



# BART's Recovery Plan Update — INFORMATION\*

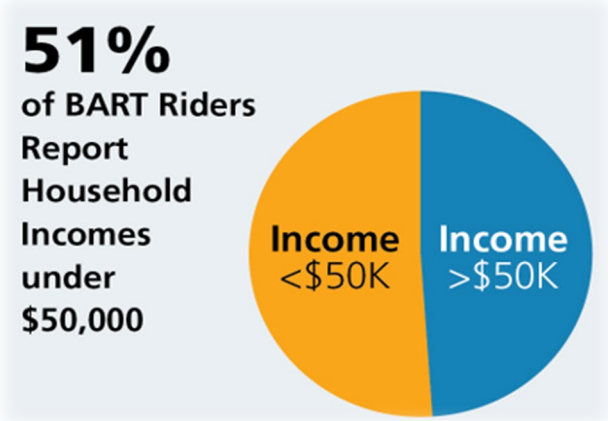
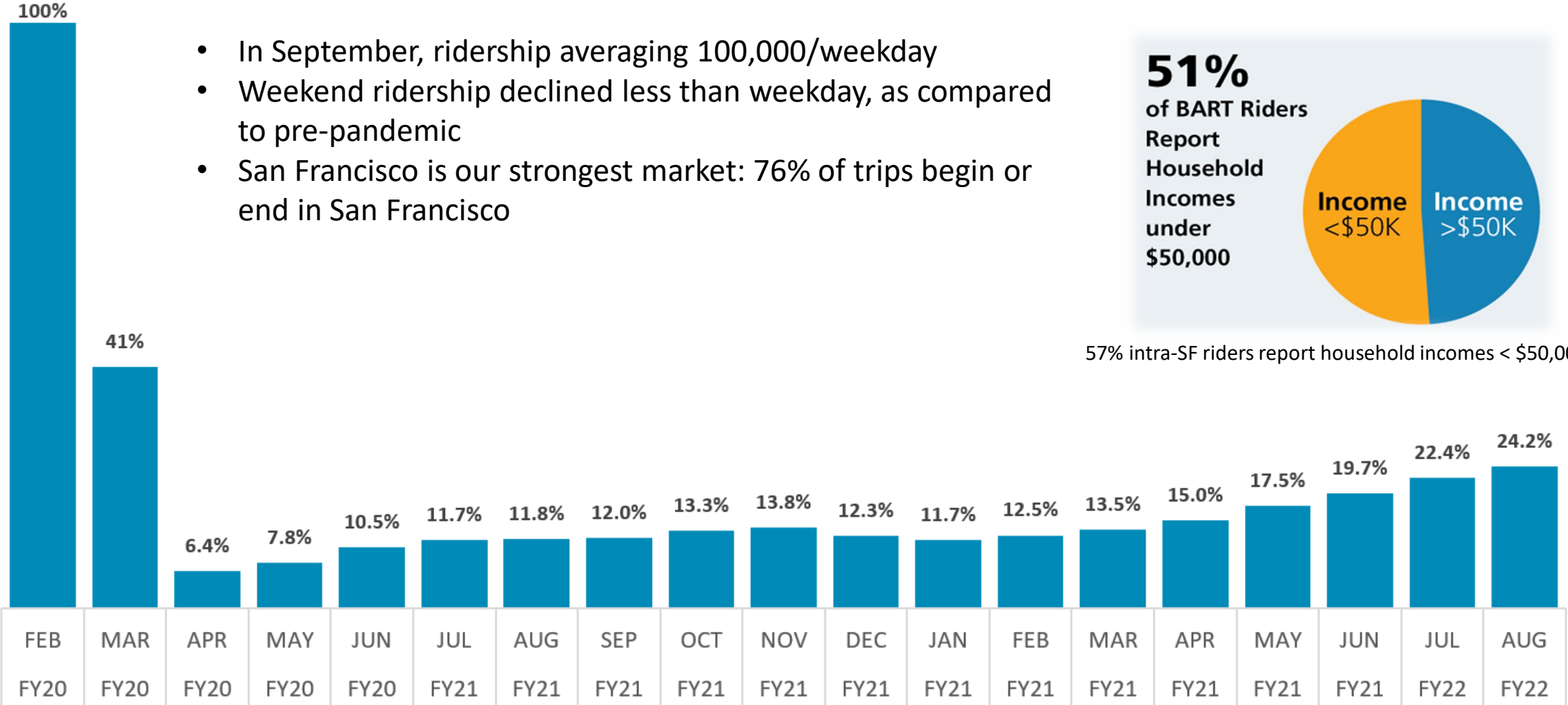
San Francisco County Transportation Authority

