



BART's Outlook

Community Advisory Committee

September 25, 2024

Item 9



BART – Backbone of the Bay Area

- Five counties, five lines of service, 50 stations
- Connects over 20 transit systems, with 300+ unique connecting routes
- Links to SFO and OAK international airports plus two Amtrak lines
- Nearly 90% of transit transfers in the region using Clipper involve a trip on BART
- 70% of BART trips start or end in SF
- Frequent, reliable, and affordable transit service - key to an equitable, mobile, and sustainable Bay Area



BART is Critical to the Regional Economy and Downtown Recovery

- Proximity to BART is a must-have for SF's downtown office market:
 - The top 15 buildings with highest rents and lowest vacancies are within a 15-minute walk from BART
- 21% of the region's jobs are within a 15-minute walk of a BART station

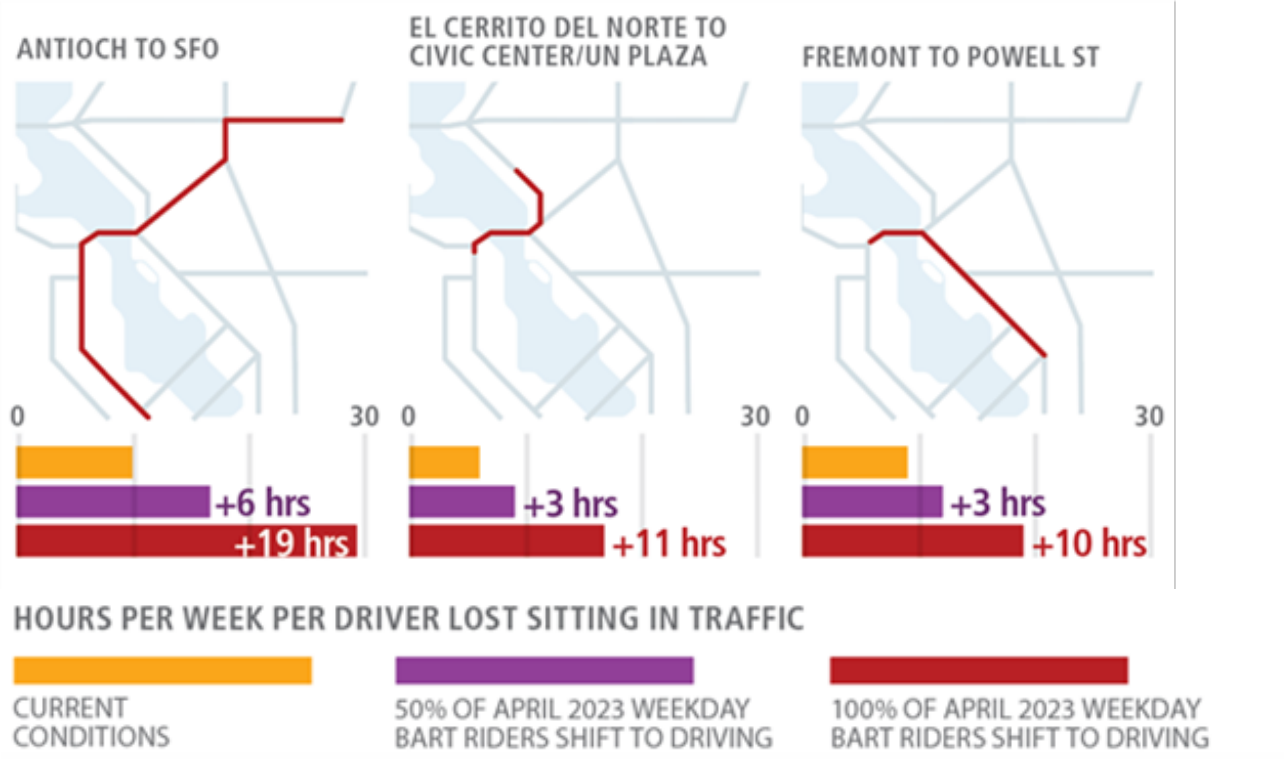


"Because we're located at a transit hub, we can recruit from the East Bay, the South Bay, the Peninsula, and the city all at once... It gives you the broadest recruiting reach."

