



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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2026

May 27, 2026

Melissa Hernandez
 PRESIDENT

Edward Wright
 VICE PRESIDENT

Robert Powers
 GENERAL MANAGER

Lauren Sanchez, Chair
 California Air Resources Board
 1001 I Street
 Sacramento, CA 95814

RE: Amendments to the Cap-and-Invest Program

DIRECTORS

Matthew Rinn
 1ST DISTRICT

Mark Foley
 2ND DISTRICT

Barnali Ghosh
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

Melissa Hernandez
 5TH DISTRICT

Elizabeth Ames
 6TH DISTRICT

Victor Flores
 7TH DISTRICT

Janice Li
 8TH DISTRICT

Edward Wright
 9TH DISTRICT

Dear Chair Sanchez:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I write to share concerns with the California Air Resource Board’s (CARB) proposed amendments to the Cap-and-Invest program that will be discussed as Items 26-3-2 and 26-3-3 on the Board agenda for May 28 and 29. We understand these amendments are intended to further the program’s mission of reducing greenhouse gas (GHG) emissions and providing economic benefits throughout the state. However, the impacts to the Greenhouse Gas Reduction Fund (GGRF) would all but eliminate funding for key transit and housing programs.

Estimates have shown the proposed staff amendments would cut GGRF funding by nearly \$2 billion a year. Within the tiered system of expenditures established by Senate Bill (SB) 840 (Chapter 121, Statutes of 2025), such a cut would essentially defund Tier 3 programs, including the Transit and Intercity Rail Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), and the Affordable Housing and Sustainable Communities (AHSC) program. Such a drastic reduction in funding would undermine California's efforts to achieve a thriving public transit network and address the state’s affordable housing crisis.

BART has received numerous awards from the TIRCP, LCTOP, and AHSC programs to deliver projects that have generated new ridership and supported reduction of GHG emissions. LCTOP funding directly supports BART operations for our Antioch extension, which provides much-needed congestion relief on State Route 4. Ridership growth has been robust on the extension, and BART relies on future LCTOP formula funding disbursements to maintain this service.

Additionally, \$74 million in TIRCP funds received in Cycles 5 and 7 are supporting BART mobility enhancement projects in preparation for transit-oriented development (TOD) in Berkeley, El Cerrito, and Oakland. The TOD access projects will support market-rate and affordable housing developments, increase transit ridership, and enhance multimodal transportation access.

The AHSC program has provided BART more than \$110 million across eight rounds, funding an array of projects including new rail cars, upgraded traction power substations, next generation fare gates, and passenger improvements such as platform displays, lighting, and wayfinding signage. The program has also supported the construction of nearly 3,000 units of affordable housing at or near BART stations. Reducing or eliminating AHSC funds would exacerbate the bottleneck that prevents approved affordable housing projects from

beginning construction and would present a significant challenge to BART's TOD partners as they attempt to fully finance their projects and advance into construction.

With all that is at stake, BART respectfully requests CARB delay voting on staff's proposed amendments. This would allow for additional time to work with all industry stakeholders to find alternative solutions to address the state's affordability crisis while not jeopardizing programs that support critical transit service, transportation infrastructure, and affordable housing projects.

Sincerely,

A handwritten signature in blue ink that reads "Robert M. Powers". The signature is written in a cursive style with a large initial "R".

Robert M. Powers
General Manager

cc: BART Board of Directors
Members, California Air Resources Board
Members, BART State Legislative Delegation
Steven Cliff, Ph.D., Executive Officer, California Air Resources Board
Michael Pimentel, Executive Director, California Transit Association