



BART Update

San Francisco County Transportation Authority Board

June 27, 2023

Agenda Item 13



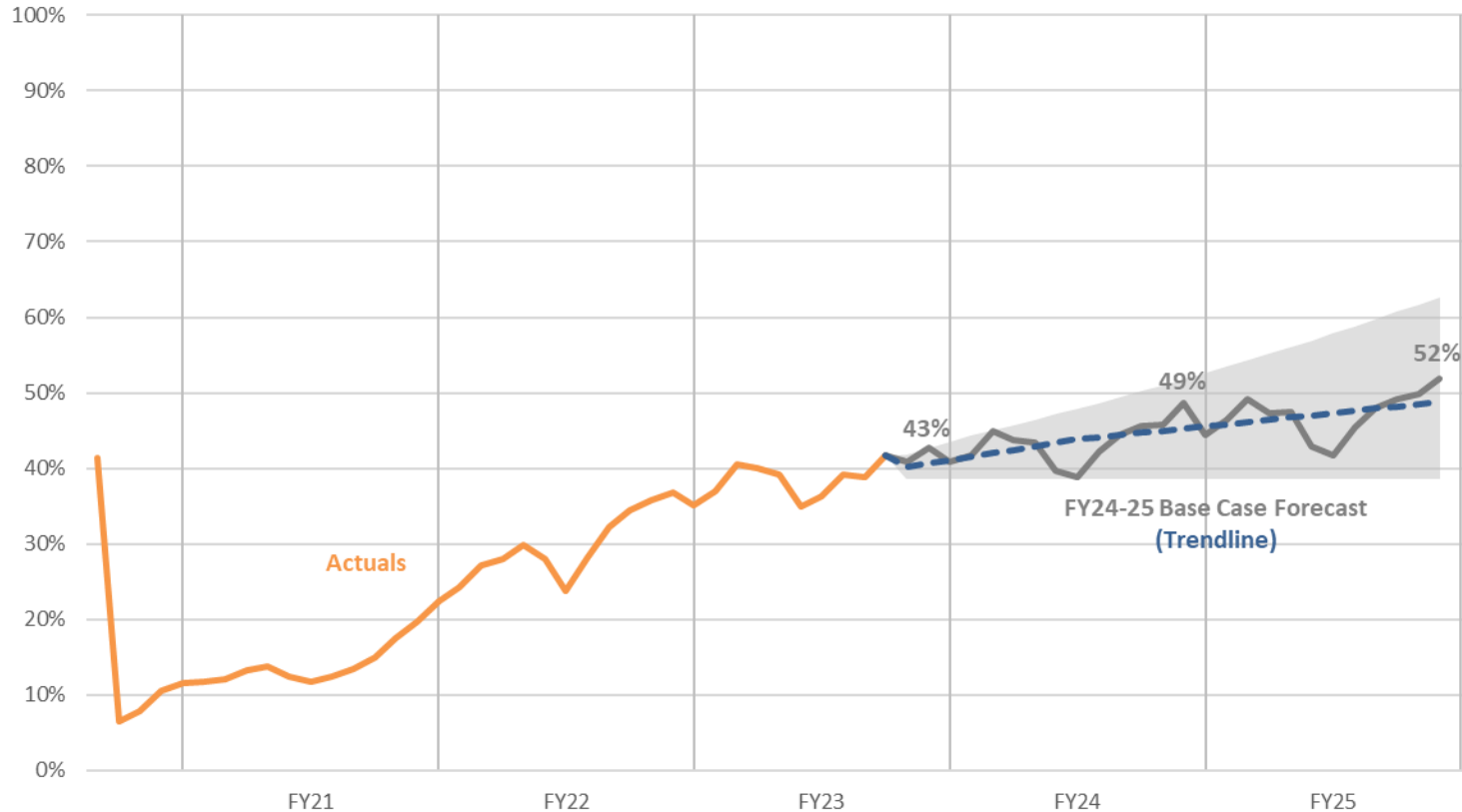
BART Connects the Bay Area

- Five lines, five counties, 50 stations
- 131 miles of track
- Over 800 electric rail cars
- Nearly 100% GhG-free traction power
- 20+ connecting transit systems, 10,000 bike parking spaces, 50,000 vehicle parking spaces



