

BEFORE THE BOARD OF DIRECTORS OF THE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

In the Matter of Authorizing
the BART General Manager or
Designee to Submit a Regional
Measure 3 Allocation Request
For the Transbay Rail Crossing
Project

Resolution No._____

Sponsor Agency: San Francisco Bay Area Rapid Transit District

Project Title: Transbay Rail Crossing

Subproject Title (if applicable):

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, the San Francisco Bay Area Rapid Transit District (BART) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, RM3 Project Number 13, Transbay Rail Crossing, is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 updated Initial Project Report (IPR) and allocation request, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which BART is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that BART, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that BART certifies that the Transbay Rail Crossing is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that BART approves the allocation request and updated IPR, attached to this resolution; and be it further

RESOLVED, that BART approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that BART has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated IPR, attached to this resolution; and be it further

RESOLVED, that BART is authorized to submit an allocation request for Regional Measure 3 funds for the Transbay Rail Crossing (to fund BART's Transbay Corridor Core Capacity

Program) in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that BART certifies that the projects and purposes for which RM3 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to BART making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of BART to deliver such project; and be it further

RESOLVED, that BART agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that BART indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of BART, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. BART agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall

reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that BART shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that BART shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that BART authorizes its General Manager, Chief Financial Officer or their designee to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 3 funds in the amount of \$50,000,000, for the project, purposes and amounts included in the allocation request attached to this resolution; and be it further

RESOLVED, that the General Manager, Chief Financial Officer or their designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the BART allocation request referenced herein.

PASSED AND ADOPTED by the Board of Directors of the San Francisco Bay Area Rapid Transit District, this ___ day of _____, 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	13
Project Title	Transbay Rail Crossing (Transbay Corridor Core Capacity Program)
RM3 Funding Amount	50,000,0000

Subproject Information

Subproject Number	
Subproject Title	
RM3 Funding Amount	

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

San Francisco Bay Area Rapid Transit District (BART)

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

The BART Core Capacity Program will relieve crowding, increase ridership, and decrease greenhouse gas (GHG) emissions by increasing the frequency and capacity of trains operating on the system. The Core Capacity Program will allow the number of trains operating through the Transbay Tube to increase from 23 to 30 per hour, and peak hour train lengths to be increased from an average of 8.9 to 10 cars, maximizing throughput capacity in the most heavily used part of the BART system.

The overall Core Capacity Program includes four elements:

- 306 additional Fleet of the Future (FotF) rail cars,
- a new Communications-Based Train Control (CBTC) system,
- additional rail car storage, and
- additional traction power substations.



c. Impediments to Project Completion

BART does not anticipate any impediments at this moment for project completion.

d. Risk Management (*describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used*)

BART has implemented a risk management strategy for the program that establishes a formal, systematic approach to identifying, assessing, evaluating, documenting, and managing risks that could jeopardize the success of the Project.

BART regularly assesses risk for the entire Core Capacity Program, including the 306 BART Expansion Cars are partially funded by RM3. BART outlines all new risks and risk score changes in the Risk Section of BART's Monthly Reports to the Federal Transit Administration (FTA), including a risk summary narrative in the body of a report and the full Risk Register attached as an appendix. BART reviews top risks in quarterly meetings with the FTA and its Project Management Oversight Consultant (PMOC).

e. Operability (*describe entities responsible for operating and maintaining project once completed/implemented*)

BART's Operations and Maintenance department will be responsible for maintaining and operating the FotF rail cars, new CBTC system, additional rail car storage, and additional traction power substations



f. Project Graphic(s) (include below or attach)



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

The Core Capacity Program qualified for a National Environmental Policy Act (NEPA) Categorical Exclusion (CE) and received FTA approval on September 14, 2017, in accordance with 23 Code of Federal Regulations (CFR) Part 771.118. The CE determination was based on the project’s consistency with 23 CFR § 771.118 (c)(1) addressing power substations and other discrete utilities within or adjacent to existing right-of-way, (c)(5) addressing installation or improvement of safety and communications equipment within or adjacent to existing right-of-way, (c)(7) addressing acquisition of rail cars that can be accommodated by existing or CE-qualified facilities, and (c)(12) addressing projects within existing operational right-of-way, including transit power substations and venting structures.

