



San Francisco Bay Area Rapid Transit 2026-2035 Sustainability Action Plan

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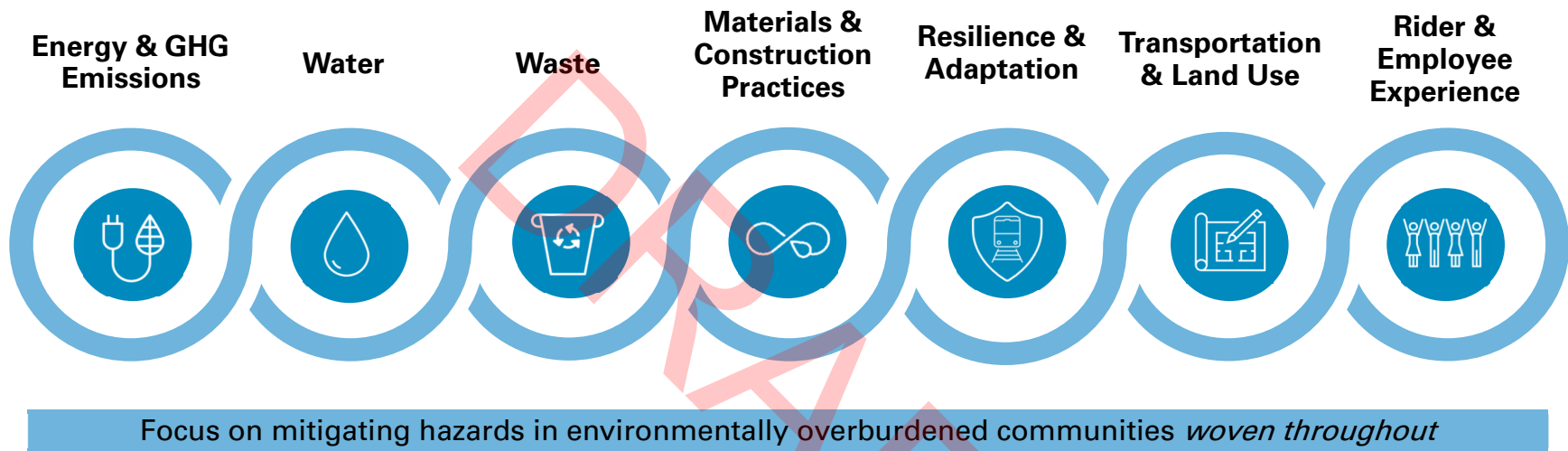
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Executive Summary

The 2026-2035 SAP is organized into seven key categories:



Each category outlines a clear goal supported by specific actions and measurable targets.

Energy & Greenhouse Gas (GHG) Emissions

- **Goal:** Use energy efficiently and phase out operational GHG emissions.
- **Actions:** Electrify fleet and facilities, expand renewable energy, improve energy monitoring, and reduce fossil fuel reliance.
- **Target:** 56% reduction in GHG emissions and 5% reduction in energy use by 2030.

Water

- **Goal:** Use water efficiently and minimize potable water use.
- **Actions:** Conduct water audits, upgrade water fixtures, improve leak detection, and pursue water reuse strategies (such as purple pipe and rainwater/stormwater sources).
- **Target:** 18% reduction in potable water use by 2030.

Waste

- **Goal:** Divert waste from landfill and minimize contamination.
- **Actions:** Expand recycling and composting programs, reduce single-use materials, and improve construction, demolition and maintenance project waste management.
- **Target:** Reduce contamination rates by 25% and increase recyclables capture rate by 25% by 2030.

Materials & Construction Practices

- **Goal:** Choose sustainable materials, construction practices, and approaches to operations.
- **Actions:** Adopt sustainable design standards and procurement practices.
- **Target:** Adopt Green Procurement Policy by 2030.

Resilience & Adaptation

- **Goal:** Adapt BART assets and operation services to be more resilient to the impacts of climate change.
- **Actions:** Conduct local hazard mitigation planning and a multi-hazard risk assessment, integrate resilience into capital planning, and implement hazard mitigation strategies.
- **Target:** Complete resilience planning and assessments for all critical infrastructure and start implementing adaptation measures by 2028.

Transportation & Land Use

- **Goals:** Increase transit-oriented development (TOD) to improve station access for more residents. Increase transit, bicycle, and pedestrian mode share to BART stations.
- **Actions:** Improve station access for pedestrians and cyclists, enhance multi-modal and transit connections, expand electric vehicle charging stations (EVCS), and increase transit-oriented development (TOD) projects.
- **Targets:** Deliver 5,334 residential units (total) and 874 thousand square feet of commercial space (total) through TOD development by 2030.

Rider & Employee Experience

- **Goal:** Improve rider and employee experience on the BART system.
- **Actions:** Improve station cleanliness and air quality, create more comfortable, welcoming, and safer station and train environments, provide sustainability education, and improve building systems to better support employees.
- **Targets:** 75% rider satisfaction with station and train environment.

Context

Continuing the Journey

The San Francisco Bay Area Rapid Transit District (BART) is more than a transit system—it's the backbone of the Bay Area. Every day, it connects people to jobs, schools, healthcare, and each other, linking key destinations across the region, including ferry terminals, airports, and other major transit systems. As the Bay Area grows and changes, BART's role in supporting a more sustainable, resilient, and just future has never been more important.

The 2026–2035 Sustainability Action Plan (SAP) outlines how BART will continue to support climate resilience, public well-being, and responsible environmental practices through its operations and services. From reducing greenhouse gas emissions and conserving water to expanding access to clean, reliable transit, this plan reflects BART's commitment to improving quality of life for all who live, work, and travel in the region.

Sustainability covers both environmental and social factors – protecting the environment and the people within those environments go hand in hand. BART aims to create cleaner air, safer stations, and more accessible communities, helping make Bay Area transit essential and transformative.

Shaping the Future

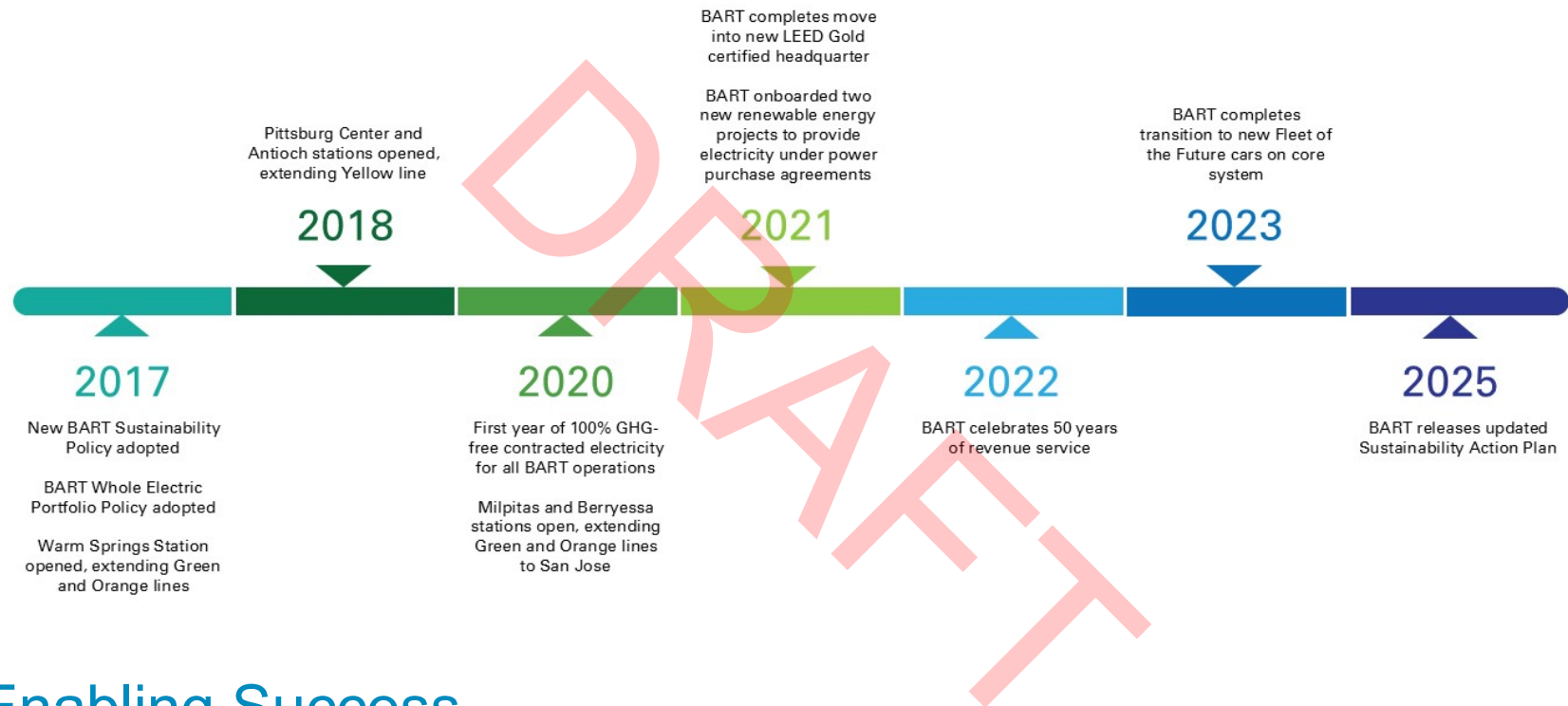
The Bay Area is known for its innovation, vibrancy, and natural beauty—but it also faces growing challenges from climate change, air pollution, and public health disparities. As wildfires, extreme heat, and flood risks due to extreme weather and rising sea levels become more frequent, the urgency to act has never been greater.

As the region's transit backbone, BART plays a vital role in reducing greenhouse gas emissions, improving air quality, and creating healthier, more connected communities. Every train ride replaces car trips, cuts pollution, and brings us closer to a cleaner, more resilient future.

The Bay Area deserves a future where sustainability is a standard for everyone, not just a privilege. Through bold action and long-term planning, BART is helping shape that future—one that protects the environment, supports public health, and ensures that all communities can thrive.

Balancing Today and Tomorrow

The 2017 Sustainability Policy laid the groundwork for BART's long-term commitment to environmental responsibility, fair access, and economic resilience. While financial realities shape today's decisions, the vision remains a compass guiding this 2026–2035 plan—ensuring we continue advancing a sustainable future for the Bay Area.



Enabling Success

Moving into Action

BART's 2026–2035 SAP incorporates foundational activities into the actions identified to ensure lasting impact. These include partnering with local agencies and communities, identifying and pursuing funding opportunities, training staff and contractors, and engaging the public to guide better decisions.

Securing funding for clean infrastructure and improved access is a top priority, as is exploring fare strategies that support both affordability and system health. At its core, the plan aims to create a cleaner, more resilient, and more accessible transit future.

Strengthening Governance and Accountability

To ensure the 2026-2035 SAP delivers lasting impact, BART is reinforcing internal governance and accountability structures. BART's Sustainability Group leads coordination across departments, integrating sustainability into planning, design, and operations. Clear roles, performance metrics, and cross-functional collaboration help ensure that sustainability goals are consistently prioritized. Staff training and internal protocols further embed sustainability into the culture at BART. Together, these efforts create a strong foundation for responsible implementation and long-term success.

As part of the SAP development process, BART held two public forums with external stakeholders to illicit ideas and concerns and give input to proposed actions to provide a view from the rider and community perspective. All strategies in the SAP were reviewed and many valuable insights are included in the SAP. The final draft of the SAP was published for final comment.

Reporting Annually

BART will publish annual sustainability reports throughout the 2026–2035 SAP to track progress toward its 2030 targets and any interim goals along the way. These reports help ensure transparency, show what's working, and highlight where course corrections may be needed. As part of this process, BART will update its targets in 2030 to set goals for 2035.

Planning for a Sustainable and Resilient BART

As BART plans for a more sustainable and resilient future, integrating sustainability at the project level is essential. Every station upgrade, track extension, and facility renovation present an opportunity to reduce environmental impact, improve community outcomes, and align with long-term climate and community goals. Some of these efforts are led directly by BART through capital improvement projects, while others—such as Transit-Oriented Development (TOD) projects—are delivered through partnerships with external developers. Project-level sustainability planning ensures that sustainability is embedded from the start, regardless of who leads the work.

Facilities and Land Assets

BART is more than just trains and tracks—it's a system supported by a range of facilities and land assets that keep the network running and offer opportunities for future growth.

Key components include:

- **Tracks and Trains:** The core of BART's transit system, enabling fast, reliable travel across the region.
- **Stations:** Access points for riders across the Bay Area, connecting communities to jobs, schools, and services.
- **Shops and Maintenance Yards:** Facilities that support daily operations, including train service, repairs, and storage to ensure safety and reliability.
- **Offices:** Administrative and operational hubs where staff manage everything from scheduling to system planning.
- **Land Near Stations:** BART owns parcels adjacent to many stations that are separate from the stations themselves. These sites offer valuable opportunities for TOD projects, helping create connected communities that support sustainability, increase ridership, and contribute to regional resilience.

Capital Improvement Projects

Whether building new infrastructure or modernizing existing assets, BART is committed to embedding sustainability into capital projects. This includes incorporating energy and water efficiency, reducing embodied carbon in materials, and designing for long-term resilience. Sustainability requirements are integrated into contracts, and cross-functional teams are engaged early to ensure that environmental goals are considered throughout design, construction, and operations.

Sidebar: **BART's Sustainable Oakland Headquarters**



BART's new 248,000-square-foot, 10-story headquarters in downtown Oakland showcases sustainability-driven design, delivering improved performance, lower operating costs, and a healthier workplace.

Key Achievements:

- **Energy Efficiency:** Lighting, daylighting, envelope upgrades, and advanced mechanical systems exceed energy code by 17%.
- **Clean Energy:** 86% of electricity sourced from greenhouse gas-free providers.
- **Water Conservation:** High-efficiency fixtures cut water use by 40%.
- **Transit-Oriented:** Prime urban location with excellent transit access and secure bike/scooter parking.
- **Waste Diversion:** Robust recycling, composting, and e-waste collection programs.

These upgrades save millions over the building's lifetime and set a precedent for future BART facilities. Many strategies align with BART's broader Sustainability Action Plan.

Additional projects that BART has received LEED certification for include **Warm Springs Station** and **Antioch Maintenance Facility**.

