



FY27 Capital Budget Overview

May 14, 2026 | BART Board of Directors Meeting





FY27 Capital Budget Overview

FY27 Capital Budget: Sources & Uses

(\$Millions)	Adopted FY26	Prelim FY27
Measure RR	214.1	213.6
Federal	115.4	150.9
Local	152.7	138.2
BART	126.1	89.2
FTA Capital Investment Grant (CIG)	147.5	86.0
State	153.9	70.6
MTC	216.2	69.9
Total Sources	1,126.0	818.3
Rail Cars	492.9	266.7
Train Control and Communications	196.2	161.9
Traction Power	50.2	88.7
Stations	109.6	86.5
Track and Structures	92.0	84.9
Shops, Yards, and Facilities	104.5	63.0
Electrical and Mechanical	26.1	26.5
System Support	25.4	23.6
System Development	29.1	16.6
Total Uses	1,126.0	818.3
Total Net Result	-	-

**Due to rounding, numbers may not total*

FY27 Capital Budget: Highlights

Major Program	Prelim FY27 (\$M)	%
Core Capacity Program	251.4	30.7%
Rail Car Procurement Program	188.9	23.1%
Traction Power	51.9	6.3%
BART Police Department (BPD) HQ	36.4	4.4%
Operations Control Center (OCC)	28.5	3.5%
Elevator Modernization	11.5	1.4%
Network Modernization	2.9	0.4%
Fencing & Security	2.2	0.3%
Total Major Programs	573.8	70.1%

The FY27 Capital Budget anticipates a maximum investment of **\$818M** in BART's capital assets.

Uses

- 70% of FY27 investments in Major Programs
- 48% of investments in System Reinvestment (State of Good Repair)
- Network Modernization, emergent Major Program with full funding plan in development

Sources

- Capital Budget funded with sources **secured in prior fiscal years**
- 63% of Capital Budget funded with regional, local and BART sources
- Federal and State grants fund over 37% of Capital Budget

FY27 Capital Uses: Major Investments (>\$20M)

Project Name	Prelim FY27 (\$M)	Share of Total Budget
CCP Rail Car Procurement Phase 2 (306 CCP & 48 BSVII)	203.4	24.9%
CCP Communications Based Train Control	134.0	16.4%
Rail Car Procurement Phase 1 (775)	62.7	7.7%
BART Police (BPD) Headquarters	36.4	4.4%
CCP East Bay Traction Power Substations	33.7	4.1%
SF Escalator Replacement	20.1	2.5%
Total	490.2	59.9%

- Six projects with annual planned investment >\$20M represent 60% of FY27 Capital Budget
- Pause in rail car delivery has shifted expenditures into FY27, based on forecast schedule, FY27 will be last year with significant rail car expenditures
- Largest investments continue to be in the Core Capacity Program (CCP)
- Final expenditures towards close-out of construction for the BPD Headquarters and SF Escalator Replacement

FY27 Capital Uses: Beyond Major Investments

Capital Investment Plan (CIP) Program	Prelim FY27 (\$M)	Share of Total Budget
Track and Structures	84.9	10.4%
Stations	66.4	8.1%
Traction Power	55.0	6.7%
Train Control and Communications	27.9	3.4%
Shops, Yards, and Facilities	26.6	3.3%
Electrical and Mechanical	26.5	3.2%
System Support	23.6	2.9%
System Development	16.6	2.0%
Rail Cars	0.7	0.1%
Total	328.1	40.1%

- Beyond the major investments, the remaining 40% of FY27 capital investments focus on customer experience improvements and critical State of Good Repair (SOGR) needs
 - Continued investments in stations, including Elevator Modernization, wayfinding, and access improvements
 - Majority (65%+) invest in SOGR, underscoring focus on reliability and safety

FY27 Capital Sources

- Capital Budget funded primarily with **sources secured in prior fiscal years**
 - 97% of FY27 Capital Budget funded with **grants awarded in prior years and secured leveraged funding**, such as BART Measure RR and Capital Allocations
 - Remaining 3% funded with programmed funding, including Federal Formula Funds and Capital Allocations
- Delivery depends on aligning multiple funding partners for each project
- **Close to 30 distinct funding partners** support FY27 planned capital investments, each with unique requirements, timelines, and constraints

