



Final FY25 Capital Investment Plan

10 YEAR PLAN (FY25-FY34)

October 2024



Letter from the General Manager

As BART continues to deliver safe, clean, and reliable service to the Bay Area, we are also making investments in our infrastructure and improving the customer experience. I am pleased to present BART's Fiscal Year 2025 Capital Investment Plan, which is viewed as our road map to "Destination World Class". BART – with 131 miles of track and 50 stations traversing five counties – underpins the Bay Area's economy, mitigating costly congestion and generating economic activity. Nearly 90% of transit trips with a transfer using Clipper involve a ride on BART. BART also reaches beyond the Bay Area through its easy connections to the Capital Corridor and San Joaquins Amtrak systems, as well as two international airports. BART remains crucial to delivering on the region's sustainability, equity, and housing goals. The centerpiece of BART's \$9.8 billion ten-year plan is reinvestment in BART's existing 50-year-old system. Even with new travel patterns brought on by remote work, ridership is returning, and the Bay Area needs a safe system that is well maintained and optimized for the future. The CIP focuses on BART's core infrastructure – including the replacement of our legacy train control system with a modern system that will enable trains to run more frequently and the replacement of our aging power infrastructure to improve service reliability.

In addition to renewing the existing system, BART is making targeted investments that will improve the rider experience and our resilience to natural hazards and disasters, like extreme heat and flooding. The purchase of an additional 354 rail cars will increase BART's fleet by more than 30%, enabling us to run longer trains more frequently and to expand service to San Jose upon completion of the Santa Clara Valley Transportation Authority's BART-to-Silicon Valley extension. BART is planning exciting investments to support and enable transit-oriented development near BART stations, helping the region to address its housing crisis without worsening congestion and greenhouse gas emissions. BART is proud to have completed the Earthquake Safety Program which upgraded infrastructure throughout the system to current earthquake standards, including the Transbay Tube, one of our most critical assets as it enables travel under the bay between San Francisco and Oakland. We continue to think ahead and develop plans to mitigate potential climate impacts on BART infrastructure.

Even while BART is working to identify long-term and sustainable funding to address our operating shortfalls, we continue to prioritize our rebuilding work and to seek every opportunity to enhance our capital program. Efforts are also underway to improve transit coordination throughout the region to simplify and streamline the rider experience across transit modes. Internally, BART has been refreshing its approach to project delivery through the implementation of rigid project controls, efficient project management, evaluation of alternative delivery strategies and regular assessment of capital program risk. Together with the support of our local, state, and federal funding partners, BART can deliver world class transit service that meets the needs of all riders and advances our collective goals of an environmentally sustainable, equitable and thriving Bay Area region.



Robert M. Powers
BART General Manager

Introduction

The FY25 Capital Investment Plan outlines BART's 10-year plan for delivering needed capital investment, particularly in existing assets to maintain a state of good repair, within a constrained funding plan.

What is a Capital Investment Plan?

The Fiscal Year 2025 (FY25) Capital Investment Plan (CIP) details BART's 10-year capital investment plan based on mid- to long-term capital needs and funding forecasts. BART is a fixed rail system, which enables BART to carry riders long distances quickly and efficiently. Unlike bus operators which operate on roadways and have relatively few capital assets, fixed rail systems like BART are capital intensive. BART has approximately 47,000 physical assets – from rail cars and track to train control and traction power equipment – that are necessary to deliver service to our riders. Each asset must be renovated or replaced periodically in accordance with its service life and condition. Beyond maintaining a state-of-good-repair of our existing physical assets, BART invests strategically in upgrades and new assets to improve the system's sustainability, enhance its resilience to natural hazards and expand equitable access.

The purpose of the CIP is to:

- Provide greater transparency into BART's capital program considerations, constraints and challenges
- Align BART's planned capital investments with BART's goals and priorities
- Inform and support funding advocacy

Guiding Principles

Deliver on BART's Customer Commitment. As the Bay Area emerges from the pandemic, BART faces a fiscal challenge driven by a "new normal" level of ridership. Although riders have returned to BART, the growth in remote and hybrid work has driven a fundamental reduction in total ridership, resulting in a structural operating deficit. Addressing this structural deficit, so BART can continue to provide the quality service our riders require, is BART's primary focus. In support of this, BART has adopted a customer commitment to keep BART safe and clean, while maintaining reliable and quality transit service for riders. Sustaining reliable, flexible service and a positive customer experience requires prudent capital investment.



Prepare BART to serve the Bay Area for the next 50 years. Beyond investments in system reliability, BART also plans to make targeted investments in resiliency, capacity, redundancy, accessibility and sustainability.

Employ strategies to optimize and responsibly manage capital funding. To enable BART to deliver the most value for its capital investment plan, BART leverages its Measure RR and BART funds with external sources and applies innovative funding strategies, tight project controls, and continuous asset assessment to mitigate post-COVID impact on ridership and operating revenue. BART implements robust project controls and a dynamic funding strategy to optimize its capital investment plan.

The CIP is a snapshot in time. To deliver on its customer commitment, BART must continuously assess and review its Capital Program. This process of regular assessment of BART's assets and the identification and prioritization of potential capital projects to address capital needs is further described below. BART's objective is to deliver on capital investment commitments, while executing a nimble funding strategy to address emergent/emergency needs.

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1. Overview

FY25 marks a pivotal moment in BART's history. As BART celebrates over 50 years of service, it also faces significant operating fiscal challenges. BART is the backbone of the region, connecting to more than 20 Bay Area transit operators and extending its reach beyond the region with connections to two Amtrak systems and two major airports. In this time of unprecedented uncertainty, BART has been partnering closely with Bay Area transit partners and the Metropolitan Transportation Commission to develop a long-term and sustainable operating funding solution. While these efforts are ongoing, BART continues to prioritize investments in existing capital infrastructure, focusing on investments that will improve the reliability and safety of the system, while also making strategic investments to enhance the experience of our riders and prepare for the future. The continued support from federal, state, regional and local funding partners is vital in preserving BART's role as the backbone of the Bay Area transit system.

BART Within a Regional Context

Role in the Region

The Role in the Region Study¹ provides insights into emerging trends and underscores BART's benefits to the Bay Area, highlighting BART's essential role in the region's success, well-being, and quality of life. BART is crucial to achieve ambitious regional goals and is integral to the regional travel landscape. Below are key findings from the Study which illustrate the critical need for sustained investment in the BART Capital Program.

- BART service benefits drivers by significantly reducing time lost to congestion, improving quality of life for everyone whether they ride BART or not.
- Traffic could increase by 73% on the Bay Bridge and 22% in the Caldecott Tunnel during morning peak commute hours. To support this increase, up to 3 additional lanes would need to be added to the Bay Bridge and an additional lane in the Caldecott Tunnel.
- The regional transit network will fail to function. With 87% of transit transfers including a leg on BART, there will be cascading effects across the 300 bus, light rail, ferry, private shuttle, and inter-regional routes that connect to BART.
- With no BART service, upwards of an additional 1.6 million miles would be driven, and an additional 70,000 gallons of gas would be consumed daily -- that's equivalent to 4,000 cars driving from San Francisco to Los Angeles.
- In 2023, BART contributed \$1.2 billion to the economy through more than 5,000 jobs, when accounting for BART's direct payroll expenditures, local vendor spending, and employee expenditures.
- Between 2019 and 2023, BART infused the local economy with more than \$3.7 billion in construction spending and \$1.7 billion in construction labor income.

¹ https://www.bart.gov/sites/default/files/2024-08/2024-08-16_RITR_Report_0.pdf

Regional Coordination

BART is at the forefront of advancing a more cohesive and user-friendly transit experience across the region.

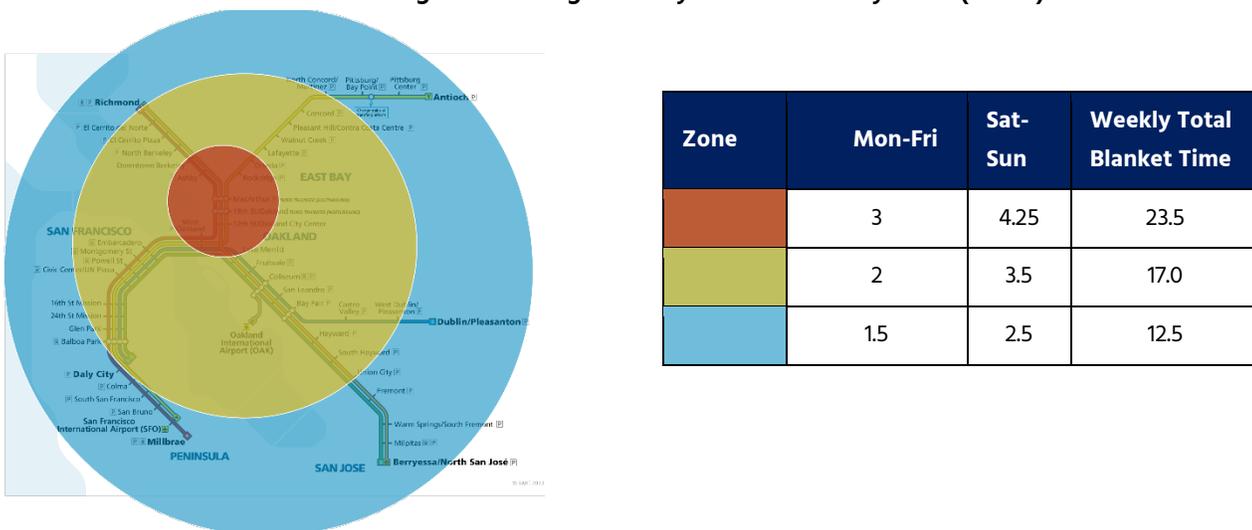
- Regional Mapping and Wayfinding Project.** This project aims to modernize signage, wayfinding, and mapping standards throughout the Bay Area, simplifying transit navigation and ensuring consistency across various transit operators and service areas.
- Next Generation Clipper.** The launch of the Next Generation Clipper is on the horizon, enabling riders to conveniently pay for BART by tapping their credit or debit card directly at the fare gate.
- Clipper BayPass.** In partnership with MTC and other regional transit operators, BART is committed to making transit fares more affordable and integrated. The Clipper BayPass Pilot Project, which began in fall 2022, provides unlimited transit passes for bus, rail, and ferry services across the 9-county region. As of 2024, the project includes up to 10 employers, several affordable housing complexes, and educational institutions, reaching a total of 70,000 eligible participants.

FY25 Capital Investment Plan Preview

The CIP is summarized into CIP Programs and each Program is further broken out in Subprograms. CIP Programs and Subprograms include asset-based capital projects that are developed through a Districtwide needs assessment grounded in Reliability Centered Maintenance practices. In addition, named Major Projects and Programs, such as Next Generation Fare Gates, are highlighted in their respective CIP Program categories. FY25 and FY26 of the CIP reflects the FY25 & FY26 Capital Budget.

