2026-2035

Sustainability Action Plan

Bay Area Rapid Transit (BART)

January 2026

General Manager's Message

At BART, sustainability is both what we do and how we do it. Since BART's inception, our trains have helped Bay Area travelers shift away from automobile use and onto transit, thus reducing the region's fuel use, air pollution, traffic congestion, and greenhouse gas (GHG) emissions. In 2017, we published our 2015-2025 Sustainability Action Plan to identify concrete actions and targets to help make BART's operations even more sustainable. With that plan ending in 2025, we are publishing our 2026-2035 Sustainability Action Plan to build on the success we've had in providing a safe, affordable, equitable, and environmentally friendly transit system for the region.

Much has changed since our last plan was published in 2017. We endured the COVID-19 pandemic, made changes to our service profile, replaced our entire fleet of train cars, added four new stations and a new branch line, and slashed our GHG emissions by over 75% via prioritizing GHG-free sources of electricity for our system. We also have expanded the amount of housing and commercial development near our stations, improved station access for pedestrians and cyclists, and collaborated with our regional partners to make Bay Area transit more seamlessly integrated.

As we look forward to the next 10 years, we are especially focused on initiatives that will help us increase our resource efficiency and minimize costs. One of our priorities is to implement energy conservation measures, like adding more LED lighting and daylighting controls at our buildings, procuring renewable energy, and optimizing our service schedule based on ridership. We are also improving waste sorting at our facilities and ensuring our system is resilient to climate hazards. And as always, we will be focusing on actions at our stations that will make it easier for people to ride and access BART, like building more Transit-Oriented Development, expanding electric vehicle charging, and upgrading security systems.

You can read the subsequent report to gauge the full scope of our sustainability plans. But most importantly, know that we can't accomplish our goals without the help of our riders. Our riders help take cars off the road, and this makes BART an essential component of the Bay Area's regional transportation network, economy, and sustainability. We thank all of you for riding BART and supporting our efforts to create a more sustainable Bay Area.

Robert M. Powers
General Manager
San Francisco Bay Area Rapid Transit District

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Introduction

Continuing the Journey

Bay Area Rapid Transit (BART) is more than a transit system—it's the backbone of the San Francisco 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. To address both of these aspects, BART has developed actions that will result in cleaner air, safer stations, and more accessible communities.

BART train in Oakland with SF skyline in background.

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. When a train ride replaces a car trip, it 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.

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 elicit ideas and concerns from the rider and community perspective. The Sustainability team coordinated internal development of the plan cross-departmentally. A near-final draft of the SAP was published publicly for comment.

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.

Reporting Annually

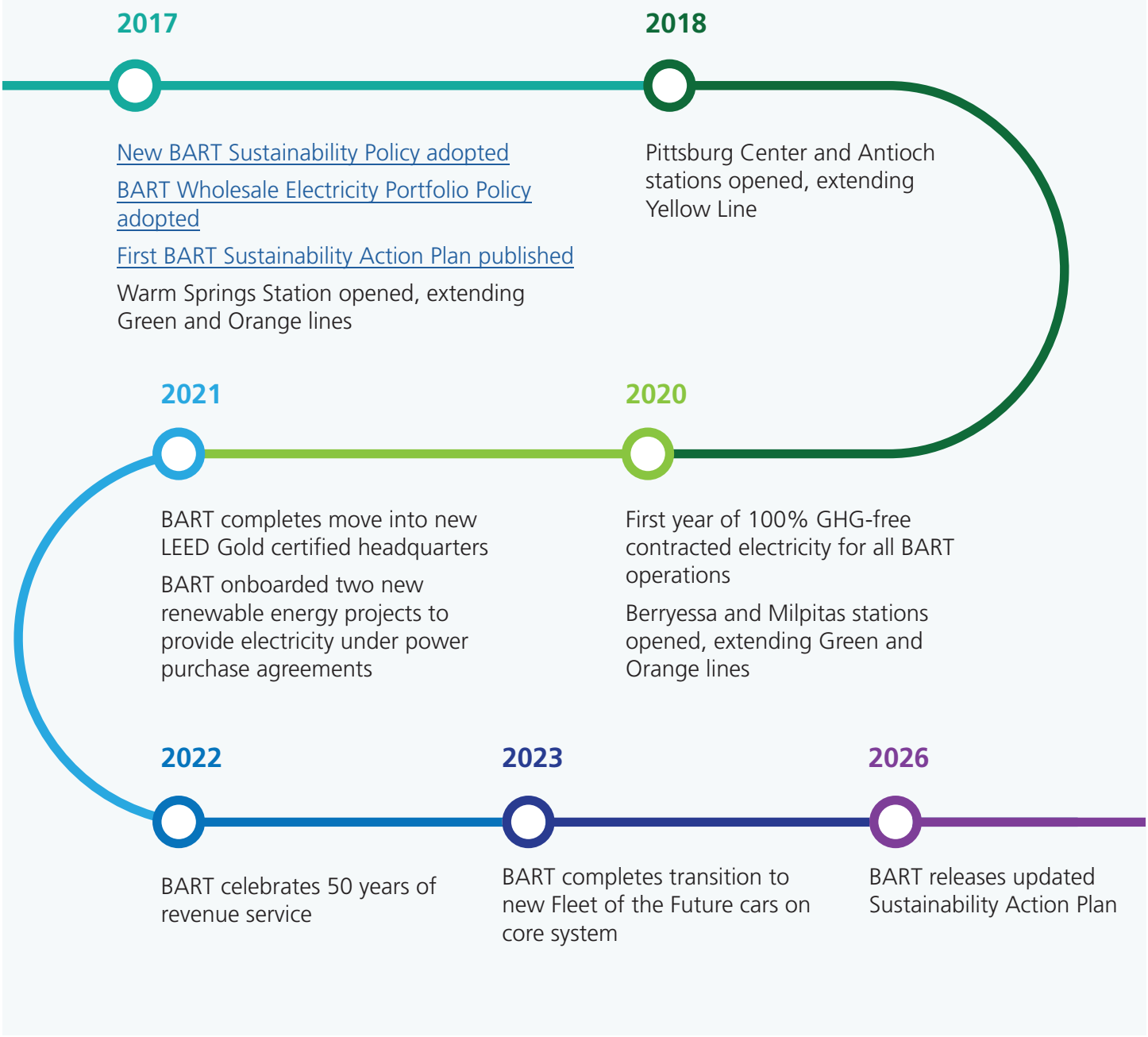
BART will publish annual sustainability reports throughout the 2026–2035 SAP to track progress toward its 2030 targets and any interim goals along the way. These reports help ensure transparency, show what's working, and highlight where course corrections may be needed. As part of this process, BART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

Passengers waiting at Colma Station.

Balancing Today and Tomorrow

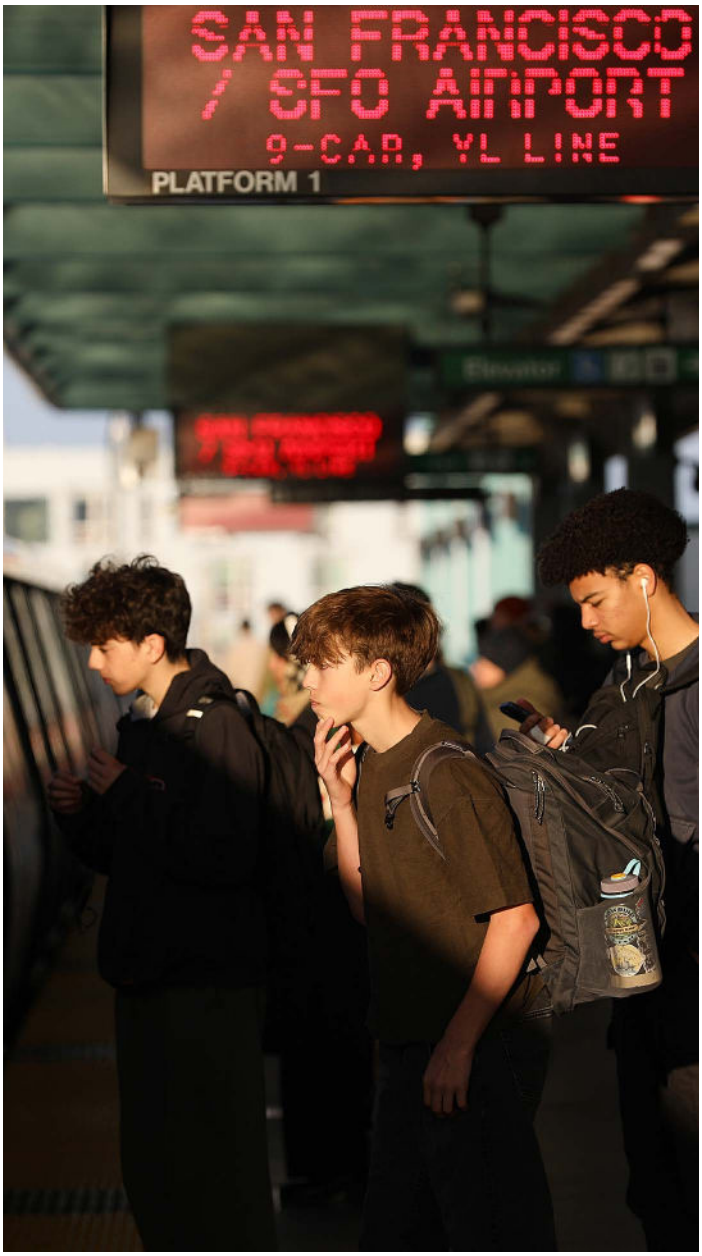
The 2017 Sustainability Policy laid the groundwork for BART's long-term commitment to environmental responsibility, fair access, and economic resilience. While financial realities shape today's decisions, the vision remains a compass guiding this 2026–2035 plan—ensuring we continue advancing a sustainable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

Timeline



Planning for a Sustainable and Resilient BART

BART is a regional transit system serving five counties with a core system operating with electric trains, primarily powered by renewable and greenhouse gas-free electricity. Further integrating sustainability and resiliency at the project level is essential. Every new train purchase, station upgrade, track extension, and facility renovation project presents 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. Others, such as Transit-Oriented Development (TOD) projects, are delivered through partnerships with external developers. Project-level sustainability planning ensures that sustainability is embedded form the start regardless of who leads the work.



Passengers boarding at West Oakland Station.

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 & 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.

A new canopy being installed at an entrance to Embarcadero Station.

Transit-oriented development project completed at Millbrae Station in 2023.

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.

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.

BART Headquarters in Downtown Oakland.

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 electronic 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.**

Summary of Categories

The 2026-2035 SAP is organized into seven key categories, each outlining a clear goal supported by specific actions and measurable targets.

Our focus is on mitigating hazards in environmentally overburdened communities.

