

San Francisco Bay Area Rapid Transit District

Board Workshop 2026



Welcome



Board Workshop Agenda

Topic	Duration
2026: A Defining Year for BART (15 min presentation, 45 min discussion) <ul style="list-style-type: none"> • Intro remarks • Importance of BART to the region • FY27 budget strategy and timeline lookahead 	60 min
Break	5 min
Connect Bay Area Measure Fails FY27 Budget (45 min presentation, 90 min discussion) <ul style="list-style-type: none"> • Budget framework and phasing approach • Service reductions and non-service budget actions 	135 min
Lunch (Multi-purpose Room)	60 min
Grow Ridership and Build Confidence (30 min presentation, 60 min discussion) <ul style="list-style-type: none"> • Focus on financial stability: efficiencies and cost savings • The New BART has arrived: focus on the customer 	90 min
Next steps on the Alternative Service Framework (10 min presentation, 20 min discussion)	30 min
Public Comment and Adjournment	15 min



2026: A Defining Year for BART

Board Workshop

February 12, 2026

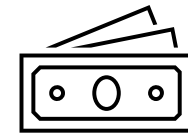
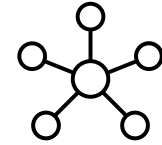


Importance of BART to the Region

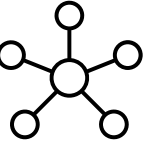


BART is Integral to the Region

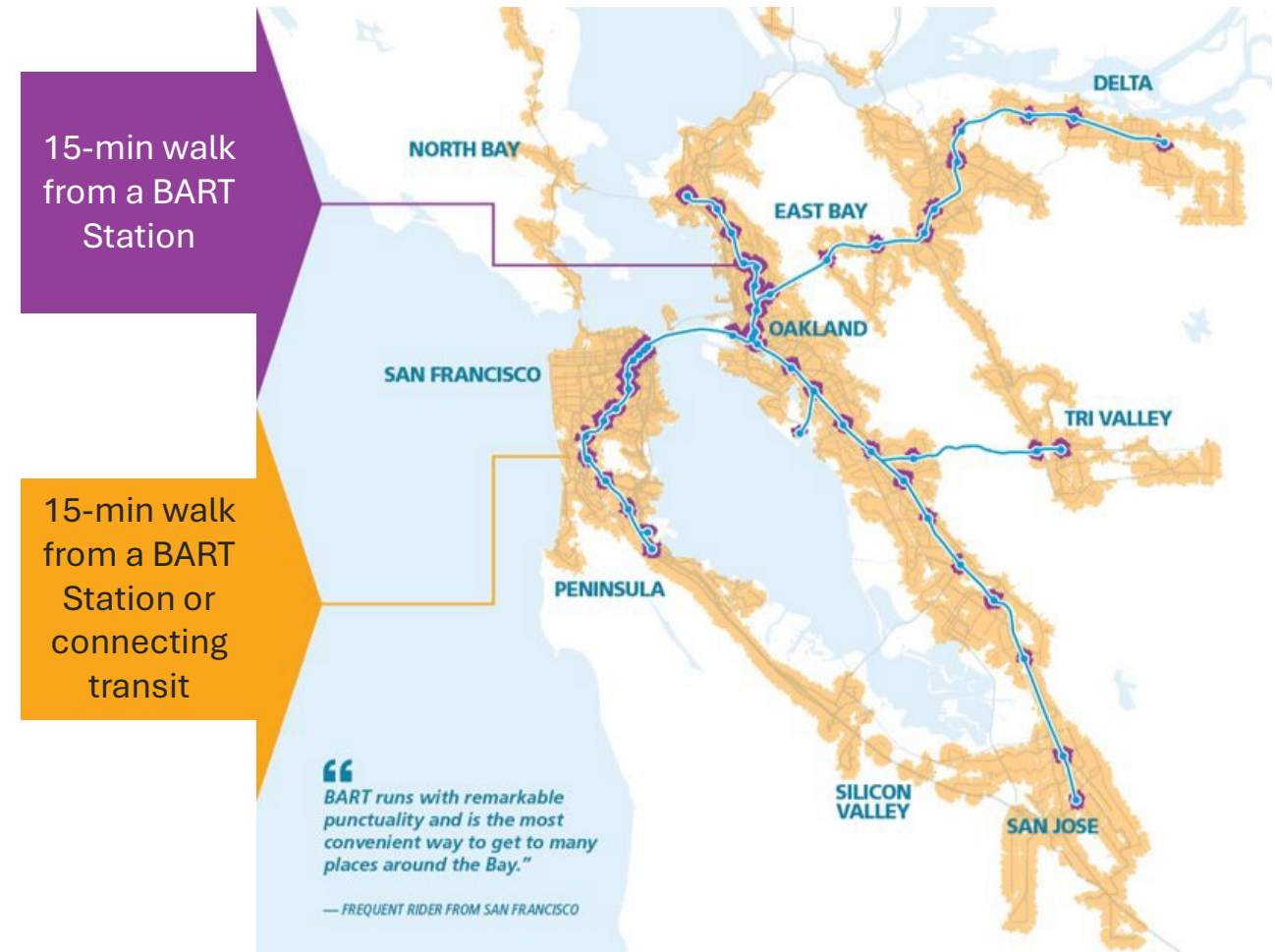
- **Critical Regional Connectivity:** BART connects communities to jobs and destinations efficiently and is core to the region's seamless transit network
- **Keeps Cars Off the Road and Protects Our Environment:** Without BART, increased traffic congestion threatens sustainability, quality of life and climate goals
- **Grows the Regional Economy:** BART station areas generate substantial revenues for local government and businesses