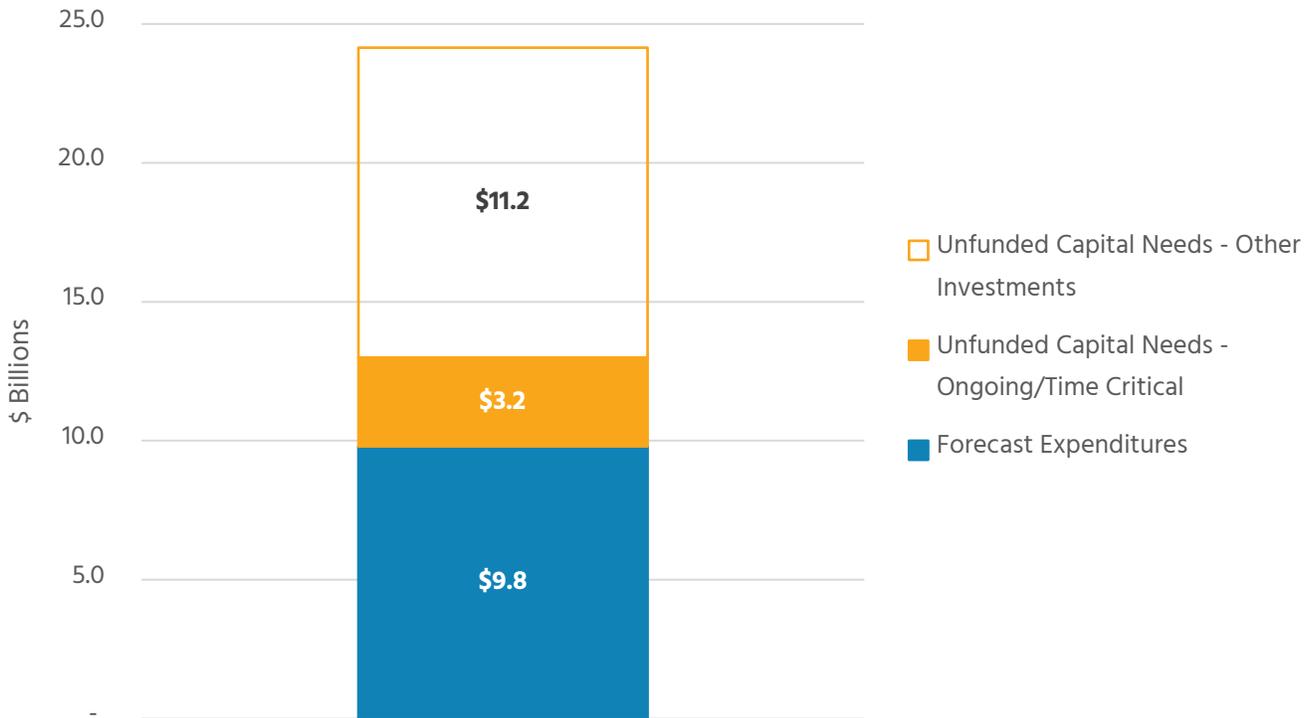
As shown in Chart 1, over the coming decade, BART forecasts that critical capital needs total \$13 billion of which 75% has identified funding; that is, BART forecasts it will invest \$9.8 billion in capital projects. BART’s forecast capital expenditures are constrained by funding and system access capacity. System access capacity refers to the time available to do work in the right-of-way (blanket time), which is a function of the service plan, relative to the demand for system access to conduct preventative and unscheduled maintenance, inspections, and construction. Since 2019, average weekly system access requests have increased by more than 55 percent.. Figure 1 below summarizes the average weekly blanket time by zones throughout the BART system, based on the September 2023 service plan. As shown, there is a very constrained blanket time, ultimately constraining system access capacity.

Figure 1. Average Weekly Blanket Time by Zone (Hours)



The constrained CIP Programs are sized by aligning capital needs and forecast funding based on criticality of need and funding eligibility requirements. Criticality of need is defined as ongoing/committed projects, such as the Core Capacity Program, unfunded future projects that need to initiate planning or design within the CIP horizon and known emergent/emergency needs. The criticality of need evolves with time as assets continually age; as such, the Capital Program relies on a flexible investment strategy and continuous assessment and review of needs. Chart 1 summarizes the total 10-year financially constrained Capital Investment Plan and unfunded capital needs.

Chart 1. FY25-FY34 Capital Needs and Forecast Expenditures



As demonstrated in Chart 2, the FY25 CIP forecasts the highest expenditures over the next 10 years in the Train Control & Communications CIP Program due to BART’s significant investment in Train Control Modernization.

Chart 2. FY25-FY34 CIP – Forecast Expenditures by CIP Program (\$Millions)

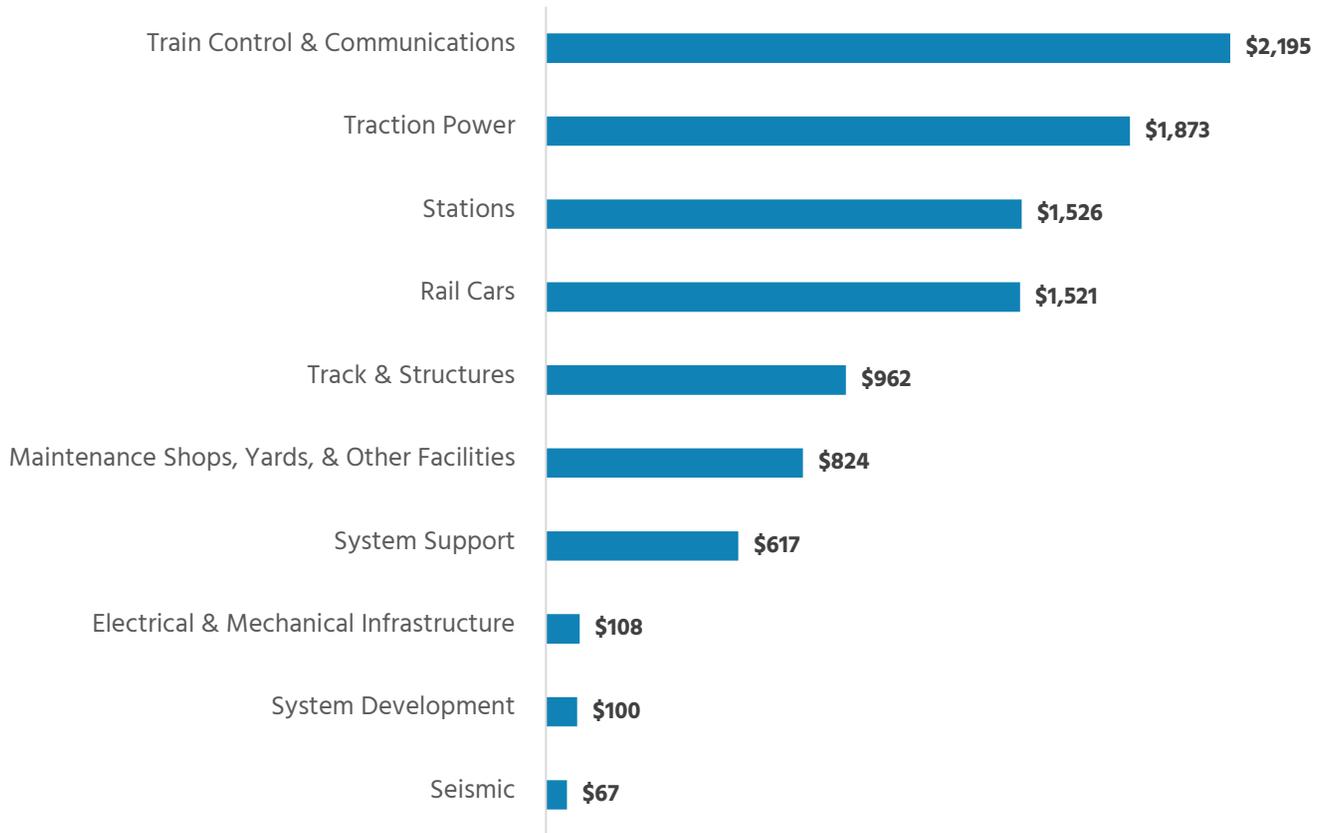


Table 1, below, summarizes the financially constrained CIP and unfunded needs over the 10-year period by CIP Program and Subprogram.

Table 1. Summary of Constrained CIP and Unfunded Capital Needs by CIP Program (\$Millions)

CIP Programs	Constrained Capital Investment Plan			Unfunded Capital Needs		
	Secured	Planned	Total	Ongoing/ Time Critical	Other Investments	Total
Rail Cars	1,476	45	1,521	-	-	-
Fleet of the Future Rail Car Procurement, Phase 1 (775 cars)	308	-	308	-	-	-
Fleet of the Future Rail Car Procurement, Phase 2 (306 cars)	987	45	1,032	-	-	-
Fleet of the Future Rail Car Procurement, Phase 3 (48 BSVII rail cars)	173	-	173	-	-	-
Rail Car Improvements	9	-	9	-	-	-
Track & Structures	818	145	962	44	1,595	1,639
Trackway Rehabilitation	569	-	569	-	987	987
Structures Rehabilitation	190	145	335	3	542	545
Wayside Equipment	44	-	44	40	55	95
Track Capacity Improvements (BART Metro)	15	-	15	-	12	12
Traction Power	1,189	684	1,873	171	10	181
Substation Renovation	644	381	1,026	9	-	9
34.5kV Cable Replacement	105	-	105	75	-	75
Traction Power Controls	303	263	565	86	10	96
Core Capacity Traction Power Upgrades	137	40	177	2	-	2
Train Control & Communications	1,889	306	2,195	444	658	1,103
Train Control Modernization	1,647	306	1,953	-	-	-
Train Control System Rehabilitation	236	-	236	231	300	531
Communications & Computer Systems Rehabilitation	6	-	6	213	359	572
Stations	913	613	1,526	343	2,595	2,938
Station Enhancement	101	172	272	-	25	25
Escalator/Canopy Installation	149	-	149	8	19	27
Station Access Enhancement	98	150	248	-	82	82
Station Systems Rehabilitation	133	-	133	-	46	46
Station Capacity Improvements (BART Metro)	2	-	2	-	1,000	1,000
Station Buildings & Facilities Rehabilitation	12	-	12	128	153	281
Station Accessibility Improvement	30	-	30	-	4	4
Wayfinding & Customer Experience	86	43	129	-	196	196
Elevator & Escalator Rehabilitation	148	112	260	-	1,071	1,071
Elevator Modernization	93	123	215	207	-	207
Next Generation Fare Gates	63	13	76	-	-	-

CIP Programs	Constrained Capital Investment Plan			Unfunded Capital Needs		
	Secured	Planned	Total	Ongoing/ Time Critical	Other Investments	Total
Maintenance Shops, Yards, & Other Facilities	600	224	824	1,224	647	1,871
Hayward Maintenance Complex Phase 1 (HMC1)	5	-	5	-	-	-
Core Capacity East Storage Yard (HMC2)	242	78	320	548	-	548
Non-Station Buildings & Facilities Rehabilitation	68	-	68	188	358	546
Shop & Yard Equipment	33	-	33	136	272	407
Fleet of the Future Maintenance Facility (FFMF)	112	-	112	302	-	302
Fencing & Security	10	-	10	38	17	55
BART Police Department Headquarters	27	146	172	-	-	-
Operations Control Center Modernization	103	-	103	13	-	13
Electrical & Mechanical Infrastructure	108	-	108	904	1,049	1,953
Mechanical Infrastructure Rehabilitation	58	-	58	417	380	797
Electrical Infrastructure Rehabilitation	25	-	25	365	468	833
Lighting Rehabilitation & Upgrades	25	-	25	122	201	323
Seismic	67	-	67	11	3,000	3,011
Earthquake Safety / Transbay Tube Seismic Retrofit	67	-	67	11	-	11
Caldecott BART Tunnel Seismic Retrofit	-	-	-	-	1,000	1,000
A-Line Seismic Retrofit	-	-	-	-	2,000	2,000
System Development	100	-	100	-	721	721
Link21	75	-	75	-	721	721
BART-to-Silicon Valley Phase 2 Support	10	-	10	-	-	-
System Expansion Planning	0	-	0	-	-	-
BART-to-Silicon Valley Phase 1 Capital Investments	15	-	15	-	-	-
System Support	461	156	617	63	880	943
Core Capacity Support	238	59	297	-	-	-
Information Technology	61	3	64	-	-	-
Sustainability	62	59	121	-	141	141
Real Estate	22	13	34	49	389	438
BART-to-Oak and eBART Asset Replacement	15	-	15	-	43	43
Climate Adaptation & Resiliency	4	-	4	14	307	321
BART Police Capital	26	22	48	-	-	-
Administration	33	-	33	-	-	-
Total	7,622	2,172	9,794	3,203	11,155	14,359