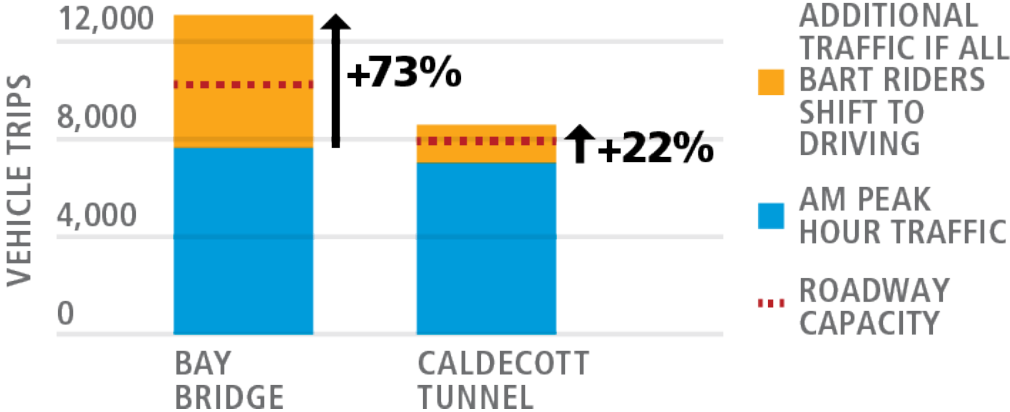
- Raja Singh, founder of Revolear, a startup in Downtown SF

BART Helps Keep Cars Off The Road - Without BART Congestion Would Get a Lot Worse