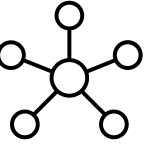
BART Connects the Bay Area to Jobs and People



- Within a 15-min walk of BART:
 - 800k jobs
 - 670k residents
- Within a 15-min walk of BART or connecting transit:
 - 2/3 of regional jobs
 - 61% of regional residents
- BART underpins the regional transit network:
 - 87% of transfers include a leg on BART
 - 300+ unique connecting routes



BART Serves Corridors with No Transit Alternatives



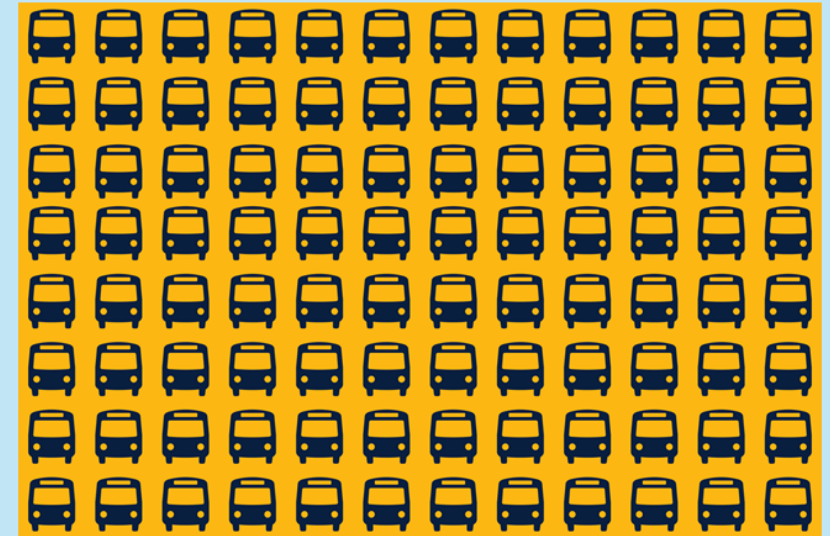
- BART is the **only transit service** between the inner Bay Area and points east of the Caldecott Tunnel and Castro Valley
- Replacing BART with buses would subject riders to congestion, crashes, weather, and other road delays, reducing reliability
- To match BART's speed, buses would require dedicated lane and signals on highways and local roads

In a typical midweek morning peak hour...

Six Yellow line trains carry **nearly 4,000 people** through the Caldecott Tunnel toward Oakland



120 buses would be needed to move those people

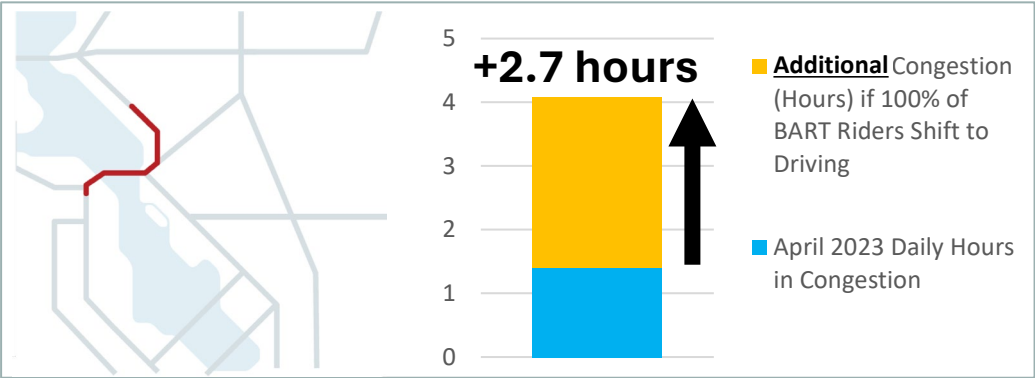


Source: Average October 2025 Wednesday's 7:30am-8:30am westbound passenger load between Rockridge and Orinda. Assumed (1) comparable bus service would use motor coach with 67 seats per existing regional services that operate on highways; and (2) a bus would require twice the run time vs. BART to maintain the same headway based on County Connection express service vs. BART run time between Walnut Creek and Antioch.

