



2026: A Defining Year for BART

Hercules City Council
March 24, 2026



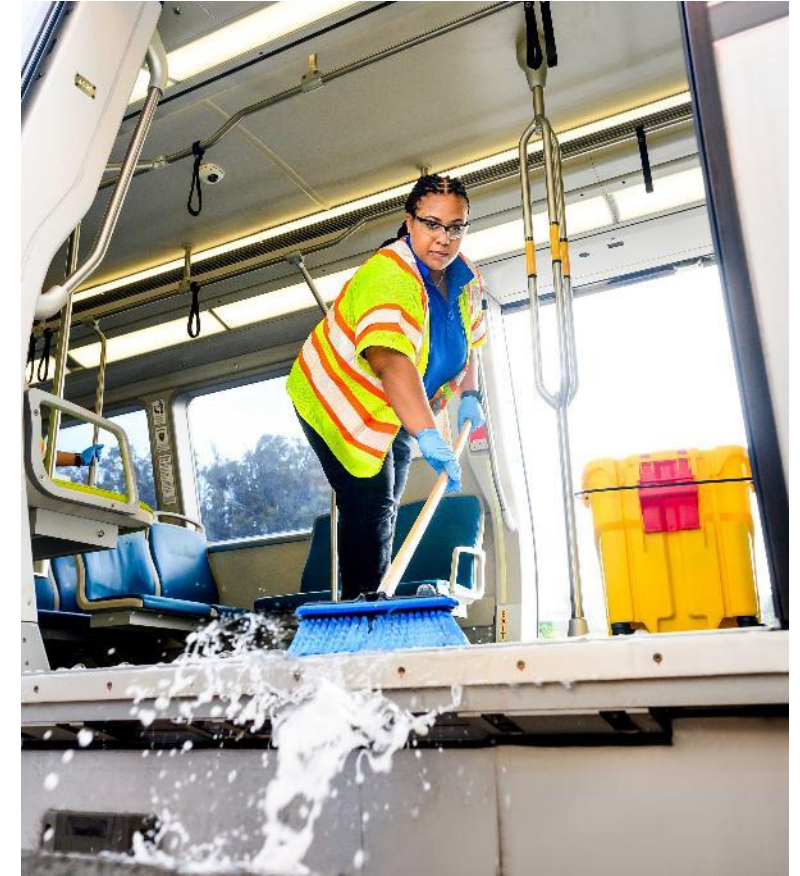
The New BART – Safer and Cleaner



New Fare Gates Systemwide
Make Riders Feel Safer



Focus on Presence
Crime Fell 41% in 2025

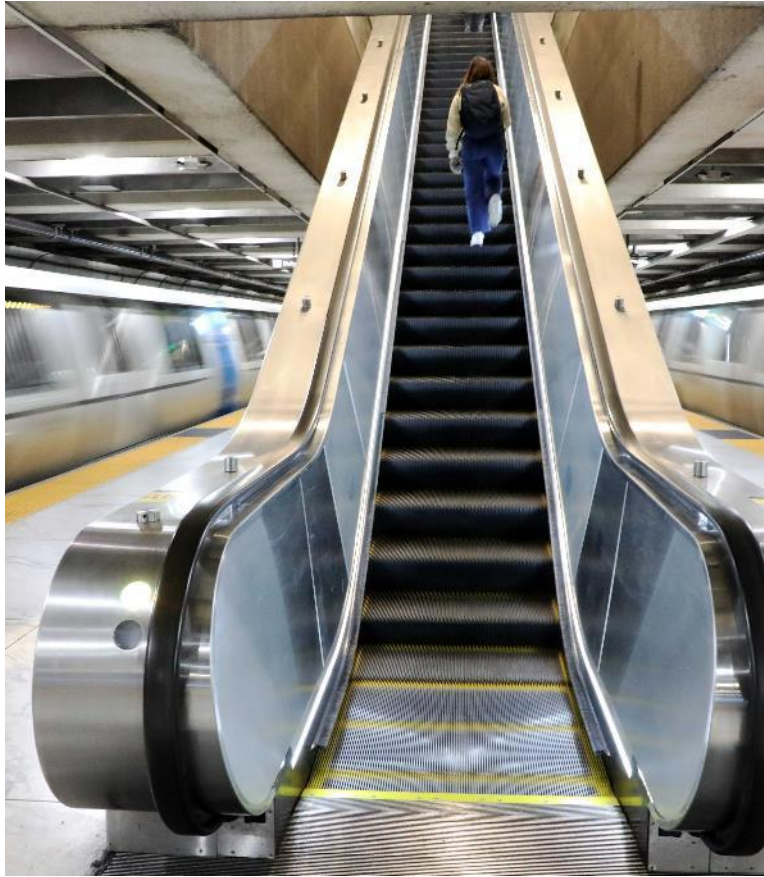


High Customer Satisfaction
and Onboard Ratings

The New BART – Station Enhancements



Improved LED Lighting



Escalator Replacement
And Repair

Art, Culture & Activations

The New BART- Technology & Coordination



Tap And Ride Payments



Innovative Fare Products
Like BayPass for Cal Students

**ALL ABOARD
BAY AREA
TRANSIT**
THE BIG SYNC

Better Schedule Alignment and
Wayfinding

San Francisco Bay Area Rapid Transit District

