



# Rail Service Plan FY24 & FY25 Operating and Capital Sources and Uses

BART Board of Directors

May 11, 2023



# Agenda

## **Rail Service Plan**

- September Service Plan
- Timed Transfers

## **FY24 & FY25 Operating Sources & Uses**

- Major Changes
- Operating Budget Sources and Uses
- Net Result & Projected Deficits
- Revised Five-Year Outlook & Fiscal Runway
- Next Steps & Calendar

## **FY24 & FY25 Capital Sources & Uses**

- Capital Sources & Uses

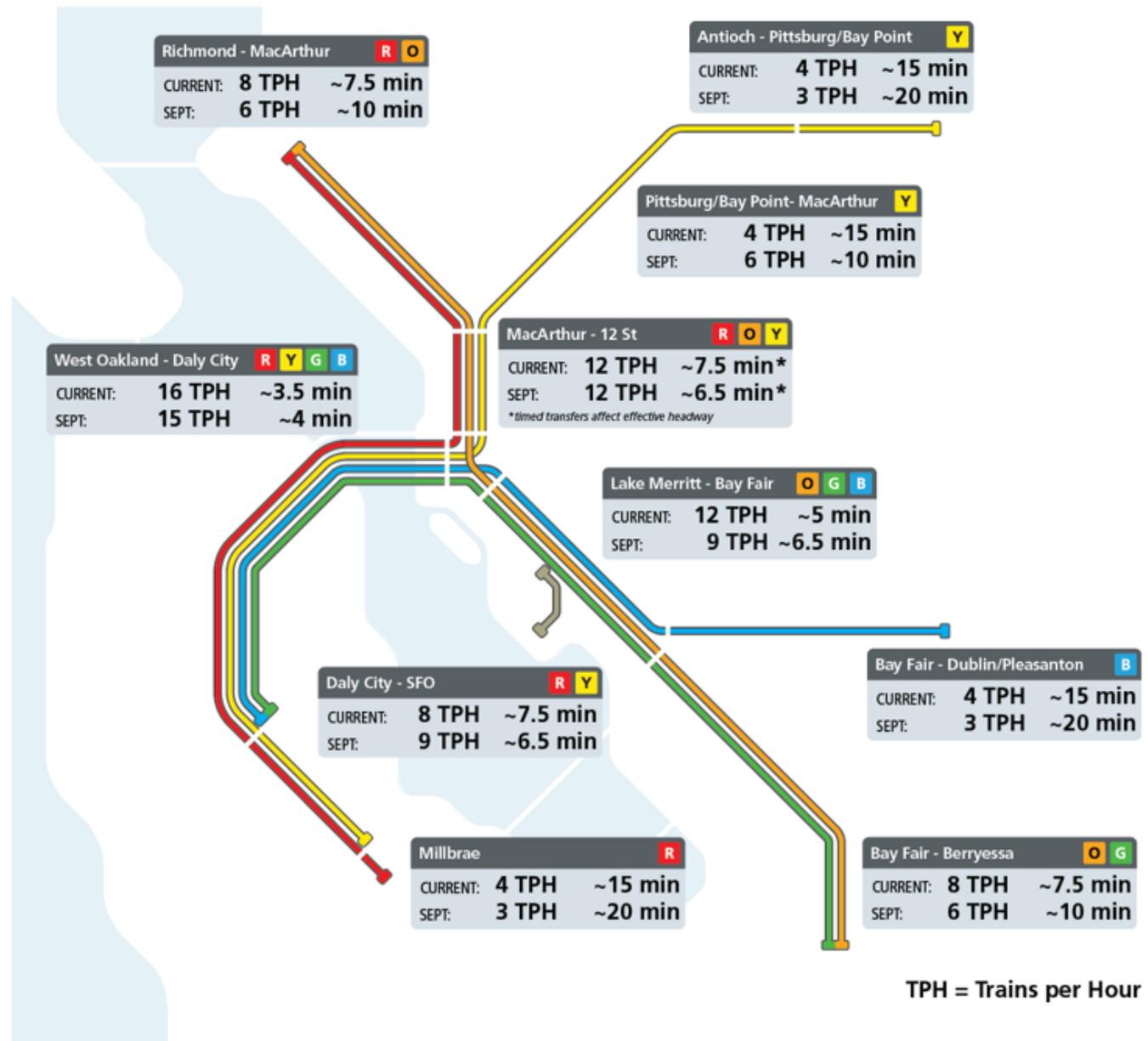


# Rail Service Plan



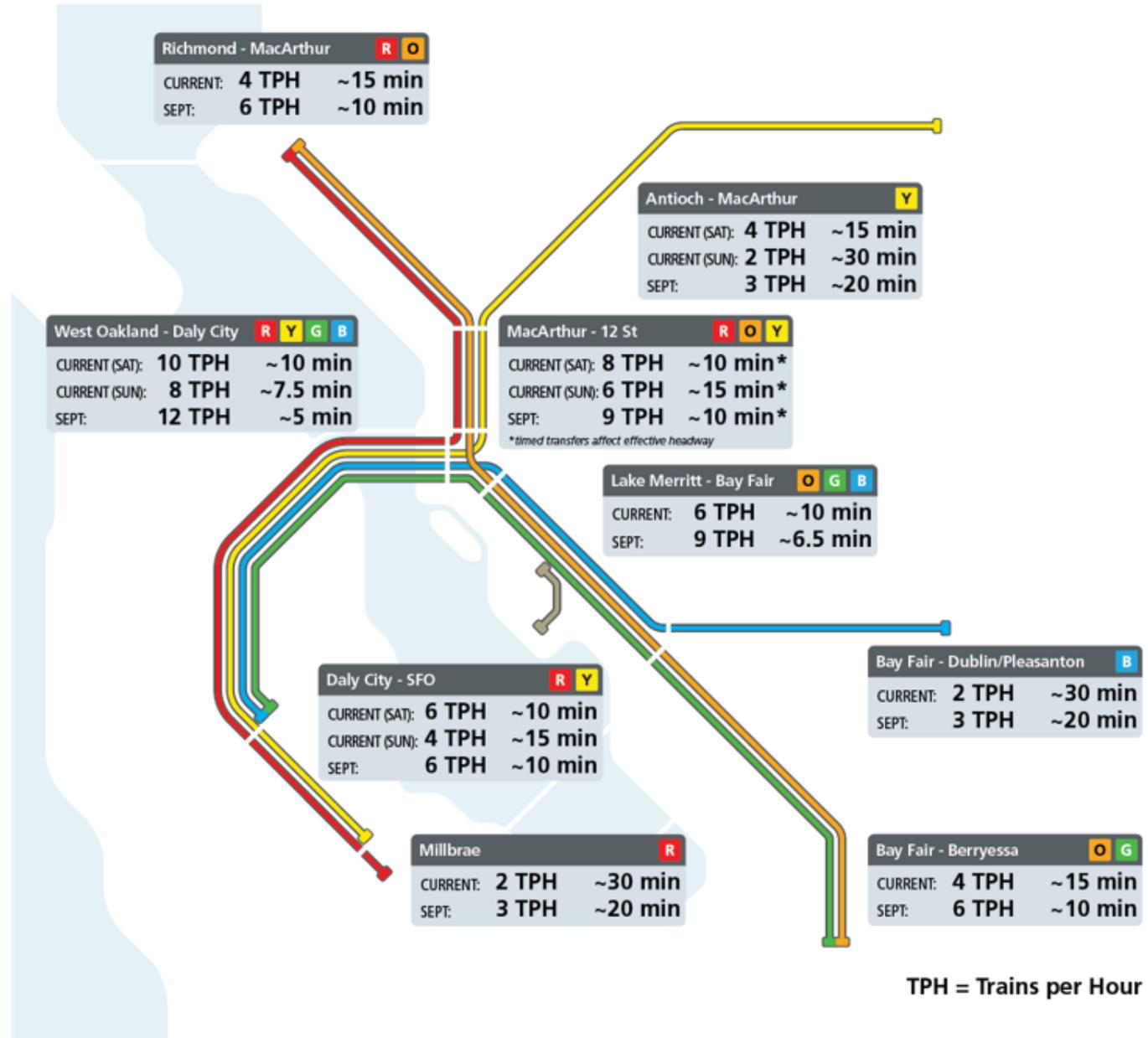
# September: Weekday Daytime 5-Line Service

