



FY26 & FY27 Sources, Uses & Service Plan

BART Board of Directors

May 22, 2025



AGENDA

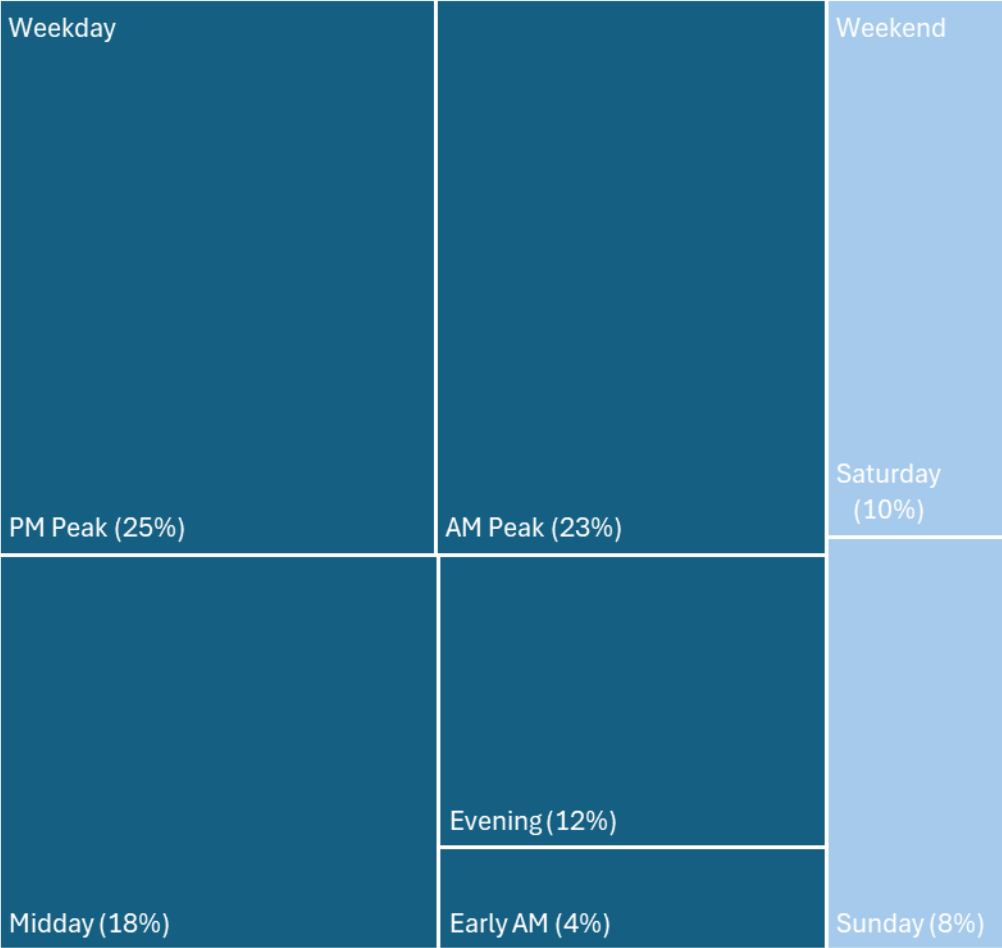
- One Year Budget
 - Adopting budget for FY26 only given uncertainty around FY27
- Ridership Forecast Update
- FY26 & FY27 Sources & Uses
 - Updates to Sources
 - Update to Uses
 - FTE Detail
- Rail Service Plan



