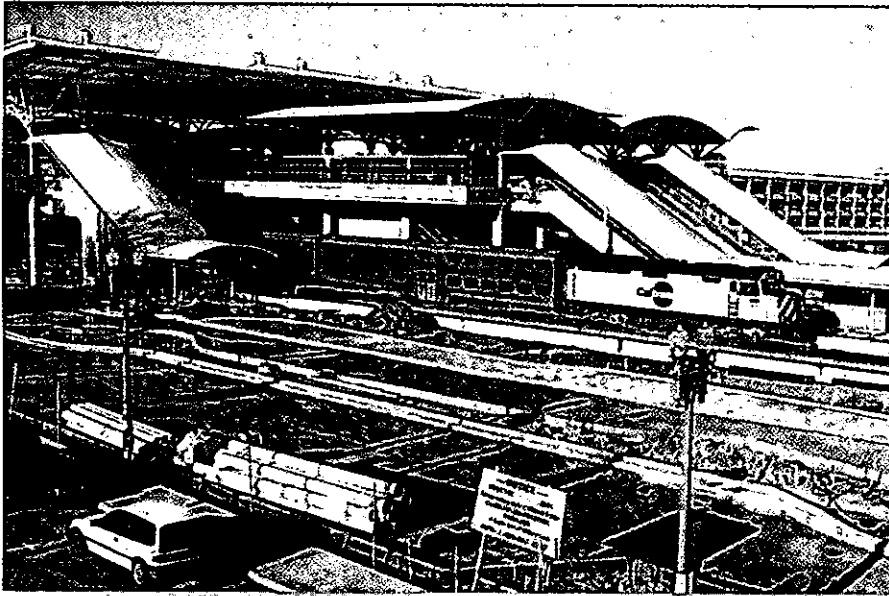
■ **6.1 miles**
subway

■ **1.2 miles**
aerial

■ **1.4 miles**
at-grade



PROJECT DESCRIPTION AND SETTING



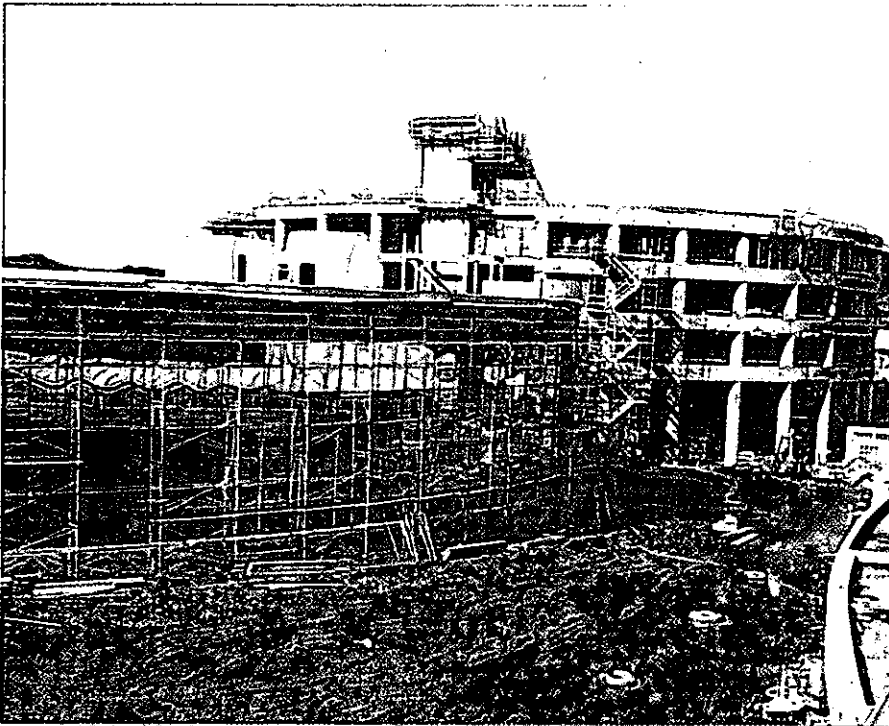
Millbrae Station

Description

- 8.7 miles of new double track
- Four new stations – 2 subway, 1 elevated, 1 surface
- 5,300 + parking spaces in structures and surface lots at 3 stations
- Intermodal terminus station at Millbrae shared by BART and Caltrain, a 77-mile commuter rail service on the San Francisco Peninsula