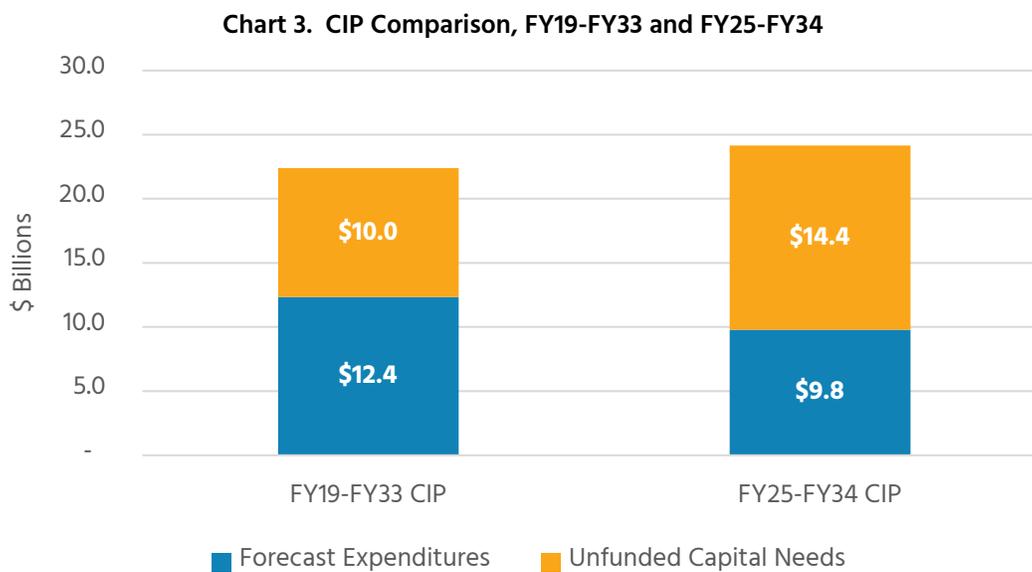
Notes:

1. Named Major Capital Projects/Programs highlighted in grey

Refer to Appendix A for a detailed summary of the FY25-FY34 CIP Forecast Expenditures by CIP Program and Subprogram, spread by fiscal year. Appendix A also includes the total FY25-FY34 unfunded capital needs by CIP Program and Subprogram.

Looking Back

The last CIP was adopted in FY19, and since then, the BART capital program and the funding landscape have faced substantial challenges and evolution. The forecasting horizon has returned to a 10-year outlook, acknowledging that projections become less certain over longer periods. The FY19 CIP had a 15-year horizon, initially set to align with the Measure RR expenditure forecast. Chart 3 below compares the total capital investments, highlighting both forecast expenditures and unfunded capital needs. The chart illustrates that while total forecast capital investments have increased, forecast expenditures have decreased. This increase in capital investments is driven by refinements in capital cost estimates, informed by Reliability Centered Maintenance practices, and the inclusion of appropriate contingencies. Moreover, capital costs have significantly risen due to inflation and increased labor and material costs, with construction costs alone rising by 45% between 2019 and 2024, according to the California Construction Cost Index.



The reduction in forecast expenditures since the FY19-FY33 CIP reflects both the more focused 10-year forecast horizon and a more constrained funding outlook. Table 2 compares the funding forecasts, noting that since 2019, there has been a drawdown of major funding sources, including Measure RR, the Earthquake Safety Program Bond, and the Rail Car Procurement Program. However, there has been a notable increase in State SB1 funding awards and forecasts.

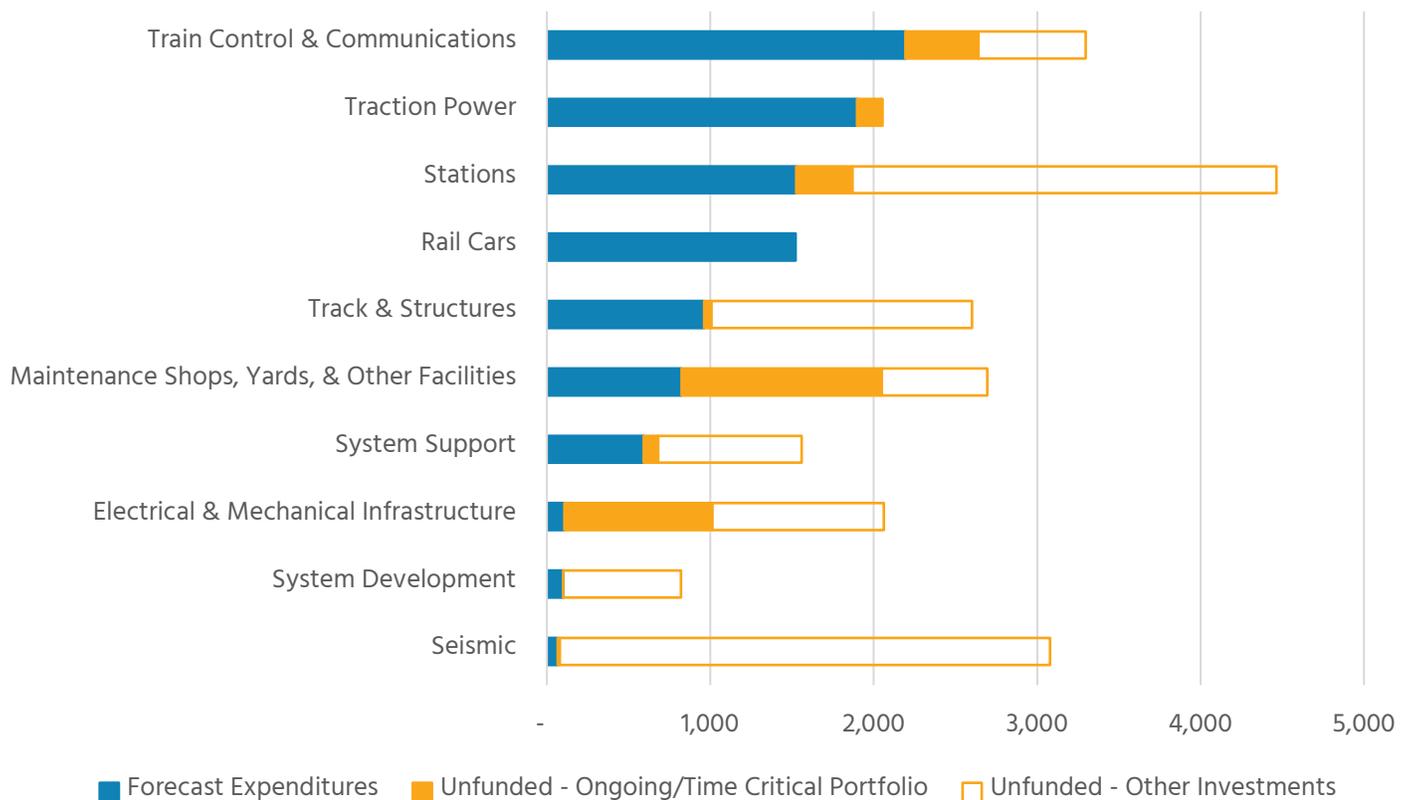
Table 2. Funding Forecast Comparison, FY19-FY33 and FY25-FY34 (\$Millions)

Category	FY19-FY33 CIP	FY25-FY34 CIP	% Difference
Federal	2,341	1,928	-18%
State	740	1,809	144%
Regional/Local	2,633	2,466	-6%
BART	2,055	884	-57%
Measure RR	3,333	1,689	-49%
FTA CIG	1,250	1,018	-19%
Total	12,352	9,794	-21%

2. Capital Needs

This CIP defines \$9.8 billion of planned capital investment for which funding sources have been identified. It delineates another \$3.2 billion of ongoing or time critical capital investment needs for which no funding source has yet been identified. It further identifies another \$11.2 billion of unfunded capital needs. Chart 3 summarizes total investment need, identified funding, and unfunded needs for each of 10 CIP Programs.

Chart 4. FY25-FY34 Total Investment Need by CIP Program (\$ Millions)



Development of Capital Needs

BART engages in a rigorous process to ensure the most critical projects are prioritized in BART’s pursuit of grant funding and allocation of BART capital funding. The foundation of this process is Reliability Centered Maintenance, where BART

maintenance personnel document asset conditions and work performed on assets on a daily & weekly basis, and the Asset Risk Register, where BART maintenance and engineering subject matter experts (SMEs) use asset data to assess the condition of BART assets and their risk to reliable and safe operation of the BART system. The Asset Risk Register is then used by these SMEs to develop a Capital Needs Inventory (CNI), which defines potential capital projects to renovate, replace or upgrade BART capital assets and scores these capital needs based on several criteria, including safety, risk, compliance and reliability, among others. The CNI also assesses the urgency and criticality of these capital needs, which are integrated in the capital needs' scores. The capital needs delineated in the CNI are then integrated into the CIP. Capital needs that receive funding become active capital projects. Figure 2 illustrates this cycle.

Figure 2. Capital Planning Cycle



Beyond BART's capital needs for existing assets, the CIP inventories other capital needs, including investments to strengthen BART's resilience to natural hazards like earthquakes, extreme weather, fire and flood; to improve access to BART through intermodal, bike and pedestrian improvements; enhance the accessibility of the BART system for riders with disabilities; and support sustainability, such as electric vehicle charging at stations and facilities.

Development of Capital Costs

Capital cost estimates are grounded in a comprehensive process that considers various factors to ensure accuracy and alignment with economic conditions. Capital cost estimates for a project are developed by the project management team based on the defined scope and project requirements. The estimate is a comprehensive calculation of individual cost elements, derived using established methodologies and reliable data, to predict the future costs of a project. This forecasting is grounded in the information available in key documents, such as drawings and specifications, within the project scope.

One significant challenge in developing accurate cost estimates early in the project life cycle is the limited availability of detailed drawings and specifications. Many aspects of the project are still in development and require further design work. To address these uncertainties, contingency is incorporated into the cost estimate. BART adheres to FTA guidelines for contingency, which may range from as high as 30% at the project's inception to 10% as the project nears the construction phase.

Further, the impact of inflation and the rising costs of construction and labor has significantly impacted cost estimates since 2019. Over recent years, construction costs have surged, with a 45% increase noted between 2019 and 2024, as estimated by the California Construction Cost Index. This significant rise in costs is a key factor in developing capital cost estimates, ensuring that project budgets reflect current market realities.

Escalation is another critical factor in the cost development process. To account for future cost increases, an average escalation rate of 2.2% is applied, consistent with assumptions in MTC's Plan Bay Area. This escalation rate helps to forecast the future costs of projects over their lifespan. Projects for which sufficient scoping and design has been developed, estimates typically use a factor of 3% for non-labor cost and the BART labor rate are escalated in-line with BART Union contracts.

