Quarterly Capital Programs & Projects Status Report (CPPSR)

FY26 Q2 Report (October- December 2025)

Published: March 2026

District-Wide Capital Projects

Reinvesting in Capital Infrastructure to Meet our Customer Commitment for Safe, Reliable Service

The Bay Area Rapid Transit (BART) continues to advance major capital investments focused on delivering safe, clean, reliable, and accessible service for riders across the Bay Area. Significant progress was achieved this quarter across several systemwide modernization initiatives. The Phase 2 Rail Car Procurement Project remains on track for completion in FY26. Delivery of all 1,129 new rail cars will fully modernize BART's fleet, enabling more frequent service, longer trains, and improved reliability to better accommodate growing ridership demand. BART has also completed the replacement of 19 of 21 canopies and 23 of 40 escalators across four downtown San Francisco stations, a key milestone in improving system reliability, customer experience, and accessibility. Work on the remaining escalators is progressing as planned and will further enhance safe and convenient station access for riders. Modernization of BART's train control system is also underway. The project is replacing the agency's 50-year-old fixed-block signaling system with a modern communications-based train control (CBTC) system, which will allow trains to operate more efficiently and safely. BART recently completed Automatic Train Supervision (ATS) software dynamic testing, marking an important milestone toward improving service reliability and enabling increased train frequencies in the future. Together, these efforts reflect BART's continued commitment to rebuilding critical infrastructure, modernizing core systems, and delivering a higher-quality transit experience for the Bay Area.

Capital Improvement Program (CIP) Categories

- **Electrical and Mechanical**
- **Rail Cars**
- **Seismic Programs**
- **Shops, Yards, and Facilities**
- **Stations**
- **System Development**
- **System Support**
- **Track and Structures**
- **Traction Power**
- **Train Control and Communications**

Data Reviewed and Updated this Quarter:

- Project Scope Summary
- Total Funded Budget
- Spent to Date
- % Complete
- Closeout Date
- Forecasted Budget (1 Year)
- Add/Delete Projects

Planned updates in FY26Q3:

- Project Scope Summary
- Total Funded Budget
- Spent to Date
- % Complete
- Closeout Date
- Current Planned Budget
- Adopted Budget (1 Year)

Fields Definition in the *Projects by CIP Category* Tables

Project ID - A unique identifier for a project or project component defined by BART to track a project

Project Name - Descriptor used for the project in the PeopleSoft database

Project Scope Summary - Short description of project scope

Original Planned Budget (Original Estimate at Completion) - Initial expectation of total cost at the end of a project

Current Planned Budget (Estimate at Completion) - The current expectation of total cost at the end of a project

Total Funded Budget - Allocated budget in BART financial system, excludes secured but not yet allocated funding

Spent through FY26 Q2 - Actual amount spent to date (as of the end of FY26 Q2: December 31, 2025)

FY26 Q2 Spent - Actual amount spent during FY26 Q2: October 1, 2025 – December 31, 2025

Adopted FY26 Budget - The adopted cost to perform work on a project in fiscal year 2026

Preliminary FY27 Budget - The projected cost to perform work on a project in fiscal year 2027

% Complete Physical or Cost - Physical % complete is based on actual work completed. Cost % complete is based on the spent to date against the total funded budget.

Closeout Date - Projected closing date of the project

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5.29 15TC018 - Aerial Catwalk Renewal - RR

5.30 15TC012 - Stabilize MW-12 Slope - RR

5.31 15CQ008 - Interlocking Replacement at K23, K25, and C15 - RR

5.32 15TC010 - Water Mitigation M-Line Tunnel - RR

5.33 15TC006 - Rehab Street Grates - RR

5.34 15TN001 - Berkeley Hills Tunnel Fault Movement Mitigation

5.35 15TC025 - Slope Stabilization on M&L Lines- RR

5.36 15LK003 - Powell Street Elevator

5.37 15IM000 - DSS Pilot Project

5.38 15LK001 - Market Street Entry Canopies - RR

5.39 59CT002 - Wayfinding Improvements at Various Stations - RR

5.40 15LK002 - Market Street Escalators Project - RR

5.41 47CJ016 - Clipper C2 Integration and Security Upgrade

5.42 15NU002 - Accessibility Improvement Program - RR

5.43 15NE002 - Public Address System Improvement – RR

5.44 57RR209 - MacArthur Station Active Access Improvements – RR

5.45 15NL005 - Elevator Renovation Program at Pittsburg-Bay Point (C80)

5.46 15NL004 - Elevator Renovation Program at Coliseum Station (A30)

5.47 57RR202 - Dublin/Pleasanton Station Active Access Improvements - RR

5.48 15NL006 - San Francisco Elevator Renovation

5.49 54RR240 - Upgrade Fire Suppression System - RR

5.50 15NL007 - Downtown Berkeley Station Elevator Renovation

5.51 15TH003 - Elevator/Escalator Machine Room MS4 Compliance

5.52 15AX001 - Facilities HVAC Equipment Replacement Ph.2

5.53 15BN300 - MP-3000 Replacement at W-Line Vent Structures

5.54 15EK750 - Mobile Generator for Emergency Power Enhancements

5.55 79NKRR1 - Train Control Room UPS Replacement, 48 locations - RR

5.56 15IJRR1 - Station Fire Alarm Replacement, 3 Stations - RR

5.57 15IJRR2 - Station Fire Alarm Replacement, 6 Stations - RR

5.58 03FB001 - Berkeley Hills Tunnel Emergency Ventilation System Overhaul

5.59 15EN000 - Incident Energy Analysis (Arc Flash Study)

5.60 11CS001 - Negative Return Mapping

5.61 15SY000 - Shake Alert-Earthquake Updates

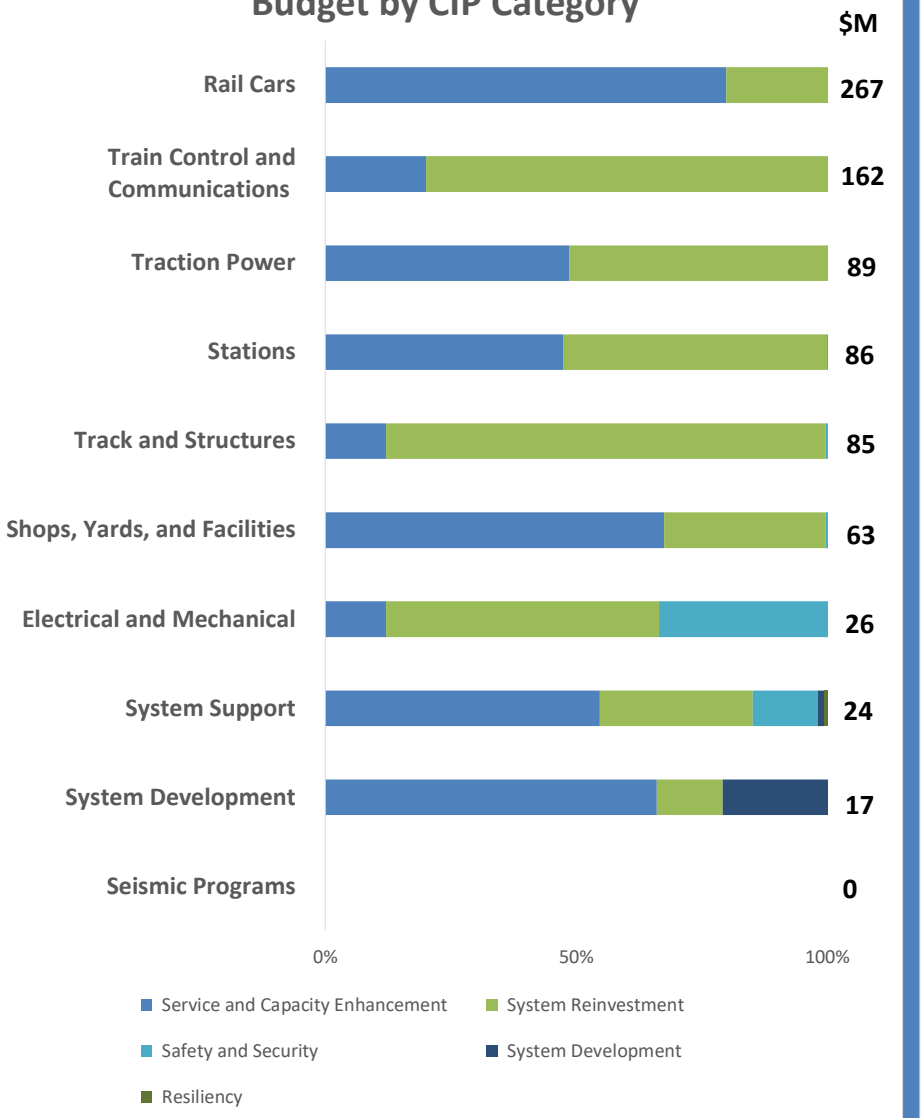
5.62 65BF001 - Digital Transformation at OCC

5.63 17HMRR1 - MET-G Generator Replacement - RR

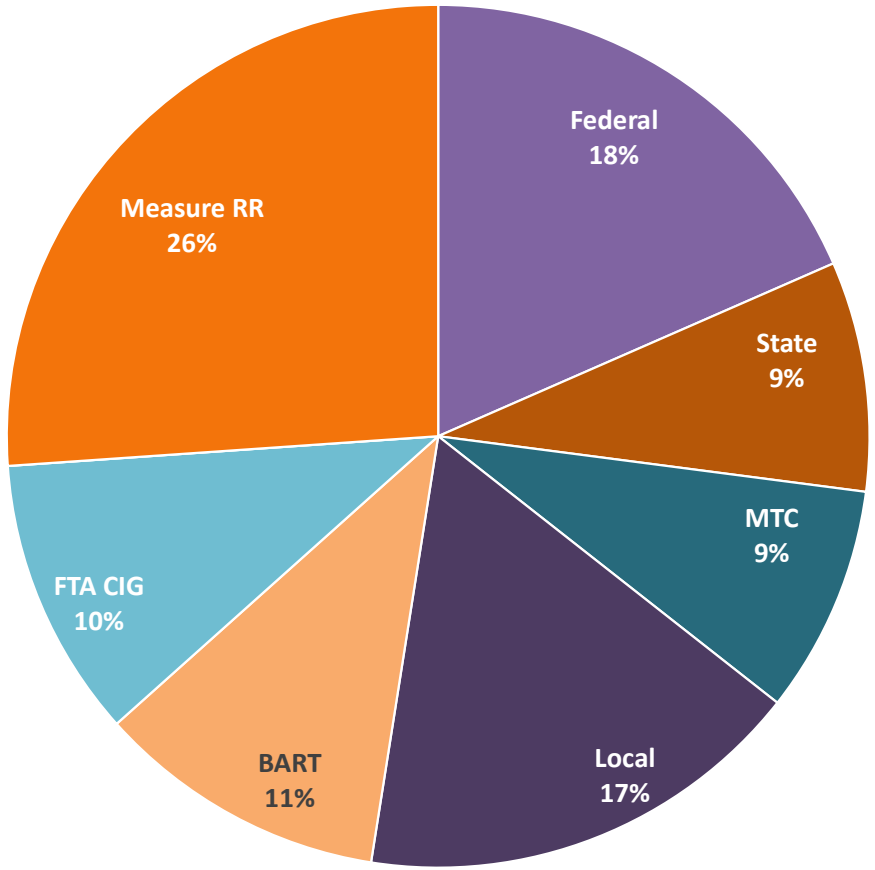
1 Preliminary FY27 Budget Dashboard

Preliminary FY27 Capital Budget ($818,300,000)

Budget by CIP Category



Budget by Funding Source



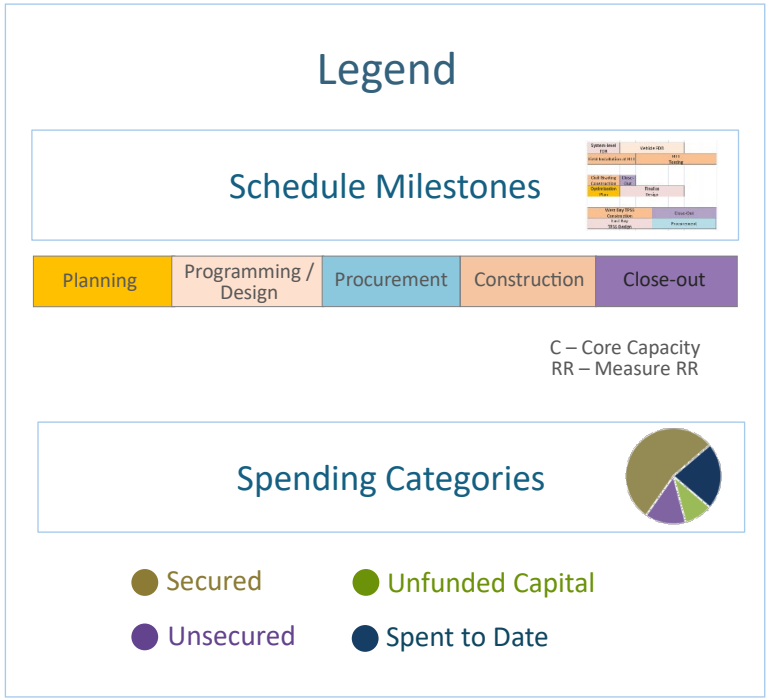
2 Major Projects and Programs

Major Projects and Programs

Major Programs	EAC ($M)	Spent through FY26 Q2 ($M)	Spent FY26 (Q1+Q2) ($M)	Adopted FY26 Budget ($M)	Preliminary FY27 Budget ($M)
* Rail Car Procurement Program	$ 3,510.5	$ 2,762.6	$ 230.1	$ 491.2	$ 266.7
Traction Power Program	$ 5,342.9	$ 581.6	$ 20.0	$ 35.4	$ 44.8
Core Capacity Program	$ 4,726.2	$ 1,637.3	$ 358.9	$ 616.0	$ 378.3
Elevator Modernization	$ 535.6	$ 12.0	$ 2.4	$ 11.5	$ 11.4
Fencing & Security	$ 72.2	$ 25.8	$ 0.7	$ 2.1	$ 2.2
Operations Control Center (OCC)	$ 145.0	$ 43.8	$ 5.3	$ 33.1	$ 28.5
BART Police Department (BPD) HQ	$ 173.5	$ 49.8	$ 16.2	$ 82.6	$ 36.4
Next Generation Fare Gates	$ 94.0	$ 91.3	$ 13.4	$ 14.5	$ 6.0
Overlap between Rail Car Procurement and Core Capacity	$ (1,153.0)	$ (860.9)	$ (214.6)	$ (432.9)	$ (204.0)
TOTAL	**$ 13,446.9**	**$ 4,343.3**	**$ 432.3**	**$ 853.5**	**$ 570.2**

