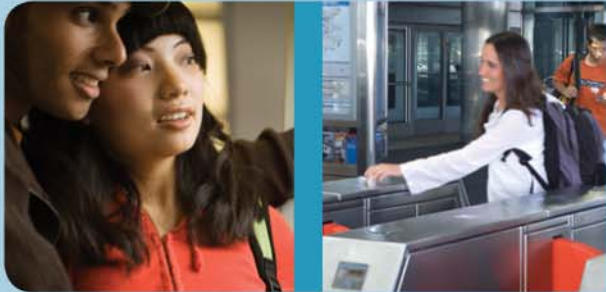


July 25, 2019



Transbay Corridor Core Capacity Project



Core Capacity Basics



- Project is in FTA's Capital Investment Grant (CIG) Program in the Core Capacity Area of eligibility.
- Project will address overcrowded trains and expand capacity on the system. Transbay peak hour person-capacity will be increased by 45%.
- Project has 4 main elements:
 - Train Control Modernization Project (TCMP)
 - 306 additional railcars
 - Hayward Maintenance Complex Eastside Yard (HMC Ph 2)
 - 5 new traction power substations (TPSS)
- Total cost – approximately \$3.5 billion



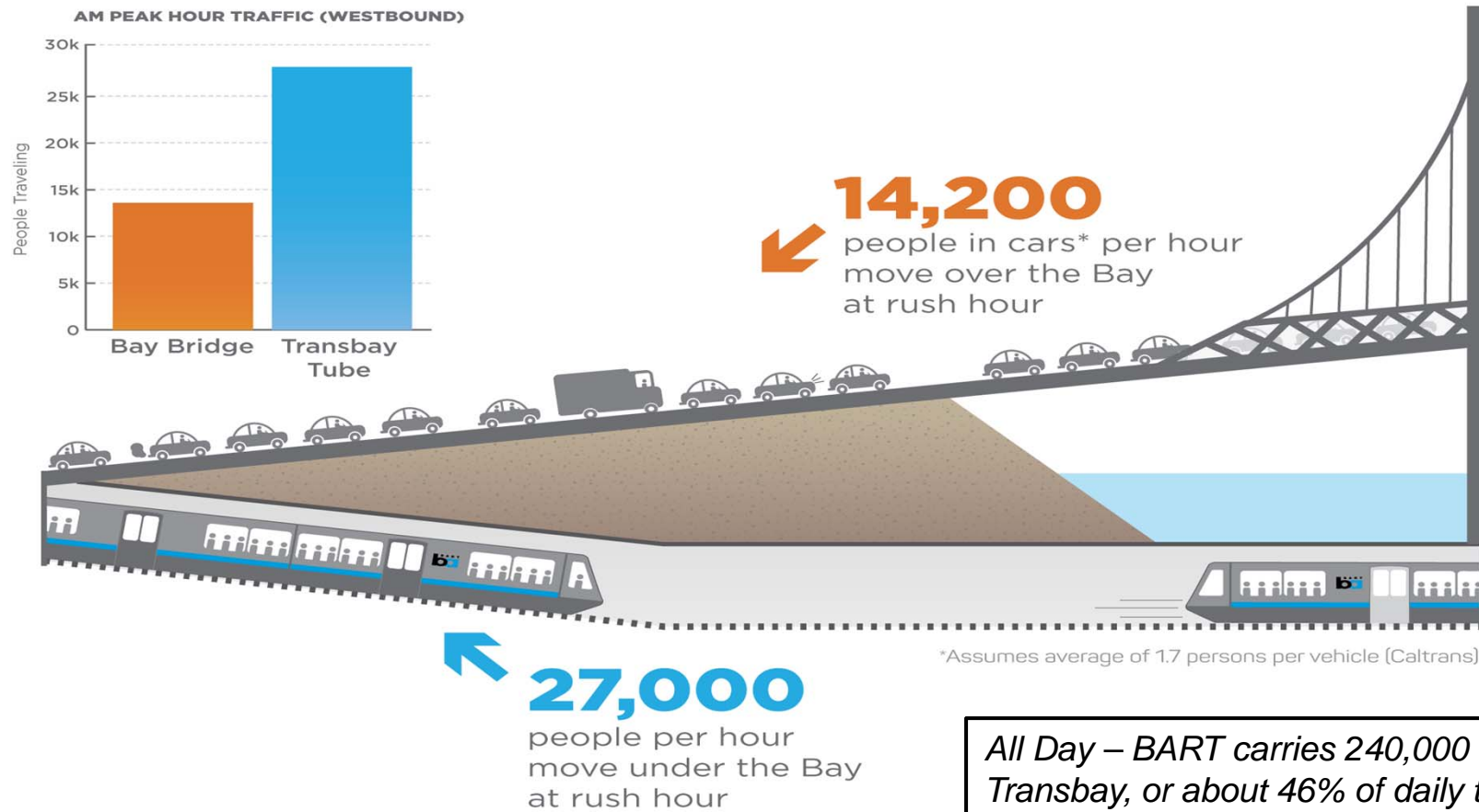
Project Scope

- New communication-based train control (CBTC) systemwide
- 306 add'l railcars
- New railcar storage yard at Hayward Yard
- 5 new traction power substations

Note: Corridor limit shown is for FTA CIG Program eligibility purposes only.



BART's Peak Hour Transbay Market Share



Recent FTA Actions – Program Level



- FTA approved BART's request to be approved into the Engineering phase of FTA's Capital Investment Grant (CIG) program on 6/20/19.
- FTA allocated BART \$300 million in FY2018 CIG funds, which will come to BART as part of the Full-Funding Grant Agreement (FFGA).
- FTA set BART's CIG amount at \$1.169 billion. FTA has proposed an accelerated payout schedule.
- FTA approved BART's request for a Letter-of-No-Prejudice (LONP) on 7/15/19. This will allow BART to award contracts for the Train Control Modernization contract and for the installation of two traction power substations in San Francisco prior to the FFGA using committed funds, and allows BART to recoup expenses incurred in advance of the FFGA.

