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.
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)
- 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

Rebecca Saltzman  
Director, District 3

Tom Radulovich  
Director, District 9

For More Information

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