*Rail Car Program includes the completed Rail Car Phase 1 Procurement (775) and ongoing Rail Car Phase 2 Procurement (306 Core Capacity Rail Cars and 48 BSVII Rail Cars)

3 Major Program Reports



3.1 Rail Car Procurement Program

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

• BART had 1,070 new cars delivered on property, of which 1,070 are in revenue service

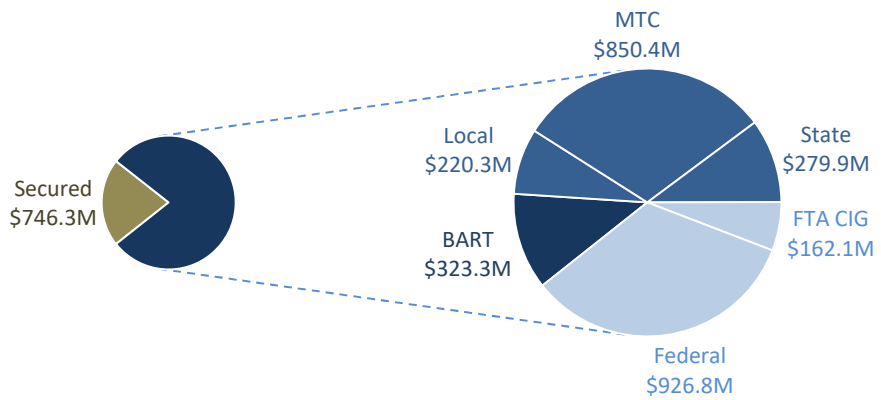
Upcoming Milestones:

• Continue to accept and release new cars into service

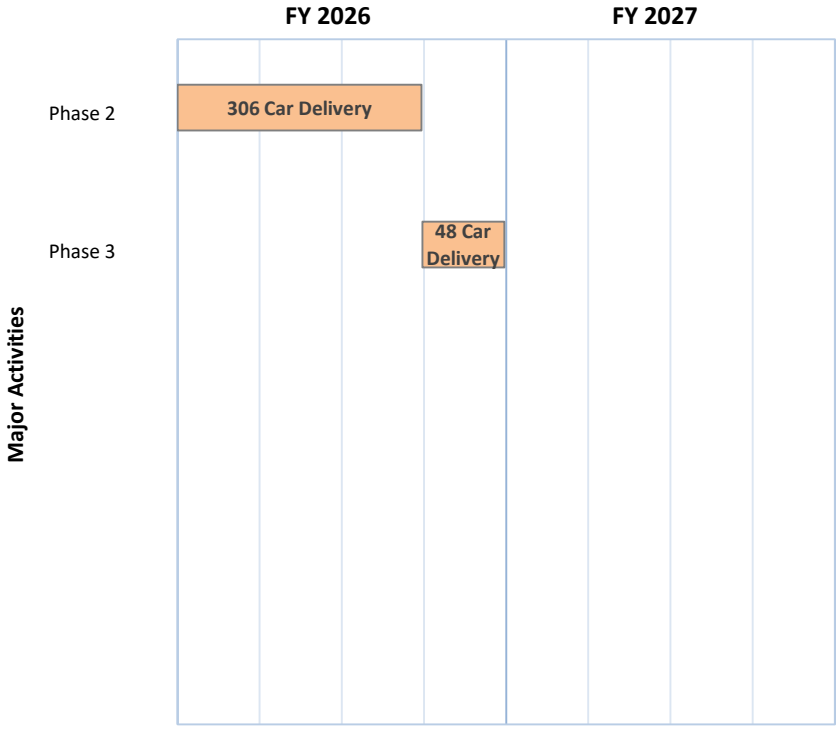
Funding

Expenditure/Forecasted Spending
EAC = $3,510.5M

Spent to Date by Funding Source
$2,762.8M



Schedule



Project Elements

ID	Name	EAC ($M)
40FA000	Rail Car Procurement Phase 1 Acquisition Planning	$184.2
40FA001	Rail Car Procurement Phase 1	$2,000.5
40FA002[1]	Rail Car Procurement Phase 1 Warranty-Reimbursable	$0.0
40FD000[2]	New Car Phase II - C	$0.6
40FD001[2]	Rail Car Procurement Phase 2 Contract - C	$1,211.1
40FD002[2]	Rail Car Procurement Phase 2 - C	$114.1
40FD003[1,2]	New Rail Car Phase 2 Warranty Reimbursement	$0.0
Total	**Rail Car Procurement Program**	**$3,510.5**

[1]This covers warranty work, which will be 100% reimbursed by rail car provider, hence EAC = $0

[2] 306 Core Capacity and 48 BSVII Rail Cars

3.2 Traction Power Program

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

34.5kV Cable Replacement Projects:

- Completed fence installation at 19th Avenue Traction Power Substation (TPSS)
- Completed partial replacement of C-Line 34.5kV Cable Replacement

Traction Power Substation (TPSS) Projects:

- Received delivery of 2nd of 4 Portable Traction Power Substations

Upcoming Milestones:

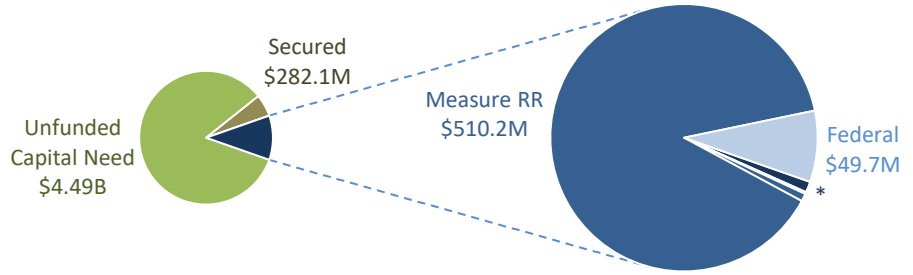
34.5kV Cable Replacement Projects:

- Complete Orinda Isolation Disconnect Switch re-design
- Complete 34.5kV Cable scope due to damage from Fire at San Leandro Station
- Completion of Oakland Transition Structure(KTE) TPSS
- 100% design completion of Powell Street(MPS) TPSS
- Receive the remaining 2 portable TPSS
- Electrification and Fence upgrade of the portable TPSS storage area

Funding

Expenditure/Forecasted Spending
EAC = $5,342.9M

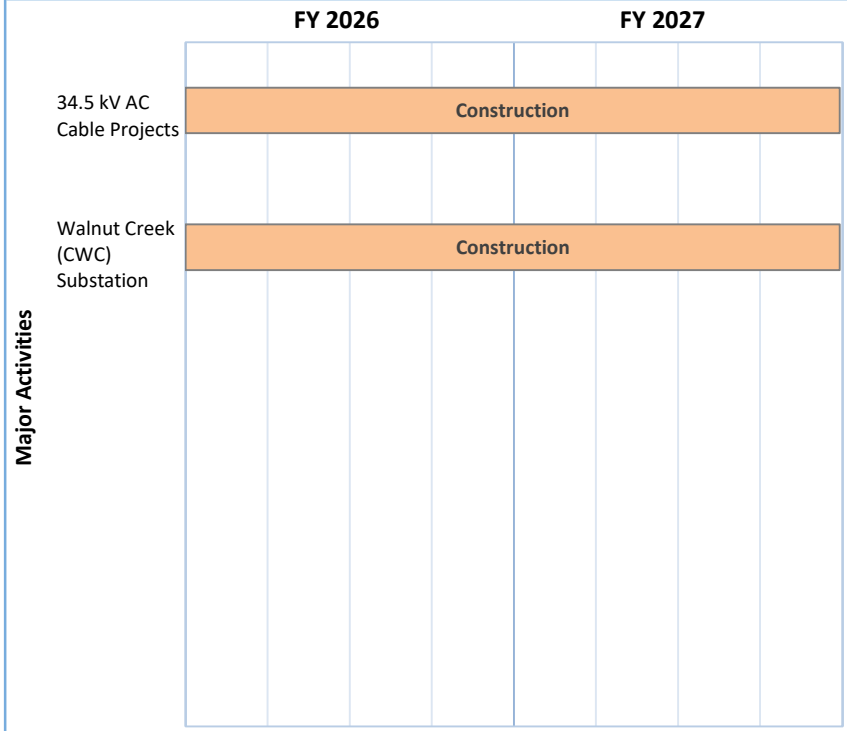
Spent to Date by Funding Source
$574.2M



*BART $7.5M | MTC $5.5M | Local $1.3M

*Program does not include Core Capacity Traction Power Substation Projects

Schedule



Project Elements

ID	Name	EAC ($M)
	34kV AC Cable Replacement Projects	
15EJ450	34.5 kV AC Cable Replacement M-Line - RR	$116.1
15EJRRA	34.5 kV AC Cable Replacement A-Line - RR	$155.4
15EJRRC	34.5 kV AC Cable Replacement C-Line - RR	$187.5
15EJRRK	34.5 kV AC Cable Replacement K-Line - RR	$68.7
15EJRRR	34.5 kV AC Cable Replacement R-Line - RR	$105.0
Total		**$632.8**
	Substation Projects	
15EK200	TPSS Procurement - RR	$34.0
15EK350	TPSS Installation - RR	$49.8
15EKRR1	TPSS & Switching Station Replacements - RR	$110.1
15EKRR2	Design and Replacement of DC Switchgear - RR	$26.3
15EKRR5	Replacement of CWC TPSS, Switching Station & Gap Breakers - RR	$64.4
15EKRR6	Replacement of MPS TPSS, Switching Station & Gap Breakers - RR	$115.3
Total		**$399.9**
	Other Traction Power Projects	
11CS001	Negative Return Mapping	$5.1
15EI800	Retrofit Negative Grounding Devices System Wide	$2.6
Future		$4,302.5
Total		**$4,310.2**
Grand Total		**$5,342.9**

3.3A Core Capacity Program - Overview

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Hayward Maintenance Complex Phase 2: Onboarded design team to perform 100% optimized design
- TPSS: Advertised Final East Bay Issue for Bid (IFB) package
- Vehicles: Completed delivery of 295 out of 306 total Core Capacity cars
- CBTC: Commenced cutover of Millbrae (W40) wayside switches and signals to CBTC day/night switch, Complete Wayside installation at San Francisco International Airport (Y10) Station

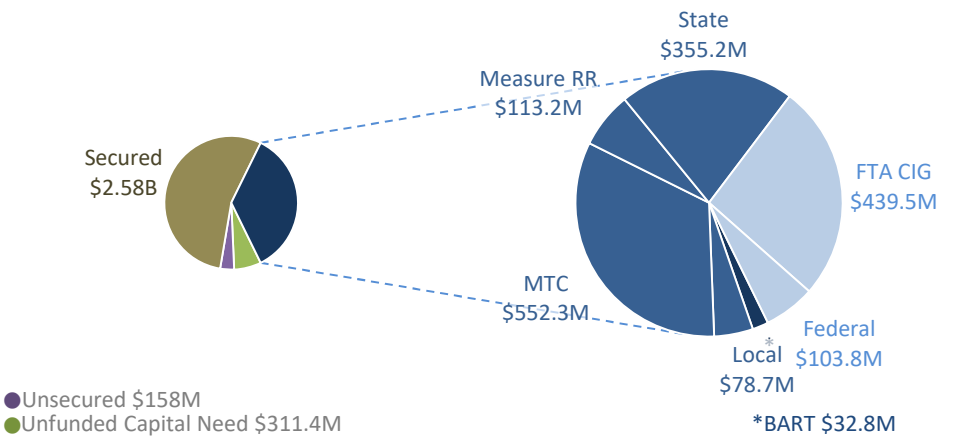
Upcoming Milestones:

- Hayward Maintenance Complex Phase 2: Formal acceptance of track geometry submittals for 100% optimized design
- TPSS: Submit package to CPUC for Montgomery Station (West Bay)
- Vehicles: Complete delivery of all 306 Core Capacity cars
- CBTC: Complete Operations Control Center (OCC) cyber site acceptance/site integration testing

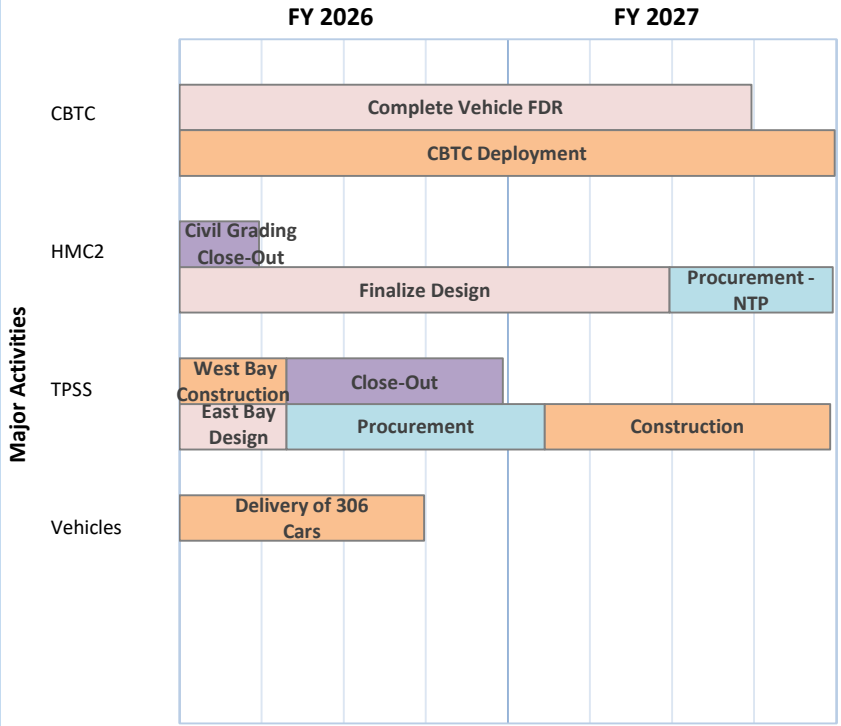
Funding

Expenditure/Forecasted Spending
EAC = $4,726.2M

Spent to Date by Funding Source
$1,675.5M



Schedule



Project Elements

ID	Name	EAC ($M)
	Core Capacity Program - CBTC	$2,346.1
	Core Capacity Program - HMC2	$650.0
	Core Capacity Program - TPSS	$259.8
	Core Capacity Rail Cars	$1,153.7
	Core Capacity Program Management	$86.7
	Core Capacity Unallocated Contingency	$230.0
Total	**Core Capacity Program - Overview**	**$4,726.2**