- All-day, 7-day base service of 3 TPH
- Increases Yellow line service to 6 TPH on weekdays



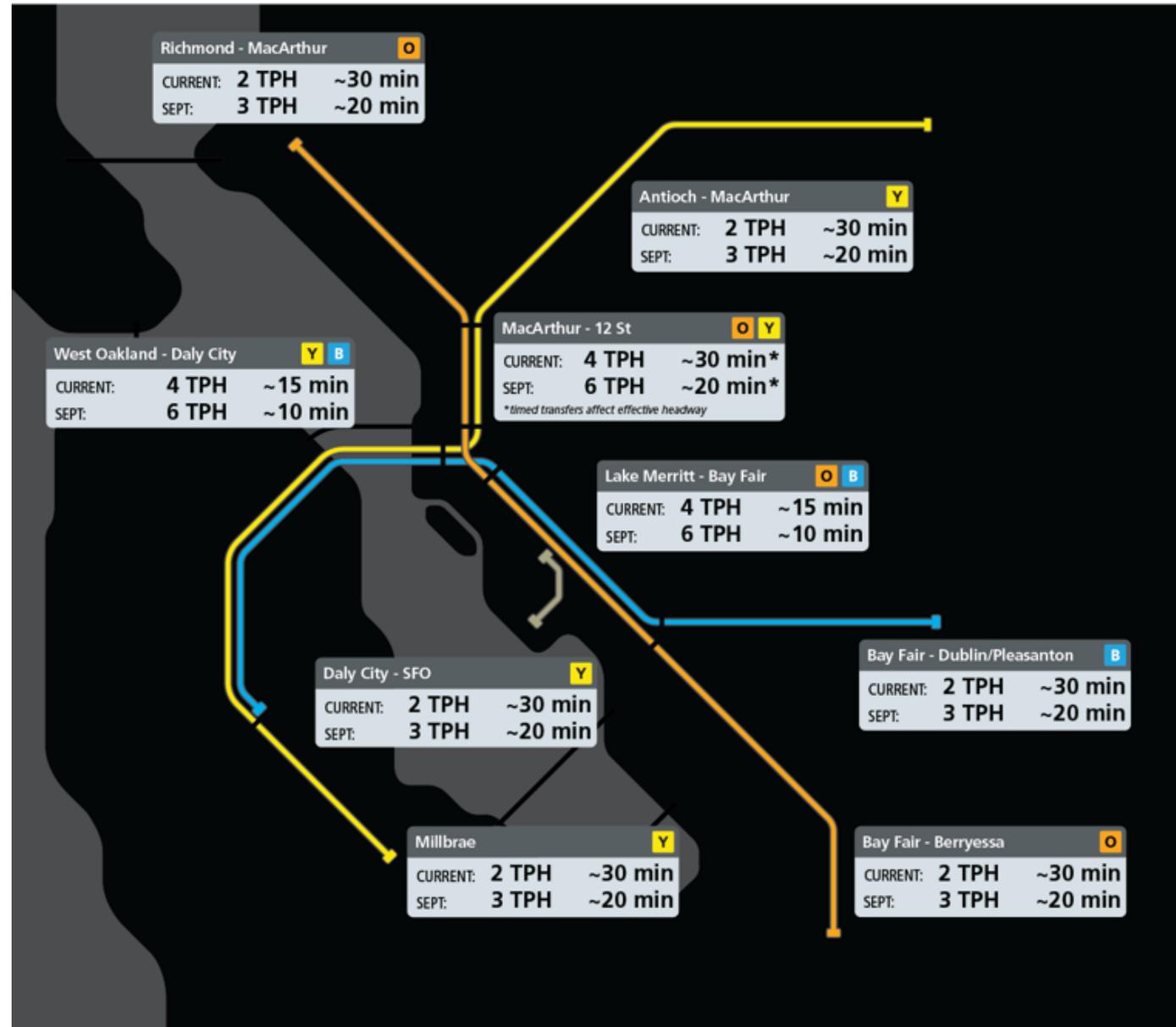
# September: Weekend Daytime 5-Line Service

- 3 TPH per line all-day on weekends



# September: Evening 3-Line Service

- 3-lines at 3 TPH is a 50% improvement throughout the system

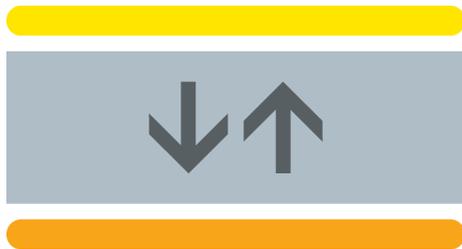


# We'll help our riders become experts at timed transfers

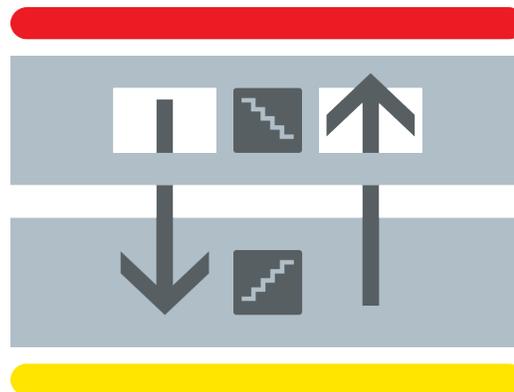
- Educate riders on how to make a smart transfer
- Notify of transfer opportunities – on platforms and via trip planners
- Push location-specific strategies – posters, announcements, videos