WEEKLY HOURS LOST TO CONGESTION FOR DRIVERS: WITH AND WITHOUT BART

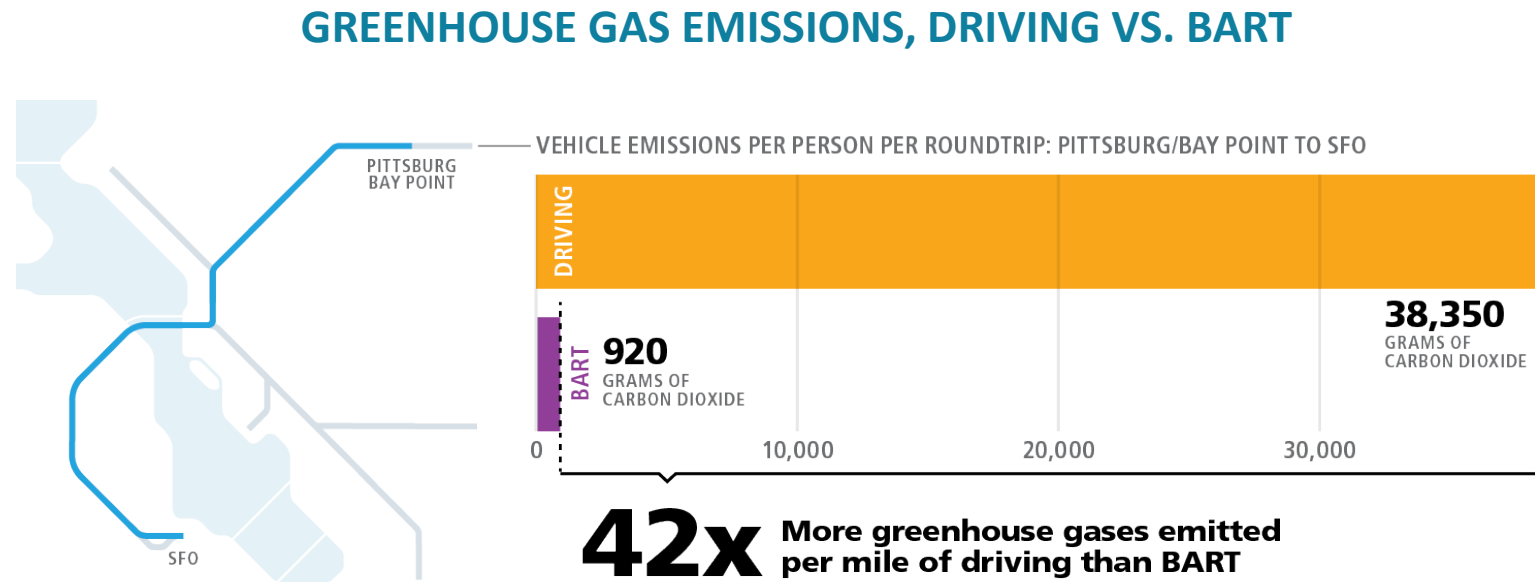


TRAFFIC WITHOUT BART



BART Helps Meet Regional and State Climate Goals

- Transportation accounts for 38% of the state's greenhouse gas emissions
- BART represented 25% of statewide transit passenger miles pre-pandemic, underscoring the scale of BART's role in reducing emissions
- Emissions per passenger mile for BART are minimal compared to driving

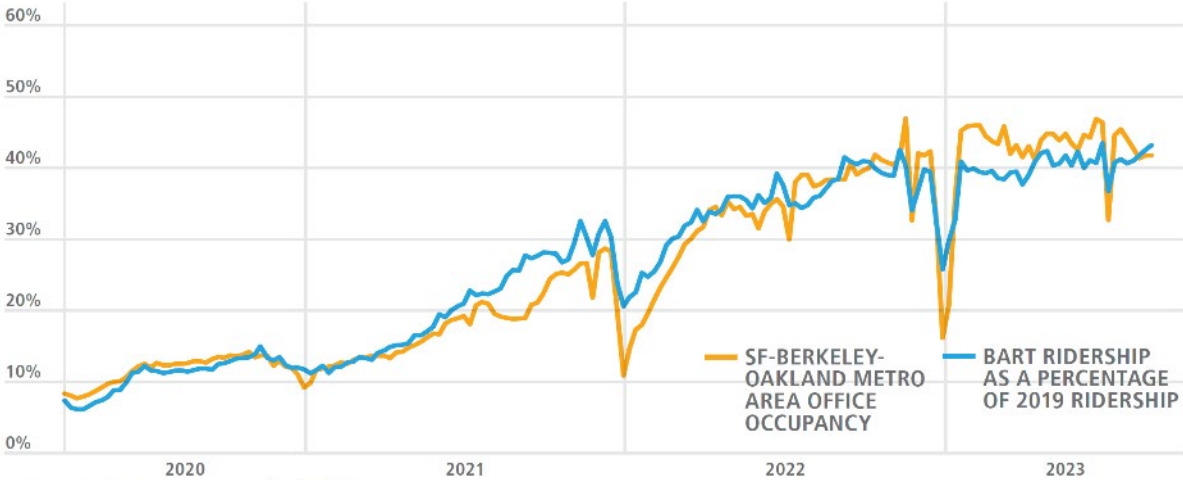


What is BART's Current Status?

Remote Work Has Fundamentally Reoriented People's Ways Of Life, Including Their Travel

- BART ridership trends closely to office occupancy rates
- Unique individual riders have returned, but they are riding less frequently
- Work trips make up a smaller share of BART trips, and riders are using the system more for non-work trips

BAY AREA RETURN TO OFFICE RATES



Source: BART, 2023; San Francisco Chamber of Commerce, 2023.