Setting

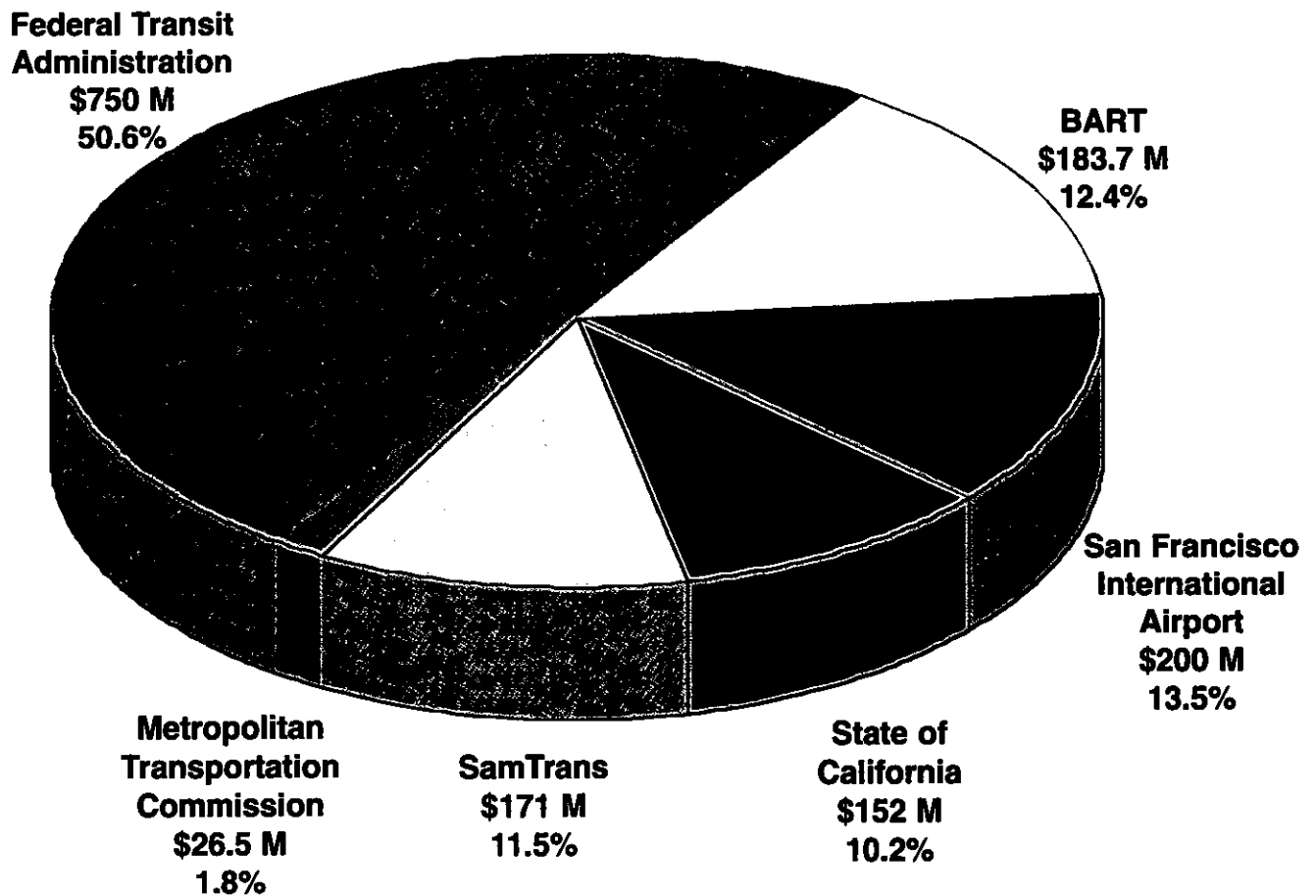
- Alignment follows current and former railroad rights-of-way
- Built largely below ground through a fully developed urban area
- Diverse environmental settings and restrictions
- Multiple governmental jurisdictions and permitting agencies
- Runs through, over, under or alongside cemeteries, schools, hospitals, residential neighborhoods, a shopping mall, a central business district, endangered species habitat, a working railroad, a 10-lane freeway and a major international airport



