



BART's Role in the Region

Mayor's Economic Development Advisory Panel

September 3, 2025

OVERVIEW

- Improving the Rider Experience
- Changing Travel Patterns
- Benefits of BART
- BART needs a new funding model
- Funding Measure



IMPROVING THE RIDER EXPERIENCE

System Overview

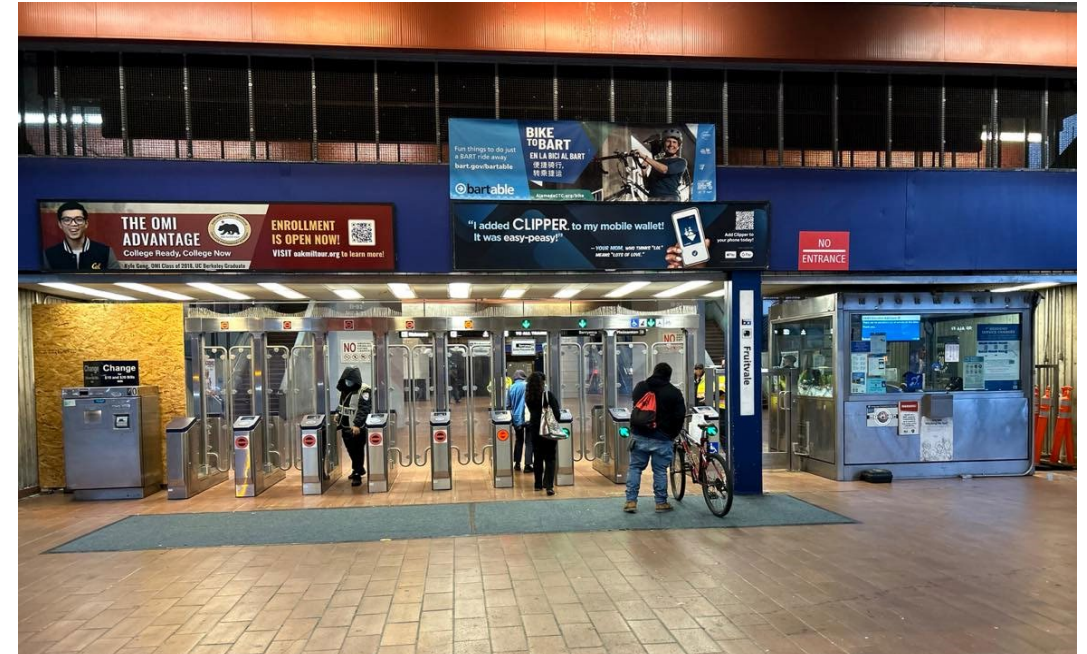
- 50 million rides per year
- 131 miles of tracks
- 50 Stations in 5 counties
- 1,000 Fleet of the Future Train Cars
- 87% of the region's transfers include a trip on BART with more than 300 unique connecting routes



IMPROVING THE RIDER EXPERIENCE

Next Generation Fare Gates

- Completed systemwide installation of 700+ new fare gates
- Taller and stronger to deter fare evasion
- Improve accessibility and reliability with modern equipment and advanced sensors
- 32% fewer riders report seeing fare evasion on their trips



New Fare Gates at Fruitvale Station

IMPROVING THE RIDER EXPERIENCE

Reducing Crime and Improving Service

- BART doubled the number of Police Officers in stations and on trains
- Crisis Intervention Specialists and Transit Ambassadors address quality of life issues and complement sworn presence
- Launched Not One More campaign to help combat harassment on transit and to make BART safe for families
- Crime was down 17% in 2024
- Violent crime has declined from 203 incidents in the first seven months of 2024 to 130 incidents this year