CHANGE IN BART RIDERSHIP



72%
OF OCTOBER 2019
RIDERS HAVE
RETURNED TO BART
AS OF OCTOBER 2023

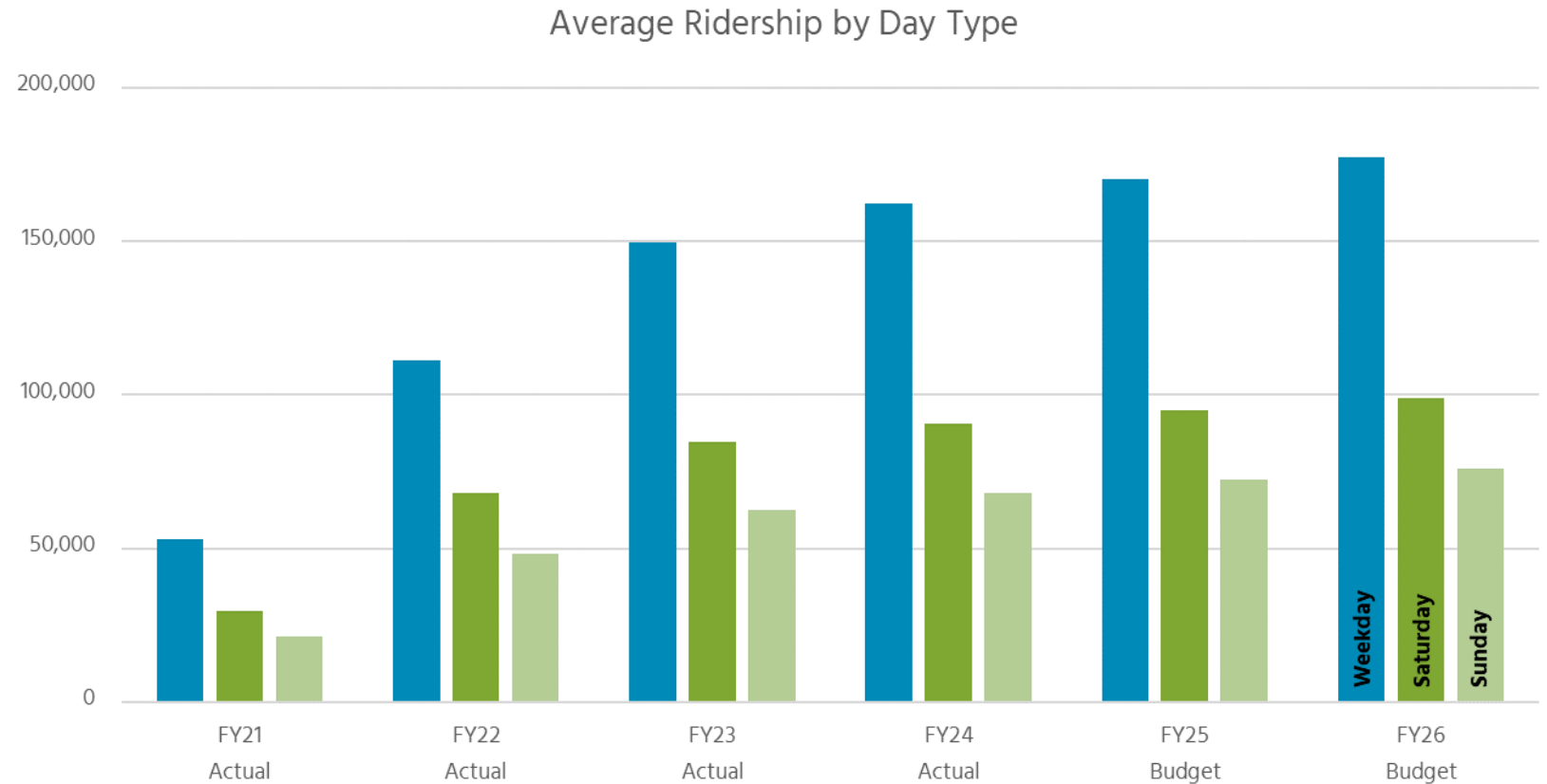


43%
OF OCTOBER 2019
TRIPS HAVE
RETURNED TO BART
AS OF OCTOBER 2023

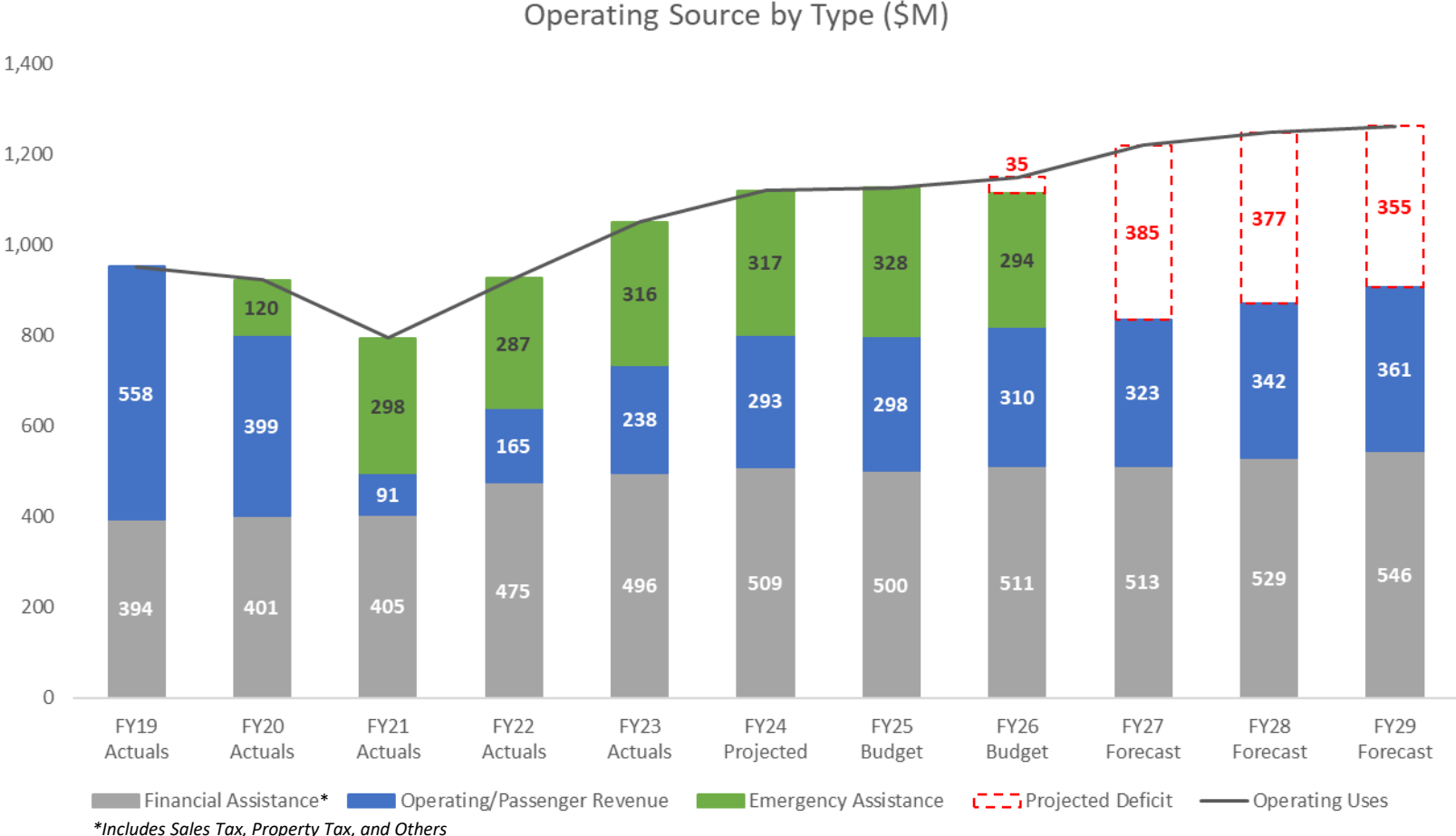


BART Ridership

- Ridership stabilizing at about 43% + of pre-pandemic levels
- Return-to-office flat
- Special events draw large crowds
- About 400K transfers per month between BART and Muni (82% of Muni's inter-agency transfers and 45% of BART's)



BART Operating Outlook



- Pre-pandemic, passenger fares funded over 60% of operating cost
- Currently, passenger fares funds 22% of operating cost



So What is BART Doing to Solve its
Operating Shortfalls?