BART Saves the Region in Time and Money

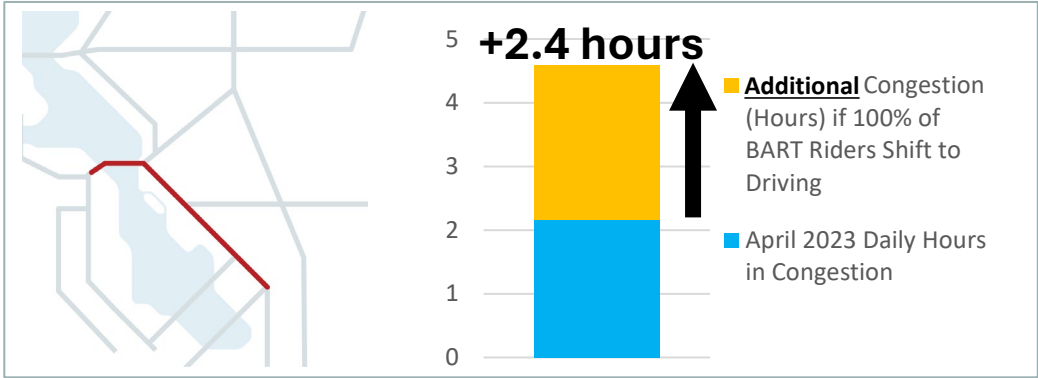


Driving to/from El Cerrito and Downtown SF



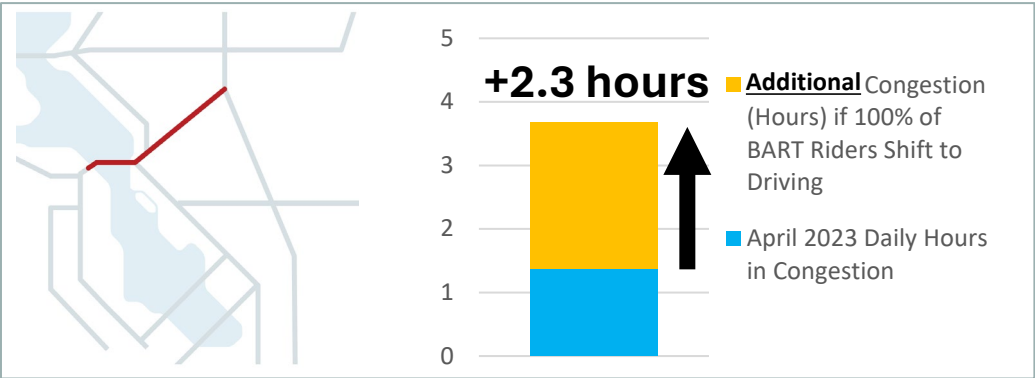
Daily congestion increase equates to \$12,900 annually lost per person

Driving to/from Fremont and Downtown SF



Daily congestion increase equates to \$11,700 annually lost per person

Driving to/from Walnut Creek and Downtown SF



Daily congestion increase equates to \$11,100 annually lost per person

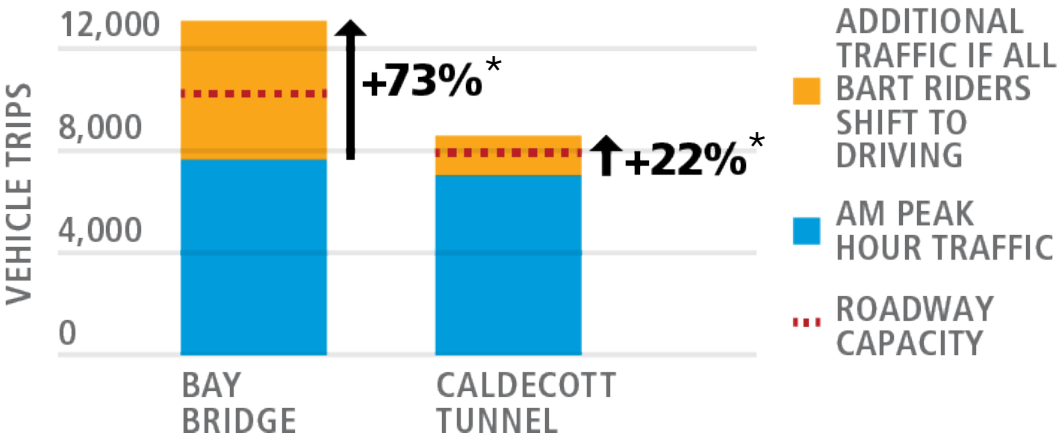
Source:

- Daily congestion increase from BART’s 2024 Role in the Region Study and is based on typical 2023 Wednesday AM peak hour congestion increase if 100% of riders shifted to driving multiplied by two (assumed bi-directional congestion increase is the same).
- Annual cost calculation: Bureau of Labor Statistics SF Bay Area 2024 Average Hourly Wage (\$48.15); Value of time factor for unpaid commute trips in 2023 based on Victoria Transport Policy Institute’s Research (50%); and four roundtrips weekly, 50 weeks annually.