September 28, 2021



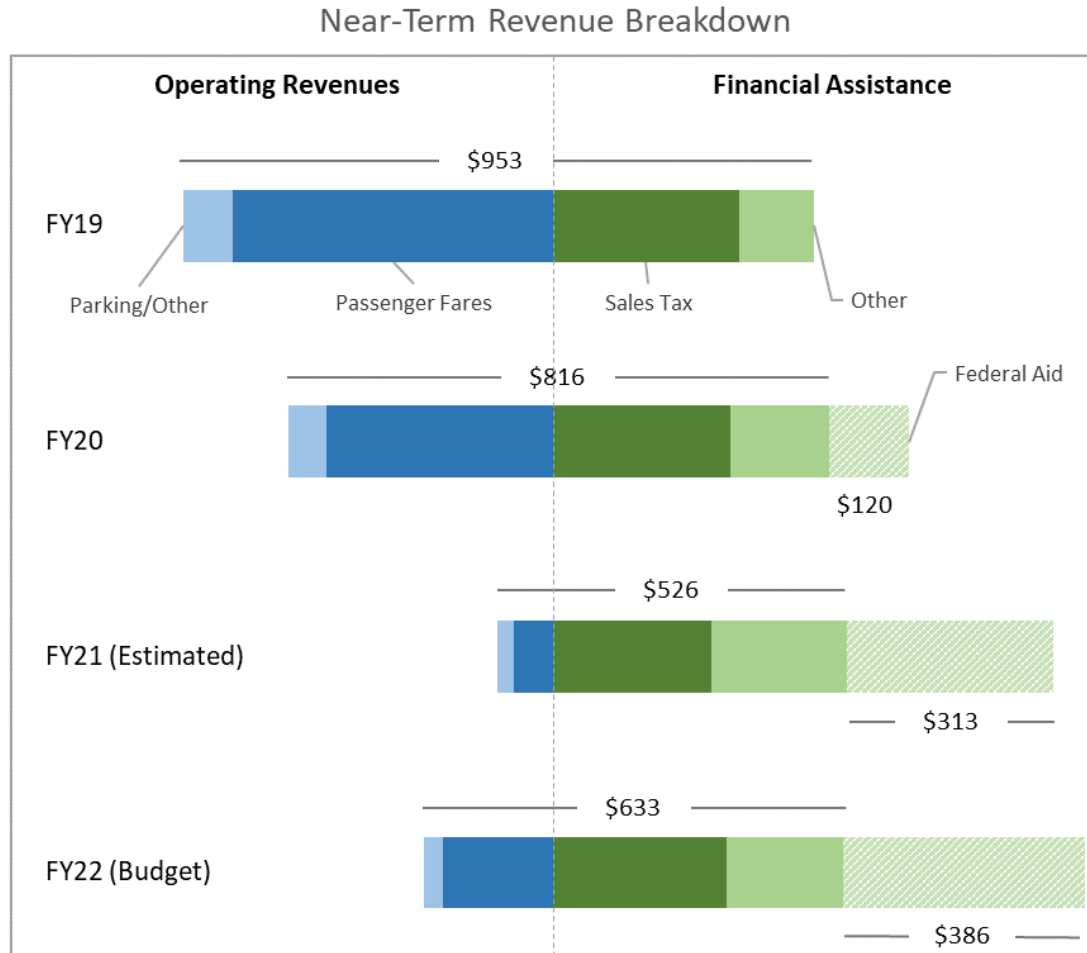
# Pandemic: Ridership Impacts

- In September, ridership averaging 100,000/weekday
- Weekend ridership declined less than weekday, as compared to pre-pandemic
- San Francisco is our strongest market: 76% of trips begin or end in San Francisco