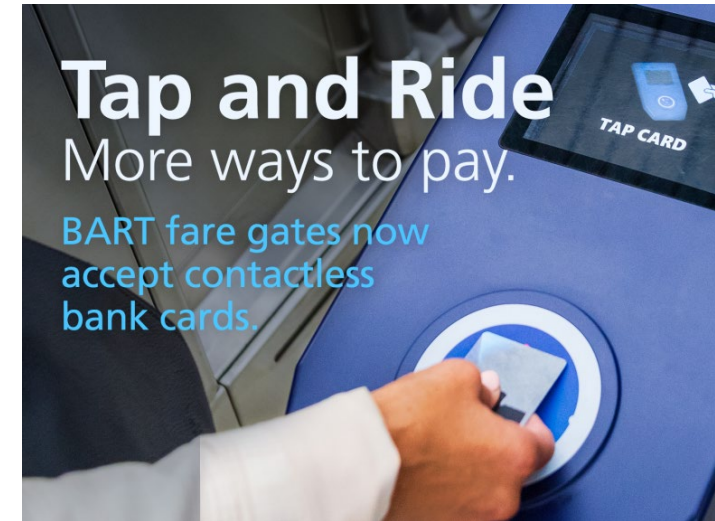
IMPROVING THE RIDER EXPERIENCE

Service Enhancements

- Now accepting credit/debit card payment
- All new train cars
- Increased evening/weekend service
- Doubled the rate of train car deep cleaning

Rider Satisfaction

- Rider satisfaction is its highest in 10 years
- 80 percent of those surveyed said they would recommend BART



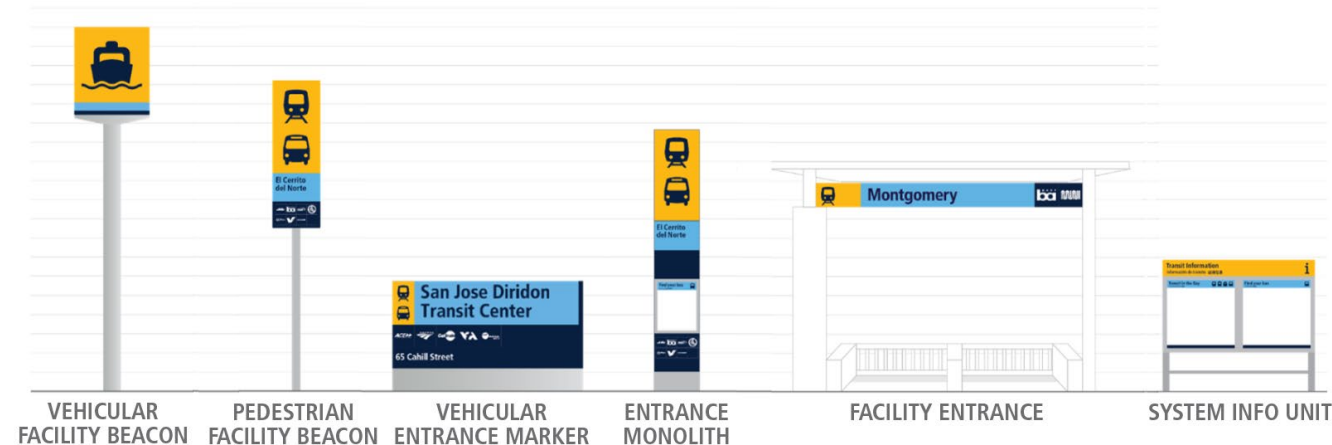
IMPROVING THE RIDER EXPERIENCE

A Regional Vision for Seamless Transit

- Key efforts underway between agencies and as part of MTC's Regional Network Management
 - Syncing schedule changes, improving transfers and reducing travel times
 - Fare programs to increasing affordability – Clipper START, Clipper BayPass, and free/discounted transfers (coming soon)
 - Developing new unified mapping & wayfinding
 - Building a more efficient & reliable network through transit priority



