

We can't afford to lose transit



BART's funding model no longer works

While most riders have returned to BART, they are riding less frequently, resulting in fewer trips. The Bay Area has the highest work-from-home rates in the nation and slowest downtown recoveries, which has significantly impacted our budget.

In response to the pandemic, lawmakers recognized the value of transit and provided emergency funds as an investment to keep trains and buses running. BART has been fortunate to receive nearly \$2 billion in federal, state, and regional emergency assistance, but this funding is projected to run out in spring 2026.

Financial stability strategies*

Labor Savings

- Implement a strategic hiring freeze while protecting safety and service quality
- Renegotiated with unions to reduce near term retiree healthcare costs

Cuts

- Targeted reductions to operating costs across all departments
- Reduced and eliminated some contracts and agreements

Efficiencies

- Running shorter trains to save millions of dollars in energy costs
- Reduced peak period service
- Locked in low electricity costs through long-term contracts
- Saved \$400 million in new car project in part by using in-house engineers and speeding up delivery
- Implementing recommendations from the Office of the Inspector General to improve efficiencies and enhance contract oversight for cost savings

Increase Revenue

- Installing new fare gates to reduce fare evasion
- Maintaining inflation-based fare increases
- Improving long-term financial planning through a new Chief Financial Officer structure
- Offering new fare products to increase ridership
- Optimizing revenue generation through investing surplus reserves
- Negotiating new agreements for telecommunication revenues

*List not inclusive of all savings

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

Rail has high fixed costs and low marginal costs. BART would have to cut service 65% to 85% to save 20% to 40%. Cutting service and scaling back on cleanliness and safety efforts will only trigger a transit death spiral.

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*

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

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

BART is facing a fiscal cliff

BART is now running service using emergency funds that will run out in 2026.

BART is working hard to close the FY2026 deficit with cuts, but is facing ongoing structural deficits ranging from \$375 million to over \$400 million per year beginning in FY2027.

A long-term funding source is needed to avoid service cuts

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.

BART keeps costs under control

BART's operating expenses have increased more slowly than the Consumer Price Index since 2019, despite opening the extension to Berryessa. BART's operating expenses have grown more slowly than most peer transit agencies, both in terms of our overall operating budget and the amount it costs to operate an hour of service.

Ridership trends

Ridership peaked at 47% of pre-pandemic expectations in September 2024.

Average Ridership	2024	Pre-pandemic
Weekday	165,502	408,723
Saturday	92,381	159,133
Sunday	71,034	111,972

BART served 50.7 million trips in 2024, an increase of 2.6 million extra trips compared to 2023, representing a 5.3% growth. To put that into perspective, the SF Bay Ferry served 2.6 million trips in 2024.

Ridership profile

- 31% are low income (household income under \$50K)
- 43% do not have a vehicle
- 67% identify as non-white
- 20% age 55 and older
- 7% have a disability
- 2% age 17 and younger

BART is the backbone of the Bay Area

- Serves 5 counties with 4 million people
- More than 300 bus, light rail, ferry, private shuttle, and interregional carrier routes connect to BART
- 87% of transfers include a leg on BART
- BART helps meet housing goals, and stations are a focal point for the region's housing supply

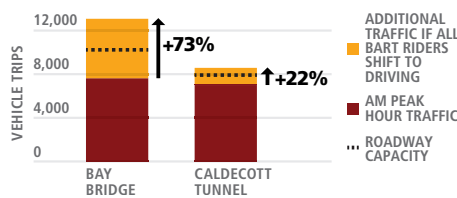
Potential consequences of a fiscal cliff

- 60-minute train frequencies
- 9pm closures
- Stations closed
- Line shutdowns
- No weekend service
- Mass layoffs
- **No BART service altogether**



Traffic without BART

Without BART, the number of riders shifting to driving would overload the current roadway capacity of the Bay Bridge and Caldecott Tunnel. At 2024 service levels, up to three additional lanes would need to be added to the Bay Bridge and an additional lane in the Caldecott Tunnel to accommodate the increase in drivers.



Additional volume calculated based on average weekday westbound AM peak hour BART ridership through the Transbay Tube and the Yellow Line near the Caldecott Tunnel, assuming 100% vehicle mode shift and a 1.52 vehicle occupancy (NHTS, 2022).

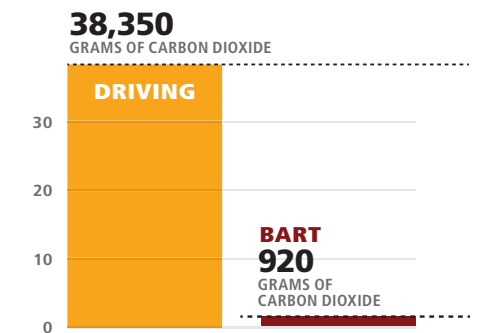
BART helps meet climate goals

Taking BART every day for one month emits less CO₂ than driving to the same location just once.

Without BART, there would be a daily increase of 780K–1.5M miles driven:

- Resulting in 35K–70K gallons of gas burned
- Requiring 5K–10K tree seedlings grown and sequestering carbon for 10 years to remove the greenhouse gas emissions

VEHICLE EMISSIONS PER PERSON PER ROUNDTRIP: PITTSBURG/BAY POINT TO SFO



42x More greenhouse gases emitted per mile of driving than BART

