



FY23 Capital Program Priorities Process FY24 Board Engagement Plan

September 22, 2022

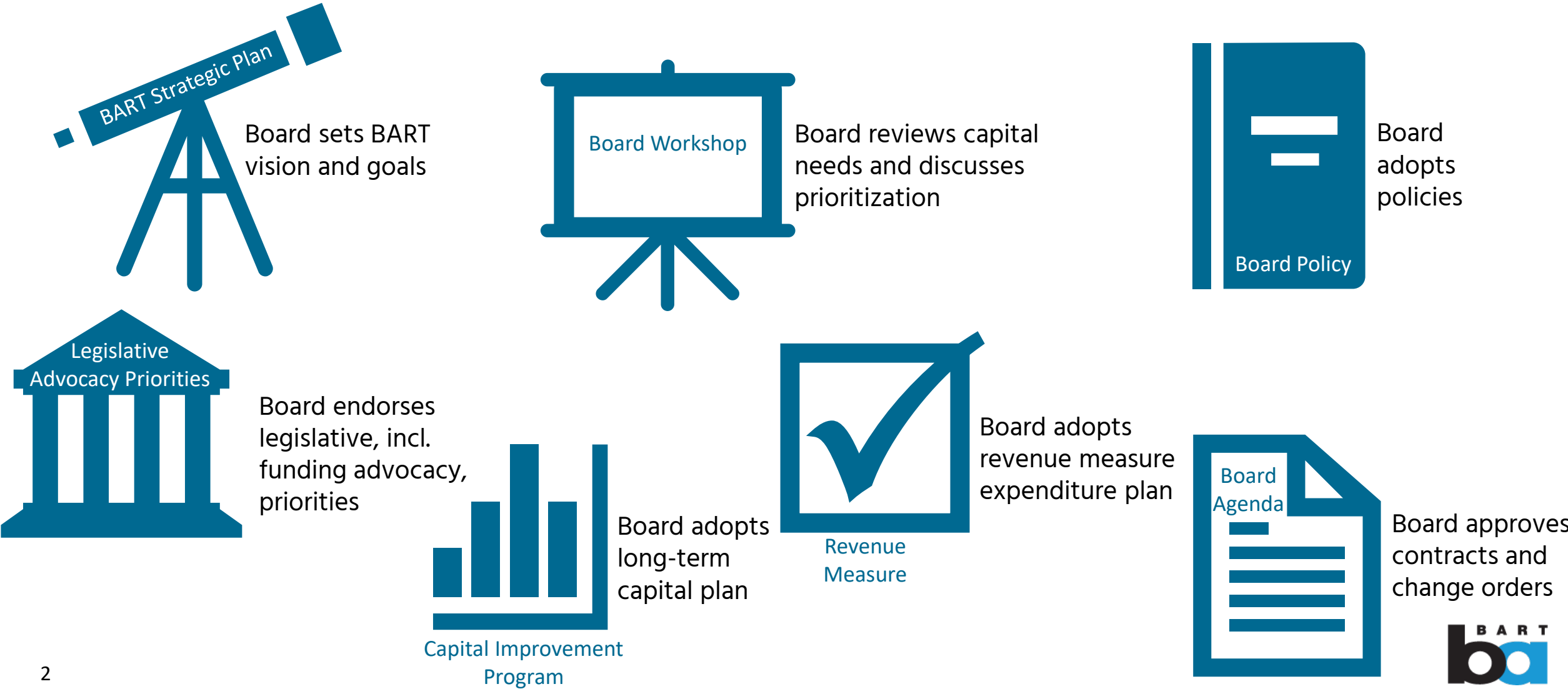


Capital Prioritization Roles

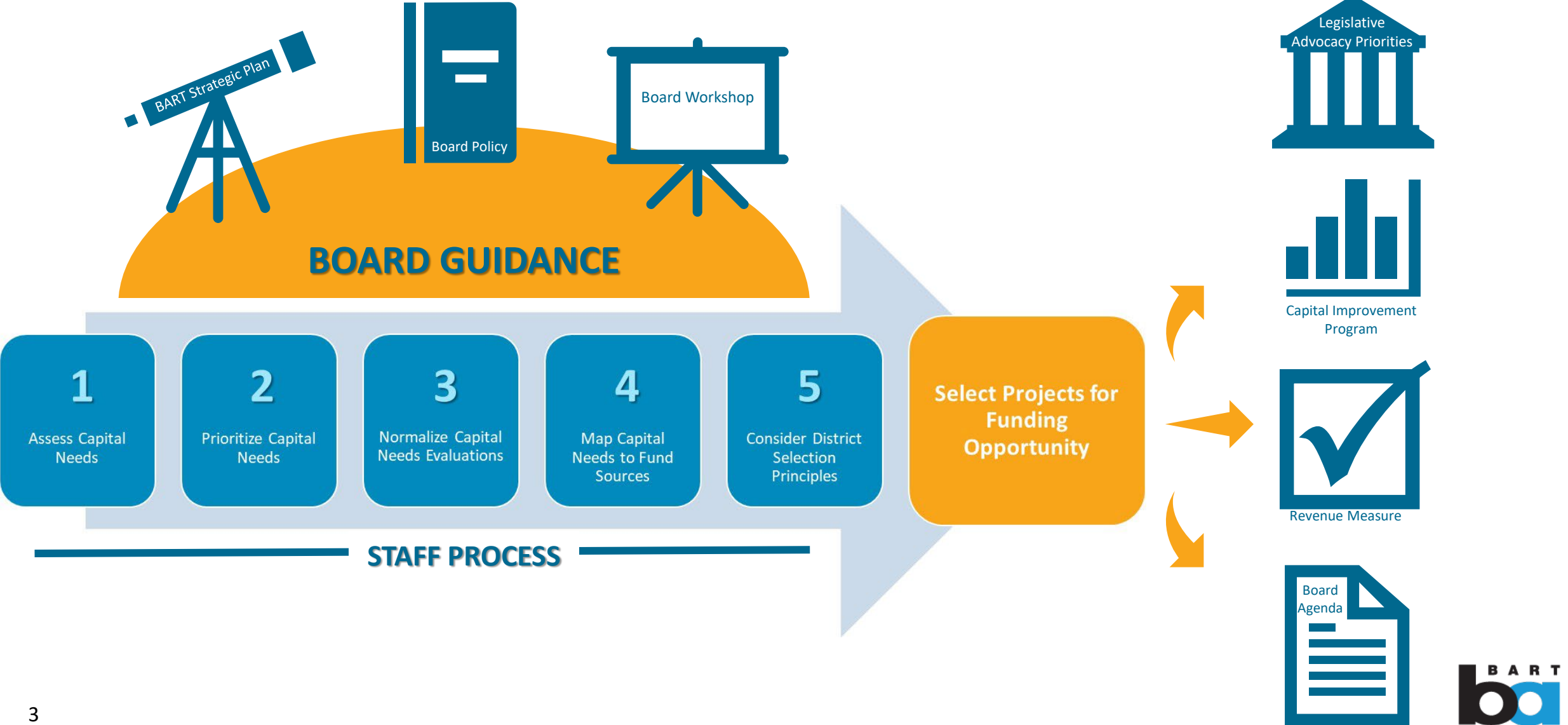


Board	<ul style="list-style-type: none">• Vision, Goals & Policy Direction• Capital Program Briefings & Public Engagement• Capital Improvement Program Adoption• Capital Contracts Approval
Executive	<ul style="list-style-type: none">• Objectives & Metrics• Capital Program Implementation Oversight• Capital Program Funding Strategy• Interagency Project Delivery & Funding Coordination
Staff	<ul style="list-style-type: none">• Asset Management/Risk Register (Safety/Reliability)• Capital Project Management & Delivery• Capital Program Financial Forecasting, Analysis & Funding Strategy Implementation

Board Engaged in Capital Project Prioritization at Multiple Touchpoints



Capital Project Selection Framework



Step 1: Confirm unfunded or underfunded capital needs

- **Capture** the full picture of capital needs by Executive Office
- **Identify** unfunded projects and funding gaps in active projects, including planning and development needs for future capital projects
- **Leverage** existing data sources, including the Asset Management Plan, Capital Improvement Program (CIP), State of Good Repair (SOGR) Capital Needs Inventory (CNI) and the Strategic Plan