BART's Cost and Revenue Structure



- BART depended on fares to run service more than almost any other transit agency
- Today, fare revenue is down \$300-400M due to remote work and post-pandemic travel patterns
- \$1.2B operating budget, with \$370M+ structural deficit beginning in Fiscal Year 2027
- Ridership, fare revenue growth, and cost controls are **part of the solution**, but other revenue is needed

BART's operating ratio*

FY26 forecast.....	32%
FY25.....	30%
FY24.....	29%
FY23.....	26%
FY22.....	21%
FY21.....	12%
Pre-COVID	71%

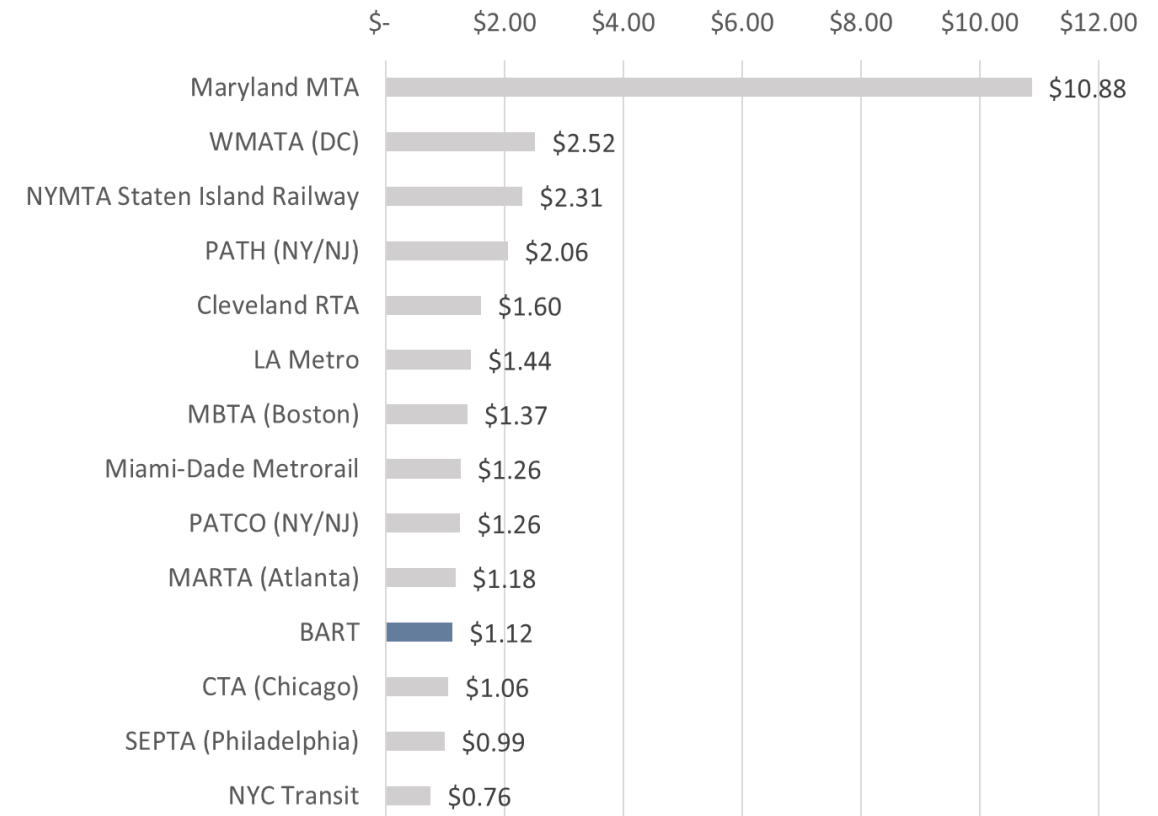
*Percentage of costs paid by passenger fares, parking revenue, advertising, and other sources