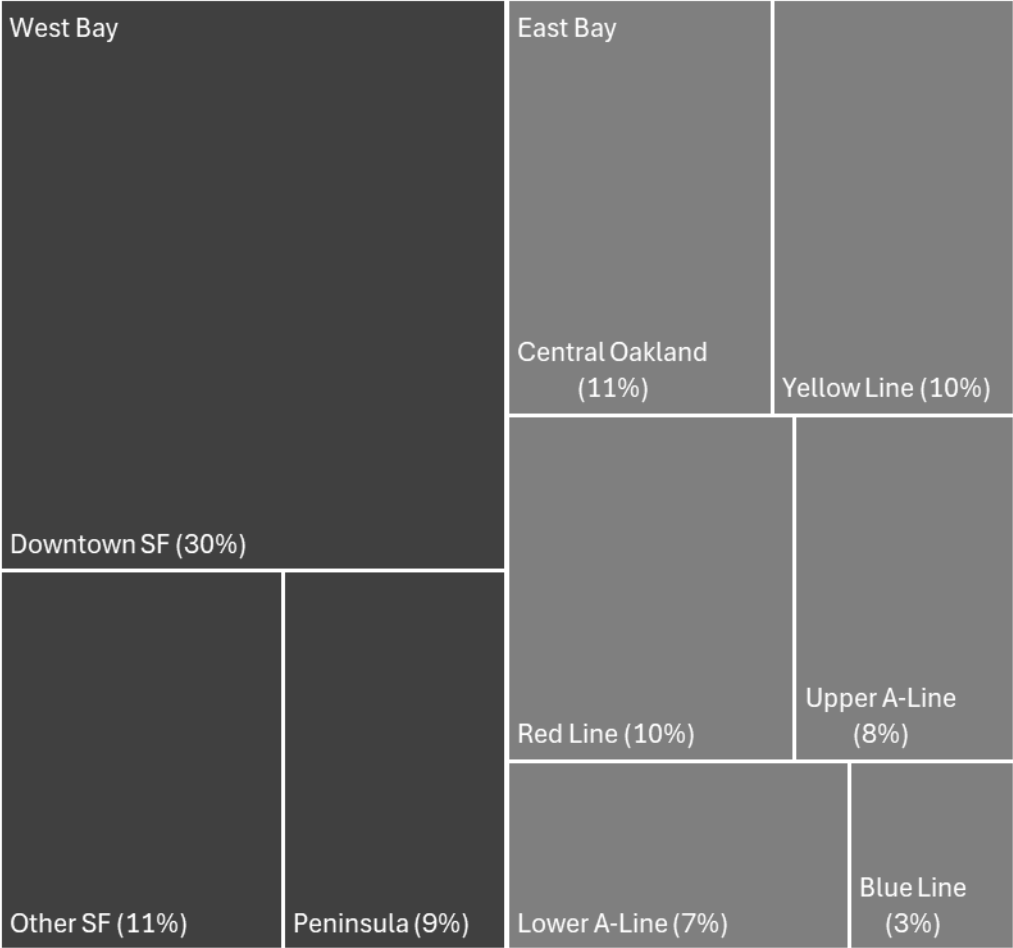
▶ Ridership Forecast Update

BART Ridership

When We Ride



Where We Ride

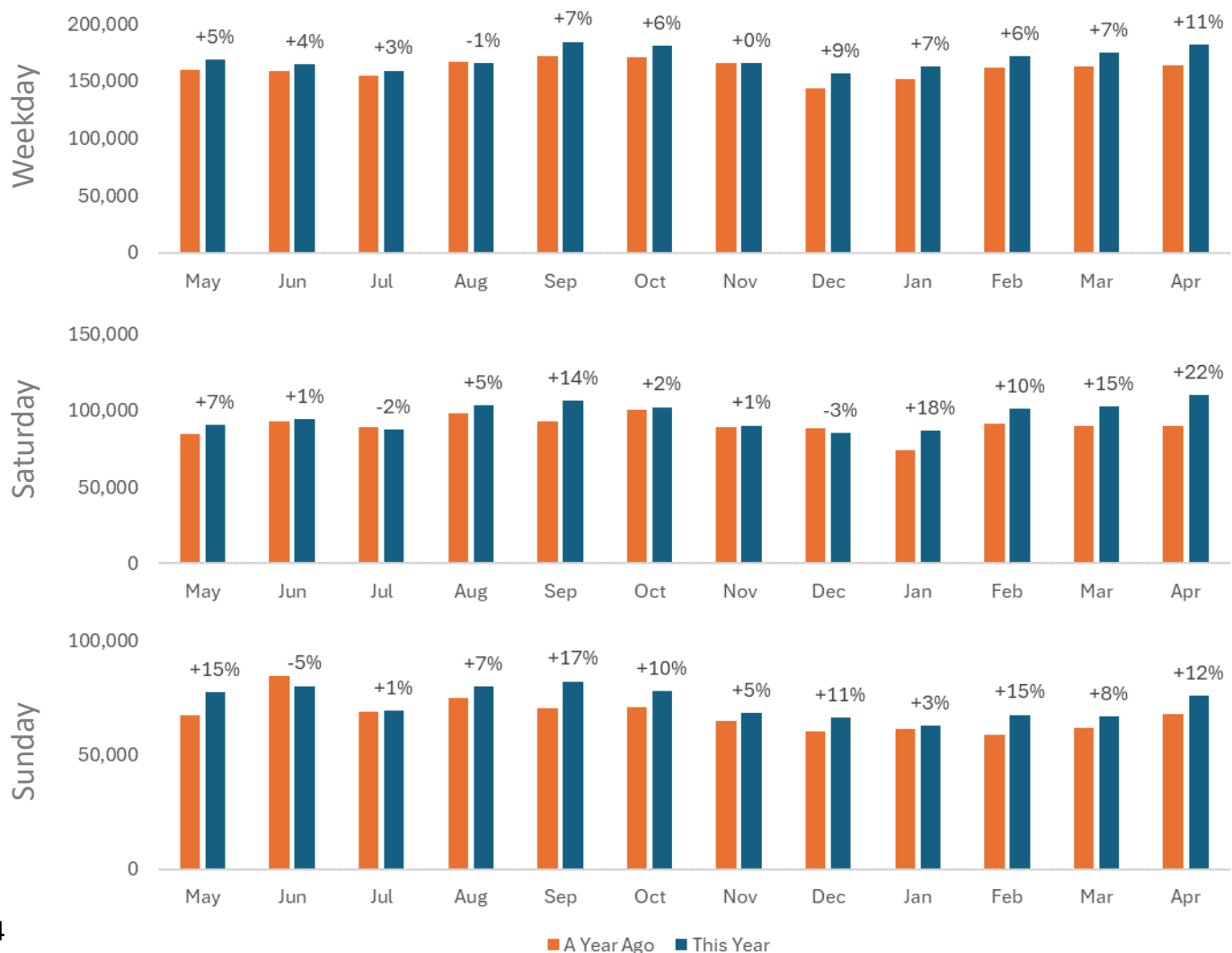


*Calendar year 2024 ridership; based on time/location of trip exit



Recent Ridership Growth

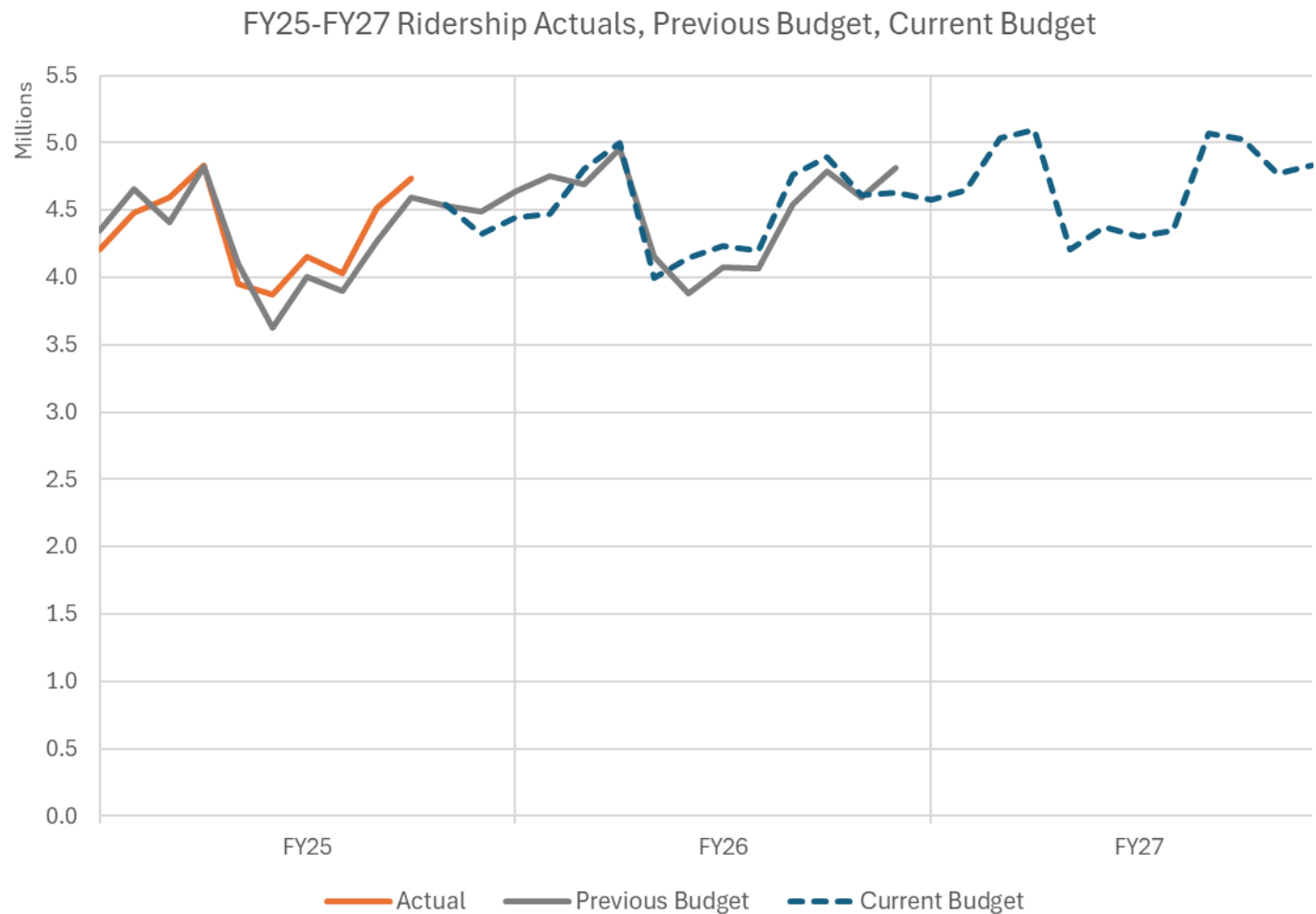
Monthly Ridership vs a Year Ago



- BART ridership continues to grow
- Recent months have seen an uptick in year-over-year growth
- Service investments:
 - Right-sized service plan
 - Safe and Clean
 - Next Generation Fare Gates
- External factors:
 - Increased road congestion
 - Renewed return-to-office efforts
 - Special events
 - Weather