Energy & GHG Emissions

Water

Waste

Materials & Construction Practices

Resilience & Adaptation

Transportation & Land Use

Rider & Employee Experience

Table 1: The 2026-2035 SAP Key Categories

Category	Goal	Actions	Target
Energy & GHG Emissions	Use energy efficiently and phase out operational GHG emissions.	Electrify fleet and facilities, expand renewable energy, improve energy monitoring, and reduce fossil fuel reliance.	56% reduction in GHG emissions and 5% reduction in energy use by 2030.
Water	Use water efficiently and minimize potable water use.	Conduct water audits, upgrade water fixtures, improve leak detection, and pursue water reuse strategies (such as purple pipe and rainwater/stormwater sources).	18% reduction in potable water use by 2030.
Waste	Divert waste from landfill and minimize contamination.	Expand recycling and composting programs, reduce single-use materials, and improve management of waste from construction, demolition, & maintenance projects.	25% reduction in recyclables contamination rate and 25% increase in recyclables capture rate by 2030.
Materials & Construction Practices	Choose sustainable materials, construction practices, and approaches to operations.	Adopt sustainable design standards and procurement practices.	Adopt Green Procurement Policy by 2030.
Resilience & Adaptation	Adapt BART assets and operation services to be more resilient to the impacts of climate change.	Conduct local hazard mitigation planning and a multi-hazard risk assessment, integrate resilience into capital planning, and implement hazard mitigation strategies.	Complete resilience planning and assessments for all critical infrastructure and start implementing adaptation measures by 2028.
Transportation & Land Use	Increase transit-oriented development (TOD) to improve station access for more residents. Increase transit, bicycle, and pedestrian mode share to BART stations.	Improve station access for pedestrians and cyclists, enhance multi-modal and transit connections, expand electric vehicle charging stations (EVCS), and increase TOD projects.	Deliver 5,334 residential units (total) and 874 thousand square feet of commercial space (total) through TOD development by 2030.
Rider & Employee Experience	Improve rider and employee experience on the BART system.	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.	75% rider satisfaction with station and train environment.

Energy & GHG Emissions

Did you know?

Transportation accounts for 37% of greenhouse gas (GHG) emissions in California, and of those, 76% 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 CO_2 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 trains on the core system and Oakland Airport Connector are already all-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 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] 2025 CA Air Resources Board (CARB) California Emissions Trends Report: 2000–2023

Goals

Use energy efficiently and phase out operational GHG emissions.

Actions

List of Energy & Greenhouse Gas Emissions (EGE) Actions

EGE Action 1: Continue to improve energy efficiency and regenerative braking in BART's all-electric train cars and tracks.

EGE 1.1
Continue to expand fleet with new Fleet of the Future train cars, which are energy efficient and all-electric.

Responsible Parties

- Rolling Stock and Shops (RS&S), Operations Planning

EGE 1.2
Evaluate Fleet of the Future train car data in relation to total energy consumption.

Responsible Parties

- RS&S, Operations Planning

EGE 1.3
Improve operational efficiencies of Fleet of the Future train cars as recommended.

Responsible Parties

- 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.

Responsible Parties

- RS&S, Operations Planning

BART train in downtown West Oakland.

EGE Action 2: Electrify BART to Antioch Extension, which is currently powered by 100% renewable diesel.

EGE 2.1
Evaluate and track opportunities to electrify BART to Antioch Extension.

Responsible Parties

– Operations Planning, Sustainability

EGE 2.2
Improve operational efficiencies of train cars as recommended.

Responsible Parties

– RS&S, Operations Planning

Yellow Line train at Antioch Station.

EGE Action 3: Continue to improve energy efficiency and electrification of BART facilities.

EGE 3.1
Pursue energy efficiency on new construction projects, exceeding, where applicable and feasible, California's Energy Code (Title 24, Part 6). By 2030, evaluate embedding this as a requirement in BART Facilities Standards (BFS), which set design and construction guidelines for all BART projects.

Responsible Parties

– Office of Infrastructure Delivery (OID)

EGE 3.2
Pursue all-electric on new construction projects, where applicable and feasible. By 2030, evaluate embedding this as a requirement in BFS.

Responsible Parties

– OID

EGE 3.3
For existing facilities, conduct energy audits and implement energy efficiency measures (e.g., LED lighting, efficient heating, ventilation, & air conditioning "HVAC" systems, daylighting controls) at each of the types below:

– 37 of 50 stations by 2035

– 3 of 6 shops & yards by 2030

Responsible Parties

– Sustainability

EGE 3.4
For existing facilities, replace fossil fuel-powered equipment (e.g., HVAC, cooking, space heating, laundry if present) with electric equipment where third-party program funding is available.

Responsible Parties

– Sustainability

EGE Action 3: Continue to improve energy efficiency and electrification of BART facilities.

EGE 3.5
Pursue enhanced and monitoring-based commissioning in accordance with Leadership in Energy and Environmental Design for 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.

Responsible Parties

- Sustainability

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 & yards by 2030

Responsible Parties

- Sustainability

BART's Central Warehouse has energy-efficient lighting and HVAC that reduce energy use by more than 30%.

BART's Central Warehouse received a LEED Silver Certification for incorporating sustainability features in its design and operations.

EGE Action 4: Expand electrification of BART-owned non-revenue vehicle fleet.

EGE 4.1
Require all newly purchased BART-owned non-revenue vehicles to be electric and install sufficient charging infrastructure to accommodate this transition[2] as follows:

- light duty by 2035
- 50% of Class 2B+ by 2026; 100% from 2027 onward.

Responsible Parties

- Non-Revenue Vehicle and Equipment (NRVE)

EGE 4.2
As BART-owned non-revenue vehicles are retired, replace fossil fuel-powered models with electric models and install sufficient charging infrastructure to accommodate this transition.

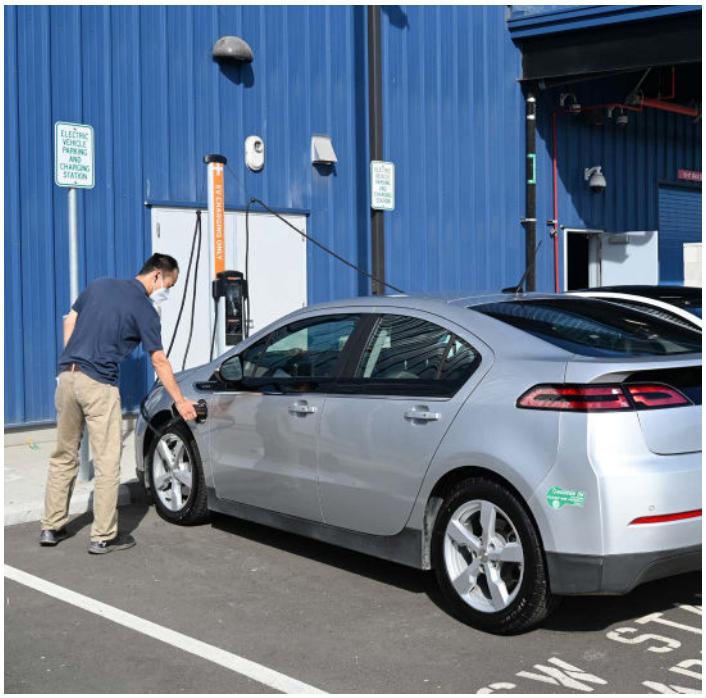
Responsible Parties

- NRVE

EGE 4.3
Pursue Electric Vehicle Charging Station (EVCS) installation on new construction projects, meeting or exceeding, where applicable and feasible, Tier One of California's Green Building Standards (Title 24, Part 11 or also known as CALGreen.) By 2030, evaluate embedding this as a requirement in BFS.

Responsible Parties

- OID



BART has installed EV chargers at several of our stations and worksites, and more locations are in development.

[2]As of September 2025, 2% of BART-owned light-duty vehicles are electric.

EGE Action 5: Practice emission-reduction behaviors in BART-owned vehicle use.

EGE 5.1
Right-size fleet to the appropriate scale for the activity.

Responsible Parties

– NRVE

EGE 5.2
Reduce employee trips in non-revenue vehicles through carpool and riding BART.

Responsible Parties

– Sustainability, NRVE, Operations Planning

Vehicle outside of BART Headquarters.

Passengers riding BART.

EGE 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.

Responsible Parties

– 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.

Responsible Parties

– 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.

Responsible Parties

– Sustainability

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.

Responsible Parties

– Sustainability

Solar panel in the Warm Springs/South Fremont Station parking lot.

BART's traction power substations help distribute electricity to the trains.

EGE Action 7: Procure 100% renewable power for BART's electricity.

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

Responsible Parties

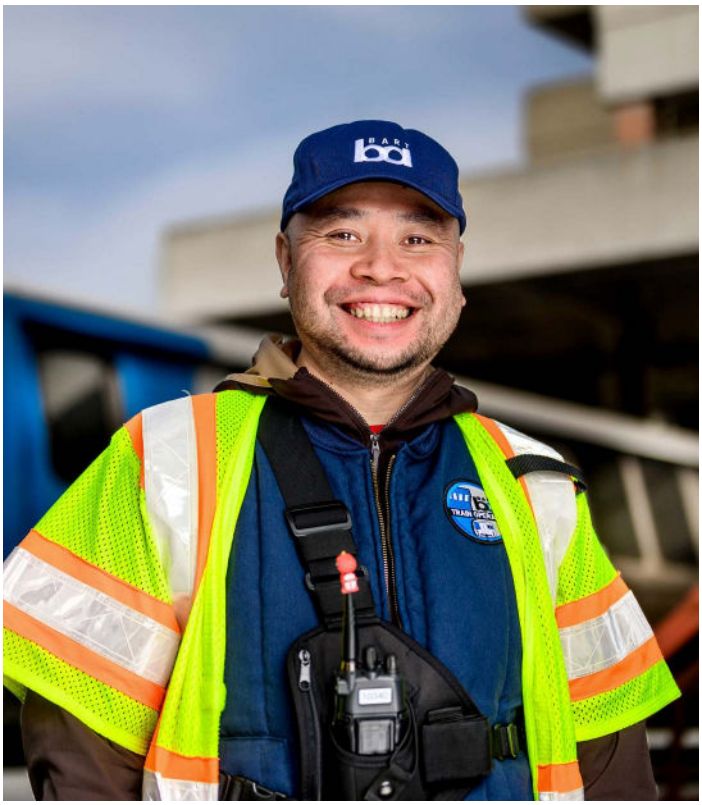
- Sustainability

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 (BAU) scenario, measured per Vehicle Revenue Mile (VRM) and Passenger Mile (PM).

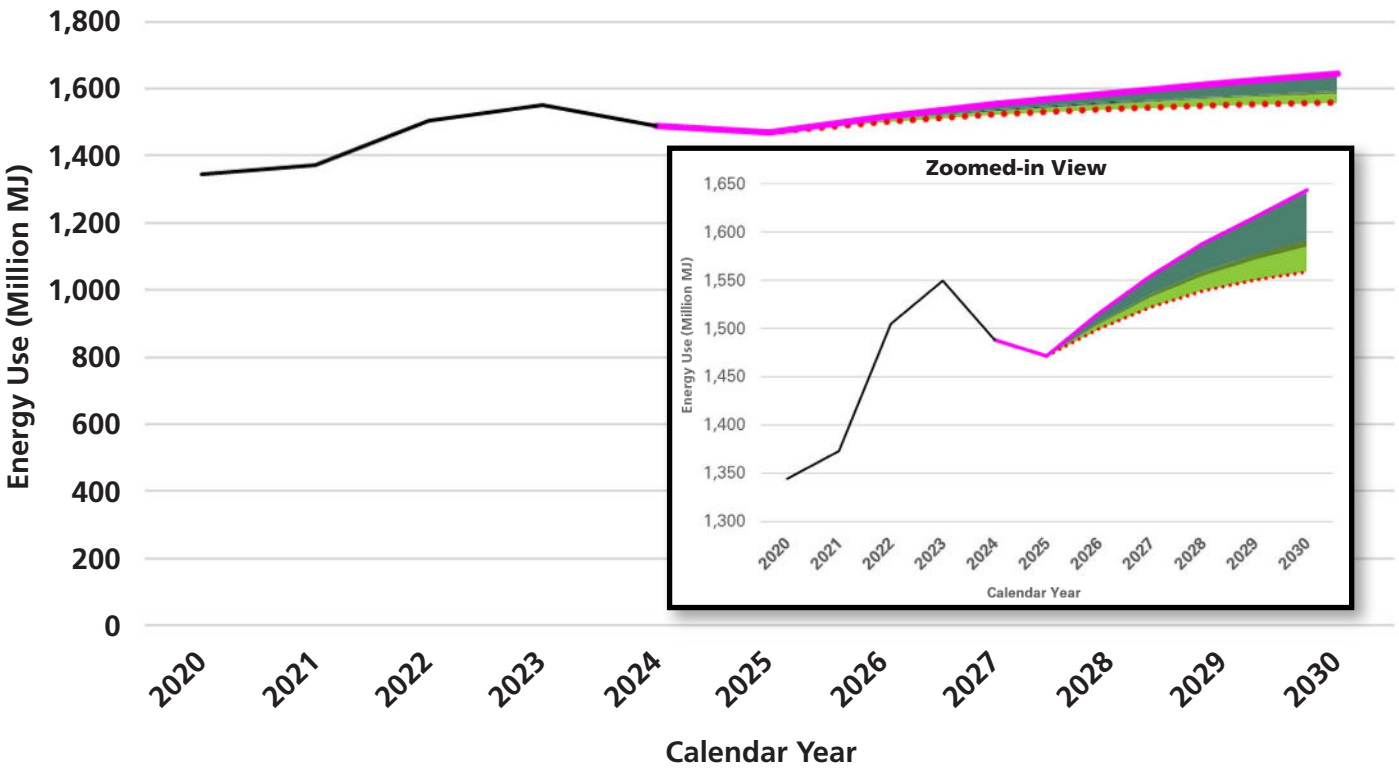


A BART train operator.

