



BART: Addressing a Financial Crisis While Improving Service

BART has played a critical role in keeping the Bay Area moving for 50 years. In 2023, the agency will continue to be a vital resource for the region by linking people to jobs, schools, entertainment, and opportunities. Ridership recovery is making slow progress, but remote work has disrupted BART's traditional revenue mix, creating great uncertainty about long-term financial stability. BART has received \$1.6 billion in federal aid that has helped sustain service, but the funding is expected to run out in mid-2025.

Reliable and ongoing new revenue sources are needed to avoid significant cuts and will reduce BART's reliance on fares amid uncertainties about future ridership trends. Investing in BART will provide solutions for many of the Bay Area's most pressing challenges including traffic, affordability, housing, safety, equity, and climate change.

Pandemic Recovery and Financial Stability Strategies

- Provide frequent, reliable, safe, and clean service; reduce cancelled trips
- Adapt to changing commute patterns; gain new non-work trips
- Improve regional transit connections and coordination
- Maximize efficiencies, reduce overtime; improve long-term financial planning
- Explore opportunities for ongoing federal, state, and regional operating subsidy
- Continue to prioritize Transit-Oriented Development

Improving the Rider Experience

To regrow ridership BART has made investments in improving the rider experience and prioritizing a clean and safe ride. BART fully restored service levels in 2022, following cuts during the height of the pandemic, and made improvements to weekend service. To better meet the needs of riders, especially families, BART reopened long-closed underground restrooms at several busy stations, with the commitment to reopen more as funds are identified.

2023 brings enhanced evening service between Oakland and San Francisco. Modernization efforts continue with the installation of new escalators in downtown San Francisco, purchasing of new fare gates, and adding more Fleet of the Future trains into service.

BART Ridership Facts

AVERAGE FY22 RIDERSHIP

Weekday	111,311
Saturday	68,253
Sunday	48,373

FY22 ridership was 29% of FY19 ridership.

CLIPPER FARES AND TRIPS

Riders pay for BART with the regional Clipper card.

Clipper fare range . . .	\$2.15–\$14.60*
Average fare	\$3.96
Average trip length	15 miles

*The Clipper fare between Oakland International Airport and San Francisco International Airport is \$17.60.

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

Clipper is now available on your phone through Apple Pay and Google Pay. In December 2022, 23% of BART trips were made using mobile cards.

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: Qualified low-income adults get 20% off

RIDERSHIP PROFILE

- 67% identify as non-white
- 43% do not have a vehicle
- 31% report having annual household incomes under \$50K
- 7% have a disability
- 49% identify as male
48% identify as female
3% identify as non-binary or self-describe

A Visible Presence for Safety

The BART Police Department is deploying sworn officers as well as unarmed Crisis Intervention Specialists and Transit Ambassadors to boost rider safety. Riders are now more likely than ever before to see safety personnel on board a train or in a station. There are signs that this proactive approach to safety is paying off:

- BPD officers in 2022 made more arrests than were made in any of the prior four years.
- Transit Ambassadors patrolled 12,058 trains and made 6,909 educational contacts.
- Crisis Intervention Specialists, who are focused on connecting people in need with support services, performed nearly 1,900 welfare checks across the system in just three months.
- Passenger surveys indicate a decrease in sexual harassment. In the last six months of 2021, 12% of surveyed riders said they experienced harassment at BART, compared to 9% of surveyed riders in 2022.
- Electronic item thefts fell from their peak in October 2019 of 141 to 35 in October 2022.



Boosting Reliability to Rebuild BART

Replacing equipment that is more than 50 years old and has outlived its design life is essential for improving reliability and the overall rider experience. Critical rebuilding projects are underway thanks to voter-approved Measure RR, which provides \$3.5 billion to rebuild the backbone of BART. The Measure RR program is ahead of schedule with more than 40% of all scheduled work complete. That includes the replacement in 2022 of a major trackway interlocking between South Hayward and Union City stations and the completion of the earthquake retrofit of the Transbay Tube.



Since its approval by BART District voters in 2016, Measure RR has supported 153 rebuilding projects, such as replacing 47.3 miles of worn rail, 40 track switches, 46 miles of 34.5kV cable to ensure trains have a reliable source of electricity, and 59 miles of third-rail coverboard, protecting the electrified third rail that powers trains.

The BART System Includes:



San Francisco Bay Area Rapid Transit District

P.O. Box 12688, Oakland, CA 94604
www.bart.gov

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

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.

FY22	21%
FY21	12%
Pre-COVID	71%

STATIONS AND SERVICE

Total stations	50
Route miles of track	131
Maximum train speed	70 mph
Average passenger on-time performance	85.2%

PARKING AND BIKE ACCESS

Stations with parking	38
Total parking spaces	50,000
Bike parking (lockers, racks, and bike stations)	8,239

FLEET*

Fleet of the Future	441
Active legacy cars	421
Total vehicle fleet	862

*As of January, 2023

ELECTRICITY

Third rail	1000 volts DC
----------------------	---------------

POWER SOURCES

In CY22, BART achieved a 100% greenhouse gas free ("GHG-free") power supply for its third consecutive year, including over 50% eligible renewable energy as defined under California state law. BART's electric supply portfolio is comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.

ROLE IN REGION

- Pre-pandemic, BART carried more than twice the people per hour through the Transbay Tube than used the Bay Bridge and carried over half the passenger miles traveled on transit in the region
- BART connects with 18 of the 26 regional transit operators
- One in five BART riders connect to another transit operator during their trip