Transit-Oriented Development (TOD) Projects

TOD projects are typically delivered through partnerships with private developers on BART-owned land. While BART does not directly manage construction, it plays a key role in setting expectations and reviewing project proposals to ensure alignment with sustainability goals. Project-level planning helps ensure that TOD projects support walkable and transit-connected communities, reduce car dependence, and incorporate sustainable materials, energy-efficient design, and fair development practices.

2026-2035 Sustainability Action Plan (SAP)

Overview

This update builds on BART's 2017 SAP and aligns with current reporting frameworks. This SAP includes updated categories that are comprehensive, ensuring that sustainability and resilience issues are addressed.

The 2026–2035 SAP includes the following categories:



Energy & GHG Emissions: Enhancing operational energy efficiency, expanding renewable energy, and reducing associated greenhouse gas (GHG) emissions.



Water: Reducing the use of water resources attributed to potable and non-potable operational use.



Waste: Optimizing operational solid waste management and increasing waste-to-landfill diversion.



Materials & Construction Practices: Enhancing environmental performance in material selection, fabrication of transit system physical components, and reducing pollution emissions from construction practices.



Resilience & Adaptation: Increasing resilience towards extreme weather events and natural disasters.



Transportation & Land Use: Increasing mobility and promoting development near transit.



Rider & Employee Experience: Increasing ridership and supporting a positive rider and employee experience.

A focus on mitigating hazards and improving community benefits in environmentally overburdened communities is woven throughout. This cross-cutting emphasis reflects BART's commitment to fairness, accountability, and community well-being.

Target Development

In the past, BART set both committed and aspirational goals. Now, we've raised the bar: **one bold, achievable target for each performance metric.** This unified approach reflects an ongoing commitment to sustainability—and a clearer vision for what success looks like across BART's system.

The targets are set for 2030, and this 2026–2035 SAP also includes a business-as-usual (BAU) scenario for comparison. The **2030 BAU scenario** incorporates planned service changes but assumes no additional sustainability initiatives beyond the initiatives set in 2025, reflecting BART's current sustainability initiatives, including mandatory efforts to meet local, state, and federal code/policy/standards requirements. The BAU is included to illustrate the potential impact of taking action to achieve the **2030 targets** versus maintaining the status quo. Based on progress made through 2030, targets and actions will be evaluated and potentially updated for the 2031-2035 implementation period.

» **Up next: a closer look at the seven updated categories, actions, and targets.**



Energy & Greenhouse Emissions

Did you know? Transportation accounts for 38% of greenhouse gas (GHG) emissions in California, and of those, 69% are produced by passenger vehicles.¹ We estimate that BART services help avoid 86,371 metric tons of GHG emissions from automobiles each year, which is equivalent to the CO₂ emissions generated by about 18,000 homes' electricity use for one year.

Why it matters? One of the most effective ways to reduce emissions is by driving less and using public transportation. When multiple people travel together on a bus or train instead of driving individual cars, the total emissions per person are significantly lower—even before the system runs on renewable energy. This is especially true for BART given that the core system and Oakland Airport Connector are already fully electric and primarily powered by renewable and greenhouse-gas free electricity. BART makes cleaner travel choices more accessible to the public by providing an alternative to fossil-fuel powered automobiles.

Over the last 10 years BART has reduced energy use and greenhouse gas emissions through a combination of renewable energy purchases, lighting upgrades, hybrid vehicles, and the rollout of more efficient trains. Since 2020, BART has made many adaptations— such as changing its service patterns to account for reduced ridership during the pandemic and the fully transitioning to its energy-efficient Fleet of the Future—while continuing to track and manage energy use systemwide. These efforts have helped BART deliver more service with less energy per mile, laying the foundation for a cleaner, more efficient transit system.

“ The bigger your carbon footprint
– the bigger your moral duty.
The bigger your platform
– the bigger your responsibility. ”

— Greta Thunberg,
climate and political activist
*No One is Too Small to Make a
Difference (2019)* —

¹ 2023 CA Air Resources Board (CARB) *California Emissions Trends Report: 2000 – 2021*



Goal

Use energy efficiently and phase out operational GHG emissions.

Actions

Table 1. List of Energy and Greenhouse Gas Emissions (EGE) Actions

Action ID	Action	Responsible Parties
<i>Action 1: Continue to improve energy use and regenerative generation of BART's all-electric train cars and track.</i>		
EGE 1.1	Continue to expand fleet with new Fleet of the Future train cars, which are energy-efficient and all-electric.	RS&S, Operations Planning
EGE 1.2	Evaluate Fleet of Future train car data in relation to total energy consumption.	RS&S, Operations Planning
EGE 1.3	Improve operational efficiencies of Fleet of the Future train cars as recommended.	RS&S, Operations Planning
EGE 1.4	Evaluate feasibility of increasing recovery of regenerative braking energy, through the installation of wayside energy storage or connection to grid.	RS&S, Operations Planning
<i>Action 2: Electrify BART to Antioch Extension, which is currently powered by 100% renewable diesel</i>		
EGE 2.1	Evaluate and track opportunities to electrify BART to Antioch Extension.	Operations Planning, Sustainability Group
EGE 2.2	Improve operational efficiencies of train cars as recommended.	RS&S, Operations Planning
<i>Action 3: Continue to improve energy efficiency and electrification of BART facilities.</i>		
EGE 3.1	Pursue energy efficiency on new construction projects, exceeding where applicable and feasible Title 24 Part 6 Energy Code. By 2030, evaluate embedding this as a	OID



	requirement in BART Facilities Standards (BFS), which set design and construction guidelines for all BART projects.	
EGE 3.2	Pursue all-electric on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.	OID
EGE 3.3	For existing facilities, conduct energy audits and implement energy efficiency measures (e.g., LED lighting, efficient HVAC, daylighting controls) at each of the types below: - 37 of 50 stations by 2035 - 3 of 6 shops and yards by 2030	Sustainability Group
EGE 3.4	For existing facilities, replace fossil-fueled powered equipment (e.g., HVAC, cooking, space heating, laundry if present) with electric where third-party program funding is available.	Sustainability Group
EGE 3.5	Pursue enhanced and monitoring-based commissioning in accordance with Leadership in Energy and Environmental Design Building Design and Construction (LEED BD+C) on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.	Sustainability Group
EGE 3.6	For existing facilities, perform real-time energy monitoring across BART facilities. Install applicable equipment to enable real-time energy monitoring at each of the types below: - 25 of 50 stations by 2030; 50 of 50 stations by 2035 - 6 of 6 shops and yards by 2030	Sustainability Group
Action 4: Expand electrification of BART-owned non-revenue vehicle fleet.		
EGE 4.1	Require all new BART-owned non-revenue vehicle purchases to be electric and install sufficient charging infrastructure to accommodate this transition as follows: - light-duty by 2035	NRVE Group



	- 50% of Class 2B+ by 2026; 100% from 2027 onward. As of September 2025, 2% of BART-owned light duty vehicles are electric.	
EGE 4.2	As BART-owned non-revenue vehicles are retired, replace fossil-fuel powered models with electric and install sufficient charging infrastructure to accommodate this transition.	NRVE Group
EGE 4.3	Pursue Electric Vehicle Charging Station (EVCS) installation on new construction projects, meeting or exceeding where applicable and feasible <i>Title 24 Part 11 California Green Building Standards "CALGreen" Tier One</i> . By 2030, evaluate embedding this as a requirement in BFS.	OID
Action 5: Practice emission-reduction behaviors in BART-owned vehicle use.		
EGE 5.1	Right-size fleet for the appropriate scale for the activity.	NRVE Group
EGE 5.2	Reduce employee trips in non-revenue vehicles through carpool and riding BART.	Sustainability Group, NRVE Group
Action 6: Evaluate installation of onsite renewable energy generation and storage.		
EGE 6.1	Pursue onsite renewable energy installation (e.g., solar photovoltaics "PV") on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.	OID
EGE 6.2	Pursue onsite energy storage installation (e.g., battery energy storage systems "BESS") on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.	OID
EGE 6.3	For existing facilities, evaluate feasibility of installing onsite renewable energy (e.g., PV) at stations, offices, shops & yards, and other BART properties by 2028. Progress installation through 2035.	Sustainability Group



EGE 6.4	For existing facilities, evaluate feasibility of installing onsite energy storage (e.g., BESS) at stations, offices, shops & yards, and other BART properties by 2028. Progress installation through 2035.	Sustainability Group
Action 7: Procure 100% renewable power for BART's electricity.		
EGE 7.1	Achieve an electric portfolio in alignment with <i>BART Wholesale Electricity Portfolio Policy</i> that is: - 100% from zero carbon sources by 2035 - 100% from eligible renewable sources by 2045	Sustainability Group

Targets

For this SAP update, seven actions were modeled to inform energy and GHG targets—six from the Energy & GHG category and one from the Rider & Employee Experience category—based on their measurable impact on energy use or GHG emissions. These actions were selected because they had clearly defined implementation pathways, available performance data, or established industry benchmarks for emissions or energy use reductions. Energy & GHG actions are denoted with an EGE and the Rider & Employee Experience action is denoted with an REE.

Energy

To track progress toward the 2030 target, the following metrics will be used for annual reporting during the 2026–2035 SAP: **total district energy use (in megajoules, MJ)** will be reduced compared to the projected 2030 business-as-usual scenario, measured per Vehicle Revenue Mile (VRM) and Passenger Mile (PM).

Table 2. Energy Use Metrics, BAU, and Targets

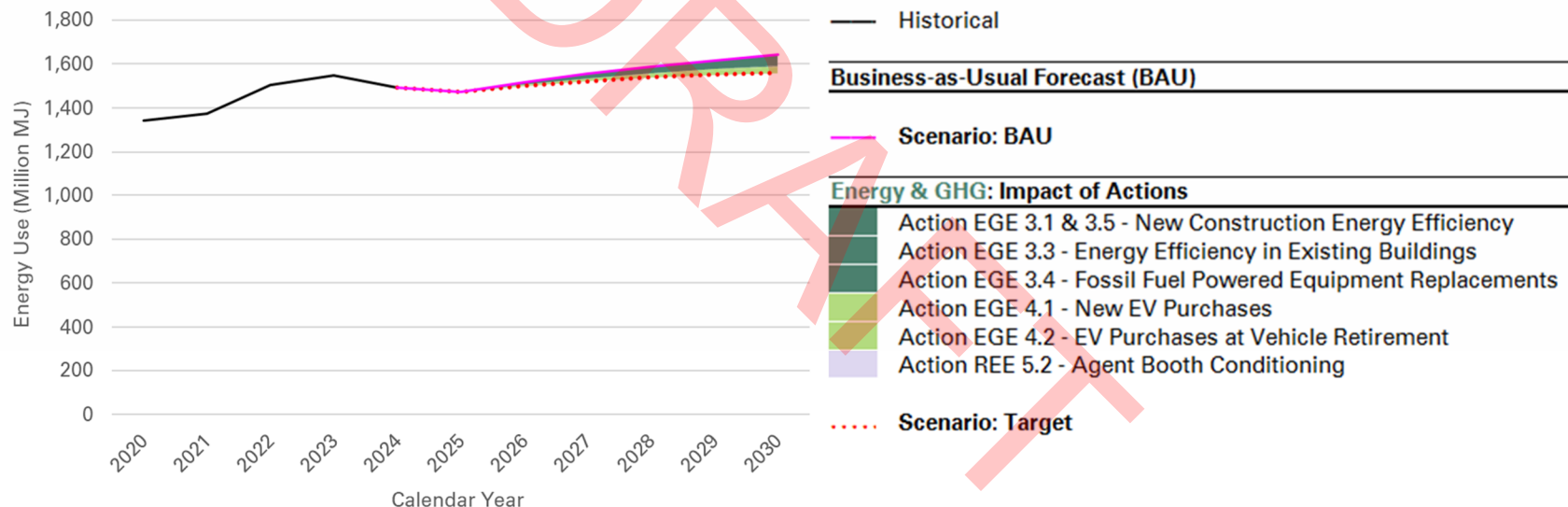
Metrics	2030 BAU Scenario	2030 Target
MJ per VRM	19.54 MJ/VRM	Reduce by 5% → 18.53 MJ/VRM
MJ per PM	1.73 MJ/PM	Reduce by 5% → 1.64 MJ/PM



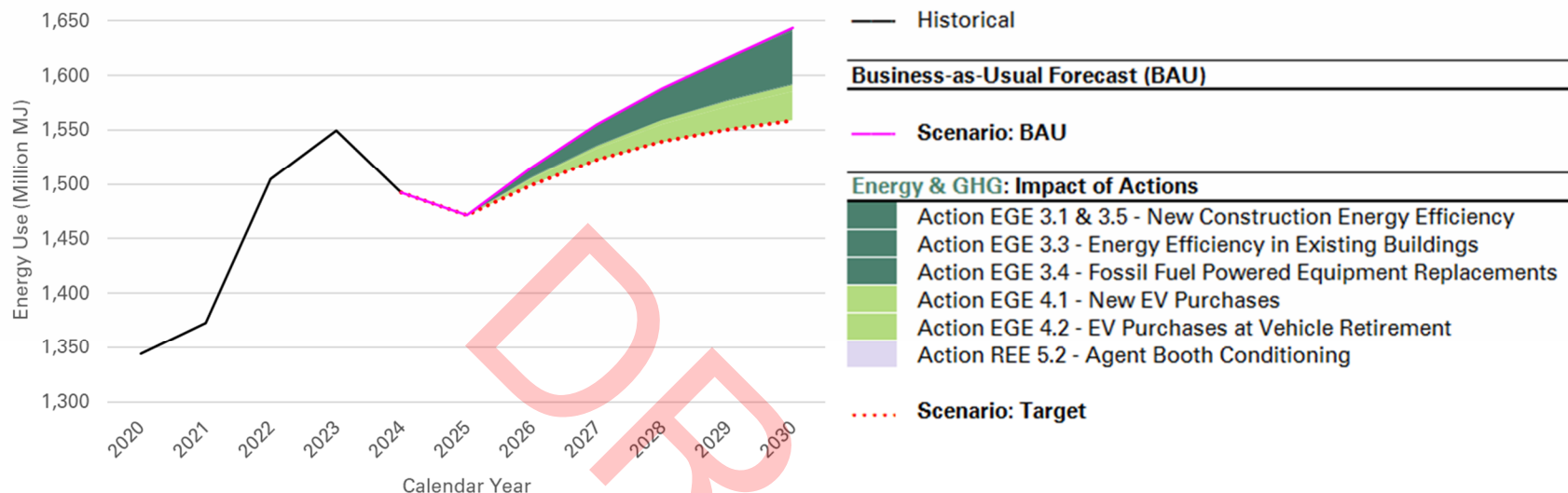
Figure 1 shows the total district energy use (in MJ) comparing the business-as-usual (BAU) trajectory with the estimated reductions achievable through the modeled SAP actions. The projected future energy use shown in the figure below is based on anticipated growth in BART's employment, ridership, and vehicle revenue miles—which are expected to grow by 19%, 30%, and 5%, respectively, by 2030 compared to 2023.