Table 2: Energy Use Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
MJ per VRM	19.54 MJ per VRM	Reduce BAU by 5% → 18.56 MJ per VRM
MJ per PM	1.73 MJ per PM	Reduce BAU by 5% → 1.64 MJ per PM

Figure 1: Total District Energy Use (MJ) Forecast



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.

Legend

Historical	EGE7.1	EGE4.1
Scenario: BAU	EGE3.1 & E3.5	EGE4.2
Scenario: Target	EGE3.3	REE5.2
	EGE3.4	

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 above 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. To better visualize the modeled impact of SAP actions and the comparison to the 2030 BAU, the figure on the right displays a zoomed-in view of the data in **Figure 1** (note that the y-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 nonbiogenic GHG emissions (in metric tons of carbon dioxide equivalent "$MTCO_2e$")** 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
$MTCO_2e$ per thousand VRM	0.310 $MTCO_2e$ per thousand VRM	Reduce BAU by 56% → 0.138 $MTCO_2e$ per thousand VRM
$MTCO_2e$ per thousand PM	0.027 $MTCO_2e$ per thousand PM	Reduce BAU by 56% → 0.012 $MTCO_2e$ per thousand PM

BART's Renewable Energy Procurement

Sky River Wind in the Tehachapi Mountains provides almost a third of BART's electricity. (Photo provided by NextEra Energy Resources)

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%). BART's remaining power was sourced from large hydroelectric generation (15%) and unspecified power (14%), which is primarily fossil fuels.

Figure 2: Total District GHG Emissions ($MTCO_2e$) Forecast

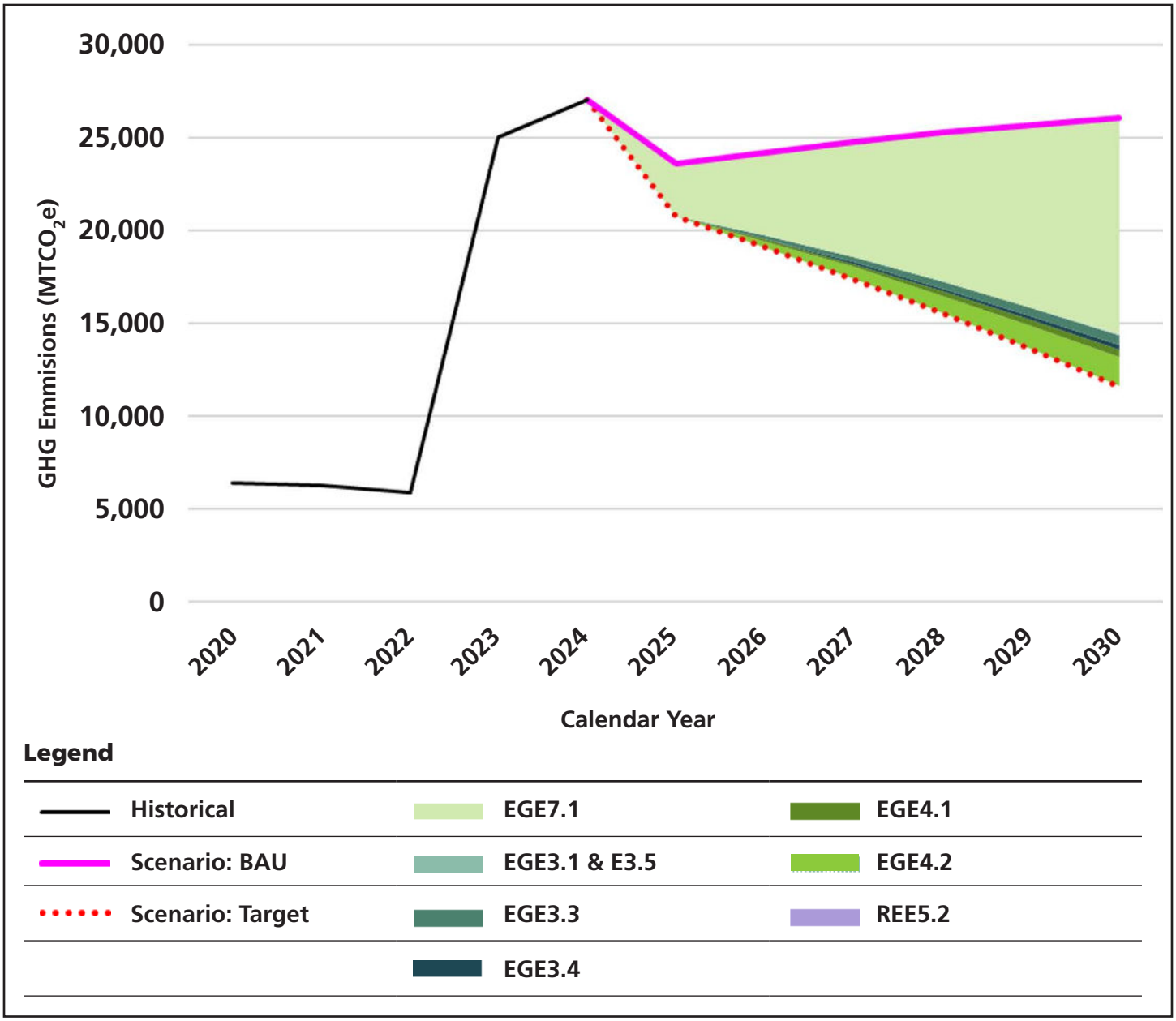


Figure 2 shows the projected GHG emissions (in $MTCO_2e$) showing both the BAU trajectory and the estimated reductions achievable through the modeled SAP actions. As with energy use, the projected future GHG emissions shown in the figure above are based on anticipated growth in BART's employment, ridership, 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.

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 ($MTCO_2e$)
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	-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

To measure progress throughout the 2026–2035 SAP, the following key initiatives will be reported on annually.

2026-2030

- Continue improving energy use and renewable energy generation of all-electric trains and tracks
- Evaluate electrification of Antioch Extension
- Update BFS
  - Targets for better performance than California's Energy Code
  - All-electric new construction
  - Enhanced commissioning and monitoring-based commissioning
  - EVCS per CALGreen Tier 1, 30% of total parking
  - PV and energy storage
- Evaluate feasibility of PV and storage at existing BART facilities
- Install real-time energy monitoring at 20 of 50 stations and 3 of 6 shops and yards
- Purchase EVs for all new Class 2B+ fleet
- Procure renewable power for 100% of BART's electricity

2031-2035

- Implement energy audit energy efficiency measures at 37 of 50 stations
- Continue real-time energy monitoring at 50 of 50 stations
- Purchase EVs for all new light-duty fleet
- Install L2 EVCS at 37 of 50 stations and at 6 of 6 shops & yards
- Install PV and storage at existing BART facilities as feasible

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.[3]

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. BART 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 of Geology and Geophysics at UC Berkeley and Chief Hydrologist at the United States Geological Survey (USGS)
>
> "Lessons Learned from A Legend: Luna Leopold's View of the River" | USGS (2015)

[3] 2022 Public Policy Institute of California (PPIC) Water and Energy in California

Goals

Use water efficiently and minimize potable water use.

Actions

List of Water (WA) Actions

WA 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, improved water recycling equipment, and process change) at each of the types below:

- 50 of 50 stations by 2035
- 3 of 6 shops & yards by 2030
- 6 of 6 shops & yards by 2035

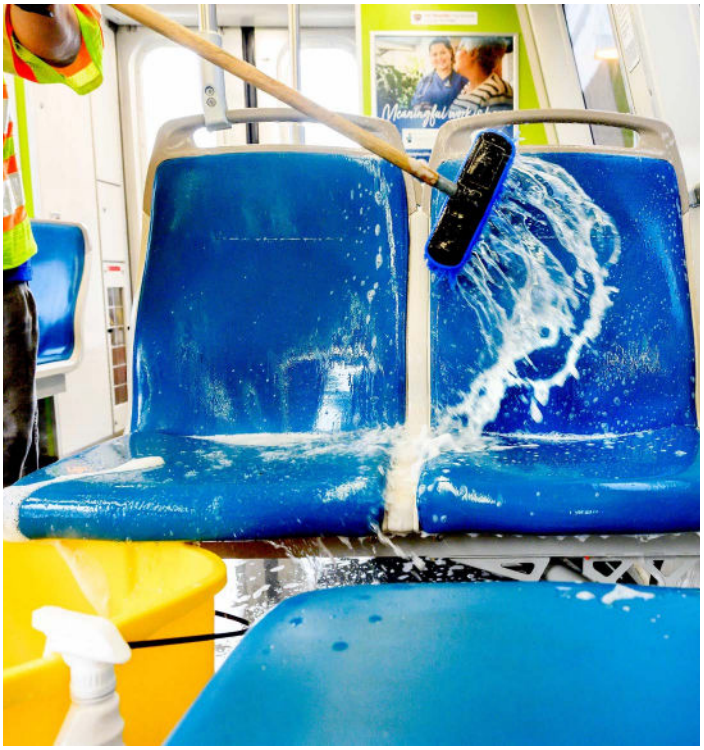
Responsible Parties

- Sustainability

WA 1.2
Monitor system-wide water use data in real time, including conducting real-time leak detection. Perform fixes.

Responsible Parties

- Sustainability, Grounds Maintenance, Mechanical Engineering, Civil Engineering



Train car seats being washed with soap and water.

WA 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 embedding this as a requirement in BFS.

Responsible Parties

- 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.