Step 2: Apply BART Capital Project Prioritization Criteria

- Assess unfunded or underfunded capital needs using capital project prioritization criteria
- Criteria guided by Board adopted Strategic Plan
- Base assessment on objective and quantitative data

		CAPITAL PROJECT PRIORITIZATION CRITERIA									
		ADDRESSES SAFETY CONCERN	RISK	COMPLIANCE	RELIABILITY & CUSTOMER EXPERIENCE	OPERATIONAL & ADMIN EFFICIENCIES	NEW RIDERSHIP	OPERATING & CAPITAL BUDGET SAVINGS	EQUITY	SUSTAINABILITY	RESILIENCE
STRATEGIC PLAN GOALS	ECONOMY										
	EQUITY										
	ENVIRONMENT										
	EXPERIENCE										
	SYSTEM PERFORMANCE										
	SAFETY										
	WORKFORCE										
	FINANCIAL STABILITY										



					Criteria Score Weighting Values													
					15	13	13	10	9	9	8	8	8	7				
Project Name or Series	High Priority or Board Directive	Unfunded Need	Project Scope	Project Location	Safety	Risk	Compliance	Reliability & Customer Experience	Operational & Administrative Efficiencies	New Ridership	Operating & Capital Budget Savings	Equity	Sustainability	Resilience	Time Criticality Multiplier	Final Score w/Time Criticality	Project Rank	
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Step 3: Normalize Evaluation of Projects

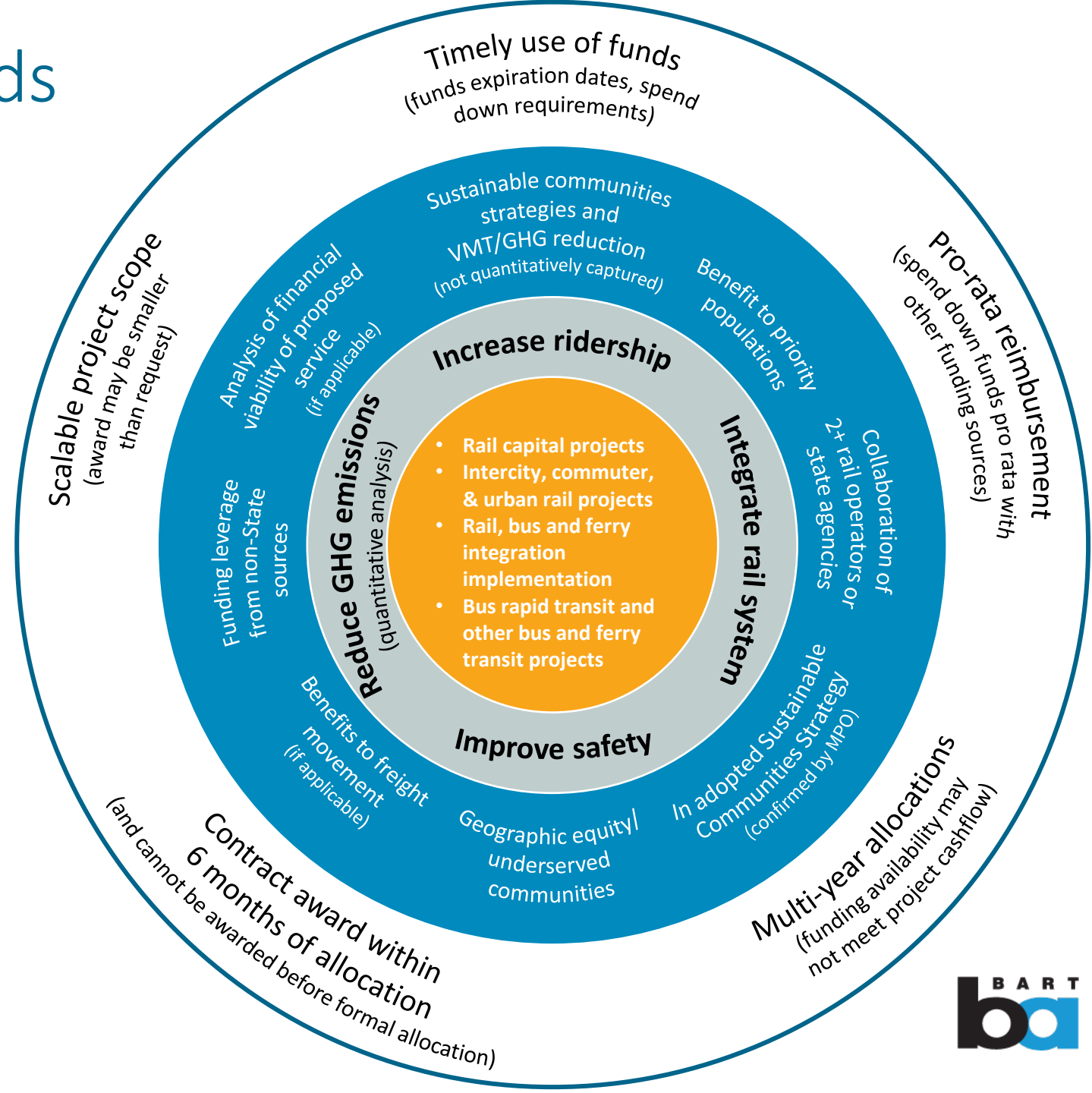
- Ensure consistency of evaluation across all project development and delivery Executive Offices (EOs)
- **Advance** District-wide priorities
- EOs **submit** their projects, identified and scored under Steps 1 and 2
- **Aggregate** submittals and review and resolve prioritization inconsistencies with EOs
- **Review and confirm** normalized prioritized project list with EOs

