



BART Facts 2025

BART: Addressing a financial crisis while improving the rider experience

BART has played a critical role in keeping the Bay Area moving for more than 50 years. In 2025, the agency will continue to be a vital resource for the region by linking people to jobs, schools, entertainment, and opportunities. To respond to remote work trends, BART is running a service plan that relies less on work commutes and offers increased service on nights and weekends, where ridership is growing at a faster rate. Ridership recovery is making progress, but BART’s historical reliance on fare revenue to pay for operations is outdated and no longer sustainable. Greater investments are needed to avoid significant service cuts to ensure BART will continue to provide solutions for many of the Bay Area’s most pressing challenges, including traffic, affordability, housing, safety, equity, and climate change.

BART has been fortunate to receive nearly \$2 billion in federal, state, and regional emergency assistance since the start of the pandemic, but this funding is projected to run out in spring 2026.

BART is facing a \$35 million operating deficit in FY26 and then an annual \$300 million to \$400 million structural deficit. To address the structural deficit, BART is working with the region’s transit operators, the Metropolitan Transportation Commission (MTC), and other stakeholders to pursue funding to address the growing transit financial challenges, most likely with a regional tax measure on the November 2026 ballot.

Improving the Rider Experience

BART has made significant changes to increase ridership:

- We have retired our legacy fleet and are now running only new trains.
- BART Police officers, Ambassadors, and Crisis Intervention Specialists are riding trains more, increasing their visibility and keeping riders safe.
- Station and train cleanliness has improved with more deep cleaning.
- All stations will have new modern, taller, and stronger fare gates by the end of 2025.
- Downtown San Francisco stations are getting new escalators installed that are under warranty.
- In mid-2025, the next generation of Clipper will roll out, allowing people to pay for BART with contactless credit/debit cards at the fare gates.

BART Ridership Facts

AVERAGE 2024 RIDERSHIP

Weekday.....	165,502
Saturday	92,381
Sunday.....	71,034

Total passenger trips in
Calendar Year 2024: 50,656,380
Ridership peaked to 47% of prepandemic expectations in September 2024.

SERVICE

Average passenger on-time performance88%
Maximum train speed.....	70 mph

CLIPPER FARES AND TRIPS

Riders pay for BART with the regional Clipper card.	
Clipper fare range	\$2.40–\$16.20
Average fare	\$4.43
Average trip length.....	15 miles

Clipper is available on your phone through Apple Pay and Google Pay.
In December 2024, 37% of BART trips were made using mobile cards.

CLIPPER DISCOUNTS

- YOUTH CLIPPER: Ages 5-18 get 50% off
- SENIOR CLIPPER: 65 years and over get 62.5% off
- RTC CLIPPER: Persons with disabilities get 62.5% off
- CLIPPER START: Qualified low-income adults get 50% off

RIDERSHIP PROFILE

- 67% identify as non-white
- 44% do not have a vehicle
- 31% report having annual household incomes under \$50K
- 7% have a disability
- 49% identify as male
- 48% identify as female
- 3% identify as non-binary or self-describe

Transit Transformation Action Plan

BART is taking a leadership role in advancing the Transit Transformation Action Plan, a comprehensive framework that outlines strategies for achieving better transit coordination in the Bay Area and improved rider experience that includes:

- Innovative new fare products such as the Clipper BayPass pilot, which offers employers paid unlimited transit passes for their employees; the expansion of Clipper START with a 50% discount for low-income riders, and free or discounted transfers between systems with the next generation of Clipper.
- Aligning schedules so it's easier for riders to make connections between agencies.
- Planning and testing for more user-friendly mapping and wayfinding with a uniform approach to signage to help riders navigate regional transit systems.

Award-winning approach to safety

Visible police staff presence on trains and platforms is at a historic high according to rider surveys as more safety staff, including sworn officers and unarmed employees, are riding trains and walking platforms. BART's equitable approach to safety continues to receive industry accolades for its full-time Crisis Intervention Specialists and Transit Ambassadors and for recognizing that not every unwanted behavior on a train or in a station requires a response by an armed police officer.



BART's safety solution includes:

- Running shorter trains at all hours of the day to improve the perception of safety, reduce harassment, and increase police patrols.
- Diverting calls from a sworn officer to a Crisis Intervention Specialist to reduce harm and offer connections to local support services outside of BART, freeing up officers to quickly respond to emergency calls.
- Offering welfare checks, administering lifesaving Narcan, and enforcing BART's zero-tolerance policy for drug use in the system.

Improving the rider experience by rebuilding the core of BART

The replacement of old track, power cables, and other critical infrastructure through the voter-approved \$3.5 billion Measure RR rebuilding program is now more than halfway done, and riders are reaping the benefits. Replacing equipment that in some cases had been in place since BART began service in 1972 means a more reliable system. The number of trains delayed due to old rail decreased by more than 400 instances compared with before the work was complete. Sixty-two rebuilding projects have been completed across the system as of January 2025.

Addressing the housing crisis

BART's Transit-Oriented Development (TOD) Program creates dense, well-designed communities adjacent to BART stations to increase ridership and reduce greenhouse gases. As of January 2025:

- Housing units delivered: 4,232, including 1,298 affordable units
- Housing units under construction: 97 affordable senior units
- Housing units in planning: 3,943, including 1,670 affordable units
- Hotel rooms: 164
- Office space: 672,000 square feet
- Retail: 202,590 gross square feet

BART by the Numbers

FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising, and other sources of revenue.

FY24	29%
FY23	26%
FY22	21%
FY21	12%
Pre-COVID	71%

STATIONS AND INFRASTRUCTURE

Total stations	50
Route miles of track	131
Miles of tunnels	39
Escalators	189
Elevators	154
Electric substations	136

PARKING AND BIKE ACCESS

Stations with parking	35
Total parking spaces	~46,800
Bike parking (lockers, racks, and bike stations)	8,030

FLEET*

Fleet of the Future	860
New cars arriving each month	20
Total vehicle fleet will grow to	1129

*As of December 2024

ELECTRICITY

Third rail	1000 volts DC
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POWER SOURCES

BART continues to achieve an overwhelmingly greenhouse gas-free power supply, including over 66% eligible renewable energy as defined under California state law. BART's electric supply portfolio is comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.



Let's go.

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