Lake Merritt Service	
<b>O</b>	<b>Orange Line</b> Richmond - Berryessa/North San Jose until 12am <b>1</b> Platform 1 to Berryessa/North San Jose <b>2</b> Platform 2 to Richmond For Antioch, board here and transfer to <b>Y</b> at 19 St - Oakland
<b>G</b>	<b>Green Line</b> Daly City - Berryessa/North San Jose until 9pm <b>1</b> Platform 1 to Berryessa/North San Jose <b>2</b> Platform 2 to Daly City For SFO Airport/Millbrae, board here and transfer to <b>R</b> <b>Y</b> at Balboa Park
<b>B</b>	<b>Blue Line</b> Daly City - Dublin/Pleasanton until 12am <b>1</b> Platform 1 to Dublin/Pleasanton <b>2</b> Platform 2 to Daly City For SFO Airport/Millbrae, board here and transfer to <b>R</b> <b>Y</b> at Balboa Park

## Cross Platform (19 St - Oakland, Bay Fair, MacArthur)



## Multi Platform (12 St - Oakland, MacArthur)



## Same Platform (Balboa Park, Bay Fair)





# FY24 & FY25 Operating Sources and Uses



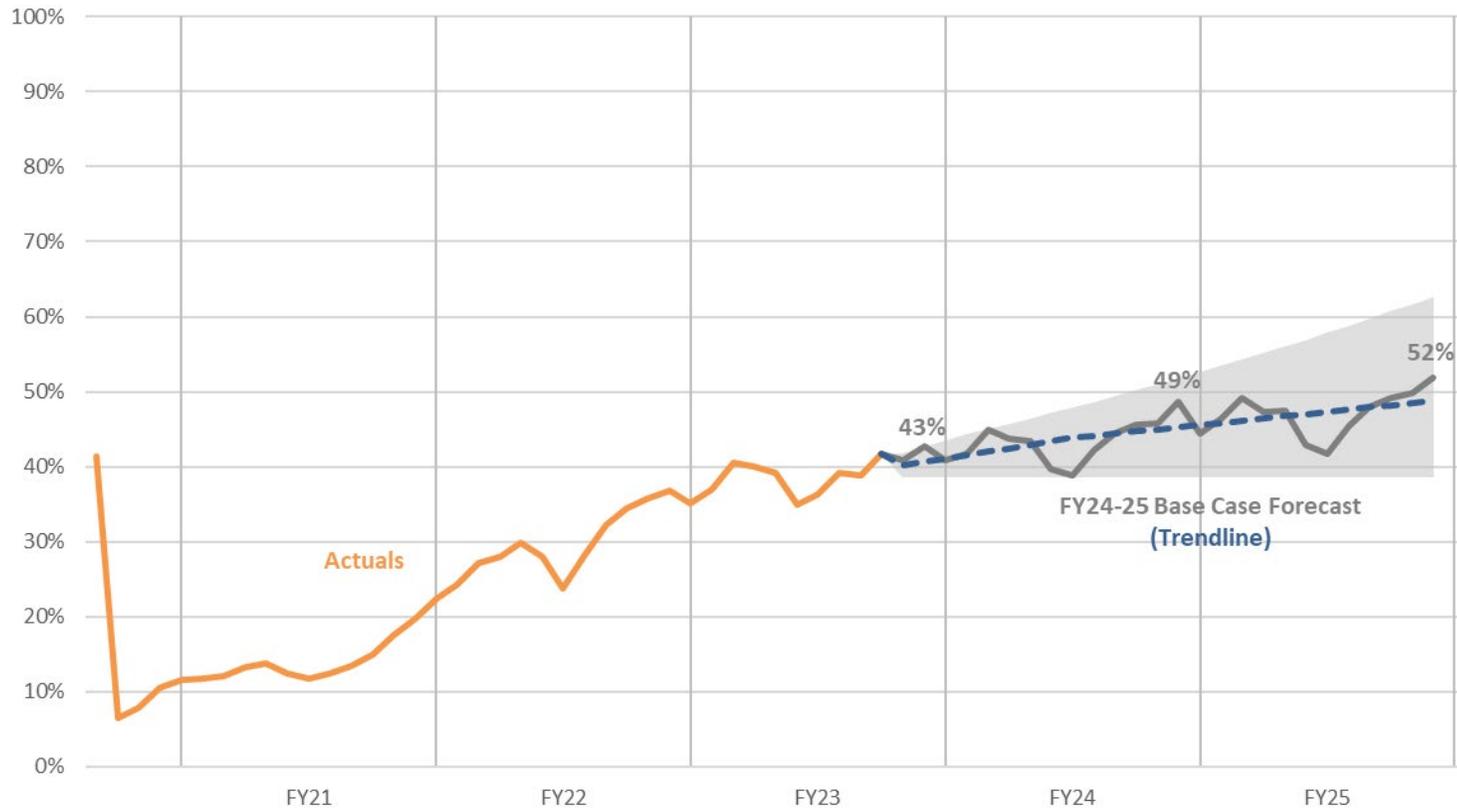
# FY24 & FY25 Sources & Uses

## Major changes since Preliminary Budget (released 3/31):

- Revisions to operating revenues (sales tax)
- Office of the Inspector General (OIG) budget updated
- Vacancy rates adjusted to 6% for operating, 18% for capital
- Some capital positions removed, additional shifting to operating budget
- Increased Retiree Health Benefits Trust (RHBT) contributions (~\$13-14M/year)
- Increased workers compensation and federally-mandated drug testing costs (~\$1.3M)
- Increased traction power estimates (\$2.5M/year)
- \$10M FY24 allocation for employee-facing facilities removed

# FY24 & FY25 Ridership Outlook

% of Pre-Pandemic Expectations:  
Actuals and FY24-25 Budget Forecast



- FY23 Ridership 12% below budget as of April 30
- Return-to-office has largely flattened; no longer forecast to be major driver in ridership growth
- Mode shift to transit and continued growth in non-work trips are modest drivers
- Exaggerated seasonality, observed in post-pandemic patterns, applied to forecast
- Average Weekday Forecast:
  - End of FY23: ~165,000
  - End of FY24: ~185,000
  - End of FY25: ~195,000

# FY24 & FY25 Operating Revenue

Operating Revenue (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Rail Passenger Revenue	222.1	188.9	(33.2)	-15%	224.7	225.0	0.2	0%	254.1	254.4	0.3	0%
ADA Passenger Revenue	0.5	0.5	0.0	0%	0.5	0.5	0.0	0%	0.5	0.5	0.0	0%
Parking Revenue	13.1	14.0	0.9	7%	14.4	14.8	0.5	3%	14.3	14.9	0.7	5%
Other Operating Revenue	19.4	26.5	7.0	36%	23.9	23.9	0.0	0%	22.8	22.8	0.0	0%
<b>Total - Operating Revenue</b>	<b>255.2</b>	<b>229.9</b>	<b>(25.3)</b>	<b>-10%</b>	<b>263.5</b>	<b>264.2</b>	<b>0.7</b>	<b>0%</b>	<b>291.6</b>	<b>292.5</b>	<b>0.9</b>	<b>0%</b>