BART Eases Bottlenecks and Cuts Emissions

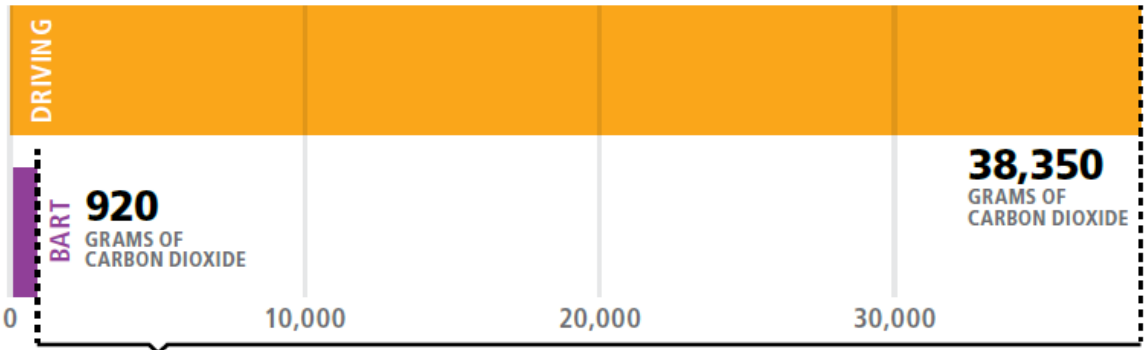


Traffic Without BART



*Increase would require **3 additional highway lanes** on the Bay Bridge and **1 additional lane** in the Caldecott Tunnel

Vehicle Emissions per Person per Roundtrip: Pittsburg/Bay Point to SFO



42x More greenhouse gases emitted per mile of driving than BART

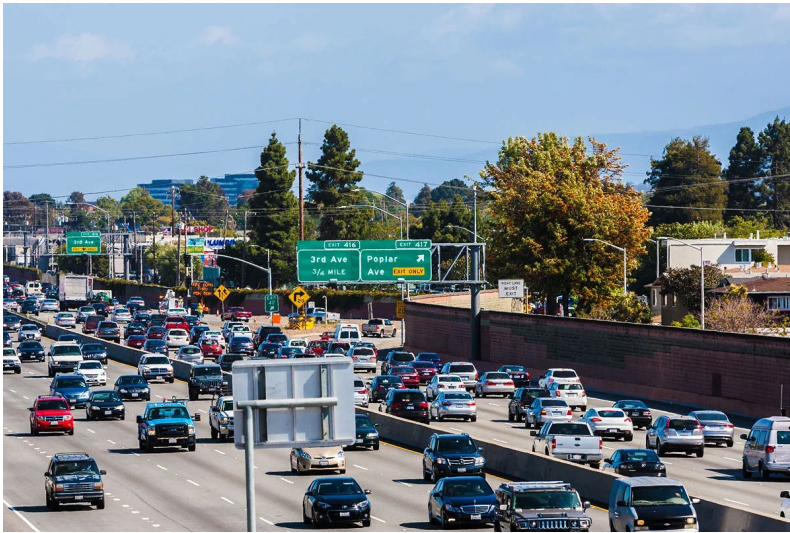
Source: Traffic without BART - additional volume calculated based on average weekday westbound AM peak hour BART ridership through the Transbay Tube and the Yellow Line near the Caldecott Tunnel, assuming 100% vehicle mode shift and a 1.52 vehicle occupancy (NHTS, 2022). Vehicle emissions estimated based on 397 g/mi of CO₂ equivalent (EPA, 2022) and BART emissions estimated based on 0.021 CO₂ eq (lb/passenger-mile) (BART, 2023). One-way trip distance between SFO and Pittsburg Bay Point is 48.3 miles.



BART Capacity Would be Costly to Match

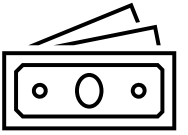


- **An additional highway lane** would be needed if all morning peak hour BART riders from San Mateo County shift to driving
- A lane would cost the region **\$460M+ per mile**, not to mention the lack of space to widen US-101

