



▶ 2026: A Defining Year for BART

West Contra Costa Transportation Commission

Board Meeting - June 26, 2026

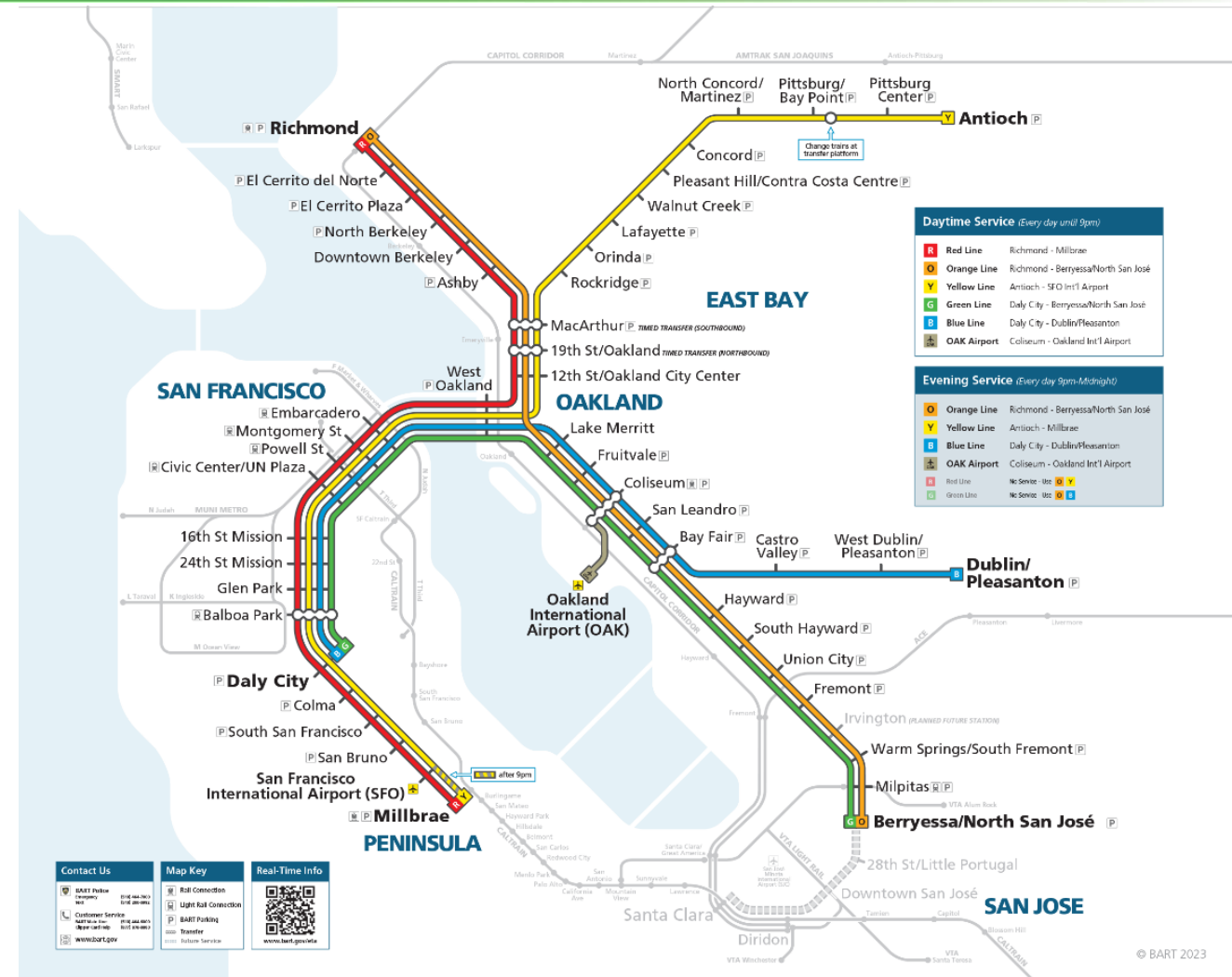


BART System Overview



- 5 counties, 50 stations, 131 track miles
- 6 maintenance facilities, over 1,100 vehicles
- Yellow line service in Contra Costa County runs every ~10 minutes (weekdays) and 20 minutes (weekends)
- Distance-based fare structure
 - Discounts for seniors, youth, riders with disabilities, and low-income riders
 - Average fare paid is \$4.66 (31 cents per mile traveled)

BART connects to more than 300 unique transit routes, with nearly 90% of the region's transfers include a trip on BART.



The New BART – Safer and Cleaner



New fare gates make riders feel safer



Crime fell 41% in 2025



Double the rate of cleaning

▶ The New BART – More Uniformed Presence



- BART Police officers and uniformed non-sworn staff are riding trains, increasing visibility, and keeping riders safe by doubling presence systemwide
- Increased patrols are yielding results by deterring crime, enforcing BART's Code of Conduct, and quickly responding when incidents occur
- Making trains even safer by shortening train lengths
- Increasing public awareness of safety efforts



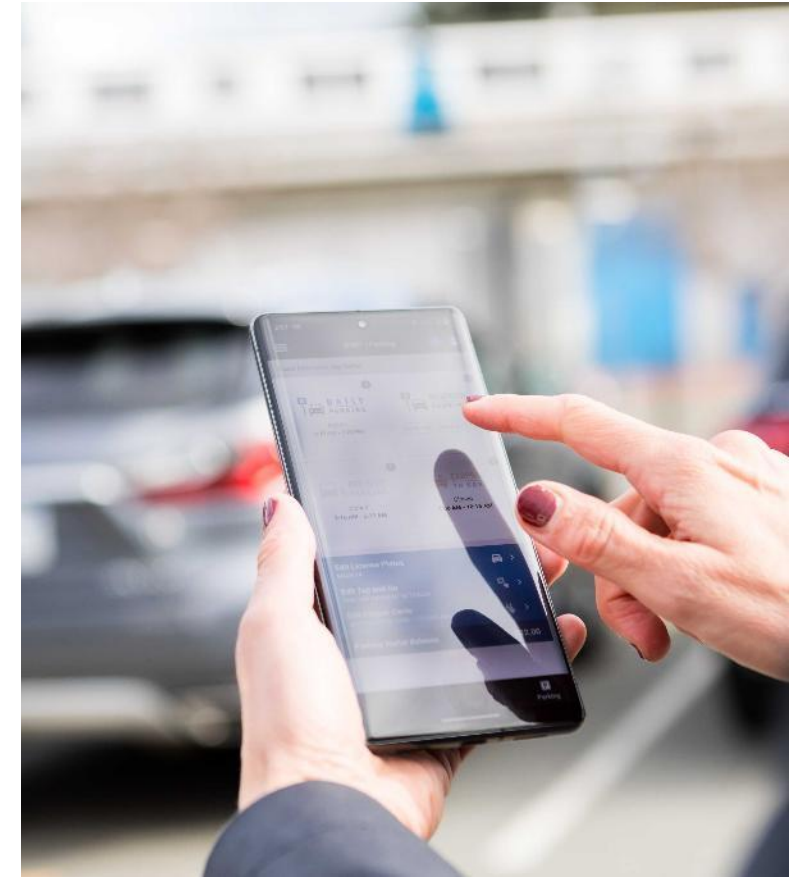
The New BART – Easier to Use



Easier ways to pay with
Tap and Ride



Modern trains with onboard
digital screens



Faster parking payment with
one tap on app

▶ The New BART – Increased Transit Coordination



The Big Sync
schedule change alignment



Mapping and Wayfinding Project
New signs to help riders

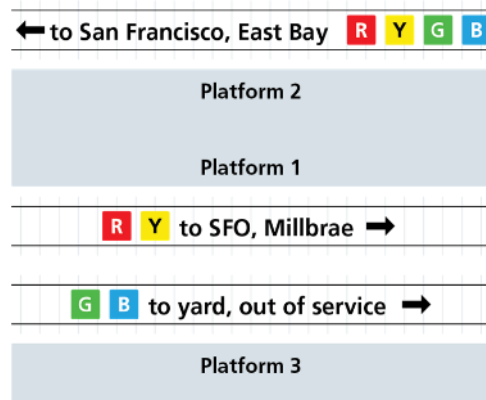


Innovative fare products
Clipper BayPass



The New BART – Planned Schedule Improvements

effective August 10th

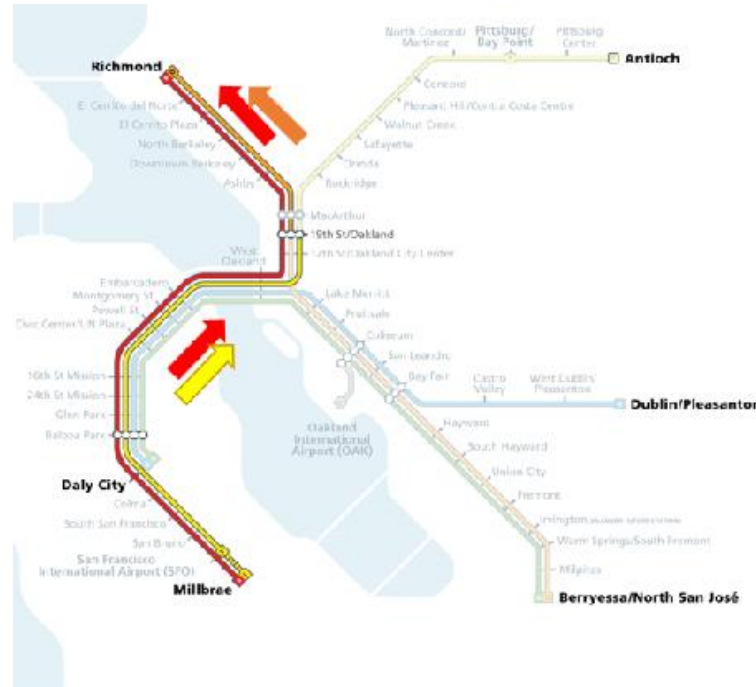


- Improved headways
- Improved transfers
- Less congestion
- Eliminates confusing boarding pattern at SFO