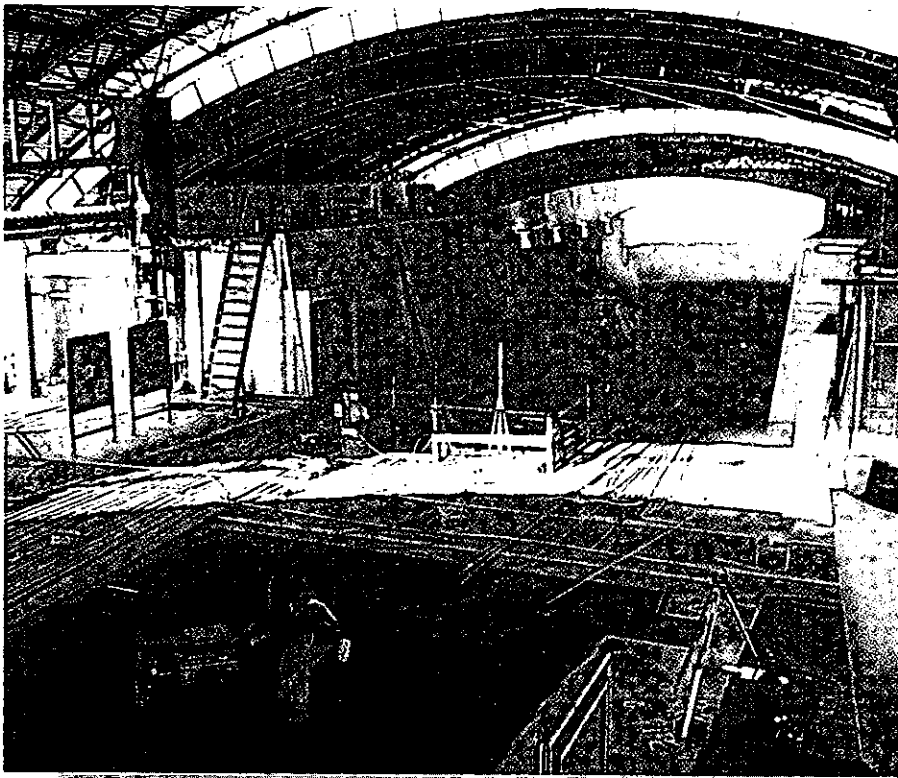
San Bruno Parking Garage

TOTAL PROJECT FUNDING

BART SFO EXTENSION TOTAL PROJECT FUNDING = \$1,483.2 MILLION



FY 2003 APPROPRIATIONS REQUEST

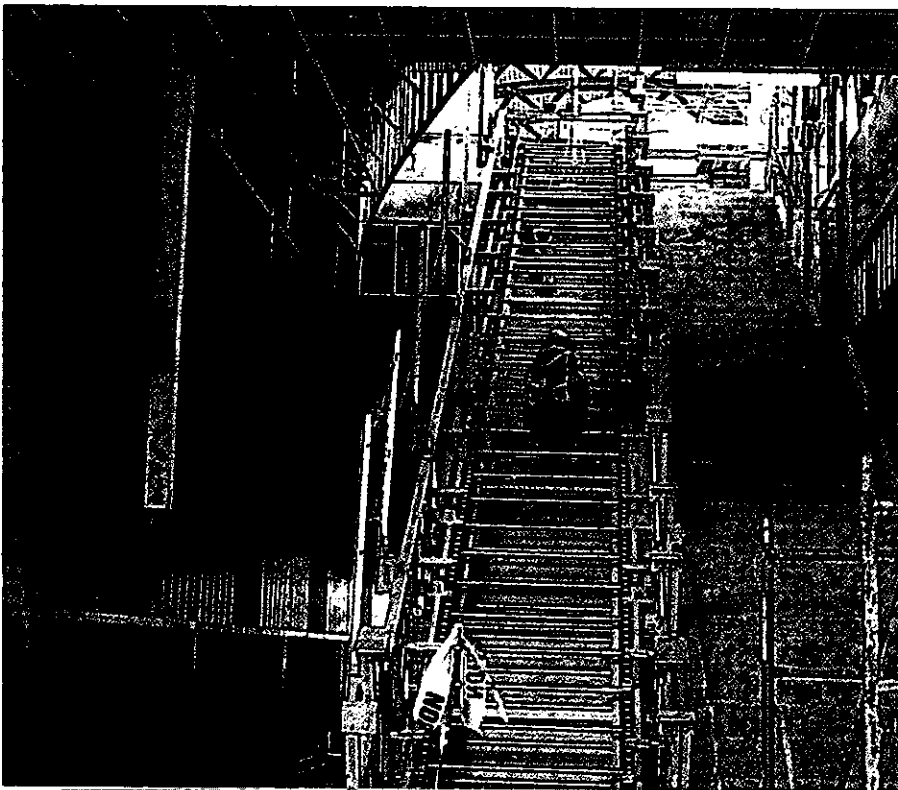


South San Francisco Station

- BART is requesting **\$100 million** for the SFO Extension in FY 2003, as scheduled in the Full Funding Grant Agreement (FFGA).
- The President's FY 2003 Budget Request includes \$100 million for the BART SFO Extension.

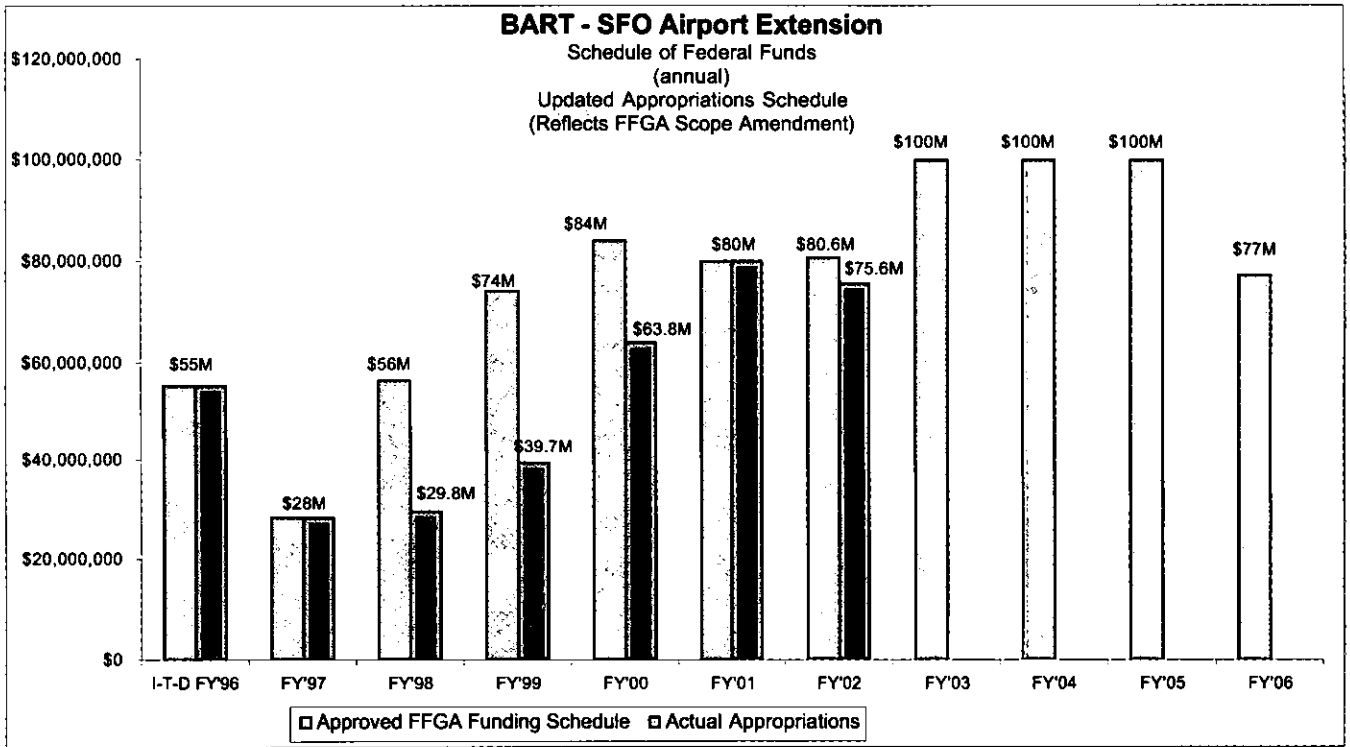
Top Regional Priority

- Recently adopted regional agreements re-affirm that the BART SFO Extension remains the San Francisco Bay Area's top priority for federal New Starts funding.
- "The region's first priority for federal New Starts funds is the BART extension to San Francisco International Airport until such time that the project receives its final appropriation from Congress, currently expected in 2006." December 19, 2001, MTC adoption of the Regional Transit Expansion Program (RTEP), Res. No. 3434.
- "BART and VTA agree that the BART to SFO Extension remains the highest and first priority for federal New Starts funding for the region until the full appropriation of \$750 million is achieved." Comprehensive Agreement between Santa Clara VTA and BART adopted on November 13, 2001.