Funding Strategy

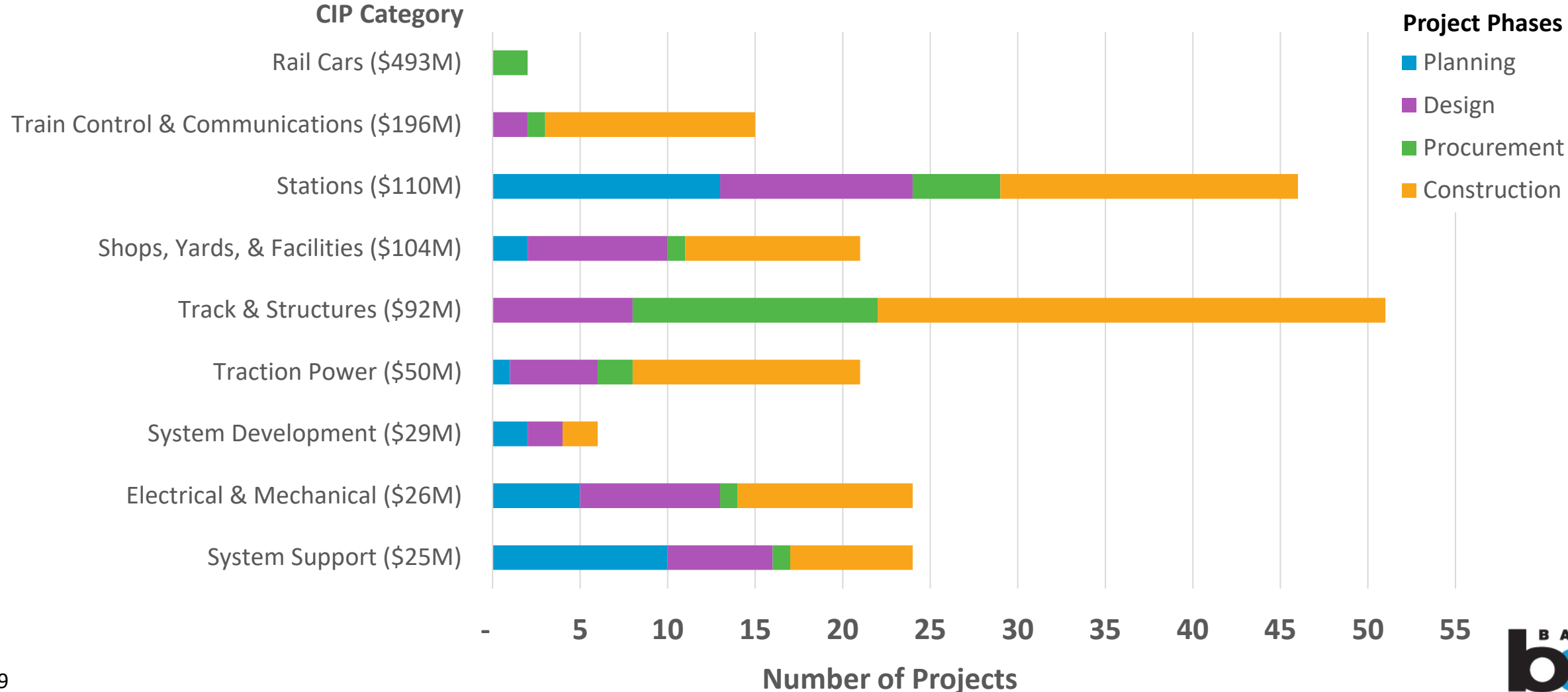
- **Maximize Competitiveness for External Funding**
 - Advance projects aligned with funding program requirements
 - Package needs into compelling project or program bundles
 - Phase/segment projects to pursue smaller funding opportunities
- **Close Funding Gaps on Critical Projects**
 - Prioritize fully funding projects already in construction or under contract
- **Focus on Customer Experience**
 - State of Good Repair (e.g., Traction Power, Track & Structures)
 - Low-cost/high-value investments (e.g., Station Glow-Ups, lighting)
- **Leverage BART Funding**
 - Leverage existing BART funding, including Measure RR and Capital Allocations

A photograph of a construction site where several workers in safety gear are lifting a large, dark steel beam. The beam is suspended by multiple blue lifting slings. The workers are wearing high-visibility vests and hard hats. The background shows a clear sky and some trees. The text "FY26 & FY27 Capital Delivery Overview" is overlaid in white on the lower right portion of the image.