The modeled actions are forecasted to reduce projected 2030 energy use by 5%, or approximately 85 million megajoules (MJ)—enough to power 1,000 homes for one year. The forecasted savings are primarily driven by building efficiency improvements and a shift to electric vehicles.

Figure 1. Total District Energy Use (MJ) Forecast



To better visualize the modeled impact of SAP actions and the comparison to the 2030 BAU, the figure below displays a zoomed-in view of the data in [Figure 1](#) (note that the x-axis starts at 1,300 million MJ, rather than zero).



Emissions

To track progress toward the 2030 target, the following metrics will be used for annual reporting during the plan period: **total district GHG emissions (in metric tons of carbon dioxide equivalent, MTCO₂e)** will be reduced compared to the projected 2030 business-as-usual scenario, measured per Vehicle Revenue Mile (VRM) and Passenger Mile (PM).

Table 3. GHG Emissions Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
MTCO ₂ e per Thousand VRM	0.310 MTCO ₂ e/Thousand VRM	Reduce by 56% → 0.138 MTCO₂e/Thousand VRM
MTCO ₂ e per Thousand PM	0.027 MTCO ₂ e/Thousand PM	Reduce by 56% → 0.012 MTCO₂e/Thousand PM

Figure 2 shows the projected GHG emissions (in MTCO₂e) showing both the BAU trajectory and the estimated reductions achievable through the modeled SAP actions. As with energy use, the projected future GHG emissions shown in the figure



below are based on anticipated growth in BART's employment, ridership, and vehicle miles—which are expected to grow by 19%, 30%, and 3%, respectively, by 2030 compared to 2023.

The combined impact of the modeled actions results in a **56% emissions reduction** from the 2030 BAU. The largest portion of the reduction comes from the wholesale electricity portfolio policy, which has been adopted but remains vulnerable due to high energy costs, financial considerations, and its ambitious proposed trajectory. Other important measures include building energy efficiency, phasing out fossil fuels, and conversion to electric vehicles fleet non-revenue vehicles (NRV), such as inspection vehicles and work trucks.

Figure 2. Total District GHG Emissions (MTCO₂e) Forecast

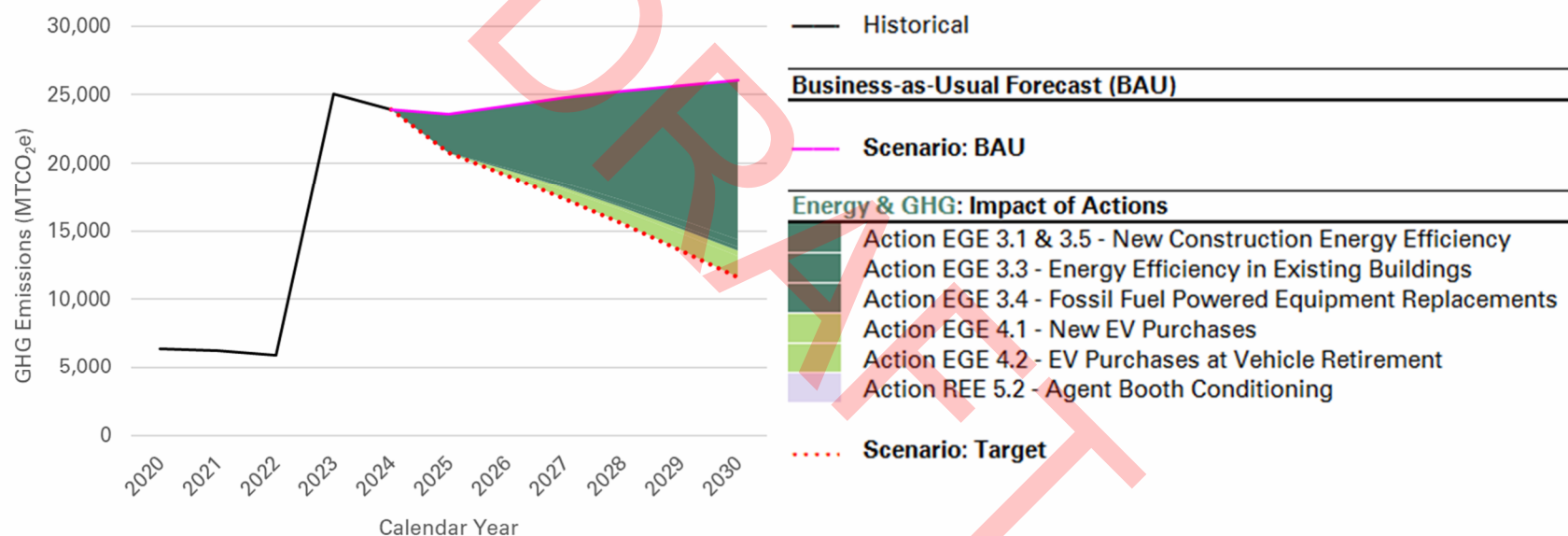




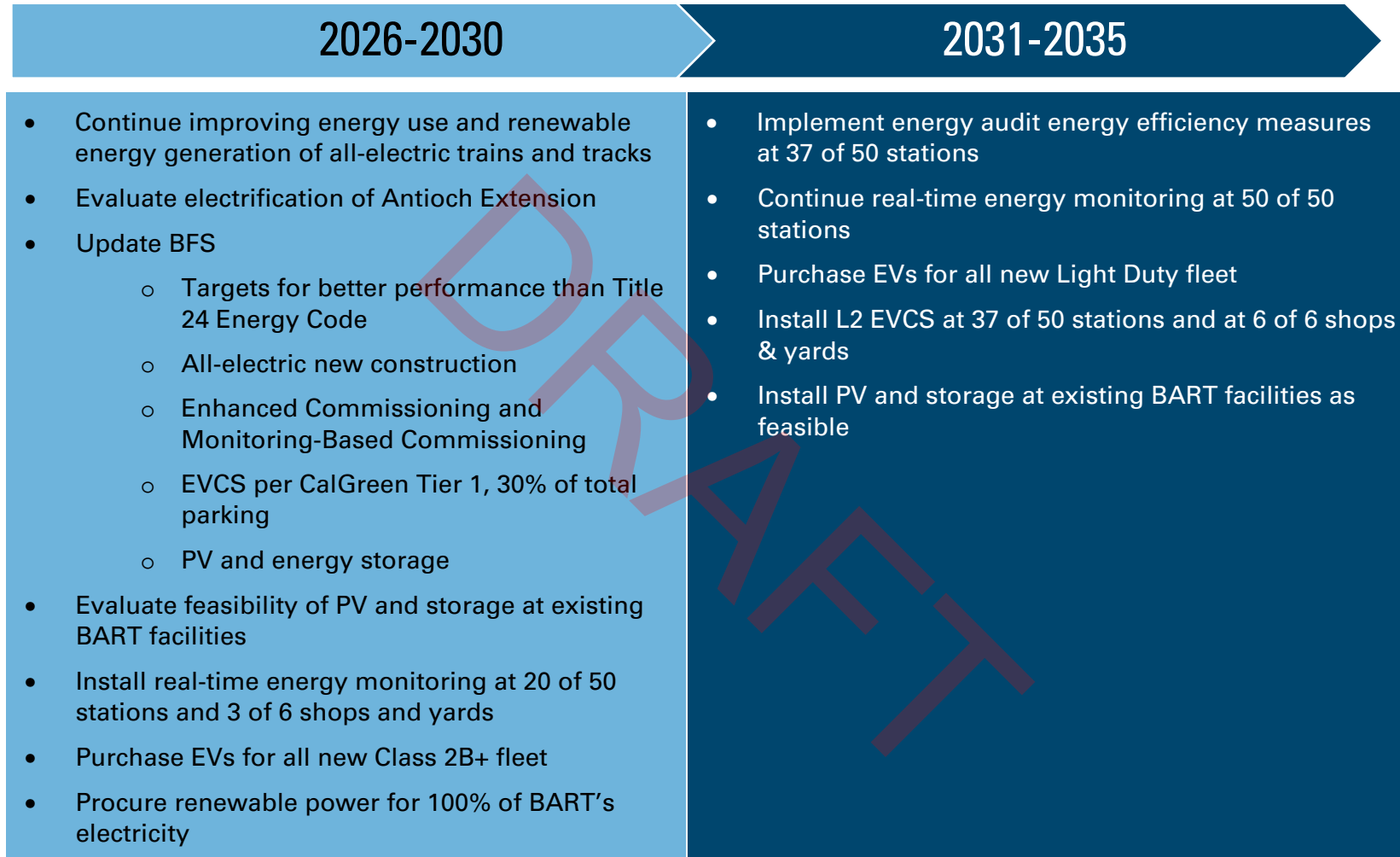
Table 4 shows the expected change in energy use and GHG emissions compared to the 2030 BAU for each action modeled.

Table 4. Modeled Changes in Energy Use and GHG from Actions, Compared to 2030 BAU

Action	Projected Change in Energy Use by 2030 (MJ)	Projected Change in GHG Emissions by 2030 (MTCO ₂ e)
EGE 7.1 - BART Wholesale Electricity Portfolio Policy	0	-11,666
EGE 3.1 & 3.5 - New Construction Energy Efficiency	-2,396,757	-42
EGE 3.3 - Energy Efficiency in Existing Buildings	-48,614,365	-546
EGE 3.4 - Fossil Fuel Powered Equipment Replacements	-963,278	-267
EGE 4.1 - New EV Purchases	-6,357,440	-381
EGE 4.2 - EV Purchases at Vehicle Retirement	-26,270,898	-1,573
REE 4.2 - Agent Booth Conditioning	+9,516	+<1



Timeline





Sidebar: BART’s Renewable Energy Procurement

BART’s Wholesale Electricity Portfolio Policy, adopted in April 2017, ensures its power supply remains stable, reliable, affordable, and clean. Since 2017, BART has been procuring renewable power and in 2022, BART achieved a power supply that was 100% GHG-free while growing its total share of eligible renewable electricity to approximately 61.5%. BART has continued to prioritize renewable and GHG-free power in recent years despite challenging market conditions. In 2024, BART’s renewable power mix was comprised primarily of photovoltaic solar (34%) and wind (31%), supplemented by a contribution from small hydroelectric resources (6%). Its remaining power (38.5%) was sourced from large hydroelectric generation.

2024 POWER CONTENT LABEL		
San Francisco Bay Area Rapid Transit District (BART)		
	Standard	CA Utility Average
Greenhouse Gas Emissions Intensity (lbs of CO ₂ e emitted per megawatt hour)	131	359
Electricity Sources		
■ Renewables and Zero-Carbon Resources		
■ Fossil Fuels and Unspecified Power		
RPS Eligible Renewables	71%	45%
Biomass & Biogas	0%	2%
Geothermal	0%	5%
Eligible Hydroelectric	6%	2%
Solar	34%	23%
Wind	31%	14%
Large Hydroelectric	15%	10%
Nuclear	0%	11%
Emerging Technologies	0%	0%
Other	0%	0%
Natural Gas	0%	10%
Coal & Petroleum	0%	2%
Unspecified Power (primarily fossil fuels)	14%	22%
Total	100%	100%
Retail sales covered by retired unbundled RECs	0%	
■ This label does not reflect compliance with the Renewables Portfolio Standard (RPS), which measures the use of tracking instruments called Renewable Energy Credits (RECs) over the course of multi-year compliance periods. RECs that are purchased separately from the renewable energy ("Unbundled RECs") can be used for RPS compliance, but they do not factor into the power mixes or GHG emissions intensities above.		
■ GHG intensity figures exclude biogenic CO ₂ and emissions from geothermal sources and grandfathered imports of firm-and-shaped energy. For detailed information about all GHG emissions from California's retail electricity suppliers, visit the CEC webpage at the link below.		
■ Unspecified power is electricity purchased from a genericized pool on the open market.		
www.bart.gov/sustainability/energy-procurement	Want to learn more? Visit https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program	



Water

Did you know? In California, around 20% of the state’s electricity and 30% of its natural gas is used for water-related processes—including pumping, conveyance, treatment, and heating.²

Why it matters? Boosting water efficiency and reuse not only conserves water during increasingly frequent droughts—it also cuts emissions. Together, these benefits will help Bay Area communities stay resilient in the face of climate change.

Over the last 10 years BART has significantly improved water efficiency, reducing overall use by approximately 20% since 2017. In response to California’s historic 2010–2016 drought, BART launched cross-departmental efforts in 2020 to optimize long-term water use. It has also centralized tracking, digitized invoices, and automated data collection—laying the groundwork for smarter, systemwide water management.

“Water is the most critical resource issue of our lifetime and our children’s lifetime. The health of our waters is the principal measure of how we live on the land.”

— Luna Leopold, Professor Emeritus
Geology and Geophysics, UC Berkeley
Chief Hydrologist USGS —

Goal

Use water efficiently and minimize potable water use.

² 2022 Public Policy Institute of California (PPIC) *Water and Energy in California*



Actions

Table 5. List of Water (WA) Actions

Action ID	Actions	Responsible Parties
<i>Action 1: Improve water efficiency at BART facilities.</i>		
WA 1.1	For existing facilities, conduct water audits and implement water efficiency measures (e.g., low flow fixtures) at each of the types below: - 50 of 50 stations by 2035 - 3 of 6 shops and yards by 2030 - 6 of 6 shops of yards by 2035	Sustainability Group
WA 1.2	Monitor system-wide water use data in real-time, including conducting real-time leak detection. Perform fixes.	Sustainability Group, Grounds Maintenance, Mechanical Maintenance, Civil Engineering
<i>Action 2: Supply BART facilities with recycled water sources.</i>		
WA 2.1	Pursue connecting to municipal recycled water (e.g., purple pipe) on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.	OID
WA 2.2	Evaluate opportunities for rainwater and stormwater capture for onsite reuse as well as low-impact development (LID) and green infrastructure to manage stormwater sustainably	Civil Engineering



Targets

To track progress toward the 2030 target, the following metric will be used for annual reporting during the 2026–2035 SAP: **total district potable water use (in gallons)** will be reduced compared to the projected 2030 BAU, with metrics per the following facility types:

Table 6. Water Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Stations: Gallons/Rider	0.54 Gallons/Rider	Reduce by 23% → 0.42 Gallons/Rider
Shops & Yards: Gallons/VRL	27,526 Gallons/VRL	Reduce by 11% → 24,374 Gallons/VRL
Offices: Gallons/Employee	691 Gallons/Employee	Reduce by 4% → 660 Gallons/Employee
Other: Gallons/Meter	13,396 Gallons/Meter	Reduce by 4% → 12,795 Gallons/Meter

Figure 3 shows the total district water use (in gallons) comparing the business-as-usual (BAU) trajectory with the estimated reductions achievable through the modeled SAP actions. The projected future gallons shown in the figure below are based on anticipated growth in BART's employment, ridership, and vehicle revenue length—which are expected to grow by 19%, 30%, and -2%, respectively, by 2030 compared to 2023.