Finally, the cost spread is determined based on the specific project's cash flow drawdown or assumes a linear distribution. This approach ensures that capital costs are allocated appropriately over time, reflecting the actual spending needs of the project as it progresses.

CIP Programs

The CIP is organized into 10 CIP Programs, generally reflecting the type of asset. These CIP Programs are detailed below.

Rail Cars

BART is investing in the replacement and expansion of its legacy rail car fleet. Table 3 summarizes the capital investment plan for the Rail Cars Program over the 10-year CIP period.

Table 3. Rail Cars Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Rail Cars	1,476	45	1,521	-	-	-
Fleet of the Future Rail Car Procurement, Phase 1 (775 cars)	308	-	308	-	-	-
Fleet of the Future Rail Car Procurement, Phase 2 (306 cars)	987	45	1,032	-	-	-
Fleet of the Future Rail Car Procurement, Phase 3 (48 BSVII rail cars)	173	-	173	-	-	-
Rail Car Improvements	9	-	9	-	-	-



Fleet of the Future Rail Car Procurement, Phase 1. Phase 1 of the Fleet of the Future Rail Car Procurement (Rail Car Phase 1) purchases a total of 775 new rail cars. These new rail cars not only improve BART service reliability by replacing BART 669 rail car legacy fleet, but they also enhance the rider experience, increase BART’s sustainability, and support the expansion of the BART system through the first Phase of the BART to Silicon Valley Extension. In April 2024, BART retired its legacy fleet and began running service entirely with new Fleet of the Future Rail Cars. For Rail Car Phase 1, the final rail car is expected to be delivered in September 2024.

Fleet of the Future Rail Car Procurement, Phase 2. In July 2024, BART began accepting rail cars delivered under Phase 2 of the Rail Car Procurement (Rail Car Phase 2). Rail Car Phase 2 will procure an additional 306 expansion rail cars for BART’s Core Capacity Program.

Fleet of the Future Rail Car Procurement, Phase 3. Immediately following Rail Car Phase 2, the Rail Car Procurement will enter Phase 3, in which BART will procure an additional 48 rail cars for the Santa Clara Valley Transportation Authority’s (VTA) BART-to-Silicon-Valley Phase II Extension (BSVII), which will extend BART further south from Berryessa to San Jose.

Rail Car Improvements. Most maintenance of the rail car fleet is performed as part of BART’s operating program. This small capital program will make periodic adjustments to the rail car fleet as needed. Example projects include allocations for tools and equipment.

Track and Structures

The Track and Structures Program includes four Subprograms that replace, rehabilitate, and upgrade the BART system’s rail rights-of-way, including trackway infrastructure, tunnels, and aerial structures. Most of these components are original to the system and worn from decades of use.

Table 4 summarizes the capital investment plan for the Track and Structures Program over the 10-year CIP period.

Table 4. Track and Structures Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Track & Structures	818	145	962	44	1,595	1,639
Trackway Rehabilitation	569	-	569	-	987	987
Structures Rehabilitation	190	145	335	3	542	545
Wayside Equipment	44	-	44	40	55	95
Track Capacity Improvements (BART Metro)	15	-	15	-	12	12

Trackway Rehabilitation. This program repairs, rehabilitates, and replaces BART system trackway assets. The BART system traverses 131 miles of dual mainline track across five counties and includes another 48 miles of non-revenue track. Sections of track need to be replaced periodically, along with replacement of supporting infrastructure including fasteners, ties, and switches. Example projects include interlocking replacements along the K-Line and replacement of concrete ties.



Structures Rehabilitation. This program repairs and rehabilitates BART system tunnels and aerial structures. Example projects include repair of water intrusion for aerial structures and tunnels; waterproofing of tunnels systemwide; rehabilitating street grates and vent shafts; and installation of worker fall protection on aerial structures.

Wayside Equipment. This program repairs and replaces the vehicles and heavy equipment used to maintain BART rights-of-way. Example projects include systematic replacement of vehicles and related equipment due to age and wear and tear.

Track Capacity Improvements (BART Metro). This program constructs new track segments to improve service flexibility and reliability for the BART system. An example project includes the installation of a new tail track at Millbrae.

Traction Power

BART trains run on electric power. The infrastructure that distributes electricity throughout the system and propels BART trains by providing electricity to BART’s third rail is supported through a set of 118 substations, over 700 high voltage circuit breakers and switchgears, and over 1.5 million linear feet of cabling. Most of this infrastructure is original to the system and requires either replacement or major rehabilitation. This Program includes four Subprograms that will replace, renovate, and upgrade power infrastructure to maintain and improve service reliability. As part of its Core Capacity Program, BART is adding several new expansion traction power substations in the core of the system.

Table 5 summarizes the capital investment plan for the Traction Power Program over the 10-year CIP period.

Table 5. Traction Power Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Traction Power	1,189	684	1,873	171	10	181
Substation Renovation	644	381	1,026	9	-	9
34.5kV Cable Replacement	105	-	105	75	-	75
Traction Power Controls	303	263	565	86	10	96
Core Capacity Traction Power Upgrades	137	40	177	2	-	2

Substation Renovation. BART’s traction power substations deliver electricity to the third rail to power the trains. Many of these substations are nearing or past the end of their useful life and are beginning to experience unexpected equipment failures, in some cases leading to service disruptions. Given the implications for service reliability, renovating and replacing these substations is a high priority for BART. Unprecedented inflation in the cost of materials and the specialty labor needed for these projects, has caused the forecast cost of this work to increase significantly. Over the 10-year CIP forecast, BART is committing \$185M of its Measure RR General Obligation Bonds proceeds to the rehabilitation of substations, leveraging over \$800M of other funding. Example projects include replacement of substations at Powell, Walnut Creek, and Daly City Stations. In addition, leveraged funding will fund emergent needs due to unexpected equipment failures.



34.5kV Cable Replacement. One of the major investments includes the comprehensive replacement and upgrade of power cables throughout the system. The new 34.5kV cables that are being installed on all lines will increase BART’s power capacity by an estimated 27%, ensuring the system can deliver more frequent and reliable service in the years ahead. Replacement and upgrade of power cables on ongoing on the A-, R-, C-, and K-Lines.

Traction Power Controls. This program renovates and upgrades the control and protection systems that support traction power delivery. Example projects includes replacement of breaker stations throughout the BART system and installation of a fiber optic cable network to allow communication between new substations.

Core Capacity Traction Power Upgrades. As part of a Core Capacity Program package of projects (further described below) that together will increase the capacity of Transbay core system by an estimated 40%, BART is constructing new traction power substations – two near stations in the West Bay, three near stations in the East Bay and a final substation at the Hayward Maintenance Complex. The two West Bay substations are well underway with the Civic Center substation nearing completion. The East Bay substations are expected to initiate procurement towards the end of FY25.

Train Control and Communications

BART’s train control system consists of both hardware and software that are used to control speed and movement on the rail network, keeping trains running smoothly and eliminating any possibility of a collision. BART’s communications systems support train control and other operational functions. They include the Operations Control Center, supporting fiber optic cable network, the trunked radio system, and CCTV cameras.

Table 6 summarizes the capital investment plan for the Train Control and Communications Program over the 10-year CIP period.

Table 6. Train Control and Communications Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Train Control & Communications	1,889	306	2,195	444	658	1,103
Train Control Modernization	1,647	306	1,953	-	-	-
Train Control System Rehabilitation	236	-	236	231	300	531
Communications & Computer Systems Rehabilitation	6	-	6	213	359	572

Train Control Modernization. BART’s Train Control Modernization project will replace BART’s legacy fixed block train control system with a new communications-based train control (CBTC) system, which will improve reliability and enable significantly increased service frequency. Train Control Modernization, which implements CBTC, is the centerpiece of BART’s Core Capacity Program (further described below). CBTC is a proven railway signaling system that makes use of the telecommunications between the train and trackside equipment for the traffic management and infrastructure control. By means of the CBTC systems, the exact position of a train is known more accurately than with the traditional fixed block signaling systems. CBTC

allows for real-time adjustments of speed and braking to allow for safe train separation while allowing trains to get closer to each other. This equates to increased capacity and thus reduced wait times between trains. Since award of the design-build contract to Hitachi in 2020, BART and Hitachi have made substantial progress on the CBTC system design, with final system design expected by the end of FY25. Meanwhile, BART has been making needed upgrades to prepare existing wayside infrastructure for this new CBTC system.

Train Control System Rehabilitation. While BART is designing and implementing its new CBTC system, it is also investing as needed in its existing train control system to maintain reliability until the new CBTC system is operational. These investments include replacement of legacy station MUX with NSMUX and replacement of legacy wayside electrical components, including aging transmission (Tx) loops and receiver (Rx) coils.

Communications & Computer Systems Rehabilitation. This program repairs and rehabilitates the communications and computer systems that support BART operations. An ongoing project is the replacement of Districtwide Operational Technology Networking Infrastructure (DOTI) systemwide and security systems replacements, including switches and routers at 60 locations.



Stations

The Stations Program focuses on reinvestment in station infrastructure with modest access, wayfinding and other improvements.

Table 7 summarizes the capital investment plan for the Stations Program over the 10-year CIP period.

Table 7. Stations Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Stations	817	709	1,526	343	2,595	2,938
Station Enhancement	86	186	272	-	25	25
Escalator/Canopy Installation	149	-	149	8	19	27
Station Access Enhancement	92	156	248	-	82	82
Station Systems Rehabilitation	133	-	133	-	46	46
Station Capacity Improvements (BART Metro)	2	-	2	-	1,000	1,000
Station Buildings & Facilities Rehabilitation	12	-	12	128	153	281
Station Accessibility Improvement	30	-	30	-	4	4
Wayfinding & Customer Experience	30	98	129	-	196	196
Elevator & Escalator Rehabilitation	142	118	260	-	1,071	1,071
Elevator Modernization	79	137	215	207	-	207
Next Generation Fare Gates	63	13	76	-	-	-

Station Enhancement. This program will invest in stations and surrounding areas to advance transit ridership and enhance quality of life. The Station Enhancement Program focuses on systemwide investments rather than station-by-station large-scale improvements previously under a Station Modernization Program.

Escalator/Canopy Installation. BART's Escalator and Canopy Installation is well underway, replacing escalators and installing canopies at San Francisco station entrances. BART's Market Street Escalators Renovation Project is installing or replacing 41 escalators at Embarcadero, Montgomery, Powell, and Civic Center Stations. To date, entrance canopies have been completed at seven entrances and four new escalators have been installed.

Station Access Enhancement. Consistent with the Station Access Policy adopted by the BART Board in 2016, this program will invest in opportunities for access by all modes, with a focus on increasing pedestrian and bike access, improving transit connections, and strategic investment in parking.

Station Systems Rehabilitation. This program repairs, replaces, and upgrades systems to support upgrades to fare collection equipment including replacement of fare collection computer equipment, modification of fare collection equipment for the next generation of Clipper technology (Clipper 2), installation of additional change machines, and software, server, and back-office updates for the automatic fare collection system.

Station Capacity Improvements (BART Metro). This program invests in projects that increase station capacity. Over the CIP 10-year forecast, minimal investments are planned. Unfunded investments include a study to assess feasibility and effectiveness of platform screen doors and its eventual installation.

Station Buildings & Facilities Rehabilitation. This program repairs station buildings and the facilities that support station operations. Investments include station building roof repairs, station ventilation repairs, public address system improvements, worker fall protection equipment on roofs, and replacement of waste management facilities.

Station Accessibility Improvement. This program invests in projects to bring original BART facilities into compliance with current accessibility rules and to implement a program of investments to improve accessibility above what ADA requires. Projects include installation of improved accessible signage and improved navigation systems for sight-impaired riders.