Results in:

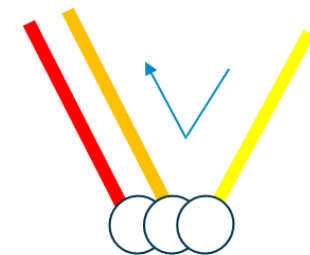
- *Smoother train network operation*
- *Better Customer Satisfaction*

Daly City timing and reconfiguration



Red-Yellow Richmond Bound Headway Improvements to 10-minutes from SF

- New Four-minute transfer from MacArthur Platform 4 to Platform 1.
- This new transfer is valid the entire operating day.
- From the Yellow to Orange or Yellow to Red Lines.
- Saves up to 17 minutes over today's transfer



Improved Transfer Opportunities
Yellow/Orange/Red - Antioch to Richmond

The New BART – Station Improvements



El Cerrito Plaza Transit Oriented Development



El Cerrito del Norte Regional Mapping & Wayfinding Project



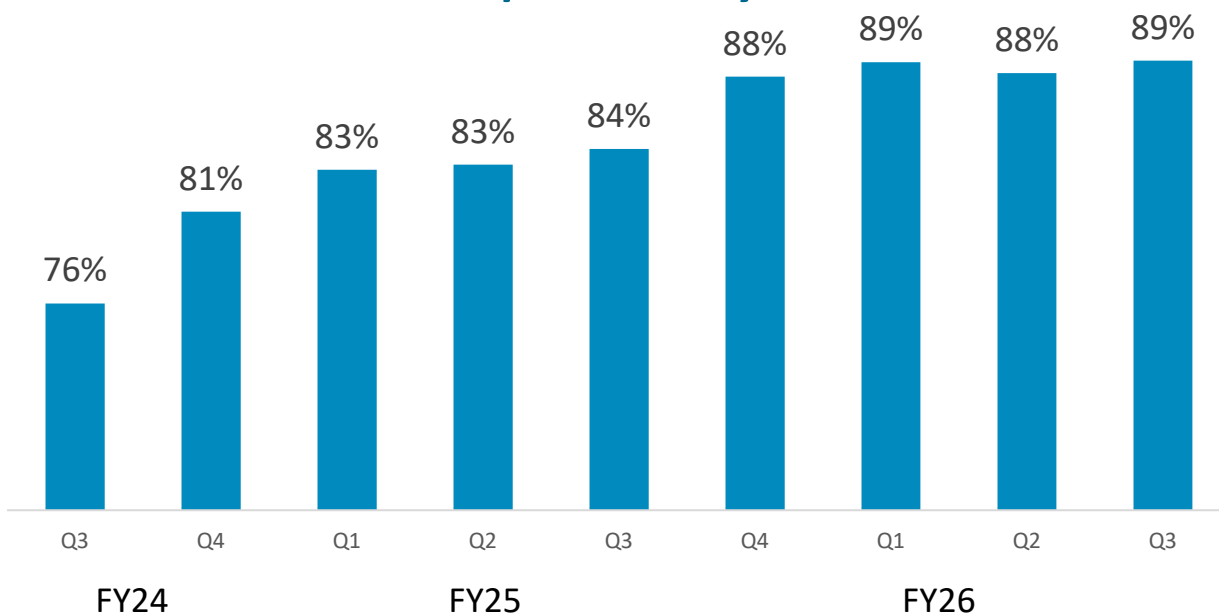
El Cerrito del Norte Complete Streets

▶ The New BART – High Customer Satisfaction



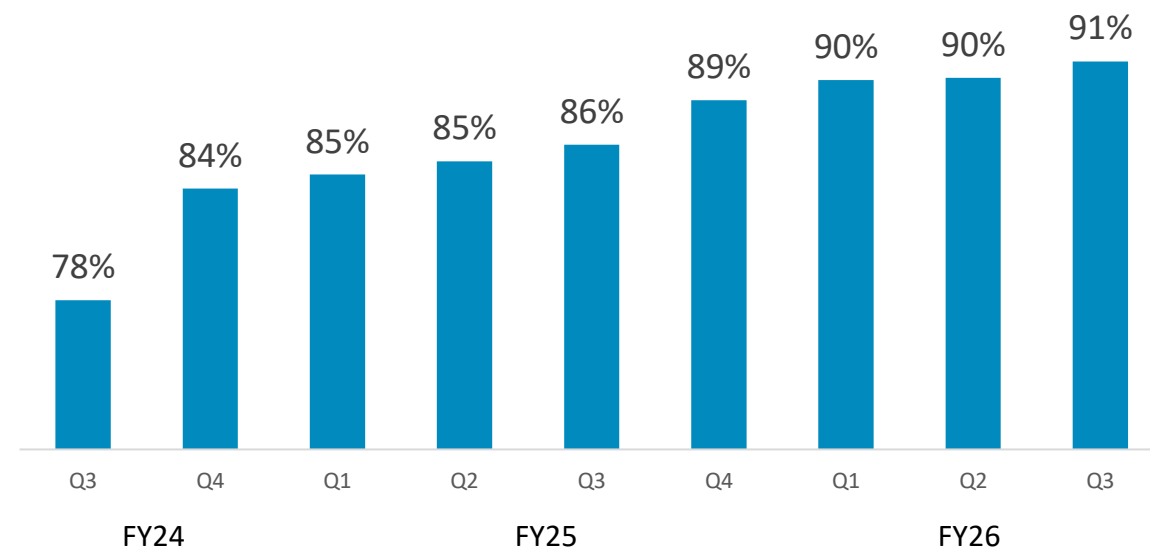
Customer Satisfaction

Overall, how satisfied are you with the services provided by BART?



On Train Experience

Your experience with the BART train you are on right now:

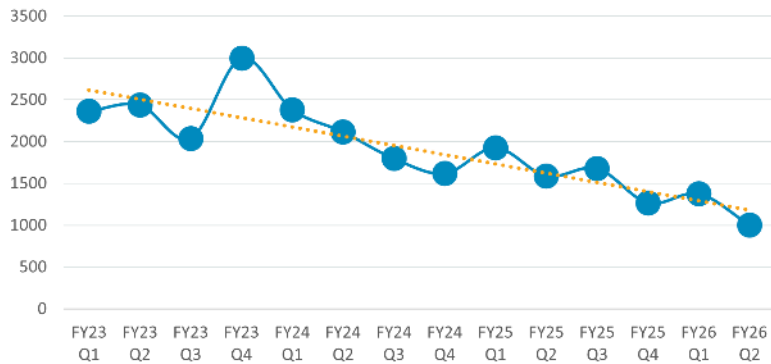


Source: BART Passenger Experience Survey – satisfaction rating is percentage of riders who selected very satisfied or somewhat satisfied

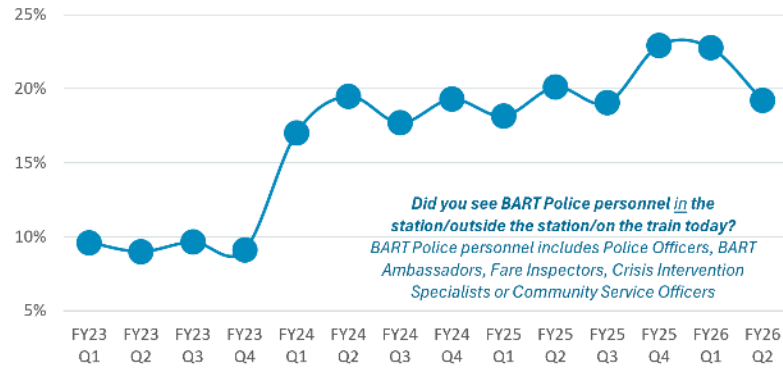
The New BART Results – Safer, Cleaner, and More Reliable



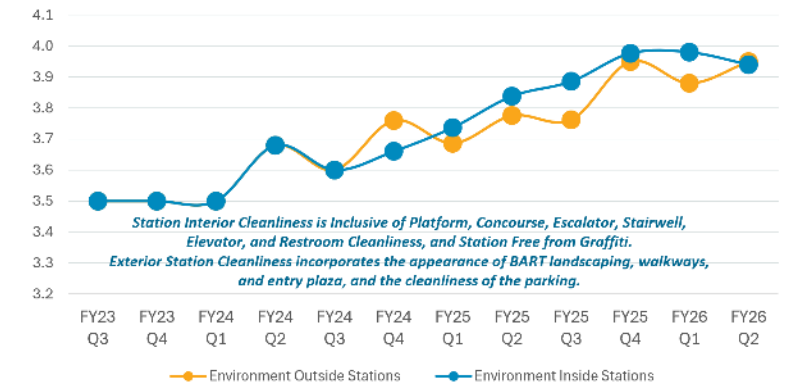
Trains Delayed due to Police and Security



