



# BART Facts 2026

2026 is a defining year for BART, a system that is safer, cleaner, and easier to use than ever

Let's go.



## THE NEW BART

*"The New BART is a promise to our riders that they always come first. In 2026, we will work hard to sustain the gains we made in 2025 while positioning the system for future success. We know the Bay Area is counting on us."*

—BART General Manager Bob Powers

Millions of people depend on BART to get to work, events, school, appointments, and enriching experiences. And those who don't ride BART need the system to thrive. The region's economy, congested roadways, environmental health, affordability, and culture depend on it.

### Addressing a financial crisis while improving the rider experience

Riders are steadily returning to BART as they recognize the significant improvements the agency has made to customer experience. Though riders cheer BART's enhancements to system safety and cleanliness, they're taking fewer trips due to hybrid/remote work trends.

The current funding model of paying for operations with fares is outdated and doesn't work. BART is tightening its belt, making internal cuts, instituting efficiencies, and increasing fares and parking fees, but it's not enough. The New BART will become the Bygone BART without a long-term funding source.

BART faces a \$375M to \$400M annual deficit beginning FY27.

### Award-winning approach to safety

Visible police staff presence on trains and platforms is at a historic high, according to rider surveys, as more safety staff, including sworn officers and unarmed employees, are riding trains and walking platforms. A major advancement in safety arrived in August 2025 as BART completed installation of 715 new fare gates systemwide—four months ahead of schedule.

#### BART's safety solution includes:

- Taller, stronger fare gates to reduce fare evasion and unwanted behavior.
- Ensuring BART Police are riding trains more, increasing their visibility, and keeping riders safe by doubling officer presence systemwide.
- Progressive policing approach uses unarmed Crisis Intervention Specialists, Ambassadors and Fare Inspectors for additional patrols with experts in de-escalation.
- Maintaining 4,000+ surveillance cameras to minimize response time and hold suspects accountable.
- LED lighting installed on platforms and in parking facilities to eliminate dark corners.
- Conducting welfare checks for the unhoused and enforcing no drug use or smoking.

## BART Ridership Facts

### AVERAGE 2025 RIDERSHIP

Weekday	180,649
Saturday	108,449
Sunday	78,691

Total passenger trips in Calendar Year 2025: 55,610,841

Ridership peaked to 50% of pre-pandemic expectations in November 2025.

### SERVICE

Average passenger on-time performance	91.5%
Maximum train speed	70 mph

### FARES AND TRIPS

Riders pay for BART with the regional Clipper card or Tap and Ride contactless credit/debit/mobile payment.

Fare range	\$2.55–\$17.25
Average fare	\$4.98
Average trip length	15 miles
In December 2025, 11% of BART trips were made using Tap and Ride.	

### CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5–18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

CLIPPER ACCESS: Persons with disabilities get 62.5% off

CLIPPER START: Qualified low-income adults get 50% off

### RIDERSHIP PROFILE

- 71% identify as non-white
- 44% do not have a vehicle
- 29% report having annual household incomes under \$50K
- 7% have a disability
- 49% identify as male
- 48% identify as female
- 3% identify as non-binary or self-describe

### TRANSPORTATION BACKBONE OF THE BAY AREA

- Serves 5 counties with 4 million people
- More than 300 bus, light rail, ferry, private shuttle, and inter-regional carrier routes connect to BART
- 87% of transfers include a leg on BART

## Advancing regional transit coordination

BART is taking a leadership role in advancing regional transit coordination to improve the rider experience across all modes of Bay Area transit by offering:

- An easier way to pay with **Tap and Ride** contactless bank card payments
- New transfer discounts
- Innovative products such as the **Clipper BayPass**
- A unified approach to maps and directional signs with the **Regional Mapping and Wayfinding Project**
- Aligned schedule changes that improve transfer reliability and timing with the **Big Sync**, making riding transit faster

This work is showcasing how the Bay Area's transit agencies are working together as one network to increase ridership and better serve the region.

## Modernized train control system to increase capacity

BART has begun installation of a modern Communications-Based Train Control (CBTC) system that will transform BART service by enabling trains to run closer together. BART's train control system hasn't been fully upgraded since 1972 when the system opened.

The state-of-the-art train control system will enable BART to increase projected transbay capacity to 30 trains per hour per direction in the core system area, up from the current limitation of 24 trains per hour per direction.

## Earthquake resiliency and readiness

BART completed its \$1.4B Earthquake Safety Program in 2025, including a major retrofit of the Transbay Tube. Steel liner was added to withstand the expected large forces the tube could experience in an earthquake. Portions of the original system were upgraded not only for life safety but also to ensure we can return to operation shortly after a major quake. BART is connected to the ShakeAlert Earthquake Early Warning System, and trains will automatically slow when a quake occurs and potentially before the shaking happens.

## Addressing the housing crisis

BART's Transit-Oriented Development (TOD) Program creates dense, well-designed communities adjacent to BART stations to increase ridership and reduce greenhouse gases.

*As of January 2026, the TOD program's progress includes:*

- Housing units delivered: 4,232, including 1,298 affordable units
- Housing units under construction: 137 affordable senior units
- Housing units in planning: 4,321, including 1,873 affordable units
- Hotel rooms: 164
- Office space: 672,000 square feet
- Retail: 202,590 gross square feet

## BART merchandise a viral success

BART is generating revenue with wildly successful merchandise offerings sold on Railgoods.com and the customer service window at Lake Merritt Station. Popular items such as tote bags, holiday goods, and the BART Anime Mascots collection have sold out quickly due to high demand and big buzz. In addition to the profits, logo-branded merch acts as a roving billboard that advertises the system and sends a clear message: the Bay Area loves BART.

## BART by the Numbers

### FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising, and other sources of revenue.

FY26 forecast.....	32%
FY25.....	30%
FY24.....	29%
FY23.....	26%
FY22.....	21%
FY21.....	12%
Pre-COVID .....	71%

### STATIONS AND INFRASTRUCTURE

Total stations .....	50
Fare gates .....	715
Route miles of track .....	131
Miles of tunnels .....	39
Escalators .....	189
Elevators.....	154
Electric substations.....	136
Artworks.....	53

### PARKING AND BIKE ACCESS

Stations with parking* .....	35
Total parking spaces.....	~46,800
Bike parking (lockers, racks, and bike stations) .....	8,030

\*Not including Milpitas and Berryessa/North San Jose managed by VTA

### FLEET\*

1,070 train cars as of January 2026. Final 1,129th car to be delivered by summer 2026.	
BART to Antioch DMU cars .....	8

### ELECTRICITY

Third rail .....	1000 volts DC
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### POWER SOURCES

BART continues to achieve an overwhelmingly greenhouse gas-free power supply, including over 71% eligible renewable energy, as defined under California state law. BART's electric supply portfolio is primarily comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.



Let's go.