Transbay Corridor Core Capacity Project

BART is advancing a package of strategic investments that will increase train frequencies systemwide by more than 30% and overall capacity in the Transbay Corridor by approximately 45%. The Transbay Corridor Core Capacity Project will allow BART to operate up to 30 ten-car trains per hour in each direction on the existing Transbay Tube, maximizing throughput in the most heavily used part of the system.

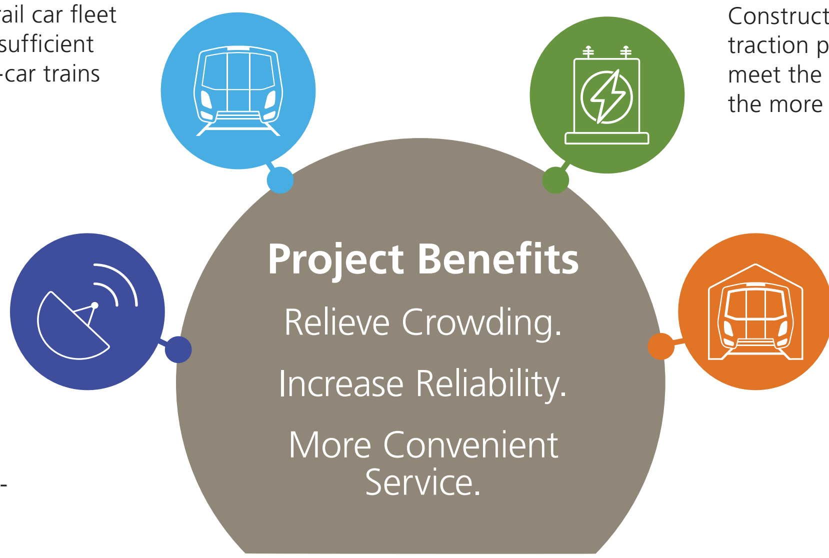
Core Capacity Project Elements

Additional Vehicles

Expansion of the rail car fleet by 306 new cars, sufficient to operate 30 ten-car trains per hour.

Traction Power

Construction of five additional traction power substations to meet the power requirements for the more frequent service.



Train Control

Installation of a new Communications-based Train Control System to achieve the shorter headways for 30 regularly-scheduled trains per hour.

Rail Car Storage

Expansion of the Hayward Maintenance Complex (HMC) to provide additional storage capacity for the 306 new vehicles.

Federal Transit Administration Capital Investment Grant Program

The Capital Investment Grant (CIG) program administered by the Federal Transit Administration (FTA) provides funding for transit capital investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries.

All CIG projects are evaluated and rated by FTA in accordance with statutorily defined criteria. To be eligible to receive a construction grant, projects must undergo a multi-step, multi-year process and receive a "Medium" or higher overall rating, in addition to meeting other requirements.

BART's Transbay Corridor Core Capacity Project entered the CIG program in Summer 2015. Since then, BART has completed the Project Development phase, and is now waiting for approval into the next phase—Engineering.

Project Timeline

- **August 2015** — BART receives FTA approval to begin Project Development
- **November 2016** — BART passes $3.5B Measure RR Bond
- **June 2017** — BART requests Entry into Engineering
- **December 2017** — BART is informed project meets all statutory requirements for Entry to Engineering
- **February 2018** — Original anticipated date of FTA approval into Engineering
- **May 2018** — BART undergoes risk assessment workshop with FTA's Project Management Oversight Consultant
- **TBD** — **BART receives FTA approval into Engineering**
- **December 2019** — BART target for Full Funding Grant Agreement; Deadline for FTA to obligate $2.25 billion in FY18 Capital Investment Grant funds

2015 | 2016 | 2017 | 2018 | 2019

FY20 Project Justification Ratings

BART's Transbay Corridor Core Capacity Project is one of the highest rated CIG projects in the country without an existing Full Funding Grant Agreement.

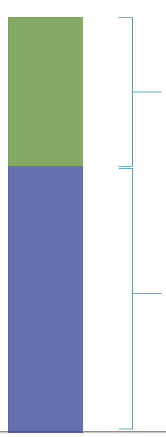
High	High	Medium High
Overall Project Rating	Local Financial Commitment	Project Justification

Source: FTA FY20 Annual Report on Funding Recommendations

Costs and Funding

$3.5B Total project cost of all four project elements.

Funding



$1.25B Federal — BART is seeking $1.25 billion in CIG funds—36% of total program costs.

$2.25B Local — BART has $2.25 billion in secured or planned funding from state, regional and local sources*.

* BART Measure RR, Regional Measure 3, and State – TIRCP Grant, County Congestion Management Agencies, Other Local Sources.

DOT & FTA Action is Critical

FTA has not acted on BART's request for entry into the Engineering phase of the CIG process. BART requested entry in June 2017, and has long-since fulfilled all requirements.

Congress has appropriated significant funds to the CIG program in both FY18 ($716M) and FY19 ($635M) and mandated FTA to continue to advance eligible projects and obligate funding.

BART is one of few projects that is ready to accept these funds, but only if FTA advances the project without further delays.

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