3.3B Core Capacity Program - CBTC

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- CBTC Vehicle design issues resolved for Speed Sensor and Rack
- Complete San Francisco International Airport (Y10) Station Train Control Room installation
- Phase 3 (M-Line) Train Controls Room design completed for Glen Park (M70) and Balboa Park (M80)

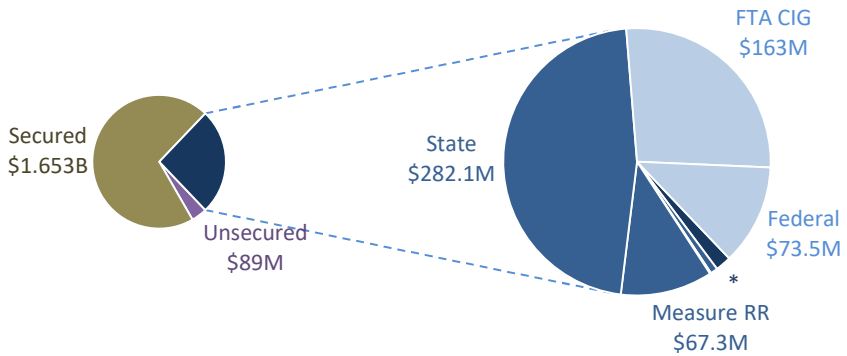
Upcoming Milestones:

- Start Automatic Train Supervision (ATS) training of OCC personnel
- Complete wayside device installation at Millbrae (W40)
- Complete Phase 3 (M-Line) wayside design for Balboa Park (M80) and Daly City (M90)
- Start review of detail design for Phase 4 interlocking

Funding

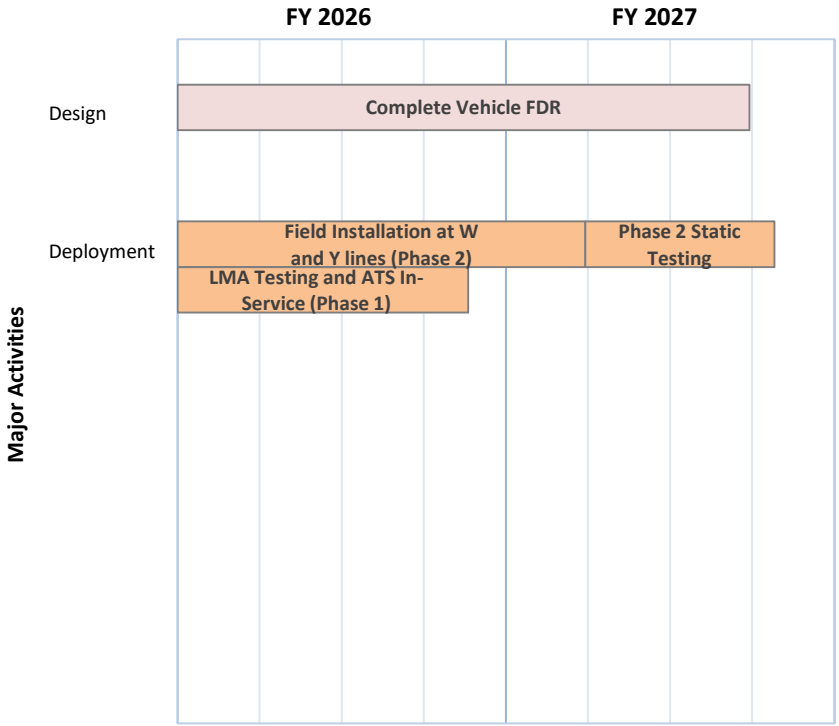
Expenditure/Forecasted Spending
EAC = $2,346.1M

Spent to Date by Funding Source
$603.7M



*BART $11.6M | Local $5.2M | MTC $1M

Schedule



Project Elements

ID	Name	EAC ($M)
49GH000	CBTC Project Development - RR - C , Closed	$58.9
49GH001	CBTC Non-Participating - C	$2.5
49GH002	CBTC RR Interlocks - RR - C	$22.5
49GH004	CBTC Hitachi Design Build - RR - C	$1,556.9
49GH005	CBTC Enabling Works 1 - RR - C	$27.6
49GH006	CBTC Enabling Works 2 - RR - C	$111.0
49GH007	CBTC VTA Phase 1	$119.1
49GH008	CBTC Development - RR - C	$447.6
Total	**Core Capacity Program - CBTC**	**$2,346.1**

3.3C Core Capacity Program - HMC2

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Completed development of East Storage Yard Phased construction approach plan
- Onboard Designer to complete the East Storage Yard Optimized Design

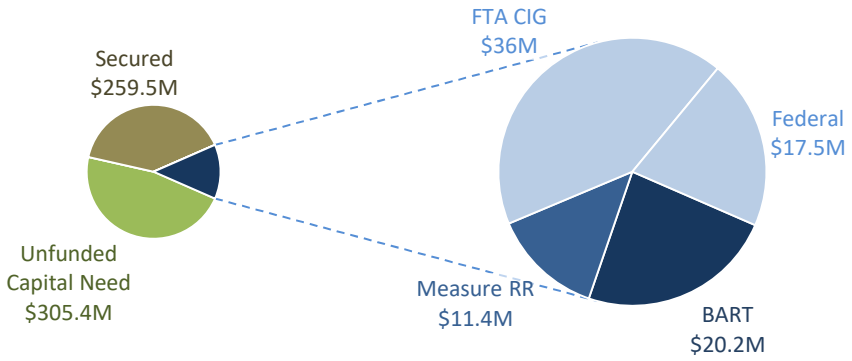
Upcoming Milestones:

- Commence East Storage Yard Phased Approach Design and associated Environmental studies

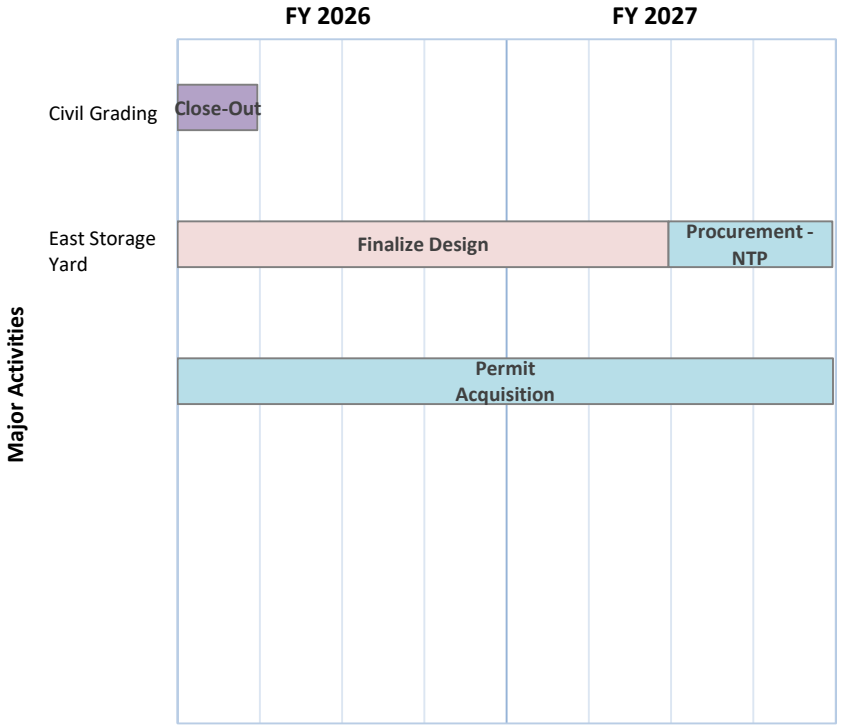
Funding

Expenditure/Forecasted Spending
EAC = $650.0M

Spent to Date by Funding Source
$85.1M



Schedule



Project Elements

ID	Name	EAC ($M)
01RQ100	Hayward Maintenance Complex Phase 2 PE - RR - C	$79.8
01RQ103	HMC Phase 2 East Storage Yard - RR - C	$570.2
Total	**Core Capacity Program - HMC2**	**$650.0**

3.3D Core Capacity Program - TPSS

Past Accomplishments & Upcoming Milestones

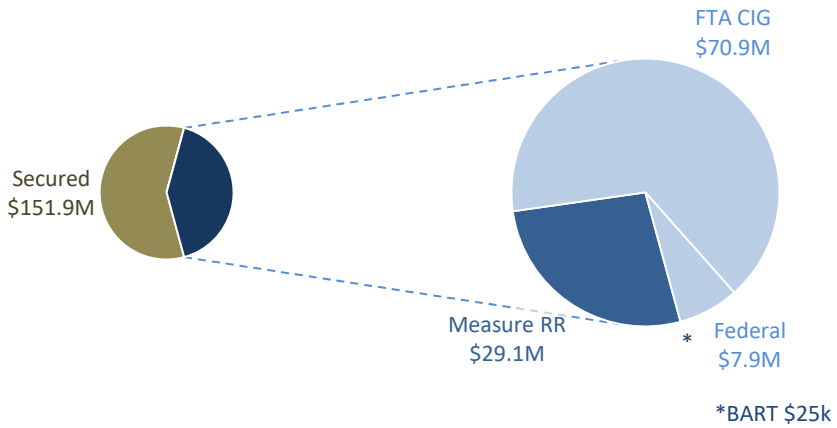
Past Accomplishments:
East Bay Substations:
• Advertised Final Issue For Bid Plans and Specifications package

Upcoming Milestones:
West Bay Substations:
• Montgomery: CPUC Certification Approval
East Bay Substations:
• Bid Opening

Funding

Expenditure/Forecasted Spending
EAC = $259.8M

Spent to Date by Funding Source
$107.9M



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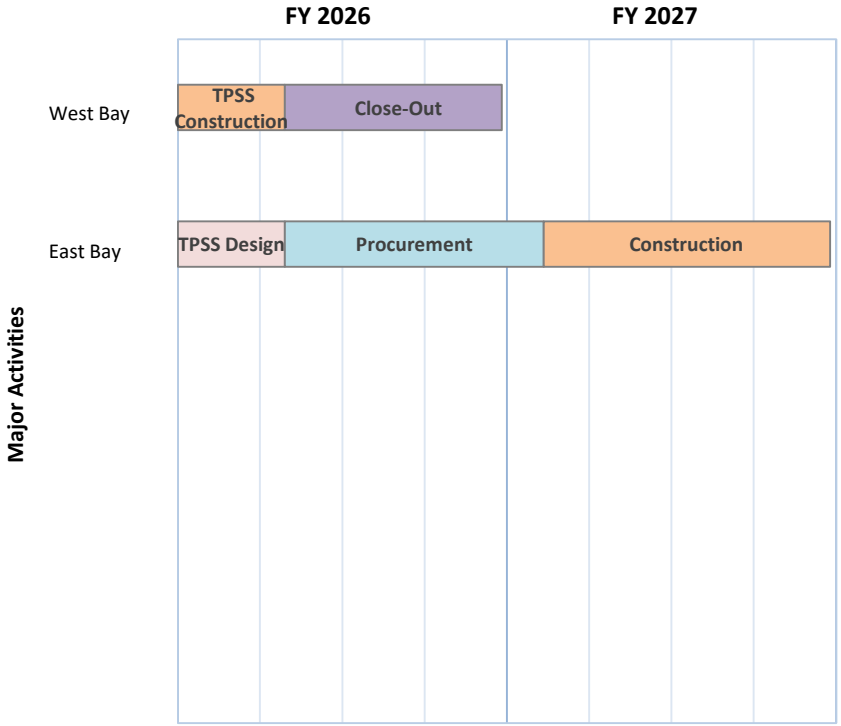


Project Elements

ID	Name	EAC ($M)
15EK600	West Bay Traction Power Substations - RR - C	$91.4
15EK601	East Bay Traction Power Substations - RR - C	$128.2
	FTA Risk Refresh Unallocated Program Contingency	$40.2
Total	**Core Capacity Program - TPSS**	**$259.8**

3.3E Core Capacity Program - Rail Cars

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- 295 of 306 cars delivered as of December 2025

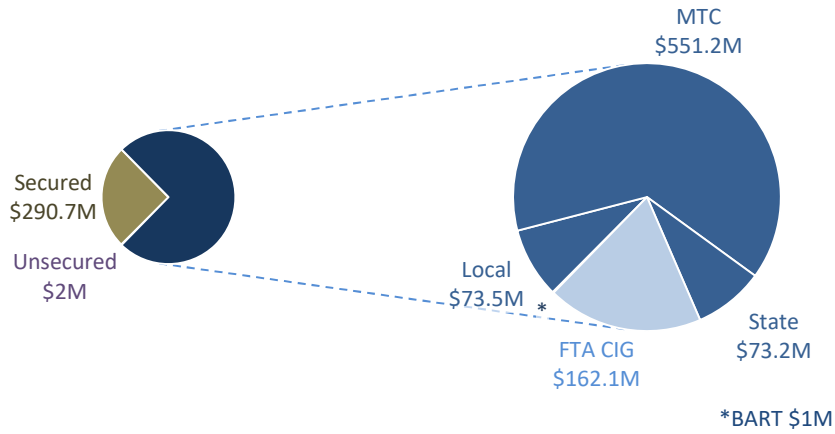
Upcoming Milestones:

- Continue delivery of Core Capacity cars

Funding

Expenditure/Forecasted Spending
EAC = $1,153.7M

Spent to Date by Funding Source
$861.0M



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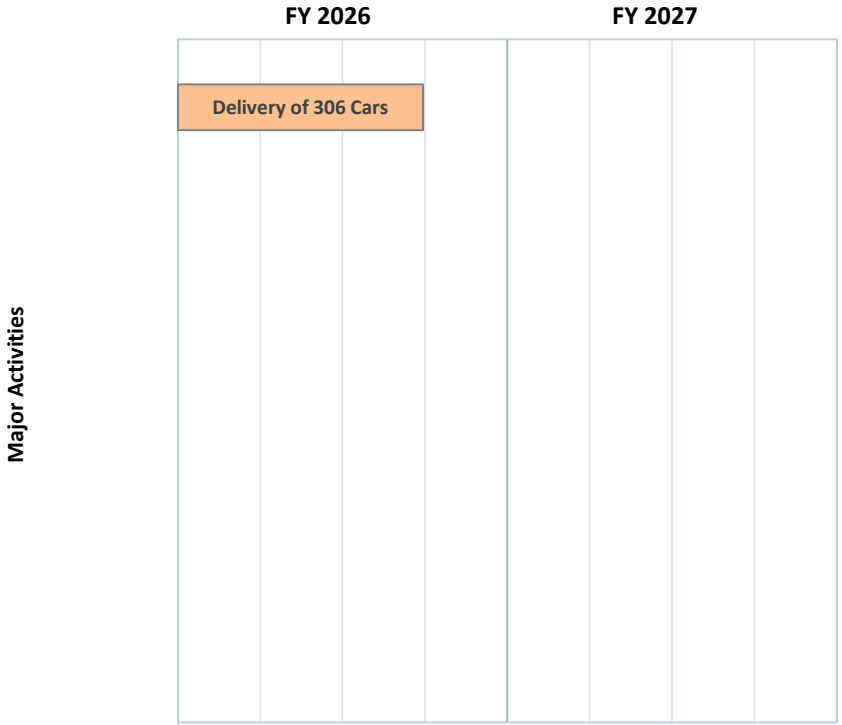