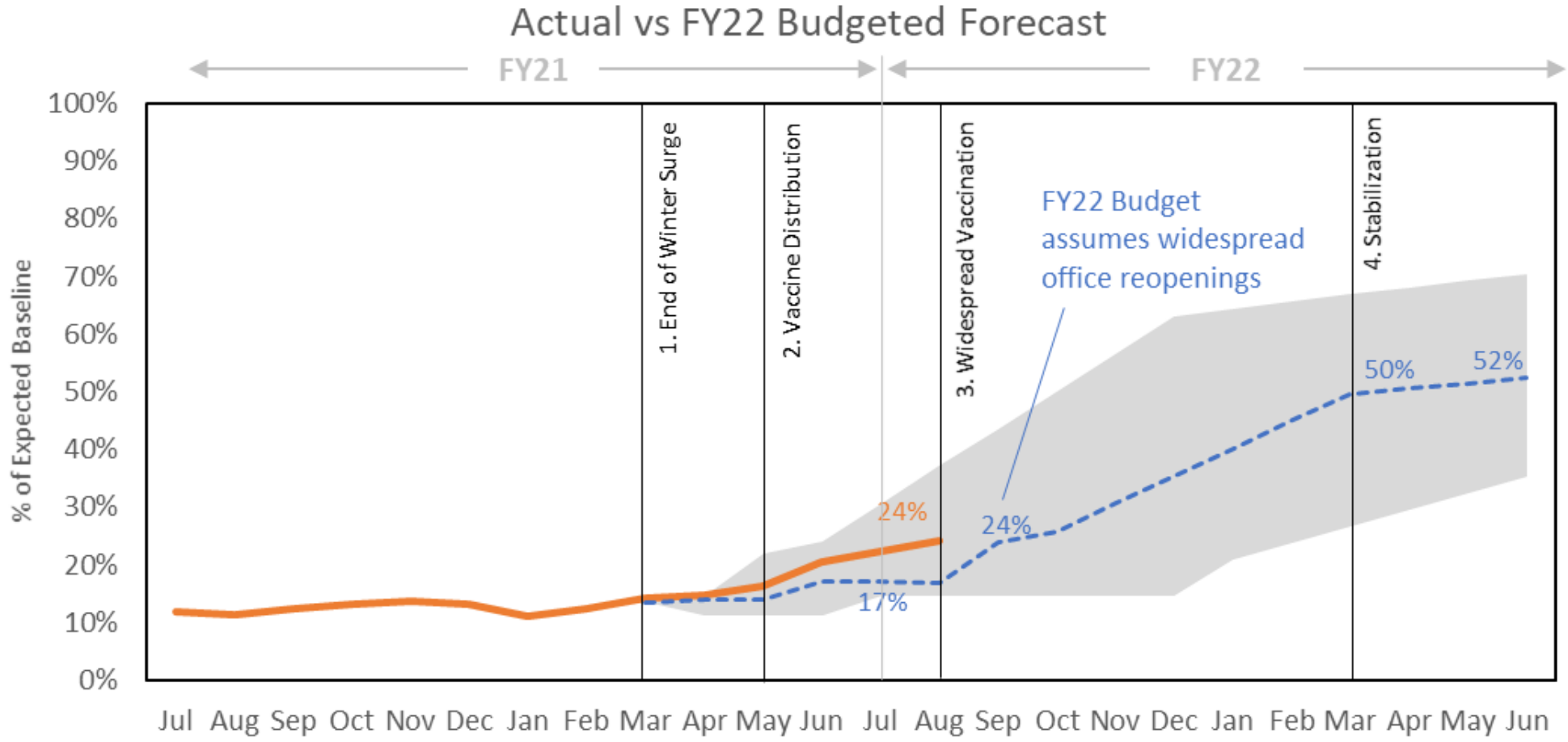
57% intra-SF riders report household incomes < \$50,000