In November 2021, a design-phase alignment changes in the HMC2 project element required BART to reassess potential environmental impacts. As both the project proponent and lead agency, BART prepared a Supplemental Initial Study/Mitigated Negative Declaration (IS/MND) for HMC2. The



Regional Measure 3 Initial Project Report

Supplemental IS/MND was developed in accordance with the requirements for supplemental environmental review under Public Resources Code (PRC) Section 21166 and State California Environmental Quality Act (CEQA) Guidelines Section 15163. The BART Board adopted the Final Supplemental IS/MND and approved the CEQA findings for the updated HMC2 design in November 2022.

b. Design

Fleet of the Future (Fotf) rail cars: Design was completed in September 2014.

New Communications-based Train Control (CBTC) system: Design-build contract in progress

Additional rail car storage: final design is in progress

Additional traction power substations: Construction is complete for the West Bay substations in downtown San Francisco. The East Bay substations contract is in the procurement phase with contract award planned for summer 2026.

c. Right-of-Way Activities / Acquisition

Not applicable.

d. Construction / Vehicle Acquisition / Operating

Fleet of the Future (FotF) rail cars: (Start Date 11/19/2020 /Completion Date 6/02/2030)

New Communications-based Train Control (CBTC) system: (Start Date 11/02/2020 /Completion Date 12/10/2034)

Additional rail car storage: (Start Date 6/25/2027 /Completion Date 6/18/2032)

Additional traction power substations: (Start Date 10/19/2020 /Completion Date 11/13/2031)

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	8/2015	9/2017
Final Design - Plans, Specs. & Estimates (PS&E)	9/2017	12/2025
Right-of-Way Activities /Acquisition (R/W)	N/A	
Construction (Begin – Open for Use) / Acquisition (CON)	9/2020	12/2035



IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$6,279
Design - Plans, Specifications and Estimates (PS&E)	\$96,022
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$4,274,936
Total Project Budget (in thousands)	\$4,377,238

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.



Regional Measure 3 Initial Project Report

Refer to Excel portion.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Richard Fuentes

Title: Manager of Special Projects

Phone: 510.853.4562

Email: rfuentes@bart.gov

Mailing Address: 2150 Webster Street, 9th Floor, Oakland CA 94612

Person Preparing Initial Project Report (if different from above)

Name:

Title:

Phone:

Email:

Mailing Address:

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Transbay Rail Crossing (Transbay Corridor Core Capacity Program)
Subproject Title:	
Project/Subproject Number:	36
Total RM3 Funding:	\$ 50,000,000