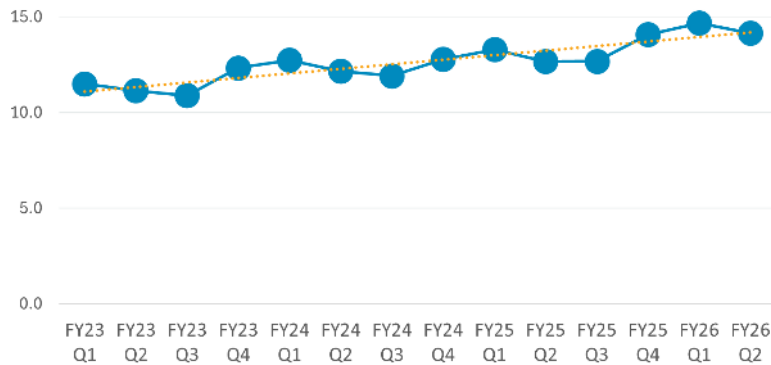
Police Presence



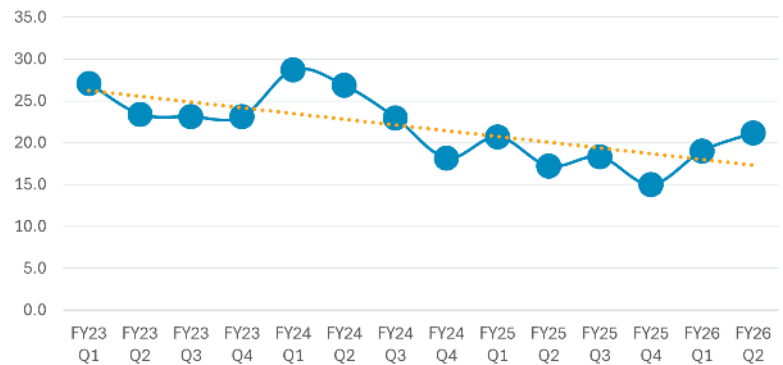
Station Cleanliness



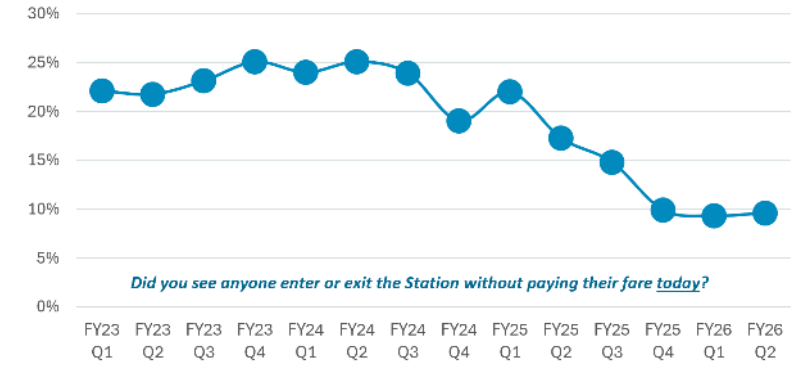
Monthly Ridership (M)



Customer Complaints per 100k trips



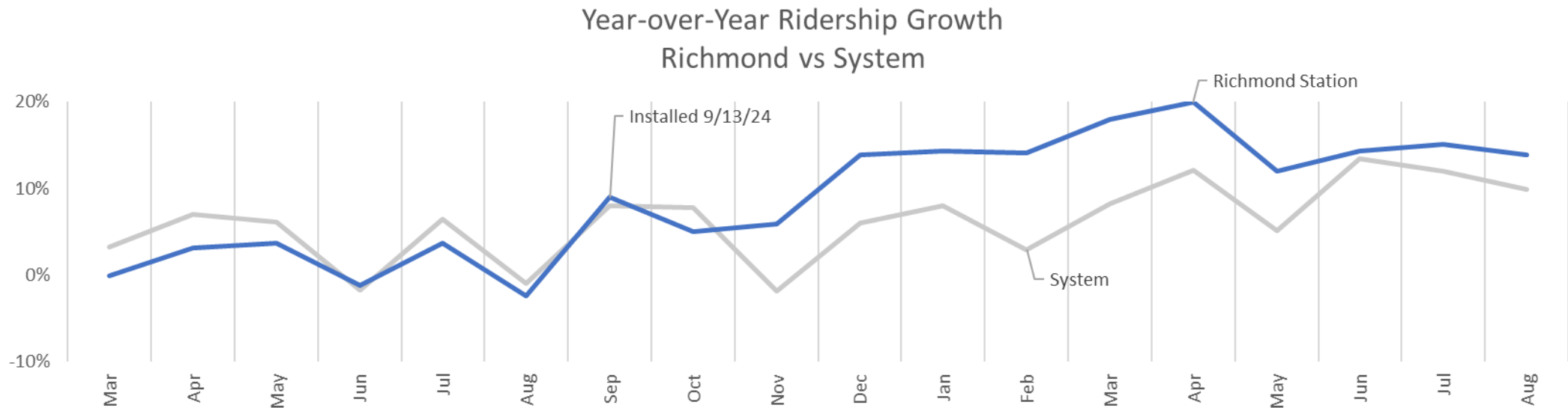
Fare Evasion



The New BART Results – Fare Gates Increasing Revenue



Systemwide – new gates generating \$10M in additional paid fare revenue annually



Richmond Case Study

- Prior to new fare gates, Richmond ridership growth was consistently about ~2% less than the systemwide average
- After new fare gates, Richmond ridership growth was consistently about ~6% higher than the systemwide average

Systemwide Results

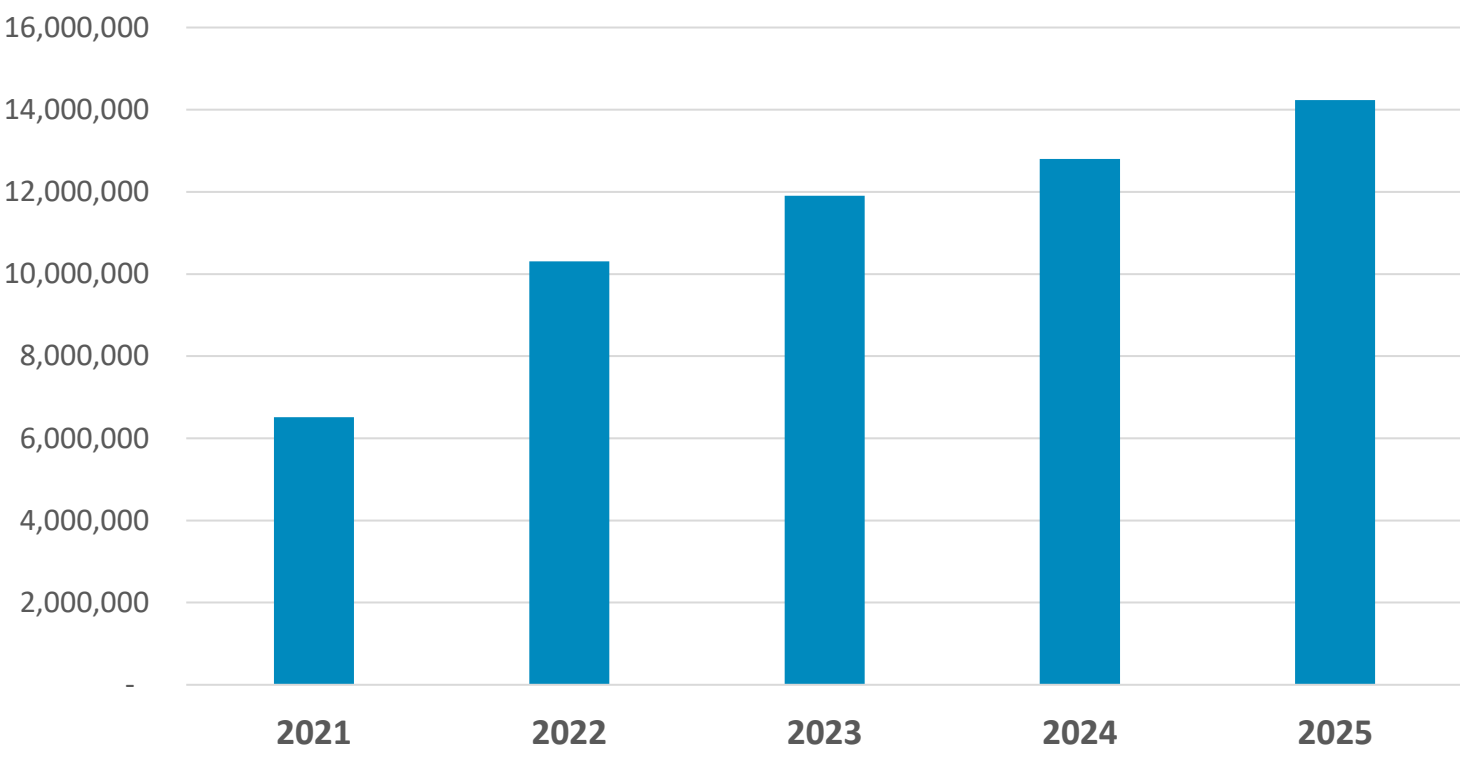
- BART estimates new fare gates are contributing a minimum increase of 4.2% to systemwide ridership growth