FY26 & FY27 Capital Delivery Overview

FY26 Overview

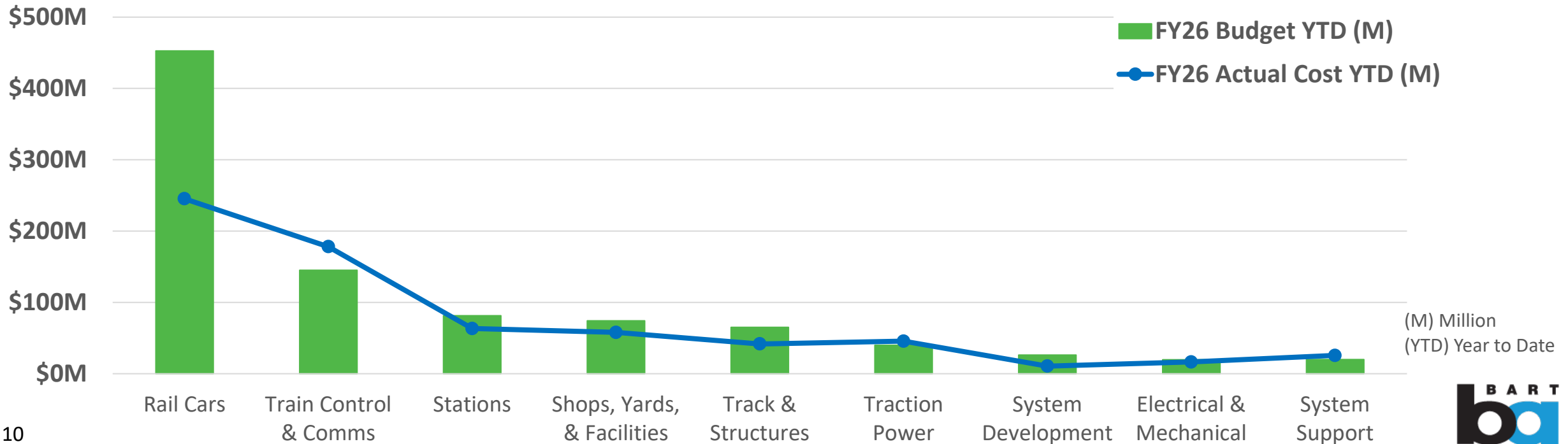
FY26 Adopted Budget by CIP Category \$1.126B