For this 2026-2035 SAP update, two actions were modeled to inform potable water use reduction targets based on their clear implementation plans, reliable performance data, and alignment with leading water conservation practices.

The projected reductions are based on water efficiency upgrades, such as low-flow fixtures, as well as operational improvements like infrastructure maintenance and leak detection, based on improvements at 37 stations between 2026 and 2030. Together, these efforts are expected to **reduce water use by 18%** compared to the 2030 business-as-usual (BAU) scenario, saving approximately 9.6 million gallons of water. That's enough to supply about 80 U.S. homes for a year or fill almost 15 Olympic-sized swimming pools.



Figure 3. Total District Water Use (Gallons) Forecast

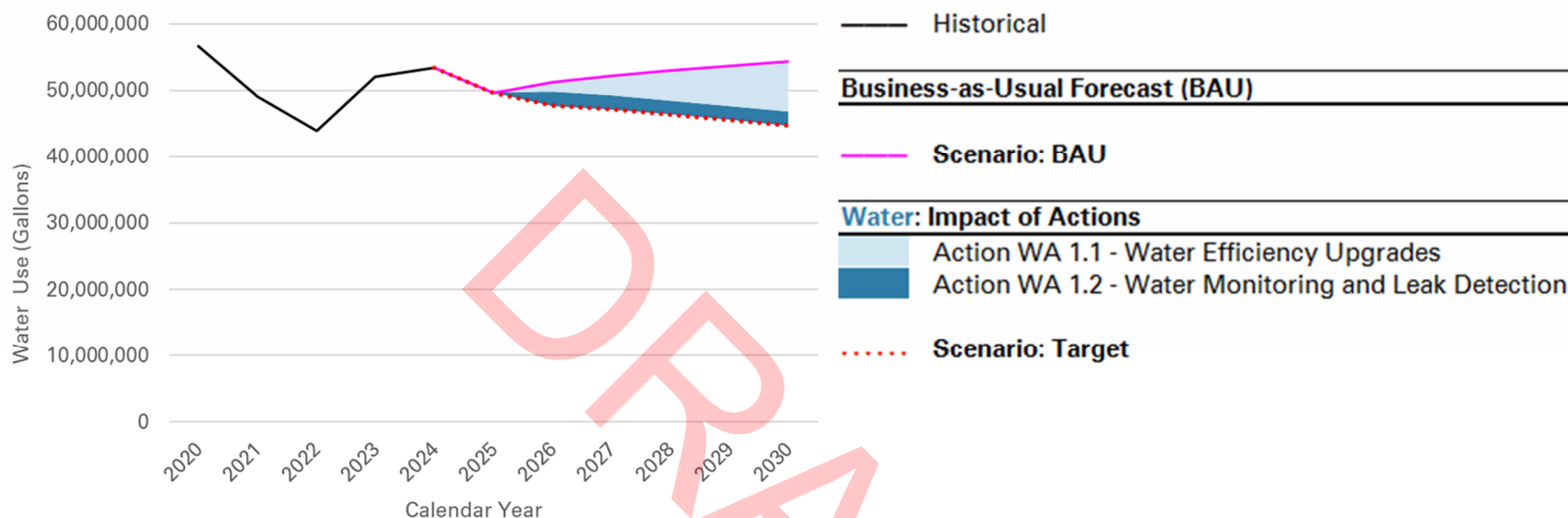


Table 7 shows the expected change in water use compared to the 2030 BAU for each action modeled.

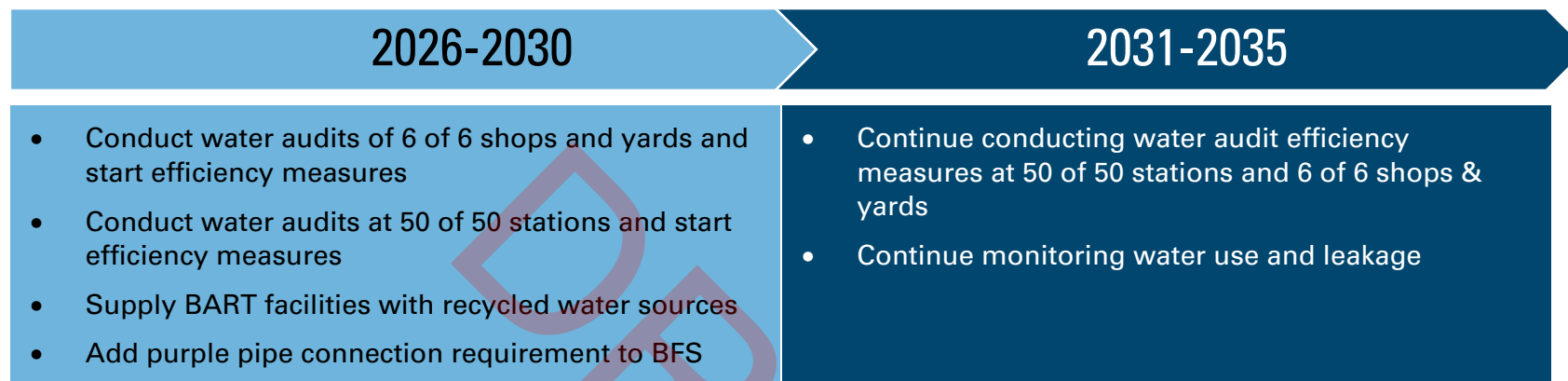
Table 7. Modeled Changes in Water Use, Compared to 2030 BAU

Action	Projected Change in Water Use by 2030 (Gallons)
WA 1.1 - Water Efficiency Upgrades	-7,486,780
WA 1.2 - Water Monitoring and Leak Detection	-2,102,400

While water refill stations (Waste, Action 4.1) were considered, they were not modeled due to limited data and their relatively small impact on overall usage. Still, they are recognized as a valuable strategy that improves the rider's experience and supports waste reduction. Additionally, Action 2, which focuses on using recycled water from municipal and sustainable stormwater management strategies, such as rainwater and stormwater capture, was not modeled but remains an important part of BART's long-term water conservation approach.



Timeline





Waste

Did you know? In 2022, California recycled approximately 40% of its waste, with over half sent to landfills—falling short of the state’s 75% recycling goal.³ This gap was partly due to the continued trend of reduced international demand for exported recyclables as well as debris from wildfire disasters. A new composting law in California fully implemented in 2024 may help improve diversion rates in the coming years.

Why it matters? Landfills in California account for approximately 20% of the state's methane emissions⁴, a potent greenhouse gas with far greater warming power than CO₂. By boosting recycling, composting, and waste reduction, we not only reduce landfill methane emissions but also accelerate progress toward a circular economy- future.

Over the last 10 years BART has taken major steps to reduce waste and promote reuse across its system. From reusing soiled shop rags to repurposing furniture and electronics during its headquarters move, BART has prioritized landfill diversion. It eliminated magstripe tickets in 2020, expanded composting to more offices, and conducted waste audits in 2024 at ten stations to better understand and improve recycling and composting performance.

“

There is no such thing as ‘away.’
When we throw anything away, it
must go somewhere.

”

— Annie Leonard, Executive Director of
Greenpeace USA,
The Story of Stuff (2007) —

Goal

Divert waste from landfill and minimize contamination.

³ CalRecycle 2022 State of Disposal and Recycling Report (2024)

⁴ California Air Resource Board (CARB) 2020-2021-2023 Airborne Summary Report (2024)



Actions

Table 8. List of Waste (WE) Actions

Action ID	Action	Responsible Parties
Action 1: Improve recycling collection at BART facilities.		
WE 1.1	Implement recycling and waste reduction projects—including staff restroom air dryers, staff waste training, colocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to: - three-stream waste collection rollout at shops and yards by 2026 - waste audits conducted for shops and yards, and offices, by 2028	Sustainability Group
Action 2: Improve composting collection at BART facilities.		
WE 2.1	Implement composting collection and waste reduction projects—including staff waste training, staff organics collection, colocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to: - three-stream waste collection rollout at shops and yards facilities by 2026 - waste audits conducted for offices and shops and yards by 2028	Sustainability Group
Action 3: Improve electronic waste collection at BART facilities.		
WE 3.1	Improve electronic waste collection with clear signage at existing facilities including offices and shops and yards, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.	Sustainability Group
Action 4: Install water bottle refill stations at BART facilities.		
WE 4.1	Pursue water bottle refill station installation on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.	Sustainability Group



WE 4.2	Install water bottle refill stations at existing facilities, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.	Sustainability Group
Action 5: Promote reuse of operational materials at BART facilities		
WE 5.1	For offices, continue to reuse existing furniture whenever possible.	Sustainability Group
WE 5.2	For shops and yards, continue to reuse materials whenever possible.	Sustainability Group
Action 6: Reduce construction, demolition, and maintenance project waste.		
WE 6.1	Pursue reduction targets for construction and demolition waste beyond local, state, and federal code on new construction projects, where applicable and feasible (i.e., diversion, source reduction, reuse, and salvage). By 2030, evaluate formalizing and strengthening these practices within BFS, including consideration of new requirements. - Select comingled recycling sorting facilities with at least a 75% diversion rate - Divert a minimum of 100% steel, asphalt, concrete, land-clearing waste from landfill - Divert a minimum of 70% of other waste types from landfill	System Safety, OID
WE 6.2	Pursue reuse of demolition materials (e.g., onsite concrete/asphalt reuse and salvaged steel, including rail and ties) on both new construction and maintenance projects, where applicable and feasible. By 2030, evaluate formalizing and strengthening these practices within the BFS, including consideration of new requirements, and provide training for employees. - For new construction projects, track reuse of materials as it contributes to diversion of a minimum of 100% steel, asphalt, and concrete from landfill - For maintenance projects: track reuse of steel, asphalt, and concrete, and use data to develop a baseline by 2030 and inform 2035 targets	Track Maintenance



WE 6.3	For fully depreciated or outdated but still useable furnishings, equipment, and fleet vehicles, identify opportunities to donate or sell below cost to community groups or members of environmentally overburdened communities with a demonstrated need.	Logistics
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Targets

To track progress, the following **metrics** will be reported annually during the 2026–2035 SAP, compared to the projected 2030 BAU scenario:

- **Recycle contamination rate**, or the percentage of non-recyclable materials mistakenly placed in recycling bins (by volume), will be tracked for ongoing operations, with reduction as the objective.
- **Recyclables capture rate**, or the percentage of recyclable materials that are correctly placed in recycling bins to be diverted from landfill (by volume), will be tracked for ongoing operations, with increase as the objective.
- **Compost contamination rate**, or the percentage of non-compostable materials mistakenly placed in compost bins (by volume), will be tracked for ongoing operations, and a target for reduction will be established in the 2030 SAP update.
- **Diversion rate**, or the percentage of total waste materials that are diverted from landfill through recycling, composting, or reuse (by volume), will be tracked for compliance with project requirements, with higher rates indicating better performance.

To support BART's sustainability goals, waste metrics will be tracked separately for ongoing operations—by facility type (e.g., stations, shops and yards, and offices)—and for new construction and maintenance projects. This approach reflects the distinct waste generation patterns and collection programs across different facility types and functions:

- **Ongoing Operations:**
 - **Stations:** Waste collection at stations is managed by different municipalities, each with its own requirements, making standardized bin deployment more complex. While three-stream bins (recycling, compost, landfill) are under consideration, food and drink are prohibited on BART, so compost bin placement must be strategic and compliant with system rules.
 - **Shops and Yards:** These facilities involve specialized operations that generate unique waste types requiring tailored handling. Three-stream bins will be introduced in 2026.
 - **Offices:** Three-stream waste bins in place prior to the 2026-2035 SAP.
- **Projects:**



- **New Construction:** Diversion targets set by BART Facilities Standards, regulated by local municipalities, and managed by contractors for each project.
- **Maintenance:** Waste streams are a distinct recovery processes managed by BART. Some materials may also be reused by BART, depending on project needs and feasibility.

Since the waste management program is currently under development, the BAU baselines and targets are phased into the 2026–2035 SAP update:

- **Ongoing Operations:**
 - **Stations:** The 2030 BAU scenario for waste is based on 2024 waste composition data, reflecting conditions if no additional action is taken. Visual audits were conducted between August and November 2024 at ten representative BART stations.
 - **Shops and Yards:** A 2030 BAU scenario will be calculated for the 2030 SAP update based on data collected through waste audits. These audits are planned to be conducted by 2028.
 - **Offices:** A 2030 BAU scenario will be calculated for the 2030 SAP update based on data collected through waste audits planned to be conducted by 2028.
- **Projects:**
 - **New Construction:** Project-level diversion rates are tracked per BFS requirements, however overall tracking is not in place. The 2030 target builds on BFS standards.
 - **Maintenance:** The 2030 BAU scenario will be based on data collected through 2030.

It is anticipated that the targets for shops and yards, and offices are to be determined (TBD) for the 2030 SAP update.

Table 9. Waste Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Ongoing Operation		
Stations		
Recycle contamination rate	21% by volume	Reduce by 25% → 16% by volume
Recyclables capture rate	53% by volume	Increase by 25% → 66% by volume
Compost contamination rate	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>



Metrics	2030 BAU Scenario	2030 Target
Shops and Yards		
Recycle contamination rate	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>
Recyclables capture rate	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>
Compost contamination rate	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>
Offices		
Recycle contamination rate	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>
Recyclables capture rate	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>
Compost contamination rate	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>
Projects		
New Construction		
Diversion rate of comingled recyclables	<i>Not currently tracked overall</i>	<i>TBD for 2030 SAP update</i>
Diversion rate of steel, asphalt, concrete, and land-clearing waste	<i>Not currently tracked overall</i>	<i>TBD for 2030 SAP update</i>
Diversion rate of other materials	<i>Not currently tracked overall</i>	<i>TBD for 2030 SAP update</i>
Maintenance		
Diversion rate of steel, asphalt, concrete, and land-clearing waste	<i>TBD for 2030 SAP update</i>	<i>TBD for 2030 SAP update</i>



Timeline





Materials & Construction Practices

Did you know? The production of building materials like concrete, steel, and aluminum accounts for over 23% of global greenhouse gas emissions, most of it from manufacturing energy and process emissions⁵.