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior (ITD March 2026)	Q4 2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV											
FTA Capital Investment Grant (CIG)	ENV	\$ 3,767,580								\$ 3,767,580	\$ 3,767,580	
American Rescue Plan (Federal)	ENV											
FTA CIG Supplemental	ENV											
Federal Formula Funds	ENV											
BUILD	ENV											
CMAQ	ENV											
TIRCP	ENV											
SCCP	ENV											
SB125 TIRCP	ENV											
LPP-F	ENV											
Rail Car Exchange Account	ENV											
County Transportation Authorities	ENV											
BART Measure RR GO Bonds	ENV	\$ 2,511,720								\$ 2,511,720	\$ 2,511,720	
Other BART Funds	ENV											
ENV Subtotal		\$ 6,279,300								\$ 6,279,300	\$ 6,279,300	
RM3	PSE											
FTA Capital Investment Grant (CIG)	PSE	\$ 34,629,515	\$ 650,277	\$ 2,450,264						\$ 37,730,056	\$ 34,629,515	\$ 3,100,541
American Rescue Plan (Federal)	PSE											
FTA CIG Supplemental	PSE		\$ 272,385							\$ 272,385		\$ 272,385
Federal Formula Funds	PSE	\$ 19,883,422								\$ 19,883,422	\$ 19,883,422	
BUILD	PSE											
CMAQ	PSE											
TIRCP	PSE											
SCCP	PSE											
SB125 TIRCP	PSE											
LPP-F	PSE											
Rail Car Exchange Account	PSE											
County Transportation Authorities	PSE											
BART Measure RR GO Bonds	PSE	\$ 36,341,958	\$ 161,133	\$ 1,633,509						\$ 38,136,600	\$ 36,341,958	\$ 1,794,642
Other BART Funds	PSE											
PSE Subtotal		\$ 90,854,896	\$ 1,083,795	\$ 4,083,773						\$ 96,022,463	\$ 90,854,896	\$ 5,167,568
RM 3	ROW											
	ROW											
ROW Subtotal												
RM3 (Allocated)	CON	\$ 373,018,861		\$ 122,713,965	\$ 4,267,174					\$ 500,000,000	\$ 373,018,861	\$ 126,981,139
RM3 (Pending Allocation)				\$ 3,899,887	\$ 22,679,092	\$ 23,421,021				\$ 50,000,000		\$ 50,000,000
FTA Capital Investment Grant (CIG)	CON	\$ 411,702,590	\$ 4,883,620	\$ 101,618,320	\$ 209,284,503	\$ 194,706,782	\$ 126,341,154	\$ 69,601,001	\$ 9,364,394	\$ 1,127,502,365	\$ 411,702,590	\$ 715,799,775
American Rescue Plan	CON	\$ 83,186,191	\$ 83,521	\$ 637,526	\$ 3,167,895					\$ 87,075,133	\$ 83,186,191	\$ 3,888,942
FTA CIG Supplemental	CON	\$ 1,118,000	\$ 400,589	\$ 5,486,989	\$ 13,981,909	\$ 12,996,455	\$ 5,566,475			\$ 39,550,418	\$ 1,118,000	\$ 38,432,418
Federal Formula Funds	CON				\$ 19,640,000	\$ 4,910,000	\$ 4,910,000	\$ 4,910,000	\$ 14,730,000	\$ 49,100,000		\$ 49,100,000
BUILD	CON				\$ 3,079,592	\$ 12,500,000	\$ 9,420,408			\$ 25,000,000		\$ 25,000,000
CMAQ	CON						\$ 30,000,000	\$ 30,000,000		\$ 60,000,000		\$ 60,000,000
TIRCP	CON	\$ 355,021,642	\$ 1,828,663	\$ 73,362,210	\$ 104,257,127	\$ 88,430,357				\$ 622,900,000	\$ 355,021,642	\$ 267,878,358
SCCP	CON	\$ 28,638,420	\$ 10,000,000	\$ 21,361,580						\$ 60,000,000	\$ 28,638,420	\$ 31,361,580
SB125 TIRCP	CON			\$ 6,006,652	\$ 41,330,195	\$ 62,028,943	\$ 83,473,188	\$ 149,961,022		\$ 342,800,000		\$ 342,800,000
LPP-F	CON			\$ 1,064,000	\$ 1,064,000					\$ 2,128,000		\$ 2,128,000
Rail Car Exchange Account	CON	\$ 179,000,000								\$ 179,000,000	\$ 179,000,000	
County Transportation Authorities	CON	\$ 52,245,044	\$ 1,648,768	\$ 5,724,700	\$ 41,578,386	\$ 36,353,303	\$ 118,226,769	\$ 93,114,027	\$ 254,841,927	\$ 603,732,925	\$ 52,245,044	\$ 551,487,881
BART Measure RR GO Bonds	CON	\$ 74,776,947		\$ 26,689,375	\$ 110,226,734	\$ 83,634,761	\$ 119,479,287	\$ 26,583,288	\$ 9,394,054	\$ 450,784,446	\$ 74,776,947	\$ 376,007,499
Other BART Funds/Grants	CON	\$ 36,621,133	\$ 48,438	\$ 192,378	\$ 1,085,187	\$ 154,520	\$ 9,357,758	\$ 36,225,585	\$ 3,374,982	\$ 87,059,981	\$ 36,621,133	\$ 50,438,848
CON Subtotal		\$ 1,595,328,829	\$ 18,893,600	\$ 368,757,583	\$ 575,641,796	\$ 519,136,142	\$ 506,775,039	\$ 410,394,923	\$ 291,705,357	\$ 4,286,633,268	\$ 1,595,328,829	\$ 2,691,304,439
RM 3 Funding Subtotal		\$ 373,018,861		\$ 126,613,852	\$ 26,946,266	\$ 23,421,021				\$ 550,000,000	\$ 373,018,861	\$ 176,981,139
Capital Funding Total		\$ 1,692,463,025	\$ 19,977,395	\$ 372,841,356	\$ 575,641,796	\$ 519,136,142	\$ 506,775,039	\$ 410,394,923	\$ 291,705,357	\$ 4,388,935,032	\$ 1,692,463,025	\$ 2,696,472,007