Wayfinding & Customer Experience. This program invests in signage to help passengers better navigate within stations and get oriented before they exit. Projects will include wayfinding sign improvements on street, concourse, and platform levels.

Elevator & Escalator Rehabilitation. This program overhauls original escalators and supporting equipment and addresses emergent needs systemwide to improve reliability. Example projects include replacement of escalators, investments in remote monitoring systems, and water intrusion mitigations at escalators. The project also includes unfunded future phases for elevator replacements, not included in the Elevator Modernization Program.

Elevator Modernization. Another major station investment effort is the modernization of elevators throughout the system, which will be implemented as funding is secured. Investments in Elevator Modernization is being undertaken systematically, to leverage economies of scale and address service disruptions. The Elevator Modernization Program was initiated to address the growing needs of aging equipment and components that cause elevator failures, to reduce elevator downtimes. The program will improve elevator safety, reliability, performance, aesthetics, comfort, efficiency, and sustainability. The program is being implemented in phases, as funding is secured, and to address most critical and high-use elevators first. In doing so, BART commits to provide full and equal access to stations and services. Planning, Design, and Construction at 15 elevators is currently underway, including at Powell Street, Downtown Berkeley, Embarcadero, Civic Center, and Glen Park Stations.



Next Generation Fare Gates. The Next Generation Fare Gate Project will replace fare gates at stations systemwide. These fare gates, which feature taller, stronger, more modern equipment, advanced systems and a mechanical locking mechanism, will enhance reliability, improve maintainability and deter fare evasion. In December 2023, BART initiated the project with a successful pilot at West Oakland Station, the results of which informed final design decisions. In Summer 2024, BART commenced broader deployment of the fare gates with two stations – Civic Center and Fruitvale installed in August 2024. The new fare gates are forecast to be deployed throughout the system by the end of 2025.



Maintenance Shops, Yards, and Other Facilities

A range of buildings and facilities that are not visible to BART riders support system operations. These include BART’s four rail car maintenance facilities in Hayward, Richmond, Concord, and Daly City, and other facilities. Five Subprograms will repair and upgrade these facilities.

Table 8 summarizes the capital investment plan for the Maintenance Shops, Yards, & Other Facilities Program over the 10-year CIP period.

Table 8. Maintenance Shops, Yards, & Other Facilities Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Maintenance Shops, Yards, & Other Facilities	600	224	824	1,224	647	1,871
Hayward Maintenance Complex Phase 1 (HMC1)	5	-	5	-	-	-
Core Capacity Program East Storage Yard (HMC2)	242	78	320	548	-	548
Non-Station Buildings & Facilities Rehabilitation	68	-	68	188	358	546
Shop & Yard Equipment	33	-	33	136	272	407
Fleet of the Future Maintenance Facility (FFMF)	112	-	112	302	-	302
Fencing & Security	10	-	10	38	17	55
BART Police Department Headquarters	27	146	172	-	-	-
Operations Control Center Modernization	103	-	103	13	-	13

Hayward Maintenance Complex Phase 1. This program expands and upgrades BART’s maintenance facility in Hayward. Two buildings – the Central Warehouse, which houses equipment, parts and components, and the Component Repair Shop – have been constructed and the project is expected to be closed out in FY25.

Core Capacity East Storage Yard. In addition to reinvestment in existing facilities, BART is also building additional rail car storage at the Hayward Maintenance Complex (HMC) as part of the Core Capacity Program (further described below). Two contracts for trackwork and civil grading are nearing completion. Additional components of this project will be advanced as funding is secured.

Non-Station Buildings & Facilities Rehabilitation. This program repairs non-station buildings and facilities. Investments include rehabilitation of maintenance shop buildings, roof repairs, repair of right-of-way fencing, upgrades to water management facilities, and repaving of maintenance access roads.

Shop & Yard Equipment. This program repairs, replaces, and upgrades equipment used to maintain BART rail cars. Investments will include replacement of rail car lifts, new car lifts at Richmond shops, a new wheel truing facility at the Concord Shop.

Fleet of the Future Maintenance Facility. BART plans to construct a new Fleet of the Future Maintenance Facility at HMC to support the ongoing maintenance and overhaul of the new rail car fleet. This facility is critical to maintain Fleet of the Future Fleet but is largely unfunded.

Fencing & Security. Investments in assets and infrastructure to enhance security along rail right-of-way, in stations, and at shops and yards is critical to promote safe and reliable service. Example projects include investments in more secure fencing at shops and yard and along the right-of-way, and investments to station hardening including additional functionalities at service gates.

BART Police Department Headquarters. The BART Police Department requires a modern, secure and resilient headquarters facility that is visible and accessible to the public, promotes innovative policing practices and includes a state-of-the-art 24-hour 911 dispatch center. This project will relocate BART Police Department (BPD) Headquarters from its temporary location on 8th Street, which is slated for Transit-Oriented Development, to 2000 Broadway. The existing office building will be retrofitted and upgraded to meet California Essential Services Facility standards and BPD requirements.

Electrical and Mechanical Infrastructure

BART system operations depend on a wide range of electrical and mechanical infrastructure, including backup power supplies, HVAC equipment, fire suppression equipment, water management infrastructure, and many other facilities. This Program includes three Subprograms that will replace, renovate, and upgrade electrical and mechanical infrastructure to maintain safe and reliable operations. Measure RR will provide significant funding for these investments.

Table 9 summarizes the capital investment plan for the Electrical and Mechanical Infrastructure Program over the 10-year CIP period.

Table 9. Electrical and Mechanical Infrastructure Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Electrical & Mechanical Infrastructure	108	-	108	904	1,049	1,953
Mechanical Infrastructure Rehabilitation	58	-	58	417	380	797
Electrical Infrastructure Rehabilitation	25	-	25	365	468	833
Lighting Rehabilitation & Upgrades	25	-	25	122	201	323

Mechanical Infrastructure Rehabilitation. This program repairs and replaces mechanical infrastructure that supports BART system operations. Planned investments include upgrades to storm water treatment infrastructure, rehabilitation of fire services at yards and stations, replacement of HVAC equipment, and rehabilitation of fire suppression equipment at facilities.

Electrical Infrastructure Rehabilitation. This program repairs and replaces electrical infrastructure that supports BART system operations, including generators, backup power supplies, and equipment that supports BART’s traction power system. Planned investments include replacement and upgrade of backup power supplies, replacement of breakers and wiring for ventilation fans; and replacement of electrical switchgear, secondary panels, and subpanels to improve reliability of power for operations system-wide.

Lighting Rehabilitation & Upgrades. This program repairs, replaces, and upgrades lighting infrastructure in BART facilities, stations, and rights-of-way. Planned investments include emergency tunnel lighting replacement and upgrades, as well as upgrades to station emergency lighting.

Seismic

In 2004, BART District voters approved Proposition AA, a \$980 million general obligation bond to fund BART’s Earthquake Safety Program (ESP). Since that time, BART has been steadily investing in crucial seismic upgrades to its core infrastructure, including elevated structures, stations, maintenance facilities, and, most recently, the Transbay Tube.

Table 10 summarizes the capital investment plan for the Seismic Program over the 10-year CIP period.

Table 10. Seismic Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
Seismic	67	-	67	11	3,000	3,011
Earthquake Safety Program / Transbay Tube Seismic Retrofit	67	-	67	11	-	11
Caldecott BART Tunnel Seismic Retrofit	-	-	-	-	1,000	1,000
A-Line Seismic Retrofit	-	-	-	-	2,000	2,000

Earthquake Safety Program / Transbay Tube Seismic Retrofit. The Transbay Tube is BART’s most critical asset. To address concerns of potential flooding following an earthquake, BART initiated a massive project to retrofit the tube that involved the installation of a curved inner steel lining to key sections of the 3.6-mile-long tube. It also installed an upgraded pumping system to allow larger quantities of water to be removed quickly from the tube. The project reached substantial completion in FY24 and will be closed out in FY25.

Caldecott BART Tunnel Seismic Retrofit. Moving forward, BART is assessing the risk to operations in the Caldecott BART Tunnel resulting from potential incremental movement of the Hayward Fault and, from the results of this study, will develop a plan to address such risks. The capital investment will be revisited following findings from this study to mitigate impact to BART service in the event of a seismic event.

A-Line Seismic Retrofit. The A-Line between Bay Fair and Fremont is currently at a Life Safety standard; that is, in the event of a major earthquake, passengers and workers in this segment would be protected, but BART service could be interrupted for an extended period. This program is fully unfunded -it would bring this segment of the A-Line to an Operability standard.

System Development

System Development Subprograms invest in the expansion of the BART system.

Table 11 summarizes the capital investment plan for the System Development Program over the 10-year CIP period.

Table 11. System Development Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time	Other Investment	Total
System Development	100	-	100	-	721	721
Link21	75	-	75	-	721	721
BART-to-Silicon Valley Phase 2 Support	10	-	10	-	-	-
System Expansion Planning	0	-	0	-	-	-
BART-to-Silicon Valley Phase 1 Capital Investments	15	-	15	-	-	-

Link21. Link21 aims to create a faster, more connected, equitable, and accessible network of train service that focuses on passengers, improving the environment, and quality of life for generations to come. BART is partnering with the Capital Corridor on this ambitious project to address gaps in the 21-county Northern California megaregion’s train network. At the core of Link21 is a new train crossing between Oakland and San Francisco, unlocking better travel possibilities across the 21-county Northern California Megaregion. The Link21 program is approaching an important milestone to determine which train technology – standard-gauge (Regional Rail) or broad-gauge (BART) – will operate in a new transbay crossing.

BART-to-Silicon Valley, Phase 2 (BSVII) Support. BART supports VTA in the design and implementation of its BSVII Project, which will extend BART from Berryessa to San Jose. Costs associated with BART support of the extension are fully attributable to VTA, as prescribed in the Comprehensive Agreement with VTA.

System Expansion Planning. BART is not currently assessing further expansion, but rather investing in existing expansion commitments to Silicon Valley and to the Core System.

BART-to-Silicon Valley, Phase 1 Capital Investments. BART makes capital investments on behalf of VTA on the BART-to-Silicon-Valley Extension, Phase 1, which opened for service in 2020. To date, there are minimal capital investments anticipated on the extension over the net 10 years - planned investments include routine capital investments to rail and track geometry, investments to remote monitoring systems for elevators and escalators, and replacement of Destination Signs (DSS) on station platforms.

System Support

System Support Subprograms invest in areas other than mainline railroad and station assets. They support BART District operations and promote strategic plan goals in a variety of areas.

Table 12 summarizes the capital investment plan for the System Support Program over the 10-year CIP period.

Table 12. System Support Program Capital Investment Plan (\$Millions)

FY25-FY34 CIP Subprograms	Constrained Forecast Expenditures			Unfunded		
	Secured Funding	Planned Funding	Total	Ongoing/ Time Critical	Other Investments	Total
System Support	461	156	617	63	880	943
Core Capacity Support	238	59	297	-	-	-
Information Technology	61	3	64	-	-	-
Sustainability	62	59	121	-	141	141
Real Estate	22	13	34	49	389	438
BART-to-Oak and eBART Asset Replacement	15	-	15	-	43	43
Climate Adaptation & Resiliency	4	-	4	14	307	321
BART Police Capital	26	22	48	-	-	-
Administration	33	-	33	-	-	-

Core Capacity Support. Core Capacity Support includes program management and contingency for BART’s Core Capacity Program (CCP, described further below). The CCP is a program of four Project Elements. The CCP Program Management team coordinates and manages across the four Project Elements, from project development to the end of construction, including reporting and engagement with internal and external stakeholders such as the Federal Transit Administration and other oversight agencies, as well as management of the program contingency.