# Pandemic: Revenue Impacts



- BART has a near-term fiscal crisis driven by the collapse of ridership
  - Pre-pandemic – 67% of operating revenue from fare and parking revenue
- More than \$1 billion revenue loss projected through FY22
  - Ridership expected to increase, but BART is preparing for a long recovery
- Federal assistance enables BART to maintain service at least through end of FY22

# Pandemic: Ridership Outlook

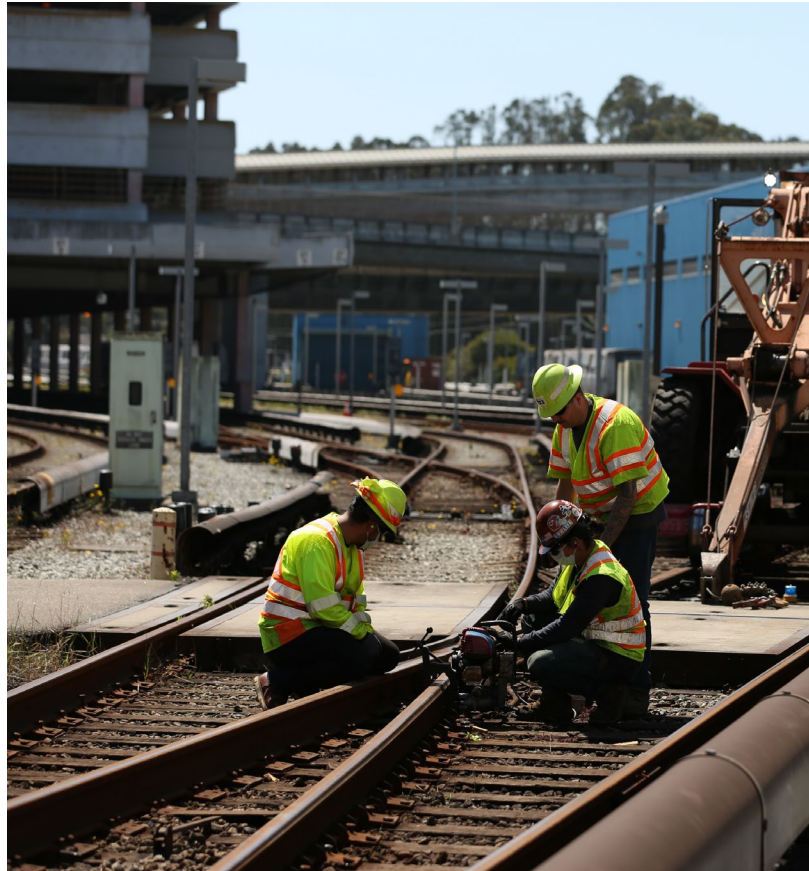




# Pandemic: Accelerated System Re-Investment



34.5kv Cable Replacement/Upgrade & Traction Power Substations



Daly City Track Replacement

- Estimate \$15M savings
- 24 single tracking Sundays eliminated
- Fewer weekend closures needed
- Delivering on BART Bond Measure RR with cost savings
- Accelerated systemwide rail grinding and traction power improvements





## Welcome Back Plan

### *As of August 2, returned to nearly pre-pandemic service:*

- Midnight closure Monday to Saturday (Sunday will close at 9pm)
- 15-min. frequencies on all lines from 5am to 8pm. 30-min. frequencies from 8pm to midnight
- 5-line service on Saturdays with additional trips
- Cleaner trains and stations
- More safety staff on trains – Ambassadors and Crisis Intervention Specialists

