Transbay Corridor
Core Capacity Program

Let's go.

BART is advancing a package of strategic investments that will increase train frequencies systemwide by more than 30% and overall capacity in the Transbay Corridor. The Transbay Corridor Core Capacity Program will allow BART to operate up to 30 ten-car trains per hour during peak periods in each direction through the existing Transbay Tube, maximizing throughput in the most heavily used part of the system. The total program cost is $3.5 billion.

Core Capacity Program Elements

Additional Fleet of the Future Rail Cars

Expansion of the rail car fleet by 306 new cars, sufficient to operate 30 ten-car trains per hour through the Transbay Tube, during peak periods.

Traction Power

Construction of six additional traction power substations (2 in Downtown San Francisco; 4 in the East Bay) to meet the power requirements for the more frequent service.

Train Control

Installation of a new Communications-based Train Control System to achieve the shorter headways for 30 trains per hour service during peak periods.

Rail Car Storage

Expansion of the Hayward Maintenance Complex (HMC) to provide additional storage capacity to store 250 of the 306 additional vehicles.

Program Benefits

- Relieve Crowding—increase onboard capacity (30%)
- Increase Reliability—reduce system delays attributable to the old legacy train control system
- Increase Ridership and Reduce Vehicle Miles Traveled (VMT)—more frequent reliable service will attract riders
- Reduce Greenhouse Gas (GHG) Emissions—fewer VMT means fewer GHG emissions (4 million metric tons of carbon dioxide equivalent over the project lifetime) and better air quality
- Sustainable Communities —additional transit capacity will support growth around transportation hubs

Learn more about the program at **bart.gov/about/projects/corecapacity**

Fleet of the Future
Overview

Let's go.

A New Era Begins

- Most BART train cars have been carrying customers since BART's first day of servicemore than 40 years ago, and are near the end of their useful lives. To prevent future breakdowns and delays, more than 200 new cars are now in service with the intial order of 775 cars scheduled for completion by the end of 2023.
- The Fleet of the Future meets a 66% Buy America standard, and final assembly is in the United States.

Meet the Fleet

Based on input from over 40,000 customers, the new train cars are:

- **Quieter:** micro-plug doors will help seal out noise and a new tapered wheel shape will provide a quieter ride
- **Cooler:** cooling systems will distribute air directly from the ceilings, making it more comfortable for standees on hot days
- **Comfortable:** padded seats will have lumbar support and will be covered with wipeable fabric for ease of cleaning
- **Easy to use:** routes will be color coded like the BART system map, and next stop information will be readily available via automated announcements and digital screens
- **Accessible:** improved identification of priority seating and wheelchair areas, wider aisles, and the introduction of an Assisted Listening Device for riders with hearing aids and cochlear implants
- **Sustainable:** lightweight cars, regenerative braking, a white roof, and LED lighting make these cars exceptionally energy efficient

Listening to You

- Additional doors and wider aisles to make boarding and exiting faster and easier
- Wheelchair area floor graphic to keep area clear for people who use wheelchairs
- Different color priority seats to keep these seats available for seniors and people with disabilities
- Higher ceiling over the aisle for our taller passengers
- More hand straps and vertical poles mean safer starts/stops for shorter passengers
- Bike racks to give bicyclists an out-of-the-way spot to store bicycles

For more information, visit **bart.gov/cars**

Fleet of the Future
Accessibility Features

Let's go.

Exterior

- Three doors per car, making getting on and off faster and easier
- "Micro-plug" doors to help seal out noise
- Inter-car barriers for the safety of sight-impaired passengers

Interior

- Seats are higher off the floor, making it easier to sit down and stand up
- More handholds to grab onto for shorter people and those with mobility impairments
- Bold priority seat color provides visual cue to yield seats to seniors and people with disabilities
- Decals on tripod pole to improve contrast for people with sight impairments
- Tripod pole removed from middle door, and aisles widened, to improve wheelchair accessibility
- Bike areas located at end door to minimize interference with middle door wheelchair areas
- Embedded symbol in the floor reminds customers to yield wheelchair area
- Intercom located near each door area and mounted at ADA height

Signs & Information

- Interior displays showing the next stop and other passenger information
- Icons and translations for non-English speakers
- Exterior digital displays that show route color and the train's destination
- Automated announcements and improved PA
- Induction loop system for riders with hearing aids and cochlear implants

For more information, visit **bart.gov/cars**

Fleet of the Future
Sustainability Features

Let's go.

To reduce energy use and pollution, BART's new train cars offer a variety of sustainable features.

- Lightweight aluminum exterior and car body structure reduces energy use, and the aluminum can be recycled when the train cars are eventually retired and dismantled
- Seats are 74% recyclable
- White roofs and tinted windows deflect heat and lessen the load on the interior cooling system
- Improved insulation has been added to the car shell to reflect heat reducing heat transmissibility
- HVAC cooling system is a fully-hermetic design using energy-saving tandem scroll compressors, with refrigerant R-407C. This refrigerant is compatible with the current U.S. Environmental Protection Agency (EPA) standards and is non-ozone depleting
- Exterior and interior LED lighting reduces energy consumption
- Traction motor design allowed improved regenerative braking returns electricity to the power distribution system where it is used by other trains
- The trains run entirely on electricity. In 2020, BART's electric power supply was 100% greenhouse gas-free and sourced from hydroelectric and solar sources

By increasing the size of the BART fleet, the new train cars will enable more riders to leave their automobiles at home and travel throughout the Bay Area.

- By taking BART instead of driving a car, a rider would avoid more than 6,700 pounds of CO_2-equivalent emissions in a year. This is equal to the emissions from driving about 7,600 miles in an average passenger vehicle

For more information, visit **bart.gov/cars**