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

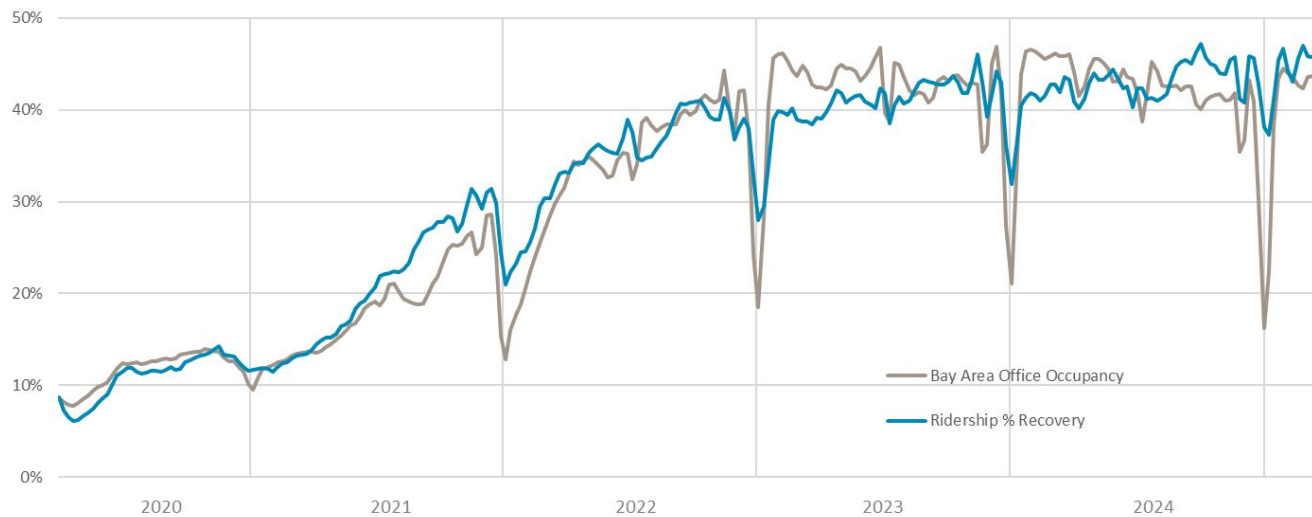


CHANGING TRAVEL PATTERNS

Bay Area Return to Office Impacts Transit

- Major Bay Area employers are in sectors with the highest remote work adoption – tech, finance, and business and we have one of the lowest onsite work rates nationally
- BART ridership trends closely to office occupancy rates
- Most riders have returned, but they are riding less frequently