*September: 50% off all Clipper fares*





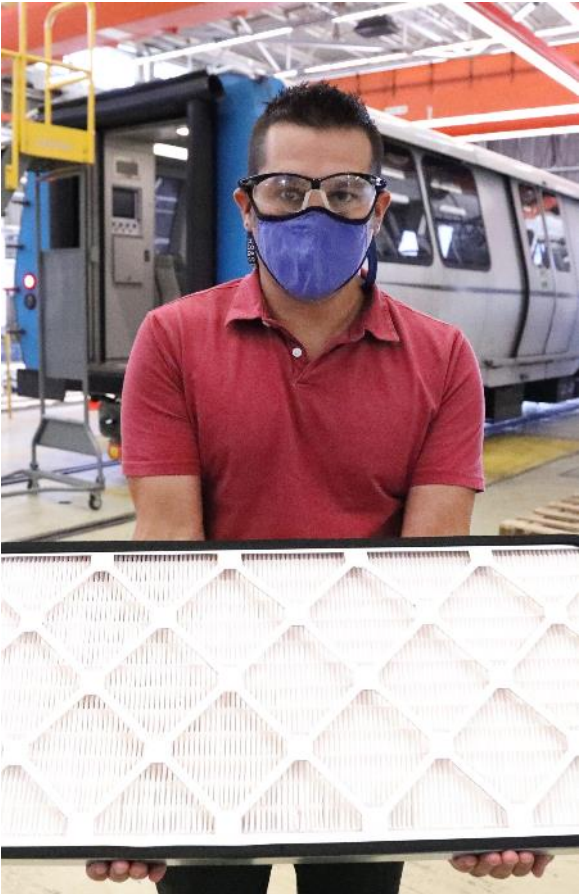
# Welcoming Back Riders: What's New



Mask Mandate Through January 2022



More new trains in service with more cleaning staff



Hospital Grade  
MERV 14 Filters

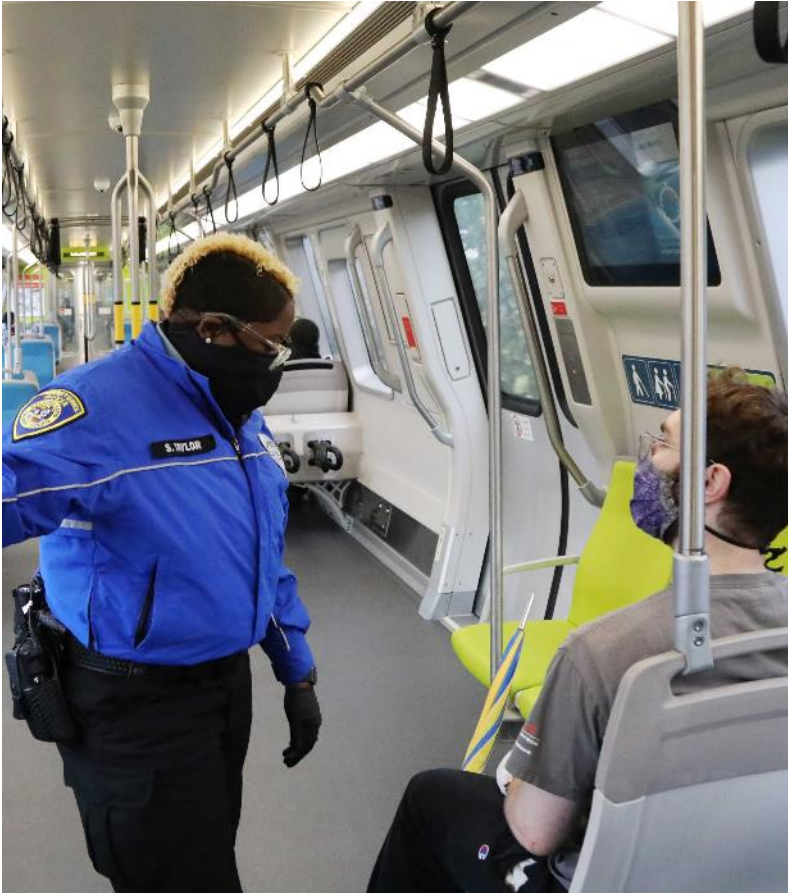


Mobile Payment &  
Clipper START





# Welcoming Back Riders: Progressive Policing



Ambassador Program +  
New Crisis Intervention Specialists

**You Can Now Text BART Police**

**Text (510) 200-0992**

- Available 24/7
- Include station name or train car number
- Save the number in your contacts