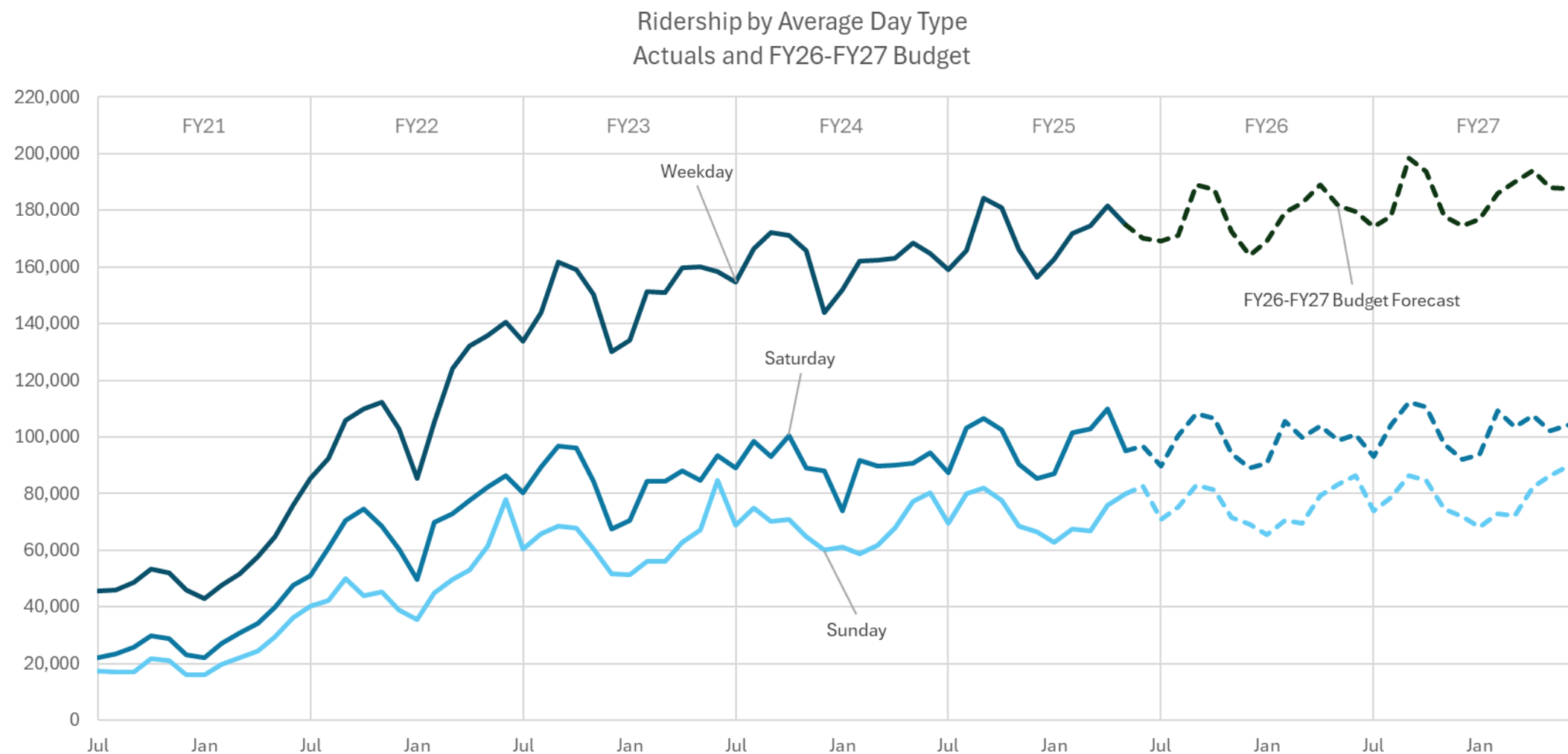


Ridership Forecast Update

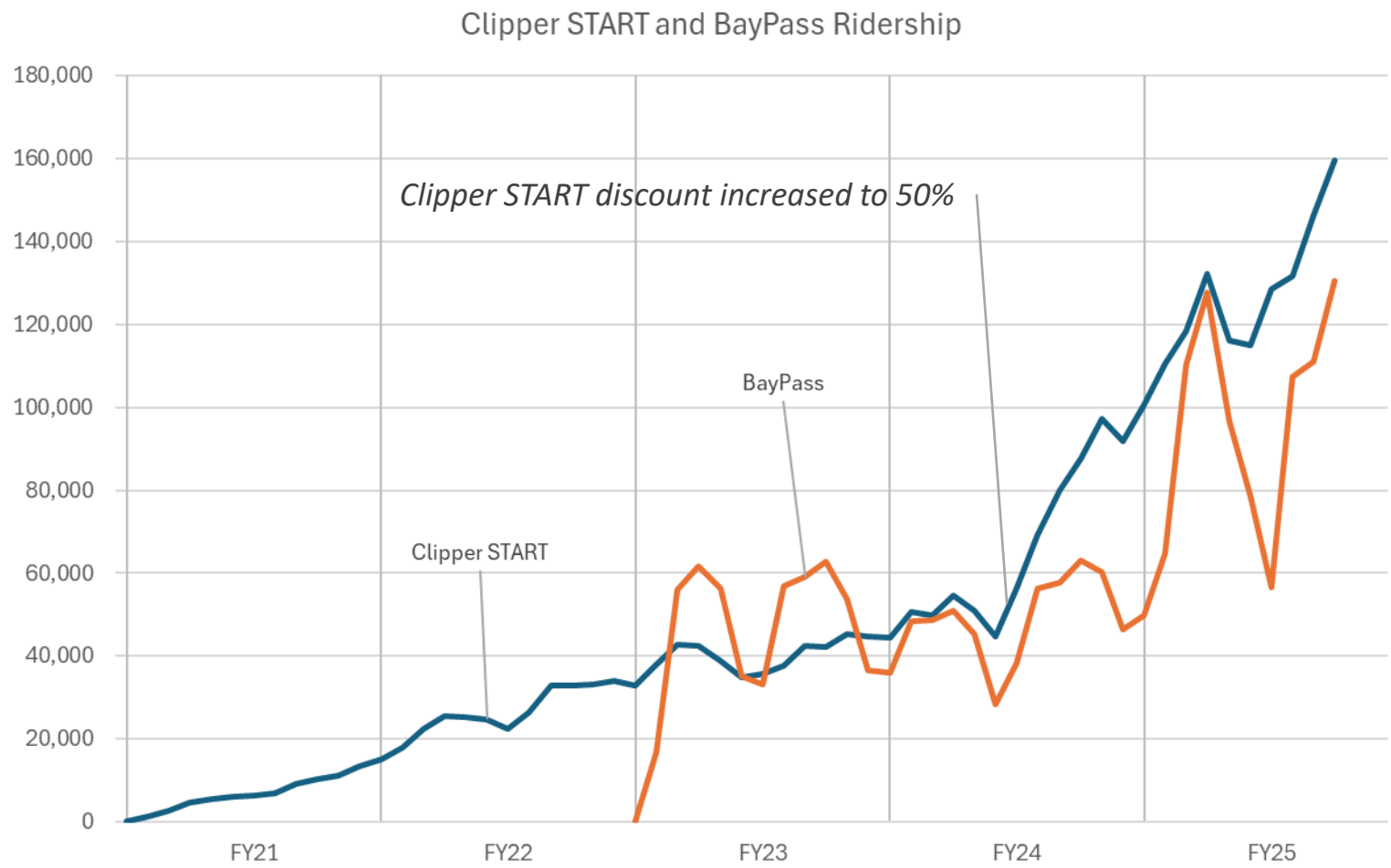


- Ridership was on budget through first half of FY25 and began exceeding expectations in second half
- FY25 projected to end 1% above budget
- Ridership forecasting practice becoming more accurate under post-pandemic conditions

Ridership Forecast



New Fare Products



- Clipper START had strong growth after change to 50% discount in January 2024
- BayPass saw expanded institutional members starting in January 2024
- BayPass BART ridership has strong seasonality due to heavy higher education participation





▶ Operating Sources & Uses



FY26 & FY27 Budget Sources & Uses – Changes since Preliminary Budget

(\$M)	FY25 Projected	FY26 Proposed	FY27 Forecast	Notes
Sources				
Passenger Revenue	2.7	0.3	0.7	Driven by higher-than-expected Q3 actuals
Investment & Other Operating Revenue	2.1	3.9	5.4	Updated parking revenue forecast
Sales Tax Proceeds	1.8	(4.4)	(4.7)	Reduced due to economic outlook
Local and State Financial Assistance	3.3	3.2	2.1	Update to State Transit Assistance forecast
<i>Total Sources</i>	<i>10.0</i>	<i>3.0</i>	<i>3.5</i>	
Uses				
Labor & Benefits	(7.3)	(0.4)	(0.4)	Updated with latest labor expense data; most conservative estimate
Non Labor	(5.2)	0.0	0.0	Updated projections to account for higher anticipated June spending
Priority Capital and Other Allocations	0.0	0.0	0.0	No changes
<i>Total Uses</i>	<i>(12.6)</i>	<i>(0.4)</i>	<i>(0.4)</i>	
Net Change	(2.6)	2.6	3.1	

FY26 & FY27 Sources and Uses Summary

SOURCES & USES	FY25		FY26			FY27		