Growing and Retaining Ridership

Aligning service with rider demand

- Increasing weekend and evening service, shortening least crowded trains; \$9M in annual savings
- Eliminating missed runs and reducing train delays; increasing passenger on time

Improving rider safety & security

- New, more secure faregates system-wide by 2025
 - SFCTA – critical partner, \$15.3M contribution enabling BART to deliver program on an expedited timeline
 - Civic Center – complete; 24th St – underway
 - 16th St, Powell, Montgomery – to begin by Oct 2024
- Amplifying BART presence in system
 - Deploying Ambassadors and Crisis Intervention Specialists to connect people with support services
 - Doubling sworn officers on trains in SF/core service area



Growing and Retaining Ridership

Implementing Safe & Clean Action Plan

- Increasing station scrub screws and doubling rate of deep cleaning train cars
- Continuously staffing restrooms and elevators at our busiest stations

Reinvesting in the system

- All new cars systemwide; Phase 1 \$400M under budget
- Rolling out new infrastructure systemwide – cars, rail, escalators, elevators, and more

Investing in Regional Coordination

- Co-leading fare integration with MTC: Clipper BayPass; regional transfer policy; Clipper START
- Weekly GM meetings on rider experience & funding



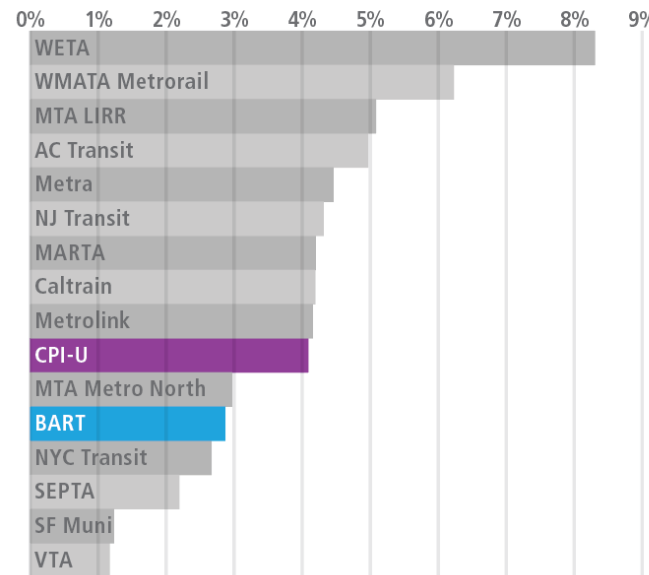
Limiting Costs / Growing Revenues

Reducing the deficit without impacting service

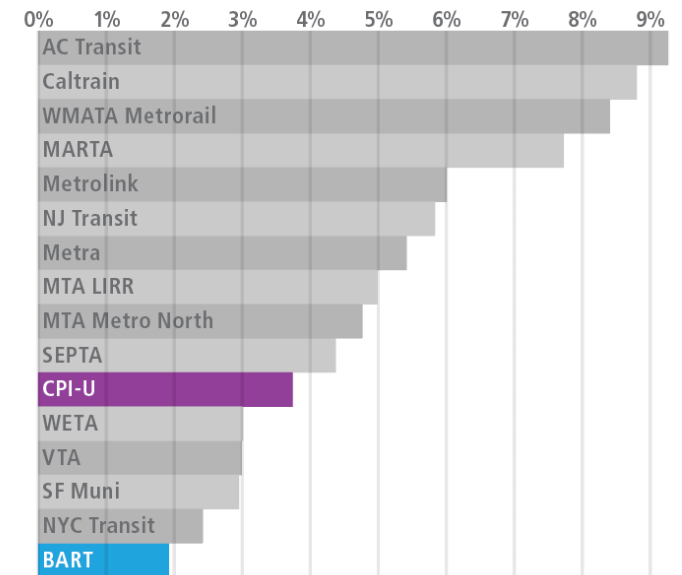
- Optimizing train schedules, reducing power/maintenance costs, reducing or eliminating contracts, maximizing interest and other non-revenue earnings
- Implemented small, regular increases to fares and parking fees
- Also exploring one-time sources and cost deferrals – setting ourselves up to be able to use these options, but not yet executing

OPERATING EXPENSE GROWTH FOR BART AND PEER TRANSIT AGENCIES

2019 vs. 23 Average Annual Operating Budget Growth



2019 vs. 2023 Growth in Cost Per Service Hour



Working with the Region on Stable Transit Funding

- MTC leading Regional Transportation Measure discussions
- BART also engaged in Operator-led Measure discussions
- BART has taxing authority in three county District, enabling legislation that would be required in some situations
- BART priorities in a revenue measure
 - **Sustain Operations.** Sustainable funding source for operations over the long-term to ensure safe, reliable transit service for the region
