



Replace train control and other infrastructure to increase peak capacity – \$400 Million



Train control and other major system infrastructure – Train Control Modernization Program (TCMP)



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

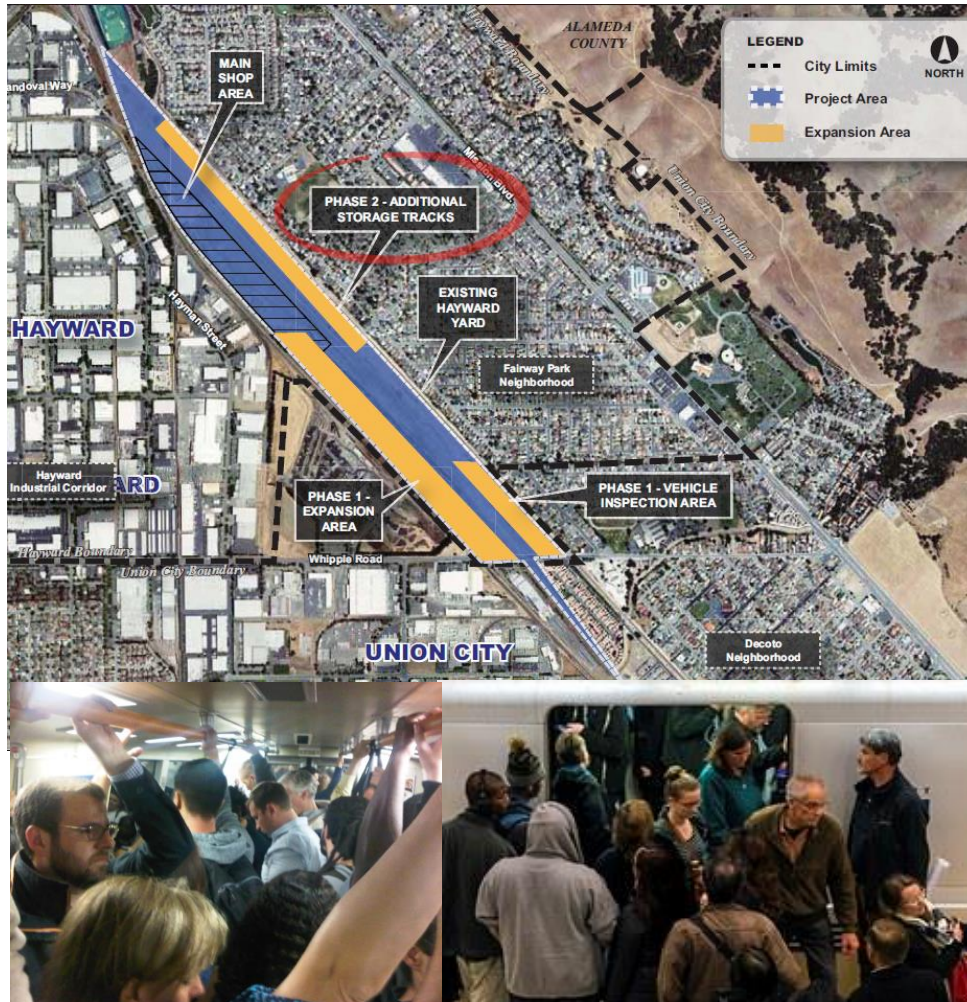


... along with BART Fleet of the Future and Enhanced Traction Power

- **Scope:**
 - Upgrade Legacy train control system to Communication-Based Train Control (CBTC)
- **Total Program: \$398.8 M** (BART share of \$915 M FTA Core Capacity project)
- **Happening Now:**
 - Preparation of Design-Build bid documents
- **Next Steps:**
 - Advertise RFP in Summer 2017
 - Award Design-Build contract late 2018



Train control and other major system infrastructure – New Starts (Core Capacity)



- **Scope:**
 - Design/Engineering for expanded maintenance facility for increased fleet (HMC – Phase II)
 - Design/Engineering for new traction power substation at Richmond Yard
 - Design/Engineering for new traction power substation at Pleasant Hill (Minert Ave.)
 - Design/Engineering for new traction power substation at Oakland 34th St.
- **Total Program: \$1.2 M**
- **Happening Now:**
 - Initiating 30% design
 - These items have already been approved by FTA for inclusion in Core Capacity
- **Next Steps:**
 - Complete 30% design
 - Include in request to move Core Capacity project from Project Development to Engineering phase