



# ▶ 2026: A Defining Year for BART

Richmond City Council  
April 28, 2026



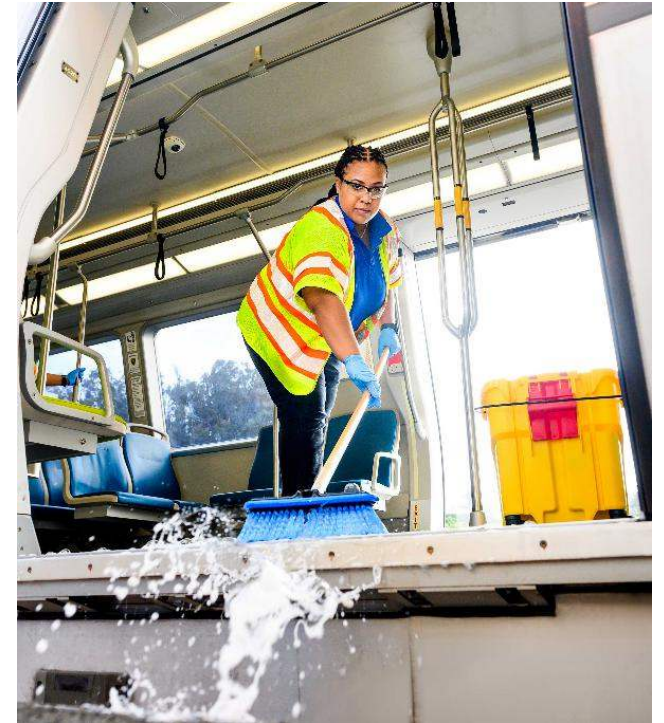
# The New BART – Safer and Cleaner



New Fare Gates Systemwide  
Make Riders Feel Safer



Focus on Presence  
Crime Fell 41% in 2025



Customer Satisfaction at 89%

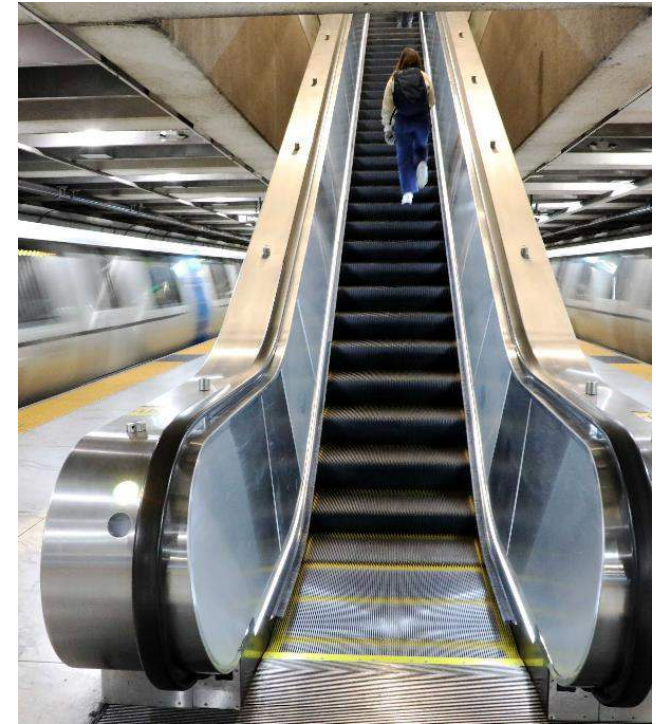
# The New BART – Station Enhancements



Tap And Ride Payments

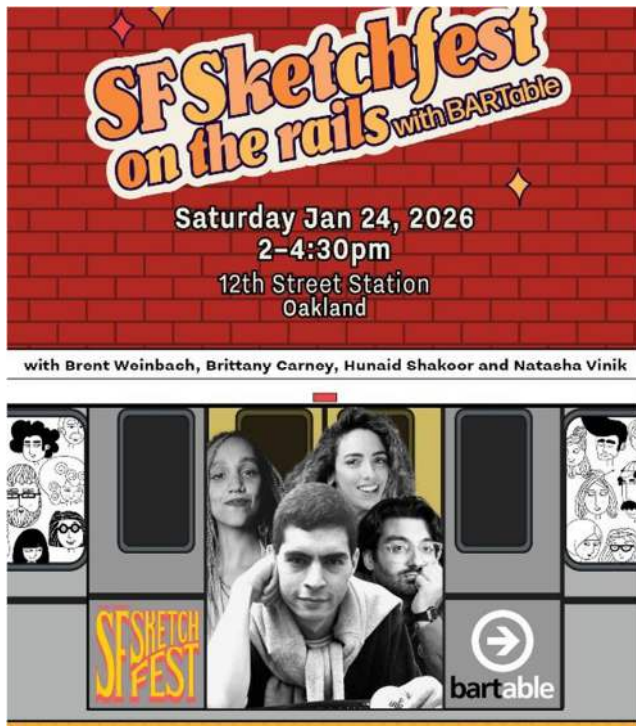


Improved LED Lighting



Escalator Replacement  
And Repair

# The New BART- Community Connection



Art, Culture & Activations



Innovative Fare Products  
Like Clipper START and BayPass



Better Schedule Alignment with  
Peer Operators  
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%

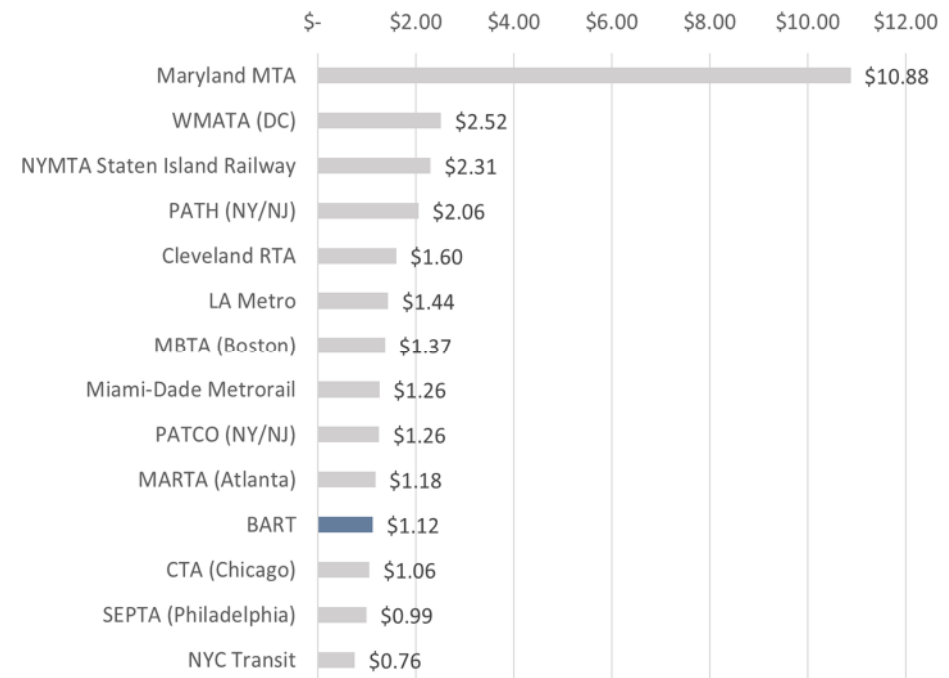
\*Percentage of costs paid by passenger fares, parking revenue, advertising, and other sources

# 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**



# Accountability and Oversight



## 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



# 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 approved by voters, provides BART operations \$310M annually beginning in FY28
- Also provides funding for other transit systems (AC Transits, MUNI, etc.) and county-specific projects
- **BART would still find \$50-70M in efficiencies and cost cutting to balance budget**

## Loans available to BART

- State and federal loans are available to cover running service until proceeds from a measure become available
- Loans must be paid back with interest
- Loan funds will only be used if BART has a repayment plan in place

# 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



**Measure Passes: Base Budget**  
Continue to Deliver High Quality Transit  
& Ensure Financial Stability

**Measures Fails: Alternative Budget**  
\$300M+ in budget cuts and deferrals

# ▶ 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
- If the measure failed, public education would continue and efforts to explore all funding options.

# 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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