



2020

BART: The Bay Area's Transportation Backbone

BART has been the backbone of the Bay Area's transportation system for more than four decades. The agency continues to be critical to sustaining the Bay Area's economy and is now playing a vital role in the region's response to the coronavirus (COVID-19). Like transit agencies across the nation, BART saw a dramatic decline in ridership due to the impacts of the virus. Despite that, BART continued to offer regular service for essential workers. Now BART is moving forward with restoring ridership to recent levels and rebuilding the system to meet the increasing ridership demands projected over the next 40 years.

Infrastructure Revitalization

Thanks in large part to voter-approved Measure RR, there are now more infrastructure rebuilding projects happening in the BART system than at any point in the agency's history. Measure RR provides \$3.5 billion to rebuild the BART system. Critical work is underway to replace aging equipment, which in many cases, has been in place since the system first began service in 1972. As of calendar year 2019, crews were working on a total of 141 projects. They included, replacing 32 miles of worn rail; 23 track switches, which trains use to move from one line to another; and six miles of 34.5kV electrical cable to ensure trains have a reliable source of electricity. These major upgrades have resulted in an improved rider experience, which has helped boost BART's customer on-time performance to 92%.

Fleet of the Future Rollout

BART is continuing to add new cars as it moves on from its legacy trains to the Fleet of the Future. As of March 2020, BART had 96 new cars in service. Fleet of the Future trains are now operating on all five service lines. The official BART app and station platform signs provide real-time information on where riders can find Fleet of the Future trains. Bombardier, which is making the new cars, is opening a new plant in Pittsburg, California so future BART cars can be built in the Bay Area.

BART Ridership Facts



BART's ridership averaged 410,774 trips each weekday in FY19. We served 118.1 million total trips.

Average trip length: 15 miles
Fare range: \$2.50-\$16.65
Average passenger fare: \$4.00



During peak commute hours, nearly 26,000 people ride through the Transbay Tube into downtown San Francisco.



In FY19, 56% of weekday BART trips were transbay, while 25% occurred between San Francisco and San Mateo counties and 19% occurred in the East Bay.



The busiest BART stations are Embarcadero and Montgomery. In FY19, more than 94,000 exits occurred at these two stations on an average weekday.



Our top ridership day in FY19 was on September 20, 2018 when 453,046 customers used BART to commute and attend activities such as an Oakland A's game at the Oakland Coliseum and an Eagles concert at AT&T Park.



BART's Clipper adoption increased to 83.3% by the end of FY19. That's up from 79.7% at the end of FY18.

Vision for Safety

The BART Police Department (BPD) is taking several concrete steps to boost the visibility of police personnel in the system. BART's new Police Chief and 22-year department veteran, Ed Alvarez, recently created a team of 12 sworn officers dedicated solely to patrolling trains. Following his January 2020 appointment, Chief Alvarez outlined his vision to improve safety on BART. He said the train patrol team will be assisted by the newly created team of BPD Ambassadors. In February 2020, BART launched the Ambassador Pilot Program, which consists of a ten member team of non-sworn, Community Service Officers who walk the trains seven days a week to further boost presence. Chief Alvarez says he will continue to pursue an aggressive recruitment campaign, which in 2019 allowed the department to hire 63 new officers.



General Manager's Listening Tour

General Manager Bob Powers has been visiting stations across the BART system to speak directly with riders. The goal of the listening tour is to give riders a voice in the future of the agency as well as to allow them to share their concerns directly with BART leadership. As of February 2020, Powers visited 36 stations on all lines of the system and heard comments from more than 600 riders. The GM's Listening Tour will continue until Powers has had a chance to visit with riders at all 48 BART stations.



The BART System Includes:



BART by the Numbers

FINANCIAL PERFORMANCE

73.7% 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 passenger on-time performance 92.72%

PARKING

Stations with parking 36
Stations with long-term parking . . 31
Total parking spaces 47,000
Bike parking (lockers, racks and bike stations) 8,266

Parking Fees and Permit Rates*

Daily parking \$2.00–\$3.00
Single day \$5.00–\$6.00
Monthly \$84.00–\$105.00

*At most stations

FLEET

Total vehicle fleet 800

ELECTRICITY

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

POWER SOURCES

Federal preference hydroelectric power, low-carbon imports from the Pacific Northwest, renewables

ON-SITE SOLAR

On-site solar photovoltaic systems at six locations generate approximately 4 million kilowatt hours per year

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