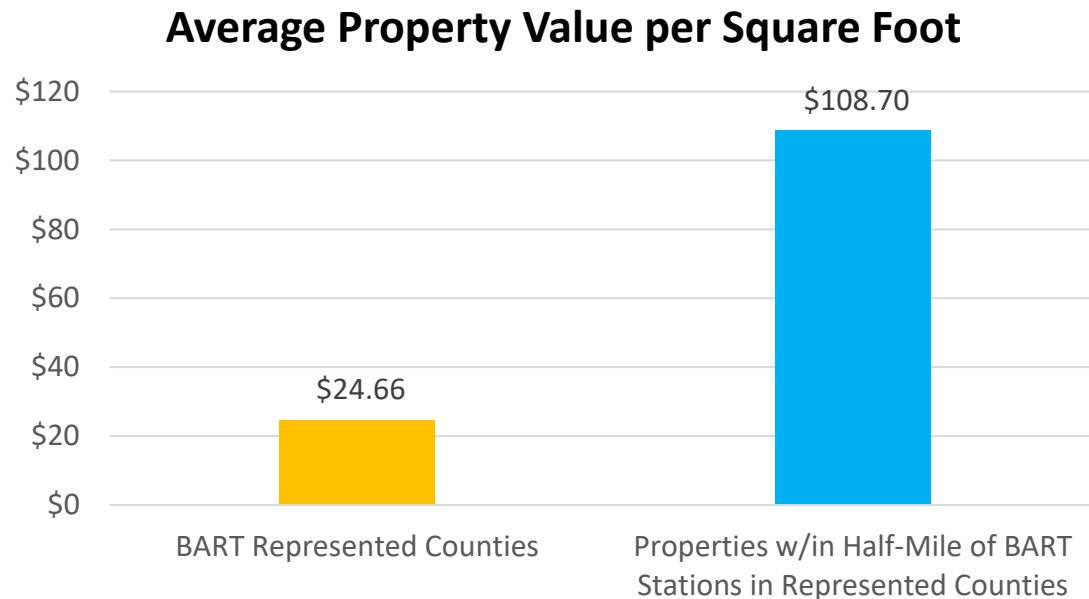


Source: Morning peak hour riders is based on mid-week October 2025 (~2,600 riders). Analysis assumes 1.52 person per automobile (NHTS, 2022) and freeway capacity of 2,000 vehicle/hour/lane (Highway Capacity Manual, 2014). Highway lane cost based on lane addition in a major urbanized area (FHWA, 2012) escalated to 2024 \$ based on the National Highway Construction Cost Index (FHWA, 2024). Photo Credit: San Mateo Daily Journal.

BART Stations Areas Drive Local Tax Revenues

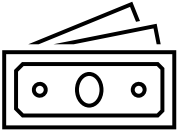


- Average property value within half mile of BART Station is **more than four times** than the average property value in BART represented counties
- These station areas had \$300B of assessed property value in 2024 and generated \$3+ billion in property tax revenue for local governments

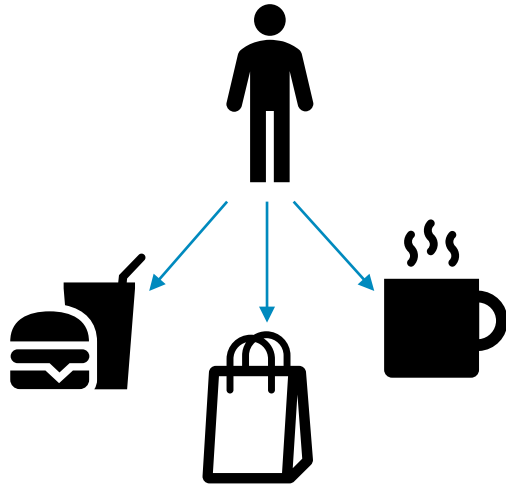


Source: Analysis is based on 2024 County Assessors' Data and excludes properties that are not taxable (e.g., publicly owned land). Station Area property tax revenue is based on CA's 1% general property tax levy, and does not include additional special taxes, assessments, and debt payment rates that voters in many jurisdictions have approved.

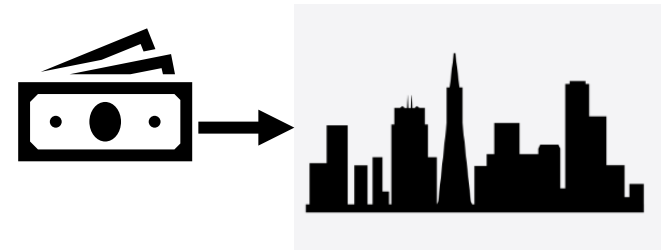
BART Fuels the Bay Area's Local Businesses



A Bay Area worker
spends on average \$34
daily around work



In **Downtown SF**, BART
commuters spend an average of
\$850,000 daily in local businesses