Responsible Parties

- 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 business-as-usual (BAU) scenario, with metrics per the following facility types:

Table 5: Water Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Stations: gallons per rider	0.54 gallons per rider	Reduce BAU by 23% → 0.42 gallons per rider
Shops & Yards: gallons per vehicle revenue length (VRL)	27,526 gallons per VRL	Reduce BAU by 11% → 24,374 gallons per VRL
Offices: gallons per employee	691 gallons per employee	Reduce BAU by 4% → 660 gallons per employee
Other: gallons per meter	13,396 gallons per meter	Reduce BAU by 4% → 12,795 gallons per meter

Figure 3: Total District Water Use (Gallons) Forecast

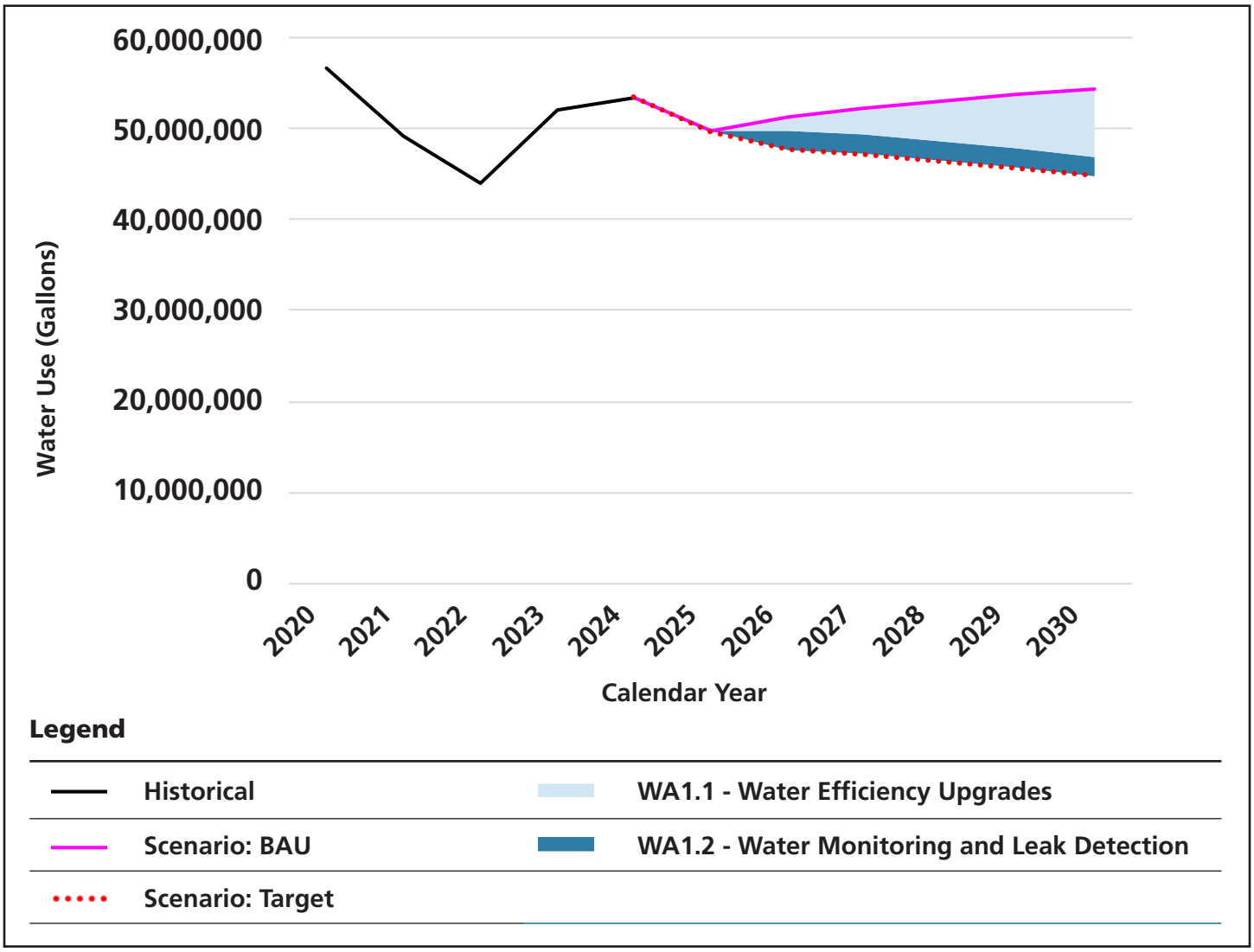


Figure 3 shows the total district water use (in gallons) comparing the BAU trajectory with the estimated reductions achievable through the modeled SAP actions. The projected future gallons shown in the figure above are based on anticipated growth in BART's employment, ridership, and vehicle revenue length—which 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 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.

Table 6 shows the expected change in water use compared to the 2030 BAU for each action modeled.

Table 6: 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

Note that although personal water bottle refill stations were included in the waste section (see Waste, Action 4.1), they are not modeled here 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.

Newly renovated restrooms at 19th Street Oakland Station.

Timeline

To measure progress throughout the 2026–2035 SAP, the following key initiatives will be reported on annually.

2026-2030

- Conduct water audits of 6 of 6 shops & yards and start efficiency measures
- Conduct water audits at 50 of 50 stations and start efficiency measures
- Supply BART facilities with recycled water sources
- Add purple pipe connection requirement to BFS

2031-2035

- Continue conducting water audit efficiency measures at 50 of 50 stations and 6 of 6 shops & yards
- Continue monitoring water use and leakage

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.[4] 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 emissions,[5] a potent greenhouse gas with far greater warming power than CO_2. By reducing landfill waste and boosting recycling and composting rates, 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. BART 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* (2010)

[4] CalRecycle 2022 State of Disposal and Recycling Report (2024)
[5] California Air Resource Board (CARB) 2020-2021-2023 Airborne Summary Report (2024)

Goals

Divert waste from landfill and minimize contamination.

Actions

List of Waste (WE) Actions

WE 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, collocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to:

- three-stream waste collection rollout at shops & yards by 2026
- waste audits conducted for shops & yards and offices by 2028

Responsible Parties

- Sustainability

Waste containers at BART Headquarters.

WE 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, collocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to:

- three-stream waste collection rollout at shops & yards by 2026
- waste audits conducted for offices and shops & yards by 2028

Responsible Parties

- Sustainability

BART is expanding our composting efforts across our operations.

WE 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 & yards, where needed based on engagement, and prioritizing areas identified as environmentally overburdened communities.

Responsible Parties

– Sustainability

Battery recycling station at BART Headquarters.

WE 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.

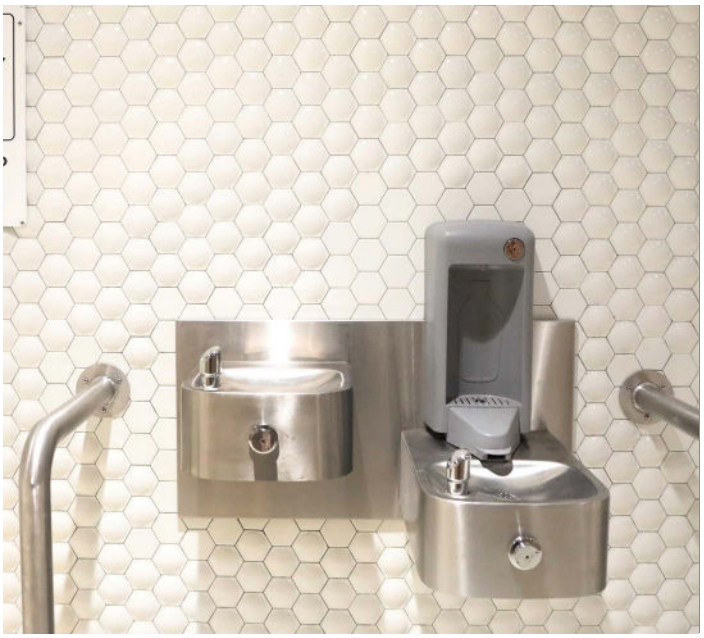
Responsible Parties

– Sustainability

WE 4.2
Install water bottle refill stations at existing facilities, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.

Responsible Parties

– Sustainability



Water fountains at Powell Street Station.

WE Action 5: Promote reuse of operational materials at BART facilities.

WE 5.1
For offices, continue to reuse existing furniture whenever possible.

Responsible Parties

– Sustainability

WE 5.2
For shops & yards, continue to reuse materials whenever possible.

Responsible Parties

– Sustainability

A conference room at BART Headquarters. BART set up an internal digital exchange to facilitate reuse of office furniture and supplies.

BART performs many of its repairs onsite to save costs, time, and materials.

WE Action 6: Reduce waste from construction, demolition, and maintenance projects.

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 100% of steel, asphalt, concrete, and land-clearing waste from landfill
- Divert a minimum of 70% of other waste types from landfill

Responsible Parties

- Sustainability, 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 diverting 100% of 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

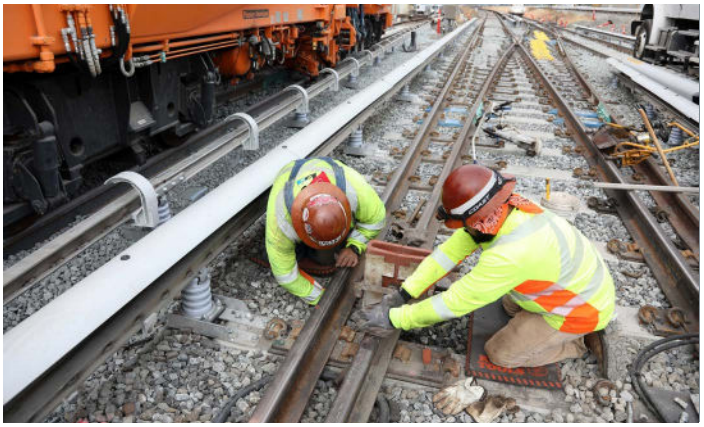
Responsible Parties

- 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.

Responsible Parties

- Logistics



Maintenance being performed on BART's tracks at a rail yard.

BART's tracks contain steel and concrete, among other materials.

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). This will be tracked for ongoing operations, with reduction as the objective.
- **Recyclables capture rate**, or the percentage of recyclable materials correctly placed in recycling bins and diverted from landfill (by volume). This 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). This 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 diverted from landfill through recycling, composting, or reuse (by volume). This will be tracked for compliance with project requirements, with higher rates indicating better performance.

Passengers entering Glen Park Station.

To support BART's sustainability goals, waste metrics will be tracked separately for ongoing operations—by facility type (e.g., stations, shops & 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:

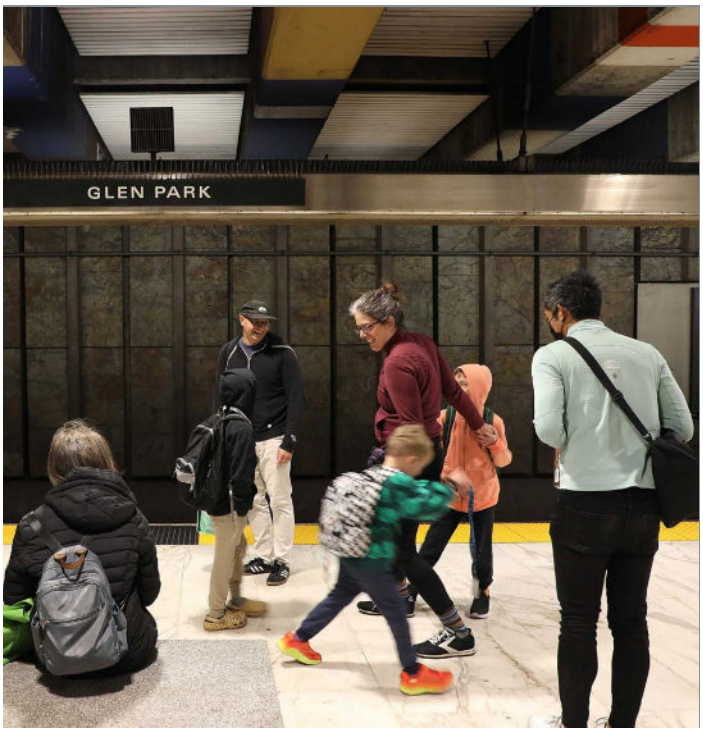
- **Ongoing Operations:**
  - **Stations:** Waste collection at stations is managed by different municipalities, each with its own requirements, making standardized bin deployment more complex. While three-stream waste stations (for recycling, compost, and landfill) are under consideration, food and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

Train stopping at Walnut Creek Station.

