



# FY26 & FY27 Capital Budget Overview

May 8, 2025



# Agenda

- FY26 and FY27 Capital Budget Overview
- Grants and Funding Advocacy
- Capital Budget Controls & Reporting





# FY26 and FY27 Capital Budget Overview

# Capital Program Planning Overview

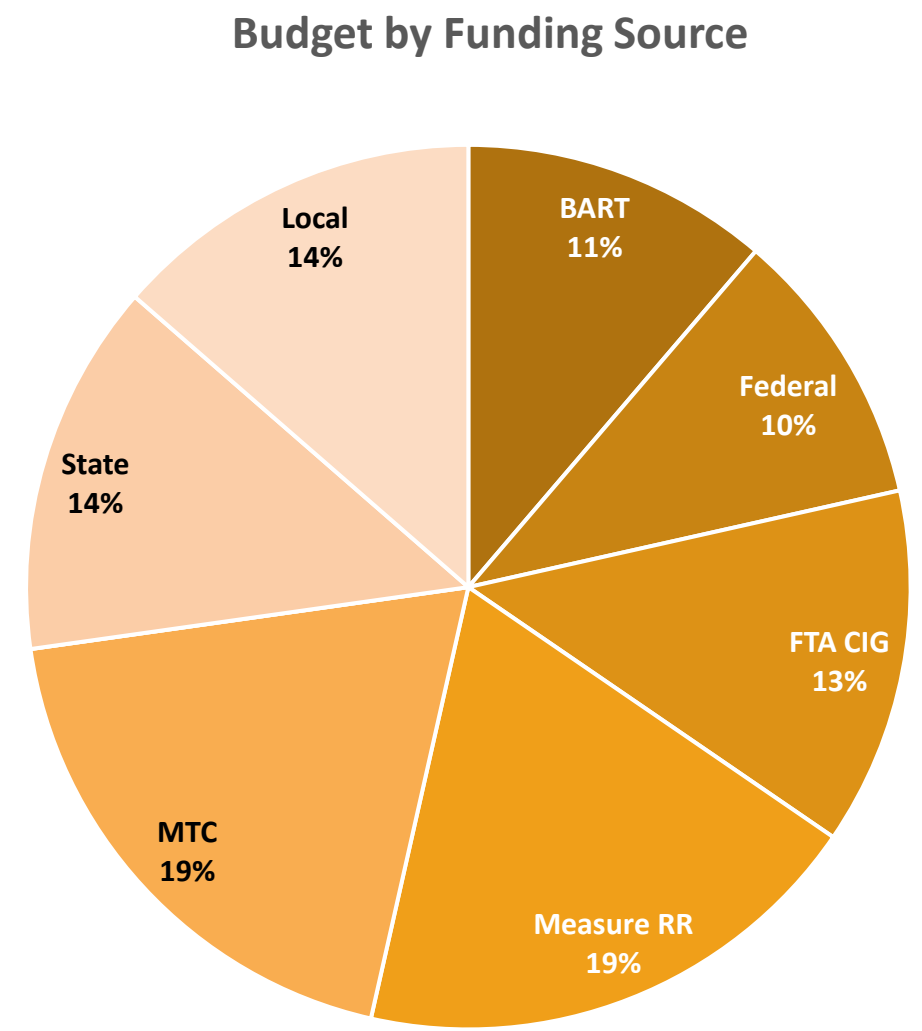
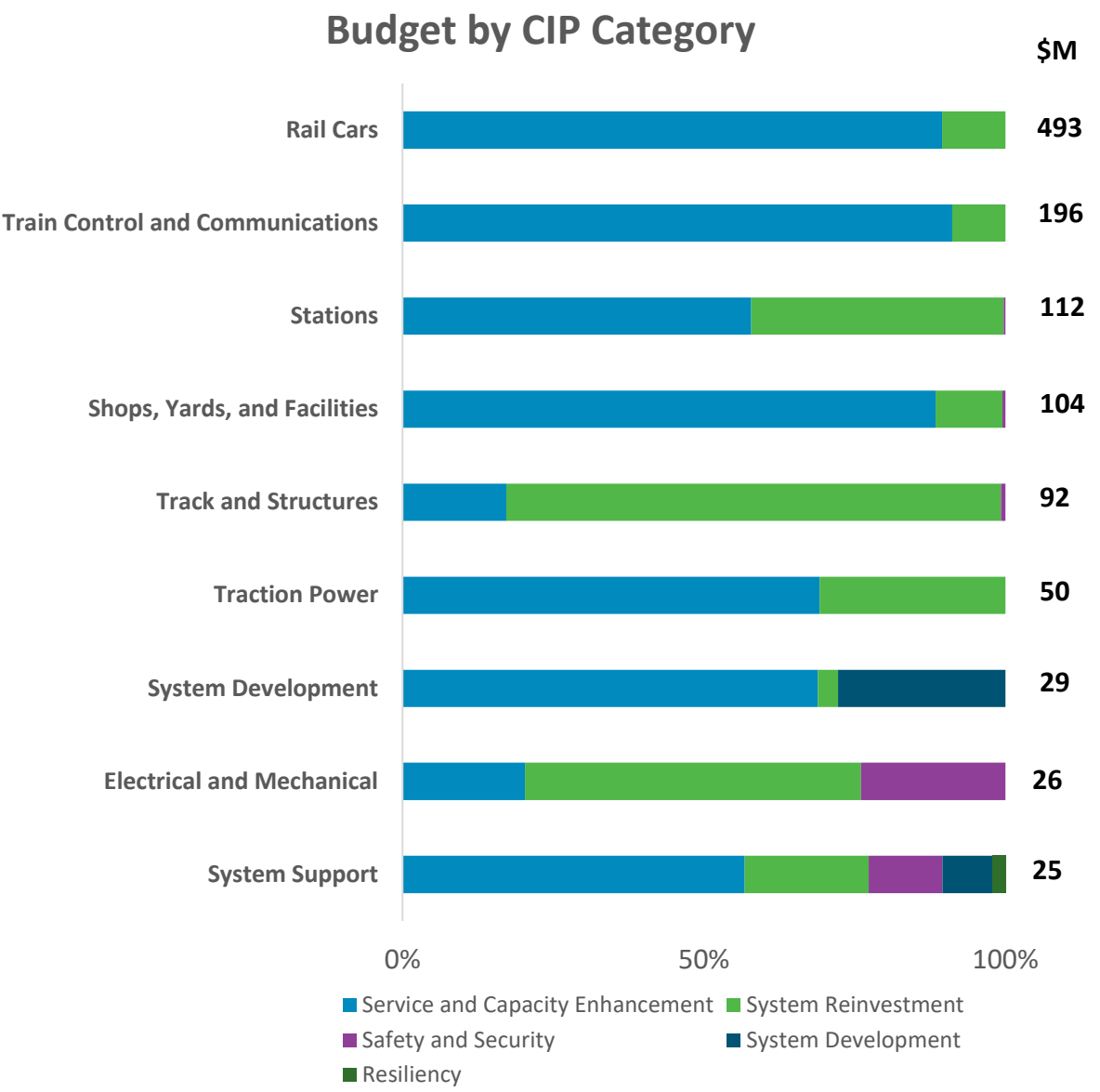
The **2-Year Capital Budget** provides an estimate of the work planned to be completed in the coming two fiscal years