FY26 (Q1 – Q3) Overview

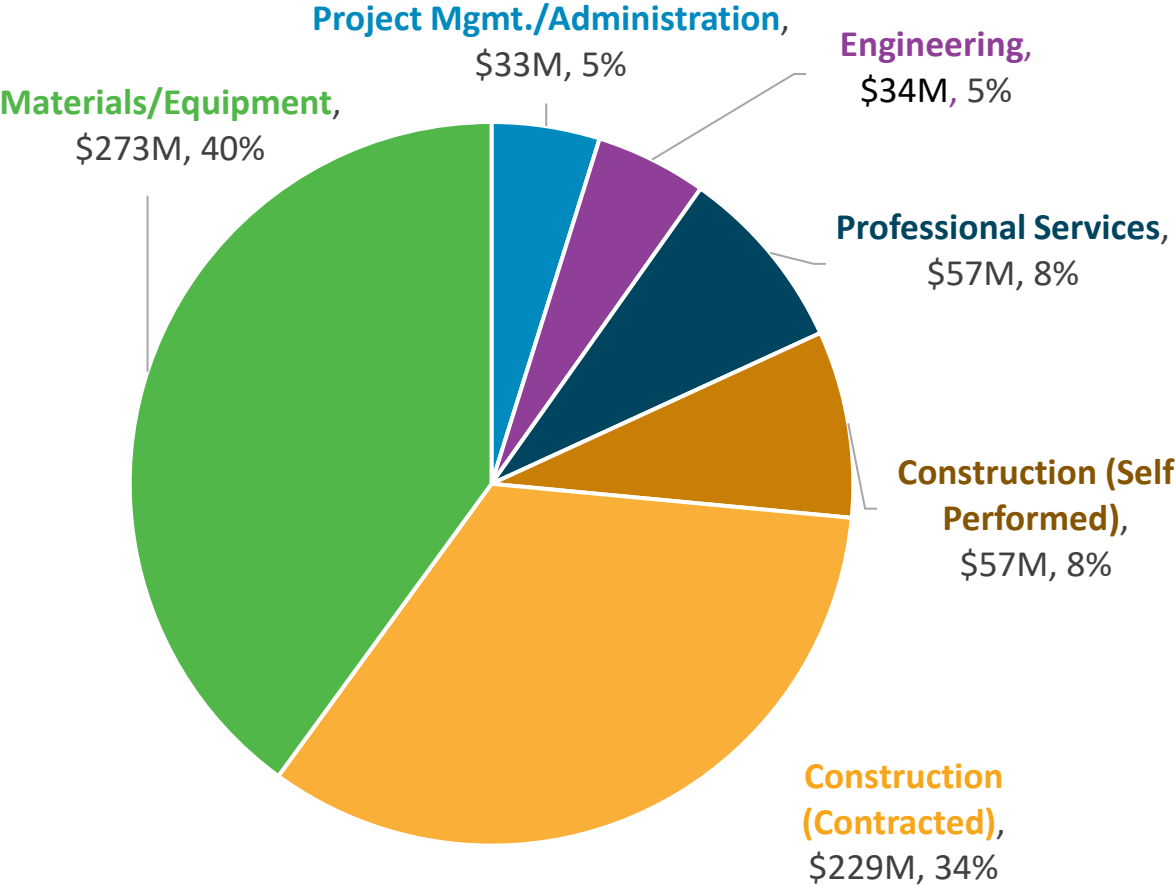
FY26 (Q1-Q3) Plan vs Actuals

Description	Budget	Actual	Variance	% Change
Labor	\$119,189,518	\$123,648,823	(\$4,459,305)	-4%
Non-Labor	\$805,319,822	\$559,089,882	\$246,229,940	30%
Total	\$924,509,339	\$682,738,705	\$241,770,634	26%



FY26 (Q1 – Q3) Performance & Delivery Actions

FY26 Actual Expense - \$683M



Industry Outreach:

- East Bay Traction Power Substation
- Hayward Maintenance Complex Phase II (East Storage Yard)
- Elevator Replacements
- Oakland Wye (K23 & K25) Interlockings
- Platform Screen Doors













Alternative Delivery Models:

- Design Bid Build (DBB)
- Design Build (DB)
- Progressive Design Build (PDB)
- Phased Approaches



FY26 Construction Project Accomplishments

Period: July 1, 2025 – June 30, 2026

CIP Category	Q1 Jul – Sept 2025	Q2 Oct – Dec 2025	Q3 Jan – Mar 2026	Q4 Apr – Jun 2026
 Train Control & Communications		1	2	
 Stations	2	4	3	2 1
 Shops, Yards & Facilities	1		2	1
 Track & Structures	1	1	5	3 1
 Traction Power	2		1	2
 System Development				
 Electrical & Mechanical		1		
 System Support				
 Executed Board Contract Amendments				
A-Line: Hardened ROW Fencing				
Traction Power & Train Control Communications (San Leandro)				
34.5kV K-Line Cable Replacement				