**We Still Offer the BART Watch App**

**For Non-emergencies Only.**  
For emergencies dial 911 or call BART Police at (510) 464-7000

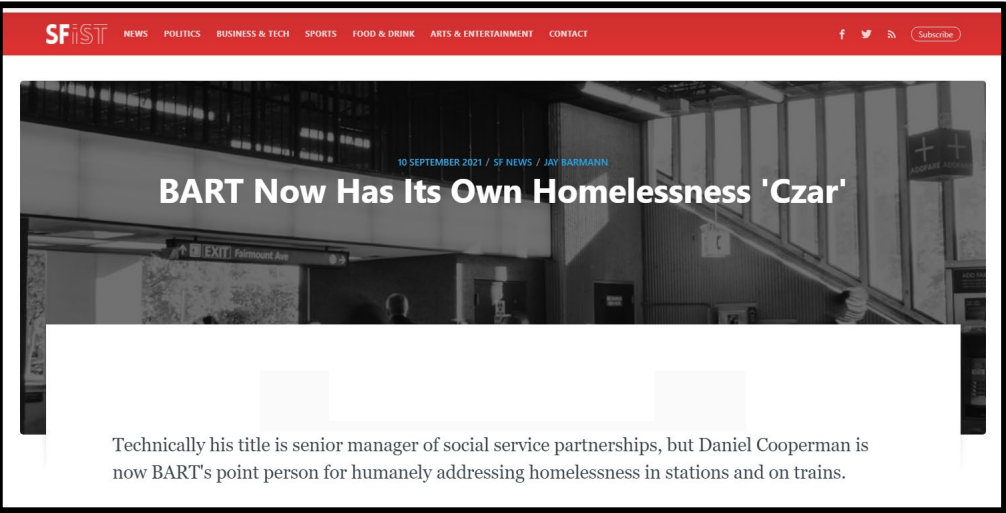
Text, BART Watch App or Call



Call Box on Trains



# Welcoming Back Riders: Addressing Homelessness



BART hires Senior Manager of Social Service Partnerships – Daniel Cooperman



# Welcoming Back Riders: Regional Transit Coordination



- Regular coordination meetings with GMs and staff
- Service planning & schedule coordination
- Improving connections
- Fare integration study
- Governance and network management discussions
- “All Aboard Bay Area” Return to Transit Marketing Campaign



# BART is Local

- BART supports **equity and sustainability**
  - Typical SF resident riding BART today within the City is: a person of color who has an **annual household income under \$50K**, does not own a car, and has been riding BART over 5 years to commute to work
  - BART offers Clipper START, a fare-discount pilot program for riders with lower incomes launched in 2020
  - BART's contracted power supply is **100% greenhouse gas free**
- San Franciscans rely on BART
  - Pre-pandemic, 55,000 people took BART within San Francisco each day – **equivalent to SFMTA's service on Geary Corridor**
  - BART provides **fastest, most affordable point-to-point service in Southeast SF corridor**
  - 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 Francisco served by BART**

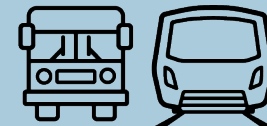
BART's contracted power supply is **100% greenhouse gas-free**



**55,000**

people take **BART** within San Francisco

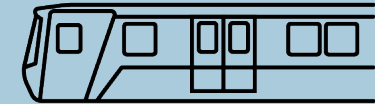
each day, equivalent to SFMTA Service on Geary Corridor



# BART is Local

- BART supports SF employers and workers
  - Pre-pandemic, **75% of BART weekday trips begin or end in SF** (310K trips)
  - **73% of SF office space** located within half mile of downtown BART stations
- BART contributes to SF sales tax and property tax generation
  - Higher SF daytime population drives higher sales tax revenues
    - **BART carries >125K people into SF/weekday** (pre-pandemic)
  - 85% of office AV located within half mile of downtown BART stations – **generates \$256M/yr SF property tax** (pre-pandemic)