- Rail Passenger Revenue includes a two-step CPI-based fare increase: 5.5% increases effective July 1, 2024 and July 1, 2025
- FY23 fare revenue projected to be ~\$30-35M (14-16%) below budget
- FY24 proposed operating revenue budget reflects a 16% increase over FY23 YE estimate; FY25 budget reflects a further 11% increase over FY24 budget
- Fare and parking revenue estimates assume base case ridership forecast
- Advertising revenue estimates reflect revised OUTFRONT contract and base case ridership
- Other operating revenue composed mostly of ground lease, telecom / digital railway, concessions

# FY24 & FY25 Financial Assistance

Financial Assistance (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Sales Tax Proceeds	299.0	324.1	25.1	8%	311.5	319.8	8.3	3%	318.7	327.2	8.5	3%
Property Tax Proceeds	58.0	58.0	0.0	0%	61.2	61.2	0.0	0%	64.3	64.3	0.0	0%
VTA Financial Assistance	32.7	35.0	2.4	7%	34.9	34.7	(0.2)	-1%	35.0	34.8	(0.2)	-1%
MTC Financial Assistance Clipper Start	0.3	0.2	(0.1)	-25%	0.5	0.5	0.0	0%	1.2	1.2	0.0	0%
Local & Other Assistance	9.1	15.2	6.1	67%	10.6	12.7	2.1	20%	10.8	13.6	2.8	26%
State Transit Assistance	22.7	34.9	12.1	53%	23.5	23.5	0.0	0%	23.2	23.2	0.0	0%
Low Carbon Transit Operations Program	10.3	10.3	0.0	0%	10.3	10.3	0.0	0%	10.3	10.3	0.0	0%
Low Carbon Fuel Standard Program	16.6	5.0	(11.6)	-70%	6.5	6.5	0.0	0%	6.4	6.4	0.0	0%
<b>Total - Financial Assistance</b>	<b>448.6</b>	<b>482.7</b>	<b>34.1</b>	<b>8%</b>	<b>459.0</b>	<b>469.2</b>	<b>10.2</b>	<b>2%</b>	<b>469.9</b>	<b>480.9</b>	<b>11.0</b>	<b>2%</b>

- Sales tax FY23 year-end estimate is ~\$25M (8%) above FY23 budget; lower growth projected for FY24 and FY25 due to economic uncertainty (inflation outlook, economic climate, fossil fuel prices)
- State Transit Assistance expected to decrease in FY24 due to \$15M planned fund swap with MTC and partial effects of hold harmless expiration; FY25 has full year effect of hold harmless expiration.
- Small decrease in VTA assistance reflects forecast increases in SVBX fare revenue

# FY24 & FY25 Operating Revenue & Financial Assistance

Regular Revenues (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Rail Passenger Revenue	222.1	188.9	(33.2)	-15%	224.7	225.0	0.2	0%	254.1	254.4	0.3	0%
ADA Passenger Revenue	0.5	0.5	0.0	0%	0.5	0.5	0.0	0%	0.5	0.5	0.0	0%
Parking Revenue	13.1	14.0	0.9	7%	14.4	14.8	0.5	3%	14.3	14.9	0.7	5%
Other Operating Revenue	19.4	26.5	7.0	36%	23.9	23.9	0.0	0%	22.8	22.8	0.0	0%
<b>Subtotal - Operating Revenue</b>	<b>255.2</b>	<b>229.9</b>	<b>(25.3)</b>	<b>-10%</b>	<b>263.5</b>	<b>264.2</b>	<b>0.7</b>	<b>0%</b>	<b>291.6</b>	<b>292.5</b>	<b>0.9</b>	<b>0%</b>
Sales Tax Proceeds	299.0	324.1	25.1	8%	311.5	319.8	8.3	3%	318.7	327.2	8.5	3%
Property Tax Proceeds	58.0	58.0	0.0	0%	61.2	61.2	0.0	0%	64.3	64.3	0.0	0%
VTA Financial Assistance	32.7	35.2	2.6	8%	34.9	34.7	(0.2)	-1%	35.0	34.8	(0.2)	-1%
MTC Financial Assistance Clipper Start	0.3	0.2	(0.1)	-25%	0.5	0.5	0.0	0%	1.2	1.2	0.0	0%
Local & Other Assistance	9.1	15.2	6.1	67%	10.6	12.7	2.1	20%	10.8	13.6	2.8	26%
State Transit Assistance	22.7	34.9	12.1	53%	23.5	23.5	0.0	0%	23.2	23.2	0.0	0%
Low Carbon Transit Operations Program	10.3	10.3	0.0	0%	10.3	10.3	0.0	0%	10.3	10.3	0.0	0%
Low Carbon Fuel Standard Program	16.6	5.0	(11.6)	-70%	6.5	6.5	0.0	0%	6.4	6.4	0.0	0%
<b>Subtotal - Financial Assistance</b>	<b>448.6</b>	<b>482.9</b>	<b>34.3</b>	<b>8%</b>	<b>459.0</b>	<b>469.2</b>	<b>10.2</b>	<b>2%</b>	<b>469.9</b>	<b>480.9</b>	<b>11.0</b>	<b>2%</b>
<b>Total – Regular Revenues</b>	<b>703.8</b>	<b>712.8</b>	<b>9.0</b>	<b>1%</b>	<b>722.5</b>	<b>733.4</b>	<b>10.9</b>	<b>2%</b>	<b>761.6</b>	<b>773.5</b>	<b>11.9</b>	<b>2%</b>

- Total regular operating revenue sources (excluding federal assistance) increase 3% in FY24 and 5% in FY25
- Sales tax remains largest single regular revenue source
- Strong sales tax revenues and higher-than-expected State Transit Assistance in FY23 offset below budget ridership revenue

