



4. A. Measure RR BART Safety, Reliability and Traffic Relief Program Presentation

Bond Oversight Committee | January 17, 2025



Agenda

- ◆ Measure RR History
- ◆ Capital Program Snapshot
- ◆ Reliability Centered Maintenance (The Cornerstone)
- ◆ Capital Program Prioritization
- ◆ Capital Program Funding Sources
- ◆ Integrated Strategy



West Bay Traction Power Substation Project (Civic Center Station)

Measure RR History

Program Development:

- BART's System Renewal Plan cost estimate
- 8 Major Programs
- Projects carefully selected & prioritized
- Broad public participation

Benefits:

- Building a Better BART
- Safety: Increases rider & employees security
- Reliability: Keeps BART dependable
- Crowding Relief: Reduces traffic, protects environment, makes room for economy to grow

Gaps:

- Restrictions on usage of funds

Total Measure Investment	\$ Millions	% of Total Bond	BENEFITS		
			Safety	Reliability	Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	\$3,165	90%	✓	✓	✓
Renew Track	\$625	18%	✓	✓	
Renew Power Infrastructure	\$1,225	35%	✓	✓	
Repair Tunnels and Structures	\$549	16%	✓	✓	
Renew Mechanical Infrastructure	\$156	4%	✓	✓	
Renew Stations	\$210	6%	✓	✓	✓
Train Control Modernization	\$400	11%	✓	✓	✓
RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Relieve Crowding	\$200	6%		✓	✓
Access Improvements	\$135	4%	✓	✓	✓
TOTAL	\$3,500	100%			

BART's System Renewal Plan Cost Estimate: \$ 6,830 Millions



Capital Program Snapshot

Asset Based Capital

45,738 Total Assets*

- 21,317 assets are emergency or critical

10 Year Capital Needs Inventory (CNI)

- 500+ projects in next 10 years

Active Projects

FY25 Budget: \$1.24B

FY26 Budget: \$1.19B

Capital Investment Plan (CIP)

CNI

**Other District Needs
(e.g. rolling stock, technology, etc.)**

Active Projects

Reliability Centered Maintenance (The Cornerstone)

Annually	
Useful Life	\$ to Maintain
Asset Risk Register	

Monthly	
RCM Analysis	Change of Maintenance Evaluation
Service Impacts	

Ongoing	
Daily Maintenance Strategy	Failure Analysis
	Service Delays
Condition Rating (1–5)	