(\$Millions)	Adopted	Projected	Proposed	Change from FY25 Projected		Forecast	Change from FY26 Proposed	
				\$	%		\$	%
Operating Revenue	297.5	314.1	325.1	27.6	9%	325.8	0.7	0%
Financial Assistance	500.3	500.3	511.8	11.5	2%	516.8	5.0	1%
<i>Total Sources</i>	<i>797.8</i>	<i>814.4</i>	<i>836.9</i>	<i>39.1</i>	<i>5%</i>	<i>842.6</i>	<i>5.8</i>	<i>1%</i>
Operating Expense	1,033.9	1,033.1	1,044.9	11.0	1%	1,086.9	42.0	4%
Debt Service & Allocations	92.2	92.2	107.0	14.8	16%	131.4	24.4	23%
Total Uses	1,126.1	1,125.3	1,151.8	25.8	2%	1,218.2	66.4	6%
Net Result Before Emergency Assistance	(328.2)	(310.9)	(315.0)	13.3	(4%)	(375.6)	(60.6)	19%
Emergency Assistance Applied	328.2	310.9	315.0	(13.3)	(4%)	0.0	(315.0)	(100%)
Net Result After Emergency Assistance	0.0	0.0	0.0	0.0	0%	(375.6)	(375.6)	0%

FY26 & FY27 Operating Revenue

OPERATING REVENUE	FY25		FY26			FY27		
(\$Millions)	Adopted	Projected	Proposed	Change from FY25 Projected		Forecast	Change from FY26 Proposed	
				\$	%		\$	%
Rail Passenger Revenue	235.1	239.8	259.1	19.3	8%	276.9	17.8	7%
ADA Passenger Revenue	0.6	0.6	0.6	0.1	8%	0.7	0.0	3%
Parking Revenue	16.5	17.9	19.9	2.0	11%	22.0	2.1	10%
Other Operating Revenue	21.9	22.6	24.0	1.4	6%	21.3	(2.7)	(11%)
Investment Revenue	23.5	33.2	21.4	(11.7)	(35%)	5.0	(16.4)	(77%)
Total – Operating Revenue	297.5	314.1	325.1	11.0	4%	325.8	0.7	0%

- Rail passenger revenue increasing due to ridership growth and planned Jan 2026 CPI-based fare increase
- Investment revenue income will decrease as BART spends down emergency assistance funds
- FY27 Other Operating Revenue decrease due to forecasted reductions in rents and Digital Railway revenues