The New BART Results – Growing Ridership



BART Trips to/from Contra Costa County Stations



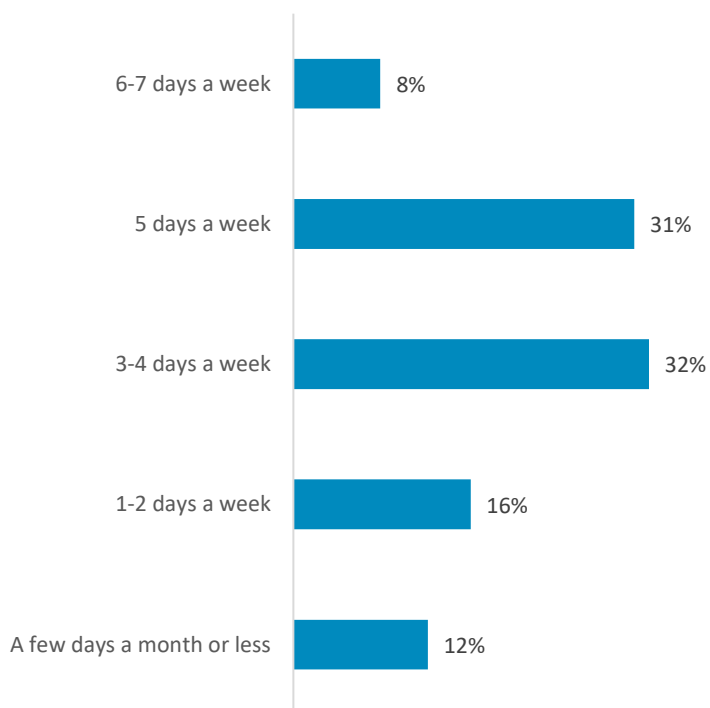
- Contra Costa County ridership has more than doubled since 2021
- More than 90% of Contra Costa County trips travel to stations in other counties



Contra Costa County BART Riders

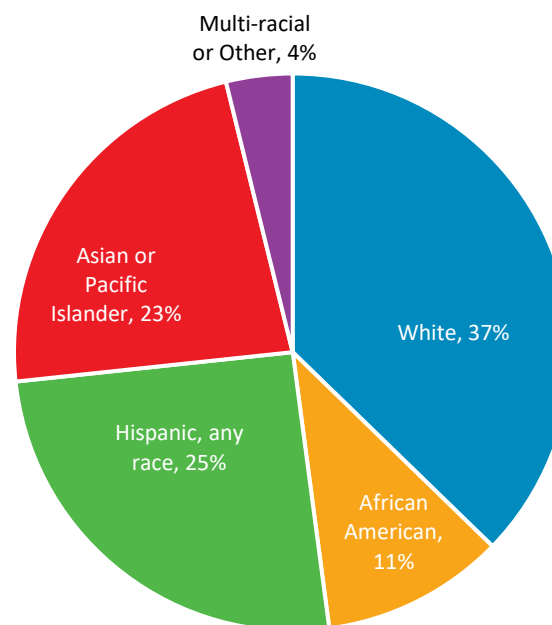


Ridership Frequency among Contra Costa County BART Riders



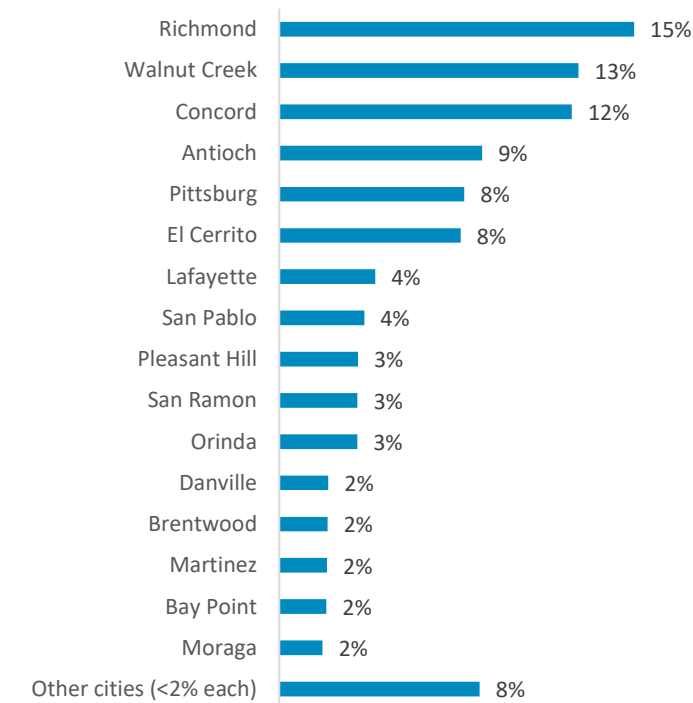
71% ride BART 3+ days/week

Race / Ethnic Identification among Contra Costa County BART Riders



Contra Costa BART Riders are diverse

Home Origin Cities among Contra Costa County BART Riders



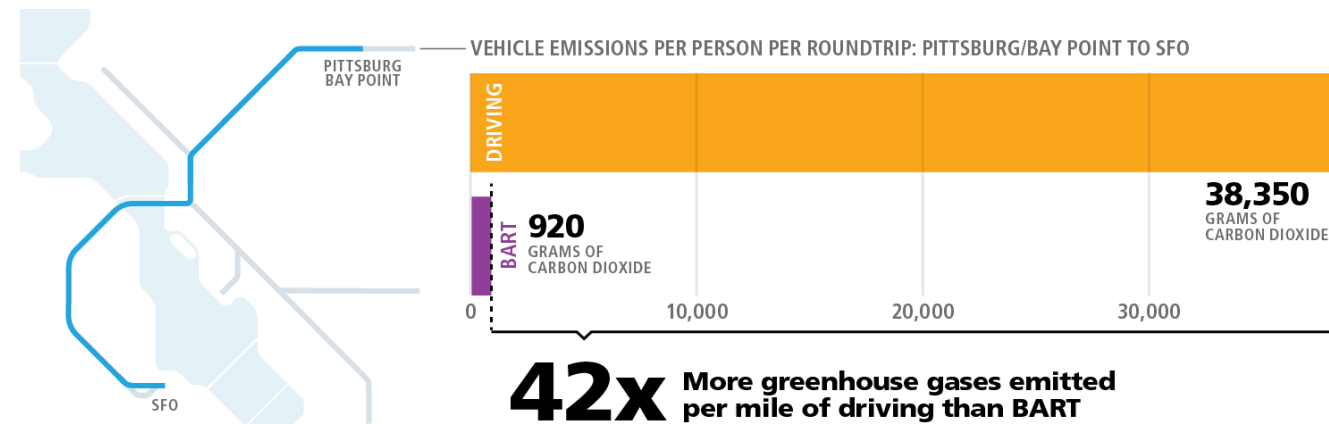
Top 3 home origins cities: Richmond, Walnut Creek & Concord

BART Helps Meet State and Regional Climate Goals



- Transportation accounts for 38% of the state's greenhouse gas emissions
- BART carried 25% of statewide transit passenger miles pre-pandemic, underscoring the scale of BART's role in reducing emissions
- Each day, BART riders travel the equivalent of 1.5M miles, saving 61,000 gallons of gasoline if those trips were done by car