Step 4: Map Capital Needs to Fund Sources

- Funding is not fungible:

- Eligible projects
- Primary evaluation criteria
- Secondary evaluation criteria
- Funding and project delivery requirements and constraints

EXAMPLE
Transit & Intercity Rail
Capital Program

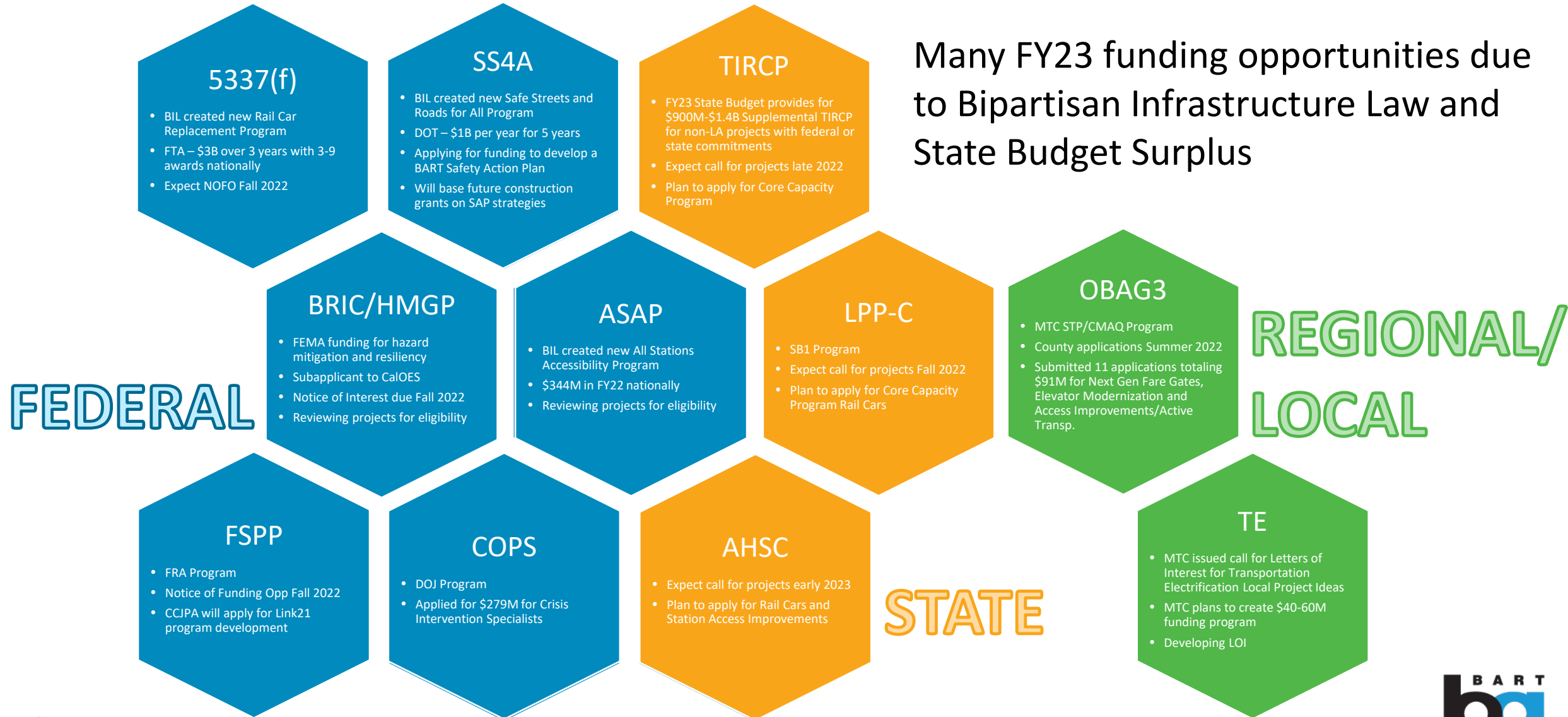


Step 4: Map Capital Needs to Fund Sources

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* For illustrative purposes

Step 4: Map Capital Needs to Fund Sources



Step 4: Map Capital Needs to Fund Sources

Funding Sources Key

- **5337(f) – FTA Rail Car Replacement Program**
- **SS4A – DOT Safe Streets & Roads for All Program**
- **BRIC – FEMA Building Resilient Infrastructure & Communities Program**
- **HMGP – FEMA Hazard Mitigation Grant Program**
- **ASAP – FTA All Stations Accessibility Program**
- **FSPP – FRA Federal-State Partnership Program**
- **COPS – DOJ Community Oriented Policing Services Program**
- **TIRCP – CalSTA Transit & Intercity Rail Capital Program**
- **LPP-C – CTC Local Partnership Program (Competitive)**
- **AHSC – SGC/HCD Affordable Housing & Sustainable Communities Program**
- **OBAG3 – MTC (FHWA Flex Funds) One Bay Area Grant Program Cycle 3**
- **TE – MTC Transportation Electrification Program (under development)**

Step 5: Consider District Selection Principles

- **Optimize Probability of Securing Funding**

- Advance projects that best fit guidelines and rules of the funding program
- Package needs into compelling project or program bundles

- **Seek to Close Funding Gaps on Critical Projects**

- Prioritize completing the funding plan for projects that are already under contract/construction

- **Advance Hard-to-Fund Programs/Projects**

- Give preference to projects that are difficult to fund through existing fund sources

- **Target Programmatic Balance**