FY24 & FY25 Ridership Outlook

% of Pre-Pandemic Expectations:
Actuals and FY24-25 Budget Forecast



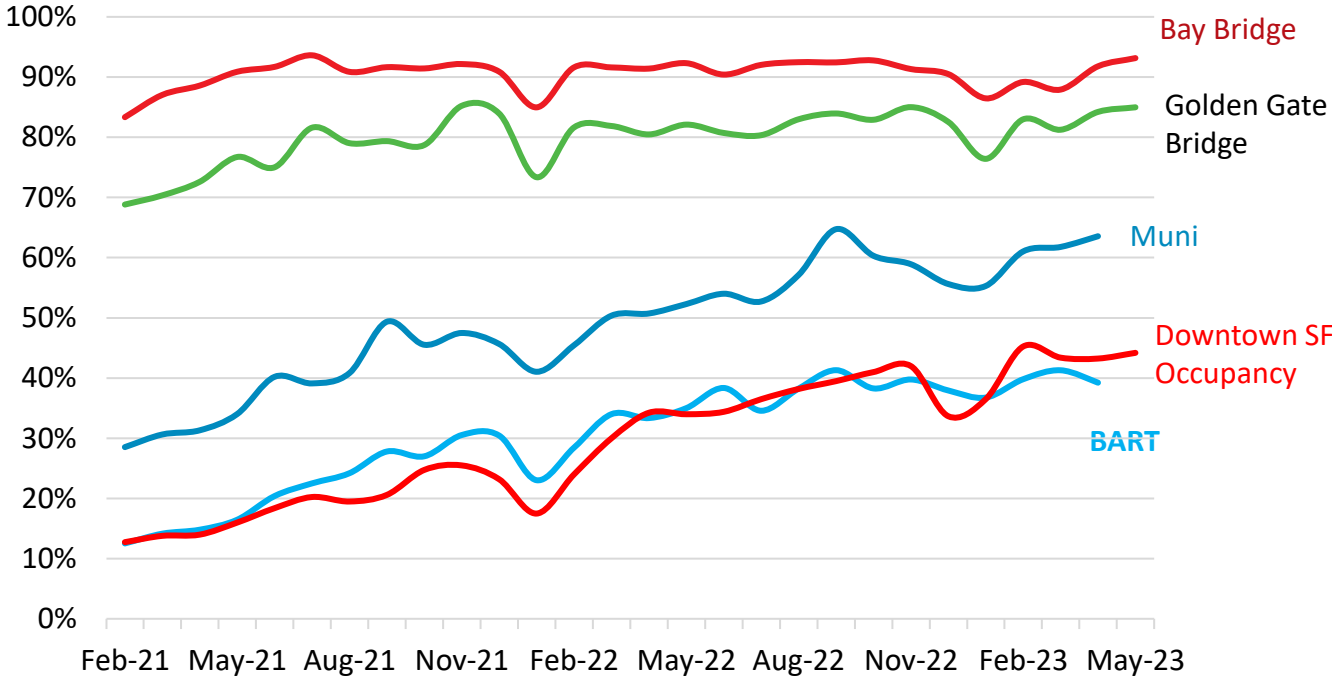
- Return-to-office has flattened
- Mode shift to transit and growth in non-work trips are modest drivers of outlook
- Typical BART rider
 - 31% live in households with income under \$50,000
 - 44% do not have a vehicle
 - 67% identify as non-white