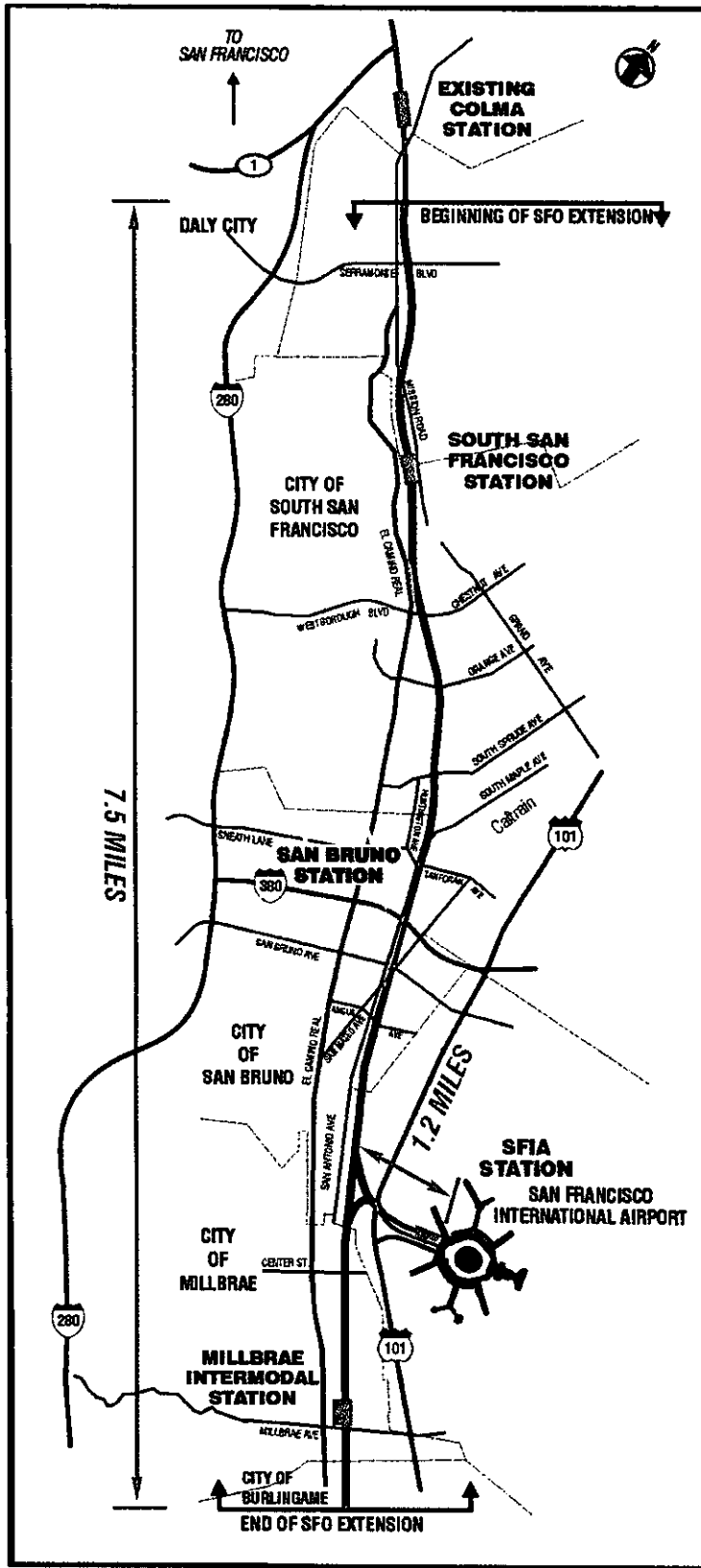
San Bruno Station

FY 2003 APPROPRIATIONS REQUEST



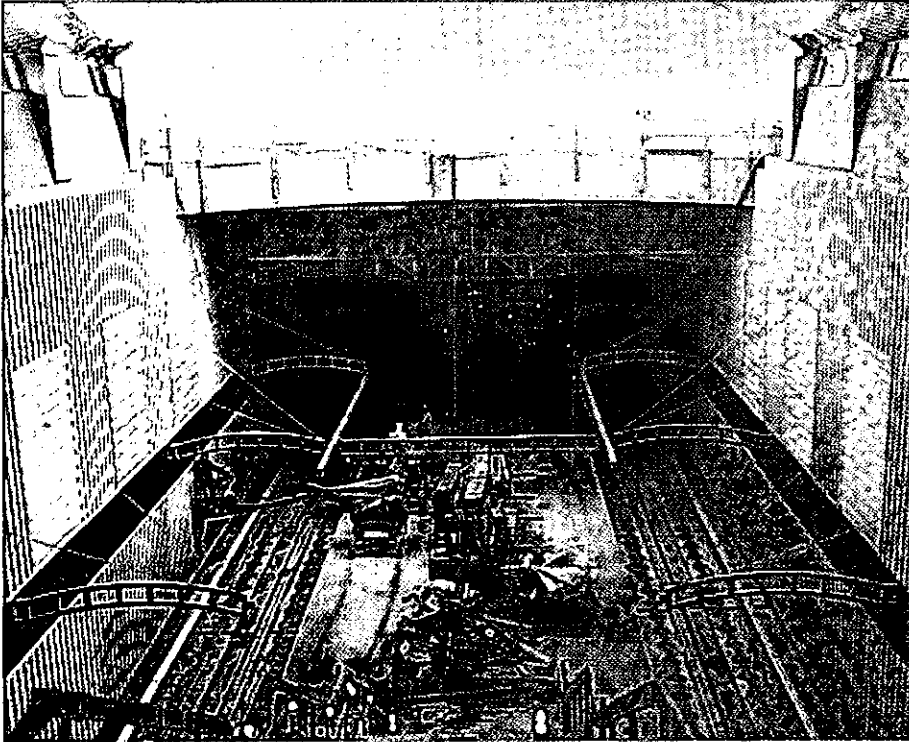
- To date, a total of \$373 million has been appropriated to the project, including \$75.6 million in FY 2002.
- The FFGA calls for another \$377 million in federal New Starts appropriations from FY 2003 – 2006.
- The federal share of project costs is roughly 50 percent or \$750 million.
- The state and local share of project costs, approximately \$733 million, has been received and expended.
- In order to maintain the project schedule and budget, BART borrowed against the FFGA to meet cash flow demands. This debt is paid off with annual receipt of congressional appropriations.
- To maintain this debt-financing instrument and manage financing costs, it is essential that federal appropriations occur as scheduled in the FFGA.