# FY24 & FY25 Labor Expense

Labor & Benefits (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Wages	482.2	452.9	(29.4)	-6%	521.4	514.7	(6.7)	-1%	558.6	542.8	(15.9)	-3%
Capital Reimbursement Wages	(146.6)	(93.1)	53.6	37%	(142.6)	(129.3)	13.4	-9%	(151.9)	(134.9)	16.9	-11%
<b>Subtotal - Net (Operating) Wages</b>	<b>335.6</b>	<b>359.8</b>	<b>24.2</b>	<b>7%</b>	<b>378.8</b>	<b>385.5</b>	<b>6.6</b>	<b>2%</b>	<b>406.7</b>	<b>407.8</b>	<b>1.1</b>	<b>0%</b>
Overtime	70.8	90.1	19.3	27%	76.8	76.8	0.0	0%	79.8	79.8	0.0	0%
Capital Overtime	(22.4)	(25.0)	(2.6)	-12%	(23.9)	(23.9)	0.0	0%	(24.8)	(24.8)	0.0	0%
<b>Subtotal - Net (Operating) Overtime</b>	<b>48.4</b>	<b>65.1</b>	<b>16.7</b>	<b>34%</b>	<b>52.9</b>	<b>52.9</b>	<b>0.0</b>	<b>0%</b>	<b>55.0</b>	<b>55.0</b>	<b>0.0</b>	<b>0%</b>
CalPERS Pension	128.0	119.8	(8.1)	-6%	136.3	135.5	(0.8)	-1%	137.6	135.7	(1.9)	-1%
Other Retirement Benefits	14.4	15.0	0.5	3%	13.4	13.2	(0.2)	-1%	14.0	13.6	(0.4)	-3%
Active Employee Medical Insurance	89.5	79.3	(10.1)	-11%	86.1	84.8	(1.4)	-2%	87.9	85.1	(2.8)	-3%
Retiree Medical	50.7	36.2	(14.4)	-29%	37.2	50.6	13.4	36%	38.1	51.9	13.8	36%
Implied Retiree Medical Subsidy	(5.0)	(6.0)	1.0	19%	(6.3)	(5.7)	0.6	-10%	(6.8)	(6.4)	0.4	-6%
Workers' Compensation	17.2	17.2	0.0	0%	20.7	20.7	0.0	0%	20.7	20.7	0.0	0%
Other Fringe	23.1	23.3	0.2	1%	22.6	22.3	(0.3)	-1%	23.7	23.0	(0.7)	-3%
Capital Fringe	(73.7)	(62.3)	11.4	15%	(68.2)	(63.8)	4.4	-6%	(70.3)	(64.3)	5.9	-8%
<b>Subtotal - Net (Operating) Fringe</b>	<b>244.1</b>	<b>222.6</b>	<b>(21.5)</b>	<b>-9%</b>	<b>241.7</b>	<b>257.5</b>	<b>15.8</b>	<b>7%</b>	<b>245.0</b>	<b>259.3</b>	<b>14.3</b>	<b>6%</b>
Other Labor	4.0	4.8	0.7	18%	4.0	4.0	0.0	0%	4.0	4.0	0.0	0%
<b>Total Labor</b>	<b>632.2</b>	<b>652.3</b>	<b>20.1</b>	<b>3%</b>	<b>677.5</b>	<b>699.9</b>	<b>22.4</b>	<b>3%</b>	<b>710.8</b>	<b>726.2</b>	<b>15.4</b>	<b>2%</b>

- FY23 labor spending is trending above budget; driven by wage increases, high overtime, low vacancy rate, and capital under-recovery; partially offset by benefit savings (pension, medical insurance, and retiree medical)
- FY24 vacancy rates adjusted: 6% for operating, 18% for capital; operating further decreases to 5% in FY25

# FY23 to FY24 Budgeted FTE Changes

FY23 to FY24 FTE Summary			
	Operating	Capital/ Reimbursable	Total
FY23 Adopted Budget	3,494	1,092	4,586
<i>FY23 to FY24 Changes</i>			
Abolished Positions	-	(24.00)	(24.00)
Funding Conversions	33.75	(33.75)	-
Midyear Additions/Adjustments	11.00	6.00	17.00
New Positions	4.00	-	4.00
<i>Total Changes</i>	48.75	(51.75)	(3.00)
<b>FY24 Proposed Budget</b>	<b>3,543</b>	<b>1,040</b>	<b>4,583</b>

- Additional 2.5 FTEs converted from capital to operating funding
- Selected capital positions abolished in accordance with project timing
- 4 new positions added to Office of the Inspector General



# FY24 & FY25 Non-Labor Expense

Non-Labor (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Clipper, Ticket Sales & Bank Fees	8.0	7.4	(0.6)	-7%	10.1	10.1	0.0	0%	8.9	8.9	0.0	0%
Insurance	9.6	9.5	(0.2)	-2%	9.9	9.9	0.0	0%	9.9	9.9	0.0	0%
Materials & Supplies	49.4	43.0	(6.4)	-13%	48.5	49.9	1.4	3%	48.5	49.8	1.3	3%
Professional & Technical Fees	48.3	41.1	(7.2)	-15%	51.3	51.3	0.0	0%	51.0	51.1	0.1	0%
Repairs & Maintenance	10.2	9.2	(0.9)	-9%	11.7	11.7	0.0	0%	11.7	11.7	0.0	0%
Rent	4.8	5.3	0.5	9%	4.7	4.7	0.0	0%	4.7	4.7	0.0	0%
Power	52.7	65.7	13.0	25%	56.5	59.0	2.5	4%	58.2	60.7	2.5	4%
ADA Paratransit	16.7	16.7	0.0	0%	19.8	18.8	(1.0)	-5%	20.4	20.4	0.0	0%
Purchased Transportation	12.7	6.8	(5.9)	-47%	7.9	7.9	0.0	0%	8.5	8.5	0.0	0%
Utilities	8.6	8.1	(0.5)	-5%	9.0	9.0	0.0	0%	9.1	9.1	0.0	0%
Other Miscellaneous	6.8	3.5	(3.3)	-48%	4.6	5.1	0.5	12%	6.8	7.4	0.5	8%
<b>Total - Non-Labor</b>	<b>227.8</b>	<b>216.3</b>	<b>(11.5)</b>	<b>-5%</b>	<b>234.0</b>	<b>237.5</b>	<b>3.4</b>	<b>1%</b>	<b>237.8</b>	<b>242.2</b>	<b>4.4</b>	<b>2%</b>

- FY23 forecast adjusts Power projections to account for January & February actuals
- FY24 & FY25 Power budget adjusted up to account for continued winter energy cost increases
- Forecast and budget include planned savings of \$5.5M in payments to other operators beginning in FY23

# FY24 & FY25 Debt Service & Allocations

Debt Service & Allocations (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Debt Service	59.9	59.9	0.0	0%	60.1	60.1	0.0	0%	60.2	60.2	0.0	0%
Capital Reinvestment	36.5	36.5	0.0	0%	34.2	34.4	0.3	1%	34.2	34.2	0.0	0%
Priority Capital Projects/ Programs	33.0	33.0	0.0	0%	50.0	50.0	0.0	0%	51.0	51.0	0.0	0%
Sustainability	6.4	6.4	0.0	0%	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Other	11.6	11.6	0.0	0%	11.6	1.6	(10.0)	-86%	1.6	1.6	0.0	0%
Pension	10.0	0.0	(10.0)	-100%	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total - Debt Service &amp; Allocations</b>	<b>157.4</b>	<b>147.4</b>	<b>(10.0)</b>	<b>-6%</b>	<b>155.9</b>	<b>146.2</b>	<b>(9.7)</b>	<b>-6%</b>	<b>146.9</b>	<b>146.9</b>	<b>0.0</b>	<b>0%</b>

- District does not plan to make pension allocation contribution in FY23
- Sustainability and pension allocations eliminated in FY24 & FY25
- FY24 \$10M allocation for employee-facing facilities removed since Preliminary Budget

