

# BART 2015 Factsheet



## More than Point A to Point B

- BART's estimated average weekday ridership for FY 2015 is 421,000 and 127 million trips annually.
- During peak transbay commute hours, there are over 55,000 BART riders.
- BART's Pittsburg/Bay Point (yellow) line carries the highest number of weekday commuters.
- Highest Ridership Day: October 31, 2012 with 568,061 exits reported (San Francisco Giants World Series Victory Day Parade).
- BART directly serves SFO, the 10th busiest airport in the country, bringing 40 million visitors to the Bay Area each year. 10% ride BART.

## Part of the Climate Change Solution

- BART trains are 100% electric. 53% of that power comes from clean, hydroelectric and solar sources.
- Each weekday, BART riders save over 280,000 gallons of gasoline.
- FTA calls BART the cleanest system (lowest CO<sub>2</sub>/passenger mile).
- Each weekday, riders prevent over 4.5 million pounds of polluting CO<sub>2</sub> from entering the atmosphere.
- Over half of all transit passenger miles in the Bay Area are traveled on BART—over 1.4 billion miles per year.

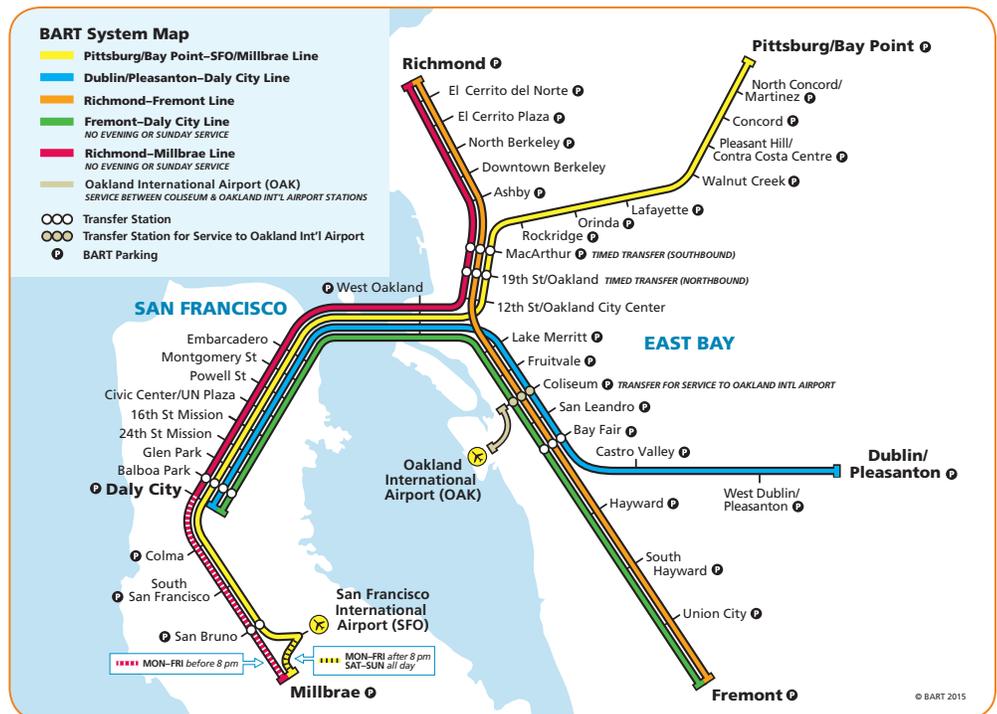
## Financial Performance

- 81% of operating costs are paid by passenger fares, parking, advertising and other sources of revenue.

## Celebrating Over 40 Years Together

For more than four decades, BART has been easing traffic congestion by serving as the Bay Area's choice for safe, reliable and efficient travel. That's despite the fact that two-thirds of BART's fleet of train cars are still in operation since passenger service began on September 11, 1972. In fact, when BART first opened, trains carried 100,000 passengers per week. Today, those same train cars now carry more than 420,000 customers per day!

BART operates the oldest, big city fleet of train cars in the country. BART also has a higher percentage of train cars in service than any other major transit agency, thanks to the highly skilled workers and managers who are dedicated to maintaining BART's 89% average on-time performance.



## Better BART, Better Bay Area

After 42 years in operation, it's time to replace our aging train cars. BART has ordered 775 new train cars which are scheduled to start arriving at the end of 2016. BART is seeking funding to increase the order to 1,081 to cover projected ridership. While the train cars are perhaps the most visible part of BART, they make up just 11% of the agency's assets. About one-third of BART's remaining assets, like its train control system, train tracks, stations and other structures are also showing signs of their age. In 10 years, at the current level of investment, nearly half of the agency's assets will be in poor functioning condition. This would mean more frequent delays, breakdowns and crumbling infrastructure. A deteriorated system would increase street and highway traffic congestion.

