

BART 2018 Factsheet



BART by the Numbers

- BART estimates ridership in FY18 will average 432,000 trips on weekdays and 126 million trips annually.
- During peak commute hours, nearly 25,000 people ride through the Transbay Tube into Downtown San Francisco.
- BART's Pittsburg/Bay Point (yellow) line carries the largest number of people.
- Embarcadero and Montgomery stations are the busiest in the BART system. In FY17, over 180,000 trips were made to or from these stations each weekday.
- Our top ridership day last year was June 15, 2017 for the Warriors Parade — 518,743 trips!
- BART directly serves SFO and OAK, the nation's 7th and 36th busiest airports. Last year, over 4 million BART trips were made to SFO alone—that's almost 8% of all air travelers at SFO.
- Just over 1 million trips were made to OAK last year.

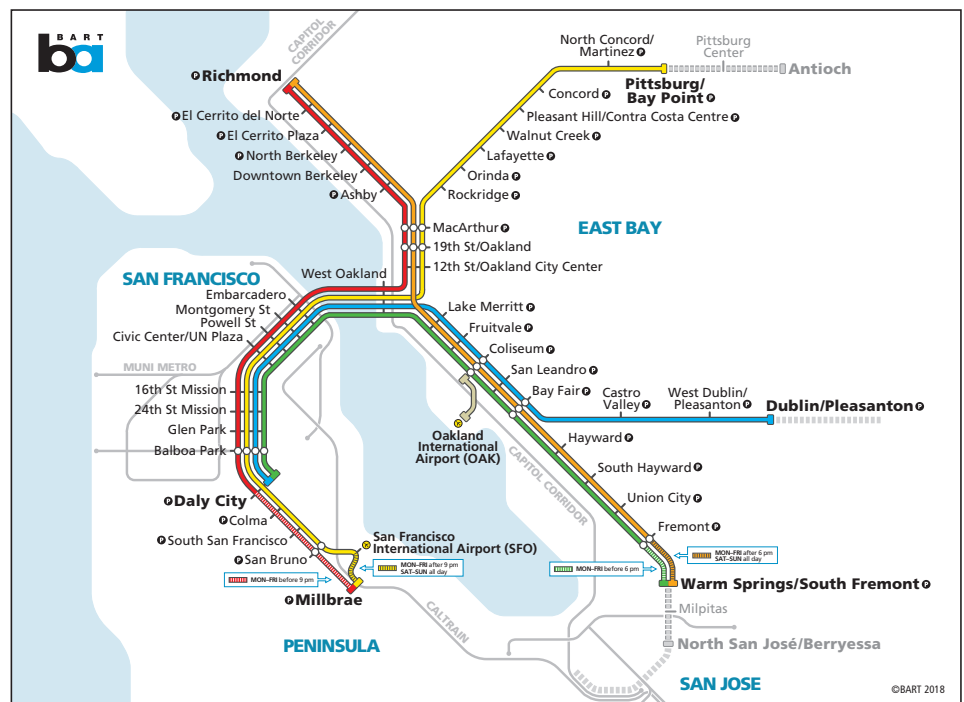
A Solution for Climate Change

- BART is the USA's cleanest major transit system in its class, emitting fewer pounds of CO₂ per passenger mile than any other transit system.*
- In 2017 the BART Board approved a Wholesale Electricity Portfolio Policy with the goal of procuring 100% of BART's electricity from renewable energy by 2045. Progress has been made by executing two Power Purchase Agreements (PPAs) for wind and solar energy that will make up 90% of BART's electricity needs beginning in 2021.
- BART adopted a Station Access Policy in 2016 which prioritizes the most sustainable station access modes, such as bikes, walking and buses.
- BART has installed on-site solar photovoltaic systems at four locations for a total of over 1.4 million kWh/year, and plans to add two more sites for an additional 2.9 million kWh/year.

Connecting People to Opportunity

For over four decades, BART has been an efficient, reliable way for families, friends, and commuters to safely reach their destinations. What started out as a futuristic dream in 1972 — then carrying approximately 170,000 passengers per week — has now grown to be a vital part of the regional culture and economy.

However, as the Bay Area's population swells, BART faces the challenge of upgrading and updating its nearly half century old infrastructure to meet the needs of a modern transit system. BART's highly skilled and dedicated workforce is putting enormous effort into implementing a plan for the future, and we are excited to work together toward a new era for BART transit.



Better BART, Better Bay Area

Over two-thirds of BART's train cars are from 1972. What was cutting edge technology then is now obsolete. In order to keep up with the dynamic people of the Bay Area, we are systematically modernizing every part of the BART system.

