



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

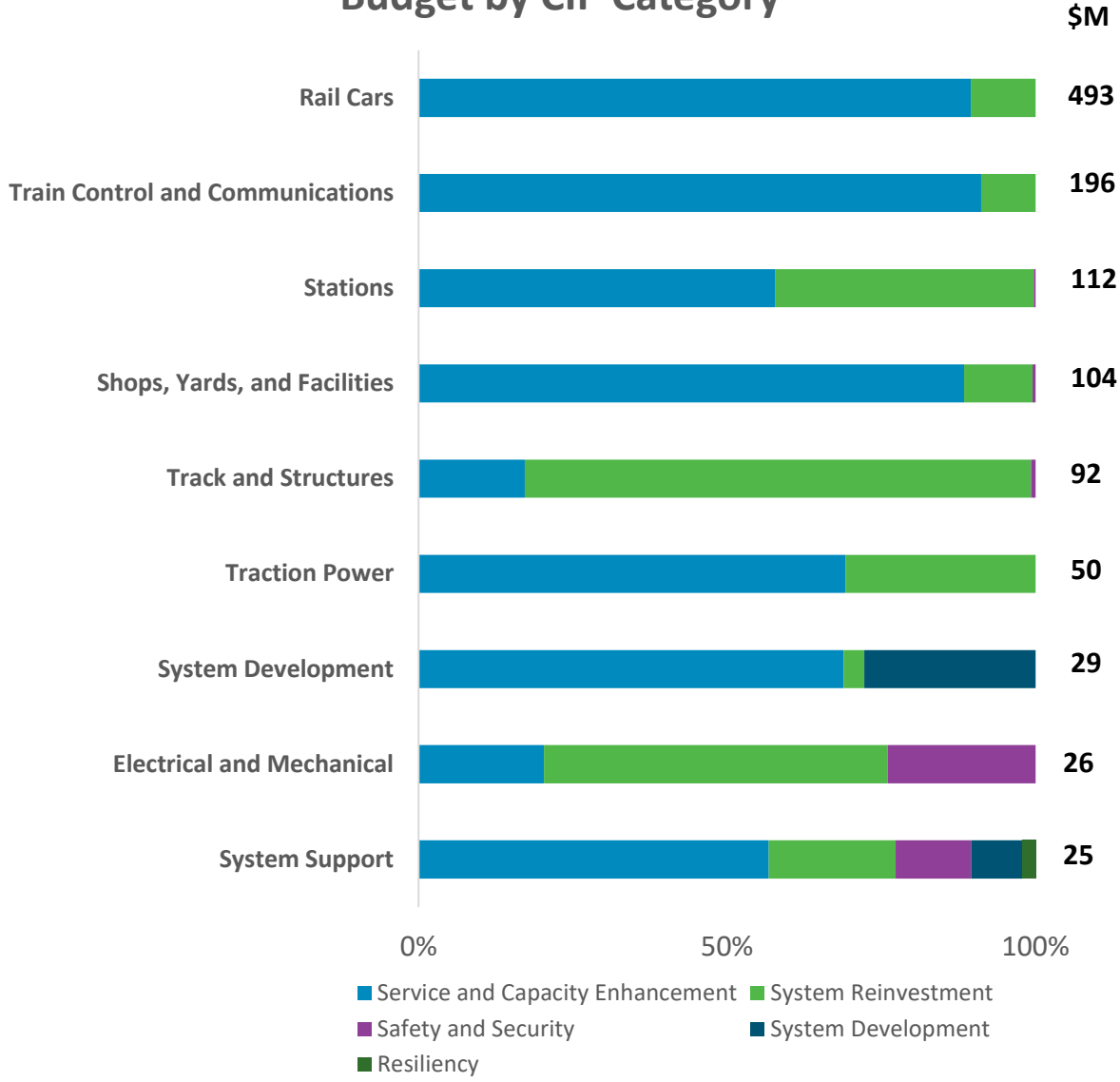
- The 2-Year Capital Budget is updated annually
- Costs in the Capital Budget are fully funded by grants awards received in prior fiscal years and programmed funds
- The 2-Year Capital Budget is presented as preliminary in the **Preliminary Budget Memo** and finalized in the **Adopted Budget** based 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