Project Elements

ID	Name	EAC ($M)
40FD000	New Car Phase II	$0.6
40FD001[2]	Rail Car Procurement Phase 2	$1,039.0
40FD002	Rail Car Procurement Phase 2 - C	$114.1
40FD003[1]	New Rail Car Phase 2 Warranty Reimbursement	$0.0
Total	**Core Capacity Program - Rail Cars**	**$1,153.7**

[1]This covers warranty work, which will be 100% reimbursed by rail car provider, hence EAC = $0

[2] This only represent 306 Core Capacity Rail Car

3.4 Elevator Modernization

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

• Completed 95% Biddability & Constructability Design Review for San Francisco Elevator Renovation

Upcoming Milestones:

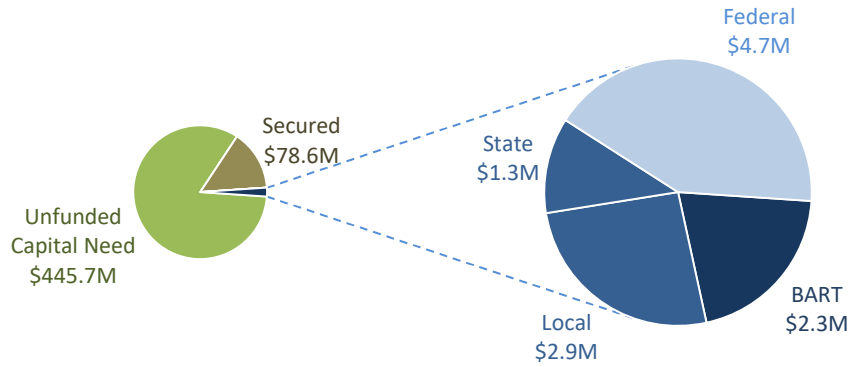
• Start Construction for North Berkeley Station Elevator Machine Room Access

• Advertise Contract for Coliseum Elevator Modernization and Pittsburg/Bay Point Elevator Modernization

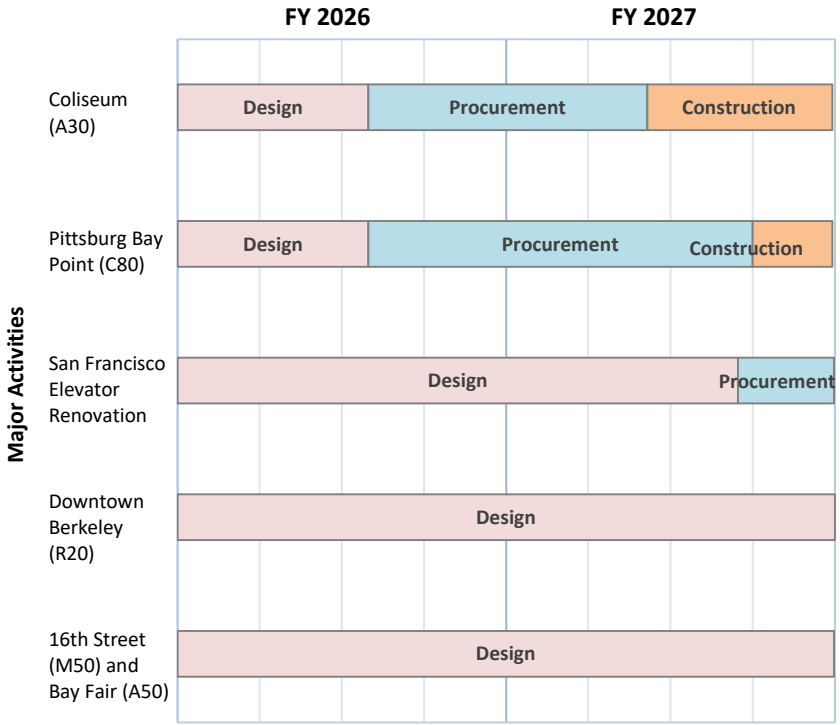
Funding

Expenditure/Forecasted Spending
EAC = $535.6M

Spent to Date by Funding Source
$11.2M



Schedule



Project Elements

ID	Name	EAC ($M)
15NL004	Elevator Renovation Program at Coliseum Station (A30)	$16.1
15NL005	Elevator Renovation Program at Pittsburg-Bay Point (C80)	$13.9
15NL006	San Francisco Elevator Renovation	$49.5
15NL007	Downtown Berkeley Station Elevator Renovation	$15.0
15NL009	16th Street and Bay Fair Station Elevator Renovation	$30.2
Future	Renovate Station Elevators Phase 2 to 6	$410.9
Total	**Elevator Modernization**	**$535.6**

3.5 Fencing and Security

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Purchase order was issued for ongoing fabrication for the Richmond Yard Carwash Building Fence (530 LF)
- Procured materials for the Swing Gate at Hayward Station Fence - Phase 2
- Continued working on the 56th Street Abutment Fence in Oakland
- Completed 90% of fencing for Hayward Station - Phase 2
- Complete the construction of Fences at 55th st abutment fences, both sides total length 116LF

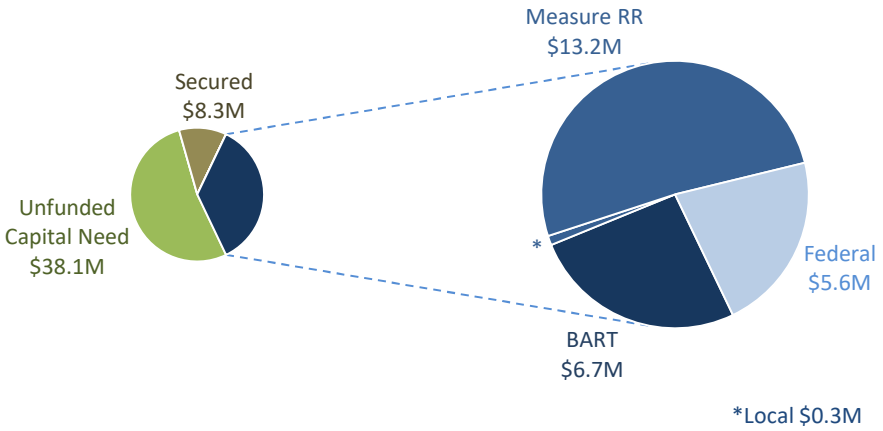
Upcoming Milestones:

- Complete construction for 56th Street Abutment Fences in Oakland
- Start Swing Gate construction at Hayward Station Fence Phase 2
- Complete computer programming at Oakland Airport Connector Station (H10) swing gates
- Complete procurement of materials for Richmond Yard carwash buildings

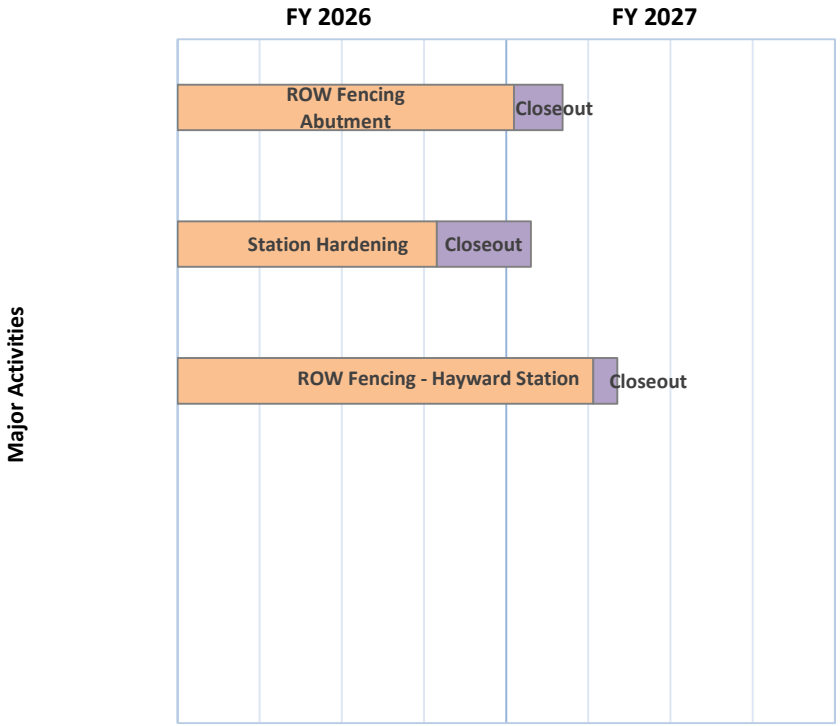
Funding

Expenditure/Forecasted Spending
EAC = $72.2M

Spent to Date by Funding Source
$25.8M



Schedule



Project Elements

ID	Name	EAC ($M)
15QN000	Safety Barriers at Walnut Creek and Other Locations - RR, Closed	$3.2
15QN004	ROW Fencing Rehabilitation	$12.8
15TC023	Fence Rehabilitation Systemwide - RR	$11.8
45GA000	Station Hardening	$6.4
Future		$38.1
Total	**Fencing and Security**	**$72.2**

3.6 Operations Control Center (OCC)

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Began Framing in OCC Theater
- Fire Alarm switches installation complete for FSD in Central Computer Room (CCR)
- Received Demo permit from Office of State Fire Marshal
- Completed underfloor damper installation in the Central Computer Room
- Intiate noise analysis for MET G Generator Replacement

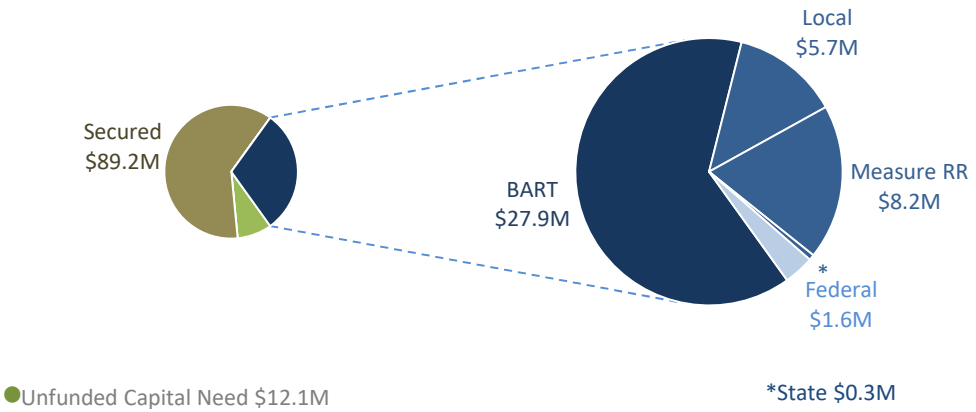
Upcoming Milestones:

- Complete Fire Smoke Dampers in Central Computer Room (CCR)
- Re-Advertise New UPS System Contract
- Advertise MET-G Generator Replacement
- Complete Clean Agent System Installation (CCR, Train Control Room, Electrical Storage Room)
- Complete Issue for Bid (IFB) for HVAC Project, begin Stakeholder Review

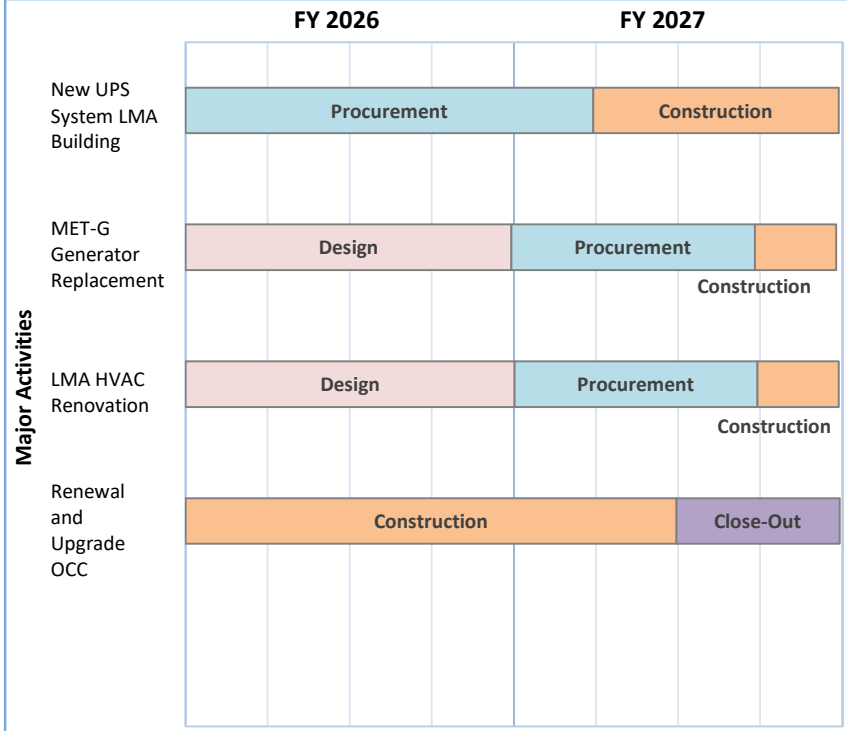
Funding

Expenditure/Forecasted Spending
EAC = $145.0M

Spent to Date by Funding Source
$43.7M



Schedule



Project Elements

ID	Name	EAC ($M)
17BY001	New UPS System -Lake Merritt Administration (LMA) Building	$26.4
17HMRR1	MET-G Generator Replacement	$21.5
20AJ003	Trunked Radio Replacement System Wide	$14.9
54RR510	HVAC Renovation and LMA - RR	$32.5
54RR550	Replace Fire Suppression System at LMA - RR, Closed	$1.3
60CC004	Renewal and Upgrade OCC	$48.5
Total	**Operations Control Center (OCC)**	**$145.0**