GREENHOUSE GAS EMISSIONS, DRIVING VS. BART

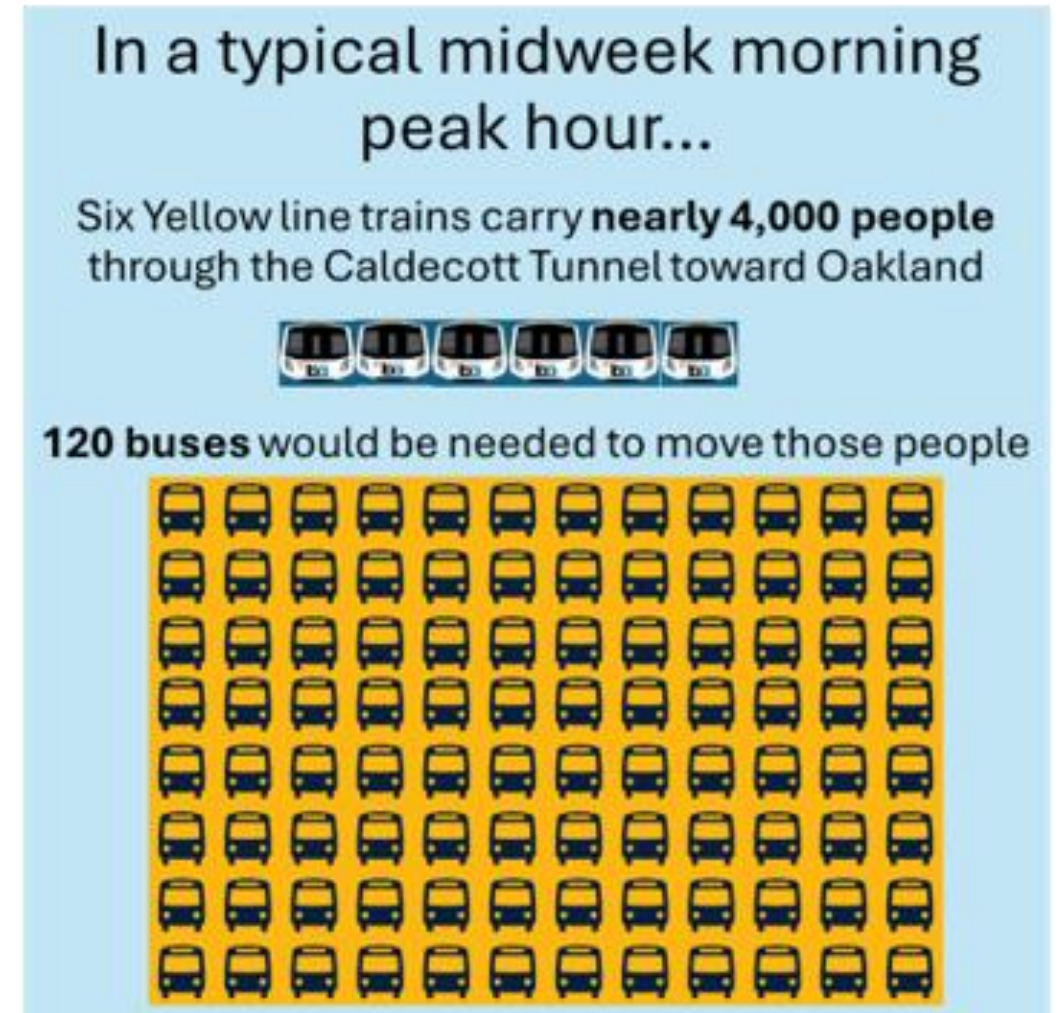


Sources: Vehicle emissions from EPA, 2022; BART, 2023.

BART Serves Corridors with no Transit Alternatives



- BART is the only transit service between the inner Bay Area and Contra Costa County east of the Caldecott Tunnel
- Replacing BART with buses would subject residents to increased congestion, crashes, and other road delays
- To match BART's speed, buses would require dedicated lane and signals on highways and local roads





Investment in Capital Assets is Key to Serving Riders



- As a rail system, BART is far more capital intensive than a bus operator
- More than 80,000 capital assets throughout BART's five-county service area
 - >1,100 Fleet of the Future rail cars
 - >7,200 traction power assets to power trains
 - >6,000 train control assets
 - 131 miles of dual direction track
- Investing in these capital assets to sustain a state of good repair is essential to delivering reliable, safe and convenient service to riders
- Annual capital budget \$828M, funded 2/3 with federal, state and local grants and 1/3 with BART funds, including Measure RR general obligation bond
 - BART leverages Measure RR with \$200 of grants for every \$100 of bond proceeds

Demonstrating Customer Benefits of Capital Investment



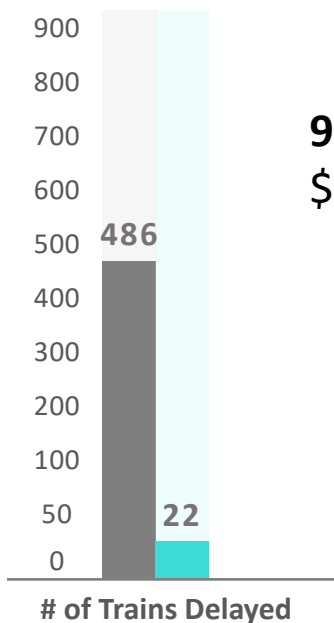
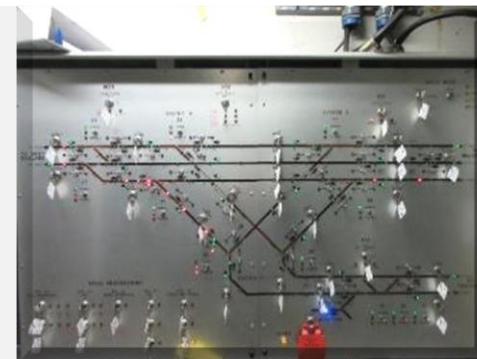
Replace Track