## Quick Facts

### STATIONS AND SERVICE

Total stations . . . . . 45  
Busiest station . . . . . Embarcadero  
Route miles of track . . . . . 104 miles  
Maximum train speed . . . . . 80 mph  
Average speed (with stops) . . . . . 35 mph  
Average on-time performance . . . . . 89%

### PARKING

Stations with parking . . . . . 33  
Stations with long-term parking . . . . . 32  
Total parking spaces . . . . . 46,385  
Bike parking (lockers, racks  
and bike stations) . . . . . 5,940

#### Parking Fees:

Daily parking . . . . . \$1.00 - \$6.50

#### Reserved parking permits:

Single day . . . . . \$4.00 - \$8.50  
Monthly . . . . . \$52.50 - \$168.00

### RAIL RIDERSHIP AND FARES

Average weekday trips  
in 2014 . . . . . 399,100  
Average trip length . . . . . 14 miles  
Fare range (FY15) . . . . . \$1.85 to \$15.40  
Average passenger fare . . . . . \$3.55  
Average weekday trains  
dispatched . . . . . 695  
Total trips in 1973 . . . . . 4.6 million  
Total trips in FY 2014 . . . . . 117.1 million  
Total riders through  
FY 2014 . . . . . 2,987,987,114

### FLEET

Total vehicle fleet . . . . . 669  
Maximum cars per train . . . . . 10

### ELECTRICITY

Third rail . . . . . 1000 volts DC  
Monthly electric bill . . . . . \$3.2 million

### POWER SOURCES

Municipal sources, federal  
government, PG&E, solar

### FAREBOX COLLECTION

Operating costs paid by  
passenger fares . . . . . 73.6%

## Building a Better BART

That's why the agency is committed to **Building a Better BART**. It's BART's program to renew, rebuild and reinvest in the system to ensure safety, improve reliability and to keep traffic moving in the decades to come. BART has identified a significant amount of funding for this capital revitalization. However, \$4.8 billion in capital projects over the next 10 years are unfunded. BART will be seeking revenue streams to close the funding gap.

BART's top 3 capital projects are:

### FLEET OF THE FUTURE

BART will begin replacing and expanding its fleet of 669 train cars with at least 1,081 new train cars. They are more modern, reliable, comfortable and quieter. Learn more about this \$3.3 billion project at [www.bart.gov/cars](http://www.bart.gov/cars).

### TRAIN CONTROL MODERNIZATION

BART must modernize its train control systems — the computers that tell the trains where to go, how fast to travel and when to stop. Currently, BART is using train control computers that were built in the 1960s. A modern train control system will allow BART to run safer, more frequent and more reliable train service. This will mean passengers will see fewer delays and reduced wait times. The cost of this project is \$700 million.

### HAYWARD MAINTENANCE COMPLEX

BART must build a new maintenance facility for the new train cars. The Hayward Maintenance Complex will allow mechanics to use the most modern equipment to keep the new train cars running efficiently, reliably and safely. The cost of this project is \$433 million.

## Good for the Economy

BART plays an important role in the Bay Area economy: 3,269 Bay Area residents are employed by BART, and riders spend about \$400 million per year on retail purchases in San Francisco.

The original \$1.5 billion investment in the BART system now has an estimated replacement value of \$21 billion.

BART's FY 2015 operating budget is \$854.5 million. The FY 2015 capital budget is \$711.5 million.

## BART Board of Directors

The San Francisco Bay Area Rapid Transit District (BART) was established in 1957 by the California State Legislature and is governed by a directly-elected nine member Board of Directors serving four year terms. The District includes three counties: Alameda, Contra Costa and San Francisco. San Mateo County is served by six BART stations but is not represented by a member of the BART Board of Directors.

Gail Murray  
*Director, District 1*

Robert Raburn  
*Director, District 4*

Thomas M. Blalock, P.E.  
*President*  
*Director, District 6*

Nick Josefowitz  
*Director, District 8*

Joel Keller  
*Director, District 2*

John McPartland  
*Director, District 5*

Zakhary Mallett  
*Director, District 7*

Tom Radulovich  
*Vice President*  
*Director, District 9*

Rebecca Saltzman  
*Director, District 3*

## For More Information

Bay Area Rapid Transit  
P.O. Box 12688, Oakland, CA 94606-2688  
[www.bart.gov](http://www.bart.gov)  
[www.twitter.com/sfbart](http://www.twitter.com/sfbart)  
Sign up for text and email alerts: [www.bart.gov/alerts](http://www.bart.gov/alerts)