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



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





# FY22 Capital Budget



Fleet of the Future

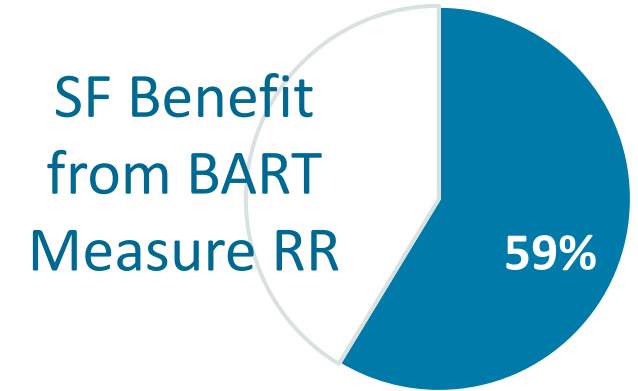


Montgomery St. Station  
Accessible Fare Gate

- \$1.4 billion with 256 active projects Districtwide
- Priorities
  - Fleet of the Future Rail Cars
  - Core Capacity Program
  - Next Generation Fare Gate Program
  - Fleet of the Future Maintenance Facility
  - 34.5kV Cable Replacement

# BART is Investing in Maintenance, Rehabilitation and Replacement in San Francisco

- BART has programmed almost **\$2.1B of \$3.5B BART Measure RR General Obligation bonds** to maintenance, rehabilitation and replacement projects that are **in or benefit San Francisco**
  - BART Measure RR passed in 2016 by voters in SF, Alameda and Contra Costa counties.
- An additional **\$1.5B of other funds have been allocated to these projects**, including:
  - Federal Formula Funds and FTA Capital Investment Grant
  - State Transit and Intercity Rail Capital Program and Solutions for Congested Corridors Program
  - BART Allocations from Operating Budget to Capital Program
  - Other local funding, including contributions from County Transportation Agencies