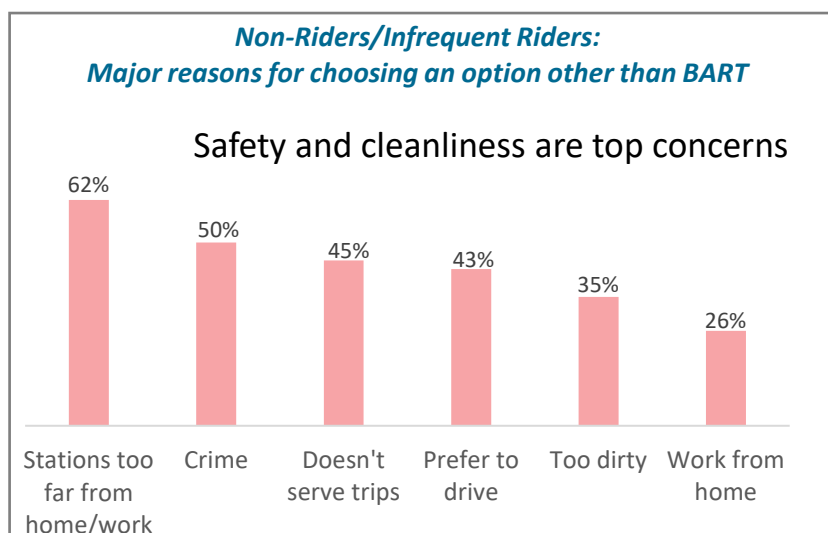
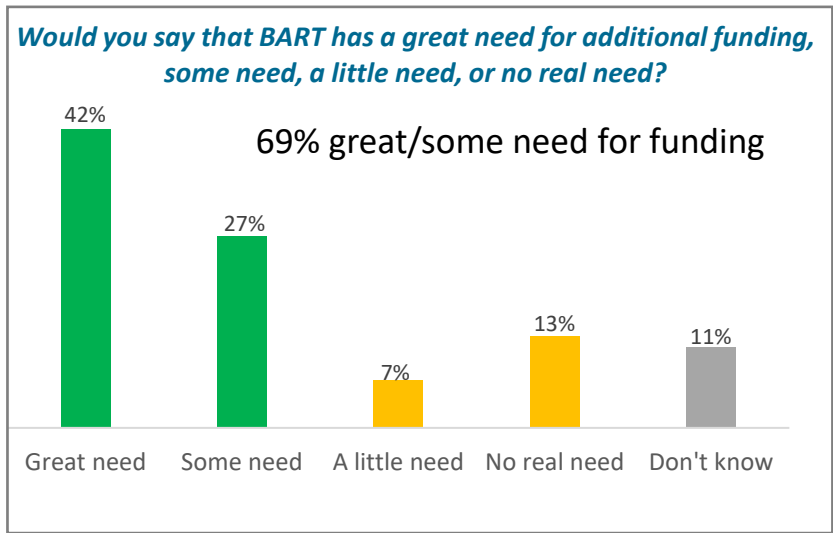
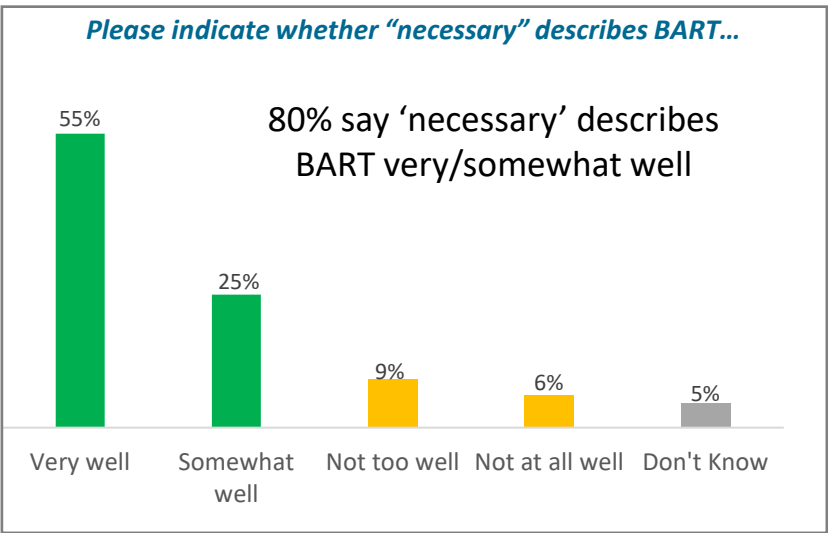
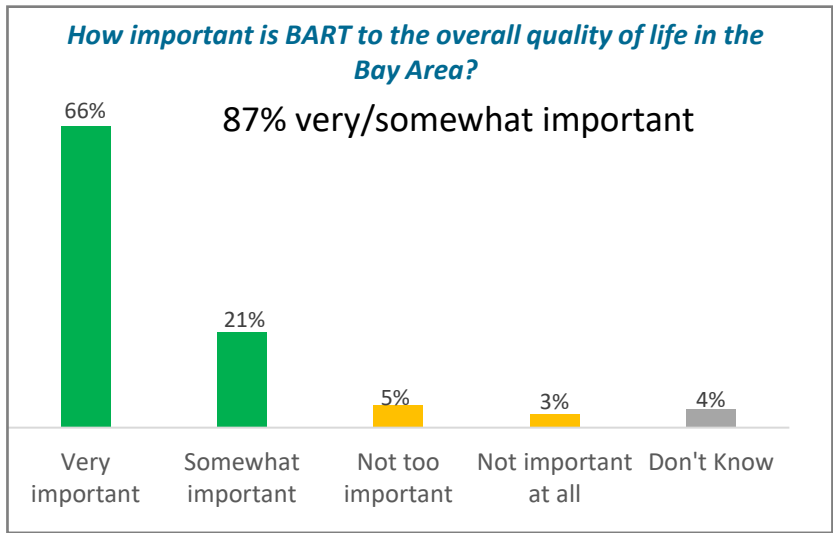


Source: Based on Nicholas Bloom's Work From Home Study (2021) asking respondents their weekly spending near their employer's business premises in 2019. Morning is defined as September 2025 station exits between 6-10AM at Embarcadero, Montgomery, Powell, and Civic Center (~35,000); this analysis applied a factor (% of weekday riders exiting these stations going to workplace) of 68% to these exits based on BART's 2025 Station Profile Survey.

Resident Survey: Overview

- Resident survey conducted in January with the following objectives:
 - Provide snapshot of ridership in the five-county service area
 - Better understand non-rider sentiment in order to grow ridership
- Sample designed to be representative of adults in the five-county area
 - Conducted via multiple modes (online via email, text, or mail invitation, and by phone)
 - Sample size: 1,397
 - Not a voter poll or a rider survey
 - 33% regular riders (at least once/month); 67% non-riders (less than once/month or never)
- Presentation of results to be scheduled for future Board meeting in March
 - Detailed analysis as well as plan for how results will be used

