



## BART: The Bay Area's Transportation Backbone

For more than four decades, BART has been an efficient, reliable way for families, friends and commuters to safely reach their destinations. We are proud to support the region's economy, reduce traffic congestion and protect the environment. In 2019, BART is working hard to deliver on issues that matter the most to our riders: reliability, safety and security, and cleanliness. We're also prioritizing projects to expand capacity and access, improve customer experience and become a world-class system.

## We're Rebuilding

As the Bay Area's population swells, BART is tackling the challenge to keep the Bay Area moving. We're replacing our aging trains—the oldest in the country—while also rebuilding our infrastructure and modernizing our stations.

More than two-thirds of BART's train cars are from 1972. What was cutting edge technology is now obsolete. BART began replacing its fleet in 2018 and Fleet of the Future trains are now serving each of BART's transbay lines.

BART's highly skilled and dedicated workforce is putting enormous efforts into replacing track, power cables and substations using voter-approved Measure RR bond funds. This work has already started to pay off. On-time performance went from 87% in 2018 to 92% now. BART has spent \$164.3 million (through December 2018) of Measure RR funds and the independent Bond Oversight Committee reported in its Annual Report projects are "on time and on budget."

In 2019, we are expanding our Measure RR efforts and laying the foundation to increase frequency and capacity. We've received bidder proposals to upgrade BART's train control system, begun to study a second Transbay Rail Crossing, and launched a major earthquake retrofit to the Transbay Tube.

## Cleaning Up BART

We're implementing quality-of-life initiatives aimed to improve safety and cleanliness of the system through a four-pronged strategy: fare evasion prevention, refocus on cleaning, enhanced safety and security, and homeless outreach.

## BART Ridership Facts



BART's ridership in FY18 averaged 414,166 trips on weekdays. We served 120.6 million total trips.

Average trip length:  
14.8 miles

Fare range: \$2.50-\$16.65

Average passenger fare:  
\$4.00



During peak commute hours, nearly 25,600 people ride through the Transbay Tube into downtown San Francisco.



In FY18, 55% of weekday BART trips were Transbay, while 25% occurred in San Francisco and San Mateo counties and 20% occurred in the East Bay.



The busiest BART stations are Embarcadero and Montgomery. In FY18, more than 93,000 exits occurred at these two stations on an average weekday.



Our top ridership day in FY18 was 493,927 trips on June 12, 2018 for the Warriors Parade.



BART's Clipper adoption increased from 69% to 83% in 2018.

## BART's Top 3 Capital Projects

### The Fleet of the Future



BART is in the process of replacing and expanding its existing fleet of legacy train cars. We are acquiring 775 new cars, with a goal of obtaining funds for 1,200 cars to keep up with growing demand. As of February 2019, the first 40 new cars are now in service. The new trains are modern, more reliable, more comfortable and quieter than our legacy fleet. There is additional information about this \$4.2 billion project at [www.bart.gov/cars](http://www.bart.gov/cars).

### Train Control Modernization



BART must modernize its train control system—the system from the 1960s that tells the trains where and how fast to go and when to stop. A modern train control system will allow BART to run a safer, more frequent and more reliable train service. The cost of this project is estimated at \$1.15 billion. BART expects to award a contract for this project in 2019. Learn more at [www.bart.gov/projects](http://www.bart.gov/projects).

### Hayward Maintenance Complex



System expansion, escalating ridership and an expanded fleet of new train cars are all part of the story regarding the new Hayward Maintenance Complex (HMC). The HMC will allow us to provide state-of-the-art maintenance to keep our fleet running efficiently, reliably and safely. Part of the complex includes a new Central Warehouse and a Maintenance and Engineering (M&E) Facility. BART estimates the entire project will cost \$1.052 billion. Learn more at [www.bart.gov/projects](http://www.bart.gov/projects).

## The BART System Includes:



## BART by the Numbers

### FINANCIAL PERFORMANCE

76.2% of operating costs are paid by passenger fares, parking, advertising and other sources of revenue

### STATIONS AND SERVICE

Total stations . . . . . 48  
Route miles of track . . . . . 122  
Maximum train speed . . . . . 70 mph  
Average on-time performance . . . 92%

### PARKING

Stations with parking . . . . . 36  
Stations with long-term parking . . 31  
Total parking spaces . . . . . 49,000  
Bike parking (lockers, racks and bike stations) . . . . . 7,596

### Parking Fees:

Daily parking . . . . . \$2.00–\$10.50

### Reserved parking permits:

Single day . . . . . \$5.00–\$13.50  
Monthly . . . . . \$84.00–\$262.50

### FLEET

Total vehicle fleet . . . . . 723

### ELECTRICITY

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

### POWER SOURCES

Federal government hydro, Pacific Northwest low-carbon imports, renewables

### ON-SITE SOLAR

On-site solar photovoltaic systems at six locations generate approximately 5 million kilowatt hours per year

## San Francisco Bay Area Rapid Transit District

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