BART Operations are Efficient



- BART has one of the lowest operating costs per passenger mile for peer transit agencies
- BART operating costs are growing below inflation and at the slowest rate of peer agencies
- Only 40% of BART's operating costs scale directly with service levels
- Cutting BART operating expenses requires disproportionate service reductions and puts revenues from fares at risk

US Heavy Rail Operators Cost Per Passenger Mile FY23



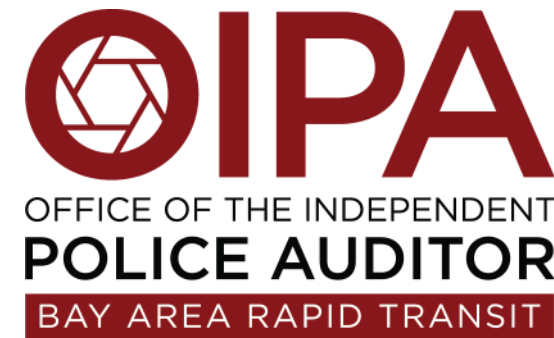
BART Office of the Inspector General

- To provide a catalyst for improvements of BART operations and promote a credible, efficient, effective, equitable, fair, focused, transparent, and fully accountable form of governance



Office of the Independent Police Auditor

- Independent oversight of the BART Police Department
- Unbiased and thorough independent investigations and reviews