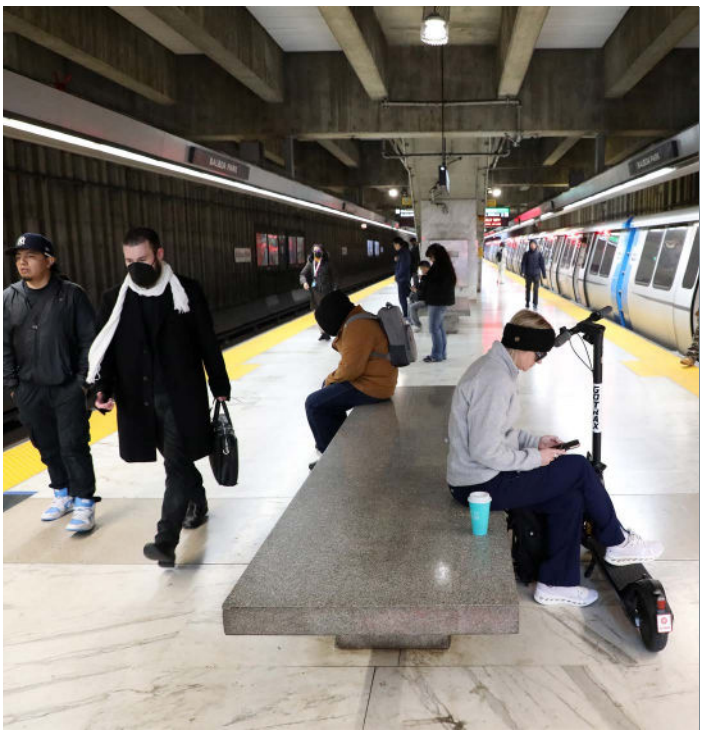
Since the waste management program is currently under development, the BAU baselines and targets are phased in the 2026–2035 SAP update:

- **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 & 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.

The targets for shops & yards and offices will be included in the 2030 SAP update.



Passengers at Glen Park Station.



Station platform at Balboa Park Station.

Table 7: Water Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Ongoing Operation		
Stations		
Recycle contamination rate	21% by volume	Reduce BAU by 25% → 16% by volume
Recyclables capture rate	53% by volume	Increase BAU by 25% → 66% by volume
Compost contamination rate	To be included in 2030 SAP update	To be included in 2030 SAP update
Shops & Yards		
Recycle contamination rate	To be included in 2030 SAP update	To be included in 2030 SAP update
Recyclables capture rate	To be included in 2030 SAP update	To be included in 2030 SAP update
Compost contamination rate	To be included in 2030 SAP update	To be included in 2030 SAP update
Offices		
Recycle contamination rate	To be included in 2030 SAP update	To be included in 2030 SAP update
Recyclables capture rate	To be included in 2030 SAP update	To be included in 2030 SAP update
Compost contamination rate	To be included in 2030 SAP update	To be included in 2030 SAP update
Projects		
New Construction		
Diversion rate of comingled recyclables	Not currently tracked overall	To be included in 2030 SAP update
Diversion rate of steel, asphalt, concrete, and land-clearing waste	Not currently tracked overall	To be included in 2030 SAP update
Diversion rate of other materials	Not currently tracked overall	To be included in 2030 SAP update
Maintenance		
Diversion rate of steel, asphalt, concrete, and land-clearing waste	To be included in 2030 SAP update	To be included in 2030 SAP update

Timeline

To measure progress throughout the 2026–2035 SAP, the following key initiatives will be reported on annually.

2026-2030

- Update BFS
  - Water bottle refill station requirement
  - C&D waste reduction target requirement
  - Reuse of demolition materials requirement
- Implement three-stream waste collection at shops & yards
- Improve recycling, composting and electronic waste collection at BART facilities
- Perform waste audits for shops & yards and offices and update biannually
- Pursue C&D waste reduction and materials reuse targets and develop policy for integration to BFS

2031-2035

- Conduct waste audits biannually
- Identify additional waste reduction strategies and implementation plans

Materials & Construction Practices

Did you know?

The production of building materials like concrete, steel, and aluminum accounts for over 23% of annual global greenhouse gas emissions.[6]

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 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.

> **"Architects have to become designers of eco-systems: systems of both ecology and economy that channel not only the flow of people throughout cities and buildings, but also the flow of resources."**
>
> Bjarke Ingels, architect
>
> "Hedonistic Sustainability" | TED Talks (2011)

[6] Architecture 2030 Embodied Carbon Actions

Goals

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

Actions

List of Materials & Construction Practices (MCP) Actions

MCP Action 1: Regularly implement updated contract requirements that prioritize sustainable and ethical materials and practices in design and construction.

MCP 1.1
Into each BFS update, integrate sustainability enhancements for materials and construction practices across relevant sections.

Responsible Parties

- OID, Sustainability

MCP 1.2
Into each BFS update, integrate ethical supply chain enhancements for materials procurement and document existing supply chain maps, where possible.

Responsible Parties

- 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.

Responsible Parties

- OID, Sustainability

MCP 1.4
Explore zero-carbon and low-carbon technologies for BART-owned construction equipment through pilot projects.

Responsible Parties

- 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 to, or through an environmentally overburdened community.

Responsible Parties

- OID, Office of Civil Rights (OCR)

MCP 1.6
Incorporate minimum requirements to expand the supplier pool within construction and procurement contracts.

Responsible Parties

- OID, OCR

MCP Action 2: Implement sustainable purchasing program for ongoing operations.

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-certified, UL Ecologo-certified, or USDA Certified Biobased foodware (plates, bowls, cups, and cutlery)

Avoid nonessential new purchases, meaning items that are redundant, single-use when reusables exist, or low-quality with a short lifespan.

Responsible Parties

- Procurement, Sustainability

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, and plant-based & locally sourced menu options).

Responsible Parties

- Procurement, Sustainability

MCP 2.3
Review procurement policies, including simplicity of contracting, documentation, and invoicing.

Responsible Parties

- Procurement, OCR

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)
- 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.

BART replaced the lighting at 14 of our 15 parking garages several years ago. The new LED lights are more energy efficient, last longer, and are brighter than the previous lights.

Table 8: Materials & Construction Practices Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	2030 Target
Contracts awarded	Not currently tracked	To be included in 2030 SAP update
Departmental adoption	Not currently tracked	To be included in 2030 SAP update
Green Procurement Policy	No policy implemented	Implemented by Q4 2030

Timeline

To measure progress throughout the 2026–2035 SAP, the following key initiatives will be reported on annually.

2026-2030

- Update BFS
  - Lower-carbon concrete requirement
  - Finalize Green Procurement Policy and integrate into BFS
- Institute construction and design practices for sensitive contexts
- Implement department-specific purchasing plans, initiatives and pilot programs

2031-2035

- Identify additional sustainable design and construction practices
- Support inclusion of best practices in projects

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 toolkit to assess seismic vulnerability across 38 stations and yards, finding that most are seismically sound or would be quickly repairable after a major earthquake.

> **"According to Darwin's Origin of Species, it is not the most intellectual of the species that survives; it is not the strongest that survives; but the species that survives is the one that is able best to adapt and adjust to the changing environment in which it finds itself."**
>
> Leon C. Megginson, Professor of Management and Marketing at Louisiana State University at Baton Rouge
>
> "Lessons from Europe for American Business" | The Southwestern Social Science Quarterly (1963)

Goals

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

Actions

List of Resilience & Adaptation (RA) Actions

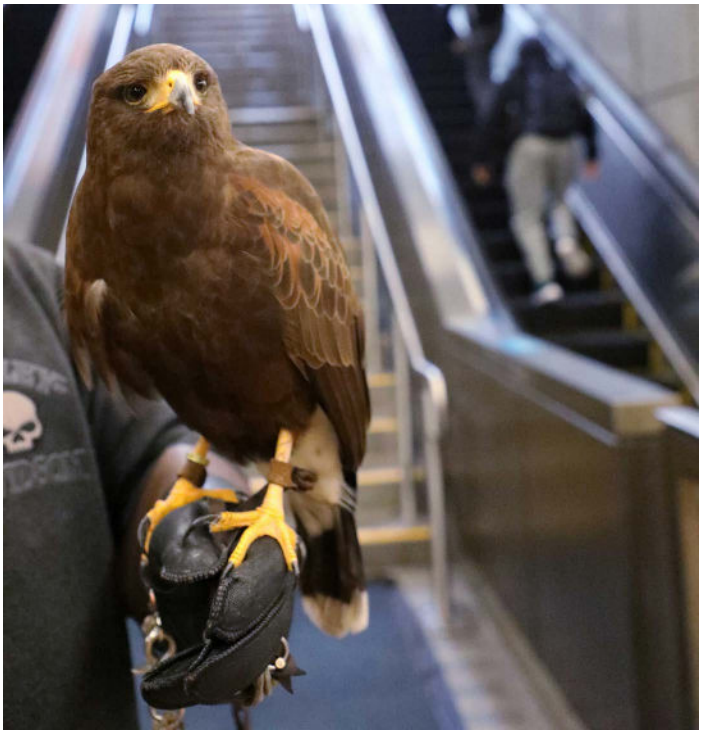
RA Action 1: Continue evaluating local hazards, with particular focus on vulnerable populations and communities.

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 after disruptions and disasters.

Responsible Parties

- OID, System Safety

Instead of equipment or chemicals, BART sometimes uses goats to help clear vegetation that might pose a wildfire risk.



BART contracts a falconer to help scare pigeons from roosting at stations. Pigeon droppings can cause infections and damage equipment.

BART designed bioswales at Warm Springs/South Fremont Station to help manage stormwater runoff. These vegetated areas help remove debris and pollution that might otherwise end up in the drain during storms.

RA Action 2: Create Climate Resilience Roadmap.

RA 2.1
Perform an assessment evaluating climate hazard risks and asset impacts. Include financial, social, and environmental justice metrics in the assessment.

Responsible Parties

– OID, Sustainability

RA 2.2
Perform an organizational resilience assessment across BART departments to identify strengths, opportunities, and gaps in integrating climate adaptation into decision-making.

Responsible Parties

– Sustainability

RA 2.3
Prioritize hazard mitigation projects based on a combination of financial, social, and environmental justice metrics for resilience adaptation measures.

Responsible Parties

– OID, Sustainability

RA 2.4
Coordinate with regional agencies in climate adaptation planning and implementation.

Responsible Parties

– OID, Sustainability

BART coordinates with regional partners to address issues like sea level rise and its potential impact to parts of the system like the Embarcadero, pictured here.

Employees from BART, AC Transit, Caltrans, and Clean California participated in a trash cleanup at Lake Merritt.

RA Action 3: Pilot local passengers' resilience hub at BART stations.

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

Responsible Parties

- OID, Sustainability

BART's Green Team planted trees along the San Leandro Bay in Oakland.