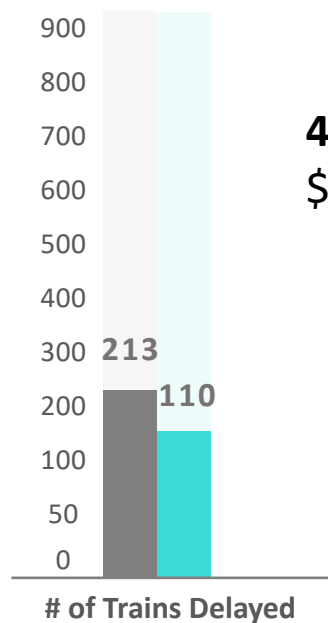
Rebuild Traction Power



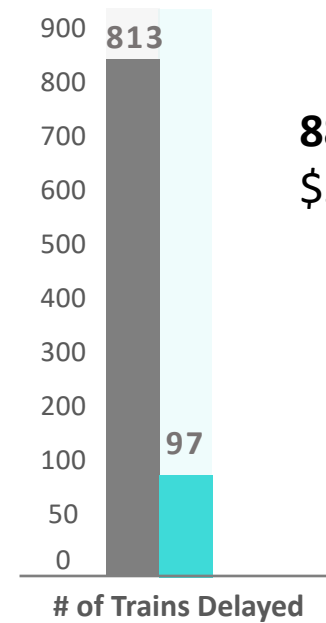
Replace Train Control



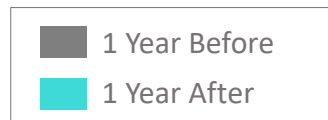
95% Improvement
\$103M Investment



48% Improvement
\$128M Investment



88% Improvement
\$5M Investment



San Francisco Bay Area Rapid Transit District

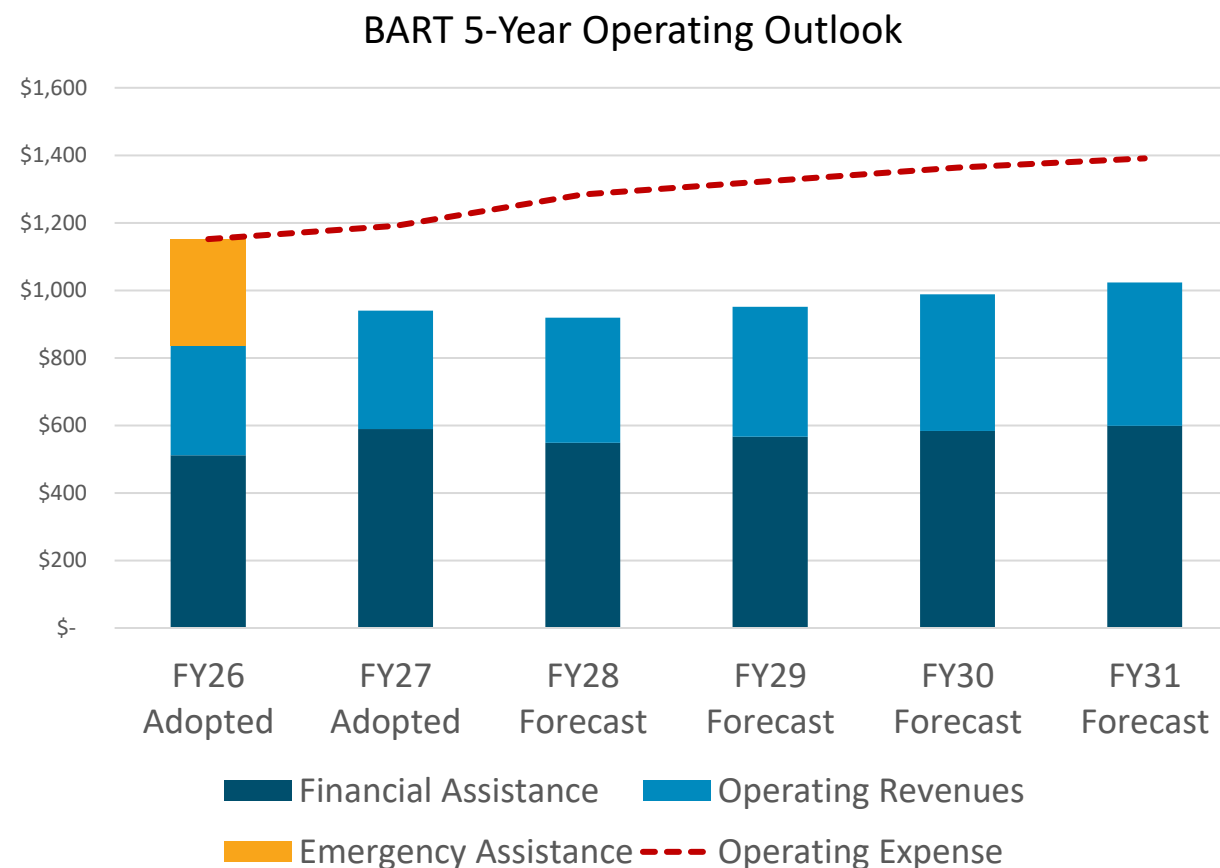
▶ BART is Facing a Deficit



BART's Operating Deficit



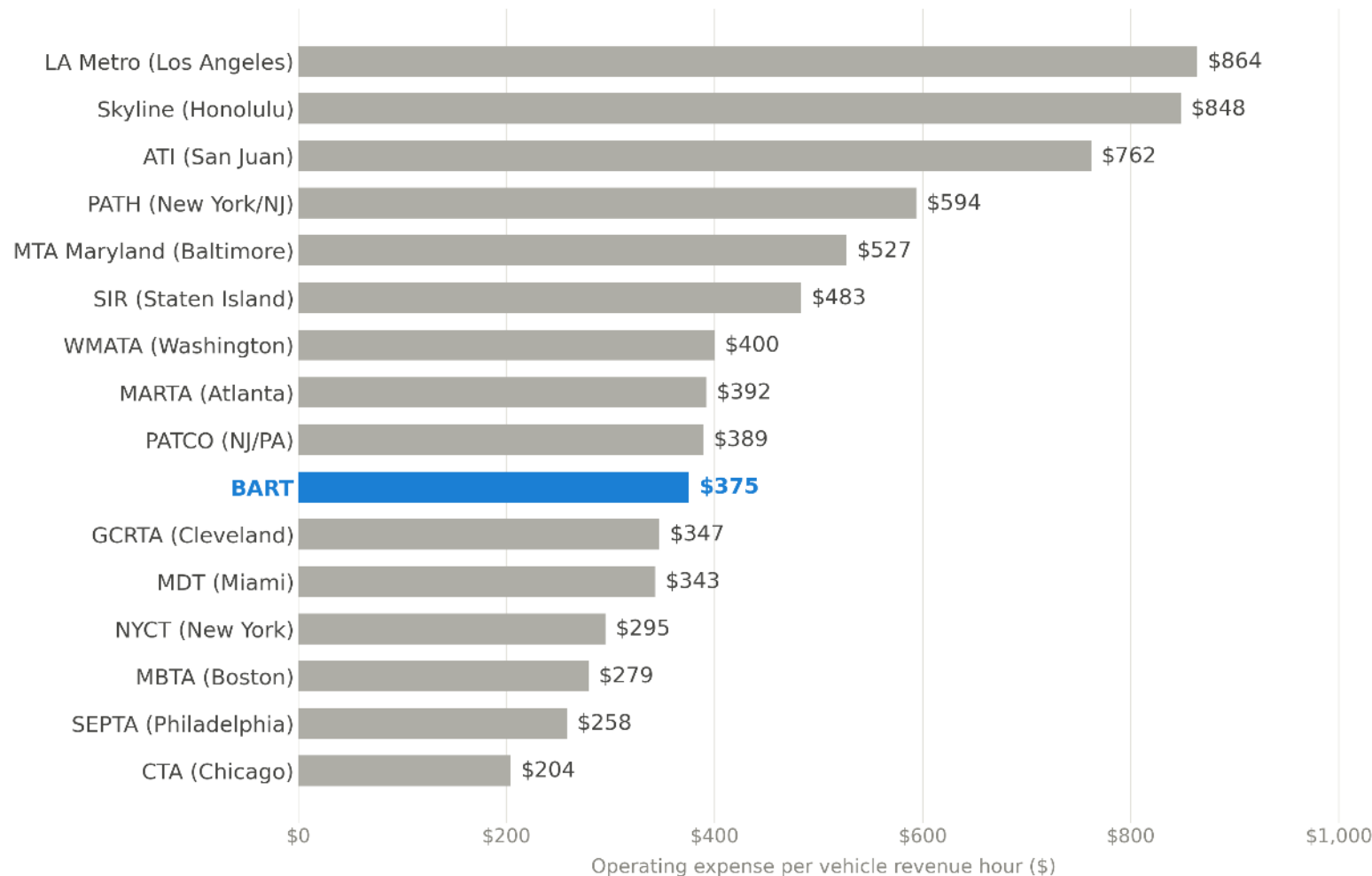
- Ridership mirrors office occupancy; while 76% of our riders have returned, they are taking fewer trips
- Fare revenue is down by about \$400M compared to pre-pandemic forecasts
- BART faces deficits averaging \$350 million per year beginning in FY27



Context: BART Operates Efficiently



Cost per Vehicle Revenue Hour — Heavy Rail Operators (2024)

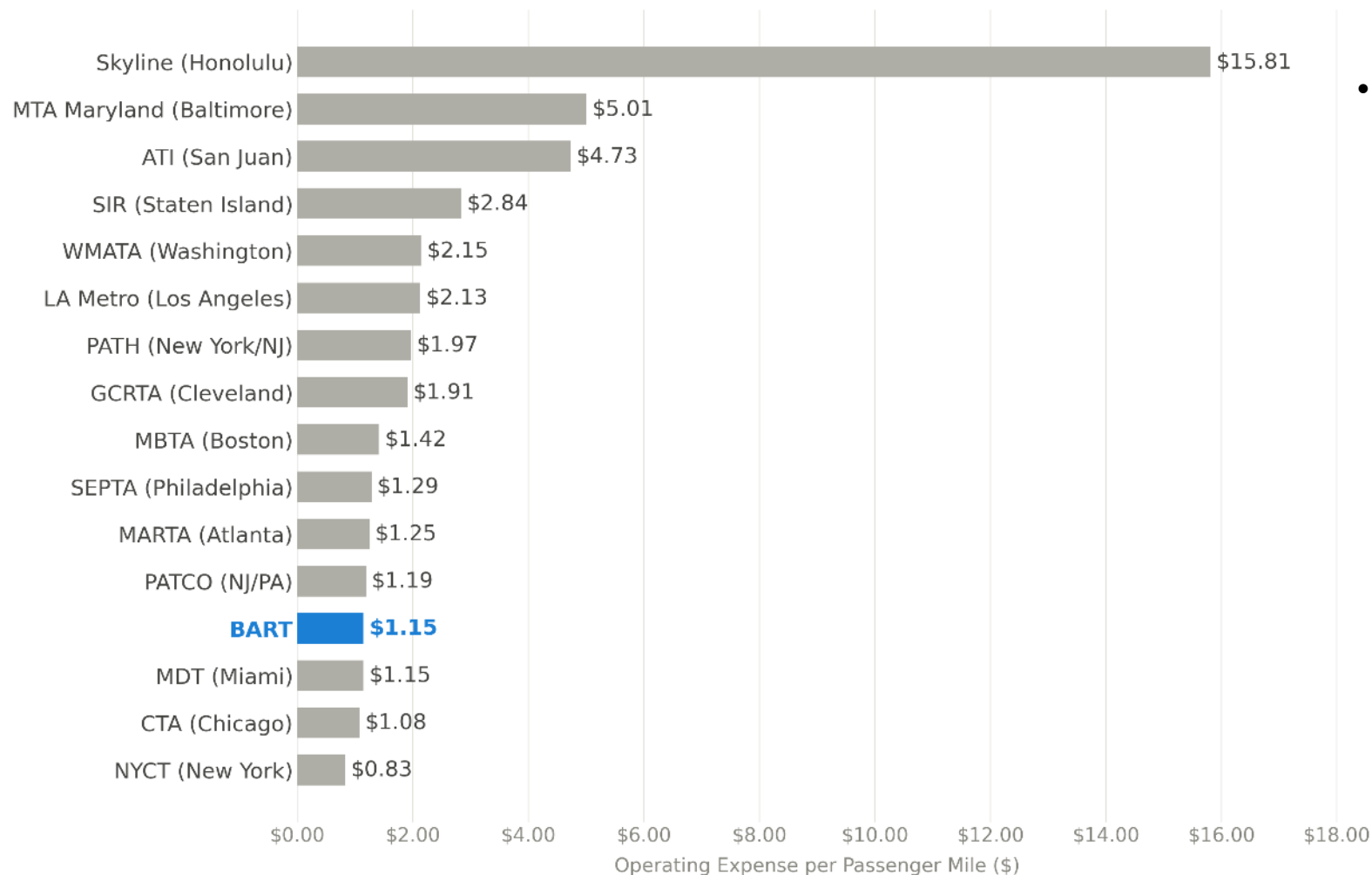


- BART's cost per vehicle hour is lower than the median US heavy rail operator, and lower than our most-similar peer agencies, DC's WMATA and Atlanta's MARTA, per NTD
- BART runs efficiently despite Bay Area costs that are about 10% higher than the typical US city served by peer heavy rail agencies (Source: [BEA price parity by MSA](#))

Context: BART Operates Efficiently



Cost per Passenger Mile — Heavy Rail Operators (2024)