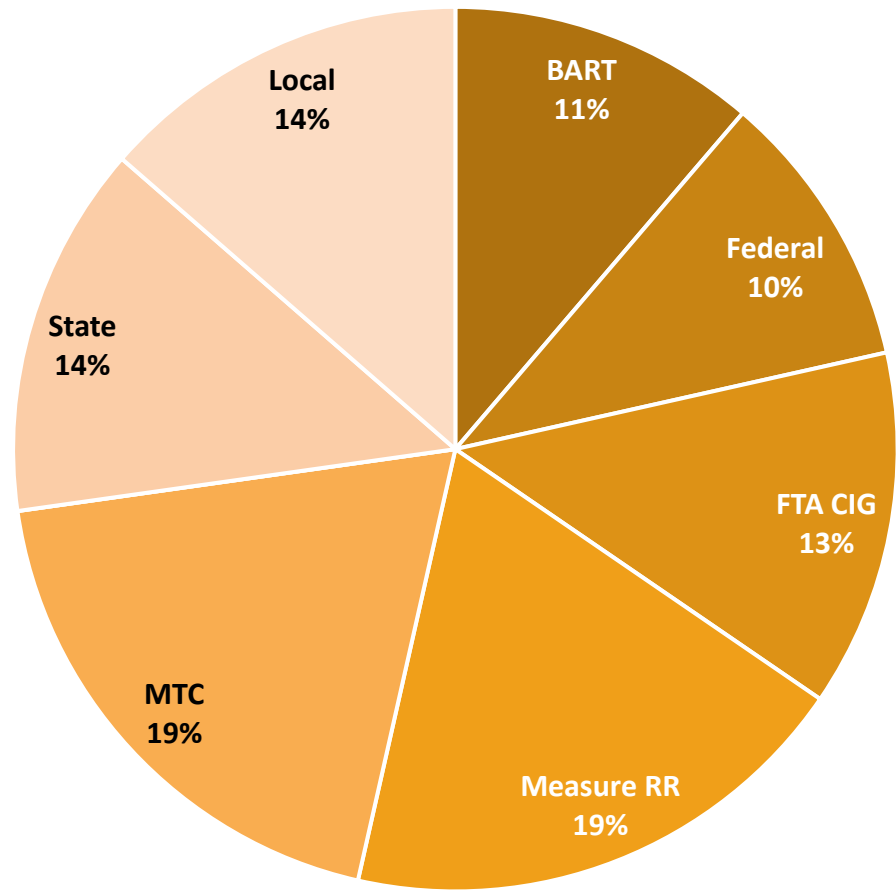
- Includes forecast of total unfunded capital costs (capital needs) for the 10-year period
- FY25 CIP published October 2024