Information Technology. BART’s Office of the Chief Information Officer (OCIO) oversees BART’s administrative computer networks. OCIO projects include investments in asset management and computer hardware and software upgrades.

Sustainability. This program invests in projects to advance Sustainability Action Plan goals related to energy and water conservation, greenhouse gas emissions reduction, and waste management. Investments will include energy efficient lighting, on-site solar energy, water conservation, and energy storage. It is anticipated that conservation in these areas will also reduce District operating costs. This program will also strategically invest in electric vehicle charging station infrastructure as funding becomes available.

Real Estate. This program invests in Transit Oriented Development projects near BART stations, including developer reimbursed costs to support such projects. Unfunded capital needs include infrastructure projects to support future TOD projects.

BART-to-Oak and eBART Asset Replacement. This program includes funding for the BART to OAK Capital Asset Replacement (CARP) fund. It also includes the cost of replacing components of the recently constructed BART to Antioch system segment when necessary.

Climate Adaptation & Resiliency. BART is studying the specific capital needs to mitigate potential impacts to the BART system associated with climate change. Specific infrastructure investments are under study, including arc flash studies and investments in Shake CAST software and early detection systems. Unfunded capital needs include resulting capital projects to mitigate climate change.

BART Police Capital. BART police, crisis intervention specialists and ambassadors patrol all stations, trains and facilities. The department’s capital investment needs include rehabilitation of BART police facilities and procurement of BART police capital assets, such as police vehicles and other equipment.

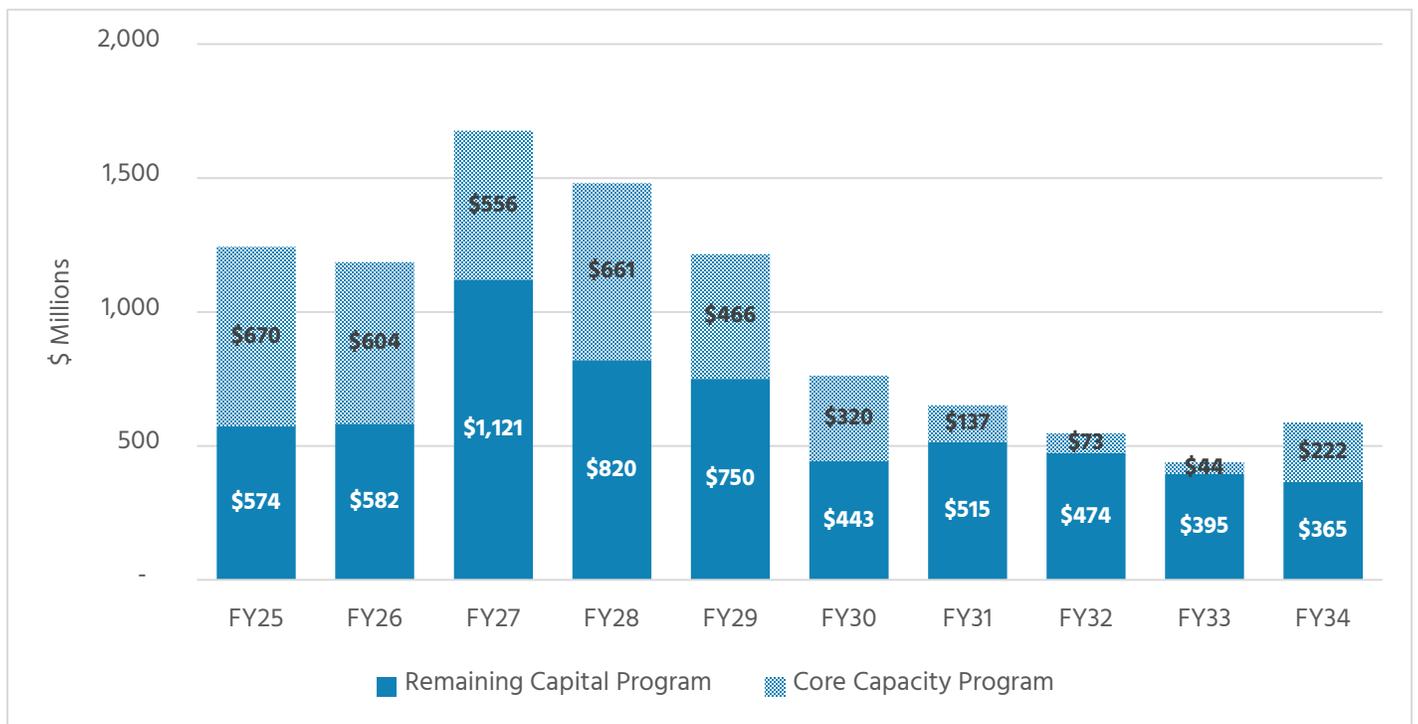
Administration. This program includes capital needs for administration departments across the district, including Treasury, Performance and Budget, Office of the Secretary, and the General Manager's Office. Example projects include investments in cash handling equipment and facilities.

Core Capacity Program

BART has embarked on a major initiative to expand the capacity of the core of the system. This Core Capacity Program (CCP), which crosses multiple CIP Programs, will enable BART to run longer trains at higher frequency for an aggregate forecast capacity increase of up to 40%. The cornerstone of the CCP is Train Control Modernization, which will replace BART’s legacy fixed block train control system with a modern communications-based train control system. In addition, the CCP is expanding BART’s rail car fleet with an additional 306 rail cars, constructing new traction power substations in the core of the system, and adding rail car storage.

The Core Capacity Program, which is funded by a Federal Capital Investment Grant, State SB1 grants, Regional Measure 3 Bridge Tolls, contributions from County Transportation Authorities, BART Measure RR general obligation bond proceeds and BART operating-to-capital allocations, comprises over 40% of BART’s 10-year CIP, as shown in Chart 5.

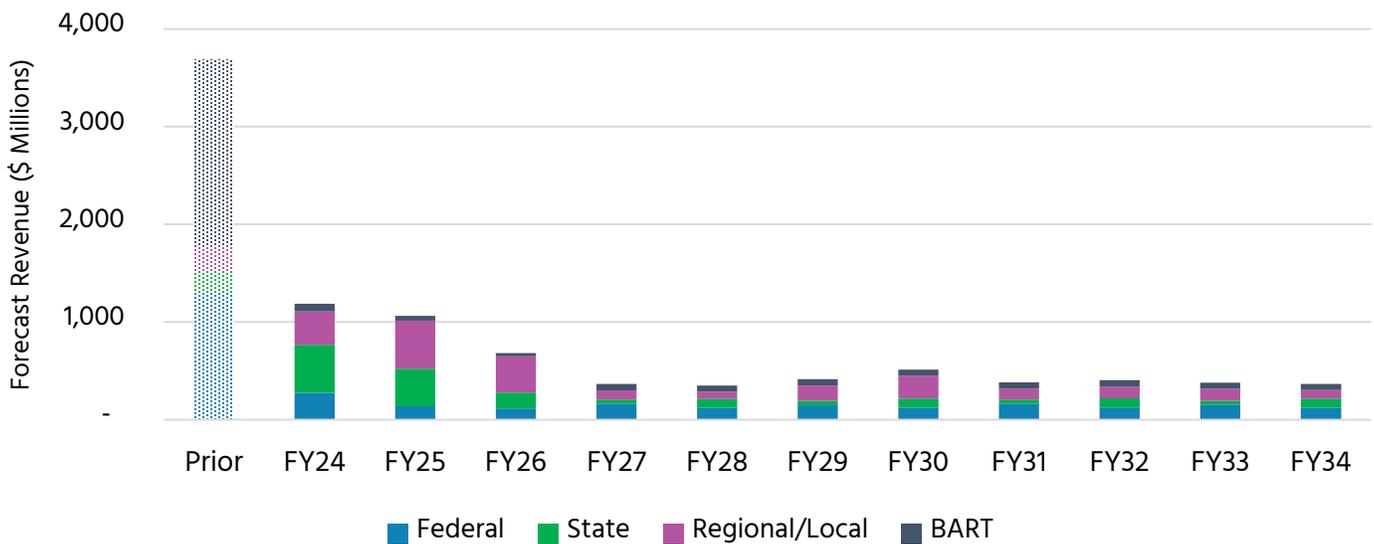
Chart 5. Core Capacity Program as Share of Capital Investment Plan



3. Funding Sources

The CIP forecasts \$9.8 billion of capital funding over the 10-year period. Of this amount, \$3.7 billion was allocated in prior years and \$6.1 billion is forecast new funding, either planned or secured but not yet allocated, as depicted in Chart 6 below. The forecast new funding is based on industry best practices, past trends, and BART experience. The forecast also reflects regional planning efforts, especially MTC’s Plan Bay Area (PBA) 2050+ update, in which MTC is forecasting roughly half the capital funding sources they projected in PBA 2050. Chart 5 shows the funding forecast by fiscal year and funding source. Finally, the CIP includes two significant capital investment initiatives, the \$3.5 billion Measure RR general obligation bond program, which focuses on the renovation and replacement of existing infrastructure and which is expected to be substantially expended within the first five years of the CIP, and the \$5 billion Core Capacity Program, for which BART has secured about \$4 billion to date, including a \$1.2 billion federal Capital Investment Grant and over \$1 billion in secured State SB1 funds. The CIP does not forecast another BART general obligation bond measure for capital investment. It also does not anticipate another major capital project or program that will compete as effectively for the SB1 grants as has the Core Capacity Program, given the greenhouse gas emissions savings requirements of those grant programs.

Chart 6. FY25-FY34 CIP – Funding Forecast



Note: The chart presents the year in which sources are committed and become available, not necessarily the year in which these funds are expended

Table 13 further summarizes the funding forecast by status of the forecast funding. As shown, 90% of the funding forecast reflects high probability funding and almost 75% of the funding forecast represents secured sources.

Table 13. Funding Forecast by Source and Status (\$Millions)

	Federal	State	Regional/ Local	BART	Total
High Probability Funding	2,632	1,479	2,243	2,461	8,815
Secured	2,505	681	1,965	2,382	7,534
Planned	127	798	278	79	1,281
Lower Probability Funding	314	331	223	112	979
Secured	-	-	-	-	-
Planned	314	331	223	112	979
Total Forecast Sources	2,946	1,809	2,466	2,573	9,794

To fund its capital program, BART receives funding from the federal government, the State of California, and from local and regional sources. In addition, BART contributes to its capital program through general obligation bonds and BART operating revenue. Generally, external funding sources are secured for a specific project and cannot be used flexibly. Table 14 below summarizes key funding sources.