Bay Area Return to Office Rate & BART Ridership Recovery



Source: Kastle Badging Data – 2020 to 2025



76%

OF OCTOBER 2019
RIDERS HAVE
RETURNED TO BART
AS OF OCTOBER 2024



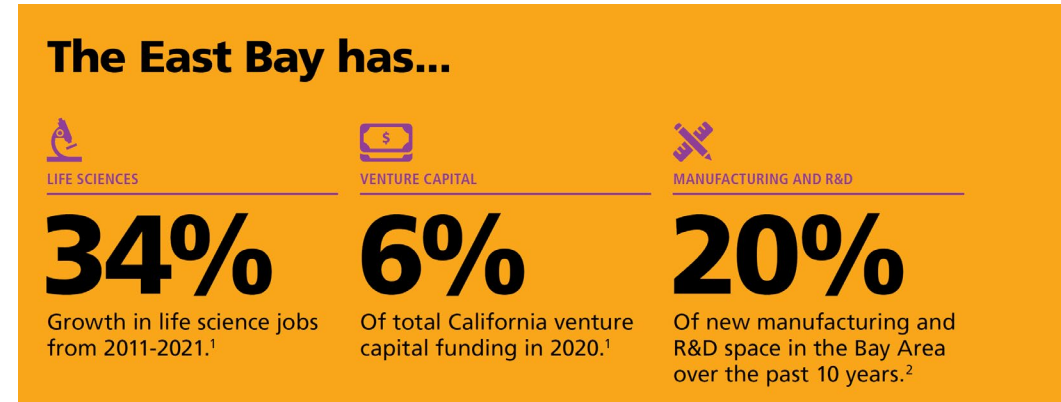
46%

OF OCTOBER 2019
TRIPS HAVE
RETURNED TO BART
AS OF OCTOBER 2024

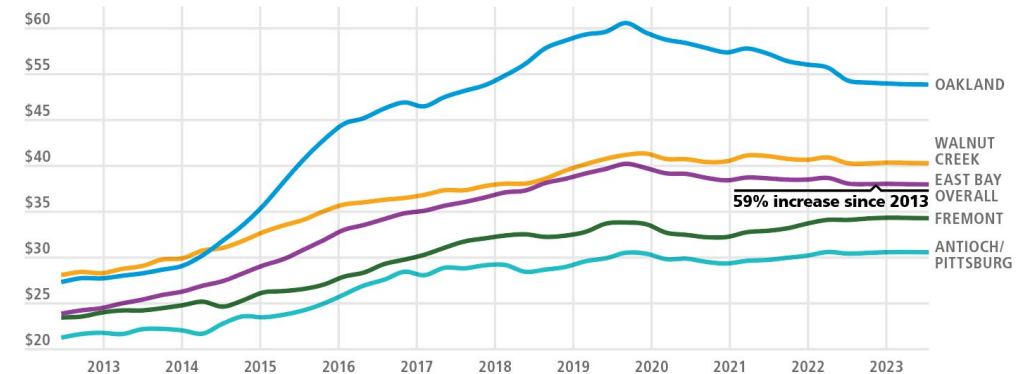
GROWING THE ECONOMY

BART is Critical to Downtown Recovery & East Bay Growth

- Proximity to BART continues to be a must-have for San Francisco's downtown office market
- Increased downtown development activity around BART stations in South Alameda County and Peninsula
- Emerging industries are choosing to locate in BART served parts of the East Bay
- Demand and rents for East Bay commercial and industrial space remain high