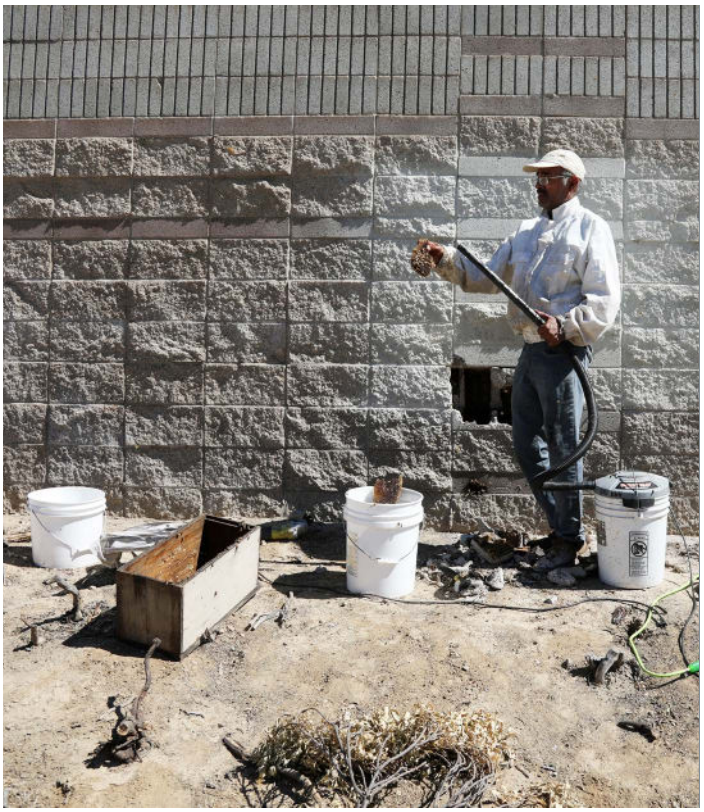
Autumnal foliage at West Oakland Station.

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. The LHMP provides an overview of the hazards that might be experienced across the BART system and the assets that might be vulnerable. Building on this, development of a climate resilience roadmap will: provide a deeper dive into understanding the likelihood and consequences of climate risks; integrate climate adaptation into decision-making across the organization; and prioritize investment in resilience. Quantitative modeling from the LHMP and resilience roadmap should inform development of metrics and targets. The BAU scenario assumes BART will take little to no proactive steps to manage and reduce climate risk across the system.

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 to system assets.



As shown here at Pittsburg/Bay Point Station, BART endeavors to extract and relocate honey bee nests in lieu of extermination.

Table 9: Resilience & Adaptation Metrics, BAU, and Targets

Metrics	2030 BAU Scenario	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

To measure progress throughout the 2026–2035 SAP, the following key initiatives will be reported on annually.

2026-2030

- Update the LHMP with 5-year updates
- Complete a climate multi-hazard risk assessment and develop climate resilience roadmap
- Explore and activate partnerships to pilot resilience hubs
- Implement climate adaptation measures

2031-2035

- Update LHMP
- Identify additional resilience and adaptation measures and implement

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.[7]

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 10 years

BART has delivered over 4,200 residential units, including 1,300 affordable units, and nearly 875,000 square feet of commercial space. BART has also been improving pedestrian and bicycle access at stations, supporting safer, healthier, and more accessible travel options.

> **"We abuse land because we regard it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to use it with love and respect."**
>
> Aldo Leopold, author and conservationist
>
> *A Sand County Almanac* (1949)

[7] Travel Characteristics of Transit-Oriented Development in California (2004)

Goals

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

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

Actions

List of Transportation & Land Use (TLU) Actions

TLU 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. This includes ensuring BART contributes to neighborhood/ district vitality, creating places offering a mix of uses and incomes.

Responsible Parties

– TOD

TLU 1.2
Develop an anti-displacement strategy and consider land value capture, funding mechanisms, and global best practices.

Responsible Parties

– TOD

TOD near Pleasant Hill/Contra Costa Centre Station.

TLU 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.

Responsible Parties

– 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 Preferred Path of Travel Plan.

Responsible Parties

– Customer Access

TLU 2.3
Continue to support Metropolitan Transportation Commission (MTC)'s Bay Wheels bike share program.

Responsible Parties

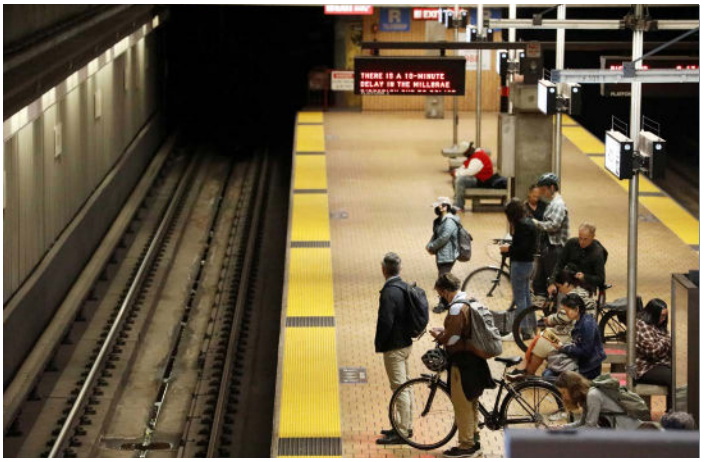
– Customer Access

TLU 2.4
Partner with local transit agencies to increase public transportation routes and better synchronize schedules to BART stations.

Responsible Parties

– Customer Access

A bike path near Ashby Station helps cyclists navigate the roads more safely.



Bike parking is available at almost all BART stations. Also, each train car on the core system has a designated area for cyclists to store their bikes as they ride BART.

TLU 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 & yards by 2035

Responsible Parties

- Sustainability

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 (e.g., electric scooters and bikes) vs non-electric micromobility by 2030.

Responsible Parties

- Sustainability, 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.

Responsible Parties

- Customer Access

TLU 3.4
Partner with local transit agencies to increase public transportation routes and better synchronize schedules to BART stations.

Responsible Parties

- Customer Access

Over twenty different bus, rail, and ferry operators serve BART stations, giving riders more options to use transit wherever they are travelling to. Pictured here is a newly redesigned bus stop at El Cerrito Del Norte Station.

BART to Antioch Extension

Trains on the BART to Antioch Extension run on renewable diesel.

The **BART to Antioch Extension** in East Contra Costa County runs from Pittsburg to Antioch and has been in operation since May 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

Targets

To measure progress toward BART's 2030 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 BART's 2040 TOD goals (adopted by the BART Board in 2016), which aim 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 and continued investments in pedestrian and bicycle access improvements, which enhance safety, health, and opportunity for riders. Improvements include: expanding bike share and micromobility opportunities at stations; enhancing bike parking facilities and bike lanes; designing new sidewalks, ramps, and bridges for pedestrians; and redesigning parking lots and nearby streets to enhance safety.

Table 10: 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)
Percent of transit, bicycle, and pedestrian mode share to BART stations	[Data in development and will be available in later update]	[Data in development and will be available in later update]

Timeline

To measure progress throughout the 2026–2035 SAP, the following key initiatives will be reported on annually.

2026-2030

- Implement TOD projects
  - Develop policy and best practices for reducing local displacement
  - Support inclusion of sustainability practices in projects
- Support greater access to BART stations to increase walking, biking and public transportation trips
- Expand EVCS for BART patrons and employees

2031-2035

- Increase TOD
  - 15,000 residential units
  - 3M SF of commercial office space

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 years.

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.

> **"The great inequality in developing countries makes it difficult to see, for example, that in terms of transport, an advanced city is not one where even the poor use cars, but rather one where even the rich use public transport."**
>
> Enrique Peñalosa, former mayor of Bogotá, Colombia
>
> "Why Buses Represent Democracy in Action" | TED Talks (2013)

Goals

Improve rider and employee experience on the BART system.

Actions

List of Rider & Employee Experience (REE) Actions

REE Action 1: Create more comfortable station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.

REE 1.1
Convert 40% of fleet wheels and rails to reduce noise by 2035.

Responsible Parties

– Track Maintenance, RS&S

REE 1.2
Explore opportunities to abate noise at stations and residential areas near tracks.

Responsible Parties

– Station Planning, Track Engineering

REE 1.3
Evaluate opportunities to improve outdoor thermal comfort (e.g., design for sun, wind, rain, and heat protection) at BART stations.

Responsible Parties

– OID, Sustainability

The first phase of the Walnut Creek Transit Village TOD was completed in 2023.

REE Action 2: Create more welcoming station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.

REE 2.1
Support BART's Regional Mapping and Wayfinding Project to make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services.

Responsible Parties

– Customer Access

REE 2.2
Perform 39 of 50 station upgrades by 2030 to enhance accessibility for diverse users.

Responsible Parties

– OID, Customer Access

REE 2.3
Engage a diverse and representative community of local and professional experts to define "welcoming" elements.

Responsible Parties

– Customer Access, Station Planning, Government and Community Relations

BART conducted a tour to help visually impaired riders get accustomed to the layout of the trains and stations.

REE Action 3: Create safer station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.

REE 3.1
Perform station and train upgrades to improve public announcement systems and real-time messaging displays, in alignment with diverse community needs.

Responsible Parties

– OID

REE 3.2
Perform station and train upgrades to improve security systems (e.g., CCTV and access control systems).

Responsible Parties

– BART Police Dept

REE 3.3
Evaluate opportunities to improve lighting to support safer environments at BART stations.

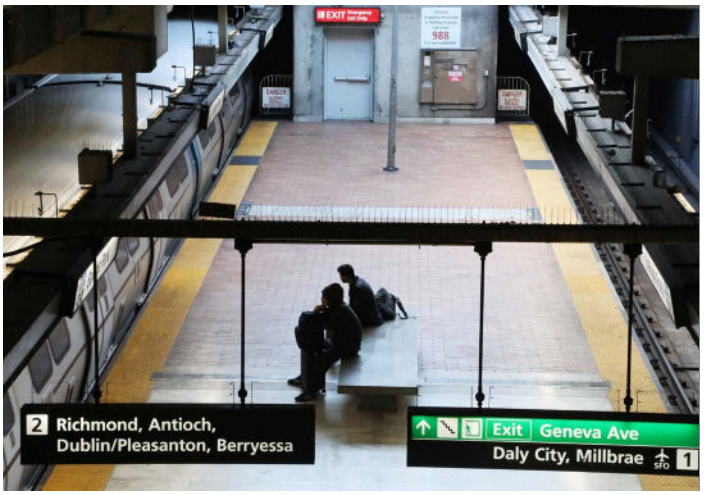
Responsible Parties

– OID, Sustainability

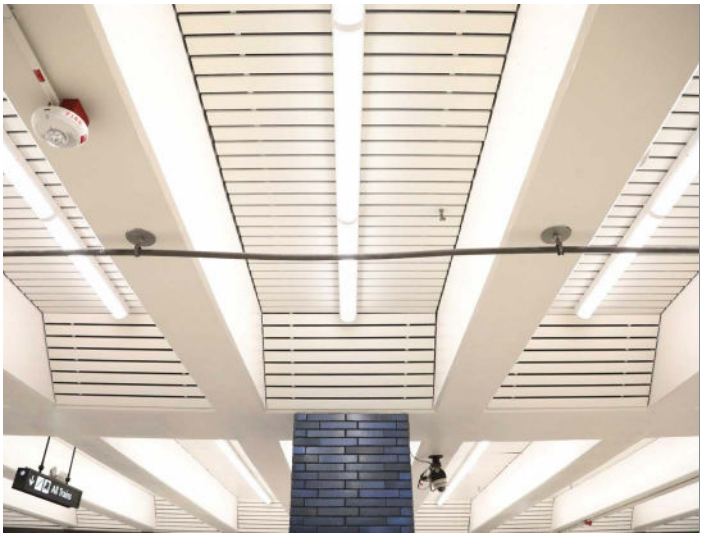
REE 3.4
Engage a diverse and representative community of local and professional experts to define "safety" elements.

