

BART Facts 2024



BART: Addressing a Financial Crisis While Improving Service

BART has played a critical role in keeping the Bay Area moving for more than 50 years. In 2024, the agency will continue to be a vital resource for the region by linking people to jobs, schools, entertainment, and opportunities. To respond to remote work trends, BART is now running a service plan that relies less on work commutes and offers increased service on nights and weekends, where ridership is growing at a faster rate. Ridership recovery is making progress, but BART's historical reliance on fare revenue to pay for operations is outdated and no longer sustainable. Greater investments are needed to avoid significant service cuts to ensure BART will continue to provide solutions for many of the Bay Area's most pressing challenges, including traffic, affordability, housing, safety, equity, and climate change.

BART is expected to receive new state and regional funds in 2024 to help sustain near-term train service. BART could receive \$352 million through FY26 from the Metropolitan Transportation Commission, which will eliminate its FY25 deficit and reduce the FY26 deficit from \$307 million to just \$13 million. BART is then facing an annual \$300 million structural deficit.

These new state funds will help bridge the gap when BART's \$1.6 billion in federal emergency funds are depleted, which is expected to happen in 2025, and when Bay Area transit agencies are able to secure reliable and ongoing new sources of funding through a regional transportation measure in 2026.

Improving the Rider Experience

BART has made significant changes to increase ridership:

- We are now running only new trains for the base schedule.
- BART police officers, Ambassadors, and Crisis Intervention Specialists are riding trains more, increasing their visibility and keeping riders safe.
- The frequency of deep cleaning of train cars and pressure washing stations has doubled.
- New modern, taller, and stronger fare gates are being installed in 2024 and 2025.
- Downtown San Francisco stations are getting new escalators installed that are under warranty.
- In late 2024, the next generation of Clipper will roll out, allowing people to pay for BART with contactless credit/debit cards at the fare gates.

BART Ridership Facts

AVERAGE FY23 RIDERSHIP

Weekday 149,574
Saturday 84,844
Sunday 62,573

Total passenger trips in Calendar Year 2023: 48,119,472

Ridership peaked to 43% of pre-pandemic expectations in fall 2023.

SERVICE

Average passenger on-time performance 92%
Maximum train speed 70 mph

CLIPPER FARES AND TRIPS

Riders pay for BART with the regional Clipper card.

Clipper fare range . . . \$2.30–\$15.35
Average fare \$4.09
Average trip length 15 miles

Clipper is now available on your phone through Apple Pay and Google Pay. In December 2023, 31% of BART trips were made using mobile cards.

CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off
SENIOR CLIPPER: 65 years and over get 62.5% off

RTC CLIPPER: Persons with disabilities get 62.5% off

CLIPPER START: Qualified low-income adults get 50% off

RIDERSHIP PROFILE

- 67% identify as non-white
- 44% do not have a vehicle
- 31% report having annual household incomes under \$50K
- 7% have a disability
- 49% identify as male
48% identify as female
3% identify as non-binary or self-describe

Transit Transformation Action Plan

BART is taking a leadership role in helping to advance the Transit Transformation Action Plan, a comprehensive framework that outlines better regional transit coordination in the Bay Area and improved rider experience that includes:

- Closer fare coordination, such as the Clipper BayPass pilot, which offers employers paid unlimited transit passes for their employees.
- The expansion of Clipper START offering a 50% discount for low-income riders.
- Free or discounted transfers between systems with the next generation of Clipper.
- Aligning schedules so it's easier for riders to make connections between agencies.
- Planning for more understandable mapping and wayfinding with a uniform approach to signage to help riders navigate regional transit systems.

Award-Winning Approach to Safety

Visible police staff presence on trains and platforms is at a historic high according to rider surveys as more safety staff, including sworn officers and unarmed employees, are riding trains and walking platforms. BART's equitable approach to safety continues to receive industry accolades for including full-time Crisis Intervention Specialists and Transit Ambassadors and recognizing that not every unwanted behavior on a train or in a station requires a response by an armed police officer.

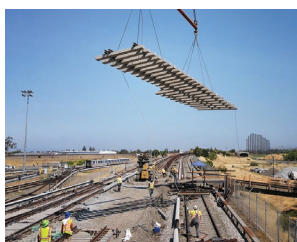


BART's safety solution includes:

- Running shorter trains at all hours of the day to improve the perception of safety, reduce harassment, and increase police patrols.
- Diverting calls from a sworn officer to a Crisis Intervention Specialist to reduce harm and offer connections to local support services outside of BART, freeing up officers to quickly respond to emergency calls.
- Offering welfare checks, administering lifesaving Narcan, and enforcing BART's zero-tolerance policy for drug use in the system.

Improving the Rider Experience by Rebuilding the Core of BART

The replacement of old track, power cables, and other critical infrastructure through the voter-approved \$3.5 billion Measure RR rebuilding program is now more than halfway done and riders are reaping the benefits. Replacing equipment that in some cases had been in place since BART began service in 1972 means a more reliable system for everyone. The number of service delays due to rail-related issues dropped from 217 in 2021 to 95 in 2022. Fifty-one rebuilding projects have been completed across the system.



Addressing the Housing Crisis

BART's transit oriented development (TOD) program creates dense, well-designed communities adjacent to BART stations to increase ridership and reduce greenhouse gases.

- Housing units delivered: 4131, including 1122 affordable units
- Housing units under construction: 181 affordable units
- Housing units in planning: 3870, including 1600 affordable units
- Hotel rooms: 164
- Office space: 672,000 feet
- Retail: 182,590 gross square feet

BART by the Numbers

FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising, and other sources of revenue.

FY23	25%
FY22	21%
FY21	12%
Pre-COVID	71%

STATIONS AND INFRASTRUCTURE

Total stations	50
Route miles of track	131
Miles of tunnels	39
Escalators	189
Elevators	152
Electric substations	135

PARKING AND BIKE ACCESS

Stations with parking	38
Total parking spaces	50,000
Bike parking (lockers, racks, and bike stations)	8,054

FLEET*

Fleet of the Future	672
New cars arriving each month	20
Total vehicle fleet will grow to	775

*As of January, 2024

ELECTRICITY

Third rail	1000 volts DC
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POWER SOURCES

BART continues to achieve an overwhelmingly greenhouse gas free power supply, including over 50% eligible renewable energy as defined under California state law. BART's electric supply portfolio is comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.



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