FY26 Capital Budget: \$1.128B

Budget by CIP Category

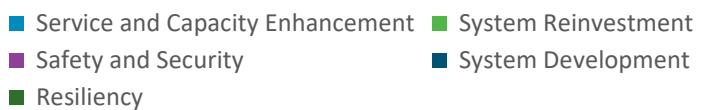
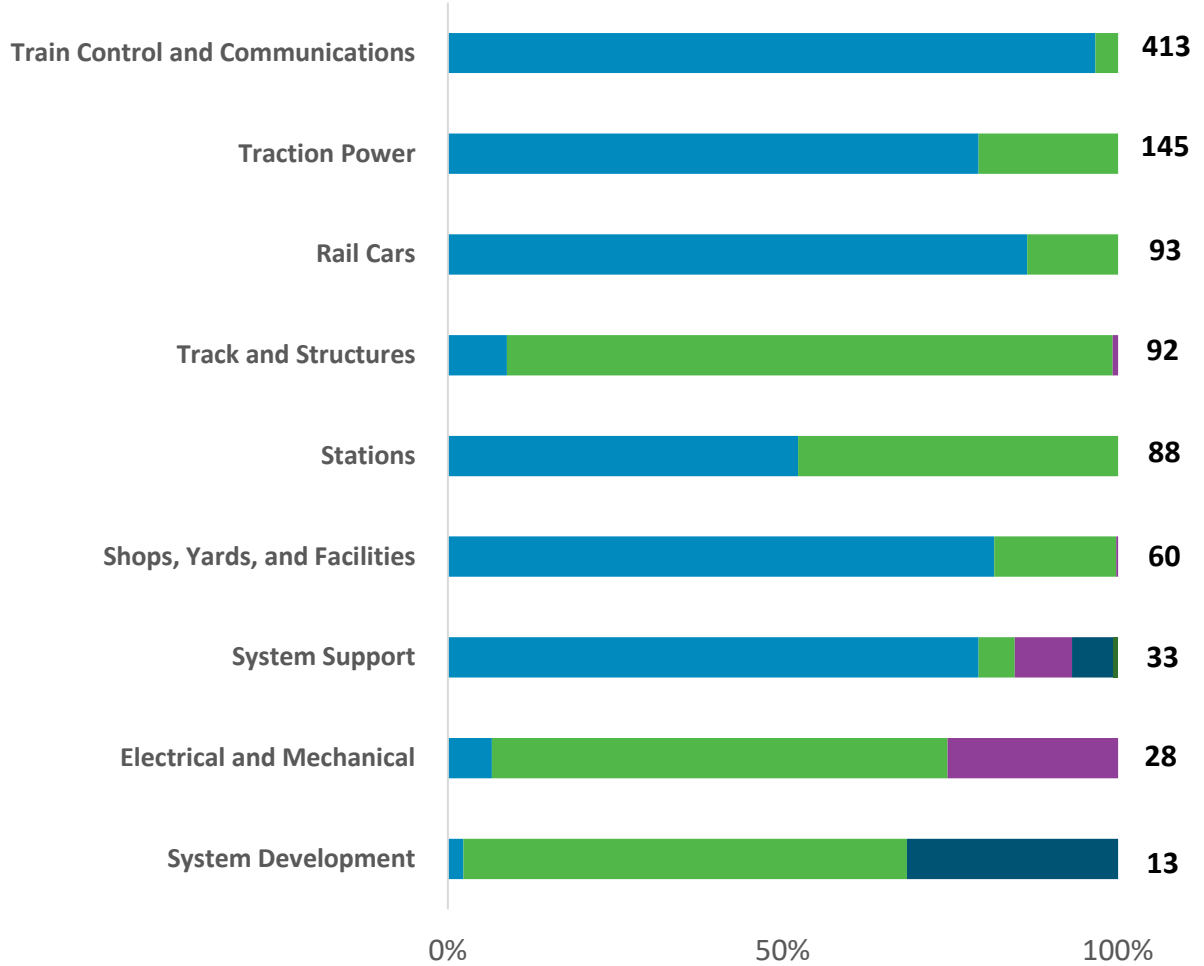