BART Ridership Today

May 2023 Ridership Snapshot

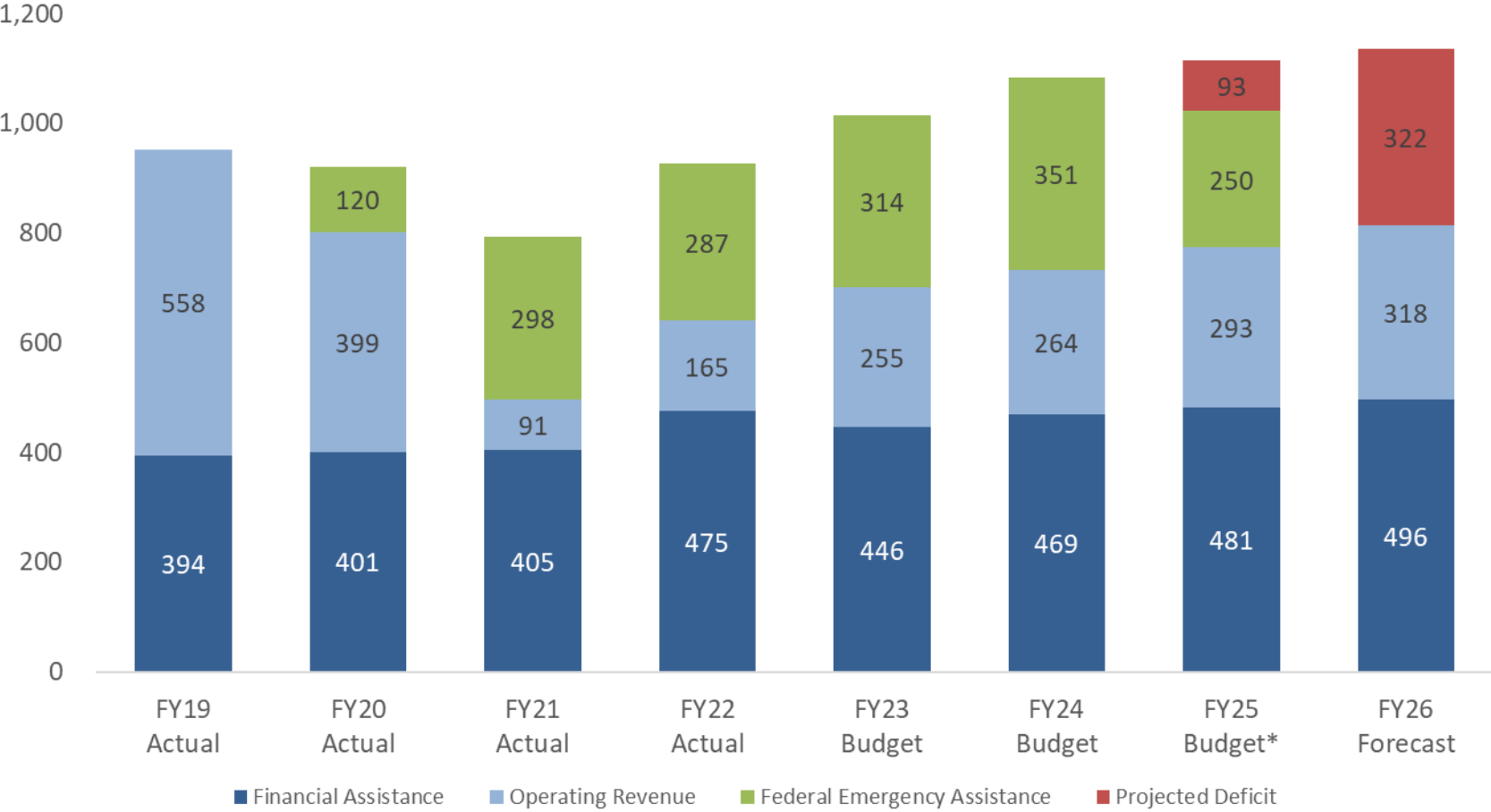
| Station | Weekday Exits | % of 2019 |
|---------------------|----------------|------------|
| Embarcadero | 16,600 | 34% |
| Montgomery St | 13,600 | 30% |
| Powell St | 10,700 | 42% |
| Civic Center | 8,400 | 36% |
| 16th St Mission | 5,400 | 43% |
| 24th St Mission | 5,200 | 44% |
| Glen Park | 3,000 | 42% |
| Balboa Park | 3,700 | 38% |
| System Total | 159,900 | 39% |

Traffic Volumes by Mode Compared to Equivalent Month in 2019



Change in Operating Sources Since COVID

Operating Sources by Type (\$M)



- Pre-pandemic, BART was highly self sufficient
 - 60-70% farebox recovery
 - Allowed for allocations to critical capital reinvestment projects
- Post-pandemic, \$1.6B federal emergency assistance filling fare revenue gap through early 2025