Resident Survey: Key Themes for Growing Ridership



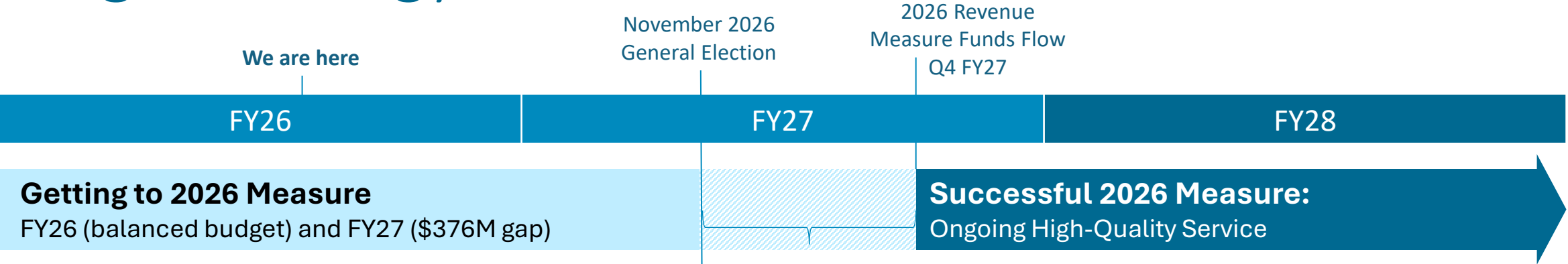
- Messaging about benefits of BART likely to resonate with 5-county residents:
- Ensuring people without a car can get around
 - Reducing traffic
 - Ensuring seniors, youth and people with disabilities can get around
 - Ensuring low-income people can get around



FY27 Budget Strategy and Look Ahead



Budget Strategy Timeline



Strategy Approach:

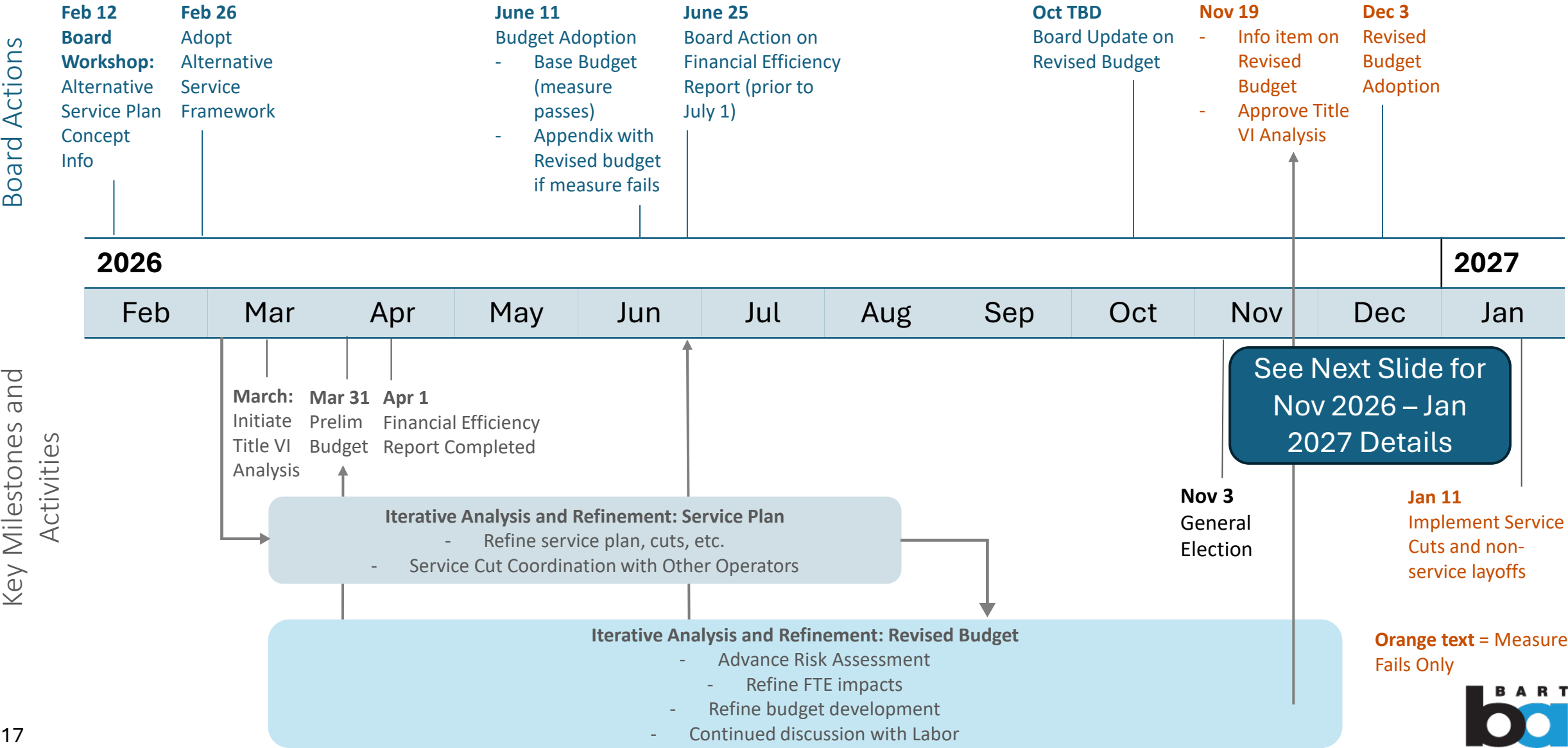
- **High Quality Service:** focus on high-quality service, continue right-sizing service-plan based on ridership trends
- **Bridge the Funding Gap:** efficiencies and prudent cuts, one-time actions, limited use of cost deferrals and borrowing
- **Advocacy, Communication and Education:** advocate for additional funding from funding partners, ongoing public communication and education on impacts of service cuts