Budget by Funding Source

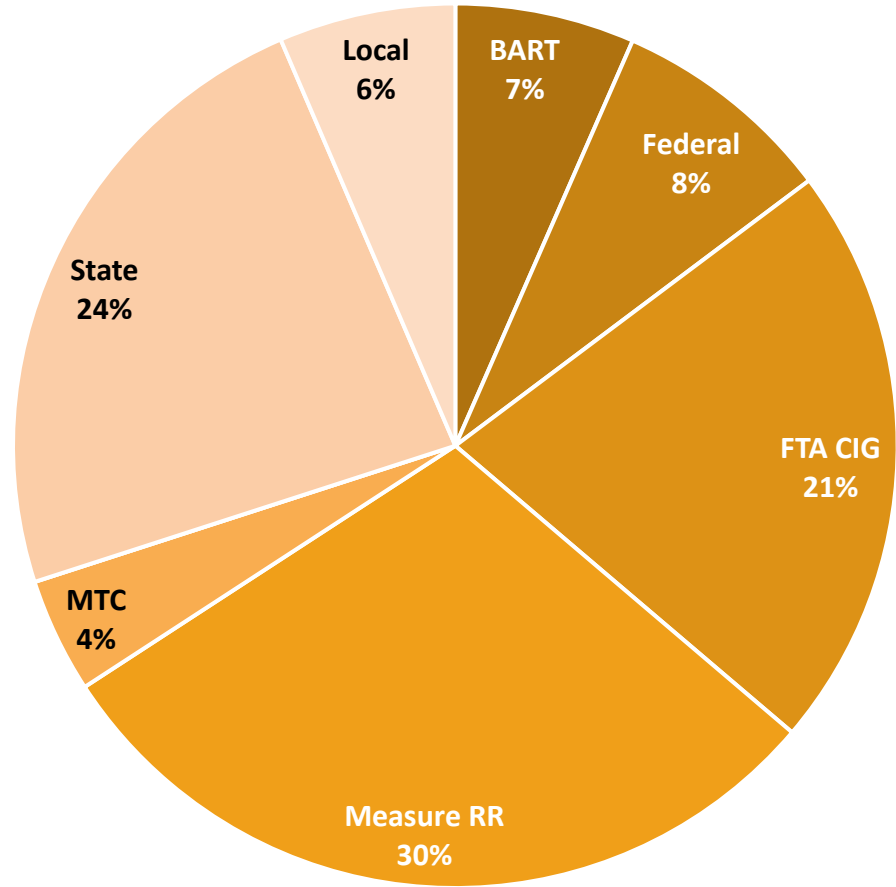


FY27 Capital Budget: \$965M

Budget by CIP Category \$M



Budget by Funding Source



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
Total Sources	1,128.3	964.5
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
Total Uses	1,128.3	964.5
Total Net Result	-	-

**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

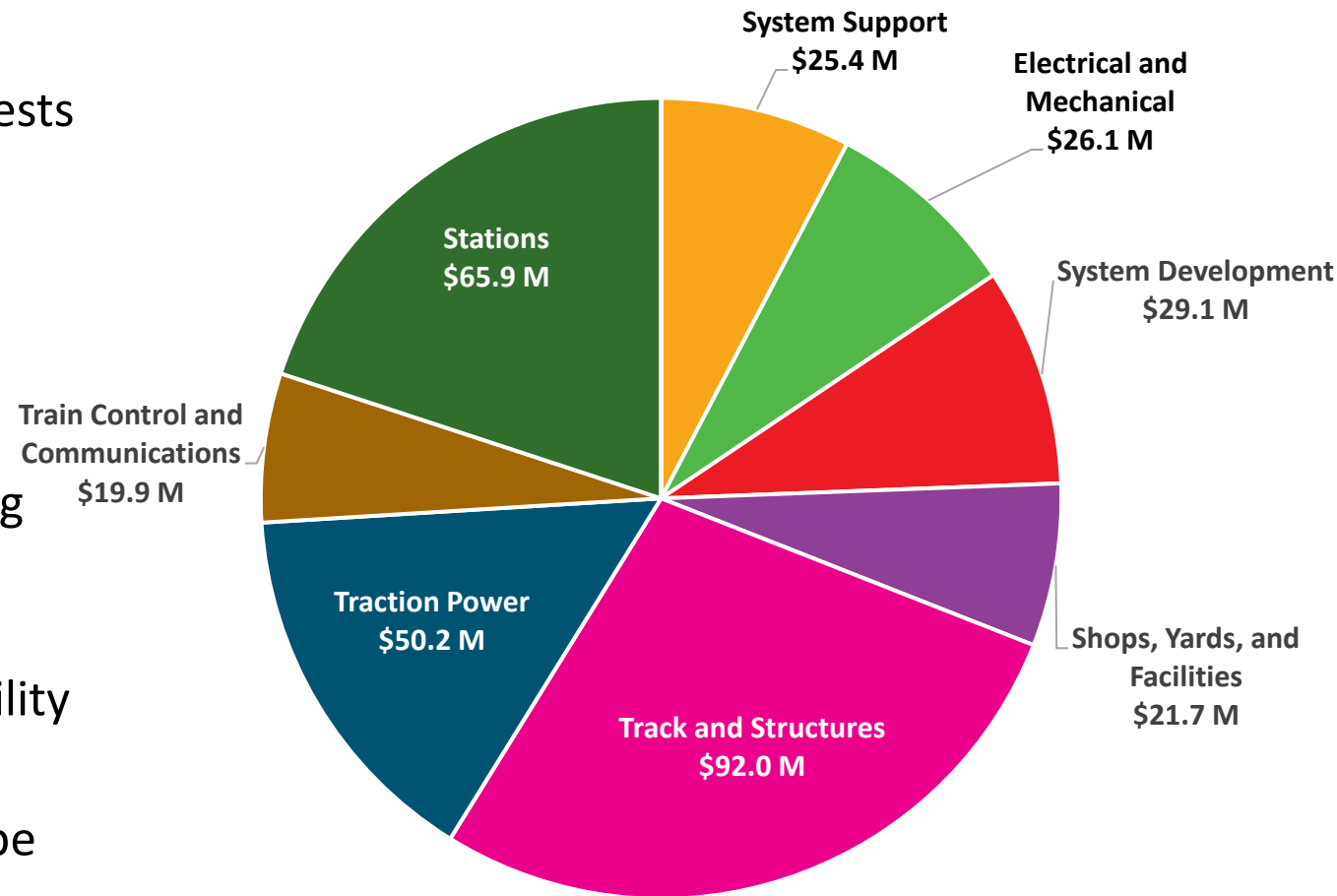
Project ID	Project Name	FY26 (\$ Millions)	Service & Capacity Enhancement	System Reinvestment
40FD	Rail Car Procurement Phase 2 (306 CCP & 48 BSVII)	432.9	100%	0%
49GH	Communications-Based Train Control (CCP)	176.3	23%	77%
17AY001	New BART Police Headquarters	82.6	100%	0%
40FA	Rail Car Procurement Phase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