- The 2-Year Capital Budget is updated annually
- Costs in the Capital Budget are fully funded by grants awards received in prior fiscal years and programmed funds
- The 2-Year Capital Budget is presented as preliminary in the **Preliminary Budget Memo** and finalized in the **Adopted Budget** based on Board input and further Project Manager refinements
- The **Quarterly Capital Programs and Projects Status Report** details spend and project status for all projects in the 2-Year Capital Budget

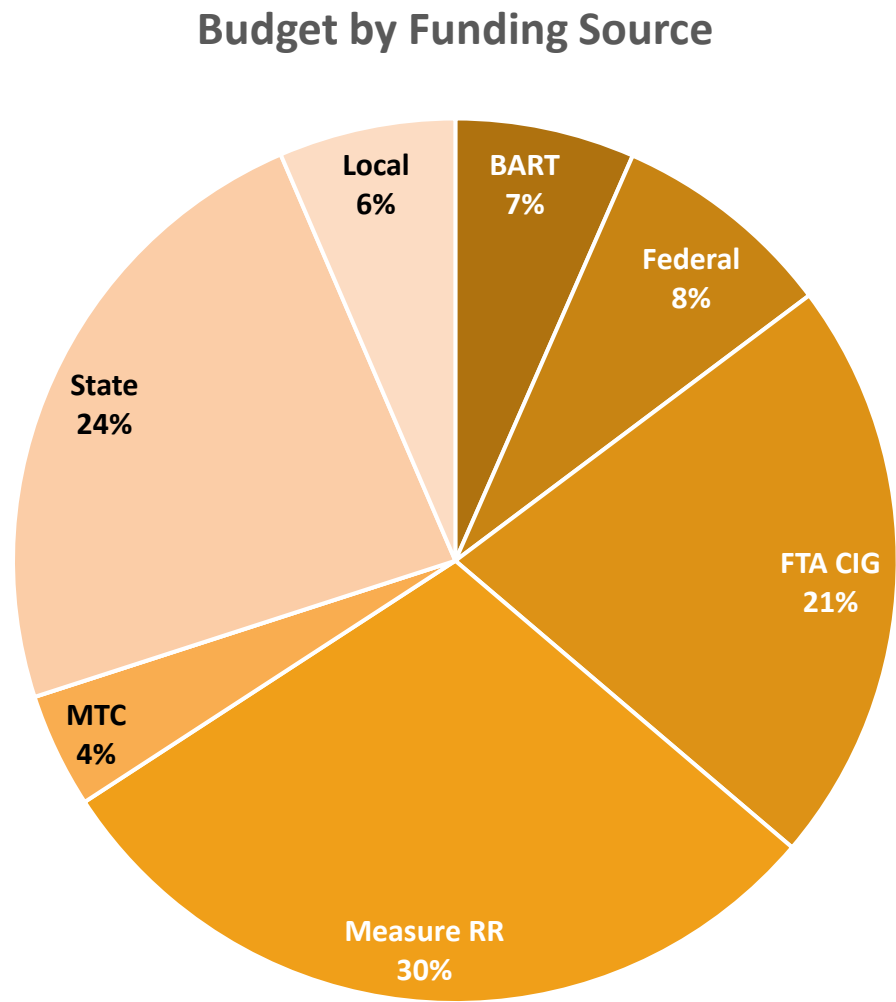
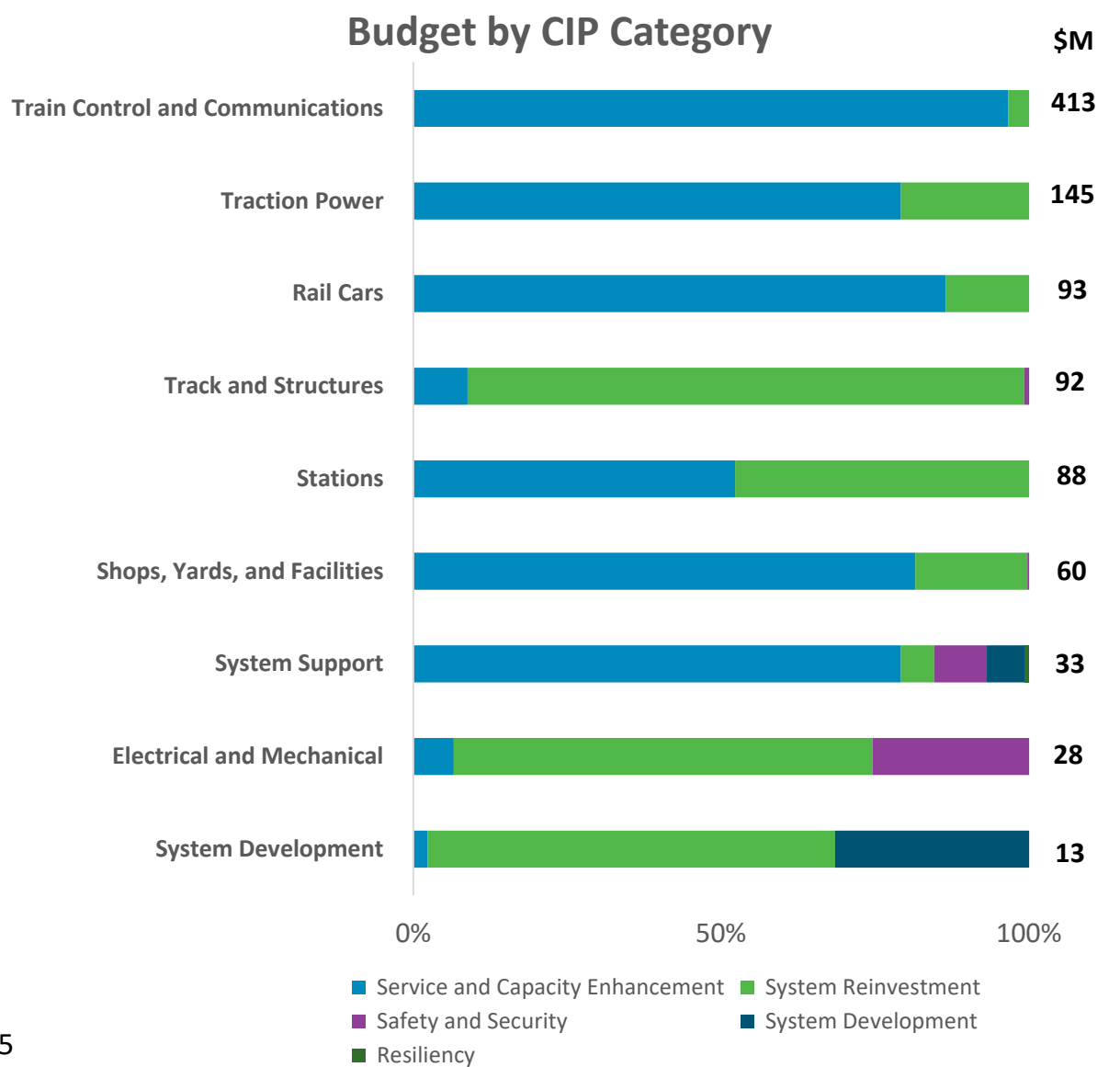
The **10-Year Capital Investment Plan (CIP)** is a constrained long-term forecast of capital uses and sources

- Includes forecast of total unfunded capital costs (capital needs) for the 10-year period
- FY25 CIP published October 2024

# FY26 Capital Budget: \$1.128B



# FY27 Capital Budget: \$965M



# FY26 & FY27 Capital Budget: Sources & Uses

(\$Millions)	FY26	FY27
MTC	216.9	40.5
Measure RR	214.1	285.4
State	153.9	226.8
Local	153.4	62.3
FTA Capital Investment Grant (CIG)	147.5	207.0
BART	127.1	63.3
Federal	115.4	79.0
<b>Total Sources</b>	<b>1,128.3</b>	<b>964.5</b>
Rail Cars	492.9	92.9
Train Control and Communications	196.2	413.3
Stations	112.0	87.9
Shops, Yards, and Facilities	104.4	59.5
Track and Structures	92.0	92.0
Traction Power	50.2	145.2
System Development	29.1	12.5
Electrical and Mechanical	26.1	28.3
System Support	25.4	32.8
<b>Total Uses</b>	<b>1,128.3</b>	<b>964.5</b>
<b>Total Net Result</b>	<b>-</b>	<b>-</b>

*\*Due to rounding, numbers may not total*

# FY26 & FY27 Capital Budget: Highlights

The FY26 & FY27 Capital Budget anticipates a maximum investment of **\$1.1B in FY26 and \$965M in FY27** in BART's capital assets.