Recent Developments – Program Level



- FTA has said they will try to meet the goal of having a Full-Funding Grant Agreement (FFGA) in place by the end of December 2019.
- BART Board approved BART matching funds of \$200 million as part of the Inflation-Based Fare Increase Program.
- FTA's Annual Report to Congress rated the project "HIGH" – the best rating possible – only major project in the country with a HIGH rating.

Core Capacity Project Update



Recent Progress on Project Elements

Train Control Modernization (TCMP)

- Proposals received from Hitachi (Ansaldo) and Alstom – technical and cost analysis complete.
- Two rounds of negotiations and clarifications completed.
- RFP underway for mid-August 2019 Best-And-Final-Offer (BAFO) package. Award expected in late 2019.

Railcars

- Opened bid proposal from Bombardier – review team analyzing.
- Price proposal within “not to exceed” cost set by BART Board.

Hayward Maint. Complex Ph 2

- Moving forward on design work.
- Preparing procurement contract for long-lead trackwork.

Traction Power Substations

- West Bay package (2 substations) at 100% design and is in the procurement process. Target early 2020 to award.
- East Bay package (3 substations) – design work in progress

Baseline Cost Estimate



In millions of dollars - Year-of-Expenditure <small>as of 7/15/19</small>	Total Cost	CIG-Eligible	CIG-Ineligible
Train Control Modernization	\$1,673	\$1,028	\$644
Additional Railcars (306)	\$1,105	\$919	\$186
Hayward Maintenance Complex Phase 2	\$345	\$345	
Traction Power Substations (TPSS)	\$137	\$137	
Program Management	\$27	\$27	
Program Contingency	\$249	\$249	
Total	\$3,536	\$2,705	\$831