Why it matters? Choosing lower-carbon materials, reusing resources, and evaluating full life cycle impacts helps reduce the footprint of construction and supports a just transition to a cleaner, circular, and fair economy.

Over the last 10 years BART has commissioned a study (in 2017) to update its Facilities Standards (BFS), recommending sustainability requirements for lower-carbon concrete. Since concrete likely makes up 75% of materials in stations and trackways, reducing its carbon footprint can significantly cut the environmental impact of BART's infrastructure.

“ Sustainability is not just about adding a few solar panels; it is about rethinking our relationship with the environment and finding creative solutions for a better future. ”

— Bjarke Ingels, architect
TedTalk (2018) —

Goal

Choose sustainable materials, construction practices, and approaches to operations.

⁵ Architecture 2030 [Embodied Carbon Actions](#)



Actions

Table 10. List of Materials & Construction Practices (MCP) Actions

Action ID	Action	Responsible Parties
<i>Action 1: Regularly implement updated contract requirements that prioritize sustainable and ethical materials and practices in design and construction.</i>		
MCP 1.1	Integrate sustainability enhancements into each BFS update for materials and construction practices across relevant sections.	OID, Sustainability
MCP 1.2	Integrate ethical supply chain enhancements into each BFS update for materials procurement, and document where possible existing supply chain maps.	OID, Sustainability
MCP 1.3	Pursue lower-embodied carbon concrete on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.	OID, Sustainability
MCP 1.4	Explore zero-carbon and low-carbon technologies for BART-owned construction equipment through pilot projects.	OID, Sustainability
MCP 1.5	By 2030, institute construction and design practices for sensitive contexts including, but not limited to, developing: - An indigenous community engagement plan for extensive underground work to account for potential disturbance of culturally-significant areas. - A risk reduction framework for design or construction within, adjacent, or through an environmentally overburdened community.	OID, OCR
MCP 1.6	Incorporate minimum requirements to expand the supplier pool within construction and procurement contracts.	OID, OCR
<i>Action 2: Implement sustainable purchasing program for ongoing operations.</i>		



MCP 2.1	By 2030, finalize BART's Green Procurement Policy to provide overarching guidance for decentralized departmental purchasing practices and integrate applicable requirements into BFS. This includes, but is not limited to, the requirement to purchase, as appropriate: - ENERGY STAR-rated or equivalent energy-efficient equipment - EPEAT-certified electronic devices - 100% recycled-content paper and paper products - UL Ecologo certified, or USDA Certified Biobased toner ink - Cradle to Cradle, BIFMA Level, or Green Circle Certified furniture - Green Seal or Cradle to Cradle certified paints - Green Seal, USDA Certified Biobased, or UL Ecologo certified foodware (plates, bowls, cups, cutlery) Avoid non-essential new purchases, meaning items that are redundant, single-use when reusables exist, or low-quality with a short lifespan.	Procurement, Sustainability Group
MCP 2.2	Encourage departments to implement or update department-specific sustainable and ethical purchasing plans, initiatives, or pilot programs by 2030. These efforts should focus on: - Refining procurement practices by identifying high-impact or high-priority items (e.g., take-back programs, less toxic alternatives). - Reducing paper use by transitioning to digital processes (e.g., cloud-based documentation). - Collaborating with vendors to minimize packaging waste (e.g., reusable crates and pallets). - Greening events by incorporating sustainable and ethical practices (e.g., compostable or reusable foodware, minimal disposable items, plant-based and locally sourced menu options).	<i>All departments with:</i> Procurement, Sustainability Group



MCP 2.3	Review procurement policies, including simplicity of contracting, documentation, and invoicing.	<i>All departments with:</i> Procurement, OCR
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Targets

To measure progress throughout the 2026–2035 SAP, the following key metrics will be reported annually. These will be compared against a projected 2030 BAU scenario, where available, and measured as percentages: **contracts awarded** that meet the latest BART sustainability standards (MCP 1.1 through 1.6), implementation of a centralized **Green Procurement Policy** (MCP 2.1), and **departmental adoption** of department-specific sustainable purchasing initiatives (MCP 2.2).

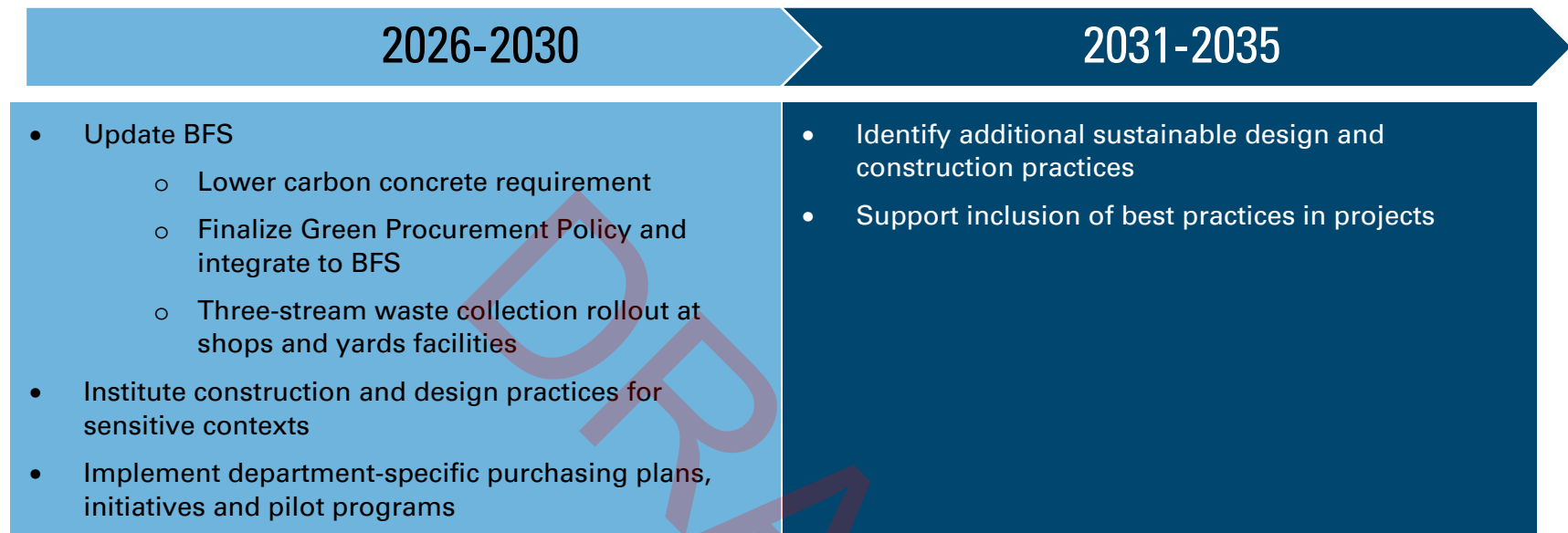
The sustainable procurement program is under development, so the BAU projections are not yet available for the first two metrics. The BAU scenario for the Green Procurement Policy assumes no action is taken and no policy implemented.

Table 11. Materials & Construction Practices Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Contracts awarded	Not currently tracked	<i>TBD for 2030 SAP update</i>
Departmental adoption	Not currently tracked	<i>TBD for 2030 SAP update</i>
Green Procurement Policy	No policy implemented	Implemented by Q4 2030



Timeline





Resilience & Adaptation

Did you know? If BART service is disrupted by climate impacts—like extreme heat, flooding, or sea-level rise—the ensuing service delays or cancellations would reduce access to jobs and other resources. Many riders would be forced to drive, leading to more traffic, worse air quality, and greater roadway safety risks. This is especially concerning in the Bay Area, where many residents do not own cars and rely on public transit for daily mobility.

Why it matters? A climate-resilient BART system doesn't just keep trains running—it protects daily mobility and ensures the Bay Area stays connected, clean, and prepared for the future. Disruptions could disproportionately affect low-income and transit-dependent communities, further deepening existing inequities.

Over the last 10 years BART has increased its understanding of climate risk through developing two Local Hazard Mitigation Plan (LHMP) updates that examine risks like sea-level rise, extreme heat, and tsunamis. BART has implemented wildfire mitigation strategies—including the use of goats to clear vegetation and create firebreaks. BART has used the 2018 USGS HayWired report to assess seismic vulnerability across 38 stations and yards, finding that most are seismically sound or could be quickly repairable after a major earthquake.

“ It is not the strongest of the species that survive, nor the most intelligent, but the ones most responsive to change. ”

— Leon C. Megginson, business professor, speech *interpreting Charles Darwin* (1963) —

Goal

Adapt BART assets and operation services to be more resilient to the impacts of climate change.



Actions

Table 12. List of Resilience & Adaptation (RA) Actions

Action ID	Action	Responsible Parties
<i>Action 1: Continue evaluating local hazards, with particular focus on vulnerable populations and communities.</i>		
RA 1.1	Update the Local Hazard Mitigation Plan (LHMP) every five years. In the 2027 update, include consideration of social vulnerability and communities that may have the hardest time adapting or recovering.	OID, System Safety
<i>Action 2: Create Climate Resilience Roadmap.</i>		
RA 2.1	Perform an assessment evaluating climate hazard risks and asset impacts. Include financial, social, and environmental justice metrics in the assessment.	OID, Sustainability Group
RA 2.2	Perform an organizational resilience assessment across BART departments to identify strengths, opportunities and gaps in integrating climate adaptation into decision-making.	Sustainability Group
RA 2.3	Prioritize hazard mitigation projects based on a combination of financial, social, and environmental justice metrics for resilience adaptation measures.	OID, Sustainability Group
RA 2.4	Coordinate with regional agencies in climate adaptation planning and implementation.	OID, Sustainability Group
<i>Action 3: Pilot local passengers' resilience hub at BART stations.</i>		
RA 3.1	Explore partnerships to enable BART stations and facilities to serve as local resilience hubs for its passengers, with focus on serving vulnerable and underserved populations. Partnership could include: • Community-based organizations • Local government agencies	OID, Sustainability Group



	• Regional planning bodies such as MTC and ABAG • Public health and social service providers • Private sector and philanthropic organizations	
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Targets

To measure progress throughout the 2026–2035 SAP, BART will report annually on the following key resilience and adaptation metrics—or until the associated actions are completed

BART updates its Local Hazard Mitigation Plan (LHMP) every five years to identify and reduce risks from hazards such as sea-level rise, earthquakes, extreme heat, and tsunamis. While LHMPs help guide awareness of risks and reduce exposure to hazards, they do not fully assess vulnerabilities or consequences. To address this gap, BART will complete a climate multi-hazard risk assessment to better inform adaptation strategies, resource planning and future decision-making.

Although the actions in this section were not quantitatively modeled, they are expected to play a critical role in building long-term resilience. In the BAU scenario, with no actions taken, BART will not have a detailed analysis of the climate hazard risks and their interactions, including potential impacts system assets.

Table 13. Resilience & Adaptation Metrics, BAU, and Targets

Metrics	2030 BAU Scenario (BAU)	2030 Target
Update the LHMP every five years	Last updated in 2022	Complete update by Q4 2027
Complete a Climate Resilience Roadmap.	Unknown risks to BART assets related to extreme climate events	Complete by Q4 2028
Climate adaptation measure implementation	No climate adaptation measures implemented. Assets are vulnerable to extreme climate events	Prioritize and begin climate adaptation measure implementation by Q2 2029 , with annual reporting on new measures
Activities related to partnerships for piloting resilience hubs	No current activities; resilience hubs are a new concept for BART	Annual reporting on partnerships and activities starting in 2026



Timeline





Transportation & Land Use

Did you know? A Bay Area study found that residents living in BART-adjacent TOD areas are five times more likely to commute using BART compared to the average Bay Area worker.⁶

Why it matters? Establishing compact, transit-oriented communities helps reduce personal vehicle emissions and supports greater climate-friendly mobility. Furthermore, integrating affordable housing ensures that these benefits are accessible to a wider range of residents, promoting greater access for more residents alongside sustainability.

Over the last 32 years BART has delivered over 4,200 residential units, including 1,300 affordable units, and nearly 875,000 square feet of commercial space. In 2022, BART also improved pedestrian and bicycle access at stations, supporting safer, healthier, and more accessible travel options.

“ The best transportation plan is a land use plan. ”

— Peter Calthorpe, urban planner and sustainable city advocate
Urbanism in the Age of Climate Change (2011) —

Goals

Increase transit-oriented development (TOD) to improve station access for more residents.

Increase transit, bicycle, and pedestrian mode share to BART stations.

⁶ Travel Characteristics of Transit-Oriented Development in California (2004)



Actions

Table 14. List of Transportation & Land Use (TLU) Actions

Action ID	Action	Responsible Parties
Action 1: Increase transit-oriented development (TOD) to improve station access for more residents.		
TLU 1.1	Implement TOD projects, in line with BART's Transit-Oriented Development Policy.	TOD
TLU 1.2	Develop an anti-displacement policy, and consider land value capture, funding mechanisms, and global best practice.	TOD
Action 2: Make BART stations more accessible for walking, biking, and public transportation trips.		
TLU 2.1	Partner with local jurisdictions to improve pedestrian and bicyclist access and safety.	Customer Access
TLU 2.2	Perform station upgrades to improve ease of bike travel into BART system and improve bike storage in line with the <i>Preferred Path of Travel (PPOT)</i> plan.	Customer Access
TLU 2.3	Continue to support <i>Metropolitan Transportation Commission (MTC)'s Bay Wheels Bike Share</i> program.	Customer Access
TLU 2.4	Partner with local transit agencies to increase public transportation routes and better synchronize schedules to BART stations.	Customer Access
Action 3: Expand Electric Vehicle Charging Stations (EVCS) charging for BART patrons and employees.		
TLU 3.1	For existing facilities, install Level Two (L2) EVCS for 3-10% of parking spaces at each of the types below, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities: - 37 of 50 stations by 2035 - 6 of 6 shops and yards by 2035	Sustainability Group



TLU 3.2	Evaluate EVCS demand and utilization: - Conduct an existing EV demand analysis at BART facilities by 2026. - Evaluate and document the use of EV charging, EV vs non-EV parking, and electric micromobility use like scooters and bikes vs. unpowered by 2030.	Sustainability Group, Customer Access
TLU 3.3	Where demand warrants, consider co-locating EV charging stations with "Smart Lockers" - secure storage for e-bikes and scooters that would allow for charging.	Customer Access

Targets

To measure progress toward BART's 2030 Transit-Oriented Development (TOD) goals, two key metrics are tracked: **development at BART TOD sites** and **station access mode share**. The 2030 targets represent an interim milestone toward the 2040 goals (adopted by the BART Board in 2016), which aims for 20,000 residential units and 4.5 million square feet of commercial space on BART property.