- A balanced approach across the Capital Improvement Program ensures that the District's many needs get a share of limited funding, when competitive

Ongoing BART Board Engagement

- As the Capital Project Prioritization and Selection Process advances, the Board has several **opportunities to engage** with the Capital Program.



System Development Policy – September 2022



Legislative Advocacy Priorities – coming in December 2022



Annual Board Workshop – coming in Jan/Feb 2023



Capital Improvement Program – coming in Spring/Summer 2023

The Board will also tour the Hayward Maintenance Complex at its October 27 Board meeting to better engage the Board, funding partners and the public about BART critical capital needs

- **Major funding priorities take years to fully fund**
- **Important to stay the course on existing commitments,**
- **ex. Core Capacity**



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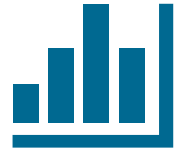
Legislative Advocacy

- **Annual Legislative Advocacy Goals** guide the activities of Board, staff and advocates to influence funding programs & seek support for BART capital needs
- 2022 activities included:
 - Advocacy to **authorize increased funding for CIG projects** with existing grant agreements
 - A regionally coordinated ask for funding within the **FY23 State Budget**, for projects leveraging state and federal commitments
 - **Member budget requests** for the FY23 State Budget and FY22 federal appropriations
 - Secured \$5M from for Downtown Berkeley Station Elevator Modernization and \$1M for El Cerrito Plaza TOD Station Access Improvements from FY23 State Budget
 - Secured \$2M in FY22 federal appropriations for the Next Generation Fare Gates Project
 - Securing **letters of support** for State and federal grant submissions (RAISE, COPS, TSGP)