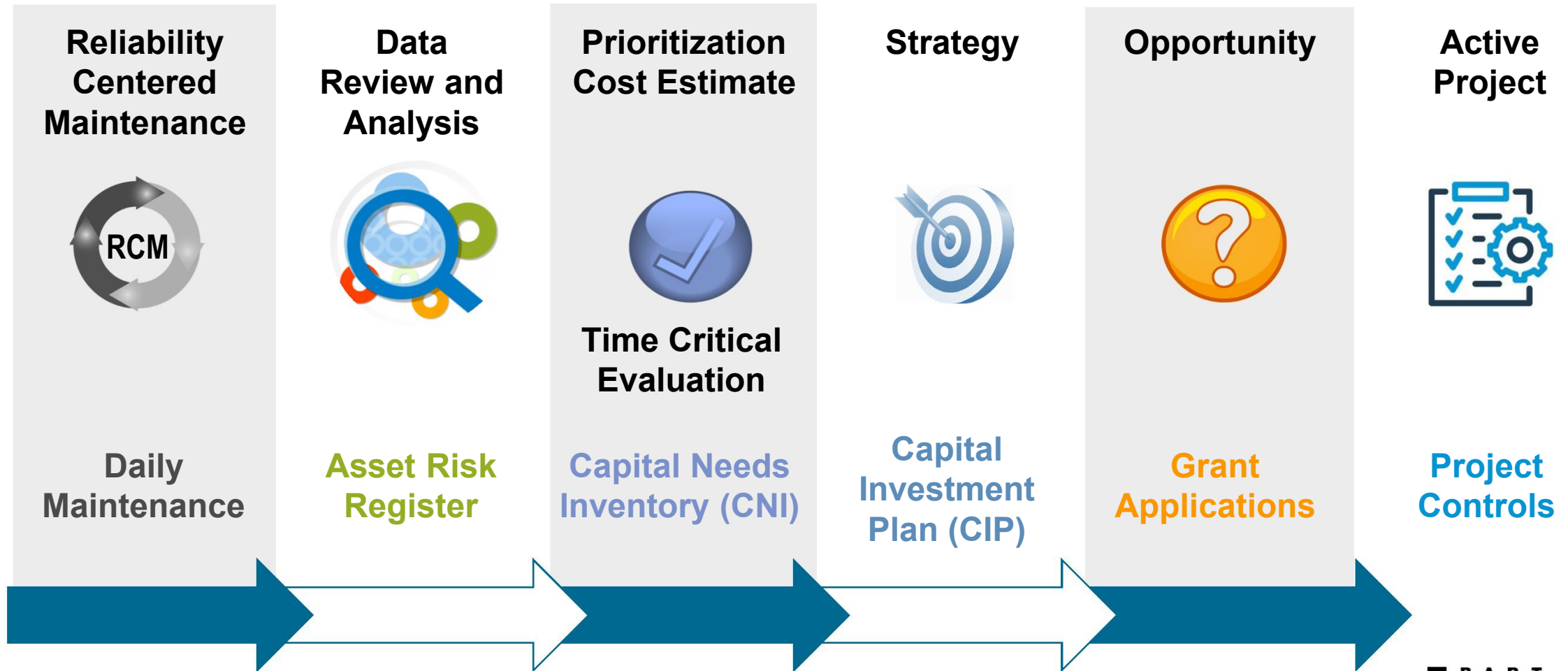


Core Fields: Risk

- Asset Replacement Cost
- Asset Age to Useful Life
- Unplanned Labor Hours
- Train Delay Minutes
- Service Request
- Unplanned Work Orders
- Asset Condition
- Asset Criticality

Reliability Centered Maintenance (The Cornerstone)

