

BART. Keeping San Francisco Moving Together

Let's go.



BART is a critical partner in moving the Bay Area forward. Connecting people and places, BART helps drive the economic, business and personal prosperity of San Francisco and the Bay Area.

BART returned to near pre-pandemic service on August 2, 2021.

BART Supports Equity and Sustainability

- The typical San Francisco resident riding BART today within San Francisco is a person of color with an annual household income under \$50,000, does not own a car, has been riding BART over 5 years, and is using BART to commute to work.¹
- In 2020, BART achieved a 100% GHG-free power supply for the first time in its history, sourced primarily from hydroelectric and solar sources.²

BART Supports San Francisco Workers and Employers

- The Bay Bridge has already reached 90% capacity—San Francisco Downtown needs BART to recover.³
- San Francisco is the region's job center, with employees commuting to the City for work. Pre-pandemic, San Francisco's daytime population was estimated at >1M compared to a census population of ~880,000.⁴
- Pre-pandemic, 255,000 Bay Area residents commuted in and out of San Francisco each day on BART, with approximately 128,000 commuting into San Francisco and 127,000 commuting from San Francisco to other counties.⁵
- 73% of office space in San Francisco is located within a half mile of the Downtown BART stations.⁶
- BART facilitates San Francisco employers' ability to recruit and retain workers living in the East Bay, northern San Mateo County and beyond.⁶

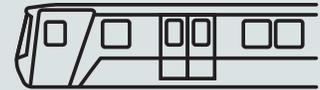
BART is Local

- Pre-pandemic, 55,000 people took BART within San Francisco each day—equivalent to SFMTA's service on Geary Corridor.^{5,7}
- 76% of BART weekday trips begin or end in San Francisco. BART not only carries riders from surrounding counties into San Francisco, but also is a significant transit mode for San Franciscans.
- Pre-pandemic >25,000 transfer trips took place daily between BART and Muni.⁸
- San Francisco is projected to add more than 10,000 new residents annually, reaching a population of 1,245,000 by 2050, with most of the planned increased growth in the eastern parts of San Francisco⁷ served by the BART corridor.

BART's contracted power supply is **100% greenhouse gas-free**²



>250,000 people take BART in and out of San Francisco each weekday⁵



55,000 people take **BART within San Francisco**

each day, equivalent to SFMTA Service on Geary Corridor^{5,7}



Office buildings located within 1/2 mile of BART generate **\$256 million** a year in local property tax⁶



BART Contributes to the San Francisco Tax Base

- With BART's capacity to bring workers to San Francisco, the City's larger daytime population generates significant sales tax revenues for the City and supports local businesses.
- Office buildings near BART tend to have higher asking rents than buildings located further away, and nearly 85% of San Francisco office assessed value is located within half mile of Downtown BART stations.⁶

This table reflects BART's proposed ask for the sales tax new expenditure plan. Program descriptions may not match Preliminary Draft Expenditure Plan.

SF Sales Tax Keeps BART Serving You

BART-Specific Categories	Project/Program Name	Brief Description	2022 SF Sales Tax Request (\$M)
Major Transit Projects: BART Core Capacity	BART Transbay Corridor Core Capacity Program	The Transbay Corridor Core Capacity Program will install a new communications-based train control system, procure additional rail cars and make other improvements to enable BART to significantly increase peak period rail service and reduce headways between trains. Prop K contribution leverages \$1.3B federal, \$485M state, \$1B regional and \$640M BART funds.	\$100.0M
Transit Maintenance & Enhancements: Maintenance, Rehabilitation and Replacement	Next Generation Fare Gates	The Next Generation Fare Gates Project will retrofit all San Francisco fare gates, making them more reliable and easier to maintain, improving fare revenue collection and reducing passenger queuing.	\$15.7M
Transit Maintenance & Enhancements: Maintenance, Rehabilitation and Replacement Transit Enhancement	Elevator Modernization and Expansion Program	The Elevator Modernization and Expansion Program will increase accessibility for people with mobility limitations, reduce elevator service interruptions and improve elevator maintainability by renovating or adding elevators at San Francisco stations. Market Street Station joint use elevators will be renovated or added in partnership with SFMTA.	\$65.0M
Transit Maintenance & Enhancements: Transit Enhancements	BART Access, Safety and Capacity Enhancement Projects	BART Access, Safety and Capacity Enhancement category includes projects, such as accessibility improvements; BART station bike/ped access improvements; wayfinding signage; multi-modal connectivity; lighting improvements; new Fleet of the Future Maintenance Facility to maintain/overhaul new rail car fleet; new Operations Control Center; and additional rail cars.	\$268.5M
Transit Maintenance & Enhancements: Maintenance, Rehabilitation and Replacement	BART Maintenance, Rehabilitation and Replacement Projects	BART Maintenance, Rehabilitation and Replacement category includes projects which maintain BART infrastructure in a state of good repair, including rail car renovation, rail replacement and train control, communications, SF station renovation, and power rehabilitation.	\$355.9M
Total BART Projects/Programs			\$805.0M

Sources:

¹ BART 2020 Customer Satisfaction Survey.

² BART 2020 Annual Report: Sustainability.

³ Status of the Re-Opening of the San Francisco Economy: August 2021, City of San Francisco Office of the Controller, Office of Economic Analysis

⁴ SFMTA 2015 Fact Sheet, Sustainable Streets Division SFMTA, October 2016.

⁵ BART ridership data (pre-pandemic).

⁶ The Benefits of BART in the Downtown San Francisco Office Market, Strategic Economics, Inc., July 2015.

⁷ SFMTA ridership data (pre-pandemic).

⁸ Regional Fare Coordination Integration Study Data.