

## **April 2024 Recommended RM3 Allocations – Project Summary**

### **BART Expansion Cars**

BART's Fleet of the Future (FotF) Rail Car Procurement Program (Rail Car Program) includes 306 expansion rail cars partially funded by RM3. The overall Rail Car Procurement Program is made up of two phases:

Phase 1 consists of 775 rail cars, comprised of 669 replacement rail cars (replacing BART's legacy fleet), 60 expansion rail cars to support the Phase 1 BART extension into Santa Clara County, and an additional 46 expansion rail cars. MTC is contributing to Phase 1 through financing via BAIFA against future FTA formula funds, through direct programming of Transit Capital Priorities funds, and through the BART Car Exchange Account. Through February 2024, 706 of these cars had been delivered, with 696 accepted into revenue service.

Phase 2 includes 306 expansion rail cars to implement the Core Capacity Program (CCP), 48-60 rail cars to support the Phase 2 BART extension into Santa Clara County, and an option for up to 59 expansion rail cars. The 306 CCP expansion rail cars partially funded by RM3 are necessary to fulfill BART's obligation to the Federal Transit Administration under a Capital Investment Grant Full Funding Grant Agreement that was executed in September 2020. Long-term ridership trends at BART require additional capacity, which has long been recognized across the region – even post Covid-19 pandemic. The CCP is a program of BART projects that will increase BART's capacity by 40% by enabling longer trains at increased frequency through the Transbay Tube and will thereby relieve crowding on trains, reduce Bay Area congestion, increase transit ridership, and decrease greenhouse gas emissions and vehicle miles travelled. The procurement of 306 CCP rail cars are necessary to realize the overall benefits of the CCP. Other investments include replacement of BART's 50-year-old legacy fixed-block train control system with a new state-of-the-art communications-based train control system and additional traction power substations to power the increased service.

While BART is currently implementing Phase 1 of the Rail Car Procurement, on September 30, 2020, BART initiated Phase 2 of the Rail Car Procurement when it issued its manufacturer Alstom a Notice of Award for a contract to procure up to 425 rail cars. The contract is structured

as a base contract of 100 rail cars and four contract options totaling an additional up to 325 rail cars. The Base Contract, Contract Option 1, and Contract Option 2 total the 306 CCP rail cars partially funded by RM3. Notice to Proceed for the base contract, Option 1, and Option 2 were issued October 2020, February 2023, and December 2023, respectively. The Phase 2 contract has been developed to maintain continuous production following the completion of Phase 1 to enable uninterrupted supplier and factory flow of materials. The Phase 2 pricing leverages contract negotiations that took place over a decade ago prior to high inflation, averaging approximately \$3.6 million per rail car – a number that would likely be substantially higher if put out for bid today. In addition to RM3, key funding partners on the expansion rail cars include FTA through the Capital Investment Grant program, the state through the TIRCP program, and Alameda and San Francisco county funding measures, as well as additional MTC BART Car Exchange Account funds.

**SCTA & MTC – SR-37 Sears Point to Mare Island Improvement Project (\$5.6 million)**

RM3 Project 23, State Route (SR) 37 Improvements, provides a total of \$100 million for SR-37 projects in Marin, Napa, Solano, and Sonoma Counties. The Sonoma County Transportation Authority (SCTA) is the project sponsor and is working directly with the Metropolitan Transportation Commission (MTC) to serve as the implementing agency for RM3 Project 23.2, SR-37 Sears Point to Mare Island Improvement Project.

In January 2024, MTC approved a scope amendment for the SR-37 Improvements project to include MTC as a joint sponsor of the project. MTC and four North Bay County Transportation Agencies (CTAs) entered into a Memorandum of Understanding regarding the funding and implementation of the SR-37 Improvements project, and MTC is leading implementation of portions of the project. Adding MTC as a joint sponsor streamlines administrative actions, such as contracting, invoicing, and reimbursement. SCTA and MTC request an allocation amendment to rescind from SCTA \$5.6 million in RM3 funds (\$3.3 million from the final design and \$2.3 million for the right-of-way phases) and allocate to MTC \$5.6 million in RM3 funds (same split as SCTA). The project will implement an integrated approach to improving traffic flow and peak travel times, increasing vehicle occupancy, while also supporting multimodal travel, improving safety and public access, and providing environmental enhancements on the corridor. Both the design and right-of-way phases are underway and on track for completion in 2025.