- Despite pandemic impacts on Bay Area transit ridership, BART maintains low operating cost per passenger mile compared to most peer heavy rail agencies, per NTD

Context: Cost Pressures: FY20-FY25



System and Fleet Expansion

- Silicon Valley Extension Phase 1 opened in 2020
- Fleet of the Future vehicles in service starting in 2018

Social & Safety Challenges

- Region's housing crisis led to more unhoused individuals seeking shelter in public spaces
- Some cities BART serves saw increased crime
- Public safety investments needed

Labor and Compensation

- Average weekly wages in the San Francisco MSA have increased 40% since the beginning of 2019
- Cost of health care continues to rise

Average Weekly Wages for Employees in San Francisco-Oakland-Fremont, CA (MSA)



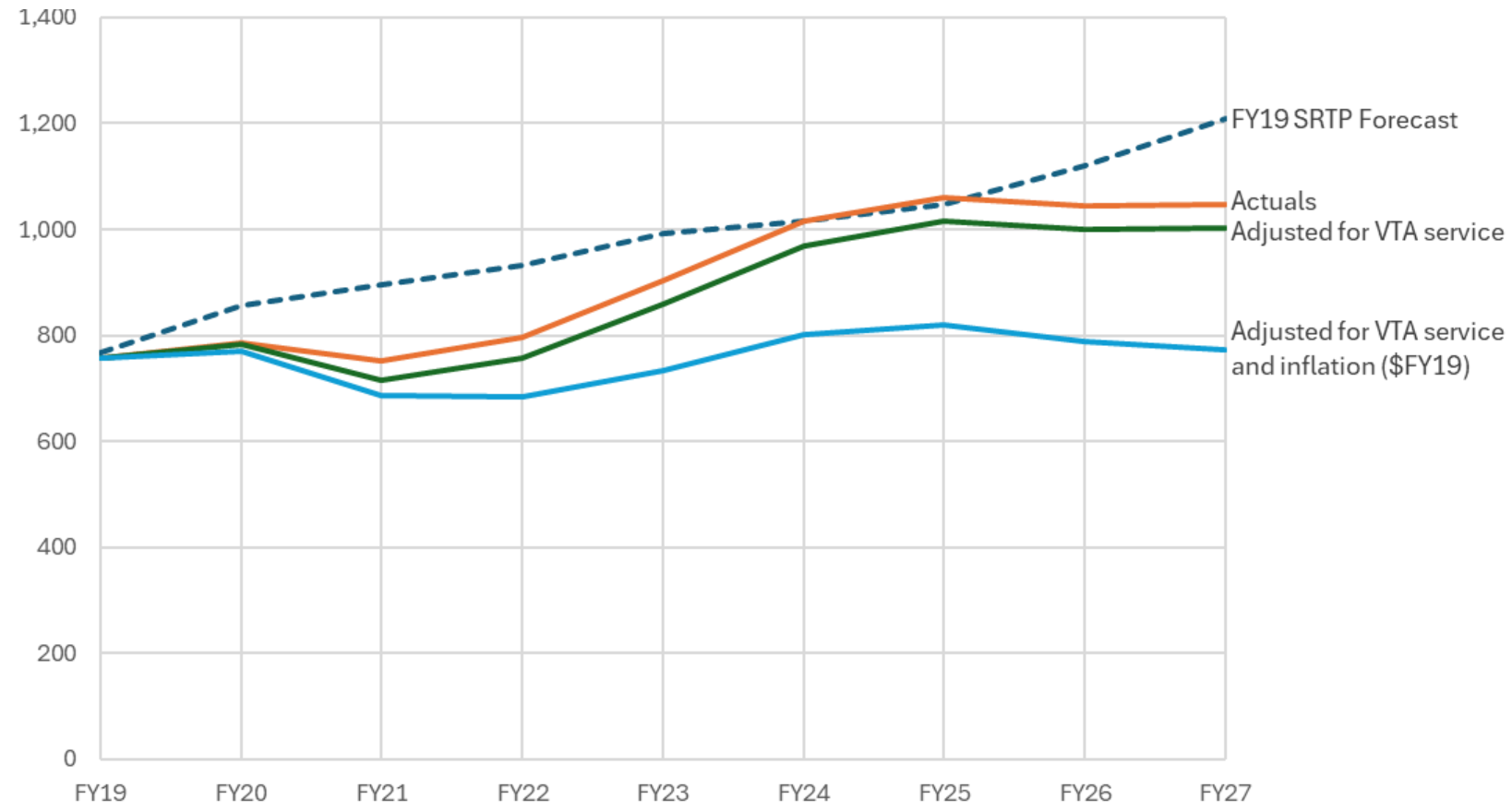


Context: Despite cost pressures, operating expense are stable



Adjusting for inflation and the BART Silicon Valley Phase 1 extension, BART's operating costs are flat since 2020

BART Operating Expense, FY19-FY27



SB 63 (Regional Transit Measure) Accountability Requirements: Two Phase Financial Efficiency Review of BART, SFMTA, Caltrain, and AC Transit by independent 3rd party

Phase 1 (Spring/Summer 2026)

- **Cost saving measures** taken since 2020
- **Early-action strategies** for increasing or improving service/enhancing customer experience with existing resources
- **Analysis of operator's real property** assets and identification of potential redevelopment opportunities

Operator boards must commit to **specific early action strategies** by July 1

Phase 2 - If a measure passes (2027-2028)

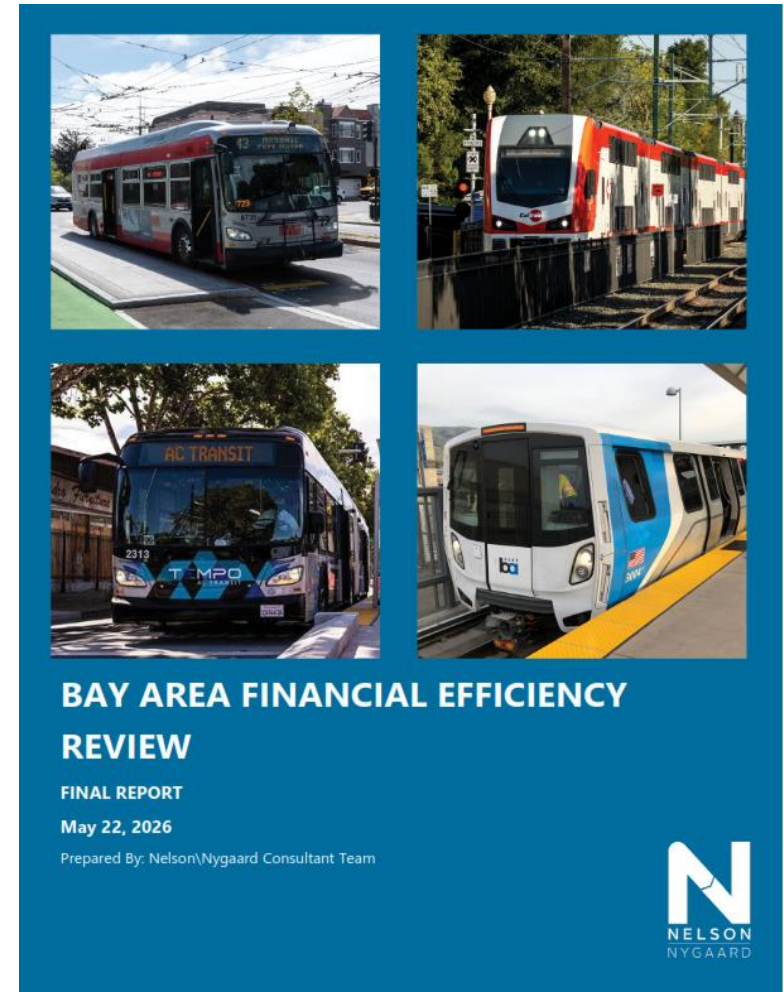
- Menu of cost saving measures (admin, operating, capital)
- Regional development & financing strategy to maximize real property assets

SB 63 Financial Efficiency Review Cost Savings Summary



The consultant found that between FY20-FY25 BART achieved:

- **\$516M** in operating cost savings - service reductions, workforce controls, and operational efficiencies.
- **\$549M** in capital cost savings - project cost management, deferrals, investments to reduce future costs, and improved reimbursements
- **\$99M** in increased revenues through fare increases, new fare products, and leasing of parking