 - **Regional Connections.** Funding to support service improvements and regional network coordination to make transit a more viable alternative to driving
 - **Equity Focus.** Keep transit accessible to transit-dependent riders, equity priority communities, and riders of all abilities
 - **Prioritize Transit.** Priority for transit operators and projects over roadway investments
 - **Enhanced Service.** Funding for increased service as ridership demand grows

What Happens If We Don't Solve the Fiscal Cliff?

- Forecast shortfalls (\$300M - \$400M annually) are too big for BART to cover alone
- If a stable source of funding is not secured, BART service options under consideration include:
 - 60-minute train frequencies
 - 9pm system closure
 - Station closures
 - Eliminate line(s) of service
 - No weekend service
- Even these cuts would not fully close the gap and would result in further loss of ridership & fare revenue

What Happens if We Don't Solve the Fiscal Cliff?

- A future with reduced BART service is neither sustainable nor equitable
- Transportation costs would increase
- Massive traffic congestion would form across critical regional roadways especially during peak hours
- More time would be lost sitting in traffic, slowing the economy and reducing quality of life

PER TRIP COST FOR THOSE WHO HAVE TO DRIVE INSTEAD WOULD MULTIPLY



BART RIDERS WOULD SWITCH TO DRIVING OVER THE BAY BRIDGE

5,400

Additional vehicles (73% increase), or 2.7 additional lanes of traffic on the Bay Bridge when all BART transbay riders shift to driving.

MANY HOUSEHOLDS WOULD HAVE NO CHOICE BUT TO OWN MORE VEHICLES



BART RIDERS WOULD SWITCH TO DRIVING THROUGH THE CALDECOTT TUNNEL

1,600

Additional vehicles (22% increase), or 0.8 additional lanes of traffic through the Caldecott Tunnel when all BART Yellow Line riders shift to driving.

What Happens if We Don't Solve the Fiscal Cliff?

- Additional driving would increase greenhouse gas emissions, making it impossible to meet state and regional climate goals
- People across the Bay Area would have a hard time getting to key regional destinations
- **Without BART, the benefits of the regional transit network and planned major infrastructure would be lost**



DRIVING EMISSIONS EQUIVALENT

1.6M

Miles driven, or 4,000 cars driving from San Francisco to Los Angeles daily.



GASOLINE EMISSIONS EQUIVALENT

70,000

Gallons of gasoline burned daily.

Assumes all existing BART riders shift to driving.

Bay Area residents would lose BART access to:





Thank you.

