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.
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:

| 800 | Rail Cars |
| 122 | Route Miles of Track |
| 48  | Stations |
| 175 | Escalators |
| 140 | Elevators |
| 38  | Miles of Tunnels |
| 118 | Electric Substations |

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Sign up for text and email alerts at www.bart.gov/alerts

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