# FY24 & FY25 Total Expense

Total Expense (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Net Wages	339.6	364.6	24.9	7%	382.9	389.5	6.6	2%	410.8	411.9	1.1	0%
Net Overtime	48.4	65.1	16.7	34%	52.9	52.9	0.0	0%	55.0	55.0	0.0	0%
Net Fringe	244.1	222.6	(21.5)	-9%	241.7	257.5	15.8	7%	245.0	259.3	14.3	6%
<b>Subtotal - Labor</b>	<b>632.2</b>	<b>652.3</b>	<b>20.1</b>	<b>3%</b>	<b>677.5</b>	<b>699.9</b>	<b>22.4</b>	<b>3%</b>	<b>710.8</b>	<b>726.2</b>	<b>15.4</b>	<b>2%</b>
ADA Paratransit	16.7	16.7	0.0	0%	19.8	18.8	(1.0)	-5%	20.4	20.4	0.0	0%
Purchased Transportation	12.7	6.8	(5.9)	-47%	7.9	7.9	0.0	0%	8.5	8.5	0.0	0%
Power	52.7	65.7	13.0	25%	56.5	59.0	2.5	4%	58.2	60.7	2.5	4%
Other Non-Labor	145.7	127.1	(18.5)	-13%	149.8	151.8	2.0	1%	150.6	152.5	1.9	1%
<b>Subtotal - Non-Labor</b>	<b>227.8</b>	<b>216.3</b>	<b>(11.5)</b>	<b>-5%</b>	<b>234.0</b>	<b>237.5</b>	<b>3.4</b>	<b>1%</b>	<b>237.8</b>	<b>242.2</b>	<b>4.4</b>	<b>2%</b>
Debt Service	59.9	59.9	0.0	0%	60.1	60.1	0.0	0%	60.2	60.2	0.0	0%
Allocations	97.5	87.5	(10.0)	-10%	95.8	86.0	(9.7)	-10%	86.8	86.8	0.0	0%
<b>Subtotal - Debt Service &amp; Allocations</b>	<b>157.4</b>	<b>147.4</b>	<b>(10.0)</b>	<b>-6%</b>	<b>155.9</b>	<b>146.2</b>	<b>(9.7)</b>	<b>-6%</b>	<b>146.9</b>	<b>146.9</b>	<b>0.0</b>	<b>0%</b>
<b>Total - Uses</b>	<b>1,017.4</b>	<b>1,016.0</b>	<b>(1.4)</b>	<b>0%</b>	<b>1,067.4</b>	<b>1,083.6</b>	<b>16.1</b>	<b>2%</b>	<b>1,095.5</b>	<b>1,115.3</b>	<b>19.8</b>	<b>2%</b>

- FY23 overall expense projection is nearly on budget, despite significant variances
  - Labor spending is over budget
  - Non-labor and debt service/allocations below budget, partially due to management actions
- FY24 & FY25 expenses have increased by approx. 2% since Preliminary Budget

# FY24 & FY25 Net Result

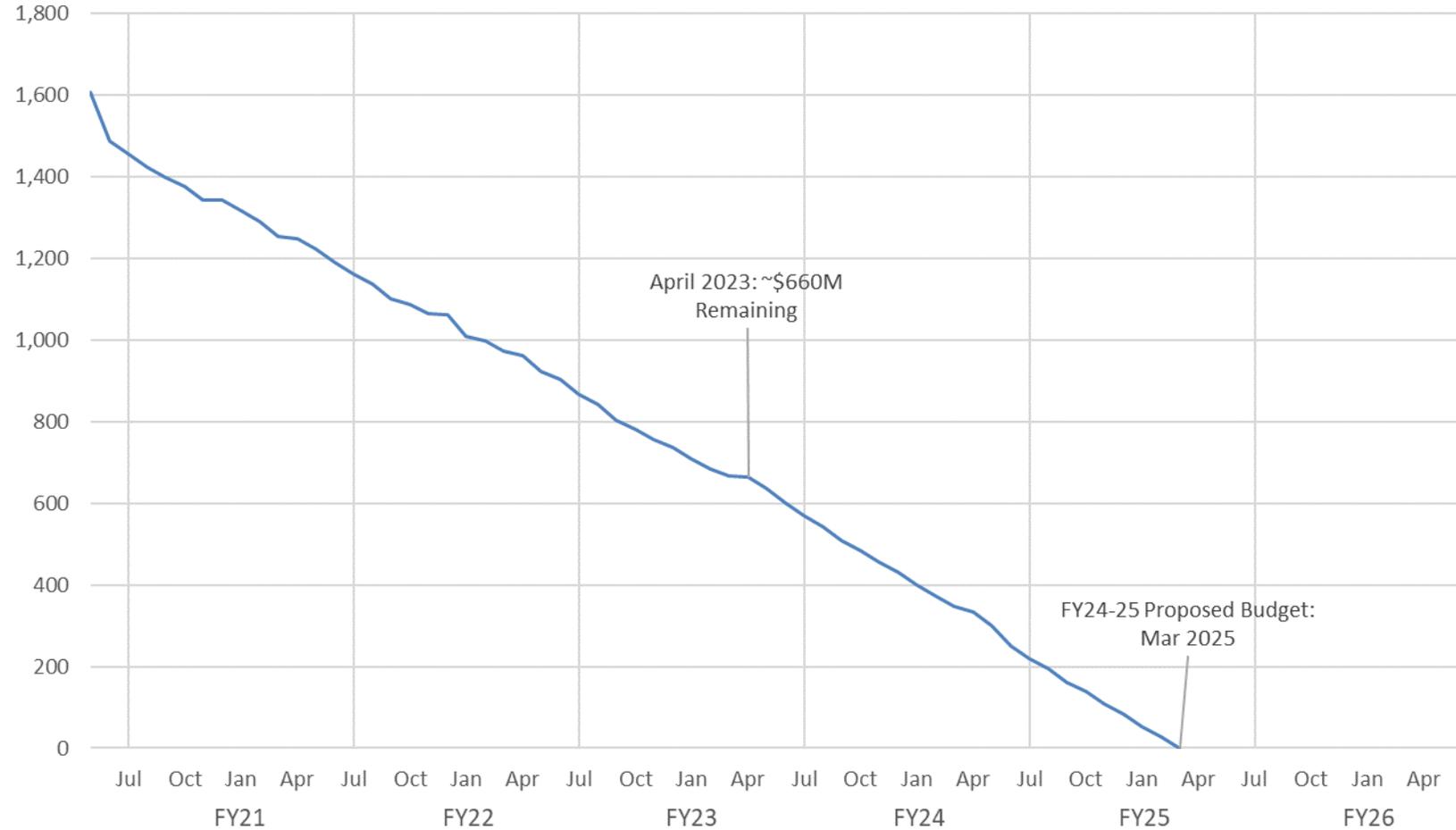
Net Result (\$Millions)	FY23				FY24				FY25			
	Adopted	Forecast	Adopted to Forecast		Prelim	Proposed	Prelim to Proposed		Prelim	Proposed	Prelim to Proposed	
			\$	%			\$	%			\$	%
Operating Revenue	255.2	229.9	(25.3)	-10%	263.5	264.2	0.7	0%	291.6	292.5	0.9	0%
Financial Assistance	448.6	482.7	34.1	8%	459.0	469.2	10.2	2%	469.9	480.9	11.0	2%
<b>Subtotal - Regular Revenues</b>	<b>703.8</b>	<b>712.6</b>	<b>8.8</b>	<b>1%</b>	<b>722.5</b>	<b>733.4</b>	<b>10.9</b>	<b>2%</b>	<b>761.6</b>	<b>773.5</b>	<b>11.9</b>	<b>2%</b>
Labor & Fringe	632.2	652.3	20.1	3%	677.5	699.9	22.4	3%	710.8	726.2	15.4	2%
Non-Labor	227.8	216.3	(11.5)	-5%	234.0	237.5	3.4	1%	237.8	242.2	4.4	2%
Debt Service & Allocations	157.4	147.4	(10.0)	-6%	155.9	146.2	(9.8)	-6%	146.9	146.9	0.0	0%
<b>Subtotal - Uses</b>	<b>1,017.4</b>	<b>1,016.0</b>	<b>(1.4)</b>	<b>0%</b>	<b>1,067.4</b>	<b>1,083.6</b>	<b>16.1</b>	<b>2%</b>	<b>1,095.5</b>	<b>1,115.3</b>	<b>19.8</b>	<b>2%</b>
Net Result Before Federal Emergency Assistance	(313.6)	(303.4)	10.2	3%	(344.9)	(350.2)	(5.3)	-2%	(333.9)	(341.8)	(7.9)	-2%
Federal Emergency Funding	313.6	303.4	(10.2)	-3%	344.9	350.2	5.3	2%	255.9	250.2	(5.8)	-2%
<b>Deficit</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>(78.0)</b>	<b>(91.6)</b>	<b>(13.7)</b>	<b>18%</b>

