

BART 2014 Factsheet



More than Point A to Point B

- BART's estimated average weekday ridership for FY 2014 is 403,680 and 122 million trips annually.
- During peak transbay commute hours, there are over 50,000 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. 67% of that power comes from clean, hydroelectric and solar sources.
- Each weekday, BART riders save over 250,000 gallons of gasoline.
- FTA calls BART the cleanest system (lowest CO₂/passenger mile).
- Each weekday, riders prevent over 4 million pounds of polluting CO₂ 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

- 78% of operating costs are paid by passenger fares, parking, advertising and other sources of revenue.

Celebrating 40 Years Together

BART is proud to serve as the Bay Area's choice for efficient travel for over four decades. BART's increasing ridership over the last 40 years is proof of our commitment to continue providing accessible public transportation to Bay Area residents.

In 1972, BART became the first new rail rapid transit system built in the United States in over 60 years. Since then, BART has consistently provided reliable service to the people of the Bay Area. Residents have continued to show their support by making 2012 the highest year of ridership—ever! Together, we celebrated 40 years on September 11, 2012 and BART hopes to continue growing with Bay Area residents. Whether it's carrying riders to work, school, museums or sports events, BART remains a reliable, cost-effective and environmentally friendly way to get around the Bay Area.



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 2014 operating budget is \$796.6 million. The FY 2014 capital budget is \$737.3 million.

San Francisco Bay Area Rapid Transit District



Quick Facts

STATIONS AND SERVICE

Total stations 44
Busiest station Embarcadero
Route miles of track 104 miles
Maximum train speed 80 mph
Average speed (with stops) 36 mph
Average on-time performance 91%

PARKING

Stations with parking 33
Stations with long-term parking 30
Total parking spaces 46,385
Bike parking (lockers, racks
and bike stations) 5,383

Parking Fees:

Daily parking \$1.00 - \$5.50

Reserved parking permits:

Single day \$3.00 - \$6.00
Monthly \$42.00 - \$126.00

RAIL RIDERSHIP AND FARES

Average weekday trips
in 2013 392,300
Average trip length 14 miles
Fare range (FY13) \$1.75 to \$11.05
Average passenger fare \$3.40
Average weekday trains
dispatched 695
Total trips in 1973 4.6 million
Total trips in FY 2013 118 million
Total riders through
FY 2013 2,870,913,408

FLEET

Total vehicle fleet 669
Maximum cars per train 10

ELECTRICITY

Third rail 1000 volts DC
Monthly electric bill \$3.47 million

POWER SOURCES

Municipal sources, federal
government, PG&E, solar

FAREBOX COLLECTION

Operating costs paid by
passenger fares 71.8%

Time to Reinvest in BART

To maintain continued reliability, safety and efficiency, BART's aging structural and equipment components are in need of replacement. BART's Capital Program includes five major areas of focus:

SYSTEM REINVESTMENT

BART is undergoing a massive renovation and replacement program that will impact every element of the BART system, including cars, train control stations, facilities and equipment.

SERVICE AND CAPACITY ENHANCEMENT

In coming years BART will focus on a variety of station improvements to better serve our increasing ridership and continue to provide reliable service.

EARTHQUAKE SAFETY

Earthquake upgrades continue at stations and structures throughout the BART system. Over the next five years, nearly 2,000 aerial supports, stations and other crucial structures will be reinforced. The work is tentatively scheduled for completion by 2018.

TRANSIT SECURITY

BART continues to utilize local, state and federal funds to harden and protect infrastructure. Frontline employee training and police response to specific activities are included in training.

SYSTEM EXPANSION PLANS AND PROJECTS

As Bay Area job and housing markets expand, so will demand for BART's services. BART is focusing on the following expansion projects:

- Oakland Airport Connector (www.bart.gov/oac)
- Warm Springs Extension (www.bart.gov/wsx)
- Santa Clara County Extension (www.bart.gov/scc, www.vta.org/bart)
- Livermore Extension (www.bart.gov/about/projects/liv/)
- East Contra Costa BART Extension—eBART (www.bart.gov/ebart)

BART Board of Directors

The San Francisco Bay Area Rapid Transit (BART) district 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.
*Vice President
Director, District 6*

James Fang
Director, District 8

Joel Keller
*President
Director, District 2*

John McPartland
Director, District 5

Zachary Mallett
Director, District 7

Tom Radulovich
Director, District 9

Rebecca Saltzman
Director, District 3

For More Information

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