FY26 & FY27 Financial Assistance

FINANCIAL ASSISTANCE	FY25		FY26			FY27		
(\$Millions)	Adopted	Projected	Proposed	Change from FY25 Projected		Proposed	Change from FY26 Proposed	
				\$	%		\$	%
Sales Tax Proceeds	320.3	311.9	314.1	2.2	1%	323.0	8.9	3%
Property Tax Proceeds	64.3	66.9	68.0	1.1	2%	69.2	1.1	2%
VTA Financial Assistance	35.2	36.0	35.9	(0.0)	(0%)	37.1	1.1	3%
State Transit Assistance	48.8	49.2	45.8	(3.4)	(7%)	34.1	(11.7)	(26%)
Low Carbon Funding Programs	17.0	17.0	32.2	15.2	89%	37.5	5.3	16%
Local & Other Assistance	14.8	19.3	15.7	(3.6)	(19%)	16.0	0.3	2%
Total – Financial Assistance	500.3	500.3	511.8	11.4	2%	516.8	5.0	1%

- Sales Tax revenues expected to increase at lower growth rate than previously forecast
- State Transit Assistance estimated to decline in FY26 due to diesel sales forecast; larger decline in FY27 due to expected expiration of pandemic-era hold harmless agreement in January 2027

FY26 & FY27 Labor Expense

LABOR & BENEFITS	FY25		FY26			FY27		
(\$Millions)	Adopted	Projection	Proposed	Change from FY25 Projected		Forecast	Change from FY26 Proposed	
				\$	%		\$	%
Wages	528.4	526.9	542.3	15.4	3%	569.9	27.6	5%
Overtime	77.0	88.3	79.7	(8.7)	-10%	81.3	1.6	2%
CalPERS Pension	160.5	157.5	159.1	7.1	5%	168.0	8.9	6%
Active Employee Medical Insurance	89.2	89.6	92.5	0.5	1%	94.3	1.8	2%
Retiree Medical	45.6	45.6	38.2	(7.4)	(16%)	38.4	0.2	1%
Workers' Compensation	21.5	21.5	24.6	3.1	15%	24.6	-	-
Other Labor and Benefits*	29.9	27.7	31.0	0.2	1%	31.0	0.1	0%
Subtotal – Gross Labor	951.9	957.1	967.3	10.2	1%	1,007.5	40.1	4%
Capital Reimbursement Wages	(96.1)	(86.3)	(93.5)	(7.2)	8%	(98.6)	(5.1)	5%
Capital Fringe	(55.1)	(49.5)	(52.0)	(2.4)	5%	(53.7)	(1.7)	3%
Capital Overtime	(20.0)	(24.8)	(20.4)	4.4	(18%)	(20.4)	-	-
Subtotal – Reimbursements	(171.3)	(160.6)	(165.8)	(5.2)	3%	(172.7)	(6.9)	4%
Net – Labor & Benefits	780.6	796.5	801.5	5.0	1%	834.7	33.2	4%

*Other labor and Benefits includes Vision, Dental, Medicare, Life Insurance, Disability, Unemployment, Meal and Uniform Allowances, and Temp Help

All BART Positions by Funding Source & Function

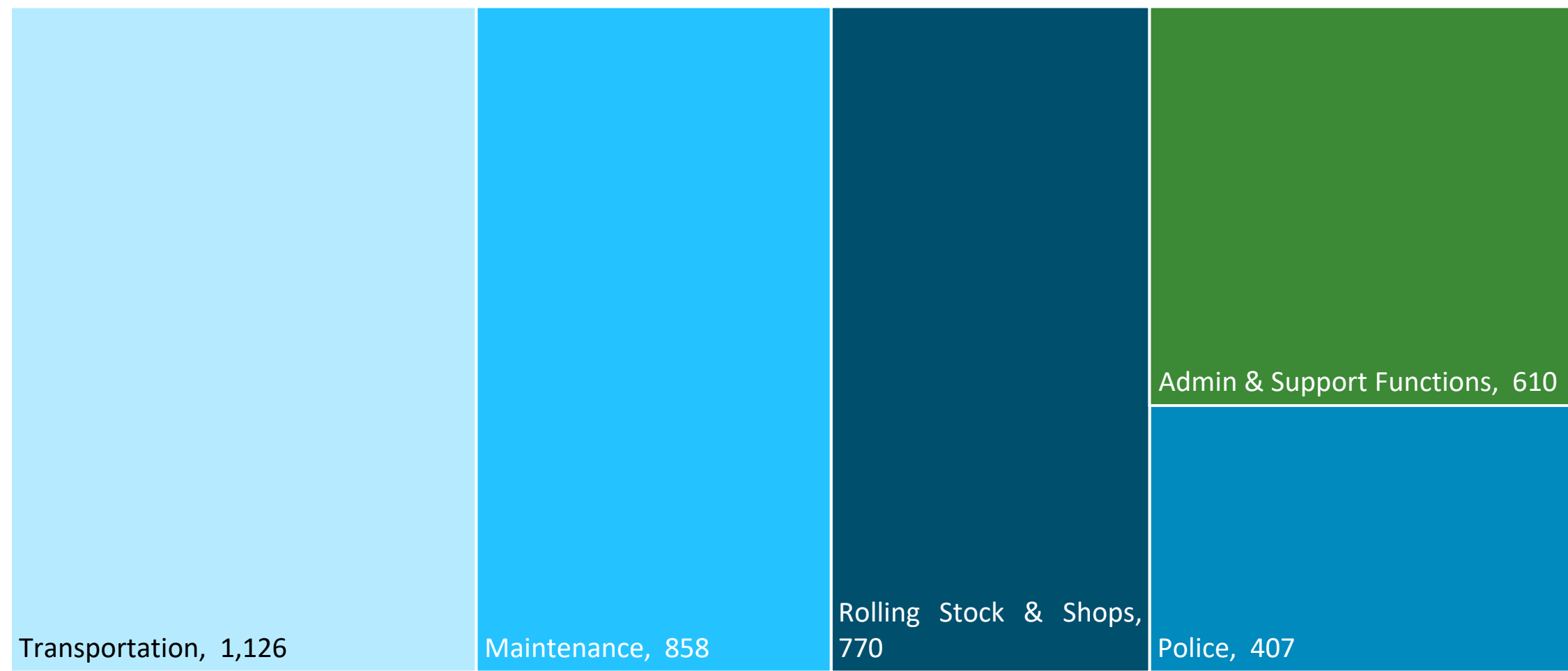
Executive Office or Dept	FY26 Proposed FTEs			Filled and Vacant Positions as of 3/31/25		
	Operating	Cap/Reim	Total	Filled as of 3/31	Vacant Positions	Vacancy Rate
01 - Office of the General Manager	36	18	54	49	5	9%
0101 - General Manager	5	0	5	5	0	0%
1303 - System Safety	16	5	21	18	3	14%
1304 - Office of Civil Rights	15	13	28	26	2	7%
02 - Office of the General Counsel	19	0	19	19	0	0%
04 - Office of the District Secretary	7	0	7	7	0	0%
05 - Office of Administration	168	14	183	183	0	0%
06 - Office of External Affairs	45	5	50	47	3	5%
07 - Police	409	0	409	371	38	9%
08 - Operations	2,787	449	3,236	3,024	211	7%
0103 - Fire Life Safety	18	1	19	15	4	21%
0801 - Operations	3	10	12	9	3	25%
0802 - Maintenance	850	322	1,172	1,039	133	11%
0803 - Rolling Stock and Shops	763	104	867	795	72	8%
0804 - Operations Planning	18	4	22	21	1	5%
0805 - Transportation	1,136	9	1,144	1,146	0	0%
10 - Office of Infrastructure Delivery	62	302	364	295	69	19%
12 - Office of the Chief Information Officer	58	3	60	55	5	8%
14 - Capitol Corridor	0	26	26	22	4	15%
17 - Office of the Independent Police Auditor	5	0	5	4	1	20%
19 - Office of the Inspector General	6	0	6	4	2	33%
20 - Office of Planning & Development	36	7	43	40	3	7%
21 - Office of Chief Financial Officer	123	17	139	126	13	9%
Grand Total	3,760	840	4,600	4,246	354	8%