Data Driven Capital Delivery



Capital Program Prioritization

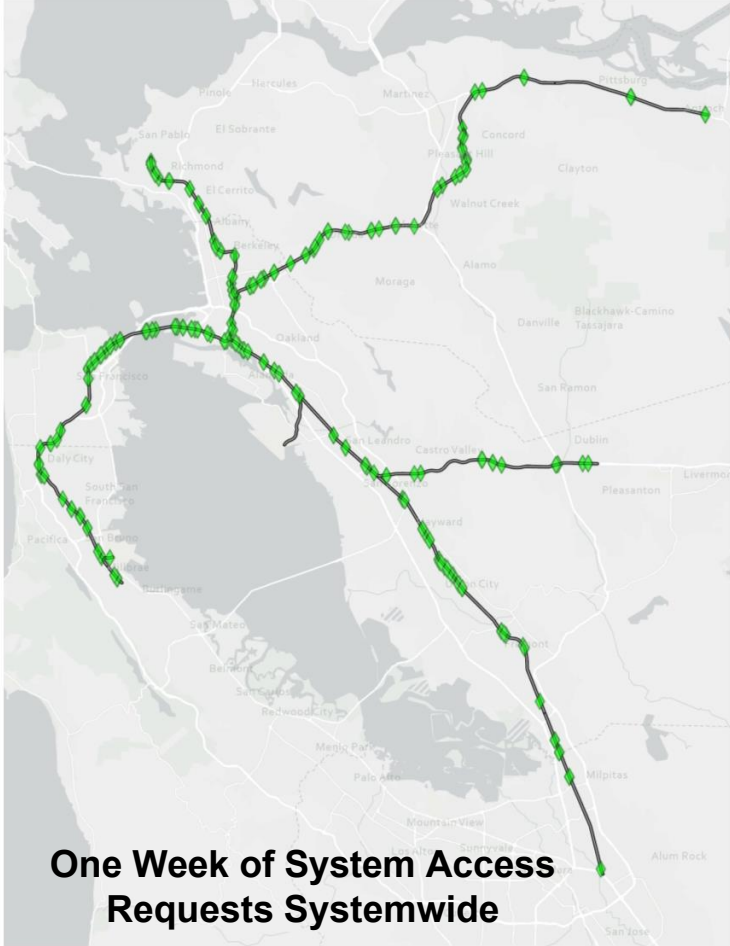
Continuous Prioritization



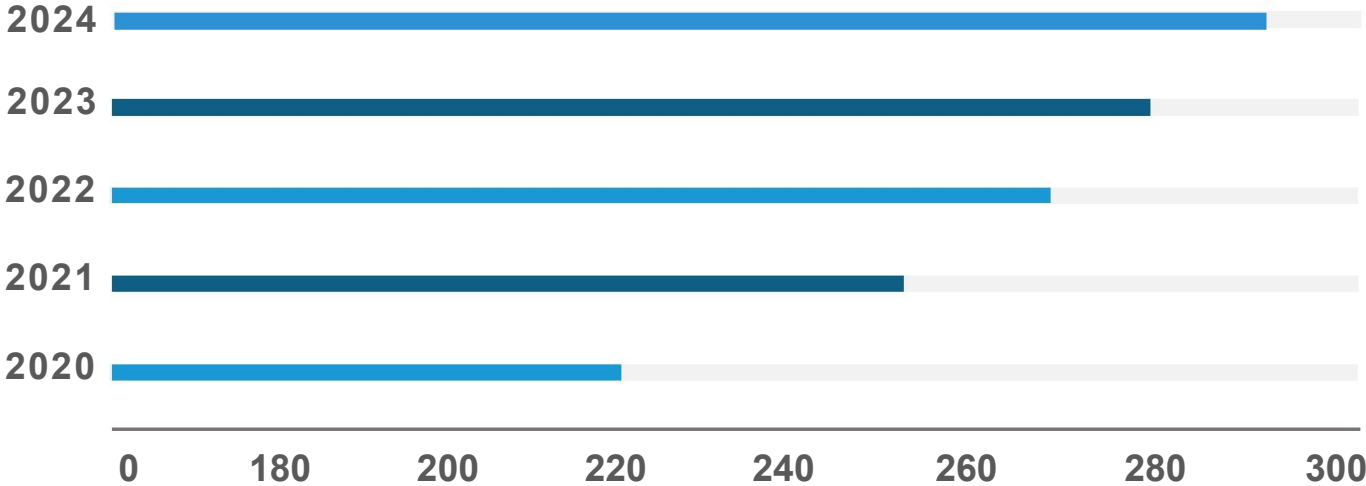
Capital Program Prioritization

Competing Priorities & Project Deconfliction

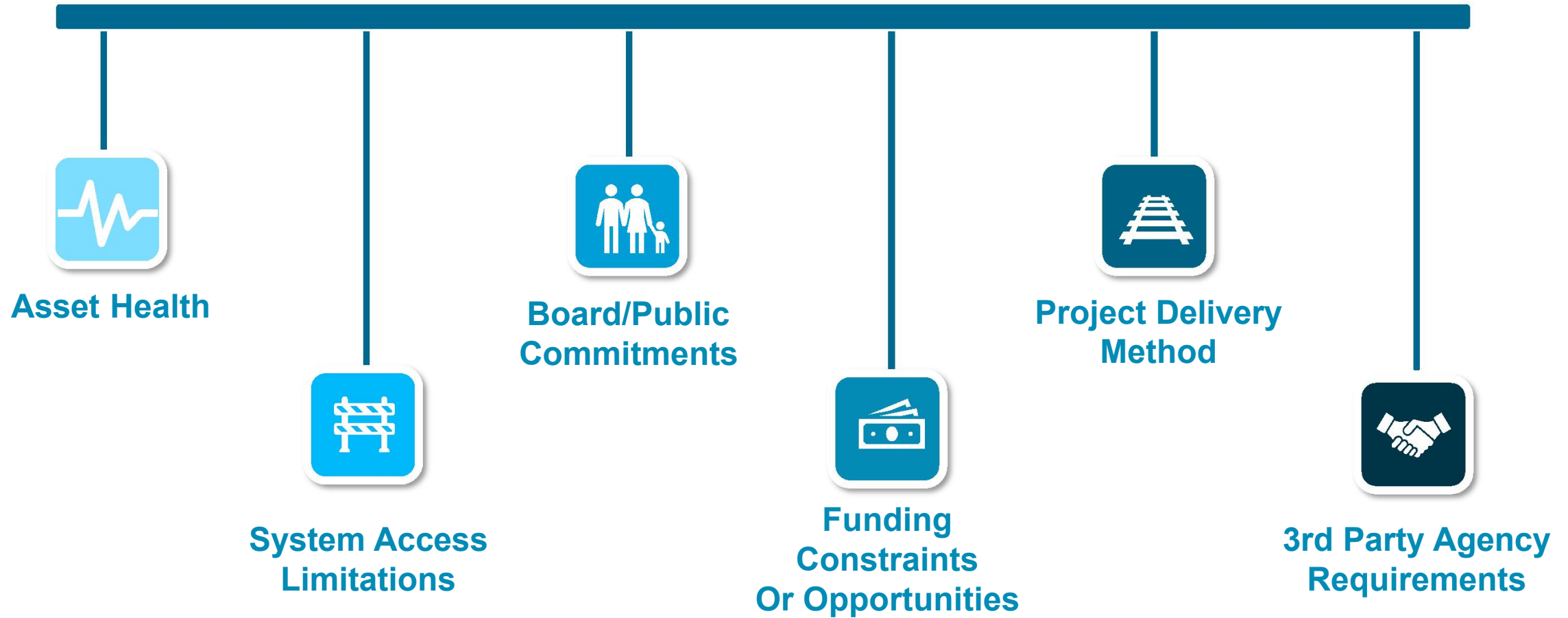
- Limited work windows within the operating railroad
 - All require BART personnel
 - Regular (preventative) maintenance
 - Unscheduled maintenance (repairs)
 - Inspection
 - Construction (contracted out and self perform)