3.7 BART Police Department (BPD) HQ

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

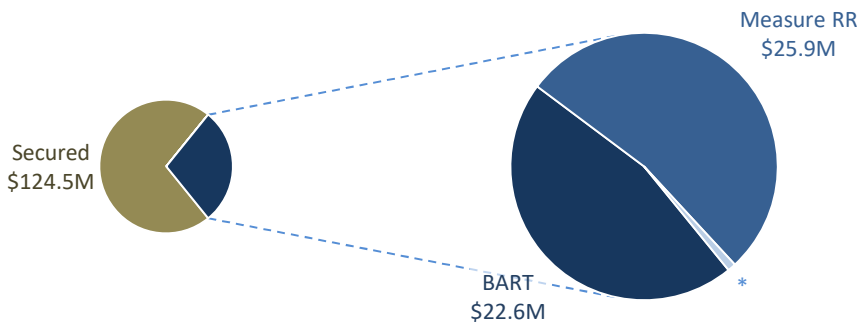
- Completed Micropile Installation
- Continued Structural Steel Retrofit
- Executed Change Order for Guaranteed Maximum Price (GMP)

Upcoming Milestones:

- Complete pile cap construction
- Complete structural steel retrofit
- Install and energize new switchgear
- Install conduits, plumbing and ductwork

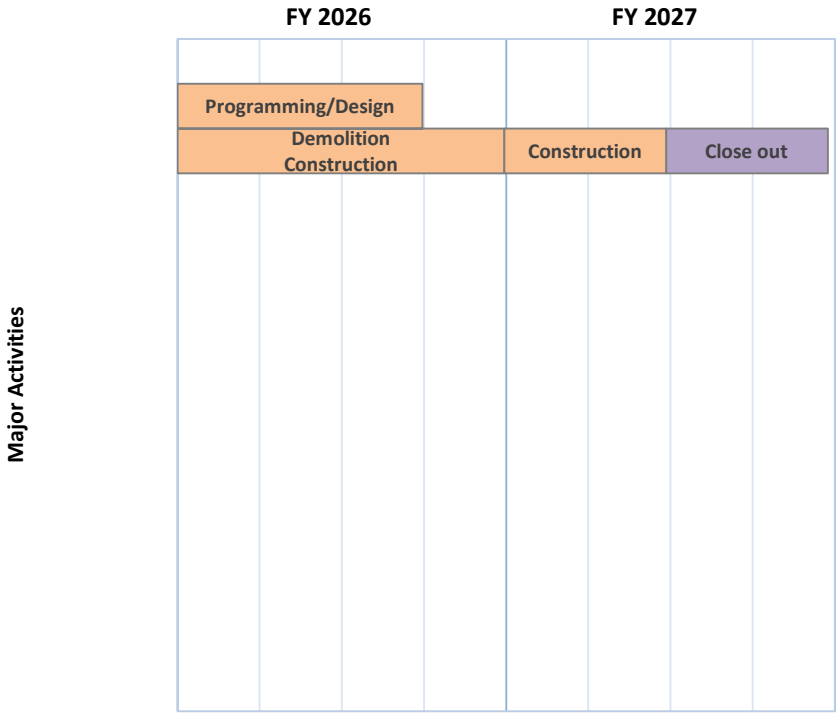
Funding

Expenditure/Forecasted Spending EAC = $173.5M	Spent to Date by Funding Source $49M



*Federal $0.5M

Schedule



Project Elements

ID	Name	EAC ($M)
17AY001	New BART Police Headquarters	$173.5
Total	**BART Police Department (BPD) HQ**	**$173.5**

* EAC shown above includes Building Acquisition

3.8 Next Generation Fare Gates

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Continued with Formal Close out of the Procurement and Deployment Project
- Completed Temporary hardening measures
- Began Fare Gates Improvement Deployments

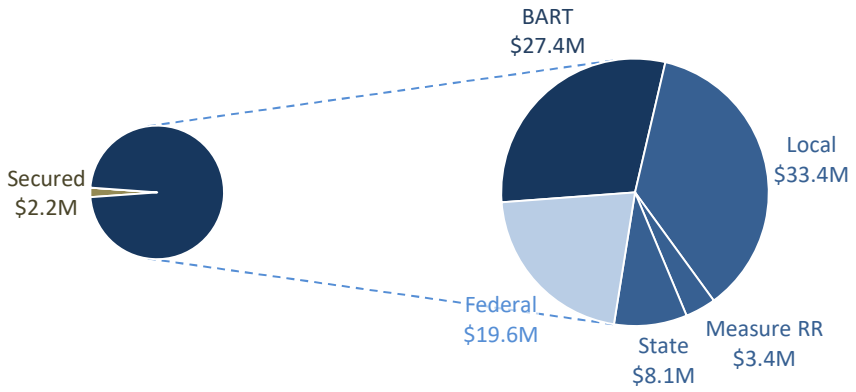
Upcoming Milestones:

- Formal Close out of the Procurement and Deployment Project
- Begin Station Hardening system wide construction

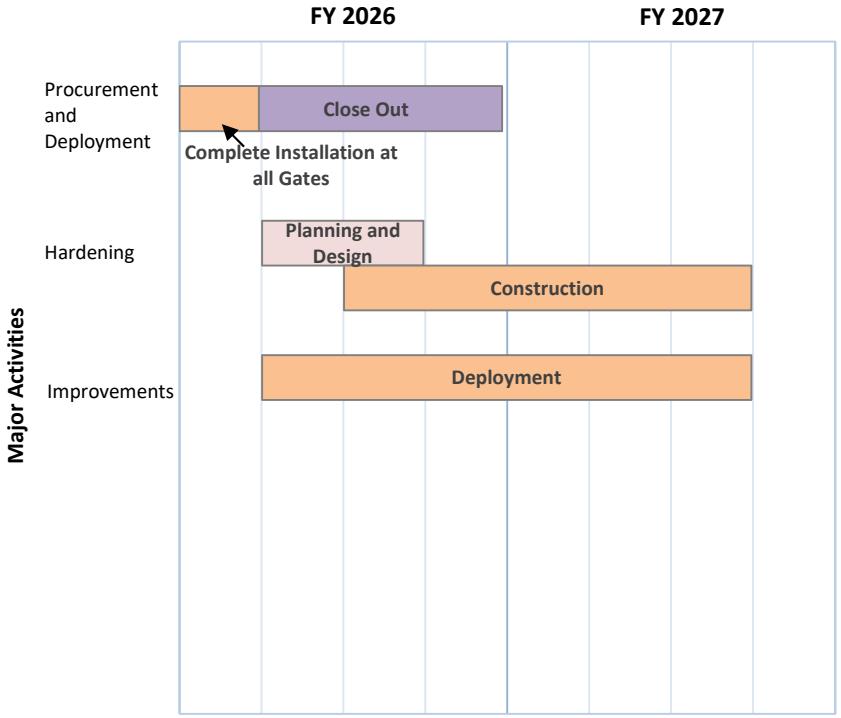
Funding

Expenditure/Forecasted Spending
EAC = $94.0M

Spent to Date by Funding Source
$91.9M



Schedule



Project Elements

ID	Name	EAC ($M)
47CJ012	Next Generation Fare Gate Design - RR, Closed	$2.0
47CJ112	Next Generation Fare Gate Procurement and Deployment	$88.0
47CJ113	Station Hardening-Next Gen Fare Gates	$1.2
47CJ114	Next-Gen Fare Gate Improvement	$2.8
Total	**Next Generation Fare Gates**	**$94.0**

4 Project Scopes and Budget Summaries by CIP Category

4. Project Scopes and Budget Summaries by CIP Category

4.1 Rail Cars

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
40FA002	Rail Car Procurement Phase 1 Warranty-Reimbursable	Procure 775 Fleet of the Future rail cars - warranty coordination.	$6,674,457	$0[1]	$9,174,457	$5,940,716	$142,525	$1,909,720	$3,514,156	74%	*FY29*
40FA000	Rail Car Procurement Phase 1 Acquisition Planning	Provide design, engineering, mock-ups, manufacturing, testing, assembly, delivery, warranty, spare parts, tools, test equipment, performance and acceptance testing.	$130,329,368	$184,245,686	$135,179,137	$126,594,364	$1,084,279	$5,179,818	$5,359,747	94%*	*FY29*
40FA001	Rail Car Procurement Phase 1	Procure 775 Fleet of the Future rail cars.	$2,446,996,175	$2,000,464,623	$2,266,927,411	$1,769,210,930	$9,022,849	$52,918,717	$53,789,268	78%*	*FY29*
40FD001	Rail Car Procurement Phase 2 Contract - C	Procurement of 306 new CCP rail cars and 48 BSVII rail cars.	$907,493,833	$1,211,141,447	$1,202,074,684	$855,308,888	$130,547,705	$425,090,089	$200,415,325	71%	*FY31*
40FD002	Rail Car Procurement Phase 2 - C	Soft costs to support procurement of 306 new railcars.	$197,235,555	$30,486,803	$27,723,791	$4,924,114	$643,030	$6,080,619	$2,959,598	18%	*FY31*
40FD003	New Rail Car Phase 2 Warranty Reimbursement	Reimbursement by Alstom for BART Staff performing New Car Warranty Work.	$2,570,000	$0[1]	$205,089	$618,744	$82,190	$1,690,000	$652,516	25%	*FY31*
		Sub-Total	$3,691,299,387	$3,426,338,558	$3,641,284,569	$2,762,597,755	$141,522,577	$492,868,963	$266,690,610		
		Total for CIP Category: Rail Cars (FY26 Q2)	**$3,691,299,387**	**$3,426,338,558**	**$3,641,284,569**	**$2,762,597,755**	**$141,522,577**	**$492,868,963**	**$266,690,610**		

[1] This covers warranty work, which will be 100% reimbursed by the rail Car provider, hence EAC = $0

Project Summary Included
Security Sensitive Projects
RR: Measure RR Program Projects
C: Core Capacity
Italics **:** Notes a change
✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.2 Traction Power

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
15EK200	Traction Power Substation Procurement - RR	Procure equipment for 5 new Traction Power substations (TPSS's).	$34,311,700	$34,047,966	$33,982,246	$33,732,712	$4,002	$33,913	$0	99%	FY27
15EK350	Traction Power Substation Installation - RR	Installation of San Leandro (ASL) and Oakland Transition Structure (KTE) Traction Power substations.	$43,242,973	$49,808,545	$49,972,455	$48,657,866	$498,005	$725,599	$215,866	98%	FY27
15EJRR1	Traction Power Programmatic Support for RR Bonds - RR	Traction Power 34.5kV Cable Program and Project Management and Support (Administrative and Financial Analysis). Construction of the segment between the Oakland Wye to Oakland Shops (KWS-ALM-ANA) with In-house Forces. Equipment/Vehicle Leases to support the work of In-house Forces. Program wide Construction Management Support during Design. Final Designs for the K, C, R, A, and M-Lines. Bulk Material Procurement including Isolation Disconnect Switches, 350mcm cables, and Conduits. Warehouse Leases at Hayward and Concord.	$132,000,000	$118,723,690	$108,034,027	$101,275,882	$1,743,599	$4,362,383	$2,600,173	93%	FY30
15EJRRA	34.5 kV AC Cable Replacement A-Line - RR	Replace the existing 34.5kVAC cables (PIPE or PILC) on the A-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches (IDS) at the substations. Perform Right-of-Way (ROW) fence repair,19th St.(ANA) Traction Power Substation (TPSS) fence repair and repair of San Leandro TPSS along with 34.5kV cable system from the fire incident.	$161,000,000	$155,395,935	$165,395,935	$158,485,880	$696,680	$5,461,508	$1,641,420	99%	FY27
15EK600	West Bay Traction Power Substations - RR - C	Design and install two new substations in downtown San Francisco at Civic Center (MCC) and Montgomery Station (MMS).	$86,000,000	$91,383,615	$98,418,133	$94,772,336	$1,436,089	$1,560,642	$766,287	93%	*FY27*
15EJRRR	34.5 kV AC Cable Replacement R-Line - RR	Replace the existing 34.5kVAC cables (PIPE or PILC) on the R-Line with new ethylene propylene-rubber (EPR) jacket medium voltage cable, fiber optic systems and install isolation disconnect (IDS) switches at the substations. The work will be performed by BART Construction forces from Ashby to El Cerrito Plaza (RAS-RCP) and by a Contractor from El Cerrito Plaza to Richmond Yard (RCP-RRY).	$78,597,960	$105,000,000	$90,015,260	$83,838,951	$170,963	$284,219	$1,022,523	94%	FY28
15EK700	PG&E Power feed to MXP Gap Breaker - RR	Design, Procure and construct an auxiliary PG&E power feed to MXP Gap Breaker between Daly City and Balboa Park Passenger Stations.	$1,136,293	$1,340,000	$667,407	$193,074	$0	$471,619	$0	27%	FY27
15EG010	Running Rail Monitoring and Efficiency Improvements	Traction Power - Power Quality and Stray Currents 1. Power systems assessment for power quality, monitoring and assessing the condition of stray currents at select locations, documentation and mapping the system 2. Selection and testing of a continuous stray current monitoring system, various data collection and its evaluation, then development of repairs methodologies 3. Installation of rail monitoring devices and implementation of stray current mitigation techniques.	$4,000,000	$4,226,995	$4,000,000	$1,234,847	$19,292	$677,407	$1,384,908	31%	*FY27*
15EI800	Retrofit Negative Grounding Devices System Wide	This is a system-wide retrofit of existing negative grounding devices (NGD) at existing substations. Quantity of 50 locations, assumed $75K per unit. NGDs are a critical safety system which limits voltage on the running rails to protect BART employees and patrons. This will include procurement of spare parts as well.	$1,000,000	$2,642,182	$2,150,000	$881,145	$65,518	$362,411	$672,689	70%	FY27
15ELRR1	System wide MPR and Rectifier Renovation - RR	Design and installation of Traction Power control and protection system renovation. Upgrades protection systems with multi-function protection relays (MPRs) and rectifier rehabilitation. Design and installation of multi-function protection relays (MPR). Traction rectifier rehabilitation.	$40,414,168	$39,414,168	$39,414,168	$22,323,377	$118,611	$1,400,482	$1,452,700	62%	FY27
15ELRR2	High Voltage Blocking Scheme, 13 locations - RR	Design, furnish and install 34.5kV Blocking Scheme, real time Automation Controller, Discrete Programmable Automation Controller and Traction Power Anti-Paralleling (Blocking) system at 13 locations; Concord Sectionalizing Breaking Substation (CCO), Evora Rd. Switching and Substation (CER), CCA, Orinda Switching and Substation (COR), Rockridge Switching and Substation (CRO), Walnut Creek Switching and Substation (CWC), Sectionalizing Station (KFS), Baytube East Substation And Sectionalizing Station (KTE), Washington St. Switching And Substation (KWS), Daly City Sectionalizing Breaking Substation (MDC), Baytube West Substation And Sectionalizing Station (MTW), Valencia St. Switching Station (MVS), and Ashby Substation And Sectionalizing Station (RAS). This Blocking System upgrade will increase the reliability of power by not allowing paralleling of the two sources.	$9,900,000	$9,900,000	$9,900,000	$5,404,421	$14,405	$0	$0	55%*	FY28
15EKRR1	Traction Power Substations and Switching Station Replacements - RR	This project is only for designing the Powell Street Substation (MPS) and Walnut Creek (CWC) Substations on the M-Line and C-Line respectively. Installation of the Walnut Creek Station (CWC) Substation, Switching Station and Gap Breaker Station will be performed under Project 15EKRR5; and installation of the Powell Street Station (MPS) Substation, Switching Station and Gap Breaker Station will be performed under Project 15EKRR6.	$303,152,040	$110,052,040	$110,052,040	$66,573,057	$588,222	$2,196,592	$357,673	94%	FY27
		Sub-Total	$894,755,134	$721,935,135	$712,001,670	$617,373,548	$5,355,386	$17,536,775	$10,114,239		