Not all positions are filled at all times

Vacancy rates as of March 31, 2025:

- Operating: 5.8%
- Capital: 19.3%
- Overall: 8.3%

Position Detail: FY26 Budgeted Operating Positions



FY26 & FY27 Non Labor Expense

NON LABOR	FY25		FY26			FY27		
(\$Millions)	Adopted	Projection	Proposed	Change from FY25 Projected		Forecast	Change from FY26 Proposed	
				\$	%		\$	%
Clipper, Ticket Sales & Bank Fees	15.1	7.1	7.3	0.2	3%	7.3	-	-
Insurance	10.9	10.9	9.8	(1.1)	(10%)	9.8	-	-
Materials & Supplies	50.8	49.8	47.2	(2.6)	(5%)	47.4	0.2	0%
Professional & Technical Fees	50.7	49.4	48.4	(1.0)	(2%)	50.6	2.2	5%
Repairs & Maintenance	12.3	10.8	13.4	2.6	24%	13.5	0.1	1%
Rent	4.0	4.0	3.9	(0.1)	(1%)	4.0	0.1	2%
Power	61.6	58.6	65.0	6.4	11%	68.8	3.8	6%
ADA Paratransit	22.5	23.2	26.3	3.1	13%	27.8	1.5	6%
Purchased Transportation	8.6	8.4	8.6	0.2	2%	8.5	(0.1)	(1%)
Utilities	9.1	7.9	8.6	0.7	9%	8.6	(0.0)	0%
Other Miscellaneous	7.6	6.6	4.9	(1.8)	(26%)	5.9	1.0	21%
Total – Non Labor	253.2	236.6	243.4	6.7	3%	252.1	8.8	4%

- FY27 Non-Labor increases in traction power based on planned service levels and associated power procurement, transmission, and delivery charges
- FY27 increases for biennial BART Board elections, estimated operating costs for new BART Police Headquarters, and paratransit

FY26 & FY27 Debt Service & Allocations

DEBT SERVICE & ALLOCATIONS	FY25		FY26			FY27		
(\$Millions)	Adopted	Projection	Proposed	Change from FY25 Projected		Forecast	Change from FY26 Proposed	
				\$	%		\$	%
Debt Service	60.2	60.2	60.2	0.0	0%	55.8	(4.4)	(7%)
Capital Reinvestment	29.1	29.1	43.8	14.8	51%	34.2	(9.6)	(22%)
Priority Capital Projects/Programs	-	-	-	-	-	38.4	38.4	0%
Other	3.0	3.0	3.0	-	-	3.0	-	-
Total – Debt Service & Allocations	92.2	92.2	107.0	-	0%	131.4	24.4	23%

- Debt Service required to repay prior year sales tax backed debt issuances for capital investment
 - Planned refunding expected to reduce debt service costs beginning in FY27
 - TIFIA debt service begins in FY29
- BART Allocations are primarily for required capital investment commitments
 - Capital Reinvestment is used to leverage matching federal (FTA) capital funds for state of good repair work
 - Priority Capital represents BART's funds committed to the Core Capacity Program, memorialized in a Full Funding Agreement with FTA; allocation was deferred in FY25 and FY26 based on anticipated project cashflow needs, returns in FY27
- Other allocations includes contractual and mandatory contributions (OAC reserve, inventory, LED lighting financing)

Five-Year Outlook

(\$Millions)	FY26 Proposed	FY27 Forecast	FY28 Forecast	FY29 Forecast	FY30 Forecast
Operating Revenues	325	326	341	353	368
Financial Assistance	512	517	533	550	567
Total Regular Revenues	837	843	875	902	935
Operating Expense	1,045	1,087	1,115	1,147	1,164
Debt Service & Allocations	107	131	136	119	128
Total Uses	1,152	1,218	1,251	1,266	1,292
<i>Operating Result</i>	(315)	(376)	(376)	(363)	(357)
State/Regional Emergency Assistance	315	0	0	0	0
Total Net Result	0	(376)	(376)	(363)	(357)
Preliminary Budget Deficit	0	(379)	(380)	(368)	(362)
<i>Change since Preliminary Budget</i>	<i>0</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>5</i>