Financial Overview at Board Workshop

- **Financial Overview** included periodically in Board Workshop
 - FY23 Board Workshop will include:
 - Review of initial financial assessment of capital program
 - **Funding needs** for major projects
 - **Funding risk** analysis
 - Other funding considerations
 - Opportunity for Board discussion of unfunded capital needs and capital project prioritization (5-10 years out)
- Existing major and/or active project capital needs and at-risk funding estimated to total **>\$2.5 billion**
 - Core Capacity Program
 - Fleet of the Future Maintenance Facility (formerly HMC1 – VOHRS)
 - Elevator Modernization Program
 - BPD Headquarters



Capital Improvement Program

- **Forecast** of BART capital projects, needs and funding sources
- Plan to bring updated SRTP/CIP to Board in **2023**
 - CIP update deferred by MTC due to pandemic
 - FY19 CIP adopted October 2018
- Constrained CIP includes:
 - programs and projects underway
 - where funding has been secured or can be reasonably forecast (such as federal formula funds for system reinvestment)
- CIP also includes **summary of priority unfunded needs & projects**



Potential Transportation Revenue Measure

- September 9 – MTC convened discussion on potential **regional funding measure**, including regional and operator funding priorities
 - Discussions will continue over coming months
- BART will need to **prioritize operating and capital needs**
- Timing of revenue measure **may not meet BART operating financial needs** in time for fiscal cliff
- MTC acknowledges the need to advocate for **potential State funding to bridge the operating financial gap** until revenue measure comes online

MTC Major Project Advancement Policy (MAP)

- Purpose: Implement Plan Bay Area 2050 Projects
- Help prioritize \$60B in regional transportation projects (forecast project cost)
- Align projects for federal, state, regional discretionary dollars
- Endorsements and sequencing strategies may be developed for fund sources such FTA CIG and State TIRCP
- Develop MTC role in project monitoring and risk management
- MTC's preliminary criteria for candidate projects:
 - Plan Bay Area 2050 Tier-1 projects with capital costs over \$250 million (year-of-expenditure), or
 - Plan Bay Area 2050 Tier 2 projects with capital costs over \$1 billion (year-of-expenditure) for early phases only
- Projects do not need to be in the MAP to be funded

BART Projects submitted for MAP

From existing MTC priority lists (Transit Capital Priorities, BIL Regional Grant Strategy, RM3, TIRCP Framework, etc.):

- Fleet of the Future Maintenance Facility (formerly HMC 1/ VOHRS; PBA Tier 1)
- Core Capacity Program (PBA Tier 1)
- Seismic Retrofit (PBA Tier 2) – Caldecott Tunnel
- BART Electrical/Mechanical Rehab Program (PBA Tier 2)
- Link21 (formerly New SF-Oakland Transbay Rail Crossing; PBA Tier 2) – program development

Additional:

- Station Modernization & Transit-Oriented Development Program (PBA Tier 1 & 2)

Looking Ahead

- Continued funding advocacy at regional, state, and federal levels
 - Continue to engage with MTC & operators re: regional transportation funding measure
 - BART will need to prioritize operating and capital needs
 - Engage with MTC on continued development of MAP and updated TIRCP endorsement framework
 - State TIRCP application to support Core Capacity Program and Link21
 - Pursue opportunities within the Bipartisan Infrastructure Law and Inflation Reduction Act

Looking Ahead

- December – Board approval of Legislative Advocacy Priorities
 - Opportunity for Board to incorporate Capital Program priorities into legislative advocacy priorities
- Next Year
 - Board Workshop – early 2023
 - Long term capital program priorities discussion and strategy
 - Review interplay between capital investment and operating financial impacts
 - Begin discussion of revenue measure priorities
 - Begin discussion of future (in 5-10 years) capital program priorities
 - Capital Improvement Program – 2023
 - Forecast long term capital needs and sources
 - Incorporate Board direction and strategy from workshop and policies



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