## Uses

- 98% of planned investments are in System Reinvestment and Service & Capacity Enhancement
- **Continue to leverage BART's Measure RR GO bonds** to significantly invest in system renewal
  - More than 60% of FY26 & FY27 Capital Budget invests in system renewal
  - Leverage more than \$262 of other funds for every \$100 of Measure RR

## Sources

- Capital Budget funded with sources **secured in prior fiscal years**
- 56% of Capital Budget funded with regional, local and BART sources
- Federal and State grants fund over 44% of Capital Budget



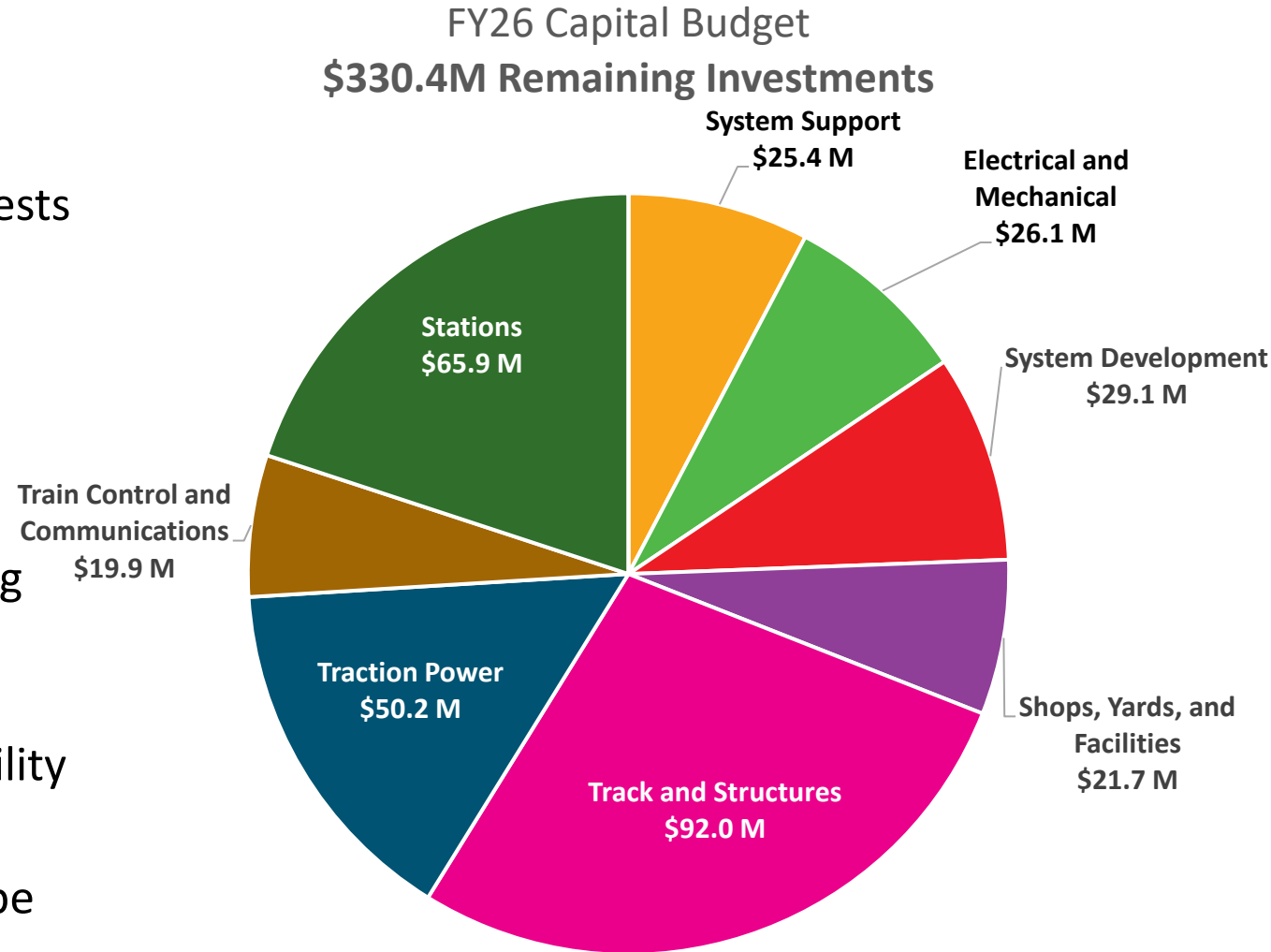
# FY26 Capital Uses: Major Expenditures

Project ID	Project Name	FY26 (\$ Millions)	Service & Capacity Enhancement	System Reinvestment
40FD	Rail Car Procurement Phase 2 (306 CCP & 48 BSVII)	432.9	100%	0%
49GH	Communications-Based Train Control (CCP)	176.3	23%	77%
17AY001	New BART Police Headquarters	82.6	100%	0%
40FA	Rail Car Procurement Phase 1	60.0	14%	86%
15LK001/2	Market Street Escalators and Canopies	46.1	43%	57%
	<b>Total</b>	<b>798.0</b>	<b>73%</b>	<b>27%</b>

- **Top 5 projects with highest capital budgets represent 71%** of total FY26 Capital Budget
- Largest investments in the Core Capacity Program, including significant investment in Rail Car Procurement Phase 2 and Communications-based Train Control (CBTC)
- Final delivery of Rail Car Procurement Phase 2 schedule FY26Q3, including 306 CCP rail cars and 48 BSVII rail cars
- Significant investment in New BART Police Headquarters in FY26, construction completion scheduled summer 2026