Beyond 2026 if Measure Fails
Unsustainable Funding Model

Strategy Approach:

- **Deep Cuts:** implement major service cuts and workforce reductions (e.g., close stations, reduce frequency and hours), resulting in reduced ridership/fare revenue and worse customer experience
- **Implement Emergency Financial Measures:** additional fares and parking fee increases, defer more current obligations (resulting in increased future costs)
- **Advocacy, Communication and Education:** continue to engage, advocate, educate the public, and explore funding options

FY27 Key Activities and Actions

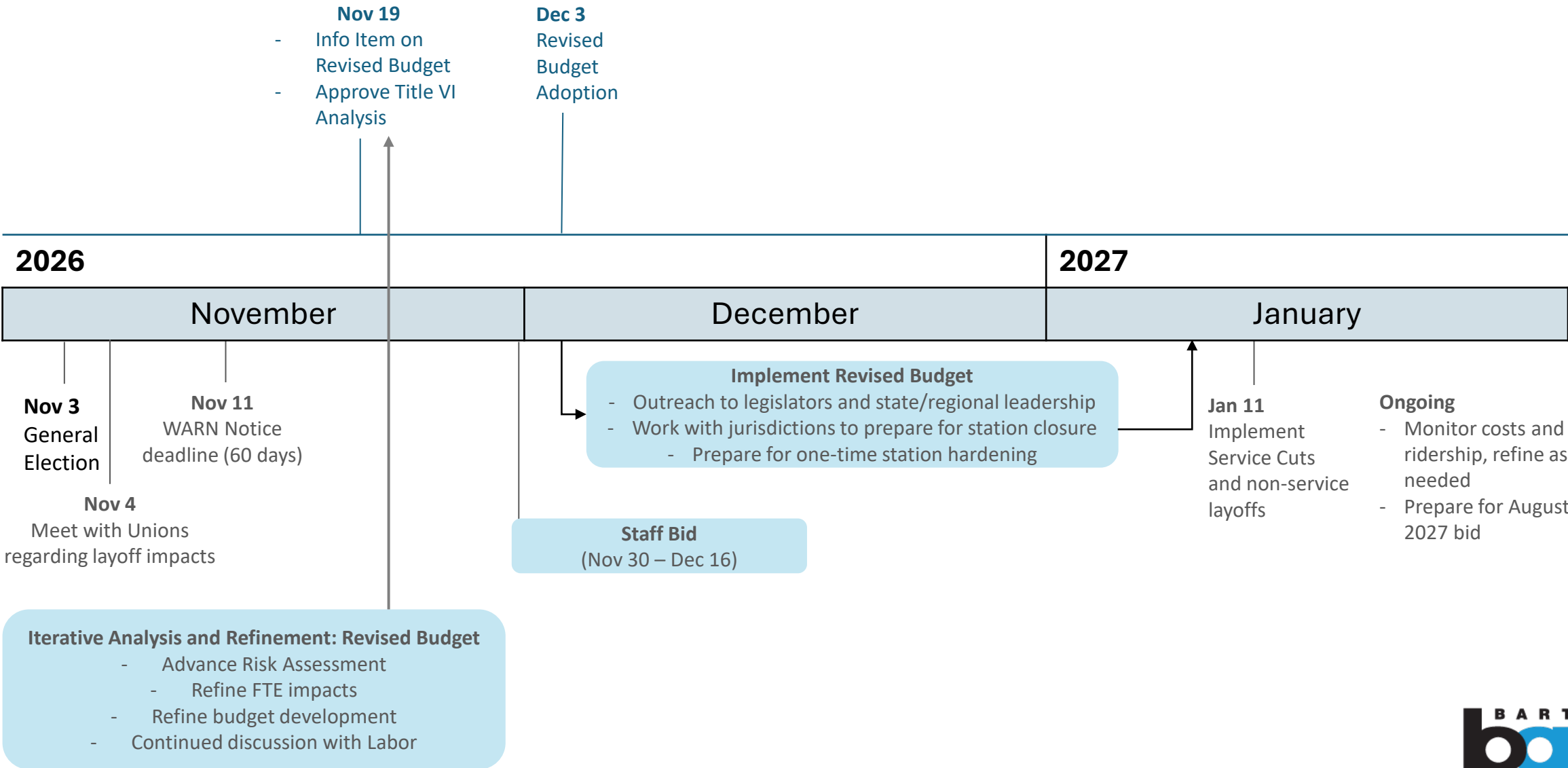


FY27 “Measure Fails” Key Activities and Actions

Nov 2026-Jan 2027

Board Actions

Key Milestones and Activities



Discussion

