BART 2016 Factsheet

BART by the Numbers

- BART estimates ridership in FY16 will average 430,000 trips on weekdays and 129 million trips annually.
- During peak commute hours, over 60,000 people ride through the Transbay Tube in each direction.
- 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 FY15, over 170,000 trips were made to or from these stations each weekday.
- Our top ridership day last year was June 19, 2015 for the Warriors Championship Parade and A's game—548,076 trips!
- BART directly serves SFO and OAK, the nation's 7th and 35th busiest airports. Last year, 4 million BART trips were made to SFO alone—that's almost 11% of all air travelers at SFO.
- Just over 1 million trips were made to OAK last year, just in time for the new connection's one year anniversary.

A Solution for Climate Change

- BART trains are 100% electric. 67% of that power comes from clean, hydroelectric and solar sources.
- On average, BART riders save over 280,000 gallons of gasoline each weekday.
- FTA calls BART the cleanest system (lowest CO_2 per passenger mile).
- Each year, BART prevents over 6.8 million pounds of CO_2 from entering the atmosphere.
- Over 1.8 billion transit passenger miles per year are traveled on BART.

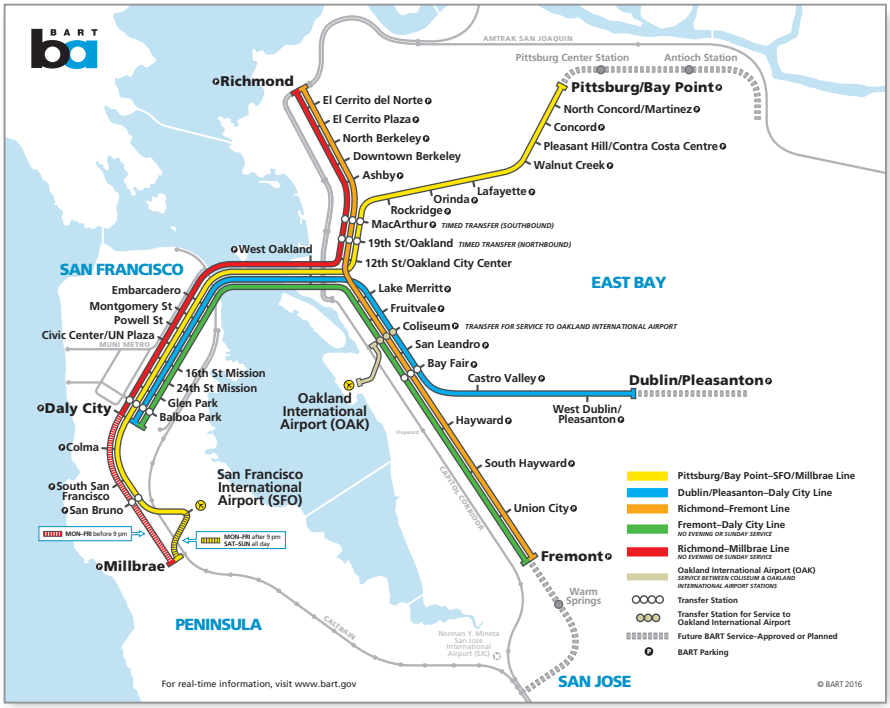
Financial Performance

- 83.9% of operating costs are paid by passenger fares, parking, advertising and other sources of revenue.

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 developing 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 no longer able to keep up with the pace of growth. In order to keep up with the dynamic people of the Bay Area, we have set in motion a plan to offset the challenges of an increasingly stressed system.

Some of the work has already been done—BART will begin replacing its fleet of train cars starting at the end of 2016—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

That's why we are committed to **Building a Better BART**. Our *"fix it first"* philosophy focuses on repairing and replacing 90 miles of deteriorating rail, corroding tunnel walls and aging speed control equipment. The goal is to reinvest in the nearly half century old infrastructure in order to maintain BART's excellent safety record, increase train reliability, reduce traffic and protect the environment in the years to come. BART has already identified $4.8 billion in funding for this capital revitalization project, though another $4.8 billion in capital need over the next 10 years remains unfunded. Closing the funding gap and improving the lives of people all over the Bay Area will be the most significant challenge of 2016.

Quick Facts

STATIONS AND SERVICE

Total stations 45
Busiest station . . . . . Embarcadero
Route miles of track . . . . 107 miles
Maximum train speed . . . . 80 mph
Average speed (with stops) . 35 mph
Average on-time performance . . 89%

PARKING

Stations with parking 34
Stations with long-term parking . 32
Total parking spaces 45,984
Bike parking (lockers, racks and bike stations) 6,685

Parking Fees:

Daily parking . . . . . $1.50 - $7.50

Reserved parking permits:

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

RAIL RIDERSHIP AND FARES

Average weekday trips in 2015 423,100
Average trip length . . . . 14.4 miles
Fare range . . . . . $1.95 to $15.70
Average passenger fare $3.67
Average weekday trains dispatched 724
Total trips in 1973 . . . . 4.6 million
Total trips in FY 2015 . . . 126 million
Total riders through FY 2015 3,113,966,503

FLEET

Total vehicle fleet 669
Maximum cars per train 10

ELECTRICITY

Third rail . . . . . 1000 volts DC
Monthly electric bill . . . $3.4 million

POWER SOURCES

Municipal sources, federal government, PG&E, solar

FAREBOX COLLECTION

Operating costs paid by passenger fares 75.67%

BART's Top 3 Capital Projects are:

FLEET OF THE FUTURE

BART will begin to replace and expand its existing fleet of 669 train cars—with the first of 775 new cars starting to arrive in 2016—and we're working on funding for 306 more to get to the 1,081 needed to meet demand. The new trains are more modern, reliable, comfortable, and quieter than anything currently in service. Learn more about this $4 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 $915 million. Learn more at www.bart.gov/projects.

HAYWARD MAINTENANCE COMPLEX

New train cars and an expanded fleet mean more maintenance facilities will be needed. The Hayward Maintenance Complex will allow mechanics to use the most modern equipment to keep the new train cars running efficiently, reliably and safely. BART estimates this project will cost $409 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.

About a quarter of all workers in downtown San Francisco and Oakland use BART for their daily trip to work. Nearly 258,000 weekday commute trips are made on BART, representing 60 percent of the system's ridership.

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 FY16 operating budget is $902.9 million. The FY16 capital budget is $664.8 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.

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San Francisco Bay Area Rapid Transit District