# Five-Year Projection

(\$M)	FY24	FY25	FY26	FY27	FY28
Operating Revenues	264	293	318	349	393
Financial Assistance	469	481	496	512	532
<b>Total Regular Revenues</b>	<b>733</b>	<b>773</b>	<b>815</b>	<b>861</b>	<b>925</b>
Operating Expense	937	968	977	1,005	1,114
Debt Service & Allocations	146	147	150	153	153
<b>Total Uses</b>	<b>1,084</b>	<b>1,115</b>	<b>1,127</b>	<b>1,158</b>	<b>1,267</b>
<b>Operating Result</b>	<b>(350)</b>	<b>(342)</b>	<b>(313)</b>	<b>(297)</b>	<b>(342)</b>
Total Federal Assistance	350	250	0	0	0
<b>Total Net Result</b>	<b>0</b>	<b>(92)</b>	<b>(313)</b>	<b>(297)</b>	<b>(342)</b>

# BART's Fiscal Runway

Federal Aid Expenditure Forecast (\$M)



- Federal funding projected to cover deficits until March 2025
- FY24-25 Proposed Budget currently shows a \$92M deficit for FY25





# FY24 & FY25 Capital Sources and Uses



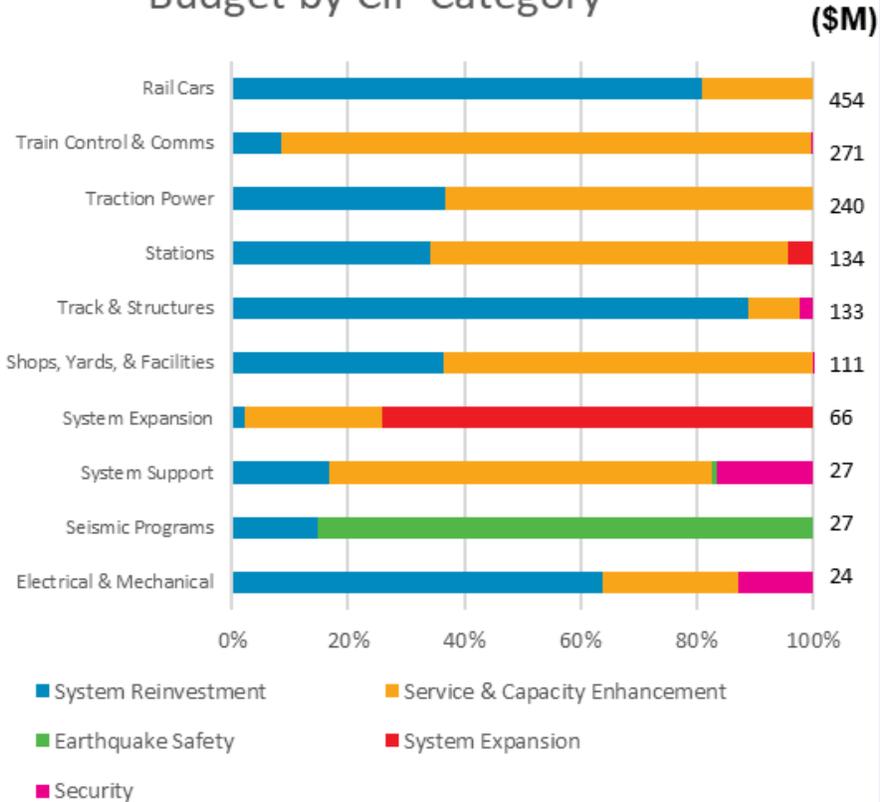
# FY24 & FY25 Capital Budget

- Staying the course with continued investments in:
  - System Renewal, grounded in Measure RR bond program and leveraging external funds
  - Core Capacity Program, including critical implementation of new Communications-based Train Control System and new Traction Power substations to support more frequent service and reduced crowding
  - Fleet of the Future Rail Cars Procurement, including full replacement of 669 car legacy fleet and expansion cars to support Core Capacity Program and Silicon Valley extension
- Launching Next Generation Fare Gates pilot and implementation