CONSTRUCTION UPDATE



- **The project is 91% complete overall**
- **Construction has been underway for four years and is rapidly nearing completion.**
- **Service to the public is expected to begin in late 2002.**
- **The Line contractor, Tutor Saliba/Slattery JV, has completed 91% of the scope of work, including 5.7 miles, or 97%, of the subway box. Subway construction is proceeding at two locations along the project alignment.**
- **On February 14, 2002, 50% of the trackway received electrical current to the third rail. Shortly thereafter, BART operated test trains on the northern half of the new line.**
- **The project is being delivered through four major design-build contracts as follows:**
 - **Line, Trackwork and Systems**
 - **South San Francisco Station and Parking**
 - **San Bruno Station and Parking**
 - **Millbrae Intermodal Station and Parking**
- **The on-airport facilities, which are 99% complete, are being built under a separate contract managed by SFIA.**

LINE, TRACKWORK & SYSTEMS CONTRACT



South San Francisco Station

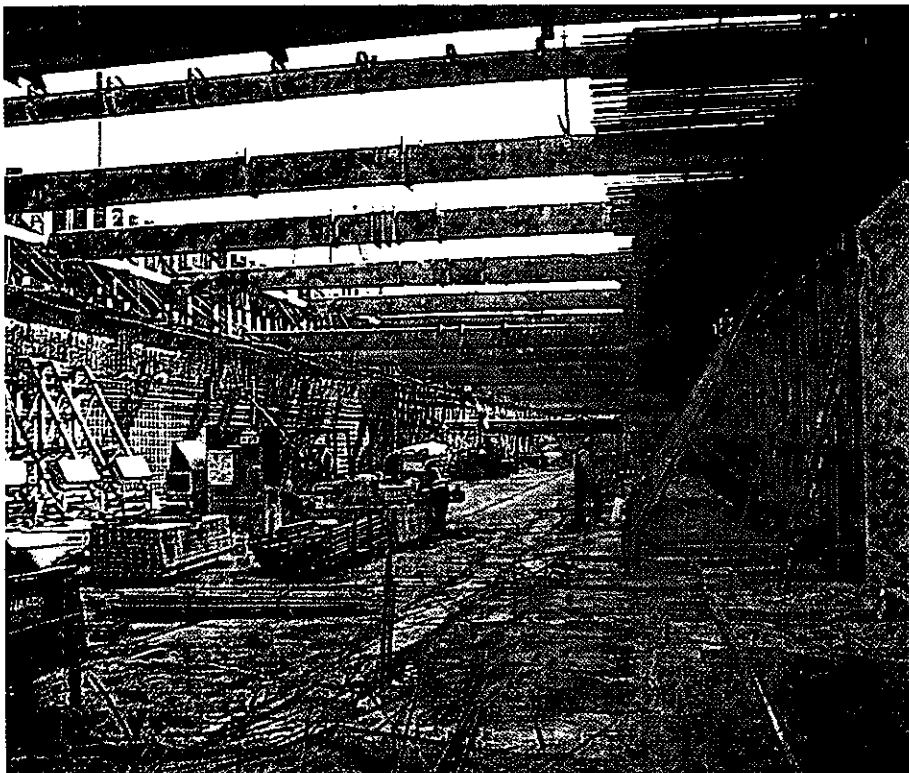
Design-build contract

Notice-to-Proceed - May 4, 1998

Value - \$530 million

Scope of Work

- All civil work for BART main line, plus part of aerial wye into airport
- All trackwork and traction power, train control and communications systems for entire extension
- Underground shells of the two subway stations



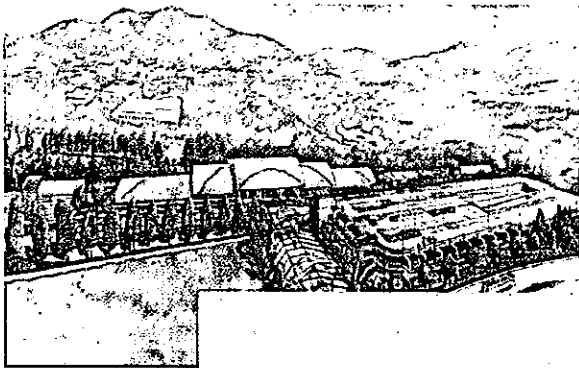
Subway box and roof construction

Status

- **91% complete**
- 5.7 miles of subway box complete
- Aerial wye structure to the San Francisco Airport is complete
- South San Francisco and San Bruno subway station shells are complete
- Subway box construction proceeding at two locations
- Systems installation 60% complete overall
- 73% of track has been laid (13 of 18 miles)
- February 14, 50% of trackway received electrical current to the third rail

