

**Attachment A - Transit Operator Budget Summary**

**San Francisco Bay Area Rapid Transit District (BART)**

|  |                |
|--|----------------|
| Adopted Operating Budget   | \$1.08 billion |
| FY2022-23 Operating Budget   | \$941 million  |
| Increase in Budget Compared to FY2022-23                                       | 8%             |
| Projected Ridership (Estimated FY2023-24 as a Percentage of FY 2018-19 actual) | 43%            |
| Total Proposed FY2023-24 Operating Allocation <sup>1</sup>                     | \$53 million   |
| Proportion of Operating Budget Funded with Allocations                         | 5%             |
| Estimated Covid Relief Funding at the end of FY2023-24                         | \$351 million  |

**Budget and Operating Highlights**

BART is a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART serves Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. BART serves high-frequency urban markets as well as lower-frequency suburban markets.

Prior to the Covid-19 pandemic, fares funded most of BART's operations. In FY2018-19, fare revenue and parking fees provided \$520M in revenue, or 76% of operating expense. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to \$240M (26% of operating expense) in FY2023-24.

BART's adopted operating budget for FY2023-24 is \$1.08 billion. As part of the FY2023-24 budget process, BART adopted its first two-year budget. FY2024-25 forecasts show ridership beginning at 48% and ending at around 50% of pre-pandemic levels. BART estimates that budget shortfalls will be filled with federal funds until mid FY2024-25.

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<sup>1</sup> Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

BART is working to improve safety with BART police officers, Ambassadors, and Crisis Intervention Specialists riding trains more frequently. Doubling the frequency of deep cleaning of train cars and pressure washing stations is another significant change that will improve rider experience. Lastly, BART is installing new modern, taller, and stronger fare gates at select stations across the Bay Area with completion scheduled in late 2025.