Financial Efficiency Review

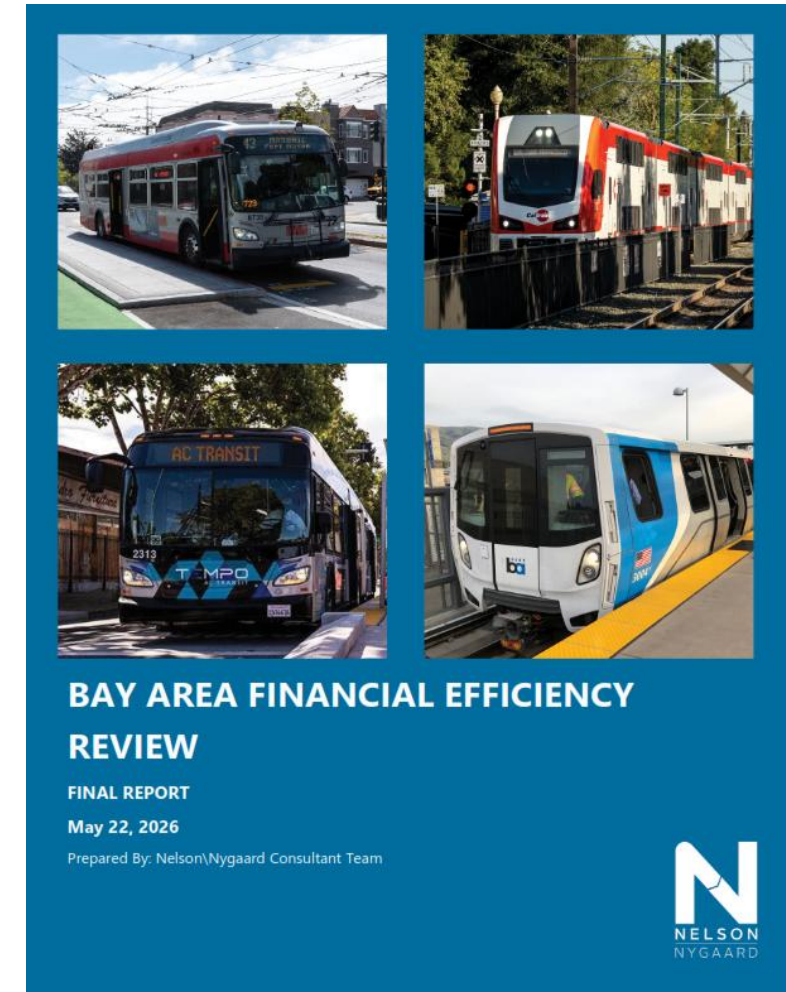
Early Action Strategies to Implement



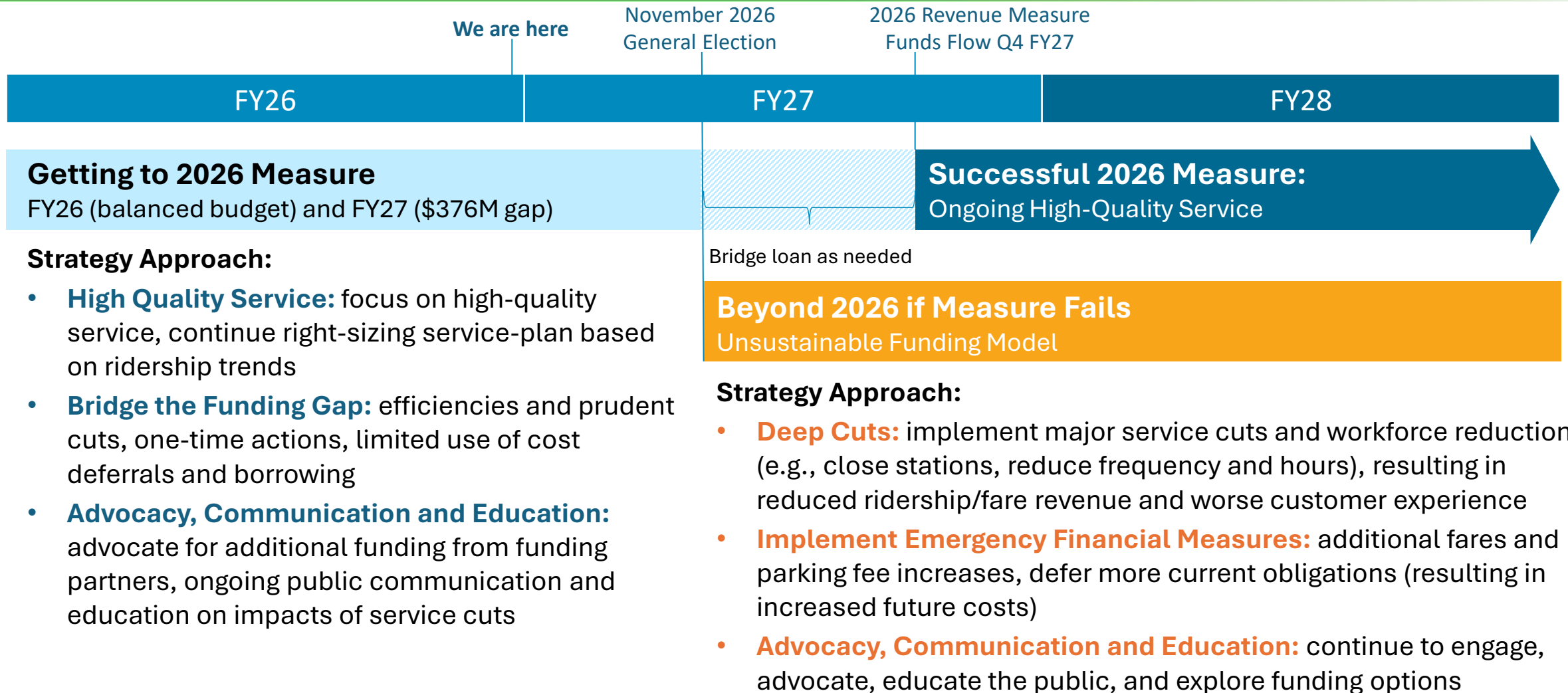
Consultant Recommendations

1. Improve fare compliance and enforcement
2. Enhance parking revenue
3. Lease fiber and communications assets
4. Expand Clipper BayPass with more institutions and employers
5. Expand retail and/or amenity partnerships
6. Improve speed and reliability of service
7. Right-size fleet to serve demand
8. Examine contracts for opportunities to reduce costs

June 11, 2026 – BART Board approved all 8 recommendations



Budget Strategy Timeline



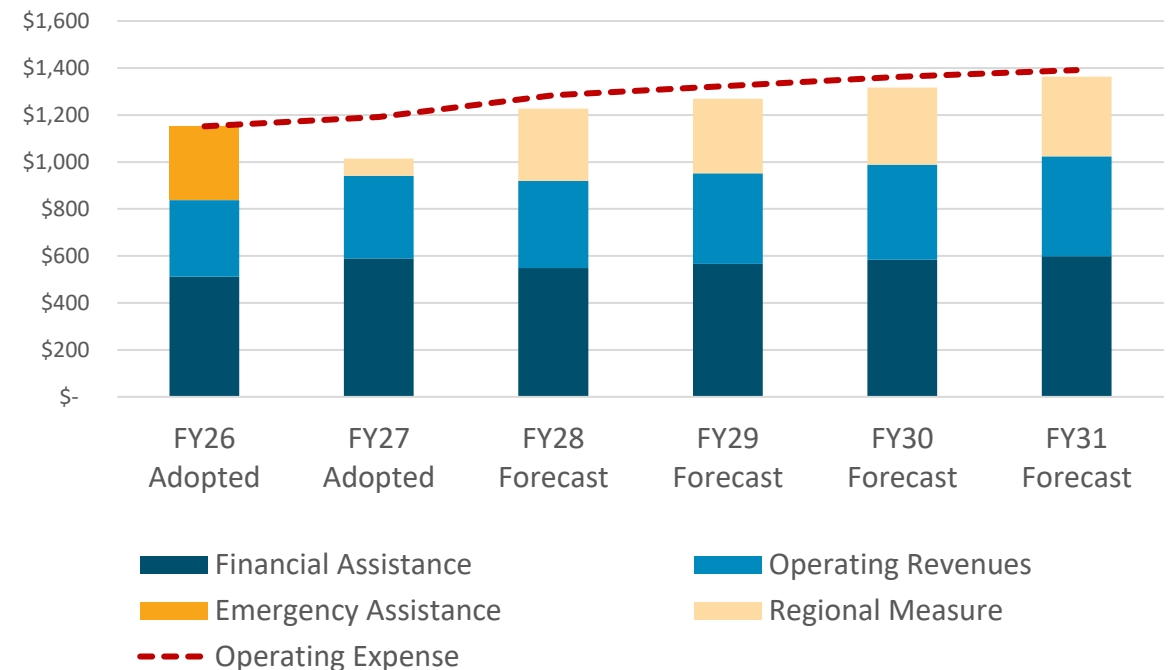


Successful Regional Transit Measure will stabilize BART



- A successful Regional Transit Measure (SB 63) will stabilize BART service
- BART is committed to addressing remaining operating shortfalls without impacting service
- The FY27 Budget continues the past cost reductions/ revenue increases, and further reduces operating expense and headcount by \$18M

BART 5-Year Operating Outlook



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 800 employee layoffs
- Use of deferrals and one-time sources



➤ Measure Fails - Alternative Service Plan



To take place July 2027:

- Cumulative 70% reduction in service
 - Maintain 9pm closure, 3-line service, 30 min frequencies
 - Close up to 15 stations and/or 25% of track miles
- Cumulative 50% fare and parking increase
- Cumulative \$130M in cuts from non-service reductions to fleet maintenance, policing, cleaning, admin support
- Another 400 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

▶ Conclusion



- We invite you to try The New BART!
- And encourage your family and friends to take all forms of public transit.





Thank you.