Project Summary Included
Security Sensitive Projects
RR: Measure RR Program Projects
C: Core Capacity
Italics **:** Notes a change
✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.2 Traction Power

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
15EJRRK	34.5 kV AC Cable Replacement K-Line - RR	Replace the existing 34.5kVAC cables (PIPE or PILC) on the K-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches at the substations.	$34,000,000	$68,703,211	$79,000,000	$15,855,143	$266,300	$2,855,293	$18,466,454	51%	*FY30*
15EK201	Portable and Mobile High Voltage Traction Power Substations - RR	Procurement of portable substations, including controls and protection, as well as the design and development of the Whipple Road storage area for storing the portable substations. The portable substations will allow BART to provide continuous power for train operations during major rehabilitate or emergency repairs while a substation is out of service.	$41,127,224	$29,120,271	$28,787,000	$16,068,435	$4,048,536	$2,539,547	$174,102	68%	FY27
15EIRR2	Cast Coil Transformers Replacement - RR	Procurement of 2 new oil filled transformers as spares to replace any existing cast coil dry type transformers.	$5,500,000	$5,659,977	$5,500,000	$1,877,935	$30,391	$556,737	$923,541	37%	FY30
15EK002	Replacement of Traction Power Assets, Relays and Switchgear	Replace and refurbish obsolete Traction Power equipment such as Transformers, Surge Suppressor, Circuit Breakers, and DC Battery Chargers, systemwide.	$700,000	$3,604,794	$2,800,000	$1,978,232	$42,525	$117,771	$408,705	71%*	FY27
15EJRRC	34.5 kV AC Cable Replacement C-Line - RR	Replace the existing 34.5kVAC cables (PIPE or PILC) on the C-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches (IDS) at the substations. The work will be performed by BART Construction forces.	$98,000,000	$187,521,930	$44,818,981	$33,791,001	$1,818,329	$4,248,317	$2,707,510	27%	FY33
15EK601	East Bay Traction Power Substations - RR - C	Design, procure and install three new substations - one each on the C, K, and R Lines in Concord, Oakland and Richmond (CMR, KTF, RPA). Additionally design and procure one new substation and two new gap breaker stations for the Hayward Maintenance Complex Phase 2.	$133,588,865	$128,205,251	$69,038,404	$14,037,190	$802,492	$2,641,896	$33,660,297	15%	FY32
15EKRR5	Replacement of CWC Traction Power Substation - RR	Furnish and install new Traction Power Substations (TPSS) at Walnut Creek Station (CWC) and 34.5kV supply to the IDS. This project replaces aging TPSS equipment at the end of its service life with new TPSS equipment to increase system reliability.	$72,333,888	$64,429,769	$64,429,769	$19,415,161	$2,744,138	$15,197,956	$15,759,413	44%	FY28
15EKRR6	Replacement of MPS Traction Power Substation- RR	Furnish and install new Traction Power Substations (TPSS) at Powell Street Station (MPS). This project replaces aging TPSS equipment at the end of its service life with new TPSS equipment to increase system reliability.	$115,300,000	$115,300,000	$70,300,000	$0	$0	$2,461,746	$0	0%*	FY32
15EKRR2	Design and Replacement of DC Switchgear - RR	This project is to design, furnish and install new DC equipment at South Hayward and El Cerrito Plaza Substations and Concord Yard Gap Breaker Station. This project replaces fire damaged Traction Power Substation DC equipment to increase system reliability.	$13,000,000	$26,260,639	$13,000,000	$1,009,730	$195,662	$1,584,398	$3,298,104	10%	FY28
02CD001	Concord Traction Power Substation Multi Protection Relay SCADA Phase 2	Plan and design of permanent equipment replacements to Concord Traction Power Substation's Multi-Protection Relay and SCADA assets. This includes Multi-Protection Relays, SCADA assets, DC Feeder Protection assets, rectifier protection assets, and complete field installation. Current funding completely covers design and procurement only.	$1,423,349	$1,423,349	$1,320,000	$148,671	$51,262	$491,784	$883,984	11%*	FY28
15EI101	*Emergent R/R Components & Equipment*	*This project provides for the emergent repair and replacement of critical Traction Power, Electrical, and Mechanical components systemwide that require immediate response by Engineering and Maintenance to prevent or minimize operational impacts, particularly revenue service delays. Covered assets include, but are not limited to, traction power equipment (relay and switchgear, stress cones, circuit breakers, power analysis systems, batteries and chargers), critical electrical systems (automatic transfer switches, breakers, emergency lighting UPS and batteries, generator plugs, and station/parking lot lighting), and mechanical systems (yard and shop equipment, access systems, sump pumps, HVAC, emergency ventilation, fire suppression equipment, elevators, escalators, train washers, and water treatment systems). The project includes design, procurement, installation, testing, commissioning, project/program management, and required documentation to support timely restoration of service reliability.*	*$1,460,324*	*$1,460,324*	*$525,000*	*$369,104*	*$249,657*	*$0*	*$2,263,662*	*70%**	*FY28*
		Sub-Total	$516,433,650	$631,689,517	$379,519,154	$104,550,602	$10,249,294	$32,695,444	$78,545,772		
		Total for CIP Category: Traction Power (FY26 Q2)	**$1,411,188,784**	**$1,353,624,652**	**$1,091,520,824**	**$721,924,149**	**$15,604,680**	**$50,232,219**	**$88,660,011**		

Project Summary Included
Security Sensitive Projects
RR: Measure RR Program Projects
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.3 Train Control and Communications

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
20LT000	Station Speed Encoding MUX Replacement	Replace the 50 year old core system station MUX equipment with microprocessor controls at all 24 core stations (including the maintenance MUX). Phase 1 - A-Line - Lake Merritt through Union City (A10, A20, A30, A40, A75-A77, A80) - installing all infrastructure for MUX replacement (6 of 24) - by BART forces. Phase 2 & 3 - completion of the remaining 18 locations: M-Line Embarcadero (M10), Montgomery (M20), 24th Street (M60), Balboa Park (M80) Daly City (M90); R-Line Downtown Berkeley (R20), El Cerrito Del Norte (R50) Richmond Yard (R65); C-Line Rockridge to Concord (C10, C20, C30, C40, C50, C55, C60); A-Line Hayward (A60), Fremont (A90); K-Line MacArthur (K30).	$63,360,865	$60,686,988	$60,379,170	$60,247,905	$3,237	$8,000	$0	100%	FY26
20LT007	NET.COM Maintenance Support	Engage maintenance support services for the Net.com Train Control Network hardware spare parts repair and replacement.	$850,000	$1,844,868	$1,115,000	$1,094,289	$0	$138,961	$0	100%	FY26
20LL000	Non-Vital Relay Replacement	This project involves replacing mainline interlocking relay logic systems with microprocessor-based systems at 9 mainline stations. An option for additional stations was exercised for a total of 30 stations with 1 Yard.	$28,127,783	$34,375,051	$33,823,564	$31,818,354	$96,119	$1,477,125	$0	98%	FY26
49GH002	CBTC RR Interlocks - RR - C	Perform enabling works at select interlock locations undergoing improvements.	$22,841,774	$22,456,854	$20,870,000	$19,555,795	$20,945	$630,300	$428,226	98%	FY27
20LT004	#10 Turnout Speed Reduction	This project is to design and implement the #10 turnout speed reduction. The anticipated CPUC mandated that speeds through all #10 turnouts be reduced from 27mph to 18mph. BART committed to CPUC to implement speed reduction.	$2,460,000	$2,746,933	$2,648,075	$2,638,012	$0	$62,171	$0	99%	FY26
20AJ001	Phased Radio Replacement	Engineering services for assessing, supporting, and designing the Districtwide Trunk Radio Network replacement. This includes the assessment of radio towers.	$6,137,288	$8,263,893	$8,263,893	$7,705,292	$221,057	$531,383	$0	99%	FY26
79LV000	BARTNET/Control Systems Hardening	Districtwide Operational Technology networking Infrastructure (DOTI) system-wide and security systems replacement. Includes switches and routers at 60 locations, plus configurations. Design, furnish, install new system, and annual procurement of software license and support for network equipment. Systems Security Applications and Services harden network and systems to reduce: • delays in service caused by breaches • ensure customer facing data in available • increase the safety of passengers in the system The average data breach costs an estimated $4 million (per Cisco). DOTI provides the operational network for non-vital train control, fare collection, traction power, SCADA, non-vital, and general operation to all locations. Service life of equipment is 5 years then requires refresh, see SY0247 for future replacements. Network is critical for revenue service operation. Service life of Security Systems is 3 years.	$9,500,000	$12,951,409	$12,096,571	$10,382,591	$193,926	$1,902,339	$817,378	86%*	FY29
20LT006	NET.COM State of Good Repair	This project aims to update the Net.Com system for L-line to a state of the art DaVinci Net system, and to ensure Train Control Engineering and Maintenance have the experience and expertise to address issues in the system. It is critical that the Net.Com system on this line is replaced with DaVinci Net to ensure reliability and that the revenue service is not interrupted. The expansion to update other parts of the District is conceptually possible, but not currently included for this scope.	$3,800,000	$5,614,380	$4,626,352	$3,539,999	$118,950	$708,639	$0	96%	FY26
20AN000	Operations Second Core Network	South San Francisco Station (W20) shall be used as a disaster recovery site to maintain revenue service in case of a major disaster at Lake Merritt. The W20 site was chosen for its central geographical location and having most of the required infrastructure except the electrical power supply for the new equipment. This project shall provide the power upgrade required, supporting some of BART core infrastructure. This project shall install the infrastructure and power supply for BART's most critical equipment such as BART Communications, Radio equipment, Fare Collection Servers, Integrated Computer System (ICS) supporting OCC, BART PD, Radio PA and Emergency Telephone, providing a backup power supply to the existing server racks and new equipment. BART shall contract PG&E for the design and installation of a new 480V utility power supply.	$1,712,865	$1,407,441	$1,300,000	$526,803	$4,914	$496,064	$638,820	41%*	FY28
49GH001	CBTC Non-Participating - C	Perform ultrasonic testing of broken rail systemwide.	$2,103,313	$2,464,900	$2,245,244	$1,874,237	$19,212	$257,250	$0	91%	FY26
		Sub-Total	$140,893,888	$152,812,717	$147,367,869	$139,383,277	$678,359	$6,212,233	$1,884,424		

Project Summary Included
Security Sensitive Projects
RR: Measure RR Program Projects
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.3 Train Control and Communications

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
20LK001	Wayside Coverboard Antenna Replacement	Procurement and replacement of coverboard antennas at 49 station platforms.	$10,987,564	$10,450,014	$8,282,830	$6,711,593	$235,243	$2,251,011	$765,382	69%	FY28
20LN001	Wayside Multiplex BQ2 Circuit Board Replacement	Procure the new and next generation of the WSMUX BQ1 Circuit Boards, named WSMUX BQ2 Circuit Boards (BQ2 Boards) and their safety certification equipment, WAMKAs and Burn-In Test Fixtures. Redesign and manufacture the WSMUX BQ1 311 Power Supply Card Boards (311 Power Cards) in house which consist the procurement of parts and tools. BART Electronic Repair Shop (ERS) will assemble the equipment.	$4,844,563	$7,345,625	$7,345,625	$4,668,074	$181,187	$601,390	$186,886	71%	FY28
60BE000	SCADA - Replace PLC5 Equipment and Update Systems Architecture	Identify new programmable logic controller (PLC) to replace the obsolete Allen Bradley PLC5 currently used in the District's SCADA system. Procure, program, and install the new PLC systemwide. The project is currently divided in to three phases. Phase 1 is a two (2) station pilot. Phase 2 is eight (8) stations and one (1) tunnel. Phase 3 is the remaining 58 locations. Phase 3 will be divided based on available funding in the future.	$13,000,000	$56,987,389	$5,862,591	$3,679,491	$269,493	$2,014,854	$2,511,253	8%	FY40
20LN004	Wayside MUX Box Reliability Improvement	Enhancement of Wayside MUX Boxes and Junction Boxes to improve reliability within the Train Control areas. This includes the procurement of materials required and work performed for the enhancement, modification, replacement, rehabilitation and installation of lightning arrestors/surge protector boards, paddle strike protection covers, and any conduit, wiring or vent related work on all MUX boxes and/or junction boxes systemwide and replacement of Daly City (M90) wayside motherboard.	$3,700,000	$14,639,625	$4,657,500	$3,666,433	$172,453	$1,146,022	$621,240	26%	FY33
20LN003	Transmission Loop Replacement	Replacement of 35% of the aging transmission (Tx) loops and receiver (Rx) coils system-wide. Will continue replacement as funds are received, replacing 10% of the loops and coils per year.	$4,588,243	$4,588,243	$4,353,164	$3,247,922	$60,021	$694,586	$747,924	69%	FY28
15TC004	Water Intrusion Mitigation in Train Control Rooms - RR	Assessments, rehabilitation designs and repairs to prevent water intrusion at train control (TC) rooms (19) and huts (6).	$18,348,933	$19,811,074	$19,484,254	$5,251,816	$150,092	$2,804,022	$2,832,806	29%	*FY30*
47CJ011	Bill Handling Unit Replacement	Replacement of the bill accepter in 525 ticket vending machines with new bill recycling units, allowing customers to receive change in bills.	$6,305,113	$11,574,710	$7,498,277	$5,758,303	$49,376	$1,845,240	$1,642,911	61%	FY29
20LN002	MUX Cable Replacement	This project removes 45 year old cable and install new signal cabling between the wayside train control MUX cabinets to its matching Train Control Room MUX equipment. The communication between Train Control Room Systems and the different train control wayside equipment throughout BART system are enabled by system of Multiplex (MUX) equipment that handles and allows simultaneous transmission of several messages and signals through a network of cable connections such as track occupancy and train speed codes.	$4,259,749	$7,492,846	$5,509,749	$4,314,845	$167,525	$845,370	$1,402,768	55%	FY29
49GH004	CBTC Hitachi Design Build - RR - C	Design and Installation of the Communications-Based Train Control System.	$1,028,983,942	$1,556,866,577	$1,209,092,900	$449,897,754	$5,621,588	$118,395,058	$77,621,517	34%	FY34
49GH006	CBTC Enabling Works 2 - RR - C	Train Control Room and Switch Machine Power Cabling upgrade.	$94,827,380	$110,993,770	$89,974,000	$28,754,423	$1,382,323	$12,583,931	$8,941,645	36%	FY31
49GH005	CBTC Enabling Works 1 - RR - C	K-Line interlock cabling upgrade.	$47,547,483	$27,641,252	$28,776,000	$18,374,921	$3,436,831	$11,766,435	$2,562,123	43%	FY31
49GH007	CBTC VTA Phase 1	Installation of CBTC from Warm Springs to Berryessa (VTA SVBX).	$108,517,716	$119,119,848	$119,119,848	$0	$0	$411,968	$0	0%	FY33
49GH008	CBTC Deployment - RR - C	Deployment of the Communications-Based Train Control System.	$450,464,862	$447,636,181	$202,659,339	$46,044,811	$7,732,904	$32,278,977	$44,464,152	14%	FY34
		Sub-Total	$1,796,375,548	$2,395,147,153	$1,712,616,075	$580,370,386	$19,459,035	$187,638,863	$144,300,607		