Since the last TOD Work Plan update in 2020, BART's TOD program has delivered over 4,200 residential units and nearly 875,000 square feet of commercial space as of 2024. Shifting market conditions, such as high construction and borrowing costs and reduced demand for office space have led BART to advance housing-focused development for the near-term. BART will monitor market conditions over time to determine when and where non-residential uses will be viable.

In parallel, BART continues to promote sustainable access to its stations. The mode share targets aim to shift more trips to walking, biking, and transit, reducing reliance on driving and parking. These efforts are supported by recent investments in pedestrian and bicycle access improvements, completed in 2022, which enhance safety, health, and opportunity for riders.

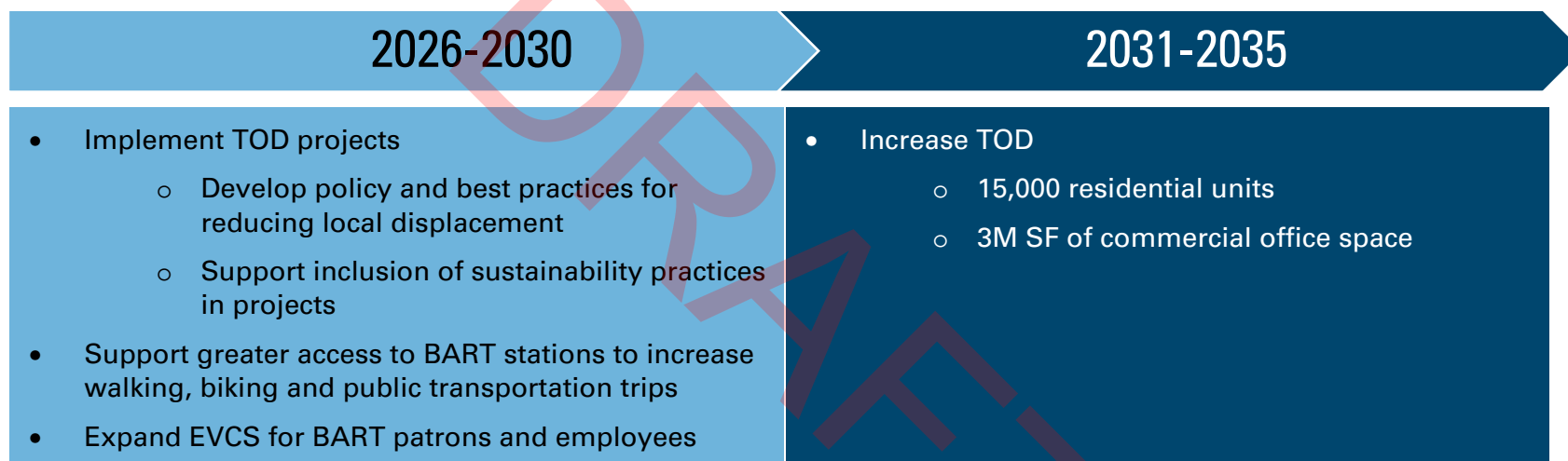
Table 15. Transportation & Land Use Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Residential Units and Commercial Space at BART TOD Sites	5,334 residential units (2,200 affordable units) 874,590 square feet of commercial space	5,334 residential units (2,200 affordable units) 874,590 square feet of commercial space (total)



Metrics	2030 BAU Scenario	2030 Target
Percent of transit, bicycle, and pedestrian mode share to BART stations	<i>[Data in development and will be available in final draft]</i>	<i>[Data in development and will be available in final draft]</i>

Timeline





Sidebar: BART to Antioch Extension



The **BART to Antioch Extension** in East Contra Costa County runs from Pittsburg to Antioch and has been in operation since May of 2018. The extension is 9 miles long and has two stations serving over 7,000 riders per day. It provides congestion relief on State Route 4 and can carry as many people as an additional lane on the highway. The Diesel Multiple Unit (DMU) trains used on the route run on 100% renewable diesel. Additional sustainability benefits include:

- Solar panels covering a large portion of the Antioch Station parking lot, providing electricity to help power the station.
- LEED Silver certification for the Antioch Maintenance Facility, which was constructed as part of the extension
- Bioswales managing stormwater runoff around the station



Rider & Employee Experience

Did you know? BART's customer satisfaction rate reached 73% in 2024—its highest level in a decade and a six-point increase over the past two years⁷.

Why it matters? When riders feel confident and comfortable using transit, cities benefit from reduced traffic congestion, lower greenhouse gas emissions, improved air quality, and greater social opportunities through expanded access to jobs, education, and essential services.

Over the last 10 years BART has prioritized health, safety, and comfort for both riders and employees. The Operations Department has maintained quarterly reporting on key safety and performance indicators, while design and material choices have focused on minimizing noise, improving cleanliness, and enhancing wayfinding.

Goal

Improve rider and employee experience on the BART system.

“ A developed country is not a place where the poor have cars. It's where the rich use public transportation. ”

— Enrique Peñalosa, former mayor of Bogotá, Colombia
Quoted in *City Lab* (2012) —



Actions

Table 16. List of Rider & Employee Experience (REE) Actions

Action ID	Action	Responsible Parties
<i>Action 1: Create more comfortable station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.</i>		
REE 1.1	Convert 40% of fleet wheels and rails to reduce noise by 2035.	Track Maintenance, RS&S
REE 1.2	Evaluate opportunities to improve outdoor thermal comfort (e.g., design for sun, wind, rain, heat protection) at BART stations.	OID, Sustainability Group
<i>Action 2: Create more welcoming station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.</i>		
REE 2.1	Support <i>BART's Regional Mapping and Wayfinding Project</i> to make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services.	Customer Access
REE 2.2	Perform 39 of 50 station upgrades by 2030 to enhance accessibility for diverse users.	OID, Customer Access
REE 2.3	Engage a diverse and representative community of local and professional experts to define "welcoming" elements.	Customer Access, Station Planning, Government and Community Relations
<i>Action 3: Create safer station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.</i>		



REE 3.1	Perform station and train upgrades to improve public announcement systems and real-time messaging displays, in alignment with diverse community needs.	OID
REE 3.2	Perform station and train upgrades to improve security systems (e.g., CCTV and access control systems).	BART Police Dept
REE 3.3	Evaluate opportunities to improve lighting to support safer environments at BART stations.	OID, Sustainability Group
REE 3.4	Engage a diverse and representative community of local and professional experts to define "safety" elements.	Customer Access, Station Planning, Government and Community Relations
<i>Action 4: Improve building systems to better support employee health, comfort, and performance.</i>		
REE 4.1	Integrate, where possible, upgrades to office spaces that improve health and wellbeing (e.g., air filtration, stair access, prioritizing regularly occupied stations by daylight)	Real Estate
REE 4.2	Perform upgrades to agent booth conditioning and warehouse heating based on needs to improve thermal comfort.	Sustainability Group



Targets

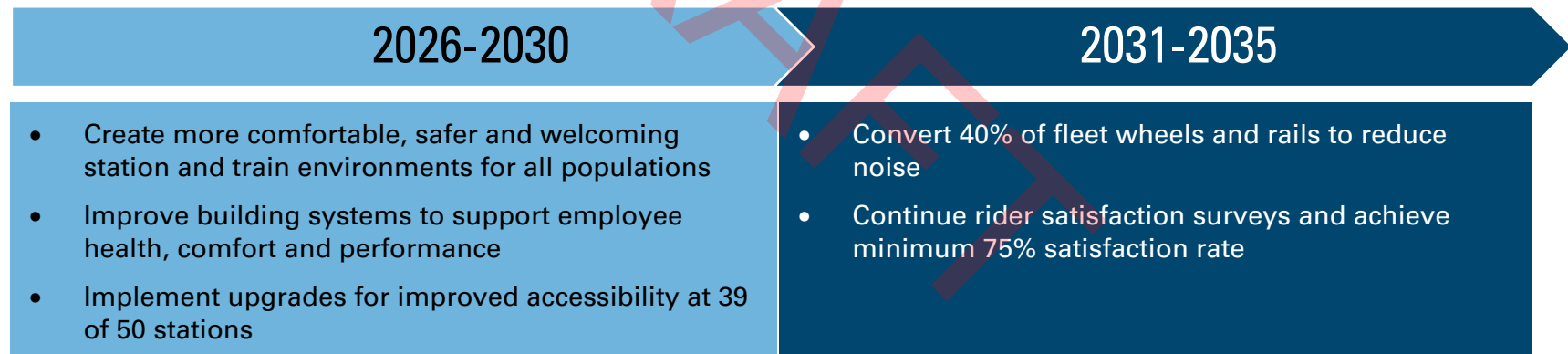
BART will track annual rider and employee satisfaction metrics during the 2026–2035 SAP. The 2022 survey sets the baseline for rider satisfaction. This figure underpins the 2030 BAU scenario, which anticipates no major changes beyond current practices

Table 17. Rider & Employee Experience Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Rider satisfaction (Customer Satisfaction Survey)	67% satisfaction rate (2022 baseline)	Maintain 75% satisfaction rate in BART's Customer Satisfaction Survey

By aligning infrastructure improvements with community and employee input, BART aims to ensure that satisfaction levels are not only maintained but meaningfully supported through 2035.

Timeline





Sidebar



BARTable is a curated guide to experiences and activities near BART stations across the Bay Area. Whether you're planning a weekend outing or a quick local adventure, BARTable helps you discover destinations just a BART ride away.

On **BARTable**, you'll find:

- Exclusive discounts
- Weekly ticket giveaways
- A robust events calendar
- Articles featuring top dining spots, scenic bike routes, live music, and more

BARTable is an essential resource for BART riders looking to explore the Bay Area with ease and uncover new favorites along the way.



Sidebar: BART Safe and Clean Program



To ensure riders feel safe and experience clean and healthy service, BART launched the Safe and Clean Program in 2023. It includes:

- Increased police presence on trains has led to an 85% reduction in cellphone thefts and improved overall safety.
- Crisis intervention specialists and ambassadors on trains to de-escalate potential incidents.
- Installation of taller and stronger fare gates to prevent entry by fare evaders, with all 50 stations retrofit with new fare gates by end of 2025.
- Doubling the rate of deep cleaning of cars and stations and adding 66% more cleaning staff to keep stations clean throughout the day.

Since 2023, these measures have helped drive a 6% increase in riders who are satisfied or very satisfied with BART service. Improving safety is key strategy for increasing and maintaining ridership, which in turn reduces car usage and regional greenhouse gas emissions.

Appendices

Definitions and abbreviations

- **2030 Business-as-Usual (BAU) Scenario:** A projection that assumes no additional development, policy changes, or shifts in behavior between 2025 and 2030. It serves as a baseline to illustrate the potential impact of taking action versus maintaining current practices.
- **2030 Target:** A performance goal set for 2030 to provide a clear benchmark for success and measure progress beyond the BAU scenario.
- **BART Facilities Standards (BFS):** Design and construction standards used to ensure consistency, safety, and compatibility across all Bay Area Rapid Transit (BART) facilities and infrastructure projects.
- **BART facilities:** All BART buildings, stations, shops and yards, and any other physical structures or locations within BART operations.
- **Business-as-Usual (BAU) Scenario:** A projection of future conditions assuming no major policy, behavioral, or technological changes from current trends.
- **Carbon Dioxide Equivalent (CO₂e):** An equivalence to measure all greenhouse gases and their global warming potential in terms of carbon dioxide's warming potential.
- **Carbon emissions:** The release of carbon dioxide (CO₂), a major greenhouse gas produced by burning fossil fuels. The term is used broadly to refer to all greenhouse gases and typically measured in kgCO₂e (kilograms of carbon dioxide equivalent) to aggregate the impact of different gases into a single figure.
- **Carbon intensity:** The amount of carbon dioxide (CO₂) emissions produced per unit of activity, such as per kilowatt-hour of energy or per ton of material.
- **Commissioning (Cx):** A systematic quality assurance process that verifies and documents that a building's mechanical, electrical, plumbing, and other essential systems function correctly according to the project's specifications and Owner's requirements.

- **Compost contamination rate**, or the percentage of non-compostable materials mistakenly placed in compost bins, by volume.
- **Compostable materials**: Materials typically accepted for use in industrial compost or digestion systems.
- **Diversión**: The process of directing materials away from landfill or incineration by recycling, composting, or other organics processing.
- **Embodied carbon**: Total carbon emissions associated with a building or infrastructure material throughout its entire life cycle, from raw material extraction to disposal at end-of-life. It includes both upfront embodied carbon (A stages) and later stages like maintenance, repair, replacement (B stages), and end-of-life processing and disposal (C stages).
- **Emission stages**: Phases in the life cycle of a building material or asset that contribute to carbon emissions, including those before it becomes operational (A), during its use phase (B), and through its end-of-life (C).
- **Emissions intensity**: The total greenhouse gas emissions (measured in CO₂-equivalents) produced per unit of activity, including all major gases like CO₂, methane, and nitrous oxide
- **Energy intensity**: The amount of energy used per unit of activity or output, such as per square foot of building space or per dollar of GDP.
- **Environmental Product Declarations (EPDs)**: Standardized documents that provide detailed information on the environmental impact of a product throughout its life cycle, including metrics such as Global Warming Potential (GWP) and embodied carbon. This helps consumers and professionals make informed decisions based on the product's environmental footprint.
- **Global Warming Potential (GWP)**: A measure of how much heat a greenhouse gas traps in the atmosphere over a specific time period (usually 100 years), compared to carbon dioxide (CO₂), which has a GWP of 1.
- **Greenhouse Gas (GHG)**: A gas that traps heat in the atmosphere, contributing to climate change; common examples include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Refer also to **Carbon emissions**.
 - **GHG emissions**: The release of GHGs into the atmosphere from human activities like transportation, energy use, and industry.
 - **GHG emissions avoided**: The estimated reduction in GHG emissions achieved by shifting trips from higher-emission activities, such as driving, to lower-emission alternatives like public transit.

