



BART Facts

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.

We're Rebuilding

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 rebuilding this precious asset for the future by systematically modernizing every part of the BART system.

Over two-thirds of BART's train cars are from 1972. What was cutting-edge technology then is now obsolete. BART began replacing its fleet of train cars at the beginning of 2018, but 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.

The passage of Measure RR provides \$3.5 billion to improve BART safety, reliability and capacity, with the ultimate goal of reducing freeway congestion. During the next decade, BART will be laying 90 miles of new rail, repairing corroding tunnel walls and replacing its train control equipment.

BART Ridership Quick Facts



BART estimates ridership in FY18 will average 432,000 trips on weekdays and 126 million trips annually.



During peak commute hours, nearly 25,000 people ride through the Transbay Tube into Downtown San Francisco.



BART's Pittsburg/Bay Point (yellow) line carries the largest number of people.



The busiest stations in the BART system are Embarcadero and Montgomery. In FY17, over 180,000 trips were made to or from these stations each weekday.



Our top ridership day last year was June 15, 2017 for the Warriors Parade—518,743 trips!



BART directly serves SFO and OAK, the nation's 7th and 36th busiest airports.

Just over 1 million BART trips were made to OAK last year. Over 4 million BART trips were made to SFO—that's almost 8% of all air travelers at SFO.

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.

According to the 2016 Customer Satisfaction Survey, about 71% of weekday BART trips are commute trips. This translates to about 302,000 commute trips on an average weekday.

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 FY18 Operating Budget is \$920.6 million.
The FY18 Capital Budget is \$997.9 million.



BART's Top 3 Capital Projects



The Fleet of the Future

BART has begun to replace and expand its existing fleet of legacy train cars by acquiring 775 new cars, with a goal of obtaining funds for 1,081 cars to keep up with growing demand. The first ten new cars are now in service. The new trains are more modern, reliable, comfortable and quiet than those currently in service. Learn more about this \$4.2 billion project at 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. 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 a safer, more frequent and more reliable train service. The cost of this project is estimated at \$1.15 billion. Learn more at 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 this project will cost \$538 million. Learn more at www.bart.gov/projects.

The BART System Includes:



A Solution for Climate Change



BART is the USA's cleanest major transit system in its class, emitting fewer pounds of CO₂ per passenger mile than any other transit system.*



In 2017, the BART Board approved a Wholesale Electricity Portfolio Policy, with the goal of procuring 100% of BART's electricity from renewable energy by 2045. Progress has been made by executing two Power Purchase Agreements (PPAs) for wind and solar energy that will make up 90% of BART's electricity needs beginning in 2021.

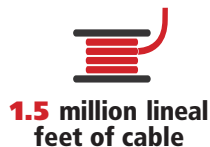
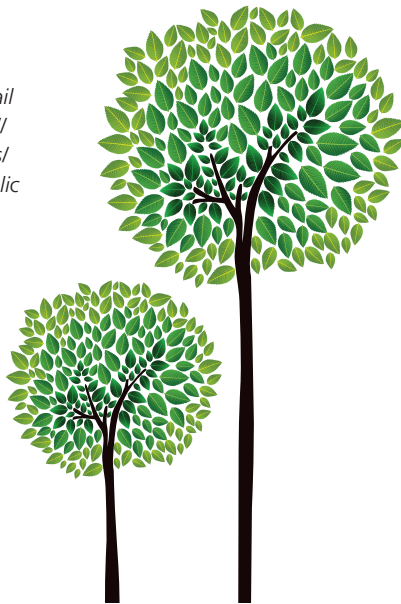


In 2016, BART adopted a Station Access Policy which prioritizes the most sustainable station access modes, such as bikes, walking and buses.



BART has installed on-site solar photovoltaic systems at four locations for a total of over 1.4 million kWh/year and plans to add two more sites for an additional 2.9 million kWh/year.

**See Appendix 1 Heavy Rail Systems (page 11) <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>*



BART by the Numbers

FINANCIAL PERFORMANCE

79.6% of operating costs are paid by passenger fares, parking, advertising and other sources of revenue.

STATIONS AND SERVICE

Total stations 48
Busiest stations Embarcadero
and Montgomery
Route miles of track 122
Maximum train speed 80 mph
Average speed (with stops) 35.1 mph
Average on-time performance 87%

PARKING

Stations with parking 36
Stations with long-term parking 31
Total parking spaces 49,280
Bike parking (lockers, racks
and bike stations) 7,468

Parking Fees:

Daily parking \$2.00–\$10.00

Reserved parking permits:

Single day \$5.00–\$13.00
Monthly \$84.00–\$252.00

RAIL RIDERSHIP AND FARES

Average weekday trips
in 2017 423,400
Average trip length 14.6 miles
Fare range \$1.95–\$15.70
Average passenger fare \$3.90
Average weekday trains
dispatched 724
Total trips in 1973 4.6 million
Total trips in FY 2017 124.2 million
Total riders through
FY 2017 3.37 billion

FLEET

Total vehicle fleet 687*

ELECTRICITY

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

POWER SOURCES

Federal government hydro, Pacific Northwest low-carbon imports, renewables (including on-site solar)

** includes 8 DMU vehicles*

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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Rebecca Saltzman
Director, District 3

John McPartland
Director, District 5

Lateefah Simon
Director, District 7

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Director, District 9

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