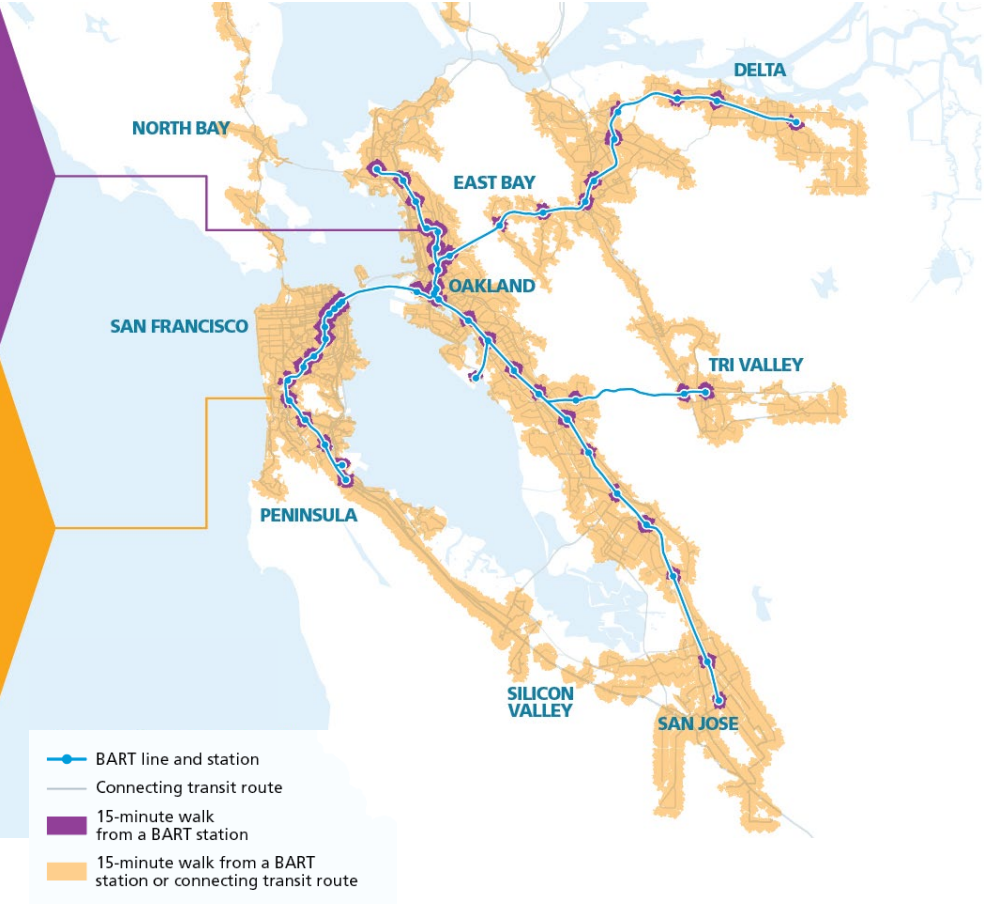
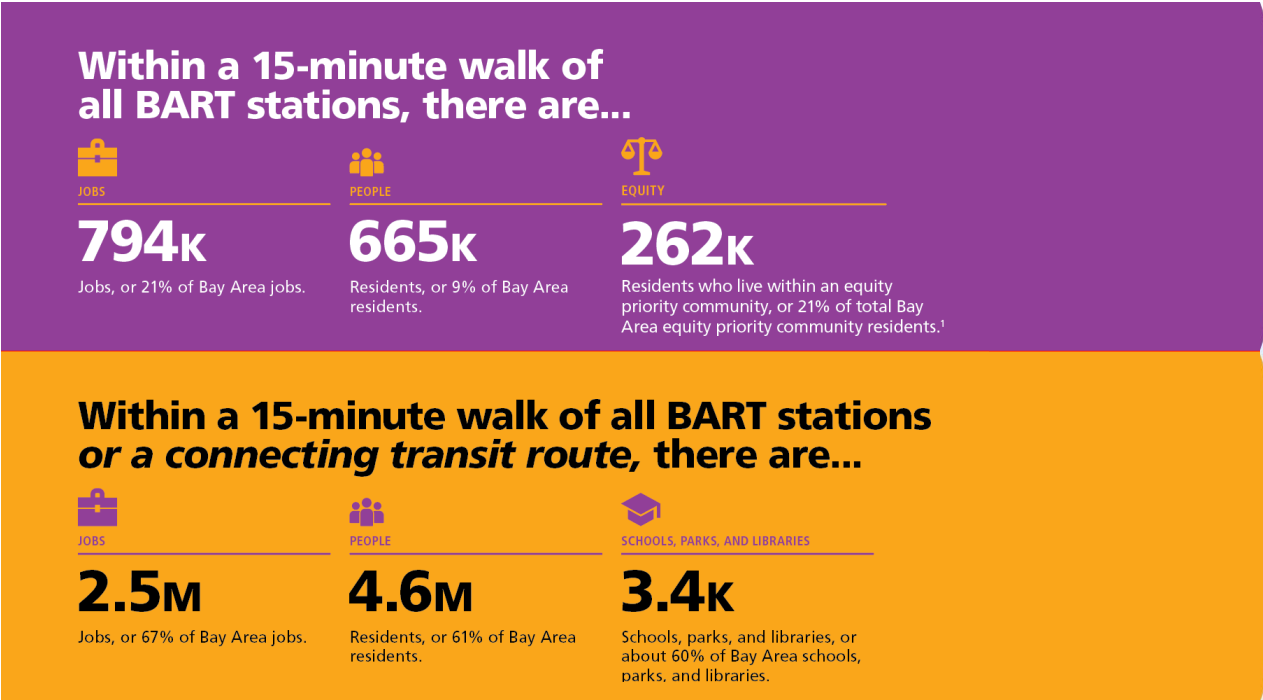
EAST BAY OFFICE SPACE RENT PER SQUARE FOOT



Berkeley data not available. Source: CoStar, 2023.

