



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: MTC Commission

DATE: June 26, 2013

FR: Executive Director

W.I: 1229

RE: Contingency Transit Service in the Event of 2013 BART Service Disruption - Revised

This memorandum relates to an item that was placed on your June 26th meeting agenda after mail-out as the last order of business. A majority of BART's labor contracts are set to expire on June 30, 2013. BART management indicates that the two parties are still far apart in contract negotiations and that a service disruption could occur as early as July 1, 2013. BART currently provides approximately 400,000 daily rides, with 96,000 of those through the Transbay Tube during the peak commute hours. Should a BART service disruption occur, loss of this regional backbone will significantly affect the Bay Area's transportation network. This memorandum provides an update on contingency service planning and seeks authorization for a funding strategy to reimburse transit agencies for providing alternative transit services in the event of a BART service disruption.

### **Regional Contingency Plan**

MTC is leading the development of a Regional BART Service Disruption Contingency Plan. BART plans to provide limited weekday bus shuttle service between four outlying stations to West Oakland station, with connecting bus shuttle service to downtown San Francisco. They have contracted with a private charter company to provide this service. Some transit agencies such as AC Transit have spare capacity on existing local and Transbay routes. The extent of additional bus, rail, and ferry service that various transit agencies could provide is still under discussion. MTC staff will provide additional detail about potential supplemental transit service at your meeting on Wednesday.

If the service disruption occurs, 511 will provide specialized service information, the Freeway Service Patrol will extend the hours of operation across its beats, and the rideshare program will provide extended hours of support. Staff is also coordinating with Caltrans and CHP on the implementation of strategies to enforce and enhance carpool and bus access through the San Francisco Bay Bridge toll plaza.

### **Funding Proposal**

We have identified three funding sources that can be used to reimburse costs incurred by the transit agencies, Caltrans, and CHP to provide the supplemental transit and carpool service. I am seeking the Commission's authorization to negotiate with the transit

agencies for supplemental services and to reimburse their service costs, following consultation with BART and the affected operators, from the following three sources:

- The balance of BART's FY 2013-14 apportionment of State Transit Assistance (STA) revenue-based funds (up to \$18.7 million). MTC has the authority to redirect these STA funds from BART to other transit operators to promote coordination of transit service in the event of a work stoppage pursuant to Government Code Section 66156 and MTC Resolution No. 3837.
- Uncommitted FY 2013-14 RM2 operating funds which can be used to cover applicable ferry services (up to \$1.2 million).
- The *Disaster Preparedness* funds line item in the approved FY 2013-14 agency budget in an amount not to exceed \$100,000 for CHP and Caltrans services.

The supplemental services described above can in no way fully replace BART's capacity in the event of a work stoppage. BART currently carries 50% more daily riders than it did during the last strike in 1997. But these services can make a bad situation somewhat better for a considerable number of travelers. Therefore, we seek your approval of this action on Wednesday.



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Steve Heminger