Responsible Parties

– Customer Access, Station Planning, Government and Community Relations



BART is collaborating with regional transit partners to develop unified wayfinding signage. Pictured here are BART's current station platform signs at Balboa Park Station.



BART is upgrading lighting at stations to make them brighter and more energy efficient.

REE Action 4: Improve building systems to better support employee health, comfort, and performance.

REE 4.1
Integrate, where possible, upgrades to office spaces that improve health and wellbeing (e.g., air filtration, stair access, and daylighting.)

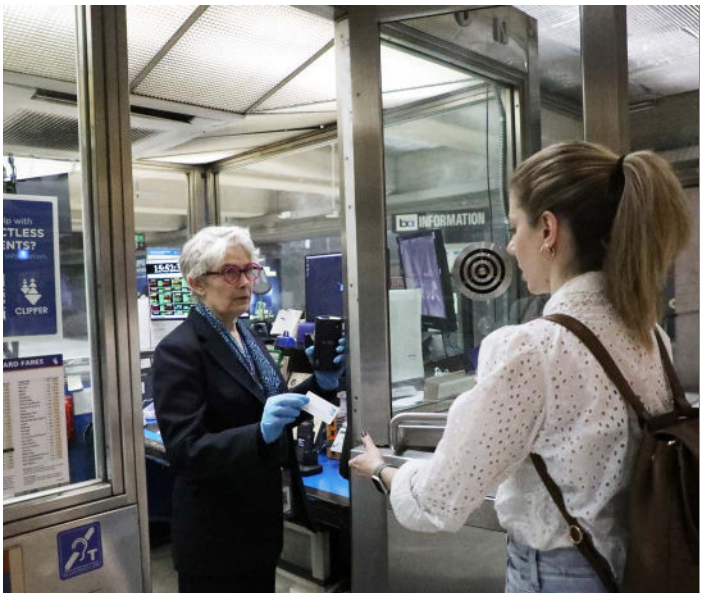
Responsible Parties

– Real Estate

REE 4.2
Perform upgrades to agent booth conditioning and warehouse heating based on needs to improve thermal comfort.

Responsible Parties

– Sustainability



A BART station agent assists a customer.

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 11: 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

Timeline

To measure progress throughout the 2026–2035 SAP, the following key initiatives will be reported on annually.

2026-2030

- Create more comfortable, safer and welcoming station and train environments for all populations
- Improve building systems to support employee health, comfort and performance
- Implement upgrades for improved accessibility at 39 of 50 stations

2031-2035

- Convert 40% of fleet wheels and rails to reduce noise
- Continue rider satisfaction surveys and achieve minimum 75% satisfaction rate

Acknowledgments

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Appendices

Glossary

Terms	Definitions
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 BART facilities and infrastructure projects.
BART facilities	All BART buildings, stations, shops & yards, and any other physical structures or locations within BART operations.
BART Police Department (BPD)	BART's police force of sworn and non-sworn personnel dedicated to ensuring a safe environment within the system, reducing crime through a highly visible police presence, and proactively enforcing the law, in partnership with stakeholders and the communities we share.
Biogenic carbon emissions	Carbon emissions that stem from combustion and decomposition of living plant and animal materials. The embodied carbon is part of the natural carbon cycle and is not expected to contribute to climate change.
Business-as-usual (BAU) scenario	A projection of future conditions assuming no major policy, behavioral, or technological changes from current trends.
California's Energy Code	Title 24, Part 6 of California's Code of Regulations, which sets minimum requirements for energy performance in buildings to reduce energy consumption and greenhouse gas emissions.
Carbon cycle	How carbon moves through the atmosphere, soil, oceans, and living things.
Carbon dioxide equivalent (CO_2e)	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 (CO_2), a major greenhouse gas. The term is used broadly to refer to all greenhouse gases and typically measured in $MTCO_2e$ (metric tons of carbon dioxide equivalent) to aggregate the impact of different gases into a single figure.
Carbon intensity	The amount of carbon dioxide (CO_2) emissions produced per unit of activity, such as per kilowatt-hour of energy or per ton of material.

Terms	Definitions
Civil Engineering	BART department that plans, budgets, and oversees large-scale design and construction projects for the District's built environment and infrastructure.
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	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.
Customer Access	BART department that coordinates planning support and project implementation for all aspects of station access, including contracted bus and paratransit transportation programs; parking programs; bicycle and pedestrian access programs; and programs related to rider access to and from present and planned transportation systems and stations.
Diversion	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 & 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 carbon dioxide equivalents) produced per unit of activity, including all major gases like carbon dioxide, 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 (CO_2), which has a GWP of 1.
Government and Community Relations	BART department dedicated to building and maintaining relationships with local, state, and federal elected officials and communities across BART's five-county area.

Terms	Definitions
Greenhouse gas (GHG)	A gas that traps heat in the atmosphere, contributing to climate change; common examples include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). 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.
Grounds Maintenance	BART department that maintains landscaped and non-landscaped ground areas.
HVAC systems/ equipment	Heating, ventilation, and air conditioning systems and equipment.
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.
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.
Logistics	BART department that manages the efficient flow of materials and goods throughout the District.
Lower-carbon concrete	Concrete produced with reduced carbon emissions, often by using alternative materials or processes, contributing to more sustainable construction practices.
$MTCO_2e$	Metric tons of carbon dioxide equivalent. This unit measures the total greenhouse gas emissions by converting the impact of various gases into an equivalent amount of carbon dioxide, providing a unified measure for assessing their combined climate impact.
Mechanical Engineering	BART department that manages the design, rehabilitation, maintenance, and construction of BART's mechanical systems, including heating, ventilation, air conditioning, fire protection, plumbing, escalators, elevators, automatic fare collection, and related systems and equipment.
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 (MBCx)	The process of collecting, storing, analyzing and reporting data (collected through sensors) to optimize equipment performance and efficiency.

Terms	Definitions
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.
Non-Revenue Vehicle and Equipment (NRVE)	BART department that manages maintenance, repair, and modification of all District automotive and maintenance equipment.
Nonbiogenic carbon emissions	Carbon emissions that stem from combustion of fossil fuels. This carbon has not been an active component of the natural carbon cycle in millions of years and therefore contributes to climate change.
Office of Civil Rights (OCR)	BART's OCR is tasked with ensuring that BART's workplace is free of discrimination, harassment and retaliation, that those who do business with BART are treated fairly, and that BART riders and community members have fair and equal access to our system, as mandated by federal and state law.
Office of Infrastructure Delivery (OID)	BART's team of 300+ professionals who deliver capital projects and provide engineering in support of the operational state of good repair to fulfill BART's commitment of a safe, reliable, and innovative system for our riders and create opportunities for local economic growth. This work encompasses core capacity, station modernization, elevator projects, and more. OID is inclusive of the following departments: Business Administration, Civil/Structural/Track Engineering, Communications & Controls, Communications-Based Train Control (CBTC), Asset Management, Office of the District Architect, Documentation & Configuration Control, Integration Engineering, Power/Mechanical Engineering, Project Management/Construction Management (PM/CM), Quality & Standards, Systems & Data Informatics, and Systems Engineering.
Operations Planning	BART department that manages efforts to provide safe, reliable, high quality, and economical transportation service by implementing efficient schedules, analyzing and optimizing system performance, and identifying future fleet requirements and system capacity issues.
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 the Federal Transit Administration).
Procurement	BART department responsible for the centralized purchasing of materials, supplies, equipment and services and the storage, interagency movement and control of such items.
Rainwater capture	Collecting and reusing rain directly from rooftops or clean surfaces. In contrast to stormwater, it's typically cleaner and easier to reuse.

Terms	Definitions
Real Estate	BART department that manages oversight of construction permitting; real estate leases with BART as lessor and lessee; property management for BART-owned and leased properties; acquisition and disposition of real property; identification of long-term property needs; and services and activities such as permits to enter and right-of-way compliance.
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 the Federal Transit Administration).
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.
Rolling Stock and Shops (RS&S)	BART department that oversees the maintenance, repair, modification, and inspection of fixed rail transit vehicles.
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.
Station Planning	BART department responsible for preparing studies, programs, and conceptual projects that prioritize improvements to our passenger stations and their surrounding areas to enhance transit ridership and connections to communities.
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.
Sustainability	BART department that coordinates cross-departmental implementation of the District's Sustainability Policy and Sustainability Action Plan.
System Safety	BART department that manages development, implementation, audit, inspection, and analysis of safety programs and issues. Additionally, the department is responsible for conducting investigation and analysis of all accidents in the District.

Terms	Definitions
Three-stream waste stations	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.
Track Engineering	BART department that manages development, review, design, maintenance and replacement of the District's tracks, junctions, and other track-related infrastructure.
Track Maintenance	BART department that manages the inspection, preventive maintenance, repair, installation and modification of all District tracks, junctions, and other track-related infrastructure.
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.
Transit-Oriented Development (TOD) [BART Department]	BART department that oversees implementation of BART's Transit-Oriented Development Policy, including assessing development proposals, identifying and securing developers, securing Board authorization to implement development proposals, negotiating and executing all agreements related to property development, and coordinating efforts with other departments and outside agencies.
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 the Federal Transit Administration).
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 the National Transit Database).
Vehicle revenue mile (VRM)	The miles that vehicles are scheduled to or actually travel while in revenue service (from the Federal Transit Administration).
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, California's 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 systems, daylighting controls) at each of the types below:
  - 37 of 50 stations by 2035;
  - 3 of 6 shops & yards by 2030.
- **EGE 3.4:** For existing facilities, replace fossil fuel-powered equipment (e.g., HVAC, cooking, space heating, laundry if present) with electric equipment 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 for 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 newly purchased BART-owned non-revenue vehicles 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.