SOUTH SAN FRANCISCO AND SAN BRUNO

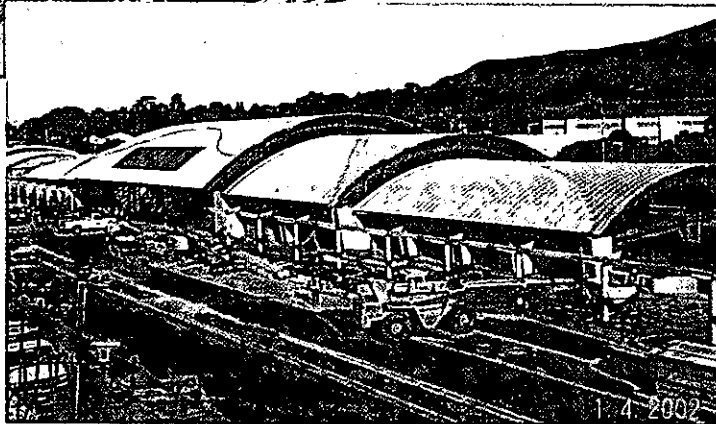
South San Francisco Station Contract



*Design –
build contract*

*Notice-to-Proceed –
January 3, 2000*

Value - \$48 million



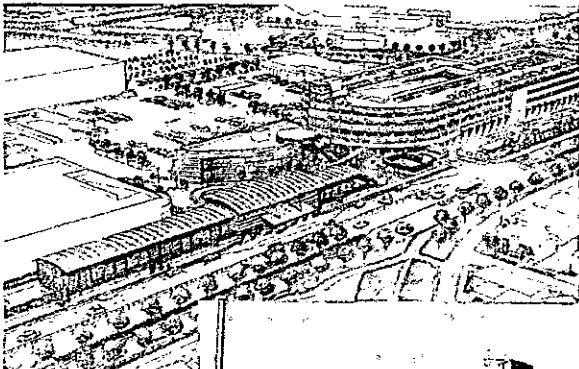
Scope of Work

- At-grade passenger concourse
- Telescoping barrel vault roof design
- 3-level, 1,157-space parking structure, plus 180 surface spaces
- Station access and bus circulation roads

Status

- 77% complete

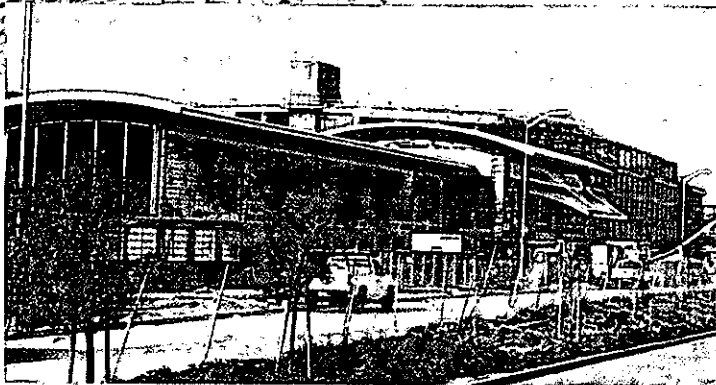
San Bruno Station Contract



*Design-
build contract*

*Notice to Proceed –
August 12, 1999*

Value - \$45.5 million



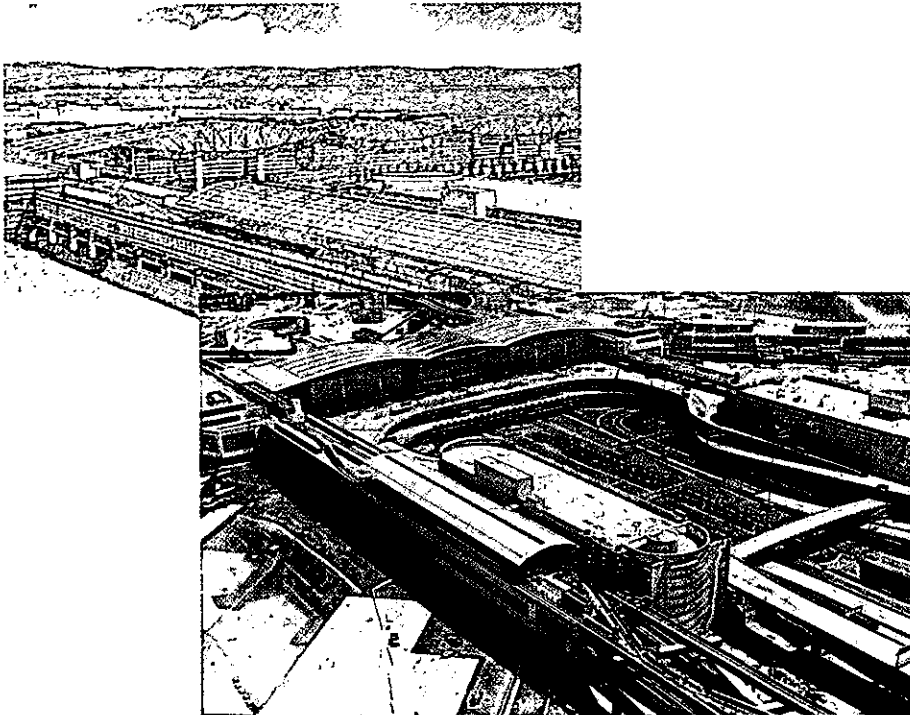
Scope of Work

- Surface level passenger concourse
- 5-level, 1,060-space parking structure
- Station access and bus circulation roads
- Joint BART-City of San Bruno police station, paid for by City of San Bruno
- Crystallized glass block window wall system and glass artwork installed

Status

- 78% complete

San Francisco International Airport



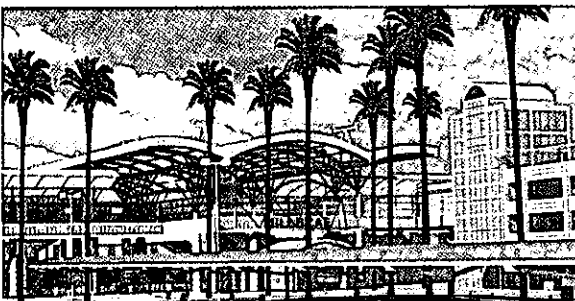
Scope of Work

Conventional contracts awarded by SFIA for construction of the BART aerial crossing over US Hwy. 101, a 2,600-foot elevated guideway, and a 3-track, 2-platform station with a budget of \$123 million.