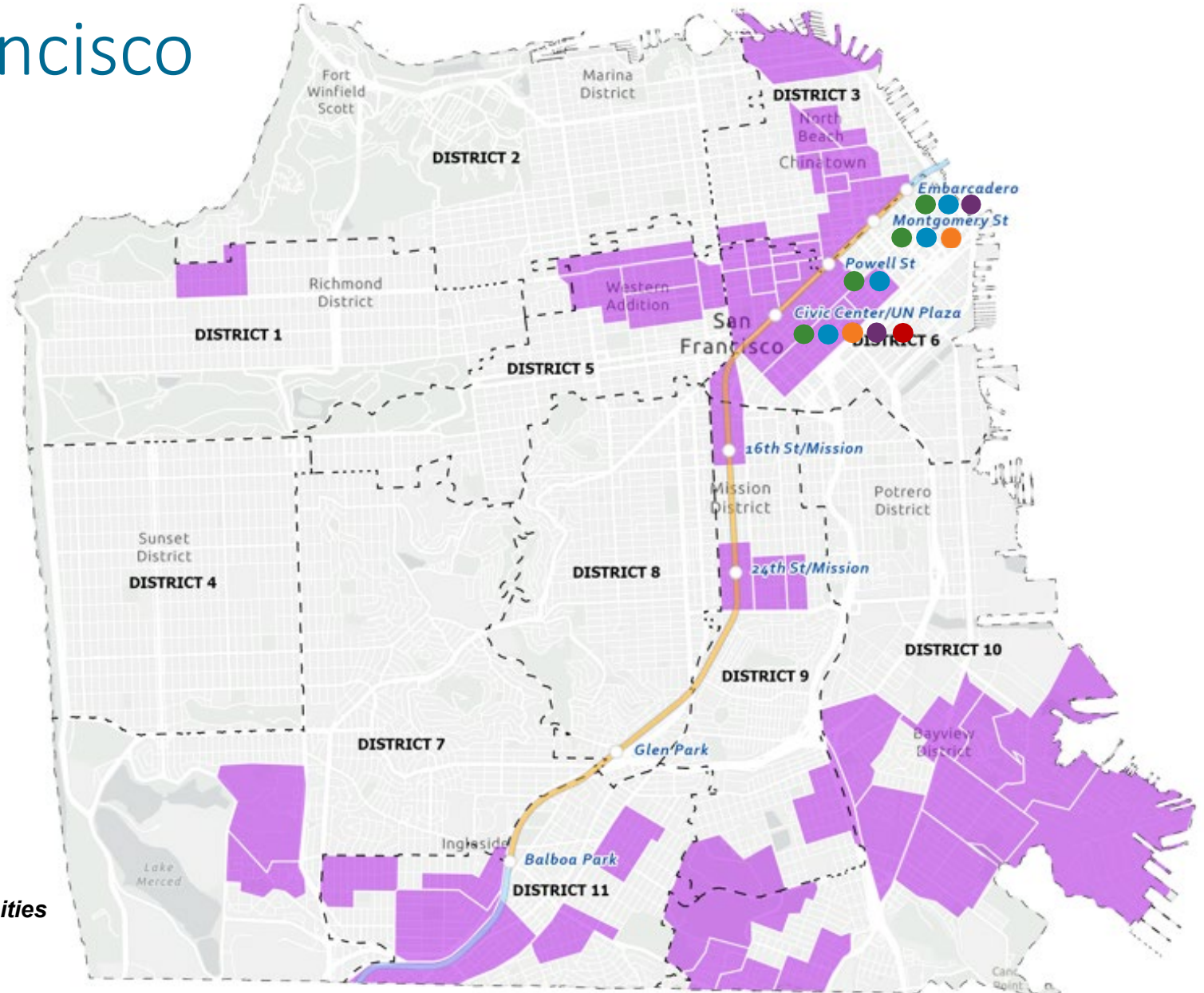


# BART is Investing in Maintenance, Rehabilitation and Replacement in San Francisco

## Examples of Active Projects :

- **New Traction Power Substations – \$14M**  
Next Gen Fare Gate and Station Hardening – \$12M
- **Market St Escalator Replacement – \$22M**
- **Market St Entrance Canopies – \$24M**
- **Bicycle Stair Channels – \$250K**
- **Civic Center Platform Stairs – \$11M**
- **34.5KV Cable Replacement – \$128M**

■ **Equity Priority Communities**



# San Francisco Capital Investments



**Powell Street Escalator Ribbon Cutting**

(Sharon Lai SFMTA Board, Tilly Chang SFCTA, Rafael Mandelman SFCTA Board, Carl Holmes BART, Bevan Dufty BART Board, Lateefah Simon BART Board, Manny Yekutieli SFMTA Board)



**Powell Street Station Canopy**

- Key San Francisco projects in progress:
  - Canopy Installation
  - Escalator Replacement
  - Traction Power Substations
  - 34.5Kv Cable Replacement
  - Powell Street Modernization
  - Next Generation Faregates
  - Balboa Park Upper Yard Plaza (in design)
  - Embarcadero Station Platform Elevator (in design)



# BART's Transit-Oriented Development Program Goals



Balboa Park Upper Yard Housing Project. Developed by Related CA/Mission Housing Development Corporation JV

- Implement Plan Bay Area & support community goals
- Sustainably increase BART ridership
- Offset greenhouse gas emissions
- Address regional housing crisis & jobs-housing imbalance:
  - By 2040, build 20,000 homes
  - 35% affordable housing
  - 4.5 million square feet of job-generating space, mostly in East Bay
  - 250 acres, 27 stations, 22 jurisdictions

# Balboa Park Upper Yard Housing & BART Plaza Projects



Balboa Park Upper Yard Project

- SF MOHCD – Balboa Park Upper Yard Project
  - 131 Multifamily Rental Units; 100% Affordable
  - Goal of 40% units to existing area residents
  - 39 units for Sunnydale/HopeSF public housing residents
  - Family Wellness Community Resource Ctr & other community-serving commercial space
- BART Transit Plaza
  - Two community gathering spaces
  - Better access to BART station, passenger loading area and Muni stops
  - Looped passenger loading area via San Jose Ave. to improve pedestrian safety
  - New lighting and security cameras