- **Heat island effect:** The phenomenon where urban or developed areas experience higher temperatures than surrounding rural areas due to human activities, dense infrastructure, and reduced vegetation, which can lead to increased energy use, air pollution, and health risks.
- **kgCO₂e:** kilograms of carbon dioxide equivalent. This unit measures the total greenhouse gas emissions by converting the impact of various gases into an equivalent amount of CO₂, providing a unified measure for assessing their combined climate impact.
- **Local Hazard Mitigation Plan (LHMP):** A strategic plan developed by a local government to identify natural and human-caused hazards and outline actions to reduce risks and impacts to people, property, and infrastructure.
- **Lower-carbon concrete:** Concrete produced with reduced carbon emissions, often by using alternative materials or processes, contributing to more sustainable construction practices.
- **Mode share:** The percentage breakdown of how people travel within a region, typically measured by the proportion of trips made by walking, biking, public transit, driving, or other transportation modes.
- **Mode shift:** A transition in transportation habits that encourages people to use more sustainable options—like walking, biking, or public transit—instead of single-occupancy vehicles.
- **Monitoring-Based Commissioning (M-B Cx):** the process of collecting, storing, analyzing and reporting data (collected through sensors) to optimize equipment performance and efficiency.
- **Non-hazardous materials:** Substances that do not pose a significant risk to human health, safety, or the environment, making them safer for use in construction and other applications, because they do not emit harmful toxins, do not require special handling or disposal, and are less likely to cause injury or environmental damage.
- **Non-Revenue Vehicle (NRV):** A non-revenue vehicle is any vehicle used by an organization that does not generate income directly from its operations. In the context of public transit agencies like BART, non-revenue vehicles include those used for maintenance, administrative purposes, or other operational needs that do not directly contribute to passenger transport revenue.
- **Paris Agreement targets:** Global climate goals set by the Paris Agreement, an international treaty adopted in 2015 by nearly 200 countries, aiming to limit global warming to well below 2°C above pre-industrial levels, with efforts to limit the increase to 1.5°C.
- **Passenger Mile (PM):** The movement of one passenger traveling one mile on transit (from FTA).

- **Rainwater capture:** Collecting and reusing rain directly from rooftops or clean surfaces. *In contrast to stormwater, it's typically cleaner and easier to reuse.*
- **Recycle contamination rate:** The percentage of non-recyclable materials mistakenly placed in recycling bins, by volume.
- **Recyclable materials:** Materials for which recycling technologies, programs, and markets are well developed, readily available, and currently utilized.
- **Recyclables capture rate:** The percentage of recyclable materials that are correctly placed in recycling bins to be diverted from landfill, by volume.
- **Revenue Vehicle Hour (RVH):** The hours transit vehicles are in service and available to carry fare-paying passengers, excluding deadhead time, operator breaks, and layovers (from FTA).
- **Risk reduction framework:** A structured approach to identifying and minimizing potential environmental and social harms from design and construction projects, ensuring safer and more responsible outcomes.
- **Scope 1, 2, and 3 Emissions:**
 - **Scope 1:** Direct emissions from owned or controlled sources (e.g., fleet vehicles, onsite fuel combustion).
 - **Scope 2:** Indirect emissions from purchased electricity, steam, heating, and cooling.
 - **Scope 3:** All other indirect emissions from activities not owned or controlled by the reporting entity, such as employee commuting, procurement, and waste.
- **Stormwater capture:** Collecting and reusing rain that runs off streets, sidewalks, and other surfaces. *Unlike rainwater capture, it deals with runoff that may need more treatment.*
- **Solid waste:** Discarded materials disposed in landfills and incinerators.
- **Three-stream bins (recycling, compost, landfill):** A waste sorting system that separates materials into three categories—recycling (e.g., paper, plastics, metals), compost (e.g., food scraps, compostable paper products), and landfill (non-recyclable and non-compostable items)—to reduce landfill waste and support more effective recycling and composting.
- **Title 24 Part 6:** California's Building Energy Efficiency Standards, which set minimum requirements for energy performance in buildings to reduce energy consumption and greenhouse gas emissions.

- **Transit oriented development (TOD):** Well-designed, mixed-use, higher density development adjacent to frequent transit. It helps communities and transit agencies increase sustainable transit ridership, revitalize communities, enhance regional quality of life, and strengthen economic competitiveness. By focusing on housing and jobs near transit, communities can accommodate new growth while minimizing associated congestion and environmental impacts.
- **Upfront embodied carbon:** The carbon emissions released before a building or infrastructure becomes operational, primarily during the production, transportation, and construction phases. Emissions stages for upfront embodied carbon are the following:
 - **A1:** raw material extraction and processing
 - **A2:** transport to the manufacturer
 - **A3:** manufacturing of the product
 - **A4:** transport to the construction site
 - **A5:** installation into the building or infrastructure
- **Vehicle Mile (VM):** The total miles traveled by transit vehicles in revenue and non-revenue service (from FTA).
- **Vehicle Revenue Length (VRL):** The physical length in feet of a single transit vehicle (car) used in revenue service, measured from bumper to bumper (from NTD).
- **Vehicle Revenue Mile (VRM):** The miles that vehicles are scheduled to or actually travel while in revenue service (from FTA).
- **Volatile organic compound (VOC):** A chemical compound that easily evaporates into the air, potentially causing health issues and contributing to air pollution and smog formation.

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2030 Target Development Methodology

Energy and Emissions

A quantitative modeling approach was used to establish the 2030 energy and GHG targets. The methodology focused on identifying measurable reductions from actions that had sufficient data to support credible modeling outcomes.

For this SAP update, the following actions were modeled to inform energy and GHG targets based on their measurable impact on energy use or GHG emissions.

- **EGE 3.1:** Pursue energy efficiency on new construction projects, exceeding where applicable and feasible Title 24 Part 6 Energy Code. By 2030, evaluate embedding this as a requirement in BART Facilities Standards (BFS), which set design and construction guidelines for all BART projects.
- **EGE 3.3:** For existing facilities, conduct energy audits and implement energy efficiency measures (e.g., LED lighting, efficient HVAC, daylighting controls) at each of the types below:
 - 37 of 50 stations by 2035;
 - 3 of 6 shops and yards by 2030.
- **EGE 3.4:** For existing facilities, replace fossil-fueled powered equipment (e.g., HVAC, cooking, space heating, laundry if present) with electric where third-party program funding is available.
- **EGE 3.5:** Pursue enhanced and monitoring-based commissioning in accordance with Leadership in Energy and Environmental Design Building Design and Construction (LEED BD+C) on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.
- **EGE 4.1:** Require all new BART-owned vehicle purchases to be electric and install sufficient charging infrastructure to accommodate this transition as follows:
 - light-duty by 2035
 - 50% of Class 2B+ by 2026; 100% from 2027 onward.
- **EGE 4.2:** As BART-owned vehicles are retired, replace fossil-fuel powered models with electric and install sufficient charging infrastructure to accommodate this transition.

- **EGE 7.1:** Achieve an electric portfolio in alignment with BART Wholesale Electricity Portfolio Policy that is:
 - 100% from zero carbon sources by 2035
 - 100% from eligible renewable sources by 2045
- **REE 4.2:** Perform upgrades to agent booth conditioning and warehouse heating based on needs to improve thermal comfort.

These actions were selected because they had clearly defined implementation pathways, available performance data, or established industry benchmarks for emissions or energy use reductions. The selected Energy & GHG actions span efficiency improvements across BART's new and existing buildings, Non-Revenue Vehicle (NRV) fleet electrification, and renewable energy procurement. The Rider & Employee Experience action was modeled due to its expected influence on station energy consumption through enhanced HVAC conditioning for agent booths.

The 2030 targets were determined by summing the projected impact of the modeled actions. To avoid double counting, action modeling is stacked sequentially based on the BAU and then action-level assumptions.

Water

A quantitative modeling approach was used to establish the 2030 water use targets. This method focused on estimating measurable reductions from actions that had sufficient data to support credible forecasting outcomes.

Two actions in the Water category were modeled based on their potential to reduce potable water consumption across BART operations.

- **WA 1.1:** For existing facilities, conduct water audits and implement water efficiency measures (e.g., low flow fixtures) at each of the types below:
 - 50 of 50 stations by 2035
 - 3 of 6 shops and yards by 2030
 - 6 of 6 shops of yards by 2035
- **WA 1.2:** Monitor system-wide water use data in real-time, including conducting real-time leak detection. Perform fixes.

These actions were selected due to their clearly defined implementation strategies, availability of performance data, and alignment with best practices in water conservation. The increased water usage associated with water refill stations (Waste Action 4.1) was considered but not modeled due to limited data on projected water savings and the likely relatively minor impact on overall water usage; however, refill stations are recognized as a positive strategy that provides added benefits for ridership experience and waste reduction.

The 2030 water use target was determined by summing the estimated impact of both modeled actions. These projections are built on BART's updated Business-as-Usual (BAU) water use scenario. To avoid double counting, action modeling is stacked sequentially based on the BAU and then action-level assumptions.

Waste

Ongoing Operations (Stations, Shops & Yards and Offices)

To establish 2030 waste reduction targets for BART stations, five metrics were evaluated: recyclables capture rate, landfill recoverability rate, recycling contamination rate, normalized waste generation, and diversion rate. These were selected based on practices from other transit systems, ports, and airports, and aligned with industry standards such as those from the American Public Transportation Association.

Metrics were assessed using two key criteria:

- 1) BART's level of influence over the waste stream (high, medium, low).
- 2) Availability of baseline data, gathered through 2024 visual audits.

Targets apply to waste generated at passenger stations by both staff and riders. While data for Shops & Yards and Offices was not available during this process, future targets will be developed as data becomes available.

Uncertainty in baseline composition estimates (e.g., recyclable plastics comprising 13–15% of landfill waste) was factored into target setting. Targets from peer agencies were also reviewed to ensure BART's goals are ambitious yet achievable.

Projects (New Construction, Maintenance)

The 2030 targets for new construction and maintenance projects will be determined for the 2030 SAP update.

Materials & Construction Practices

BFS sustainability requirements

The recommended target of contracts awarded implementing the latest BART BFS sustainability requirements allows for flexibility to accommodate:

- Case-by-case exceptions
- Phase-in of new requirements
- Legacy projects that began under previous standards
- Market readiness

This target reflects a strong commitment to integration while recognizing the practical considerations of implementation across varied project types and timelines.

Departmental purchasing

Sustainable procurement is expected to mature in stages across departments:

- Foundational stage: Departments begin by building internal awareness and piloting procurement improvement in key product or service categories. Estimated implementation rate of 30–50%.
- Developing stage: As foundational practices are adopted and supplier engagement increases, departments can scale efforts across more product or service categories. Implementation could rise to 50–80%.
- Advanced stage: With clear policies, robust tracking mechanisms, and supplier alignment, departments can institutionalize sustainable procurement practices. This supports an 80–100% implementation.

The recommended 2030 target of departmental implementation reflects a realistic milestone toward reaching the foundational stage across BART.

Resilience & Adaptation

While resilience is not a new area for BART, it is becoming an area of increasing focus. As a result, the 2026-2035 SAP includes more comprehensive actions and newly developed metrics compared to the 2017 SAP. Because this area is evolving, no analysis or forecasting was applied to develop the 2030 target. Instead, the recommended actions and targets

were informed by best practices in climate resilience planning and are intended to support BART in building a more adaptive and climate-ready system.

Transportation & Land Use

TOD

The 2030 TOD target was determined based on the BART Board-adopted goals for TOD of 20,000 residential units and 4.5 million square feet of commercial space on BART property by 2040. To reach this goal in 2040, this plan is setting an interim target by 2030.

Mode Share

The 2030 mode share target will be determined based on BART Board of Directors Station Access Policy Performance Measures and Targets (2025).

Rider & Employee Experience

Rider Satisfaction

Due to the multifaceted nature of customer satisfaction—which is shaped by external factors such as public expectations, regional developments, and societal perceptions—maintaining current performance represents both a pragmatic and effective objective. Accordingly, the 2030 target has been established at 75% rider satisfaction, underscoring a steadfast commitment to service quality while acknowledging the inherent challenges of influencing sentiment-driven metrics.

Employee Satisfaction

Historical employee satisfaction survey results have been used as a reference point to establish a 2030 target. In collaboration with the Marketing & Research team and the Executive Team, and based on available historical data, a target employee satisfaction rate of 70% has been set for 2030.