Project Summary Included
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.3 Train Control and Communications

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
20LT008	SORS Replacement & MUX Upgrade	This project will replace MUX equipment at 2 locations: MacArthur Station (K30) & Bay Fair Station (A50). Upgrade a total of 31 SORS systems at 29 locations throughout the District on A, C, K, M and R lines; Provide Structural Enhancements of NSMUX Cabinets at 27 locations on A, C, K, M, and R lines	$33,804,204	$33,804,204	$1,622,172	$351,333	$37,524	$2,349,954	$704,801	22%*	FY30
15BZ003	*State of Good Repair, Emergent TCE & Communications*	*The project would facilitate review and updating of BART's maintenance strategies focusing on procedure development to improve inventory of assets and reduce corrective maintenance activities for the existing train control and Comms program. To be used for any emergent response/repair/replacement of Communications and Train Control components to SCADA, Doti network, train control systems that occurs systemwide and needs to be addressed immediately by Engineering and Maintenance in order to avoid/reduce operational impacts, especially revenue service delays. This project includes troubleshooting, design, procurement, installation, testing, commissioning, project/program management and documentation as required for any emergent Communications and Train Control component repair/replacement.*	*$2,697,773*	*$2,697,773*	*$795,000*	*$541,518*	*$83,068*	*$0*	*$1,461,519*	*68%**	*FY30*
20LM001	*Fiber Backbone Cable Replacement*	*Replaces and installs new fiber cables in existing duct banks and raceways between train control rooms. It enhances network reliability, supports future projects, and mitigates service disruptions to ensure safe and secure rail operations. Scope includes fiber optic cables in the WYE from M10 to A10, C10 to K30, and K30 to A10.*	*$2,329,105*	*$2,329,105*	*$1,500,000*	*$81,933*	*$65,868*	*$0*	*$411,540*	*5%**	*FY28*
20LT009	*DaVinCi Network Deployment*	*To replace the obsolete Net.com with the new Districtwide Accessible Vital and Non-vital Control Infrastructure Network (DaVinCi Net) Systemwide. This project will include design and development of DaVinciNet depending on existing train control system, testing in lab, procurement of materials and installation work in train control rooms/huts and Lake Merritt Administration Building. This new network will provide greater reliability and maintainability of the train control system.*	*$6,514,169*	*$6,514,169*	*$400,000*	*$391*	*$0*	*$0*	*$1,054,659*	*0%**	*FY29*
20LV001	*Optical Fiber Termination*	*Procurement and Installation of Fiber Entrance Cabinet (FEC) for cable connection for Train Control rooms within the District (specific). Scope includes 40 Train Control Rooms systemwide.*	*$952,902*	*$952,902*	*$850,000*	*$31,428*	*$23,267*	*$0*	*$780,708*	*4%**	*FY30*
79LV004	*Operational Technology Topology (OTTM)*	*This project will modernize the topology of the District's Operating Technology (OT) network to improve network capacity and reliability. The OT Network is the primary network backbone that carries three critical networks necessary to maintain BART revenue service: BARTNET/DOTI network, Security network, and Unified (or UNI) network.*	*$3,634,620*	*$3,634,620*	*$1,250,000*	*$424,651*	*$407,533*	*$0*	*$2,942,983*	*34%**	*FY27*
20LL009	*W/Y Line Non-Vital Automatic Train Operation (ATO) Replacement*	*Replace the 6 obsolete GEOLAC Automatic Train Operation (ATO) systems in W/Y Line at 5 stations Train control rooms: South San Francisco (W20), San Bruno (W30), W34, Millbrae (W40) (IXL - W37/W39, W45) and SF International Airport (Y10) and 1 New Training Rack with the intelligent Vital Processor Interlocking (iVPI) based ATO system.*	*$17,547,604*	*$17,547,604*	*$13,262,058*	*$45,274*	*$45,143*	*$0*	*$8,375,685*	*0%**	*FY30*
		Sub-Total	$67,480,376	$67,480,376	$19,679,230	$1,476,528	$662,404	$2,349,954	$15,731,895		
		Total for CIP Category: Train Control and Communications (FY26 Q2)	**$2,004,749,811**	**$2,615,440,246**	**$1,879,663,174**	**$721,230,192**	**$20,799,797**	**$196,201,050**	**$161,916,926**		

Project Summary Included
Security Sensitive Projects
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.4 Shops, Yards, and Facilities

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
02CL001	SVBX Bioretention Restoration	Reestablish plants in the SVBX bioretention basins.	$370,000	$370,000	$370,000	$6,323	$1,826	$129,849	$98,458	17%	FY30
54RR350	Turntables Replacement at Concord Yard - RR	Replacement of the turntables at Concord, Richmond (Hayward by PD&C) yards (OCY, ORY, OHY). Transportation requires the use of turntables to turn cars in correct orientation for revenue service on a daily basis. The turntables are past their service life, are failing at a higher historical rate, and need to be replaced. Due to increased revenue service and system expansion, the turntables are being used at a more frequent rate.	$7,475,436	$7,975,436	$7,975,436	$7,470,589	$66,748	$99,835	$170,668	99%	FY27
01RQ000	Hayward Maintenance Complex Phase 1a	This project constructs a Component Repair Shop, a Central Warehouse, and a Maintenance & Engineering Shop. The Component Shop will enable BART to optimally maintain and overhaul the new rail cars. The project also includes connecting track, track crossovers and switches, and a backup power substation.	$207,861,132	$209,451,145	$207,188,785	$206,772,169	$234,326	$20,000	$0	100%*	FY26
54RR170	Replacement of Rotoclone - RR	Replace rotoclones replacement (wet dust collectors), 1 per shop.	$4,078,391	$4,428,391	$4,428,391	$4,351,081	$0	$0	$0	99%	FY26
54RR150	Replace Antiquated Backflow Preventers - RR	Replace 50 year old backflow preventers to comply with new requirements imposed by the water utility (e.g. must be relocated above ground) and replacing old, corroded components. Eliminates possibility of drinking water contamination and water leaks. Replacing 8 backflow systems at 7 locations plus relocating water meters and repairing fire main at Downtown Berkeley (R20).	$2,385,228	$1,808,754	$1,808,754	$1,004,710	$0	$7,856	$34,913	100%	*FY27*
15ER000	Update Book 36 and 400 - Support for State of Good Repair	Updating Book 36 and 400 to reflect all upcoming Traction Power and Electrical projects, replacements, and any other infrastructure modifications, systemwide.	$700,000	$3,057,509	$2,150,000	$1,586,488	$140,568	$343,302	$317,706	100%	FY27
15QL004	Aerial Guideway Sound Wall Repairs, C, R, and L-Lines	Rehabilitation of 250 sound walls locations along C, L and R Lines that have reached the end of their useful lives.	$16,840,261	$29,278,464	$6,902,389	$4,242,276	$210,167	$632,456	$1,135,584	70%	FY29
54RR260	Fire Services at Hayward Yard - RR	This project involves the replacement of the water distribution infrastructure at the Hayward Yard (OHY), including establish a more efficient fire protection system that aligns with current National Fire Protection Association (NFPA) standards, ultimately reducing maintenance needs. Additionally, the project includes the expansion and repair of several domestic water, sanitary sewer, and industrial waste pipelines at the Yard.	$10,617,425	$11,513,292	$11,369,556	$10,613,502	$36,812	$395,215	$10,022	95%	*FY28*
05OH000	Renovation of Control Tower at Richmond and Concord Yard	Perform Fire Safety review, design and construction upgrades for the Control Towers at Richmond Yard (ORY) and Concord Yard (OCY). Ensure a second means of escape is available including additional stairs and doors in the upgrade scope as required.	$4,655,483	$6,094,532	$6,094,532	$4,311,111	$62,654	$530,627	$1,168,215	71%	*FY28*
54RR110	Sewage Pump Replacement Systemwide - RR	This project will replace 8 station sewage pumps throughout the BART system. A majority of the sewage pumps are the original pumps and are past their expected service life, therefore requiring more unexpected frequent maintenance.	$14,092,177	$3,742,177	$4,029,677	$1,976,395	$98,927	$135,393	$823,212	52%	*FY29*
53AC001	Fall Protection Installation on Stations and Facility Buildings	This project will design and install fall protection on station and shop roofs. There is a need to evaluate all roofs and develop a customized plan for fall protection which will allow staff to properly inspect and maintain the asset. Safety railing shall be added at the perimeter of all District roofs that don't currently have fall protection measures.	$2,240,860	$2,556,456	$2,240,860	$1,511,838	$17,477	$560,041	$176,664	74%	FY27
20CE002	Switch Machine Replacement - Model 6	Replacement of switch machines across 3 Yards: 12 at Concord Yard, 9 at Daly City Yard and 16 at Richmond Yard.	$2,811,990	$9,000,000	$5,390,277	$4,294,860	$396,664	$1,072,051	$768,483	68%	FY28
15EP000	System Wide Stations and Facilities Grounding Assessment	This project will assess the current condition of 20 traction power substation grounding systems. The grounding system has reached its expected design life. Grounding system has shown deficiencies.	$1,000,000	$1,000,000	$561,910	$561,910	$0	$2,422	$0	95%	FY26
		Sub-Total	$275,128,383	$290,276,157	$260,510,569	$248,703,250	$1,266,171	$3,929,046	$4,703,925		

Project Summary Included
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4. Project Scopes and Budget Summaries by CIP Category

4.4 Shops, Yards, and Facilities

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
01RQ100	Hayward Maintenance Complex Phase 2 PE - RR - C	Procure Trackwork, Design and Perform Civil Grading of East Storage Yard at Hayward Maintenance Complex.	$93,241,068	$79,828,069	$54,773,606	$53,666,864	$41,580	$0	$0	99%	FY26
15EQ000	Replacing Equipment and Cabling at Yards	Perform the Planning and Design to replace the existing equipment and cabling at Concord, Richmond, Hayward, Daly City and Oakland yards. This includes the 1000V DC power stingers, 4160V and 480V distribution equipment and cabling. Further funding requests and allocations will be used to continue procurement and replacement operations in a phased approach.	$13,021,577	$4,000,000	$4,000,000	$1,599,641	$102,826	$763,582	$983,807	45%	*FY29*
54RR630	Control Tower HVAC at Concord and Richmond Yard - RR	This project installs a new HVAC system to provide cooling capacity governed by Title 24 to accommodate Transportation Staff in Control Towers and provide climate control. Installation of additional equipment in Control Towers is a result of additional service on the system. The increase in cooling capacity is 100% because there is no existing cooling system in the Control Towers.	$1,284,773	$1,284,773	$1,284,773	$660,476	$40,124	$68,240	$435,931	37%	FY30
54RR510	HVAC Renovation at LMA - RR	The 50 year old air conditioning unit for computer and BART operation control centers are past their estimated service life and some replacement parts are unavailable for repair. The units are experiencing malfunctions at a higher historical rate. The failure of current HVAC system could severely impact BART operations due to potential for overheating in the computer room.	$19,879,110	$32,479,740	$27,079,110	$3,829,305	$280,402	$3,762,609	$4,125,649	13%	FY30
15QJ001	Reroof Facilities Buildings Systemwide	This project is to replace facility roofs on a priority basis to maintain state of good repair system wide. The current funding is for replacing roofs at: Daly City , San Bruno, Bay Fair, Fremont, Glen Park, and South San Francisco locations.	$42,500,000	$14,313,859	$21,663,859	$8,406,460	$360,993	$2,584,244	$9,892,676	55%	FY29
03QJ001	Concord Yard Wheel Truing Facility - RR	Design and construction of a wheel truing facility including building and structures, trackwork, traction power tie in, mechanical, electrical and systems, communications, and fire protection systems, architectural finishes, and site work.	$32,300,000	$75,000,000	$25,294,170	$6,528,787	$17,419	$3,011,829	$0	10%	FY30
01RQ103	HMC Phase 2 East Storage Yard - RR - C	Design & Construct East Storage Yard, including new traction power substation and two gap breaker stations at Hayward Maintenance Complex.	$331,260,316	$570,174,064	$277,698,471	$31,428,108	$109,228	$4,269,963	$4,595,092	21%	FY34
15CQ020	Track Renewal Project Richmond Yard - RR	Remove and replace 3 yard switches with new switches including concrete ties and 119 lb rail. Procurement of 90lb rail.	$44,513,864	$36,913,864	$33,913,864	$10,264,122	$143,551	$1,038,150	$543,081	22%	*FY30*
15HB003	Wheel Truing Machine Overhaul	This project is to overhaul two (2) wheel truing machines. Wheel truing machines must be periodically overhauled to extend the service life. Project will replace existing wheel truing machine controllers and includes purchase of spare parts for the upgraded machines.	$999,999	$1,000,000	$803,123	$803,123	$20	$5,002	$0	98%	FY26
03QJ101	Concord Yard Wheel Truing Machine	This project will procure a dual-gauge wheel truing machine at the Concord Yard to accommodate the Fleet of the Future which increases the carrying capacity on the System.	$4,000,000	$4,000,000	$4,054,000	$3,063,261	$29,641	$0	$0	80%	FY30
17AY001	New BART Police Headquarters- RR	This project includes progressive design-build project for tenant improvements, structural retrofit and site improvements to convert an existing office building to become the new BART Police headquarters. BART forces to furnish and install computers and select networking/communications equipment.	$190,000,000	$173,450,000	$186,379,284	$49,792,964	$13,830,532	$82,641,300	$36,404,446	54%	FY28
01RQ005	HMC Vehicle Overhaul & Heavy Repair Shop	Progressive Design Build - Full Service Vehicle Overhaul Facility for the fleet of the future cars	$4,998,932	$415,000,000	$5,000,000	$667,170	$28,690	$911,165	$9,281	13%*	FY27
05OH001	Daly City and Hayward Yard Towers Renovation	Design of secondary means of emergency egress at Daly City and Hayward Yard Towers	$1,500,000	$3,000,000	$3,000,000	$481,797	$104,080	$983,659	$339,434	32%	*FY28*
		Sub-Total	$779,499,640	$1,410,444,369	$644,944,259	$171,192,080	$15,089,085	$100,039,743	$57,329,397		