of Construction Projects

 Commenced Construction

 Completed Construction

FY26 Completed Construction Projects



Next Generation Fare Gate Procurement & Deployment



West Bay Traction Power Substations



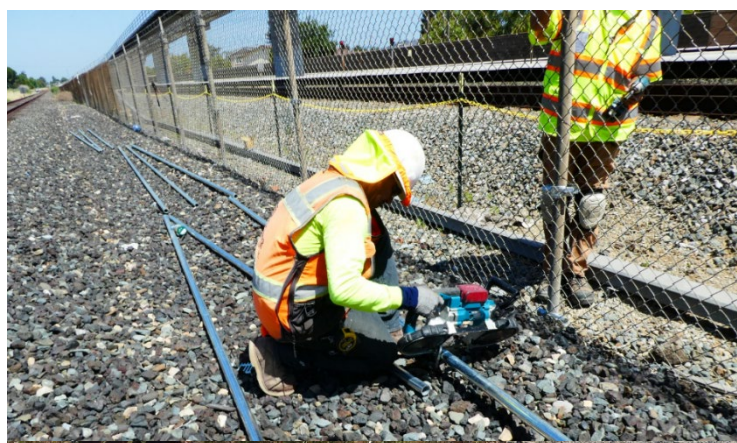
Market Street Entry Canopies



Traction Power Substation Installation (KTE)



Traction Power & Train Control Communication (San Leandro)