Timeline and Next Steps



March 31

April 10

May 8

May 22

June 12



FY26 & FY27
Preliminary
Budget Memo
(PBM) released

FY26 & FY27
Preliminary
Operating Budget
Overview

FY26 & FY27
Preliminary Capital
Budget Overview

FY27 Operating
Budget Scenarios

FY26 & FY27 Source, Uses
and Service Plan

FY25 Q3 Financial Report

FY26 Proposition 4
Appropriations Limit

Title VI Analysis for 2026
CPI-Based Fare Increase

FY26 Budget
Adoption

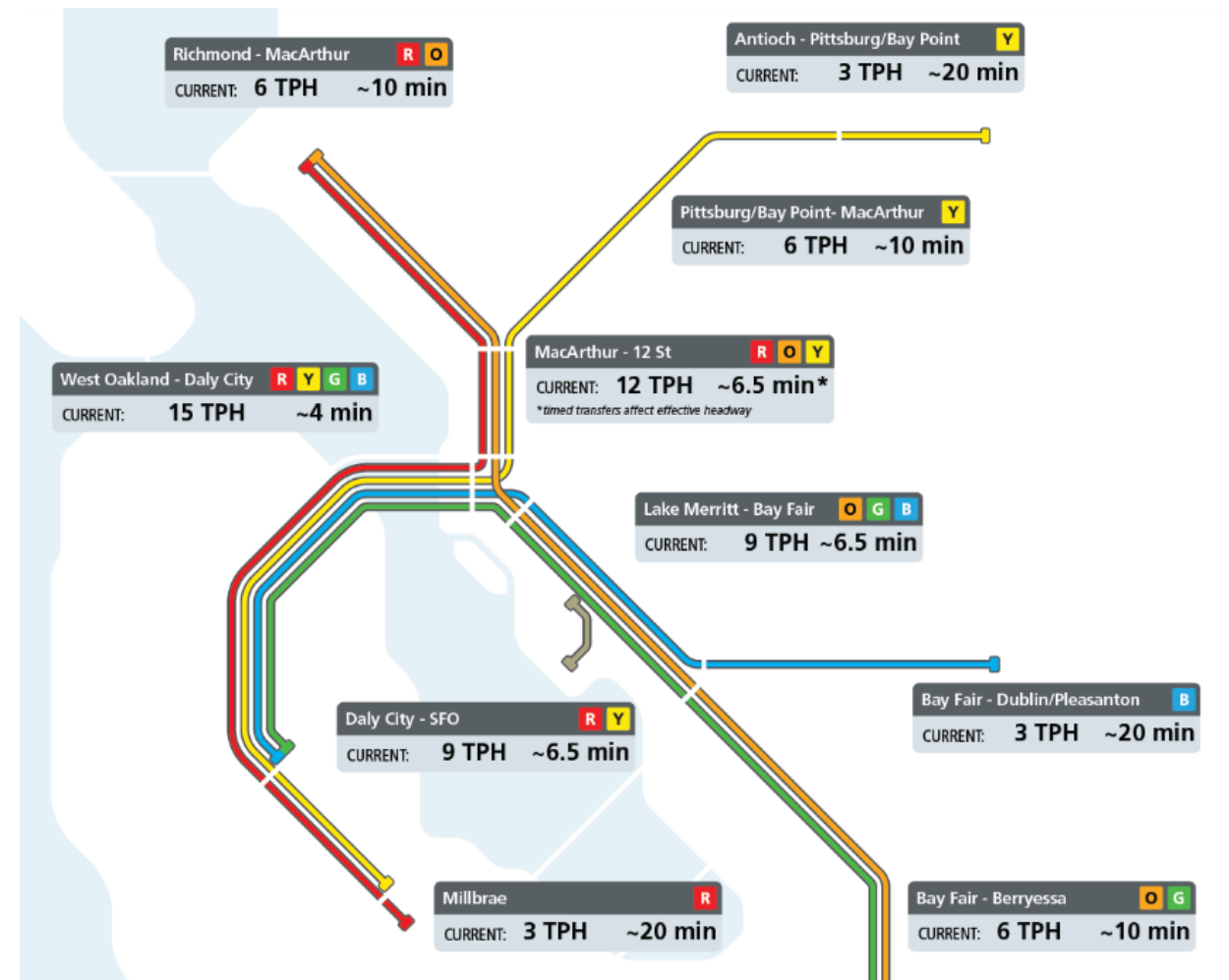


▶ Rail Service Plan



BART's service pattern since 2023 has been effective, optimal, and stable

- 7-day base service of 3 trains-per-hour (TPH)
- Yellow line service to 6 TPH on weekdays
- 5-line daytime, 3-line evening service
- Deploy event trains as needed