GETTING AROUND THE REGION

BART Connects You to Destinations That Matter



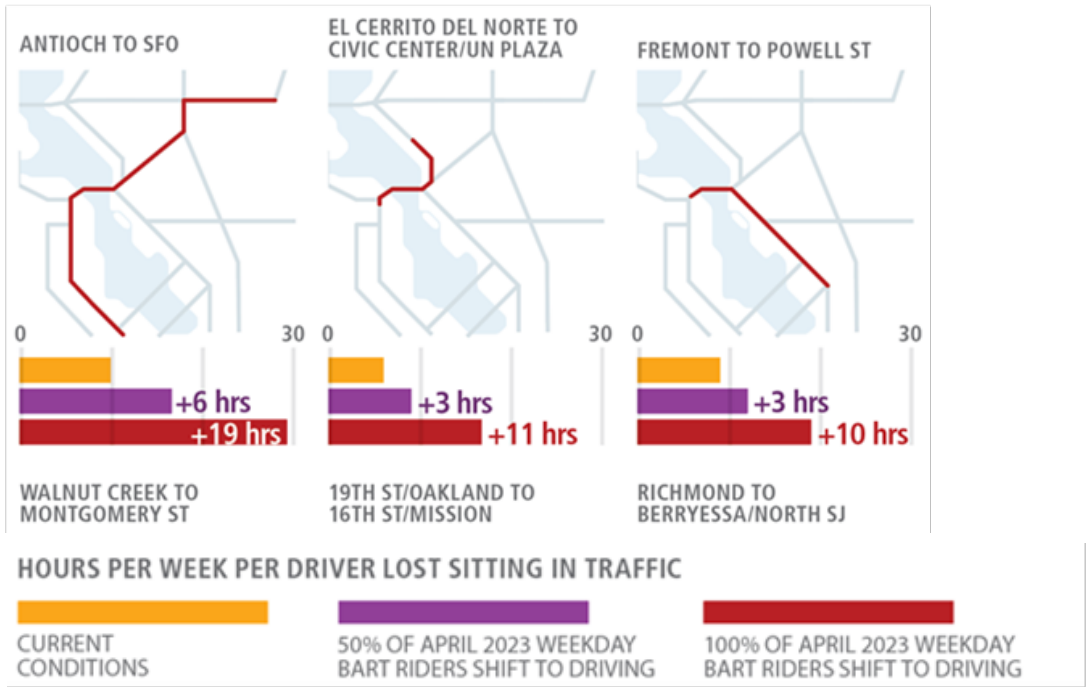
Across the Bay Area, BART can get you within a mile of...



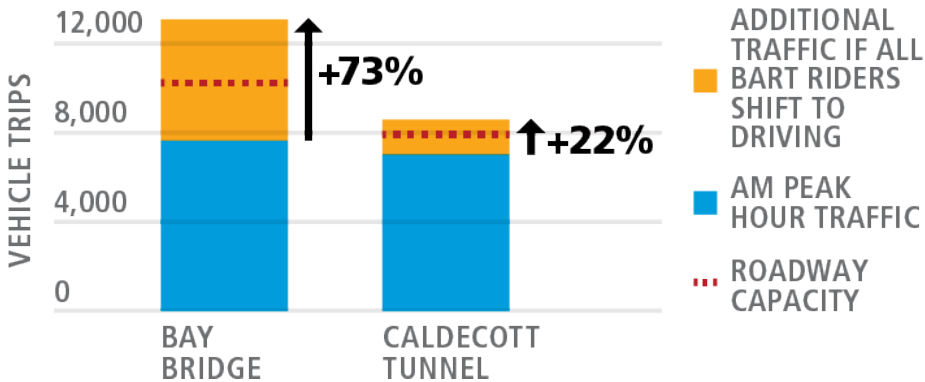
GETTING AROUND THE REGION

BART Helps Keep Cars Off the Road

WEEKLY HOURS LOST TO CONGESTION FOR DRIVERS: WITH AND WITHOUT BART



TRAFFIC WITHOUT BART




PROTECTING HEALTH, CLIMATE, AND RESILIENCE

BART Helps Meet State & Regional Climate Goals and Boosts Regional Health

- Transportation accounts for 38% of the state's greenhouse gas emissions
- Emissions per passenger mile for driving is 42 times higher compared to BART
- Walking or biking to BART provides a convenient way to build physical activity into daily routines, boosting public health

Without BART, there would be a daily increase of...