* Federal emergency assistance fully expended in FY25



Five-Year Operating Outlook

| (\$M) | FY24 | FY25 | FY26 | FY27 | FY28 |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|
| Operating Revenues | 264 | 293 | 318 | 349 | 393 |
| Financial Assistance | 469 | 481 | 496 | 512 | 532 |
| Total Regular Revenues | 733 | 773 | 815 | 861 | 925 |
| Operating Expense | 934 | 964 | 986 | 1,005 | 1,114 |
| Debt Service & Allocations | 151 | 151 | 150 | 153 | 153 |
| Total Uses | 1,084 | 1,116 | 1,136 | 1,158 | 1,268 |
| Operating Result | (351) | (342) | (322) | (298) | (342) |
| Total Federal Assistance | 351 | 250 | 0 | 0 | 0 |
| Total Net Result | 0 | (93) | (322) | (298) | (342) |

Closing the revenue gap

- Reducing/deferring expenses or minimizing expense increases
- Increasing revenues
 - Inflation based fare increases in 2024 and 2025
 - Parking fee adjustment
- With the region, advocating with the region for state 'gap' support

What is BART doing to attract riders?

Investing in riders

- Reimagining service to match demand
- Prioritizing cleanliness efforts
- Innovating Progressive Policing and improving police deployment
- Installing new fare gates systemwide
- Co-leading regional fare coordination and rolling out new fare products
- Reinvesting in the system

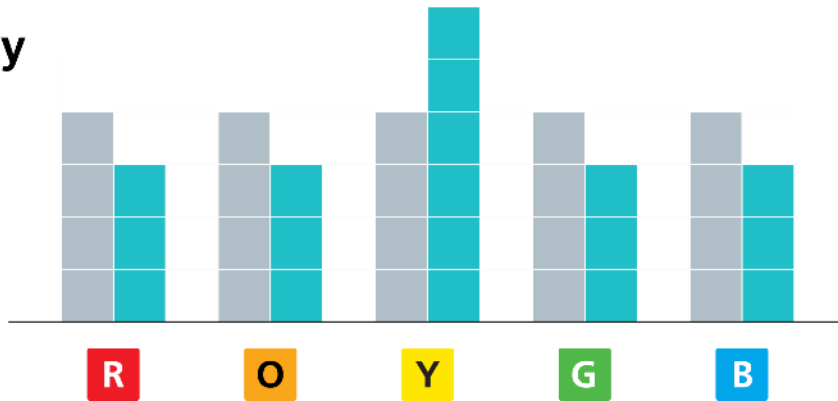


Reimagining service: Sept 2023 service plan

- Reimagined service plan provides high-quality service across all days of the week
- Evolving from a commute-focused service – provides benefits to priority populations using night and weekend service