Weekday daytime 5-line service

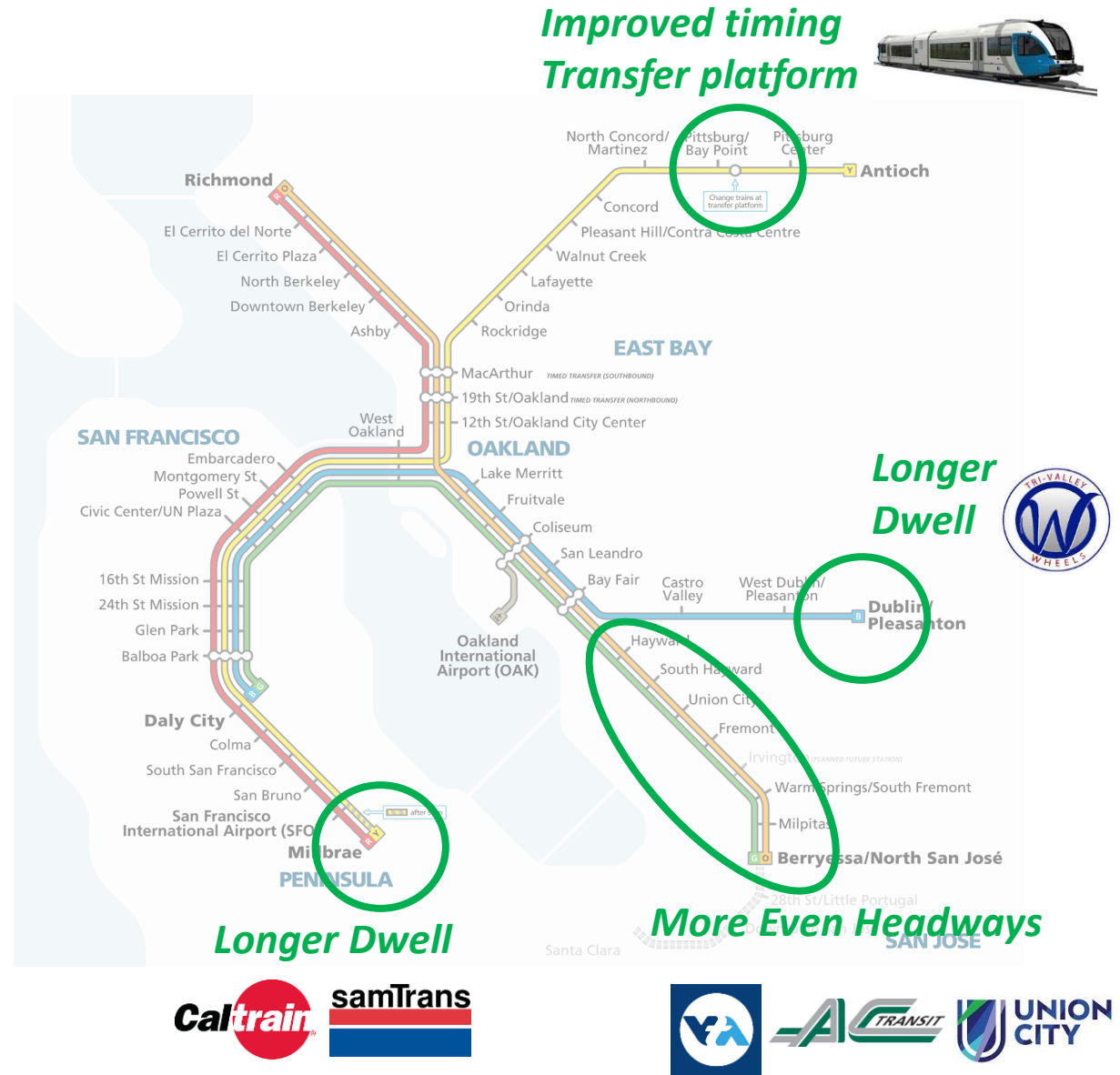
Priorities for August schedule change

Regional Coordination and Connectivity:

- Aligned regional schedule changes: January/August
- Early release of BART timetable to the region; makes time to design improved connections
- **Dublin:** Longer end-of-line (EOL) dwell time for improved LAVTA Wheels connections
- **Millbrae:** Longer EOL dwell time for improved reliability of Caltrain and SamTrans connections
- **Hayward to Berryessa:** More even composite headways between the Orange & Green lines for improved connections with VTA, AC, Union City

Efficient Operations:

- Minor tuning of headways and train timing
- Continue targeted lengthening of 6-car trains to 8-car trains, as warranted by ridership



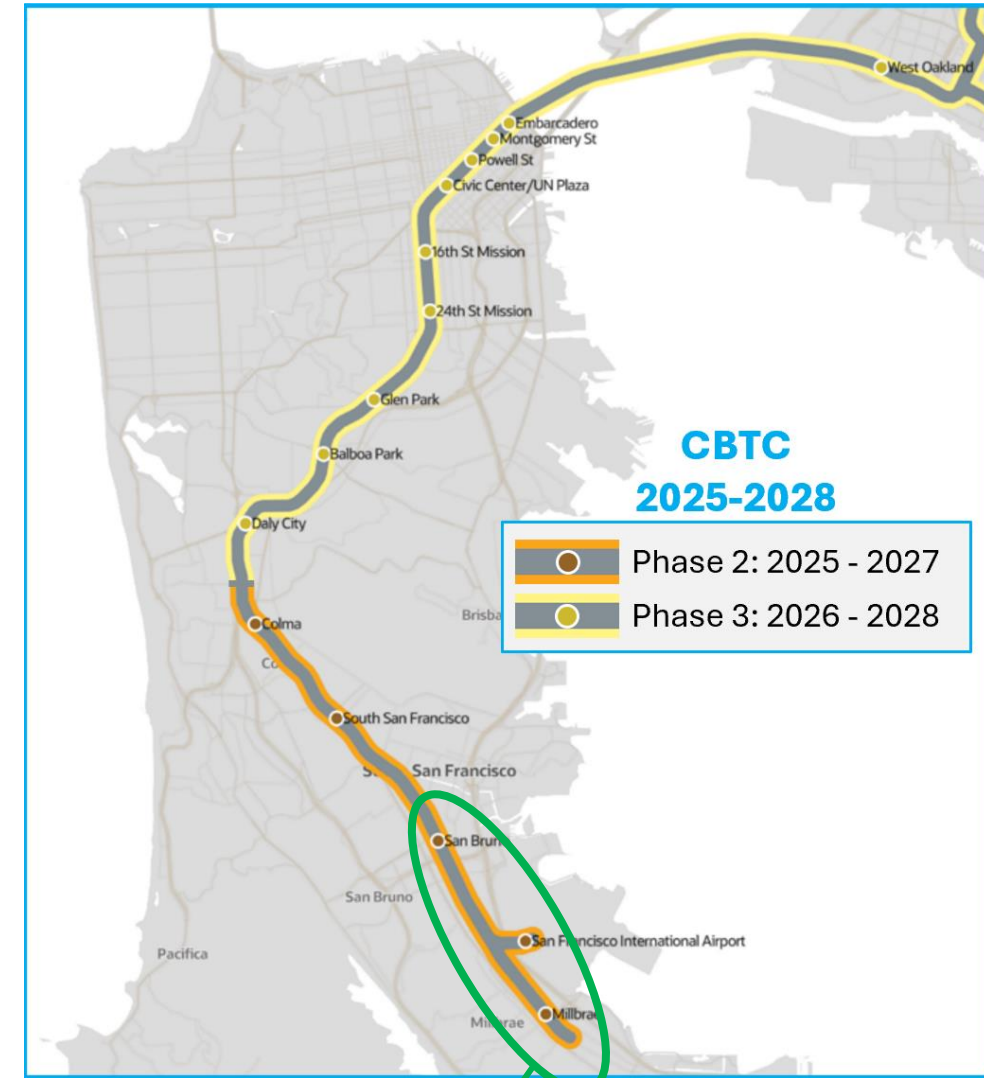
Upcoming CBTC construction (2025 – 2027)

Installation of CBTC equipment during revenue service:

- Phase 2: Millbrae to Daly City
- 2025 work areas; near Millbrae and SFO
- Early-out single-tracking after 9:30 pm

Operations impact:

- Single-train delay during work equipment deployment
- 5- to 10-minute delays to/from SFO after 9:30 pm
- Continue train shuttle operation between SFO and Millbrae to mitigate delays
- Periodic use of alternate non-standard platforms



Planned work 2025

2026 brings important regional events to the Bay Area

- Super Bowl LX
 - Venue: Levi Stadium and fan-fest/viewing across the Bay Area
 - February 8, 2026
- FIFA World Cup
 - Venues: Levi Stadium and fan-fest/viewing across the Bay Area
 - June 13 – July 1, 2026
- Collaboration and Planning
 - Bay Area Host Committee
 - NFL, FIFA
 - Transit operators; local, regional and national
 - Marketing, messaging, signage, coordinated fare products



The Bay Area is hosting the world in 2026

BART advancements – ready to meet the moment

Great Service

- Key infrastructure pieces are in place
 - New railcar fleet
 - Next generation fare gates
 - Track & system upgrades
 - New canopies
 - New escalators
 - Gateway stations: SFO, Powell, Milpitas, and more
- Coordinated regional service planning
- Reliability growth

Great User Interface

- Next Generation Clipper - contactless bank card payment
- BART App update
- Digital Railway – WiFi in BART stations and on trains
- Regional mapping and wayfinding project



Discussion