Average Number of System Access Requests (SARs) per Week (2020-2024)



Capital Program Prioritization Influencing Factors

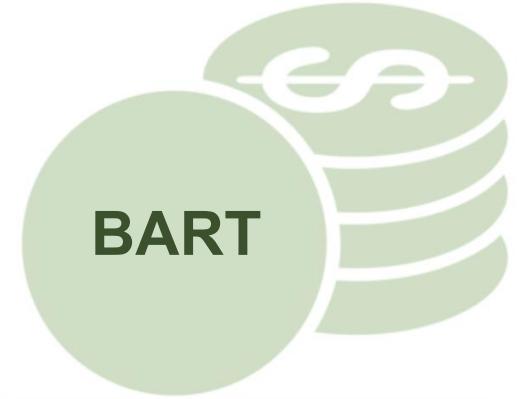


Project Prioritization Evaluation

Factor-Based Management Assessment



Capital Program Funding Sources



SOURCES

- Formula
- Discretionary

- SB 1 and Cap & Trade Funds
- State Transit Assistance (STA)/Transportation Development Act Funds (TDA)
- Earmarks

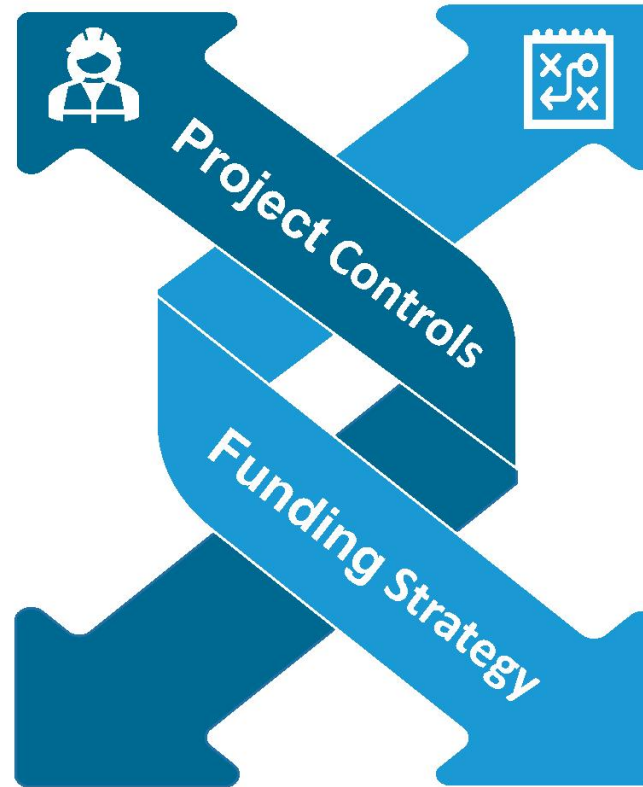
- Bridge Tolls
- County Sales Tax
- Other/Reimbursable

- Measure RR
- Capital Allocations

Integrated Strategy

Funding Strategy

- Execute nimble funding strategy
- Deploy tactics to optimize funding
- Advocate strongly for funding
- Consider alternative financing approaches



Project Controls

- Implement rigid project controls
- Employ efficient project management
- Assess capital program risk regularly
- Evaluate alternative delivery strategies

Continued close coordination between funding strategy and project controls

Q&A