Status

■ 99% complete

Millbrae Station Contract



Design-build contract

Notice-to-proceed – June 8, 1998

Value - \$70.5 million



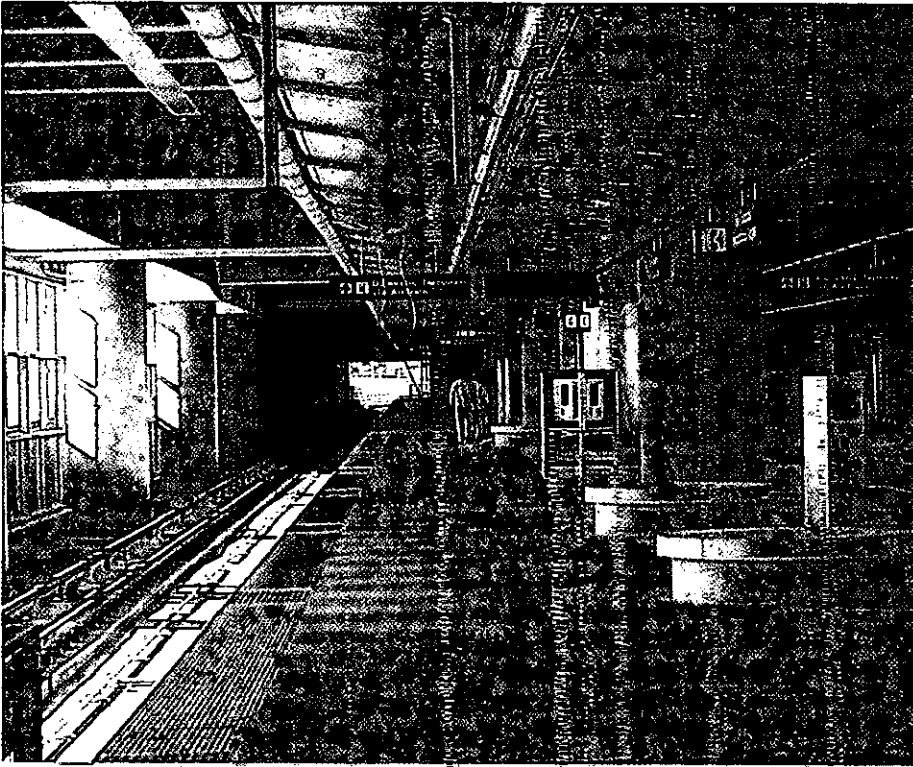
Scope of Work

- At-grade intermodal station
- 3 BART, 2 Caltrain tracks, four boarding platforms
- Elevated passenger concourse
- 5-level, 2,100-space parking structure, plus 900 surface spaces
- Station access and bus circulation roads
- Station art – terrazzo finished benches

