



2026: A Defining Year for BART

Berkeley City Council
October 13, 2026



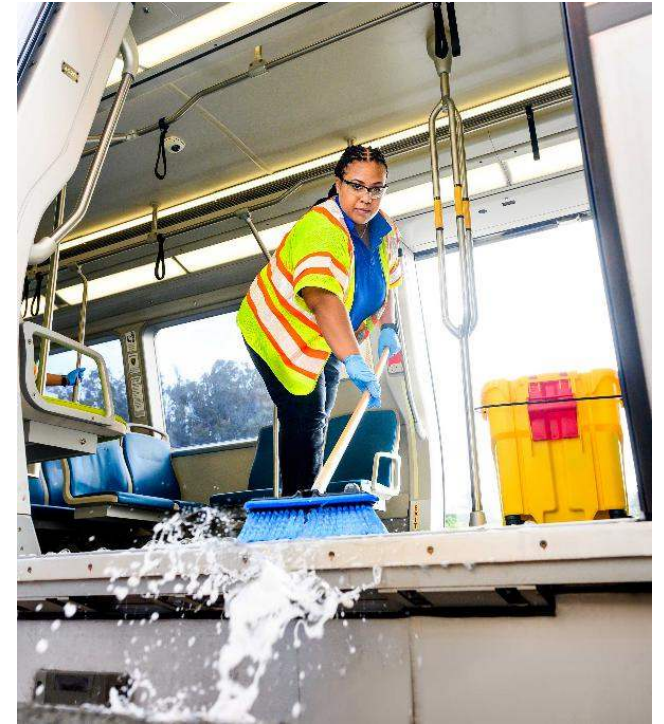
▶ The New BART – Safer and Cleaner



New Fare Gates Systemwide
Make Riders Feel Safer



Focus on Presence
Crime Against Riders Fell 61%
Since End of 2024



Customer Satisfaction at 91.4%

San Francisco Bay Area Rapid Transit District

▶ The New BART – Improvements for Our Riders



New Ways to Pay through
Tap and Ride and Clipper START



Improved LED Lighting

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

Better Schedule Alignment
with Peer Operators

San Francisco Bay Area Rapid Transit District

▶ BART in Berkeley



- Downtown Berkeley is the East Bay's busiest station
- Over 45,000 Cal students participate in BayPass
- Partnering with City to deliver 1,300+ housing units at North Berkeley and Ashby stations
- Investing BART resources in the Ohlone Greenway, bicycle, and pedestrian station access improvements
- BARTable partnership with Downtown Berkeley Association, arts institutions, Cal Athletics, Berkeley Chamber, and several events throughout the year



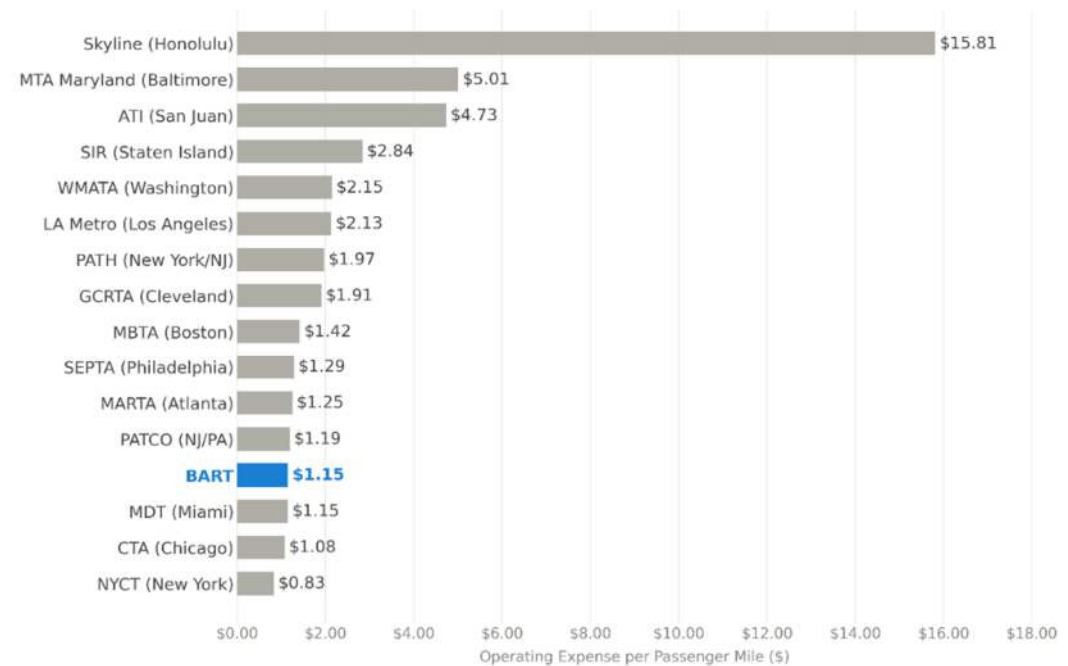
Students visiting BART's booth at Caltopia

BART Operations are Efficient



- BART has one of the lowest operating costs per passenger mile for heavy rail operators
- 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 (FY24)



Source: National Transit Database, 2024 Annual Data — Metrics | <https://data.transportation.gov/PublicTransit/2022-2024-NTD-Annual-Data-Metrics/iekg5-frzt> | Downloaded February 23, 2026

Accountability and Oversight at BART



- BART's Office of the Inspector General (OIG) conducts performance audits and investigates allegations of waste, fraud, and abuse
- An Audit Committee advises the BART Board and works with the OIG to implement efficiencies in operations, reporting, and complaints
- In 2026, an independent financial efficiency review was conducted of BART, Muni, Caltrain, and AC Transit.
 - Findings show BART saved more than \$516M in operating costs through service reductions, workforce controls, and operational efficiencies between 2019 – 2025
 - BART reduced capital costs by \$549M and increased revenue by \$99M
 - Implementation of recommendations for additional cost cutting and increased revenue are underway

BART is Facing a Deficit



- Due to remote work and post-pandemic travel patterns, fare revenue is down, and BART faces a \$370M+ structural deficit
- The current Operating Budget maintains current service levels, makes \$18M in cuts, and assumes passage of a regional transit measure
- If passed, the transit measure will provide BART ~\$310M annually beginning in FY28.
- Without new revenue, BART has initially approved an Alternative Service Plan that would include service cuts, station closures, employee layoffs, etc.

BART's operating ratio*

FY27 forecast.....	36%
FY26.....	32%
Pre-COVID	71%

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

Recent Ridership Growth



- Back-to-back years of double-digit ridership growth
- In July, BART began running longer trains during peak commute to reduce crowding
- August ridership ended 14.2% higher than last year
- October 6 was the highest ridership day since 2020 with 254,248 trips



▶ We Want To Hear From You



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IG: @Sfbayarearapidtransit
@SFBARTable

TikTok: @SFBART



Director Ghosh and BART leaders at a press event with Rep. Lateefah Simon in Downtown Berkeley