# FY26 Capital Uses: Beyond Major Expenditures

- Over 53% of the remaining FY26 Capital Budget invests in System Reinvestment
- Majority of the remaining FY26 Capital Budget invests in Traction Power, Track & Structures, and Stations projects
- Traction Power investments include substation renovations (Powell Street and Walnut Creek) and 34.5kV cable installation
- Track & Structures investments include interlocking replacements, rail destressing, and additional key investments to maintain a state of good repair
- Stations investments includes access and accessibility improvements and elevator renovations
- Next Generation Fare Gates project scheduled to be completed in FY26



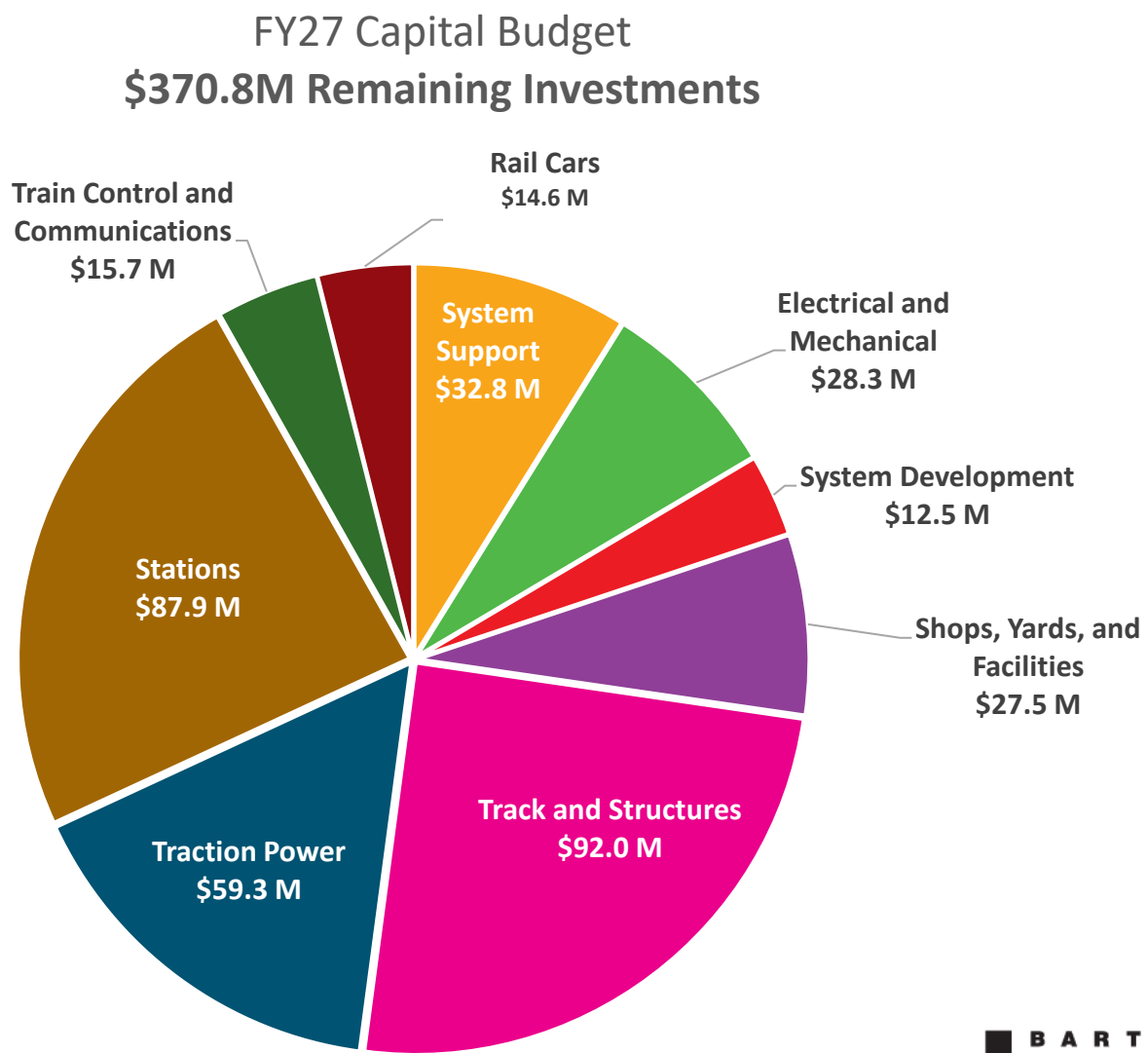
# FY27 Capital Uses: Major Expenditures

Project ID	Project Name	FY27 (\$ Millions)	Service & Capacity Enhancement	System Reinvestment
49GH	Communications-Based Train Control (CCP)	397.6	23%	77%
40FD	Rail Car Procurement Phase 2 (306 CCP & 48 BSVII)	78.3	100%	0%
15EK6	Traction Power Substations (CCP)	43.6	100%	0%
15EKRR6	Powell Street (MPS) Traction Power Substation	42.2	0%	100%
17AY001	New BART Police Headquarters	32.0	100%	0%
	<b>Total</b>	<b>593.7</b>	<b>41%</b>	<b>59%</b>

- **Top 5 projects with highest capital budgets represent 62%** of total FY27 Capital Budget
- With forecast rail car delivery schedule, FY27 will be last year with significant rail car expenditures
- Largest investments continue to be in the Core Capacity Program, including RC2, CBTC and Traction Power Substations
- Final expenditures towards close-out of construction for the New BPD HQ

# FY27 Capital Uses: Beyond Major Expenditures

- Over 59% of the remaining FY27 Capital Budget invests in System Reinvestment
- Continued focus on investments in Track & Structures, Traction Power, and Stations