- **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

FY26 Capital Budget
\$330.4M Remaining Investments



FY27 Capital Uses: Major Expenditures

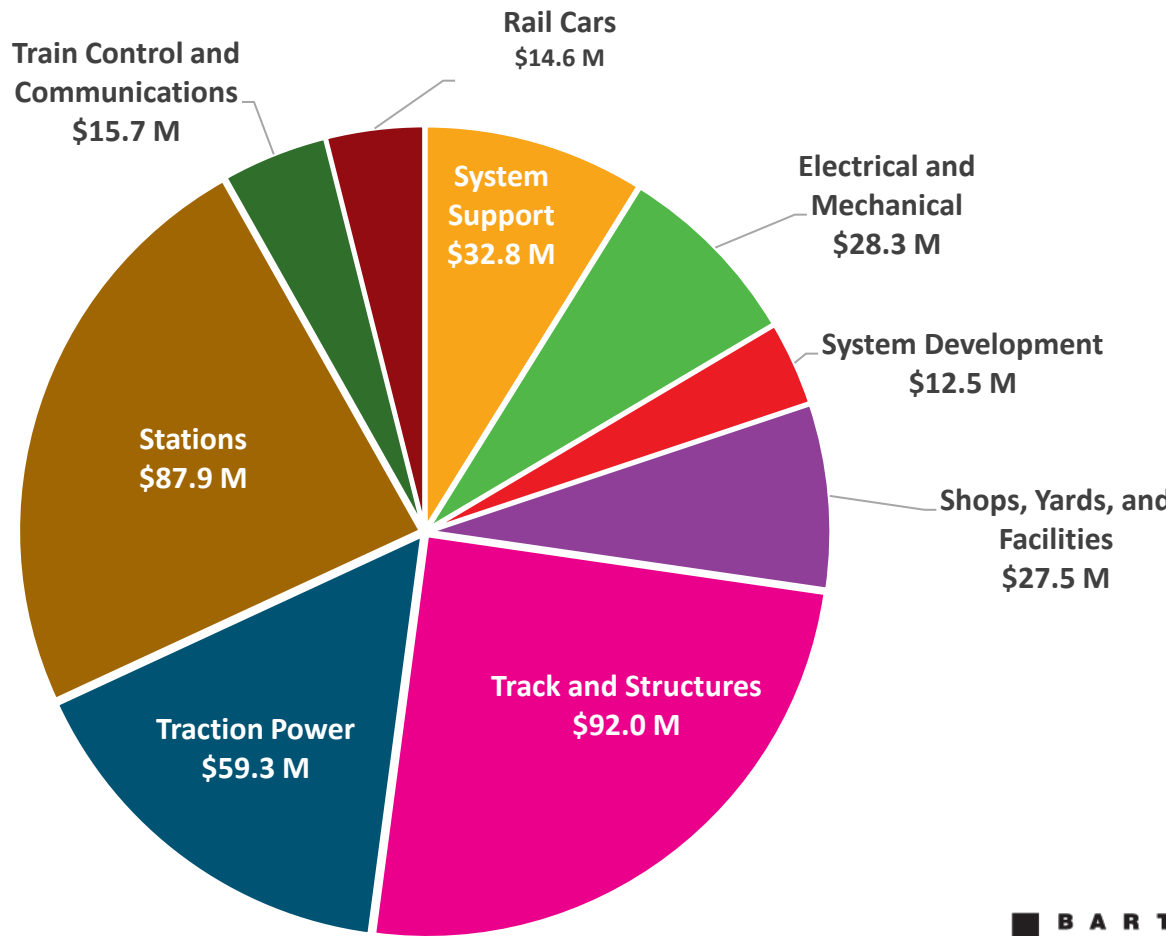
Project ID	Project Name	FY27 (\$ Millions)	Service & Capacity Enhancement	System Reinvestment
49GH	Communications-Based Train Control (CCP)	397.6	23%	77%
40FD	Rail Car Procurement Phase 2 (306 CCP & 48 BSVII)	78.3	100%	0%
15EK6	Traction Power Substations (CCP)	43.6	100%	0%
15EKRR6	Powell Street (MPS)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

- **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

FY27 Capital Budget
\$370.8M Remaining Investments



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)