Some of the work has already been done — BART has begun replacing its fleet of train cars starting at the beginning of 2018—yet train cars make up just 11% of our total assets. Our train control system, train tracks, stations, and other structures are also nearing retirement. In 10 years, if we continue down the current path, nearly half of our assets will be at or past the end of their useful lives.

Building a Better BART

In November 2016, voters overwhelmingly passed Measure RR which provides BART with \$3.5 billion to improve BART safety, reliability, and capacity, with the ultimate goal to reduce freeway congestion. During the next decade, BART will build a better BART system by laying 90 miles of new rail, repairing corroding tunnel walls and replacing its train control equipment.

* See Appendix 1 Heavy Rail Systems (page 11)

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>

Financial Performance

79.6% of operating costs are paid by passenger fares, parking, advertising and other sources of revenue.

Quick Facts

STATIONS AND SERVICE

Total stations 46
Busiest stations Embarcadero and Montgomery
Route miles of track 112 miles
Maximum train speed 80 mph
Average speed (with stops) 35.1 mph
Average on-time performance . . 87%

PARKING

Stations with parking 34
Stations with long-term parking . 31
Total parking spaces 48,000
Bike parking (lockers, racks and bike stations) 7,448

Parking Fees:

Daily parking \$2.00 - \$10.00

Reserved parking permits:

Single day \$5.00 - \$13.00
Monthly \$84.00 - \$252.00

RAIL RIDERSHIP AND FARES

Average weekday trips in 2017 423,400
Average trip length 14.6 miles
Fare range \$1.95 to \$15.70
Average passenger fare \$3.90
Average weekday trains dispatched 724
Total trips in 1973 4.6 million
Total trips in FY 2017 . . 124.2 million

Total riders through FY 2017 3.37 billion

FLEET

Total vehicle fleet 679

ELECTRICITY

Third rail 1000 volts DC
Monthly electric bill . . . \$3.6 million

POWER SOURCES

Federal government hydro, Pacific Northwest low-carbon imports, renewables (including on-site solar)

BART's Top 3 Capital Projects are:

FLEET OF THE FUTURE

BART has begun to replace and expand its existing fleet of legacy train cars by acquiring 775 new cars with an ultimate goal of obtaining funds for 1,081 cars to keep up with growing demand. The first ten new cars are now in service. The new trains are more modern, reliable, comfortable, and quieter than anything currently in service. Learn more about this \$4.2 billion project at www.bart.gov/cars.

TRAIN CONTROL MODERNIZATION

BART must modernize its train control system — the system from the 1960's that tells the trains where and how fast to go, and when to stop. With a modern system, passengers will see fewer delays and reduced wait times between trains. A modern train control system will allow BART to run safer, more frequent, and more reliable train service. The cost of this project is estimated at \$1.15 billion. Learn more at www.bart.gov/projects.

HAYWARD MAINTENANCE COMPLEX

System expansion, escalating ridership, an expanded fleet of new cars, and BART's commitment to maintain the system in a state of good repair is all part of the story regarding the new Hayward Maintenance Complex (HMC). HMC will allow us to keep our fleet of cars running efficiently, reliably and safely and provide state of the art maintenance of the BART system. Part of the complex includes a new Central Warehouse and a Maintenance and Engineering (M&E) Facility. BART estimates this project will cost \$538 million. Learn more at www.bart.gov/projects.

Good for the Economy

BART plays an important role in the Bay Area economy: The higher property values generated by homes and businesses within half a mile of a BART station contribute over \$750 million each year in general property tax revenues for local governments—money to put to work locally.

According to the 2016 Customer Satisfaction Survey, about 71% of weekday BART trips are commute trips. This translates to about 302,000 commute trips on an average weekday.

Most of the money that the region spends to build, maintain, and operate BART is reinvested in the region's own economy. For example, an economic analysis of BART's Earthquake Safety Program shows that it has not only improved safety but also helped to grow the region's economy. The \$1.27 billion invested is yielding approximately \$2.2 billion in economic activity and nearly 13,000 direct and indirect Bay Area jobs.

BART's FY18 Operating Budget is \$920.6 million. The FY18 Capital Budget is \$997.9 million.

BART Board of Directors

A directly-elected, nine-member Board of Directors governs the San Francisco Bay Area Rapid Transit District (BART), which the California State Legislature established in 1957. Each board member serves a four-year term. The District includes three counties: Alameda, Contra Costa and San Francisco. BART serves stations in San Mateo County but San Mateo County is not part of the BART District.

Debora Allen
Director, District 1

Rebecca Saltzman
Director, District 3

John McPartland
Director, District 5

Nick Josefowitz
*Vice President
Director, District 8*

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Director, District 2

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Director, District 4*

Thomas Blalock, P.E.
Director, District 6

Bevan Dufty
Director, District 9

Lateefah Simon
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For More Information

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