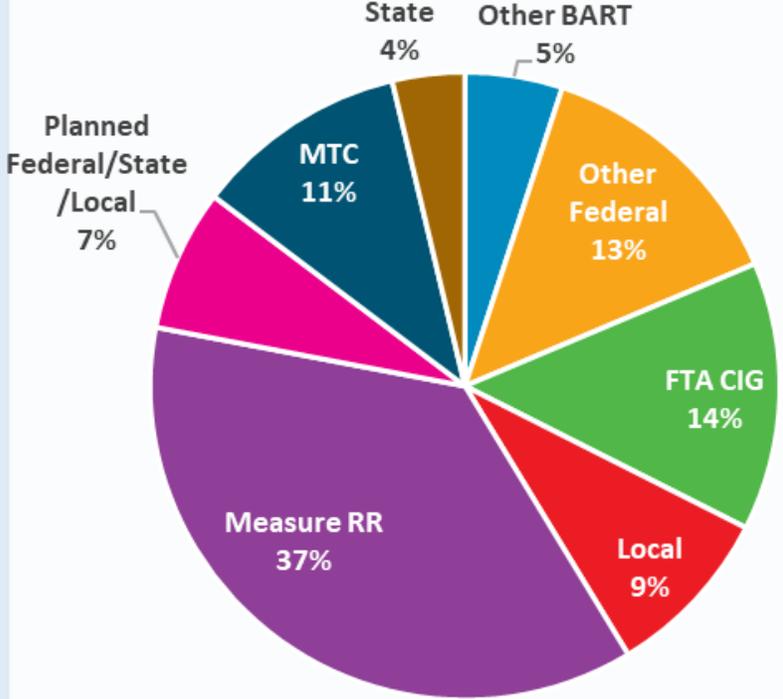
# FY24 Capital Sources & Uses

**FY24 Budget**  
**\$1,487,655,092**

Budget by CIP Category



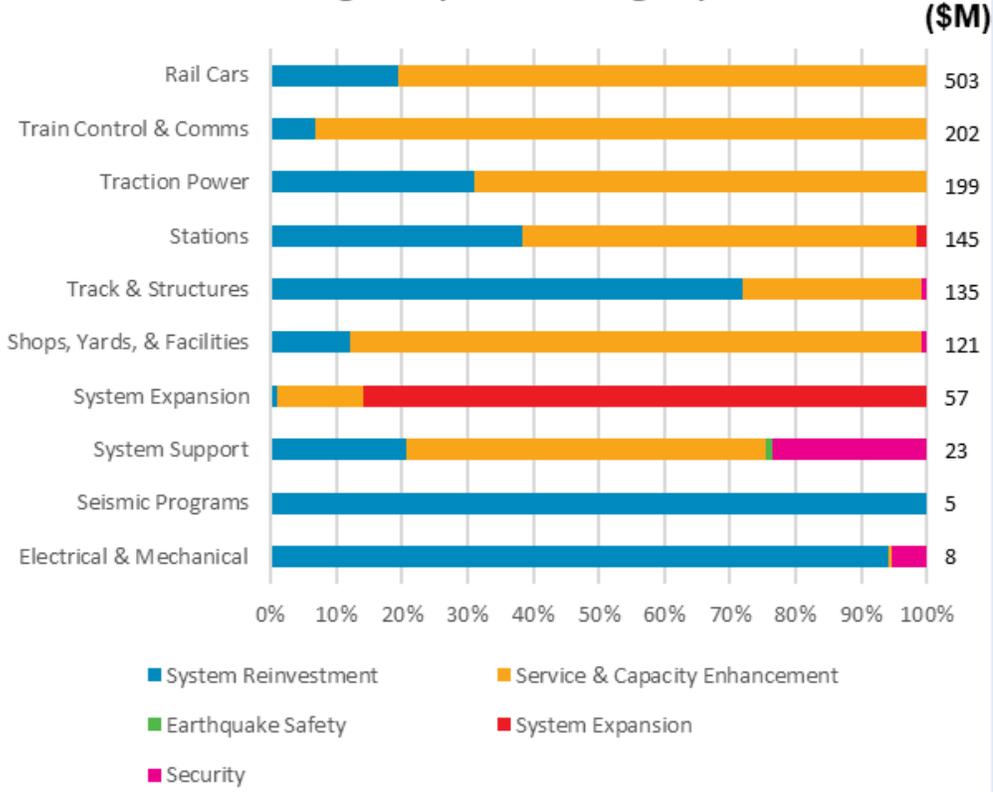
Budget by Funding Source



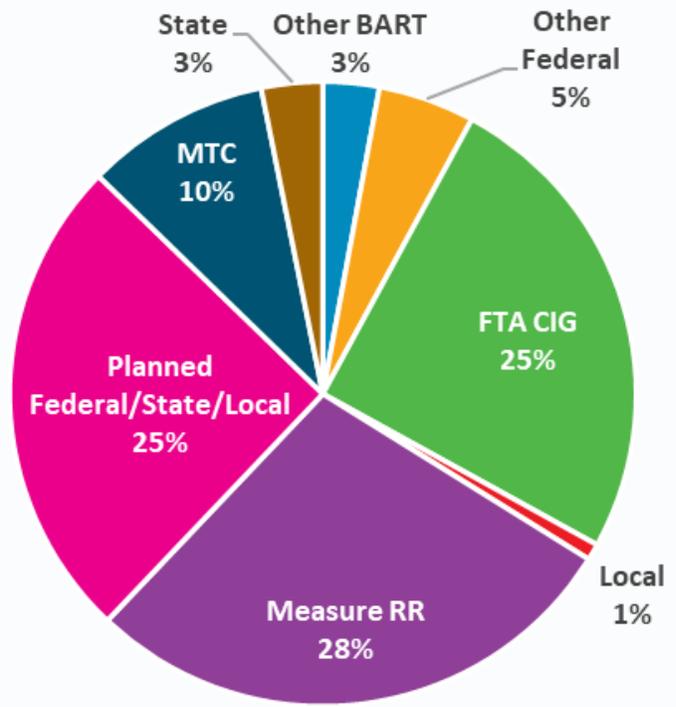
# FY25 Capital Sources & Uses

**FY25 Budget**  
**\$1,397,573,885**

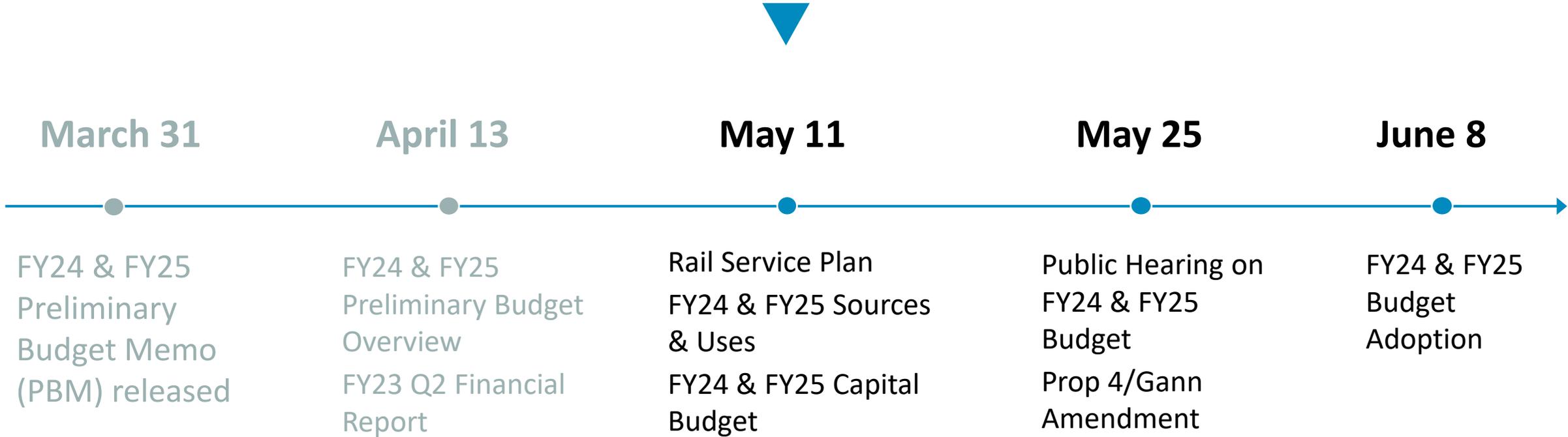
Budget by CIP Category



Budget by Funding Source



# Timeline and Next Steps



# Discussion