# FY26 & FY27 Capital Sources

- Capital Budget funded with **sources secured in prior fiscal years**
  - Secured sources include **grants awarded in prior years and secured leveraged funding**, such as BART Measure RR and capital allocations
- More than 55% of Capital Budget funded with regional, local and BART sources
  - Includes Capital Allocations (\$85M), BART Measure RR (\$500M), county contributions (\$216M), and Regional Measure 3 (\$258M)
- Federal and State grants fund nearly 45% of Capital Budget
  - Includes State SB1 program funding (\$303M), FTA Capital Investment Grant (\$355M), and Federal Formula Funds (\$129M)





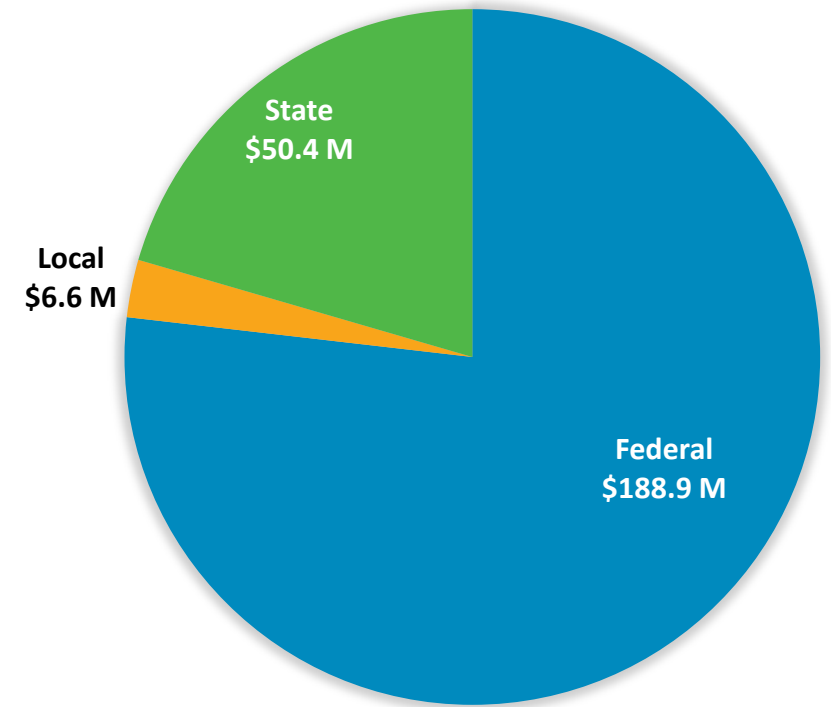
# Grants and Funding Advocacy



# FY25 Capital Grants Awarded-to-Date

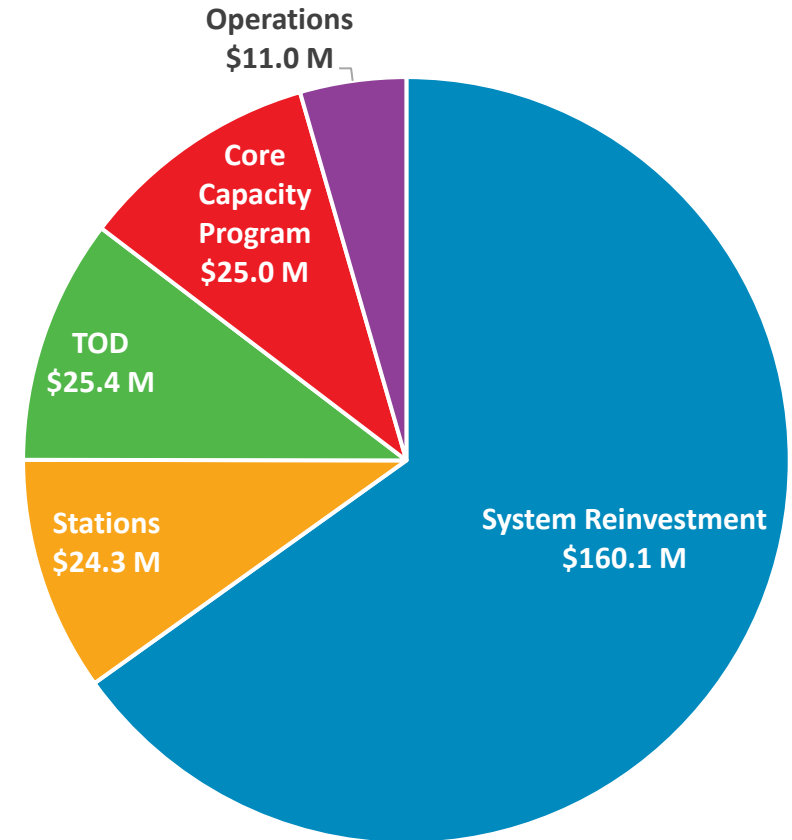
- Each year, BART actively pursues grant opportunities to **fund future capital and operating budgets**.
- In FY25 to date, we have pursued, secured, or are actively advancing **funding opportunities totaling over \$461 million**.
  - \$246 million awarded to-date
  - \$95 million of grant applications currently pending award decision
  - \$120 million in grant proposals currently in development

FY25 Capital Grant Awards



# FY25 Grant Awards and Capital Program

- \$246M FY25 grant awards to-date
  - 65% of awards funding System Reinvestment capital investments, including:
    - Traction Power
    - Train Control
    - Safety/Security