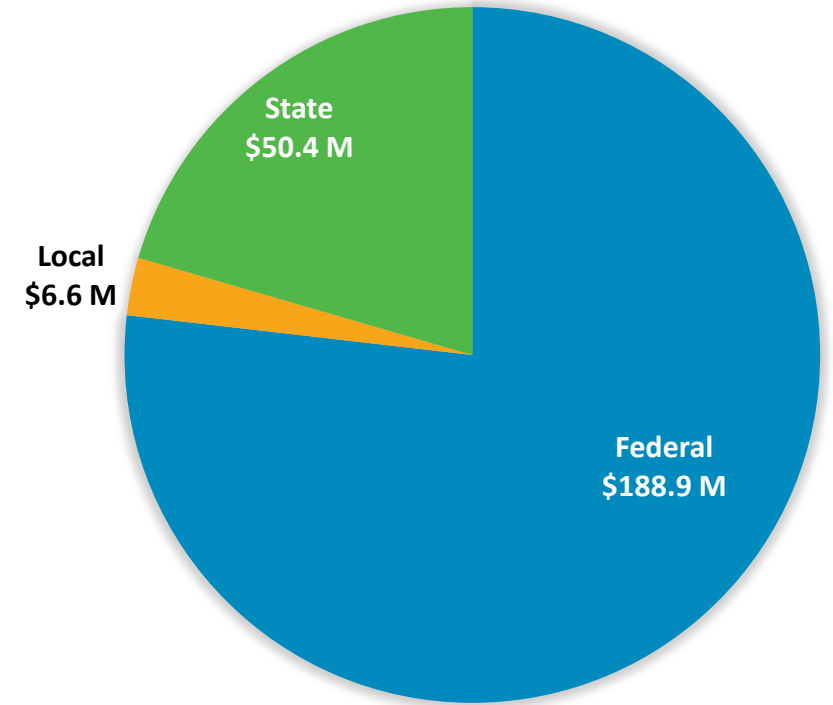


Grants and Funding Advocacy

FY25 Capital Grants Awarded-to-Date

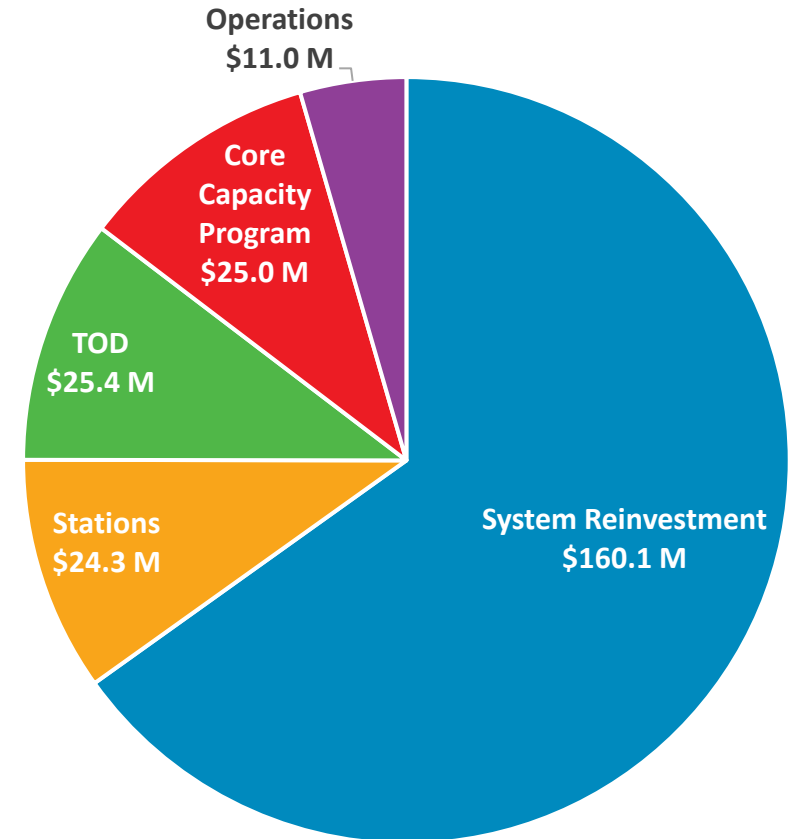
- Each year, BART actively pursues grant opportunities to **fund future capital and operating budgets**.
- In FY25 to date, we have pursued, secured, or are actively advancing **funding opportunities totaling over \$461 million**.
 - \$246 million awarded to-date
 - \$95 million of grant applications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