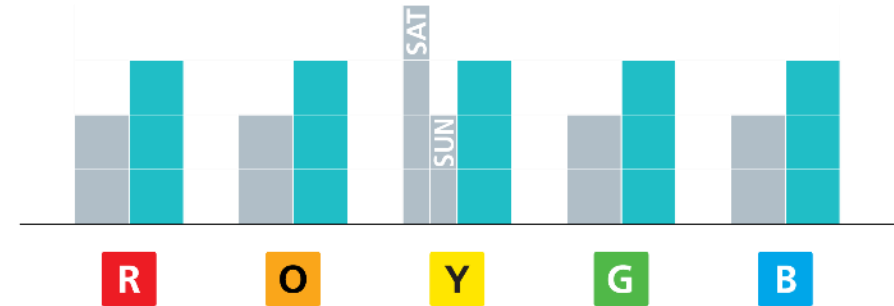
Weekday

until 9pm
Trains Per Hour



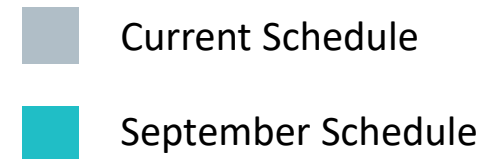
Weekend

until 9pm
Trains Per Hour



Nights

after 9pm
Trains Per Hour



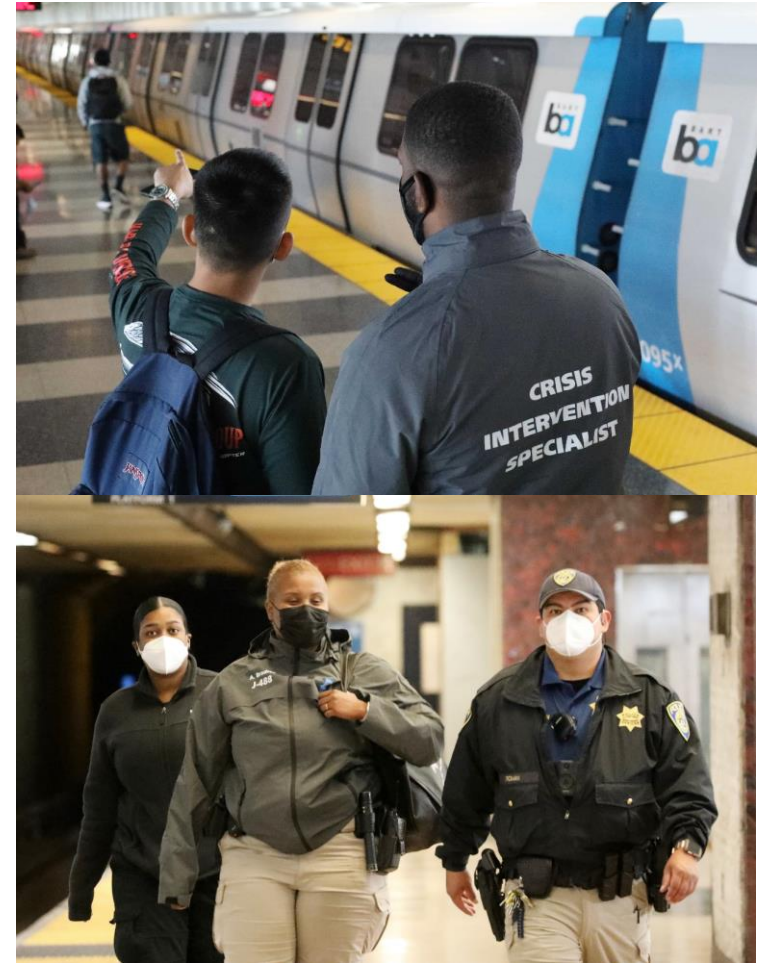
Prioritizing cleaning

- More frequent train cleaning – more crews deep cleaning overnight and quick-clean at end of runs
- Deep cleaning stations – 66% increase in scrub crews dedicated to stations; strategic deployment to most needed areas
- Elevator Attendants at downtown SF stations (in partnership with SFMTA and SFCTA)
- Reopening and staffing restrooms at high-volume stations



Innovating Progressive Policing & Public Safety

- Ambassadors, Crisis Intervention Specialists, Fare Inspectors (unarmed safety staff)
 - Boost BART Police's visible presence
 - Connect people in crisis with needed support services
 - Deploying Bitfocus software June 28 for cohesive, data-informed approach
- March 2023 – increased police presence by more than doubling sworn officers on trains in San Francisco/core service area
 - Positive feedback from our riders
- Enhanced recruitment to add to increased uniformed presence in the system



Installing Next Generation Fare Gates



- Base contract awarded to STraffic
- Improved customer accessibility, interface and reliability
- Fare evasion management – detect, deter, monitor/report
- Pilot installation and testing at West Oakland by late 2023
- Project complete by end of 2025
- SF Prop L critical to funding San Francisco station gates

Conceptual Rendering Design - not final

Co-Leading Regional Fare Coordination



Unlimited regional transit pass for rides on all bus, rail and ferry

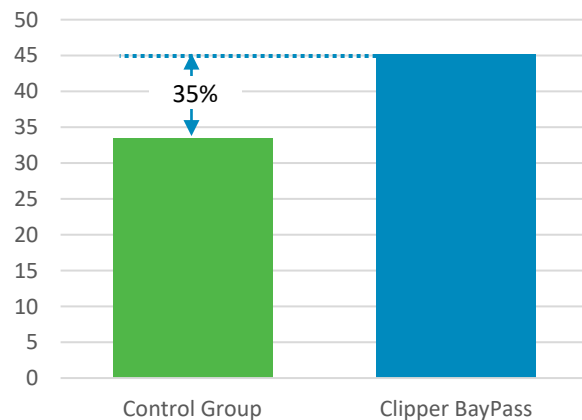


Regional pilot program to provide single-ride discounts to eligible low-income riders

- **BART co-leading regional fare coordination effort with MTC**, including prepaid employer-sponsored pilot pass program
- Participant survey responses:
 - “Literally life changing”
 - “I am much more likely to go places because of the ease.”
 - “[It] truly helps me and makes college more affordable.”

- **January 2024 BART discount increases to 50%**
- Extending pilot for two more years until mid-2025

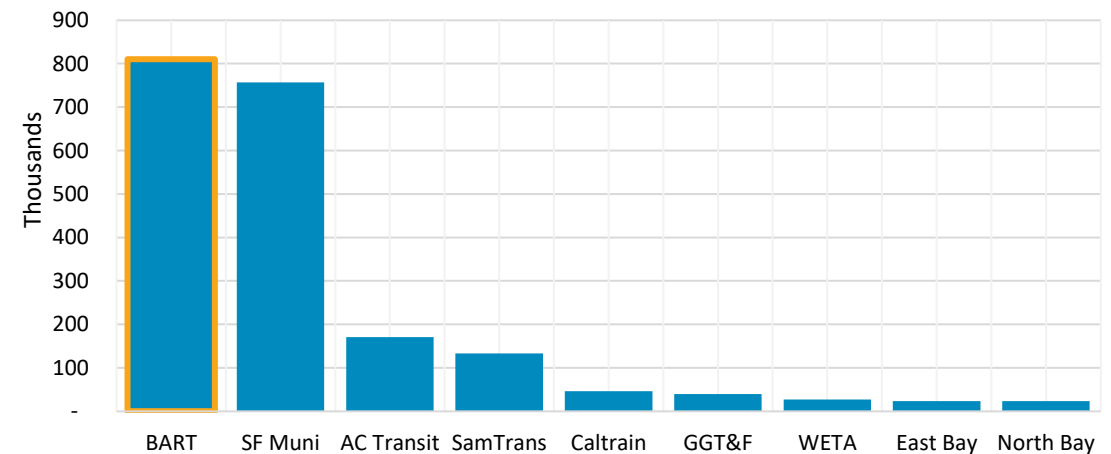
Average Trips Per Card ¹



Phase 1, 2022-24:
Universities and Affordable Housing

Phase 2, 2023-25:
Employers, TMAs, & Property Managers

Over 2 million trips since program start through April 2023



¹ – Based on preliminary data gathered between August 19, 2022 and April 7, 2023.

Measure RR System Renewal Program

- \$3.5B GO Bond program approved by voters in 2016 focused on rebuilding BART assets
- Leverages billions of dollars in external funding, including \$1.2B federal Capital Investment Grant and more than \$550M in State grants
- Recent accomplishments
 - Substantial completion of 34.5kV traction power cable replacement in downtown San Francisco
 - 7 SF escalators replaced, 3 more underway
 - 5 SF canopies complete, 3 more underway
 - Station modernization projects completed at Powell Street & 19th Street stations
 - Delays due to rail-related issues down to 95 in 2022 (417 in 2021)



Prop L, 5-Year Prioritization Process (5YPP)

- Collaborating with SFCTA staff to prioritize projects for fall 2023 5YPP Process
- Major Transit Projects Category: **BART's Core Capacity Project**
 - Strategic Plan Baseline includes \$100M in first 10 years of Expenditure Plan
 - \$35M allocation to exercise an option on railcar replacement contract
 - \$4.5B program, Prop L leverages funding from other sources (including \$1.2B FFGA, \$736M State and over \$1.6B of BART and other regional funds)
 - \$65M allocation request in next 5YPP
- Transit Maintenance and Enhancements Category: **Next Generation Fare Gates in San Francisco**
 - Replace all fare gates at 8 San Francisco stations
 - \$12.5M of Prop L matches \$12.5M of BART funds