Comprehensive List of Actions

Energy and Emissions

Action ID	Action	Responsible Parties
<i>Action 1: Continue to improve energy use and generation of BART's all-electric train cars and track.</i>		
EGE 1.1	Continue to expand fleet with new Fleet of the Future train cars, which are energy-efficient and all-electric.	RS&S, Operations Planning
EGE 1.2	Evaluate Fleet of Future train car data in relation to total energy consumption.	RS&S, Operations Planning
EGE 1.3	Improve operational efficiencies of Fleet of the Future train cars as recommended.	RS&S, Operations Planning
EGE 1.4	Evaluate feasibility of increasing recovery of regenerative braking energy, through the installation wayside energy storage or connection to grid.	RS&S, Operations Planning
<i>Action 2: Electrify BART to Antioch Extension, which is currently powered by 100% renewable diesel</i>		
EGE 2.1	Evaluate and track opportunities to electrify BART to Antioch Extension.	Operations Planning, Sustainability Group
EGE 2.2	Improve operational efficiencies of train cars as recommended.	RS&S, Operations Planning
<i>Action 3: Continue to improve energy efficiency and electrification of BART facilities.</i>		
EGE 3.1	Pursue energy efficiency on new construction projects, exceeding where applicable and feasible Title 24 Part 6 Energy Code. By 2030, evaluate a policy to embed this as a requirement in BART Facilities Standards (BFS), which set design and construction guidelines for all BART projects.	OID

EGE 3.2	Pursue all-electric on new construction projects, where applicable and feasible. By 2030, evaluate a policy to embed this as a requirement in BFS.	OID
EGE 3.3	For existing facilities, conduct energy audits and implement energy efficiency measures (e.g., LED lighting, efficient HVAC, daylighting controls) at each of the types below: - 37 of 50 stations by 2035 - 3 of 6 shops and yards by 2030	Sustainability Group
EGE 3.4	For existing facilities, replace fossil-fueled powered equipment (e.g., HVAC, cooking, space heating, laundry if present) with electric where third-party program funding is available.	Sustainability Group
EGE 3.5	Pursue enhanced and monitoring-based commissioning in accordance with Leadership in Energy and Environmental Design Building Design and Construction (LEED BD+C) on new construction projects, where applicable and feasible. By 2030, evaluate a policy to embed this as a requirement in BFS.	Sustainability Group
EGE 3.6	For existing facilities, perform real-time energy monitoring across BART facilities. Install applicable equipment to enable real-time energy monitoring at each of the types below: - 25 of 50 stations by 2030; 50 of 50 stations by 2035 - 6 of 6 shops and yards by 2030	Sustainability Group
Action 4: Expand electrification of BART-owned non-revenue vehicle fleet.		
EGE 4.1	Require all new BART-owned non-revenue vehicle purchases to be electric and install sufficient charging infrastructure to accommodate this transition as follows: - light-duty by 2035 - 50% of Class 2B+ by 2026; 100% from 2027 onward. As of September 2025, 2% of BART-owned light duty vehicles are electric.	NRVE Group

EGE 4.2	As BART-owned non-revenue vehicles are retired, replace fossil-fuel powered models with electric and install sufficient charging infrastructure to accommodate this transition.	NRVE Group
EGE 4.3	Pursue Electric Vehicle Charging Station (EVCS) installation on new construction projects, meeting or exceeding where applicable and feasible <i>Title 24 Part 11 California Green Building Standards "CALGreen" Tier One</i> . By 2030, evaluate a policy to embed this as a requirement in BFS.	OID
Action 5: Practice emission-reduction behaviors in BART-owned vehicle use.		
EGE 5.1	Right-size fleet for the appropriate scale for the activity.	NRVE Group
EGE 5.2	Reduce employee trips in non-revenue vehicles through carpool and riding BART.	Sustainability Group, NRVE Group
Action 6: Evaluate installation of onsite renewable energy generation and storage.		
EGE 6.1	Pursue onsite renewable energy installation (e.g., solar photovoltaics "PV") on new construction projects, where applicable and feasible. By 2030, evaluate a policy to embed this as a requirement in BFS.	OID
EGE 6.2	Pursue onsite energy storage installation (e.g., battery energy storage systems "BESS") on new construction projects, where applicable and feasible. By 2030, evaluate a policy to embed this as a requirement in BFS.	OID
EGE 6.3	For existing facilities, evaluate feasibility of installing onsite renewable energy (e.g., PV) at stations, offices, shops & yards, and other BART properties by 2028. Progress installation through 2035.	Sustainability Group
EGE 6.4	For existing facilities, evaluate feasibility of installing onsite energy storage (e.g., BESS) at stations, offices, shops & yards, and other BART properties by 2028. Progress installation through 2035.	Sustainability Group

Action 7: Procure 100% renewable power for BART's electricity.		
EGE 7.1	Achieve an electric portfolio in alignment with <i>BART Wholesale Electricity Portfolio Policy</i> that is: - 100% from zero carbon sources by 2035 - 100% from eligible renewable sources by 2045	Sustainability Group

Water

Action ID	Actions	Responsible Parties
Action 1: Improve water efficiency at BART facilities.		
WA 1.1	For existing facilities, conduct water audits and implement water efficiency measures (e.g., low flow fixtures) at each of the types below: - 50 of 50 stations by 2035 - 3 of 6 shops and yards by 2030 - 6 of 6 shops of yards by 2035	Sustainability Group
WA 1.2	Monitor system-wide water use data in real-time, including conducting real-time leak detection. Perform fixes.	Sustainability Group, Grounds Maintenance, Mechanical Maintenance, Civil Engineering
Action 2: Supply BART facilities with recycled water sources.		
WA 2.1	Pursue connecting to municipal recycled water (e.g., purple pipe) on new construction projects, where applicable and feasible. By 2030, evaluate a policy to embed this as a requirement in BFS.	OID

WA 2.2	Evaluate opportunities for rainwater and stormwater capture for onsite reuse as well as low-impact development (LID) and green infrastructure to manage stormwater sustainably	Civil Engineering
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Waste

Action ID	Action	Responsible Parties
<i>Action 1: Improve recycling collection at BART facilities.</i>		
WE 1.1	Implement recycling and waste reduction projects—including staff restroom air dryers, staff waste training, colocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to: - three-stream waste collection rollout at shops and yards by 2026 - waste audits conducted for shops and yards, and offices, by 2028	Sustainability Group
<i>Action 2: Improve composting collection at BART facilities.</i>		
WE 2.1	Implement composting collection and waste reduction projects—including staff waste training, staff organics collection, colocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to: - three-stream waste collection rollout at shops and yards facilities by 2026 - waste audits conducted for shops and yards, and offices, by 2028	Sustainability Group
<i>Action 3: Improve electronic waste collection at BART facilities.</i>		
WE 3.1	Improve electronic waste collection with clear signage at existing facilities including offices and shops and yards, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.	Sustainability Group

Action 4: Install water bottle refill stations at BART facilities.		
WE 4.1	Pursue water bottle refill station installation on new construction projects, where applicable and feasible. By 2030, evaluate a policy to embed this as a requirement in BFS.	Sustainability Group
WE 4.2	Install water bottle refill stations at existing facilities, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.	Sustainability Group
Action 5: Promote reuse of operational materials at BART facilities		
WE 5.1	For offices, continue to reuse existing furniture whenever possible.	Sustainability Group
WE 5.2	For shops and yards, continue to reuse materials whenever possible.	Sustainability Group
Action 6: Reduce construction, demolition, and maintenance project waste.		
WE 6.1	Pursue reduction targets for construction and demolition waste beyond local, state, and federal code on new construction projects, where applicable and feasible (i.e., diversion, source reduction, reuse, and salvage). By 2030, evaluate a policy to formalize and strengthen these practices within BFS, including consideration of new requirements. - Select comingled recycling sorting facilities with at least a 75% diversion rate - Divert a minimum of 100% steel, asphalt, concrete, land-clearing waste from landfill - Divert a minimum of 70% of other waste types from landfill	System Safety, OID

WE 6.2	Pursue reuse of demolition materials (e.g., onsite concrete/asphalt reuse and salvaged steel, including rail and ties) on both new construction and maintenance projects, where applicable and feasible. By 2030, evaluate a policy to formalize and strengthen these practices within in BFS, including consideration of new requirements, and provide training for employees. - For new construction projects, track reuse of materials as it contributes to diversion of a minimum of 100% steel, asphalt, and concrete from landfill - For maintenance projects: track reuse of steel, asphalt, and concrete, and use data to develop a baseline by 2030 and inform 2035 targets	Track Maintenance
WE 6.3	For fully depreciated or outdated but still useable furnishings, equipment, and fleet vehicles, identify opportunities to donate or sell below cost to community groups or members of environmentally overburdened communities with a demonstrated need.	Logistics

Materials & Construction Practices

Action ID	Action	Responsible Parties
<i>Action 1: Regularly implement updated contract requirements that prioritize sustainable and ethical materials and practices in design and construction.</i>		
MCP 1.1	Integrate sustainability enhancements into each BFS update for materials and construction practices across relevant sections.	OID, Sustainability
MCP 1.2	Integrate ethical supply chain enhancements into each BFS update for materials procurement, and document where possible existing supply chain maps.	OID, Sustainability
MCP 1.3	Pursue lower-embodied carbon concrete on new construction projects, where applicable and feasible. By 2030, evaluate a policy to embed this as a requirement in BFS.	OID, Sustainability
MCP 1.4	Explore zero-carbon and low-carbon technologies for BART-owned construction equipment through pilot projects.	OID, Sustainability

MCP 1.5	By 2030, institute construction and design practices for sensitive contexts including, but not limited to, developing: - An indigenous community engagement plan for extensive underground work to account for potential disturbance of culturally-significant areas. - A risk reduction framework for design or construction within, adjacent, or through an environmentally overburdened community.	OID, OCR
MCP 1.6	Incorporate minimum requirements to expand the supplier pool within construction and procurement contracts.	OID, OCR
<i>Action 2: Implement sustainable purchasing program for ongoing operations.</i>		
MCP 2.1	By 2030, finalize BART's Green Procurement Policy to provide overarching guidance for decentralized departmental purchasing practices and integrate applicable requirements into BFS. This includes, but is not limited to, the requirement to purchase, as appropriate: - ENERGY STAR-rated or equivalent energy-efficient equipment - EPEAT-certified electronic devices - 100% recycled-content paper and paper products - UL Ecologo certified, or USDA Certified Biobased toner ink - Cradle to Cradle, BIFMA Level, or Green Circle Certified furniture - Green Seal or Cradle to Cradle certified paints - Green Seal, USDA Certified Biobased, or UL Ecologo certified foodware (plates, bowls, cups, cutlery) Avoid non-essential new purchases, meaning items that are redundant, single-use when reusables exist, or low-quality with a short lifespan.	Procurement, Sustainability Group

MCP 2.2	Encourage departments to implement or update department-specific sustainable and ethical purchasing plans, initiatives, or pilot programs by 2030. These efforts should focus on: - Refining procurement practices by identifying high-impact or high-priority items (e.g., take-back programs, less toxic alternatives). - Reducing paper use by transitioning to digital processes (e.g., cloud-based documentation). - Collaborating with vendors to minimize packaging waste (e.g., reusable crates and pallets). - Greening events by incorporating sustainable and ethical practices (e.g., compostable or reusable foodware, minimal disposable items, plant-based and locally sourced menu options).	<i>All departments with:</i> Procurement, Sustainability Group
MCP 2.3	Review procurement policies, including simplicity of contracting, documentation, and invoicing.	<i>All departments with:</i> Procurement, OCR

Resilience & Adaptation

Action ID	Action	Responsible Parties
<i>Action 1: Continue evaluating local hazards, with particular focus vulnerable populations and communities.</i>		
RA 1.1	Update the Local Hazard Mitigation Plan (LHMP) every five years. In 2027 update, identify metrics for environmentally overburdened communities which may be implemented.	OID, System Safety
<i>Action 2: Create Climate Resilience Roadmap.</i>		
RA 2.1	Perform an assessment evaluating climate hazard risks and asset impacts. Include financial, social, and environmental justice metrics in the assessment.	OID, Sustainability Group

RA 2.2	Perform an organizational resilience assessment across BART departments to identify strengths, opportunities and gaps in integrating climate adaptation into decision-making.	Sustainability Group
RA 2.3	Prioritize projects based on a combination of financial, social, and environmental justice metrics for resilience adaptation measures.	OID, Sustainability Group
RA 2.4	Coordinate with regional agencies in climate adaptation planning and implementation.	OID, Sustainability Group
<i>Action 3: Pilot local passengers' resilience hub at BART stations.</i>		
RA 3.1	Explore partnerships to enable BART stations and facilities as local resilience hubs for its passengers, especially in environmentally overburdened communities. Partnership could include: • Community-based organizations • Local government agencies • Regional planning bodies such as MTC and ABAG • Public health and social service providers • Private sector and philanthropic organizations	OID, Sustainability Group

Transportation & Land Use

Action ID	Action	Responsible Parties
<i>Action 1: Increase transit-oriented development (TOD) to improve station access for more residents.</i>		
TLU 1.1	Implement TOD projects, in line with BART's Transit-Oriented Development Policy.	TOD
TLU 1.2	Develop an anti-displacement policy, and consider land value capture, funding mechanisms, and global best practice.	TOD

Action 2: Make BART stations more accessible for walking, biking, and public transportation trips.		
TLU 2.1	Partner with local jurisdictions to improve pedestrian and bicyclist access and safety.	Customer Access
TLU 2.2	Perform station upgrades to improve ease of bike travel into BART system and improve bike storage in line with the <i>Preferred Path of Travel (PPOT)</i> plan.	Customer Access
TLU 2.3	Continue to support <i>Metropolitan Transportation Commission (MTC)'s Bay Wheels Bike Share</i> program.	Customer Access
TLU 2.4	Partner with local transit agencies to increase public transportation routes and better synchronize schedules to BART stations.	Customer Access
Action 3: Expand Electric Vehicle Charging Stations (EVCS) charging for BART patrons and employees.		
TLU 3.1	For existing facilities, install Level Two (L2) EVCS for 3-10% of parking spaces at each of the types below, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities: - 37 of 50 stations by 2035 - 6 of 6 shops and yards by 2035	Sustainability Group
TLU 3.2	Evaluate EVCS demand and utilization: - Conduct an existing EV demand analysis at BART facilities by 2026. - Evaluate and document the use of EV charging, EV vs non-EV parking, and electric micromobility use like scooters and bikes vs. unpowered by 2030.	Sustainability Group, Customer Access
TLU 3.3	Where demand warrants, consider co-locating EV charging stations with "Smart Lockers" - secure storage for e-bikes and scooters that would allow for charging.	Customer Access

Rider & Employee Experience

Action ID	Action	Responsible Parties
<i>Action 1: Create more comfortable station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.</i>		
REE 1.1	Convert 40% of fleet wheels and rails to reduce noise by 2035.	Track Maintenance, RS&S
REE 1.2	Evaluate opportunities to improve outdoor thermal comfort (e.g., design for sun, wind, rain, heat protection) at BART stations.	OID, Sustainability Group
<i>Action 2: Create more welcoming station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.</i>		
REE 2.1	Support <i>BART's Regional Mapping and Wayfinding Project</i> to make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services.	Customer Access
REE 2.2	Perform 39 of 50 station upgrades by 2030 to enhance accessibility for diverse users.	OID, Customer Access
REE 2.3	Engage a diverse and representative community of local and professional experts to define "welcoming" elements.	Customer Access, Station Planning, Government and Community Relations
<i>Action 3: Create safer station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.</i>		
REE 3.1	Perform station and train upgrades to improve public announcement systems and real-time messaging displays, in alignment with diverse community needs.	OID

REE 3.2	Perform station and train upgrades to improve security systems (e.g., CCTV and access control systems).	BART Police Dept
REE 3.3	Evaluate opportunities to improve lighting to support safer environments at BART stations.	OID, Sustainability Group
REE 3.4	Engage a diverse and representative community of local and professional experts to define "safety" elements.	Customer Access, Station Planning, Government and Community Relations
<i>Action 4: Improve building systems to better support employee health, comfort, and performance.</i>		
REE 4.1	Integrate, where possible, upgrades to office spaces that improve health and wellbeing (e.g., air filtration, stair access, prioritizing regularly occupied stations by daylight)	Real Estate
REE 4.2	Perform upgrades to agent booth conditioning and warehouse heating based on needs to improve thermal comfort.	Sustainability Group