Attachment 2
RM3 Allocation Request

**Regional Measure 3
Allocation Request
Cash Flow Plan**

Project Title:	Transbay Rail Crossing (Transbay Corridor Core Capacity Program)
Subproject Title:	
Project/Subproject Number:	36
Total RM3 Funding:	\$ 50,000,000

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period

Funding Source(s) List all funding sources besides RM3	Phase	Prior (ITD to Mar 2026)	2026 Q4 (April - June 2026)	2027 Q1 (July - Sept 2026)	2027 Q2 (Oct - Dec 2026)	2027 Q3 (Jan - March 2027)		2028 Q1 (July - Sept 2027)	2028 Q2 (Oct - Dec 2027)	2028 Q3 (Jan - March 2028)		Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
RM3	ENV														
FTA Capital Investment Grant (CIG)		\$ 3,767,580											\$ 3,767,580	\$ 3,767,580	
American Rescue Plan (Federal)															
FTA CIG Supplemental															
Federal Formula Funds															
BUILD															
CMAQ															
TIRCP															
SCCP															
SB125 TIRCP															
LPP-F															
Rail Car Exchange Account															
County Transportation Authorities															
BART Measure RR GO Bonds		\$ 2,511,720											\$ 2,511,720	\$ 2,511,720	
Other BART Funds															
ENV Subtotal		\$ 6,279,300											\$ 6,279,300	\$ 6,279,300	
RM3	PSE														
FTA Capital Investment Grant (CIG)		\$ 34,629,515	\$ 650,277	\$ 650,277	\$ 499,433	\$ 650,277	\$ 650,277						\$ 37,730,056	\$ 34,629,515	\$ 3,100,541
American Rescue Plan (Federal)															
FTA CIG Supplemental															
Federal Formula Funds		\$ 19,883,422											\$ 19,883,422	\$ 19,883,422	
BUILD															
CMAQ															
TIRCP															
SCCP															
SB125 TIRCP															
LPP-F															
Rail Car Exchange Account															
County Transportation Authorities															
BART Measure RR GO Bonds		\$ 36,341,958	\$ 433,518	\$ 433,518	\$ 332,955	\$ 433,518	\$ 433,518						\$ 38,408,985	\$ 36,341,958	\$ 2,067,027
Other BART Funds															
PSE Subtotal		\$ 90,854,896	\$ 1,083,795	\$ 1,083,795	\$ 832,388	\$ 1,083,795	\$ 1,083,795						\$ 96,022,463	\$ 90,854,896	\$ 5,167,568
RM 3	ROW														
ROW Subtotal															
RM3 (Allocated)	CON	\$ 373,018,861		\$ 32,844,783	\$ 54,289,720	\$ 27,998,699	\$ 7,580,762	\$ 4,267,174					\$ 500,000,000	\$ 373,018,861	\$ 126,981,139
RM3 (Pending Allocation)	CON			\$ 1,182,620	\$ 878,438	\$ 860,300	\$ 978,530	\$ 1,247,655	\$ 1,664,989	\$ 5,226,198	\$ 37,961,271		\$ 50,000,000	\$ 50,000,000	
FTA Capital Investment Grant (CIG)	CON	\$ 411,702,590	\$ 4,883,620	\$ 26,285,654	\$ 31,878,209	\$ 22,066,122	\$ 21,388,336	\$ 32,555,892	\$ 36,220,674	\$ 61,406,522	\$ 479,114,746		\$ 1,127,502,365	\$ 411,702,590	\$ 715,799,775
American Rescue Plan	CON	\$ 83,186,191	\$ 83,521	\$ 83,521	\$ 64,147	\$ 83,521	\$ 406,336	\$ 618,427	\$ 1,635,777	\$ 913,691			\$ 87,075,133	\$ 83,186,191	\$ 3,888,942
FTA CIG Supplemental	CON	\$ 1,118,000	\$ 672,974	\$ 1,466,701	\$ 1,316,400	\$ 1,104,476	\$ 1,599,413	\$ 2,989,608	\$ 1,761,301	\$ 3,601,964	\$ 24,191,966		\$ 39,822,803	\$ 1,118,000	\$ 38,704,803