Table 14. Capital Funding Sources Summary

Funding Type/ Category	Funding Source		Limited to Specific Projects	Assumptions that Drive Available Amount Per Year	Funding Source Behavior: Available vs. Programmed
Federal	Formula		Yes, once obligated	Established in Federal legislation and MTC Programming Policy. Escalation assumption of 2% based on Plan Bay Area 2050.	Funds available in the Federal Fiscal Year they are apportioned by FTA and programmed by MTC. Funds are then expended over multiplied subsequent years.
	Discretionary		Yes, once awarded	Aligns with awarded competitive funding grants; future amounts based on prior experience and success rates and pipeline of eligible/competitive projects	After award, programmed to align with project cashflows
State	SB1 and Cap & Trade Funds		Yes, once awarded	Established in State Statute and Program Guidelines; future amounts based on prior experience and success rates and pipeline of eligible/competitive projects	After award, programmed to align with project cashflows
	STA/TDA		Yes, once awarded	Established in State Statute and MTC Programming Policy; Formulaic Programs with some competitive elements	After award, programmed to align with project cashflows
	Earmarks		Yes, once awarded	Established in State Legislation; future amounts based on prior experience and success rates and pipeline of eligible/competitive projects	After award, programmed to align with project cashflows
Regional/Local	Bridge Tolls		Yes	Established in expenditure plan	Aligned with project cashflows
	County Sales Tax	Programmed	Yes	Named projects and categories established in expenditure plan	Aligned with project cashflows
		Discretionary	Yes, once awarded	Competitive project categories established in expenditure plan	After award, programmed to align with project cashflows
	Other/Reimbursable		Yes	Based on agreements with outside entities	Programmed based on agreements and aligned with project cashflows
BART	Measure RR		Yes	Established in expenditure plan	Aligned with project cashflows
	Capital Allocations	Priority	Yes	Commitments to specific projects	Funds are programmed in the year they are made available, but roll over if not spent in that year
		Baseline	No	Based on committed operating budget transfers	Funds are programmed in the year they are made available, but roll over if not spent in that year

Summary of Sources

BART's primary capital funding sources are summarized below. Appendix B reflects the FY25-FY34 funding forecast by fiscal year and funding source.

Federal funds fall into two categories: Federal formula funds and federal discretionary funds. Federal formula funds automatically flow from the federal government to the Metropolitan Transportation Commission (MTC), the Bay Area's Metropolitan Planning Organization (MPO), which then allocates the money to the Bay Area's many transportation operators based on variables like population and population density. Federal discretionary funds are awarded through a competitive application process.

Federal Transit Administration (FTA) Formula Funds

- **Section 5307 Urbanized Area Formula.** These funds are apportioned to urbanized areas (UZA) by FTA based on population and service factors for the six large UZAs of San Francisco-Oakland, San Jose, Concord, Antioch, Santa Rosa, and Livermore-Pleasanton-Dublin, and population factors for the six small UZAs of Vallejo, Fairfield, Vacaville, Napa, Gilroy-Morgan Hill, and Petaluma. These funds have broad eligibility for transit uses, and programming authority is delegated by FTA to Designated Recipients for each UZA. MTC is the Designated Recipient for the large UZAs and Caltrans is for the small UZAs, though Caltrans has delegated programming responsibility to MTC by agreement.
- **Section 5337 State of Good Repair.** FTA Section 5337 is a formula funding program for the replacement and rehabilitation of fixed guideway assets including railcars, ferry vessels, buses operating in HOV lanes, and related infrastructure. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. The funds are apportioned by FTA to the six large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, Santa Rosa, and Livermore-Pleasanton-Dublin based on service factors. Similar to the Section 5307 formula funds, MTC is the Designated Recipient of these funds and programs these funds for the region.

As Designated Recipient with programming authority for the above funds, MTC has created the Transit Capital Priorities (TCP) Program, which establishes policies to distribute the limited funding available to the region among the many eligible operators and their capital rehabilitation and replacement needs. Periodically, MTC holds a call for projects during which transit operators submit projects for MTC programming consideration. The TCP Program highly favors replacement and rehabilitation of rolling stock and fixed guideway assets. At BART, these funds are exclusively used for capital projects such as our traction power or train control rehabilitation projects and railcar replacement project.

Federal Discretionary Funds

The Bipartisan Infrastructure Law significantly increased the amount of federal discretionary funds available. It has done so by increasing the amount available in existing discretionary pots and by adding new competitive grant programs. BART's grant and funding advocacy team is hard at work at identifying and applying for these opportunities.

- **Section 5309 Capital Investment Grants (CIG).** The FTA CIG program is a nationally competitive program and is used to fund new and expanded fixed guideway systems. This program includes New Starts, Small Starts, and Core Capacity funding programs. In 2020, FTA awarded BART nearly \$1.2 billion of Core Capacity CIG funding for BART's Core Capacity Program.
- **Federal Credit Assistance.** The Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) provide Federal credit assistance to finance surface transportation

projects. BART is pursuing a loan from one or both of these programs. TIFIA can be used to finance up to 49% of a project, while RRIF can finance 100%.

- **Surface Transportation Block Grant Program (STP).** Federal transportation legislation authorizes the State of California to distribute regional STP funds to areas within the State based on urbanized population shares. MTC directs the STP funds coming to the San Francisco Bay Area into a comprehensive and multi-modal program within the region. MTC, in cooperation with its transportation partners, developed a variety of regional and local programs through the One Bay Area Grant (OBAG) program. Eligible projects at BART include public transit capital improvements, pedestrian and bicycle facilities and programs, transit safety projects, transportation demand management, and transportation planning activities.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** California distributes CMAQ funds to the metropolitan planning organizations (MPOs) based on population and the severity of nonattainment of air quality standards in a particular air basin using various weighting factors. MTC directs the CMAQ funds coming to the San Francisco Bay Area into the OBAG program. The CMAQ portion of OBAG program funds projects and programs that reduce mobile emissions and support Plan Bay Area's climate initiatives.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE).** Formerly known as the Transportation Investment Generating Economic Recovery (TIGER) program and then the Better Utilizing Investments to Leverage Development (BUILD), RAISE grants are national infrastructure investments awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area, or a region. Since the TIGER/BUILD/RAISE program was first created in 2009, over \$14 billion has been appropriated and/or awarded for nationally for capital investments in surface transportation infrastructure over fifteen rounds of competitive grants.
- **Other:** Other Federal discretionary funds that BART receives include grants from the Federal Emergency Management Agency (FEMA) and other opportunities from the DOT that are not listed above.

State Programs

- **State Transportation Improvement Program (STIP).** The California Transportation Commission (CTC) is required to biennially adopt a STIP. The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs and certain federal funds that flow directly to the state. The STIP is funded in large part by the state excise tax on gasoline, which reset to 17.3 cents per gallon in 2019 and escalates annually thereafter.
- **Active Transportation Program (ATP).** The ATP combines multiple federal and state bicycle and pedestrian fund sources and programs into a consolidated state program. ATP includes federal funding sources such as the Transportation Alternatives Program (TAP), and state funding such as the Bicycle Transportation Account (BTA), Safe Routes to Schools (SR2S), and Senate Bill 1 (SB1).
- **Senate Bill 1 (SB1).** SB1 increases certain transportation taxes and fees to generate revenue for existing and new transportation programs. Many existing programs that receive enhanced funding include STIP and ATP. Additional competitive programs include the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP) competitive share, Transit and Intercity Rail Capital Program (TIRCP, which also includes funding from cap and trade).
- **Low Carbon Transit Operations Program (LCTOP).** The Low Carbon Transit Operations Program provides operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.
- **Affordable Housing and Sustainable Communities (AHSC).** AHSC provides funding for affordable housing development or housing related infrastructure near a transit stop. As BART continues to pursue an ambitious transit-oriented development policy, it has worked with housing developers to secure AHSC funds that support both housing development and transportation project, such as Next Generation Fare Gates and new rail cars.
- **Transportation Development Act (TDA) and State Transit Assistance (STA) Funds.** TDA revenues are derived from a state sales tax of one-quarter of one percent on all retail sales in each county, used to finance transit operations, and bus and rail projects as well as special paratransit services for disabled passengers, and bicycle and pedestrian

projects. STA funds are generated from the state sales tax on diesel fuel. These funds can be used for both transit capital and operating projects and are distributed 50% to the Population-Based program and 50% to the Revenue-Based program.

Regional, and Local Programs

- **Bridge Tolls.** Regional Measure 2 (RM2), Regional Measure 3 (RM3) and previous bridge toll measures authorized incremental tolls on the seven state-owned toll bridges in the Bay Area. Revenues from RM2 and RM3 fund a variety of BART capital projects.
- **Proceeds from County Transportation Sales Taxes.** Voters in Alameda, San Francisco, Contra Costa and San Mateo have approved sales tax measures to fund transportation projects in their counties. Some of these dollars are programmed in an expenditure plan for named BART capital projects, while BART competes for funding from discretionary expenditure plan categories. BART current receives funds in Alameda, San Francisco, and Contra Costa counties and plans to apply for funds in San Mateo County.
- **Santa Clara Valley Transportation Authority (VTA) Contribution.** In 2020, VTA opened the first phase of its extension of the BART system into Silicon Valley. VTA is currently planning the second phase if this extension from Berryessa to San Jose. VTA is financially responsible for the construction of the extension, as well as operating, maintenance and capital investment costs in connection with the extension and its assets. VTA also contributes to capital projects on the BART core system.
- **San Francisco Municipal Transportation Agency (SFMTA) Joint Maintenance Agreement.** Embarcadero, Montgomery Street, Powell Street, and Civic Center/UN Plaza stations are used by both BART and SFMTA. BART maintains and makes capital investment in the shared use areas of all four stations for which SFMTA reimburses BART for its share of the cost under the terms of a Joint Maintenance Agreement between the two agencies.

BART Funds

- **Operating to Capital Allocations.** Since 1976, BART has allocated operating funds to capital projects to support critical capital projects that might not be eligible for grant funding or to provide a local match to external funding sources. In addition to baseline capital allocations, BART has committed to priority capital allocations for named capital projects, including the Fleet of the Future Rail Car Procurement and the Core Capacity Program. The future availability of operating funds, even those identified as Secure, are not certain. Actual amounts will depend on numerous factors that will affect BART's operating budget, including actual ridership, fare revenue, sales tax revenue, and operating costs.
- **Measure RR.** Approved by voters in the BART district in November 2016, this general obligation bond measure authorizes BART to issue \$3.5 billion of general obligation bonds to rebuild BART's aging infrastructure through eight major project categories: Renew Track, Renew Power Infrastructure, Repair Tunnels and Structures, Renew Mechanical Infrastructure, Renew Stations, Train Control Modernization, Relieve Crowding, and Access Improvements.

Funding Advocacy

Given the forecast fiscal cliff, BART's advocacy efforts are focused on securing a sustainable source of operating revenue. A stable operating revenue source is essential to preserving BART as the backbone of the regional transit system. Pre-pandemic, BART covered nearly two-thirds of its operating expenses with fare revenue, far higher than virtually any other transit operator nationwide. In the aftermath of the pandemic, that ratio has dropped to 22%, which is more in line with many other transit operators, resulting in a substantial forecast operating deficit. Without a new sustainable operating source for BART, the region could be faced with reduced BART service. Such a service reduction would have cascading effects throughout the region – higher transportation costs, massive traffic congestion, economic and quality of life impacts, and increased greenhouse gas emissions.

Nevertheless, as BART proceeds with the investments in its infrastructure outlined in this CIP, we are also looking ahead. Significant capital needs, especially in traction power and maintenance facilities, exceed existing and forecast funding opportunities. Investments in these areas are needed to ensure sustainable, reliable service, attract riders back to BART and deliver on the State's ambitious greenhouse gas emissions reduction goals. Over the coming fiscal year, BART will be working to collaborate with MTC and operators across the State and nationally to develop an advocacy strategy for new sources of transit funding to address these critical needs.

BART also continues to work with regional and county transportation authorities to fund key BART capital investments, such as the Core Capacity Program, Elevator Modernization and Next Generation Fare Gates. Such advocacy efforts focus on existing and future county transportation sales tax measures and other regional and county-controlled funding sources. Notably, Contra Costa Transportation Authority will be planning for reauthorization of its Measure J transportation sales tax over the coming years.

