We can't afford to lose transit

Don't let BART go broke

The COVID-19 pandemic changed how Bay Area residents live, work, and travel. It hit BART and all other public transit systems hard, decimating transit ridership and, along with it, the transit fare revenue we rely on to keep trains running. We are in an unprecedented moment, with the survival of BART at risk.

While many workers, students, and our neighbors who depend on BART continue to ride, others have returned to transit more slowly and less frequently. The Bay Area has the highest work-from-home rates in the nation, and slowest downtown recovery, resulting in fewer commute trips.

New state budget funds are coming but don't solve the full problem

The 2023 state budget included funds to help transit agencies address their short-term deficits. This money will help bridge the gap until we can secure more sustainable sources of money through a regional transportation measure which is being explored.

The Metropolitan Transportation Commission will allocate $781 million of state budget money to transit agencies through FY25-26. In October 2023, MTC staff recommended allocating to BART 45% of these Bay Area funds totaling $352M through FY25-26.

Even with belt-tightening, we can't cut our way out of the crisis

Rail has high fixed cost and low marginal cost.

Financial stability strategies:

- Increase revenue and decrease expenses
- Maximize efficiencies, reduce overtime; improve long term financial planning
- Improve service to keep our riders coming back and gain new riders
- Provide frequent, reliable, safe, and clean service; reduce cancelled trips
- Promote taking BART for non-work trips

BART was self-reliant before the pandemic

BART depended on fares to run service, more than almost any other transit agency in the world.

BART's operating ratio*

FY23	25%
FY22	21%
FY21	12%
Pre-COVID	71%

**Percentage of costs paid by passenger fares, parking revenue, advertising, and other sources*

BART is now running service using one-time federal emergency funds that will run out in 2025.

Even with new state budget funds, we are facing large operating deficits.

FY 23-24: (because of federal aid)	$0
FY 24-25: (because of state and federal aid)	$0
FY 25-26:	$35M
FY 26-27:	$385M
FY 27-28:	$377M

The state and regional funds are essential for maintaining BART service until we can get to a regional transportation measure in 2026 and a sustainable funding model thereafter.

Ridership trends

Ridership peaked to 43% of pre-pandemic expectations in fall 2023.

Average FY23 ridership

Weekday	149,574
Saturday	84,844
Sunday	62,573

BART is the backbone of the Bay Area

- BART runs 220,000 trains in a year
- Serves 5 counties with 6 million people

Total annual ridership

FY23	45,864,475
FY22	34,549,913
FY19	118,102,114

Ridership profile

- 31% are low income (household income under $50K)
- 44% do not have a vehicle
- 67% identify as non-white
- 20% age 55 and older
- 2% age 13–17
- 7% have a disability

Consequences of a fiscal cliff

- 60-minute train frequency
- 9pm closure
- Stations closed
- Line shutdowns
- No weekend service
- Mass layoffs
- Increased traffic congestion
- Negative impact on state climate goals
- Priority populations disproportionately impacted
- **NO BART SERVICE**

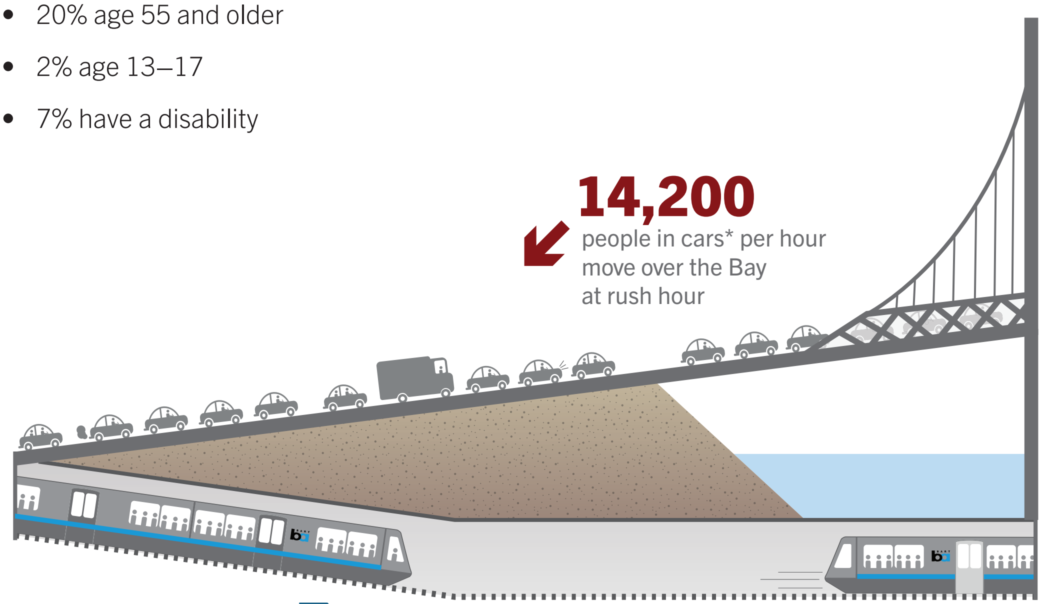
Transit is the solution for California's climate goals

Taking BART somewhere every day for one month emits less CO_2 than driving just once.

Power supply

100% greenhouse gas free ("GHG-free") power supply with 50% eligible renewable energy.

BART's electric supply portfolio is comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects.



*Assumes average of 1.7 persons per vehicle (Caltrans)

27,000
people per hour move under the Bay at rush hour

BART's Transbay Tube riders vs. Bay Bridge drivers