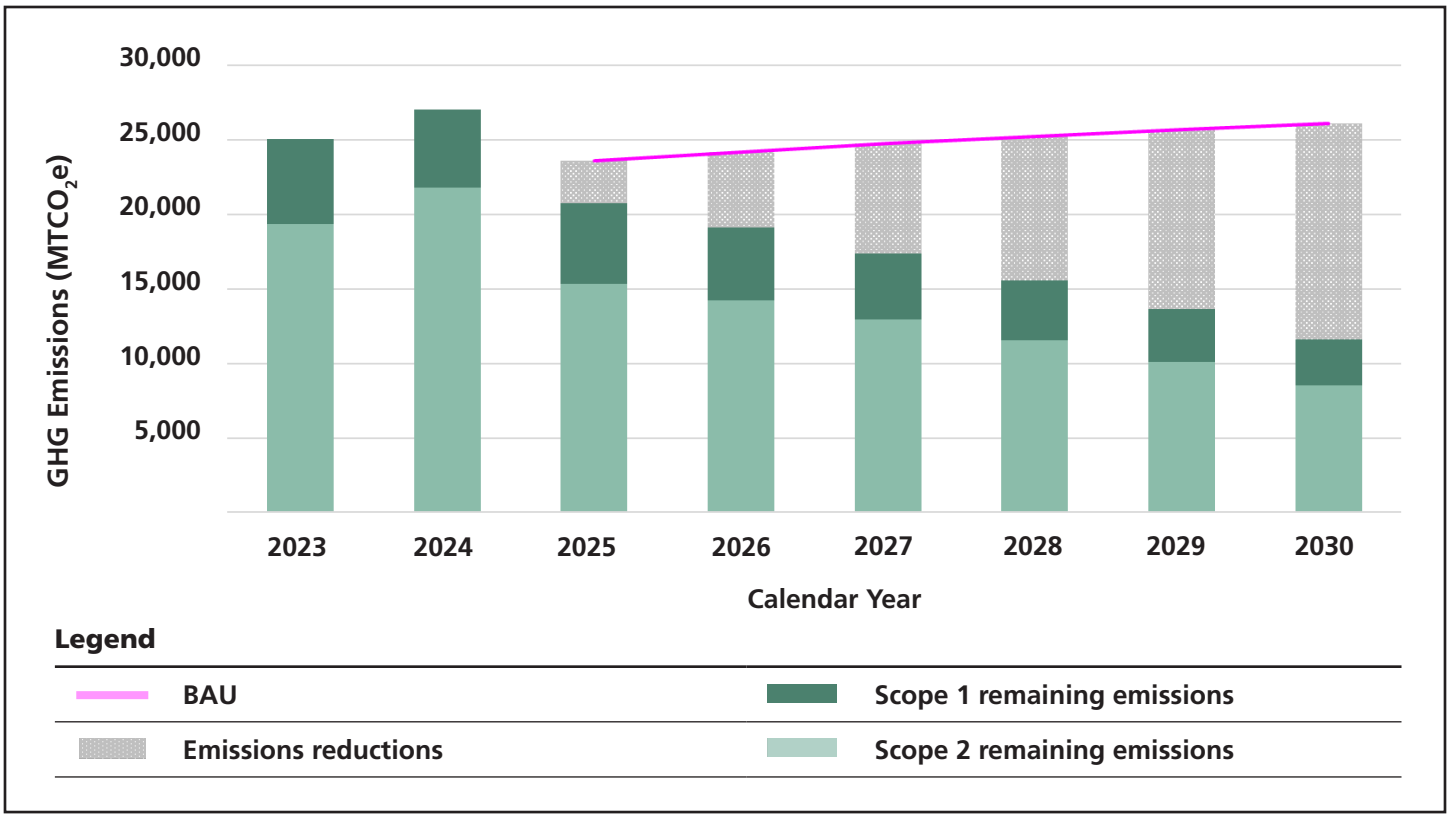
These actions were selected because they had clearly defined implementation pathways, available performance data, or established industry benchmarks for emissions or energy use reductions. The selected Energy & GHG actions span efficiency improvements across BART's new and existing buildings, non-revenue 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.

BART's EGE GHG metrics are based on BART's nonbiogenic Scope 1 and 2 emissions, shown in the figure below. Nonbiogenic emissions stem from nonliving sources of carbon like fossil fuels and are not considered part of the planet's short-term carbon cycle, and thus contribute to climate change. BART's Scope 1 emissions are from the direct combustion of fossil fuels like gasoline, diesel, and natural gas during BART operations, typically for automobiles, non-revenue vehicles and equipment, and heating for buildings. BART's Scope 2 emissions stem from BART's electricity portfolio, such as the portion of unspecified power BART purchases on the market, which may come from generating facilities like natural gas power plants, and power purchased from utilities, which may originate in part from a variety of fossil fuel power plants.

BART also emits biogenic emissions from renewable diesel and small amounts of ethanol. Biogenic emissions stem from the combustion and decomposition of living material like plants or animals. This means the carbon embodied in the fuel likely was removed from the atmosphere in recent years while the plant or animal was living, and would be removed by living plants and animals in the near future. For this reason, BART reports on this source of emissions separately from nonbiogenic emissions.

Figure 4: Total District Scope 1 and 2 Emissions



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 & yards by 2030
  - 6 of 6 shops & 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 were not available during this process, future targets will be developed as data become 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 for 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's 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.

Comprehensive List of Actions

Energy & Emissions

Action ID	Action	Responsible Parties
EGE Action 1: Continue to improve energy efficiency and regenerative braking in BART's all-electric train cars and tracks.		
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 the 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
EGE Action 2: Electrify BART to Antioch Extension, which is currently powered by 100% renewable diesel		
EGE 2.1	Evaluate and track opportunities to electrify BART to Antioch Extension.	Operations Planning, Sustainability
EGE 2.2	Improve operational efficiencies of train cars as recommended.	RS&S, Operations Planning
EGE Action 3: Continue to improve energy efficiency and electrification of BART facilities.		
EGE 3.1	Pursue energy efficiency on new construction projects, exceeding, where applicable and feasible, California's Energy Code (Title 24, Part 6). By 2030, evaluate embedding this as a requirement in BART Facilities Standards (BFS), which set design and construction guidelines for all BART projects.	Operations Planning, Sustainability
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

Action ID	Action	Responsible Parties
EGE 3.3	For existing facilities, conduct energy audits and implement energy efficiency measures (e.g., LED lighting, efficient HVAC systems, daylighting controls) at each of the types below: – 37 of 50 stations by 2035 – 3 of 6 shops & yards by 2030	Sustainability
EGE 3.4	For existing facilities, replace fossil-fueled powered equipment (e.g., HVAC, cooking, space heating, laundry if present) with electric equipment where third-party program funding is available.	Sustainability
EGE 3.5	Pursue enhanced and monitoring-based commissioning in accordance with Leadership in Energy and Environmental Design for 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
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 & yards by 2030	Sustainability
EGE Action 4: Expand electrification of BART-owned non-revenue vehicle fleet.		
EGE 4.1	Require all newly purchased BART-owned non-revenue vehicles to be electric and install sufficient charging infrastructure to accommodate this transition[8] as follows: – light-duty by 2035 – 50% of Class 2B+ by 2026; 100% from 2027 onward.	NRVE
EGE 4.2	As BART-owned non-revenue vehicles are retired, replace fossil fuel-powered models with electric models and install sufficient charging infrastructure to accommodate this transition.	NRVE
EGE 4.3	Pursue electric vehicle charging station (EVCS) installation on new construction projects, meeting or exceeding, where applicable and feasible, Tier One of California's Green Building Standards (Title 24, Part 11 or also known as CALGreen.) By 2030, evaluate embedding this as a requirement in BFS.	OID

[8]As of September 2025, 2% of BART-owned light-duty vehicles are electric.

Action ID	Action	Responsible Parties
EGE Action 5: Practice emission-reduction behaviors in BART-owned vehicle use.		
EGE 5.1	Right-size fleet to the appropriate scale for the activity.	NRVE
EGE 5.2	Reduce employee trips in non-revenue vehicles through carpool and riding BART.	Sustainability, NRVE, Operations Planning
EGE 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
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
EGE Action 7: Procure 100% renewable power for BART's electricity.		
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	Sustainability

Water

Action ID	Action	Responsible Parties
WA 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, improved water recycling equipment, and process change) at each of the types below: – 50 of 50 stations by 2035 – 3 of 6 shops & yards by 2030 – 6 of 6 shops & yards by 2035	Sustainability
WA 1.2	Monitor system-wide water use data in real time, including conducting real-time leak detection. Perform fixes.	Sustainability, Grounds Maintenance, Mechanical Engineering, Civil Engineering
WA 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 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

Waste

Action ID	Action	Responsible Parties
WE 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, collocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to: – three-stream waste collection rollout at shops & yards by 2026 – waste audits conducted for shops & yards and offices by 2028	Sustainability
WE 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, collocated bins, waste enclosures, and clear signage—at existing facilities, including but not limited to: – three-stream waste collection rollout at shops & yards by 2026 – waste audits conducted for offices and shops & yards by 2028	Sustainability
WE 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 & yards, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.	Sustainability
WE 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
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

Action ID	Action	Responsible Parties
WE Action 5: Promote reuse of operational materials at BART facilities.		
WE 5.1	For offices, continue to reuse existing furniture whenever possible.	Sustainability
WE 5.2	For shops & yards, continue to reuse materials whenever possible.	Sustainability
WE Action 6: Reduce waste from construction, demolition, and maintenance projects.		
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 100% of steel, asphalt, concrete, and 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 diverting 100% of 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
MCP Action 1: Regularly implement updated contract requirements that prioritize sustainable and ethical materials and practices in design and construction.		
MCP 1.1	Into each BFS update, integrate sustainability enhancements for materials and construction practices across relevant sections.	OID, Sustainability
MCP 1.2	Into each BFS update, integrate ethical supply chain enhancements for materials procurement and document existing supply chain maps, where possible.	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
	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

Action ID	Action	Responsible Parties
MCP Action 2: Implement sustainable purchasing program for ongoing operations.		
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 GreenCircle-certified furniture – Green Seal- or Cradle to Cradle-certified paints – Green Seal-certified, UL Ecologo-certified, or USDA Certified Biobased foodware (plates, bowls, cups, and cutlery) Avoid nonessential new purchases, meaning items that are redundant, single-use when reusables exist, or low-quality with a short lifespan.	Procurement, Sustainability
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, and plant-based & locally sourced menu options).	Procurement, Sustainability
MCP 2.3	Review procurement policies, including simplicity of contracting, documentation, and invoicing.	Procurement, OCR

Resilience & Adaptation

Action ID	Action	Responsible Parties
RA Action 1: Continue evaluating local hazards, with particular focus on vulnerable populations and communities.		
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 after disruptions and disasters.	OID, System Safety
RA Action 2: Create Climate Resilience Roadmap.		
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
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
RA 2.3	Prioritize hazard mitigation projects based on a combination of financial, social, and environmental justice metrics for resilience adaptation measures.	OID, Sustainability
RA 2.4	Coordinate with regional agencies in climate adaptation planning and implementation.	OID, Sustainability
RA Action 3: Pilot local passengers' resilience hub at BART stations.		
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 – Regional planning bodies such as MTC and ABAG – Public health and social service providers – Private sector and philanthropic organizations	OID, Sustainability

Transportation & Land Use

Action ID	Action	Responsible Parties
TLU Action 1: Increase TOD to improve station access for more residents.		
TLU 1.1	Implement TOD projects, in line with BART's Transit-Oriented Development Policy. This includes ensuring BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.	TOD
TLU 1.2	Develop an anti-displacement strategy and consider land value capture, funding mechanisms, and global best practices.	TOD
TLU 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 Preferred Path of Travel Plan.	Customer Access
TLU 2.3	Continue to support Metropolitan Transportation Commission (MTC)'s Bay Wheels bike share 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
TLU 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 & yards by 2035	Sustainability

Action ID	Action	Responsible Parties
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 (e.g., electric scooters and bikes) vs non-electric micromobility by 2030.	Sustainability, 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
REE Action 1: Create more comfortable station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.		
REE 1.1	Convert 40% of fleet wheels and rails to reduce noise by 2035.	Track Maintenance, RS&S
REE 1.2	Explore opportunities to abate noise at stations and residential areas near tracks.	Station Planning, Track Engineering
REE 1.3	Evaluate opportunities to improve outdoor thermal comfort (e.g., design for sun, wind, rain, and heat protection) at BART stations.	OID, Sustainability
REE Action 2: Create more welcoming station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.		
REE 2.1	Support BART's Regional Mapping and Wayfinding Project 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
REE Action 3: Create safer station and train environments, where needed based on engagement and prioritizing areas identified as environmentally overburdened communities.		
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
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

Action ID	Action	Responsible Parties
REE Action 4: Improve building systems to better support employee health, comfort, and performance.		
REE 4.1	Integrate, where possible, upgrades to office spaces that improve health and wellbeing (e.g., air filtration, stair access, and daylighting.)	Real Estate
REE 4.2	Perform upgrades to agent booth conditioning and warehouse heating based on needs to improve thermal comfort.	Sustainability


SFO Airport
SAN FRANCISCO
/ SFO AIRPORT
8-CAR, YL LINE
BART