



Train Control & Other Major System Infrastructure - \$400M Total

- Train Control Modernization Program (TCMP)

Measure RR Cashflow (\$ Millions)

Project	Current Status	PRELIM Expended thru December 2017	Committed – December 2017	1st Tranche Spending Objective
TCMP	Pre-qualification complete; Proposals due 3/18/18; Contract award Qtr 4 2018	--	--	\$17.3
Total		\$0	\$0	\$17.3



Up to 25% Increase in Train Capacity

Fixed-Block Signaling System: Existing Train Control Technology



Communications-Based Train Control: Needed to Increase Capacity and Assure Reliability



... along with BART Fleet of the Future and Enhanced Traction Power

Scope: Upgrade Legacy Train Control System to Communication-Based Train Control (CBTC)

Total TCM Program: \$394M (BART share of \$1.15B Total

project) February 2018



Train Control & Other Major System Infrastructure - \$400M Total

- New Starts (Core Capacity)

Measure RR Cashflow (\$ Millions)

Project	Current Status	PRELIM Expended thru December 2017	Committed – December 2017	1st Tranche Spending Objective
HMC Ph II Design	Prelim Engineering	\$0.4	\$0.2	\$2.2
Richmond Traction Power Design	Holding at 30% Design, awaiting FTA entry into engineering approval	--	--	\$0.1
PH Traction Power Design		--	--	\$0.1
Oakland Traction Power Design		--	--	\$0.1
Total		\$0.4	\$0.2	\$2.5



Scope:

- Design/Engineering for Expanded Yard Storage for Increased Fleet (HMC – Phase II)
- Design/Engineering for New Traction Power (TP) Substation at Richmond Yard, Pleasant Hill (Minert Ave.), and Oakland 34th St.

Total New Starts (Core Capacity) Program: \$6.2M