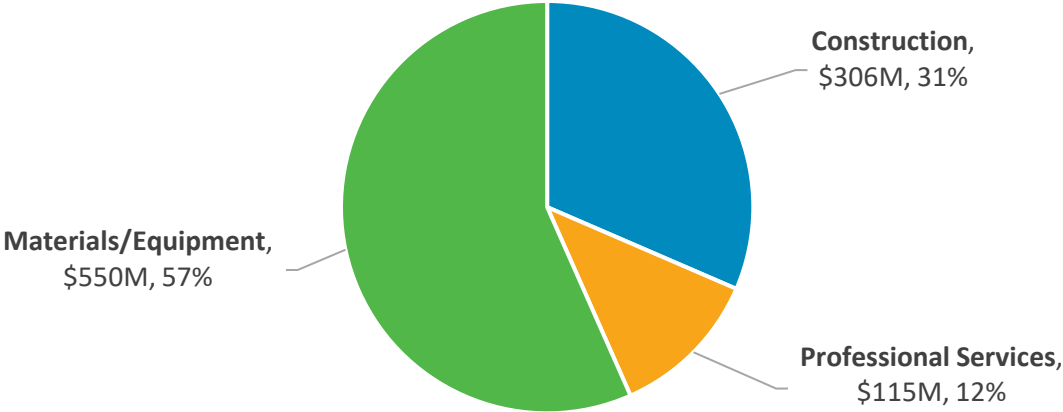
Materials/Equipment

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

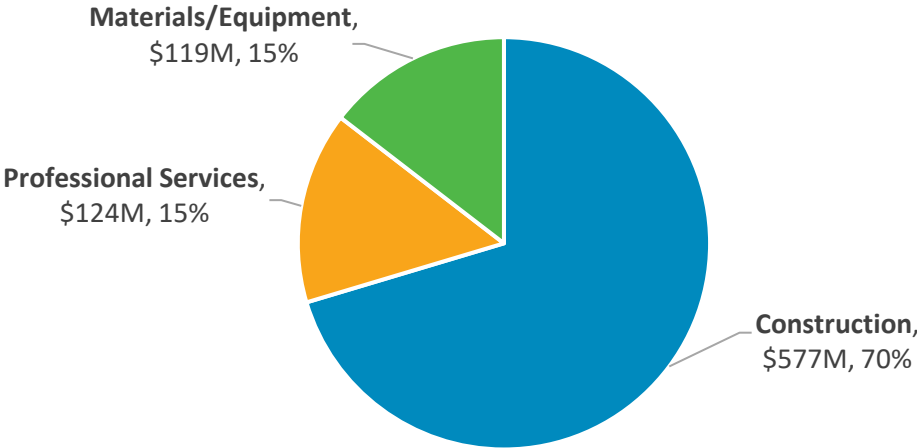
Construction

- Performed by third-party Contractor

FY26 Nonlabor Expense - \$971M



FY27 Nonlabor Expense - \$820M



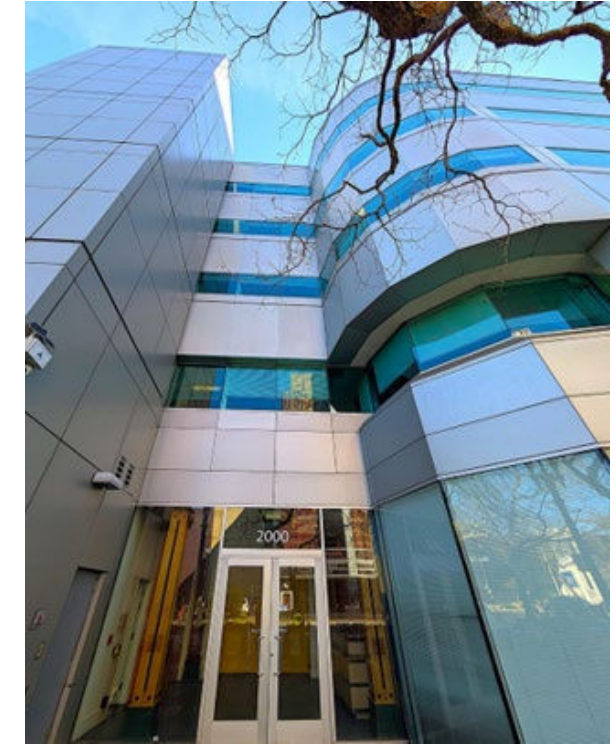
Project Work Status

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



Sample Dashboard

6.3 15EK600

Project Summary

Design and install two new substations in downtown San Francisco at Civic Center (MCC) and Montgomery Station (MMS).

Project Phase and Upcoming Milestones

Planning Design Bid/Award **Construction** Closeout

Substantial Completion FY25 Q4

Challenges

Coordinating Train Start Test at Montgomery (MMS) with multiple stakeholders

Activities

FY25 Q2 Accomplishments: Finished testing and started Commissioning Civic Center Substation; Testing started at Montgomery Street Substation

FY25 Q3 Planned Activity: Complete Commissioning activities at Civic Center Substation. Complete Phase 2 Testing at Montgomery Substation

Increases Service Reliability

Enhances Safety and Security

Improves Safe Working Conditions

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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