Federal Formula Funds	CON							\$ 4,910,000	\$ 4,910,000		\$ 34,370,000		\$ 49,100,000	\$ 49,100,000	
BUILD	CON									\$ 3,079,592	\$ 21,920,408		\$ 25,000,000	\$ 25,000,000	
CMAQ	CON										\$ 60,000,000		\$ 60,000,000	\$ 60,000,000	
TIRCP	CON	\$ 355,021,642	\$ 1,828,663	\$ 19,621,479	\$ 24,221,715	\$ 15,645,741	\$ 13,873,275	\$ 22,792,547	\$ 13,053,104	\$ 26,694,367	\$ 130,147,467		\$ 622,900,000	\$ 355,021,642	\$ 267,878,358
SCCP	CON	\$ 28,638,420	\$ 10,000,000	\$ 10,000,000	\$ 11,361,580								\$ 60,000,000	\$ 28,638,420	\$ 31,361,580
SB125 TIRCP	CON		\$ 1,098,488	\$ 878,438		\$ 1,755,230	\$ 2,274,496	\$ 1,247,655	\$ 1,664,989	\$ 11,587,511	\$ 322,293,192		\$ 342,800,000	\$ 342,800,000	
LPP-F	CON					\$ 532,000	\$ 532,000	\$ 532,000	\$ 532,000				\$ 2,128,000	\$ 2,128,000	
Rail Car Exchange Account	CON	\$ 179,000,000											\$ 179,000,000	\$ 179,000,000	
County Transportation Authorities	CON	\$ 52,245,044	\$ 1,648,768	\$ 1,381,659	\$ 1,268,766	\$ 1,297,527	\$ 1,776,748	\$ 10,355,045	\$ 18,501,370	\$ 9,446,425	\$ 505,811,574		\$ 603,732,925	\$ 52,245,044	\$ 551,487,881
BART Measure RR GO Bonds	CON	\$ 74,776,947	\$ (272,385)	\$ 3,430,305	\$ 752,506	\$ 9,108,639	\$ 13,397,925	\$ 23,390,057	\$ 11,853,476	\$ 26,238,355	\$ 287,836,236		\$ 450,512,061	\$ 74,776,947	\$ 375,735,114
Other BART Funds/Grants	CON	\$ 36,621,133	\$ 48,438	\$ 33,760	\$ 29,790	\$ 28,231	\$ 100,597	\$ 170,641	\$ 379,122	\$ 289,794	\$ 49,358,475		\$ 87,059,981	\$ 36,621,133	\$ 50,438,848
CON Subtotal		\$ 1,595,328,829	\$ 18,893,600	\$ 97,428,969	\$ 126,939,709	\$ 80,480,487	\$ 63,908,418	\$ 105,076,701	\$ 92,176,801	\$ 153,394,420	\$ 1,953,005,334		\$ 4,286,633,268	\$ 1,595,328,829	\$ 2,691,304,439
RM 3 Funding Subtotal		\$ 373,018,861		\$ 34,027,403	\$ 55,168,158	\$ 28,858,999	\$ 8,559,292	\$ 5,514,829	\$ 1,664,989	\$ 5,226,198	\$ 37,961,271		\$ 550,000,000	\$ 373,018,861	\$ 176,981,139
Capital Funding Total		\$ 1,692,463,025	\$ 19,977,395	\$ 98,512,764	\$ 127,772,097	\$ 81,564,282	\$ 64,992,213	\$ 105,076,701	\$ 92,176,801	\$ 153,394,420	\$ 1,953,005,334		\$ 4,388,935,032	\$ 1,692,463,025	\$ 2,696,472,007

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

Project Title:	Transbay Rail Crossing (Transbay Corridor Core Capacity Program)	
Subproject Title		
Project/Subproject Number:	36	
Total RM3 Funding:	\$	50,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
BART			\$ 442,027,190
Direct Labor Subtotal			\$ 442,027,190
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction contract			\$ 2,330,711,829
Rail Car Procurement contract			\$ 1,098,164,005
Direct Capital Costs Subtotal			\$ 3,428,875,834
4. Consultants (Identify purpose and/or consultant)			Total Estimated cost
CM, DSDC, PM, Project Controls, Design Support			\$ 430,764,197
Consultants Subtotal			\$ 430,764,197
5. Other direct costs			Total Estimated cost
Insurance, Materials, Tools, Equipment,			\$ 87,267,811
Other Direct Costs Subtotal			\$ 87,267,811
Total Estimated Costs			\$ 4,388,935,032

Comments: