



BART in San Mateo County

San Mateo County C/CAG Board of Directors

December 8, 2022



BART: Backbone of the Bay Area

- 50 stations, five counties, five lines
- 665 trains dispatched every weekday
- 2019: BART carried over half of all miles traveled on transit in the Bay Area
- Connections to two international airports and nearly 20 transit operators
- Almost 90% of all Bay Area transit transfers connect to or from BART
- BART trains are 100% greenhouse-gas-free
 - Powered by wind, solar, and hydroelectric energy
 - *Taking BART every day for a month emits less carbon dioxide than driving just once*



BART in San Mateo

- BART provides rail service to six stations in San Mateo County, connecting riders to points in San Mateo, San Francisco and beyond
 - BART and Caltrain have worked together to modify schedules to provide better transfer connections at Millbrae Station
 - SamTrans connections at all six stations
 - Connecting shuttles to many major San Mateo County employers
- Two lines (red and yellow) of service providing direct connections to Millbrae and SFO
 - Two trains every 15-minutes weekdays until 9pm
 - 30-minute evening and weekend headways



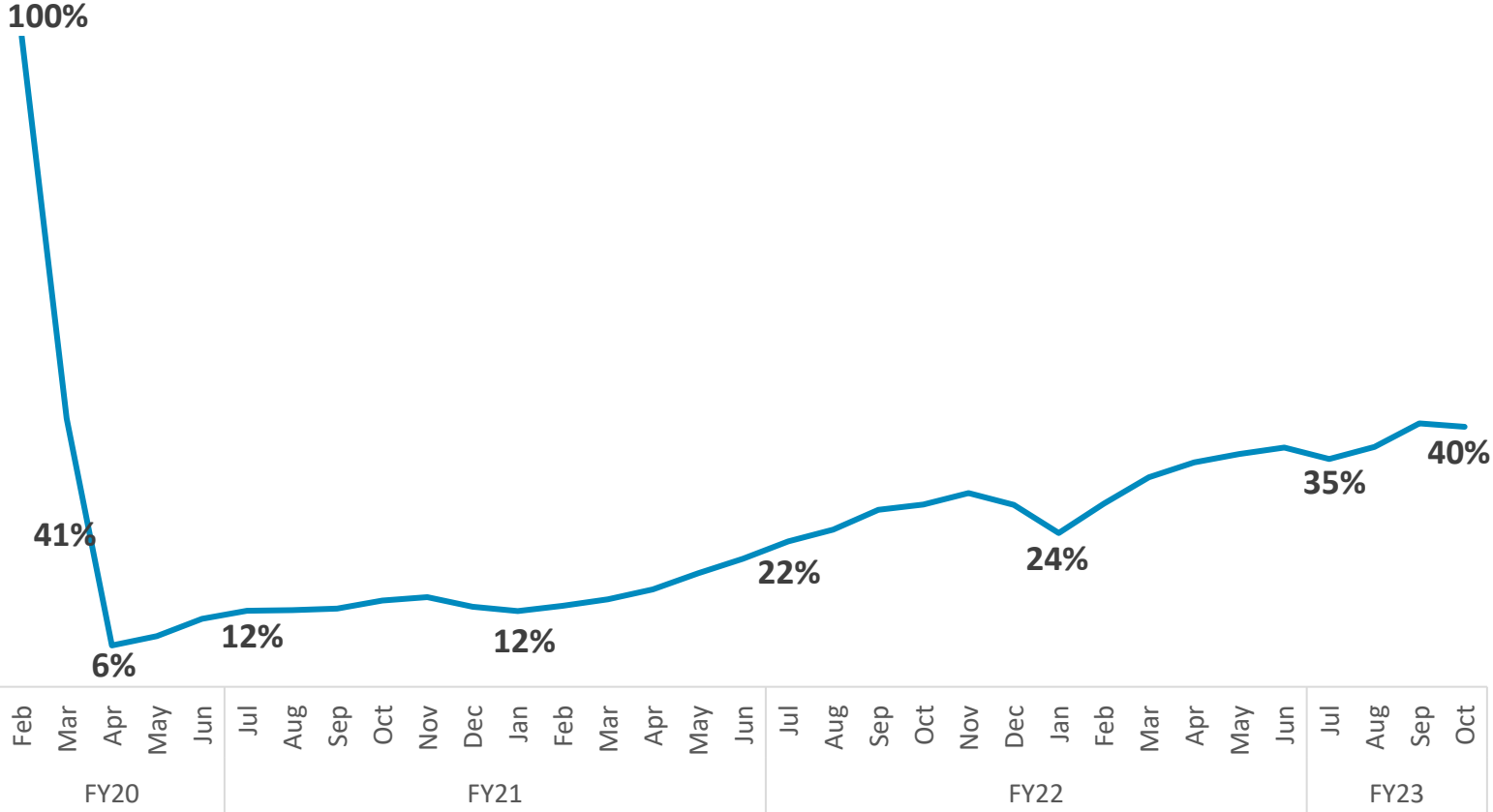
San Mateo County Ridership

- BART serves a transit-dependent population in San Mateo County
 - More than half (51%) of San Mateo County riders report household incomes of less than \$50K
 - 41% report they don't own a car
- San Mateo County BART stations draw riders from communities across the county, including Redwood City, Pacifica and points in between
- 70% of San Mateo County riders go to SF
 - Downtown Oakland, Berkeley are the most popular East Bay stations

October Ridership	2022 Exits	2022 Entries	2019 Exits	2019 Entries
Daly City	4,302	3,777	10,354	9,532
Colma	1,497	1,320	4,350	4,191
S. San Francisco	1,303	1,120	3,483	3,291
San Bruno	1,355	1,114	3,642	3,333
SFO	3,432	3,394	6,114	5,737
Millbrae	1,891	1,471	6,061	5,775
Total	13,780	12,196	34,004	31,859
Total Exits + Entries		25,976		65,863

COVID Impacts on BART

BART Monthly Ridership Tracker During COVID Pandemic
% of Pre-COVID Baseline



- Pre-pandemic: Nearly 70% of BART operating costs covered by fares/parking fees
- Pandemic: Substantial ridership decline
 - BART awarded \$1.6B by federal government to mitigate pandemic impact
 - End of “Fiscal Runway” expected by fall 2025
 - BART and regional operators advocating for additional funding



Bringing Riders Back

- Coordinated Fare Initiatives
 - BayPass: BART and MTC launched a two-year pilot program to study the impact of a single pass that will provide some 50,000 Bay Area residents free access to all bus, rail and ferry services in the nine-county region
 - Pilot includes affordable housing communities managed by MidPen Housing, including one in San Mateo County
 - A second phase of the pilot, scheduled to launch in 2023 will include private employers
 - Clipper START: BART one of the first operators to offer qualifying riders 20% fare discount on BART under MTC's means-based fare program launched in 2020
- New Progressive Policing Bureau & Community Engagement Team focused on addressing homelessness and preventing harassment
 - Among the first for any transit agency; non-sworn Transit Ambassadors and Crisis Intervention Specialists, trained in de-escalation techniques, work in tandem with sworn police officers
- Additional cleaning, Elevator & Restroom Attendants at high-volume stations, and COVID safety protocols such as MERV-14 filters