4. Appendices

Appendix A. FY25-FY34 CIP Summary

\$ Millions	Constrained Capital Investment Plan											Unfunded Capital Need		
	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	Total	Ongoing/ Time Critical	Other Investments	Total
SOURCES														
Track 1 (High Probability Funding)	5,843	625	291	293	352	455	257	268	219	212	8,815			
Track 2 (Lower Probability Funding)	94	57	74	58	64	59	124	136	159	152	979			
Total Forecast Sources	5,938	682	365	351	416	514	382	404	378	365	9,794			
CONSTRAINED NEEDS														
Rail Cars	546	521	59	26	257	108	1	1	1	-	1,521	-	-	-
Fleet of the Future Rail Car Procurement, Phase 1 (775 cars)	53	1	23	2	228	-	-	-	-	-	308	-	-	-
Fleet of the Future Rail Car Procurement, Phase 2 (306 cars)	477	379	35	22	28	92	-	-	-	-	1,032	-	-	-
Fleet of the Future Rail Car Procurement, Phase 3 (48 BSVII rail cars)	16	142	-	-	-	15	-	-	-	-	173	-	-	-
Rail Car Improvements	-	-	1	1	1	1	1	1	1	-	9	-	-	-
Track & Structures	99	94	199	266	62	37	65	39	60	40	962	44	1,595	1,639
Trackway Rehabilitation	65	63	77	162	32	33	33	34	35	35	569	-	987	987
Structures Rehabilitation	19	20	94	100	29	5	32	5	26	5	335	3	542	545
Wayside Equipment	10	4	26	4	-	-	-	-	-	-	44	40	55	95
Track Capacity Improvements (BART Metro)	5	7	2	1	-	-	-	-	-	-	15	-	12	12
Traction Power	132	107	175	296	301	237	191	185	128	123	1,873	171	10	181
Substation Renovation	43	48	93	119	134	135	141	130	113	69	1,026	9	-	9
34.5kV Cable Replacement	34	19	16	13	21	2	-	-	-	-	105	75	-	75
Traction Power Controls	6	7	32	132	120	95	49	55	16	54	565	86	10	96
Core Capacity Traction Power Upgrades	50	33	33	31	25	5	-	-	-	-	177	2	-	2
Train Control & Communications	152	199	515	432	373	226	140	77	58	23	2,195	444	658	1,103
Train Control Modernization	139	189	434	413	354	206	120	57	38	2	1,953	-	-	-
Train Control System Rehabilitation	12	10	76	19	19	19	20	20	20	21	236	231	300	531
Communications & Computer Systems Rehabilitation	1	-	5	-	-	-	-	-	-	-	6	213	359	572
Stations	175	106	297	121	107	88	127	177	160	168	1,526	343	2,595	2,938
Station Enhancement	6	13	38	3	10	8	51	48	48	47	272	-	25	25
Escalator/Canopy Installation	53	50	10	10	10	10	4	-	-	-	149	8	19	27
Station Access Enhancement	17	22	52	55	42	12	12	12	12	12	248	-	82	82
Station Systems Rehabilitation	8	0	12	13	11	13	13	36	14	13	133	-	46	46
Station Capacity Improvements (BART Metro)	-	-	2	-	-	-	-	-	-	-	2	-	1,000	1,000
Station Buildings & Facilities Rehabilitation	3	2	6	-	-	-	-	-	-	-	12	128	153	281
Station Accessibility Improvement	5	1	4	4	4	4	4	4	-	-	30	-	4	4
Wayfinding & Customer Experience	4	1	31	5	5	5	18	17	20	22	129	-	196	196
Elevator & Escalator Rehabilitation	-	-	49	14	15	15	14	40	56	57	260	-	1,071	1,071
Elevator Modernization	7	13	92	15	10	20	10	20	10	18	215	207	-	207
Next Generation Fare Gates	72	4	-	-	-	-	-	-	-	-	76	-	-	-
Maintenance Shops, Yards, & Other Facilities	71	123	210	261	62	20	50	26	1	1	824	1,224	647	1,871
Hayward Maintenance Complex Phase 1 (HMC1)	2	-	1	1	0	0	0	0	0	-	5	-	-	-
Core Capacity East Storage Yard (HMC2)	3	2	50	187	51	9	9	9	-	-	320	548	-	548
Non-Station Buildings & Facilities Rehabilitation	11	13	44	-	-	-	-	-	-	-	68	188	358	546
Shop & Yard Equipment	10	11	9	1	1	1	1	1	1	1	33	136	272	407
Fleet of the Future Maintenance Facility (FFMF)	-	-	-	36	10	10	40	16	-	-	112	302	-	302
Fencing & Security	4	2	4	-	-	-	-	-	-	-	10	38	17	55
BART Police Department Headquarters	11	63	75	24	-	-	-	-	-	-	172	-	-	-
Operations Control Center Modernization	31	32	27	13	-	-	-	-	-	-	103	13	-	13
Electrical & Mechanical Infrastructure	33	16	59	-	-	-	-	-	-	-	108	904	1,049	1,953
Mechanical Infrastructure Rehabilitation	20	12	25	-	-	-	-	-	-	-	58	417	380	797
Electrical Infrastructure Rehabilitation	12	3	11	-	-	-	-	-	-	-	25	365	468	833
Lighting Rehabilitation & Upgrades	1	0	23	-	-	-	-	-	-	-	25	122	201	323
Seismic	12	-	9	9	9	9	9	8	-	-	67	11	3,000	3,011
Earthquake Safety / Transbay Tube Seismic Retrofit	12	-	9	9	9	9	9	8	-	-	67	11	-	11
Caldecott BART Tunnel Seismic Retrofit	-	-	-	-	-	-	-	-	-	-	-	-	1,000	1,000
A-Line Seismic Retrofit	-	-	-	-	-	-	-	-	-	-	-	-	2,000	2,000
System Development	16	16	48	3	3	3	3	3	3	1	100	-	721	721
Link21	15	15	44	-	-	-	-	-	-	-	75	-	721	721
BART-to-Silicon Valley Phase 2 Support	1	1	1	1	1	1	1	1	1	1	10	-	-	-
System Expansion Planning	-	-	0	0	0	0	0	-	-	-	0	-	-	-
BART-to-Silicon Valley Phase 1 Capital Investments	-	-	2	2	2	2	2	2	2	-	15	-	-	-
System Support	8	4	107	67	41	34	41	30	28	258	617	63	880	943
Core Capacity Support	2	2	4	8	8	8	7	7	6	245	297	-	-	-
Information Technology	3	1	18	16	4	4	4	4	4	4	64	-	-	-
Sustainability	1	1	34	22	17	9	17	9	10	2	121	-	141	141
Real Estate	0	-	27	1	1	1	1	1	1	1	35	49	389	438
BART-to-Oak and eBART Asset Replacement	0	-	9	6	-	-	-	-	-	-	15	-	43	43
Climate Adaptation & Resiliency	1	1	1	-	-	-	-	-	-	-	4	14	307	321
BART Police Capital	-	-	8	8	7	7	6	6	3	3	48	-	-	-
Administration	-	-	5	5	5	5	5	4	3	3	33	-	-	-
Total Forecast Needs	1,244	1,187	1,677	1,481	1,216	762	652	547	439	588	9,794	3,203	11,155	14,359

Appendix B. FY25-FY34 Funding Sources Summary (\$Millions)

Fund Sources	Prior Allocated	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	Total
Secured	3,688	1,083	543	497	254	234	257	334	202	184	190	153	7,622
BART	1,902	77	49	32	65	64	25	25	65	41	18	18	2,382
BART - Earthquake Safety Program Bond	0	-	-	-	-	-	-	-	-	-	-	-	0
BART - Measure RR Bond	1,662	5	-	8	-	-	-	-	-	-	-	-	1,675
BART - Other	7	-	-	-	-	-	-	-	-	-	-	-	7
BART Operating Allocations to Capital	232	72	27	25	65	64	25	25	65	41	18	18	677
Measure RR Interest Earnings	-	-	22	-	-	-	-	-	-	-	-	-	22
Federal	1,304	266	101	97	99	101	102	104	106	107	102	104	2,593
CIG	973	45	-	-	-	-	-	-	-	-	-	-	1,018
FTA 5337 State of Good Repair	187	87	101	97	99	101	102	104	106	107	102	104	1,297
MTC Financing	127	83	-	-	-	-	-	-	-	-	-	-	210
Other Federal	-	1	-	-	-	-	-	-	-	-	-	-	1
Other Federal (Direct FTA, FHWA, and other)	18	49	-	-	-	-	-	-	-	-	-	-	67
Regional/Local	265	329	342	367	90	69	130	205	31	35	71	31	1,965
Alameda County	4	28	-	46	10	10	10	75	-	-	-	-	184
Contra Costa County	4	-	-	-	-	-	-	-	-	-	-	-	4
MTC Exchange Account	77	-	-	-	-	-	-	-	-	-	-	-	77
Other Local Government & Private	8	0	-	-	-	-	-	-	-	-	-	-	9
Regional - Bridge Tolls	4	50	-	-	-	-	-	-	-	-	-	-	54
Regional Measure 3	-	-	250	250	-	-	-	-	-	-	-	-	500
San Francisco County	66	3	-	-	-	-	6	71	6	6	6	6	169
Santa Clara VTA	42	242	23	25	19	10	81	27	1	3	40	-	513
SFMTA Joint Use Agreement	59	-	-	-	10	11	11	11	11	12	12	12	149
Santa Clara VTA O&M	2	5	69	47	51	38	21	21	13	15	12	13	307
State	217	411	52	0	-	0	-	0	-	0	-	0	681
AHSC	7	1	50	-	-	-	-	-	-	-	-	-	58
Low Carbon Transit Operations Program (LCTOP)	-	-	-	-	-	-	-	-	-	-	-	-	-
SB1	199	373	2	0	-	0	-	0	-	0	-	0	575
State - Other	12	36	-	-	-	-	-	-	-	-	-	-	48
Unsecured	-	104	519	185	110	117	159	180	179	220	187	211	2,172
BART	-	-	-	-	-	-	42	37	-	27	43	43	191
BART Operating Allocations to Capital	-	-	-	-	-	-	42	37	-	27	43	43	191
Federal	-	9	38	20	61	20	45	19	56	19	48	19	353
Other Federal (Direct FTA, FHWA, and other)	-	9	38	20	61	20	45	19	56	19	48	19	353
Regional/Local	-	95	489	170	55	102	74	127	126	177	99	153	1,666
Alameda County	-	-	-	4	-	5	-	5	-	5	-	5	25
Financing Reimbursement	-	-	146	-	-	-	-	-	-	-	-	-	146
Contra Costa County	-	-	1	-	-	1	25	25	76	75	50	51	303
Other Local Government & Private	-	3	0	-	0	-	0	-	1	-	0	-	4
San Francisco County	-	-	2	-	2	-	2	-	2	-	2	-	8
San Mateo County	-	10	1	1	1	1	1	1	1	1	1	1	15
Santa Clara County	-	81	333	161	48	91	45	94	45	93	45	94	1,128
SFMTA Joint Use Agreement	-	-	8	5	5	5	3	3	3	3	3	3	38
State	3,688	1,264	1,384	834	404	434	454	602	420	491	417	452	10,843
AHSC	-	75	314	142	31	75	31	75	31	75	31	75	956
Other Federal (Direct FTA, FHWA, and other)	-	2	7	10	8	7	7	12	7	12	7	12	93
SB1	3,688	1,187	1,063	682	365	351	416	514	382	404	378	365	9,794
State - Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	3,688	1,187	1,063	682	365	351	416	514	382	404	378	365	9,794