Status

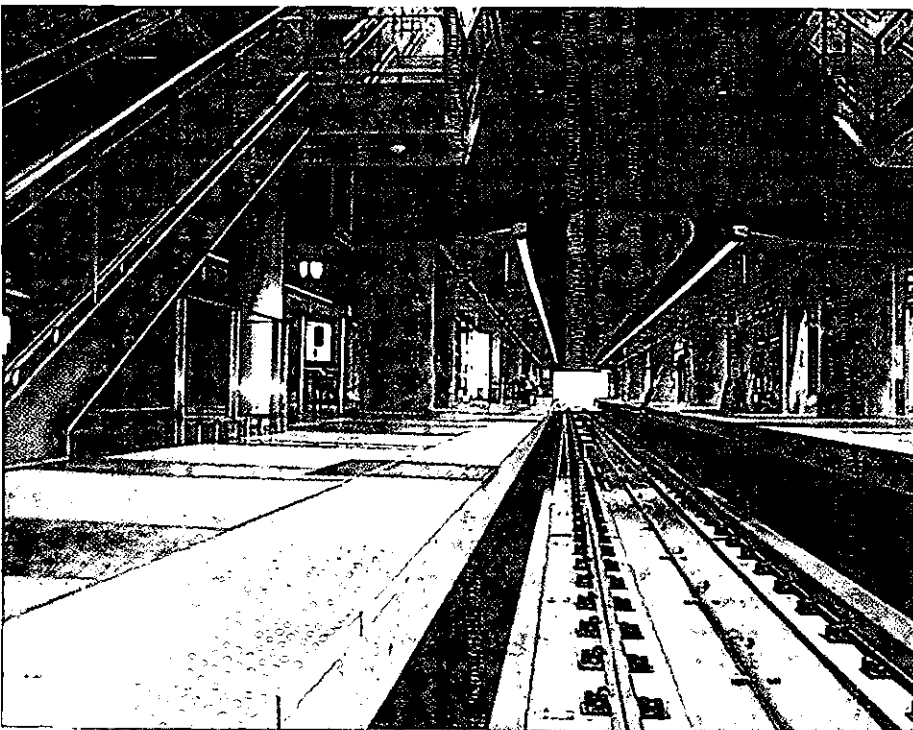
■ 97% complete

PROJECT BENEFITS



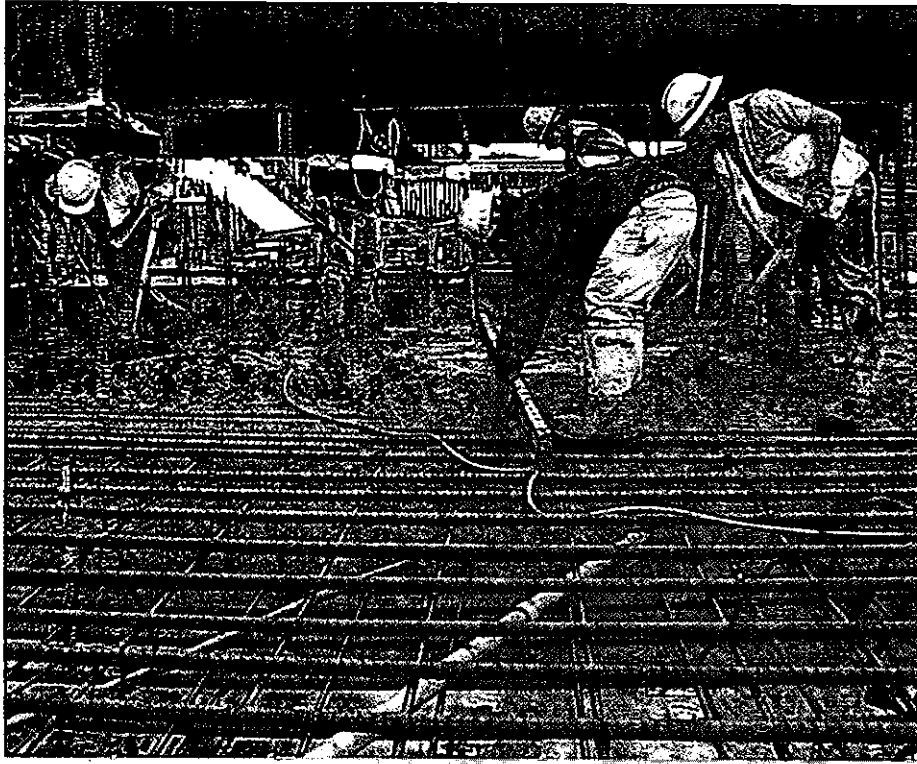
San Francisco International Airport Station

- The project will provide swift and convenient rapid rail transit access to SFIA, the fifth busiest airport nationwide.
- The BART station at SFIA is located directly on the main ticketing concourse of the new International Terminal, a short walk from the train platform.
- Domestic air travelers will be able to board the new airport rail transit system, AirTrain, conveniently located one floor above the BART station.
- BART travel time from downtown San Francisco will be 30 minutes.
- Ridership on the SFO Extension is projected to reach nearly 70,000 passengers trips per day by the year 2010.
- The intermodal design of the Millbrae terminus station will allow passengers of both BART and Caltrain access to a vastly expanded 180-mile regional rail network.
- The Millbrae Station is expected to generate the greatest patronage, with ridership projected to reach 33,000 trips per day by 2010.

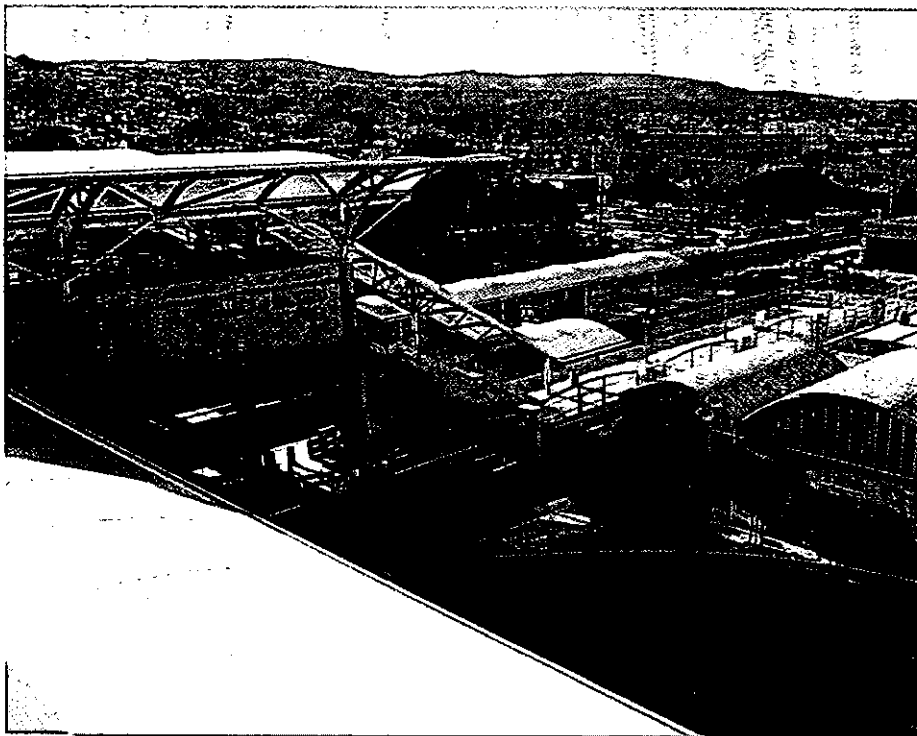


San Francisco International Airport Station

PROJECT BENEFITS



Subway box and roof construction



Millbrae Station Portals

- *The project reduces regional traffic congestion, fuel consumption and air pollution.*
- *A study by the San Mateo County/City Area of Governments identifies the BART SFO Extension as the most important congestion-reducing project in the county.*
- *It is estimated that 10,000 auto trips per day to the airport would be eliminated.*
- *The project will significantly enhance the region's transportation system and consequently strengthen the Bay Area economy, a critical economic engine for our nation.*
- *The SFO Extension creates thousands of temporary and permanent jobs.*
- *The project encourages new transit-related economic development in host cities.*

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



800 Madison Street • Oakland, CA 94607
(510) 464-6000 • www.bart.gov

2002 REPORT TO CONGRESS • SFIA EXTENSION PROJECT