# Anticipated Funding Efforts in FY25 and FY26

## Federal

- FTA Formula Funds
- Better Utilizing Investments to Leverage Development Grant Program (BUILD)
- Active Transportation Infrastructure Investment Program (ATIIP)
- Advanced Transportation Technology and Innovation (ATTAIN)
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)
- Transit Security Grant Program (TSGP)
- Hazard Mitigation Grant Program (HMGP)
- Regional Infrastructure Accelerator Grant Program (RIA)
- Federal Earmarks

## State

- Local Partnership Program (LPP)
- Active Transportation Program (ATP)
- Low Carbon Transit Operations Program (LCTOP)
- Transit Intercity Rail Capital Program (TIRCP)
- State Transportation Improvement Program (STIP)

## Regional/Local

- San Mateo County's Measure W, Regional Transportation Connections Program (RTCP)
- West Contra Costa County's Subregional Transportation Mitigation Program (STMP)
- San Francisco County Transportation Authority's Lifeline Transportation Program (LTP)





# Capital Budget Controls & Reporting



# Quarterly Capital Program & Project Status Report (CPPSR)

## Key Sections

- Overview
- Major Program Reports
- Project Scopes & Budget Summaries
- Selected Project Summaries
- On-Call Professional Service Agreements Status

## Objectives

- Track Project Progress
- Transparency & Accountability
- Compliance & Governance
- Stakeholder Communication



## Quarterly Capital Programs & Projects Status Reports

- 305 Projects
- \$1.1B FY26 Budget Forecasted
- \$0.9B FY27 Budget Forecasted

*Now available online at [BART.gov/reports](https://www.bart.gov/reports)*

# Capital Budget Non-Labor Breakdown FY26/FY27

## Professional Services:

- Design
- Design Services During Construction (DSDC)
- Construction Management Support (CM)
- Quality Control
- Project Management Support

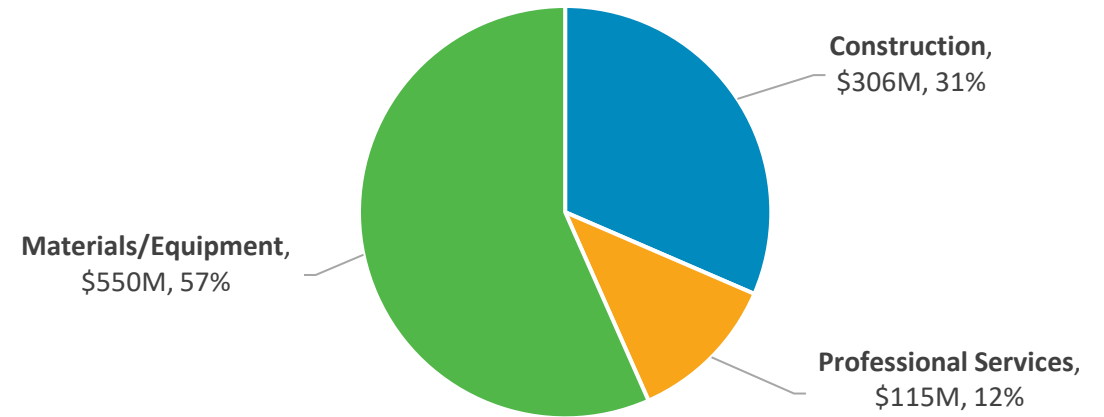
## Materials/Equipment

- Material purchases to support projects performed by Contractors or BART Forces
- Equipment includes items such as Rail Cars and Next Generation Fare Gates

