



BART: A Bay Area Lifeline During an Unprecedented Challenge

BART has played a critical role in keeping the Bay Area moving for nearly 50 years and that has continued to be the case throughout the COVID-19 pandemic. Though ridership has significantly fallen and continues to fluctuate based on the changing status of county orders, many of those riding BART are essential workers. Masks are required and BART is running long trains to help with social distancing. Crews use hospital-grade disinfectant to clean high touch points and electrostatic foggers to sanitize train cars. BART train cars have upgraded air filters and superior ventilation with air being replaced every 70 seconds.

Federal Emergency Relief Funds

Federal funds have provided short-term financial relief. In 2020, BART received \$377 million in CARES Act funding. In January 2021, BART was allocated \$103.7 million as a first batch of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Significantly more funding will be needed to help stabilize the financial outlook for BART.

Ridership by Station

The pandemic has caused a fundamental shift in system usage—with stations serving transit dependent communities like Fruitvale and others rising to the top of the most frequently used stations list.

PRE-COVID		
Rank	Station	Ridership
1	Embarcadero	46,823
2	Montgomery	43,452
3	Powell	24,165
4	Civic Center	22,297
5	12th St	13,466
6	19th St	13,064
7	16th St	12,458
8	24th St	11,495
9	Downtown Berkeley	11,050
10	Balboa Park	9,592

POST-COVID		
Rank	Station	Ridership
1	Civic Center	2,244
2	Montgomery	2,075
3	Powell	1,940
4	Embarcadero	1,938
5	Fruitvale	1,393
6	16th St	1,256
7	24th St	1,169
8	El Cerrito del Norte	1,066
9	Balboa Park	1,012
10	Coliseum	968

BART Ridership Facts

AVERAGE WEEKDAY RIDERSHIP

PRE-COVID
1st Quarter FY20 412,596
POST-COVID
1st Quarter FY21 46,813

CLIPPER USAGE

BART has transitioned to Clipper only sales from vending machines. As of January 2021, 98% of all BART trips are made using Clipper.

Clipper fare range . . . \$2.10–\$9.95*
Average fare \$4.10
Average trip length 15 miles

**The Clipper fare between Oakland International Airport and San Francisco International Airport is \$17.00.*

Riders pay a 50 cent surcharge on all trips using a paper ticket.

Clipper Discounts

YOUTH CLIPPER: Ages 5-18 get 50% off
SENIOR CLIPPER: 65 years and over get 62.5% off

RTC CLIPPER: Persons with disabilities get 62.5% off

CLIPPER START: BART is participating in the Metropolitan Transportation Commission's means-based fare pilot program offering 20% off regular adult fare for qualified low-income riders

RIDERSHIP PROFILE

BART's 2020 Customer Satisfaction survey results shows a dramatic change in rider demographics:

53% do not have access to a vehicle (up from 31% in 2018)

75% identify as non-white (up from 65% in 2018)

51% reported having annual household incomes under \$50K (up from 26% in 2018)

Rebuilding the Core of BART

BART has made the most of reduced service hours because of the COVID-19 pandemic to accelerate its comprehensive plan to replace aging infrastructure. Much of the work has been made possible by Measure RR, which was approved by District voters in 2016 and provides \$3.5 billion to rebuild the BART system. A total of 129 projects across the system are in their planning, design, or construction phases. Another 19 projects have been completed including successful track rebuilds in Oakland, Concord, Lafayette, Orinda, and Hayward. As of December 2020, BART has replaced 34 miles of worn rail, 27 track switches, and 27 miles of 34.5kV electrical cable to ensure trains have a reliable source of electricity. Platform edges at 7 stations have been upgraded to improve safety, and 58 miles of 3rd rail coverboard have been enhanced to reduce failures that cause train delays.



Commitment to Equitable Policing

The BART Police Department (BPD) is accelerating new initiatives to reaffirm its commitment to progressive policing. Under the leadership of BPD Chief Ed Alvarez, the department has launched a new Progressive Policing and Community Engagement Bureau. The bureau will eventually include 20 Crisis Intervention Specialists specially trained in de-escalation techniques. This builds on the successful launch of the department's Ambassador Program, which relies on non-sworn personnel to boost the visible safety presence in the system. BPD is proud to be the first transit agency police department in the country to undergo a review of its practices by the Center for Policing Equity. BPD entered its partnership with CPE voluntarily and looks forward to continuing its relationship with the research organization.



BART by the Numbers

FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising and other sources of revenue.

FY20 1st Quarter 71%
 FY 21 1st Quarter 12%

STATIONS AND SERVICE

Total stations 50
 Route miles of track 131
 Maximum train speed 70 mph
 Average passenger on-time performance 93%

PARKING AND BIKE ACCESS*

Stations with parking 36
 Total parking spaces 47,000
 Bike parking (lockers, racks and bike stations) 8,305

*Reflects BART operated parking

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*

Legacy cars 630
 Fleet of the Future 286
 Total vehicle fleet 916

*As of January 30, 2021

ELECTRICITY

Third rail 1000 volts DC
 Monthly electric spend . . \$3.4 million

POWER SOURCES

In FY20, BART's power supply was comprised primarily of hydroelectric and solar generation, achieving a supply mix over 90% greenhouse gas free (GHG-free) including approximately 8% eligible renewable as defined under state law.

ON-SITE SOLAR

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

The BART System Includes:



San Francisco Bay Area Rapid Transit District

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