 **780,000 to 1,560,000**

Miles driven, or 2,000 to 4,000 cars driving from San Francisco to Los Angeles⁷

...resulting in...

 **35,000 to 70,000**

Gallons of gasoline burned⁷



ACTIVE TRANSPORTATION

11%

Reduction in cardiovascular health risk associated with active commuting.¹



ACTIVE TRANSPORTATION

19%

Of coronary heart disease diagnoses could be prevented by walking 30 minutes/day, 5 days/week.¹



HEALTHCARE COSTS

9%

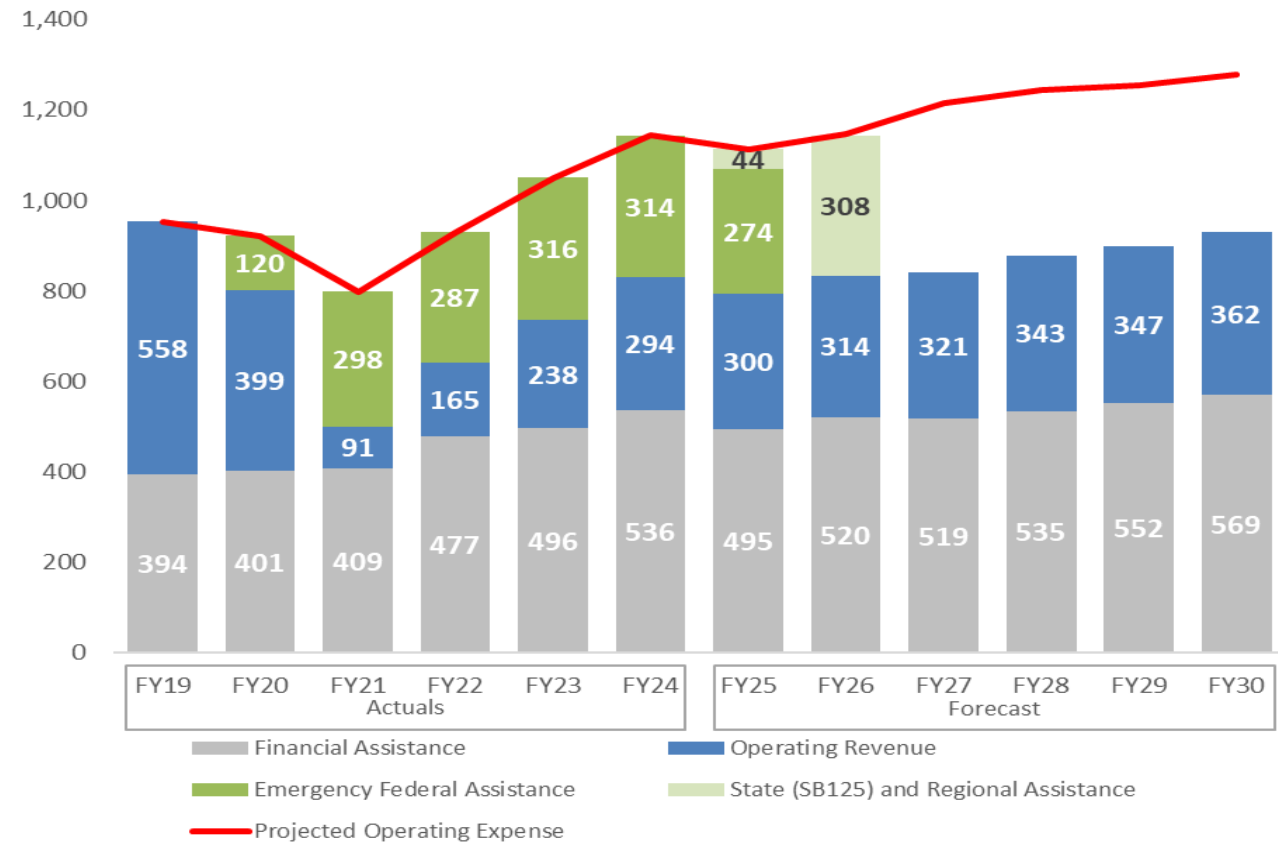
Of total healthcare costs in the US are caused by physical inactivity.¹