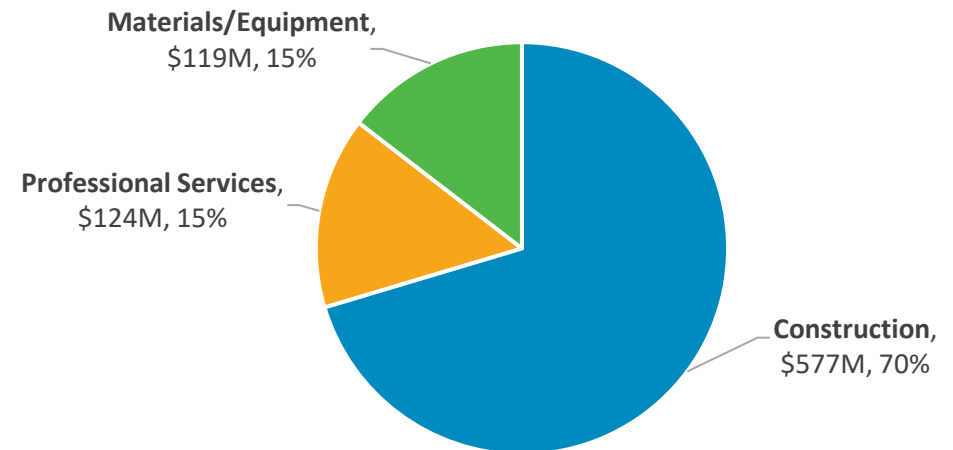
## Construction

- Performed by third-party Contractor

**FY26 Nonlabor Expense - \$971M**



**FY27 Nonlabor Expense - \$820M**



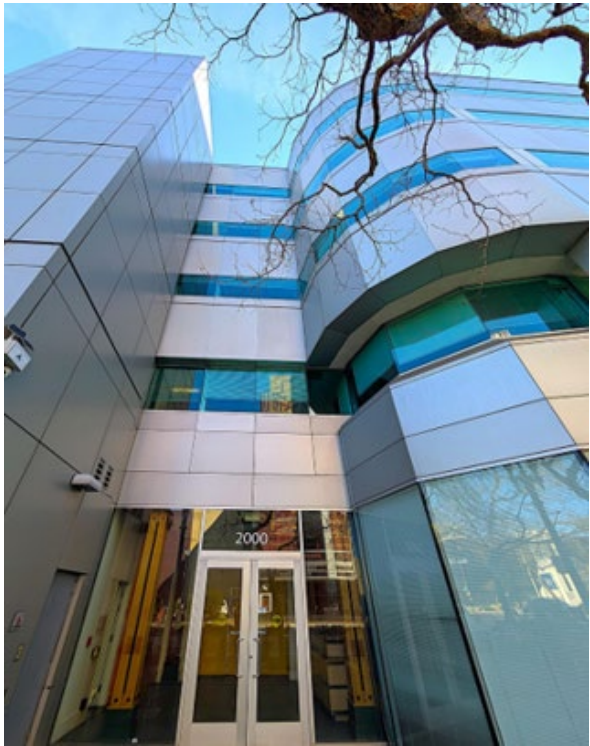
# Project Work Status

Number of current projects per delivery phase

Planning	Design	Procurement	Construction	Closeout
46	44	37	117	61

Project Completions expected in FY26 & FY27

- Rail Cars
- Next Generation Fare Gates
- Clipper 2
- West Bay Substation
- Modernized Operations Control Center
- BART Police Department Headquarters
- Interlocking Replacement between Union City & Fremont
- Market Street Canopies
- Communication Based Train Control (W & Y Line) Wayside Installation
- 34.5 KV Cables System Wide
- Substation Repair in Downtown Oakland



Budget to Actuals Variance (FY25 Q1 - Q3)

Description	Budget	Actual	Variance	% Change
Labor	\$120,349,577	\$108,772,960	(\$11,576,617)	-10%
Non-Labor	\$781,626,655	\$620,371,039	(\$161,255,616)	-21%
TOTAL	\$901,976,232	\$729,143,998	(\$208,077,256)	-19%



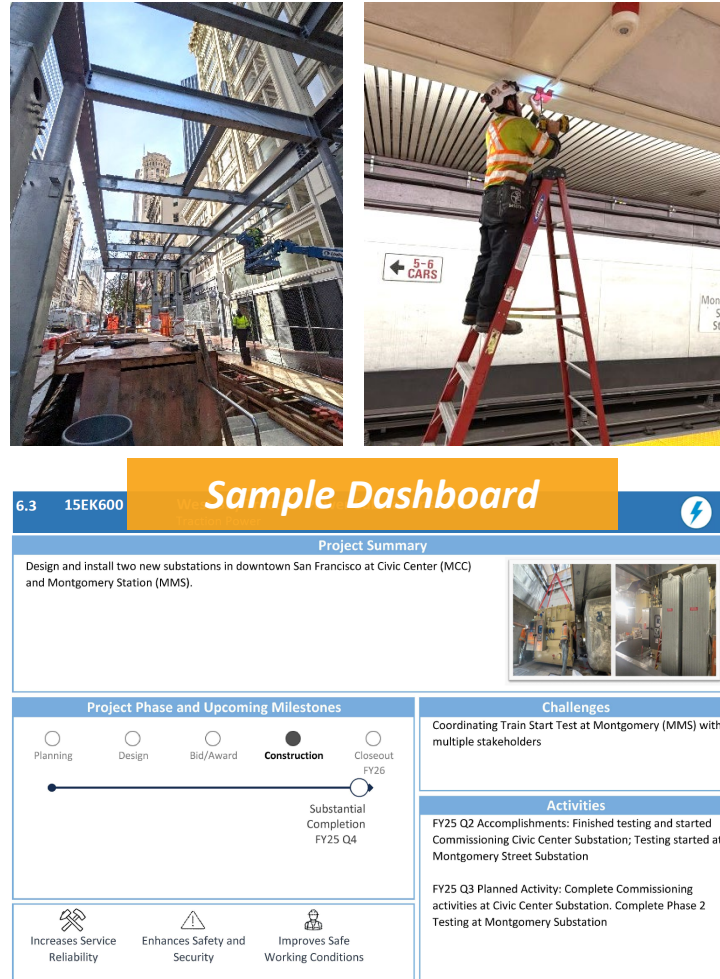
# Project Delivery Controls & Enhancements

## Monthly Project Status Review (MPSR)

- Monitor and control scope, schedule and budget
- Proactively address risk and opportunities
- Manage capital and operating budget reliability

## Monthly Review of:

1. Project Execution Plan (PXP or PMP)
2. Scope
3. Challenges & Risk Assessment
4. Change Requests Pending Approval
5. Schedule
6. Financial Status
7. Project Performance



## ISO 9001 Certification

### CERTIFICATE

Certificate Number: 112992.00

The Quality Management System and implementation of:

**San Francisco Bay Area Rapid Transit District (BART) Office of Infrastructure Delivery (OID)**  
2150 Webster Street  
Oakland, CA 94612  
United States

meets the requirements of the standard:

**ISO 9001:2015**

#### Scope:

Engineering design of Capital Projects for transit

**Certification Structure:** Single site

Certificate Expires: April 13, 2028  
Certificate Issued: April 14, 2025  
Certified Since: April 14, 2025

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