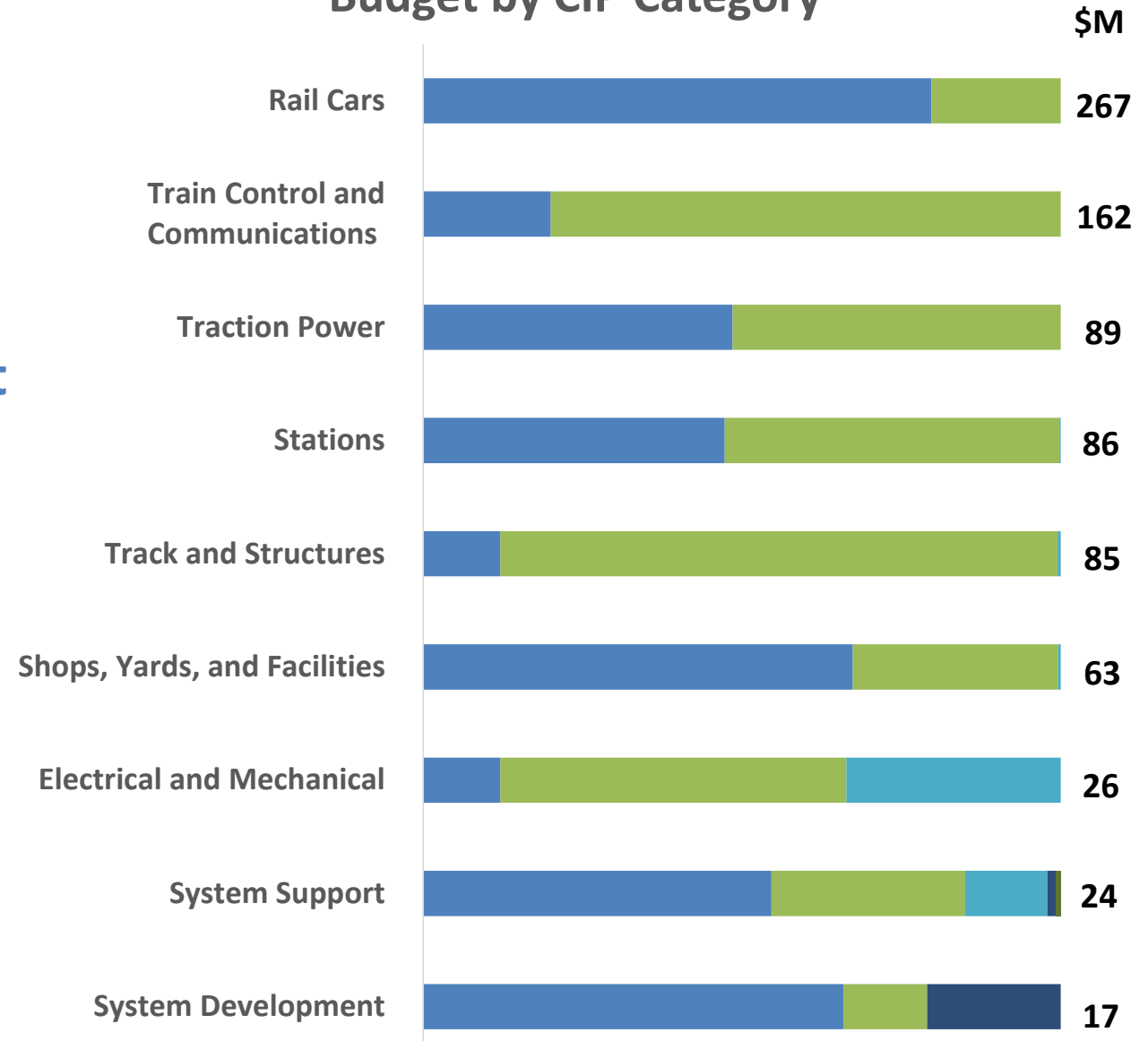
A-Line Fencing

FY27 Overview

Preliminary FY27 Capital Budget \$818,300,000









- Service & Capacity Enhancement
- Safety & Security
- Resiliency
- System Reinvestment
- System Development

Budget by CIP Category



FY27 Forecasted Construction Milestones

Period: July 1, 2026 – June 30, 2027

CIP Category		Q1 Jul – Sept 2026	Q2 Oct – Dec 2026	Q3 Jan – Mar 2027	Q4 Apr – Jun 2027
	Train Control & Communications	1	1	2	1
	Stations		1	3	1 1
	Shops, Yards & Facilities	1		1	1
	Track & Structures	2 3	3	2	
	Traction Power	1			1
	System Development		1		
	Electrical & Mechanical			1	
	System Support	1			
	TOTAL	Commence 6 Complete 3	Commence 4 Complete 2	Commence 7 Complete 2	Commence 4 Complete 1

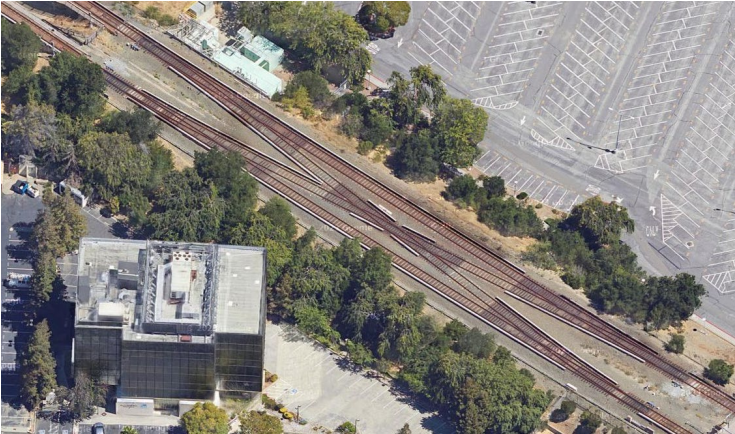
of Construction Projects

● Commence Construction

● Complete Construction

FY27 Construction Projects

- Commence Construction
- Complete Construction



● Interlocking Replacement at Fremont (A85)



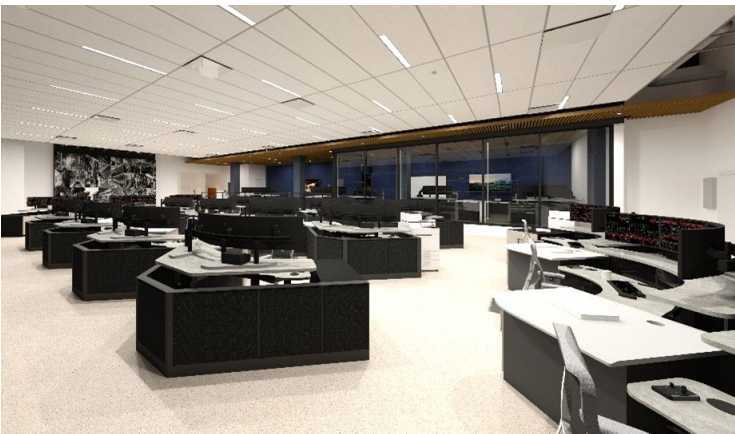
● Interlocking Replacement at Oakland Wye (K23 & K25)



● Hayward Maintenance Complex (HMC) Phase 2 East Storage Yard



● BART Police Department Headquarters (BPD HQ)



● Modernized Operations Control Center (MOCC)



● East Bay Traction Power

Ongoing Construction Projects

Rail Cars



Communications-Based Train Control (CBTC)