BART NEEDS A NEW FUNDING MODEL

BART's Funding Model No Longer Works

- Pre-pandemic, BART covered more than two-thirds of operating costs through operating revenues (fares, parking etc.)
- BART faces deficits of \$350 million to \$400 million per year beginning in Fiscal Year (FY) 2027
- All heavy rail has high fixed costs: only 40% of BART's operating costs scale directly with service levels
- Cutting BART operating expenses requires a disproportionate service reduction

BART's Funding Sources (\$M)



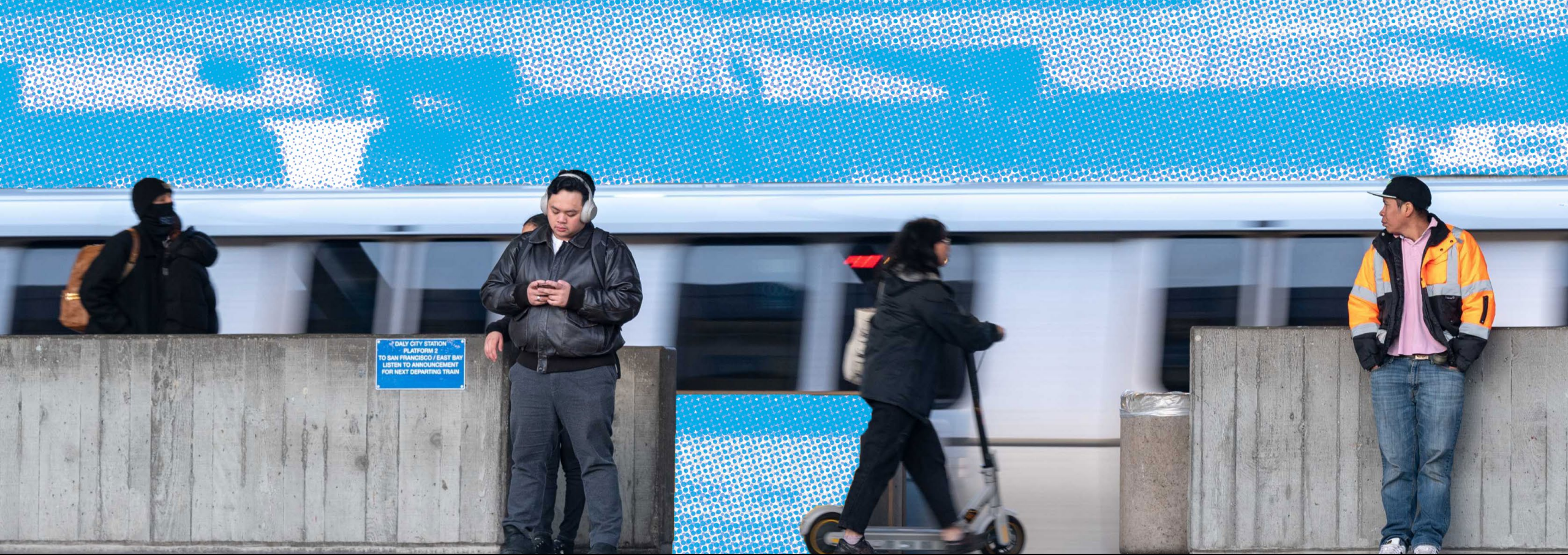
REGIONAL MEASURE EFFORTS

Senate Bill 63 – Connect Bay Area Act

- BART has taken a support position on California Senate Bill 63, legislation to authorize a regional transportation ballot measure in 2026
- SB 63 would:
 - Authorize a 14-year sales tax at a rate of ½ cent in most BART counties and up to 1% in San Francisco
 - Alameda, Contra Costa, Santa Clara, San Mateo, and San Francisco Counties are all participating
 - Fund transit operations and rider-focused improvements



BART Directors, executive staff, and labor partners meeting with Senator Arreguín on February 6, 2025



Thank you.