Delivering in FY26 for Success in FY27



FY26: Focused on Success

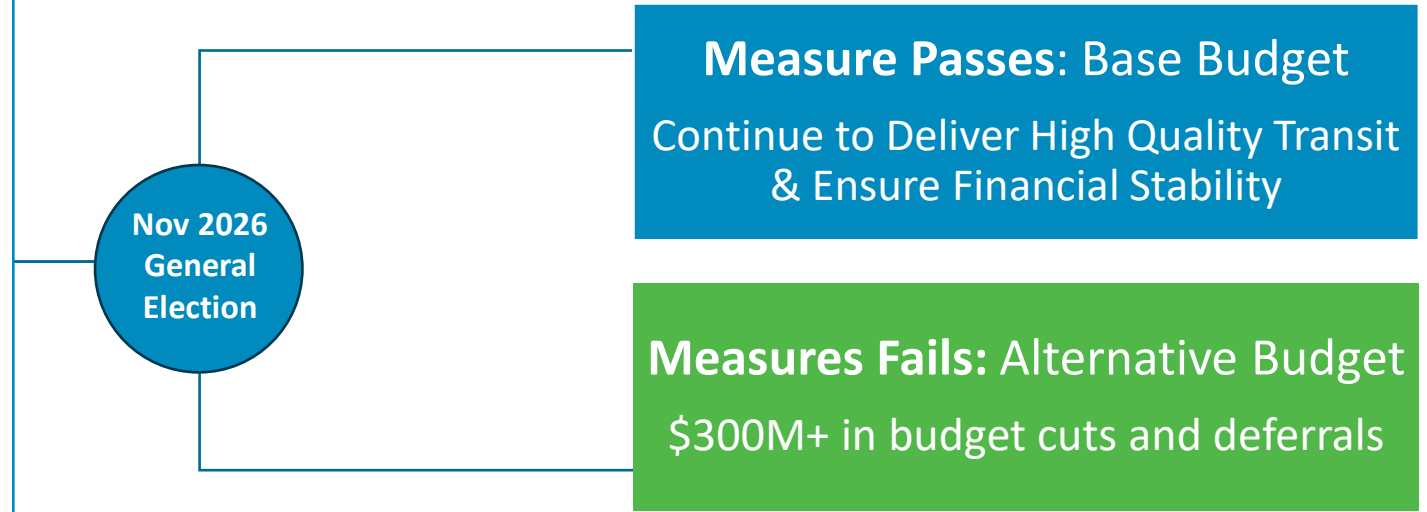
Financial Stability

- Planning for multiple futures
- Ongoing efficiencies & cost saving efforts

Focus on the Customer:

- Retain high customer satisfaction
- Continue clean and safe
- Next Generation Fare Gates
- Reliability & Strategic Systemwide Investment
- Station & Infrastructure Improvements
- Clipper 2

FY27: Planning for Multiple Futures



Potential New Funding & Use of Loans



November 2026 Ballot Measure

- SB 63 authorizes a 5-county sales tax measure
 - 0.5% in Alameda, Contra Costa, San Mateo and Santa Clara and 1% in San Francisco
- If citizen's initiative, simple majority to pass
- If approved by voters, provides BART operations \$310M annually beginning in FY28
- Also provides funding for Muni, Caltrain, AC Transit, other transit systems and road repairs

Loans available to BART

- The State approved a loan to cover running service until proceeds from a measure become available
- Loans must be paid back with interest
- If a measure fails, BART cannot use the funds, as it would not be able to pay back a loan

Measure Fails-Alternative Service Plan



- Necessary to give direction to staff
- Must plan for a balanced budget under two scenarios
- A combination of solutions are needed to close \$376M deficit
 - Service cuts
 - Fare and parking increases
 - Layoffs
 - Reduction in system support services
 - Deferrals and one-time resources
- Analysis was done to develop a reduced service plan that will retain as many riders as possible while achieving the highest net savings



Measure Fails- Alternative Service Plan



To take place January 2027:

- 63% reduction in service
 - 9pm closure (previously midnight)
 - 3-line service (previously 5-line)
 - 30-minute frequencies (previously 10-20)
- 30% fare and parking increases
- \$30M in cuts from non-service reductions to fleet maintenance, policing, cleaning, admin support
- Over 600 employee layoffs
- Deferrals and one-time sources



Measure Fails- Alternative Service Plan



To take place July 2027 if feasible:

- Cumulative 70% reduction in service
 - Maintain 9pm closure, 3-line service, 30 min frequencies
 - Close up to 15 stations and/or 25% of system track miles
- Cumulative 50% fare and parking increase
- Cumulative \$130M in cuts from non-service reductions to fleet maintenance, policing, cleaning, admin support
- Another 600 layoffs (total 1,200)
- Continue deferrals
- **No station names are included in the plan**
- **The BART Board will be responsible for all decisions on station or segment closures**

Measure Fails- Alternative Service Plan



Safety Contingency:

- If BART can't safely or legally operate with the available resources, we will stop passenger service
- Use District tax revenues to secure system assets and other ongoing obligations
- Work to determine the system's future

We Want To Hear From You



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▶ Questions