Funding

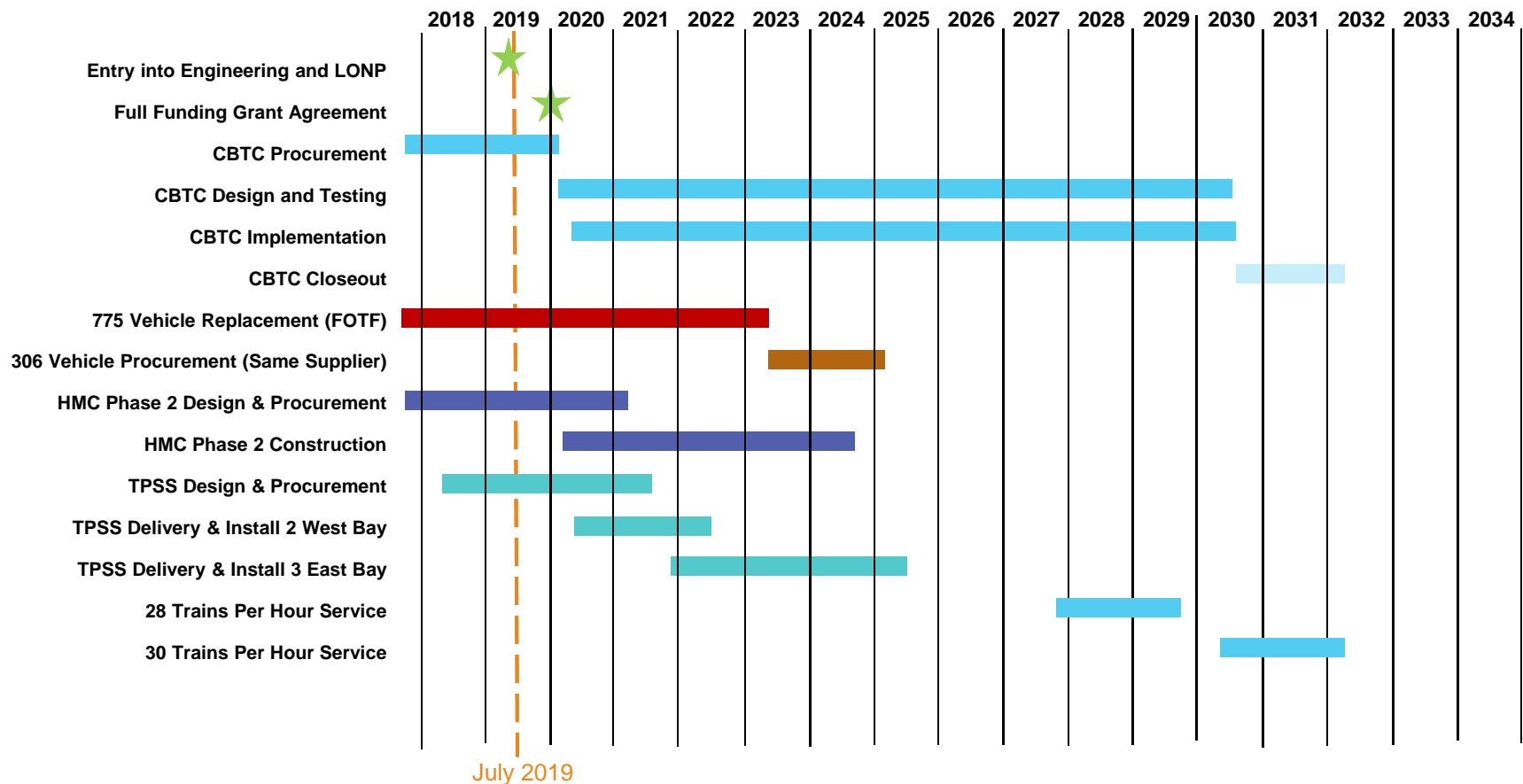


- ▶ Total program cost is ~\$3.5 billion in YOE dollars

Major Sources

FTA Capital Investment Grant (CIG)	\$1,169M
Regional Measure 3	\$500M
CA State Transit & Intercity Rail Program	\$490M
BART Measure RR	\$460M
BART Capital Allocations	\$214M
MTC Exchange Account	\$179M
Other (several sources)	\$516M

Summary Schedule



Next Steps



- Risk Workshop (BART and FTA) – July 30/31, 2019
- Updated Financial Plan to FTA – July 31, 2019
- Full Funding Grant Agreement (FFGA) – December 2019
- TCMP contract award – Late 2019
- Railcar contract award – Spring 2020

Questions?