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4. Project Scopes and Budget Summaries by CIP Category

4.4 Shops, Yards, and Facilities

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
15TD002	Non-Revenue Vehicle Procurement	Procurement of new hi-rail vehicles and non-fixed heavy rail equipment to support projects throughout the District.	$2,298,814	$5,757,500	$2,044,597	$2,043,961	$0	$86,180	$0	97%	FY27
15HB004	WTM Hydraulic Upgrades at Richmond Yard and Daly City Yard	This project is to overhaul hydraulics for three (3) wheel truing machines. Wheel truing machines must be periodically overhauled to extend the service life. Replace existing wheel truing machine hydraulic systems. Existing wheel truing hydraulic pump unit and valves have reached their design life expectancy, spare parts are increasingly difficult to source.	$750,000	$750,000	$1,191,877	$155,446	$78,695	$432,042	$899,722	13%*	FY27
79BJ001	Non-Revenue Vehicles Part II	Procurement of Non-Revenue Vehicles and Equipment.	$10,958,110	$10,958,110	$10,958,110	$10,740,327	$0	$0	$100,000	98%*	*FY27*
		Sub-Total	$14,006,924	$17,465,610	$14,194,584	$12,939,734	$78,695	$518,222	$999,722		
		Total for CIP Category: Shops, Yards, and Facilities (FY26 Q2)	**$1,068,634,947**	**$1,718,186,135**	**$919,649,412**	**$432,835,064**	**$16,433,952**	**$104,487,012**	**$63,033,044**		

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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.5 Track and Structures

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
54RR450	TransBay Tube Dampers Overhaul - RR	Replacement of the Transbay Tube (TBT) emergency ventilation dampers (upper gallery/bay dampers) that have reached the end of their intended design life. Project includes replacing dampers and emergency hatches.	$3,131,454	$1,287,846	$1,287,846	$937,612	$11,357	$4,593	$155,388	89%	FY27
15CQ012	Interlocking Replacement at A77 - RR	Upgrade the District infrastructure at the Hayward Yard (A77) interlocking (11 turnouts), including track and train control components (enabling works) and traction power.	$34,338,000	$34,338,000	$33,338,000	$33,147,989	$88,593	$96,908	$2,930	100%	*FY27*
15QM000	Fracture Critical Bridge Inspection and Repair	*Inspect steel bridges system-wide for fatigue and fracture critical, and repair as needed. FTA inspection biennial for the next 10 years.*	$3,794,409	$5,898,194	$5,744,409	$2,998,292	$82,236	$624,082	$644,976	75%	*FY28*
15TC007	Aerial Fall Protection - RR	This project is to design and install aerial structure fall protection system-wide (segment of M-Line is designed and shovel ready). The lack of existing fall protection on aerial structures requires use of district resources to install and uninstall temporary fall protection before any track work can be done. This is an inefficient use of valuable resources and track time.	$31,129,441	$29,129,441	$29,129,441	$27,644,223	$35,280	$23,085	$0	99%	FY26
15CQ003	Replace Rails, Ties, Fasteners on Y-Line	Replace Restraining rail and running rail on the Y-Line, W-line and S-Line	$3,097,000	$5,297,000	$5,297,000	$4,581,380	$105,125	$394,084	$914,593	75%	FY28
15CQ018	Rail Relay Replacement in Core System - RR	Material procurement and replacement of 75 miles of rail in legacy system. Thermite welding of rail to create continuous welded rail (CWR).	$57,000,000	$89,221,242	$72,229,308	$67,618,927	$1,430,911	$6,126,730	$7,495,768	98%	FY27
15TC023	Fence Rehabilitation Systemwide - RR	This project upgrades current fencing with enhancements that provide increased safety and security to the system and incorporates BART Operational Standards including added height to fencing, increased foundation size, new anti-climb/anti-cut features to fencing, and a smaller mesh size (1 inch mesh vs 2 inch mesh). In addition, upgrades to current fencing reduces train delays and decreases the need for BART Police Department interference. 40% of the scope is dedicated to these improvements. Also, the scope of Richmond Yard Carwash redesign is added to the project.	$17,150,000	$11,765,693	$11,765,693	$10,273,328	$35,485	$0	$90,583	98%	*FY27*
15CQ002	Track Programmatic Support for RR Bonds - RR	Track Programmatic shared support costs and Program Management including: priority Interlockings, Running Rail Renewal and Direct Fixation Pads.	$177,210,190	$195,169,967	$190,329,627	$169,301,701	$1,277,875	$5,785,384	$4,856,071	94%	FY29
15CQ019	Frog Capital Maintenance - RR	The current rail interlocking frogs do not match with new wheel profiles. Work includes: pre-inspection, frog replacement, welding during the replacement and post inspection.	$4,600,000	$4,600,000	$4,600,000	$3,993,106	$0	$548,224	$452,031	94%	*FY28*
15TD000	Non-Revenue Vehicle Equipment Procurement (Grinders, Geocar, and Wayside Equipment)	Procure equipment for various wayside rehabilitation projects.	$79,057,443	$77,154,123	$77,068,184	$74,814,571	$177,201	$644,396	$1,604,251	97%	FY27
15CQ021	Replacement of Switch Point Components in Yards - RR	Replace the switch points identified at Hayward and Concord Yards. Work includes: pre and post inspection, replacement of ties, plates, spikes, pandrol clips, plug rail, closural rail for 90lbs yard points only.	$3,225,000	$5,000,000	$5,000,000	$4,913,382	$0	$264,198	$2,041	98%	FY28
		Sub-Total	$413,732,937	$458,861,505	$435,789,509	$400,224,513	$3,244,062	$14,511,683	$16,218,632		

Project Summary Included
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.5 Track and Structures

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
15TC014	Cross Passage Doors and Hardware Upgrade - RR	Assess the condition of 148 cross passage doors (99 hinged and 60 sliding) systemwide, and design for upgrades on locations on C-Line, M-Line, R-Line, L-Line, and Oakland Wye. Scope also includes upgrading the Transbay Tube (TBT) door hardware design, pilot installation on 2 doors for validation, and the installation of these hardware upgrades to all the 120 TBT Cross-Passage Doors.	$5,400,000	$2,891,518	$2,891,517	$2,131,023	$4,695	$262,000	$519,074	98%	FY27
15TG001	M87 Spur Track Extension	65% Design only for extending the existing Daly City (M87) spur track by an additional 350-ft. This will allow storage for an 800-ft rail train and one prime mover locomotive.	$1,862,790	$3,525,000	$3,525,000	$1,438,791	$14,394	$930,432	$0	69%	*FY28*
15CR001	Track Alignment Survey and Documentation Update	Installation of permanent survey monuments on all lines of the BART system. Phase 2 scope will include Lidar survey mapping of existing assets and structures within the Right of Way.	$3,100,000	$4,600,440	$4,300,000	$2,616,405	$4,648	$660,063	$364,202	64%	FY29
15CS001	Preventative Maintenance Procedures Improvement	Review Preventative Maintenance requirements for all Maintenance and Engineering assets for code compliance and safety requirements.	$5,340,000	$11,275,797	$6,957,587	$6,316,228	$338,328	$1,646,358	$1,860,097	84%	FY29
15TQ000	Post-Earthquake Inspection Program Improvement	Support the annual Emergency Response Training (ERT) for the Engineering group in 2023 and 2024, focusing on ways to improve current inspection procedures, post emergency safety assessments, and to update its training program to improve asset reliability and maintain the system's State of Good Repair. The scope also include structural assessment of BART ventilation structures. From the assessment, the fragility data of ventilation structure will be determined. A shakeCast instance with these fragility data will be delivered by the consultant and installed into BART ShakeCast system.	$2,100,000	$2,100,000	$2,100,000	$1,250,154	$27,516	$404,685	$375,513	73%	FY29
15CQ016	Direct Fixation Pads Replacement Systemwide - RR	Procure and install direct fixation pads in legacy system area.	$16,508,390	$16,978,204	$16,756,311	$14,343,683	$365,868	$981,689	$1,495,931	81%	FY28
15QN003	Water Mitigation W-Line Tunnel	Mitigate the water intrusion and repair the deteriorated tunnel infrastructure between Colma and Millbrae Stations in San Mateo County.	$6,542,000	$6,542,000	$6,542,000	$5,166,471	$135,399	$729,713	$886,914	89%	FY27
15TC002	Tunnel and Structure Programmatic Support for RR Bonds - RR	Civil and Structural programs, project management and support (administrative and financial analysis) to: (1) repair soundwalls, wayside regulatory signage, and water mitigation in M and R-Line tunnels with in-house forces; (2) obtain equipment and vehicle leases to support work with in-house forces; (3) provide program-wide construction management support during design, final design, and bulk material procurement; (4) warehouse leases (Hayward and Concord Warehouses).	$160,262,156	$158,424,103	$157,643,006	$66,030,136	$1,412,144	$6,370,788	$5,079,693	81%	FY28
91HG000	Design Quality Process Improvement	Engineering support to improve strategic design quality practices, including formalizing and documenting policies, online training, procedures, work instructions to gain Quality Management Systems (QMS - ISO 9001) design practices certification.	$500,000	$2,247,957	$2,157,000	$1,865,681	$73,269	$202,936	$73,380	86%*	*FY27*
15TC016	Substation Roofs and Non-Substation Roofs - RR	The repair of substation roofs at 82 locations by BART forces. The repairs include coating roofs with high-end polyurethane coating (Armor Thane).	$5,157,393	$5,157,214	$5,157,214	$2,237,920	$90,315	$925,409	$1,003,889	58%	*FY28*
15TC009	Wayside Signage - Inspection and Inventory - RR	Replace all missing or substandard wayside signs and install new 10-car platform stop signs on all stations in Measure RR Counties. The estimated number of signs to be installed or replaced is 1250.	$2,207,290	$2,607,290	$2,607,290	$1,698,494	$39,248	$383,142	$132,472	57%	FY28
15QN004	ROW Fencing Rehabilitation	*Design and construction of the fences at the bridge abutments in Oakland, Bay Fair station, and Hayward Station. Construction of 900 LF Richmond Yard Fence near Carwash Building.*	$12,000,000	$12,750,000	$12,750,000	$6,262,173	$182,622	$2,120,049	$2,100,063	58%	FY28
15TC013	Slope Stabilization Systemwide - RR	Assessment of 104 eroded slopes systemwide. Then prioritization, completion of repairs or rehabilitations of the slopes, and addressing storm water drainage issues within the right-of-way. 21 sites, including 7 locations for abutment expansion joint repair work from Project 15TC020, have been selected for final design, procurement, and construction on the A, C, L & M Lines. All work on 21 sites will be performed by BART forces.	$13,670,061	$11,449,460	$8,515,867	$3,807,017	$358,466	$996,493	$2,762,163	75%	FY29
		Sub-Total	$234,650,080	$240,548,983	$231,902,792	$115,164,175	$3,046,913	$16,613,756	$16,653,391		

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4. Project Scopes and Budget Summaries by CIP Category

4.5 Track and Structures

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
15TQ001	Assess and Repair Steel Bridges at A-Line	Repair the Washington Ave steel bridge based on the inspection performed in the previous biennial bridge inspection.	$2,467,673	$1,537,115	$1,400,000	$763,201	$8,368	$346,053	$297,251	57%	FY29
15TD003	Non-Revenue Vehicle Procurement (Locomotives and Wayside Equipment)	Procure new fixed rail, hi-rail vehicles, and heavy rail equipment to maintain the District in a state of good repair through projects and maintenance work around the District. The procurement of additional locomotives will improve the availablity of the current fleet.	$28,505,869	$28,619,493	$28,567,278	$11,831,239	$283,835	$6,233,291	$5,244,418	40%	FY29
15TC018	Aerial Catwalk Renewal - RR	Assessment and replacement of hanger rods for Catwalk as necessary on A Line, and procurement of materials for C, M, and R Lines.	$9,086,388	$11,086,374	$11,086,374	$4,269,328	$188,633	$1,505,757	$942,892	44%	FY28
15TD004	Non-Revenue Vehicle Procurement (Ultrasonic Test Truck and Wayside Equipment)	This project is to procure 8 flatbed rail cars. There are 3 flatbeds currently existing and are 50 years old. They have recently been renovated to give an additional 15 years of working life. Additional units are required to enable BART to work on the number of increasing planned Capital projects. It is recommended that flatbed rail cars are procured with ballast cars for contract efficiency and price savings. BART has unusual wide gauge rail width, which makes procurement of these vehicles custom. Quantities are therefore required to make contract values cheaper per unit, and more acceptable for OEMs to manufacture.	$3,350,000	$4,922,982	$4,922,982	$2,736,310	$1,111,816	$1,427,909	$318,888	23%	FY27
15TC012	Stabilize MW-12 Slope - RR	The overall scope is to stabilize the North slope (MW-12 benched slope). The scope for the north includes drainage improvements, repairing and revegetating the existing slope, surface improvements, fence repair, and Springbrook access road improvement.	$12,349,714	$15,336,150	$26,838,262	$2,368,650	$73,653	$3,098,404	$12,467,820	25%	*FY28*
15CH001	Tail Track Extensions	Design and construction of upgrading the existing tail tracks at the Millbrae extension to go from a 8-car train storage capacity to a 10-car train storage capacity.	$18,459,057	$32,882,415	$8,468,751	$3,854,292	$1,174	$253,283	$0	20%	FY28
15TC015	Water Mitigation Oakland Wye Tunnel - RR	Mitigate water intrusion along Oakland Wye and Embarcadero approach section of M Line Steel Tunnel. About 2250 feet of whole steel tunnel, 820 feet of steel tunnel along sidewalk, and 655 feet of steel tunnel along third rail side will be repaired. Steel lined tunnel will be repaired by Contractor.	$8,548,049	$9,266,000	$9,266,000	$1,849,472	$3,418	$0	$0	18%	FY29
15CQ008	Interlocking Replacement at K23, K25, and C15 - RR	Upgrade the District infrastructure on the K Line and C Line, at the K23, K25, C15 interlockings, including track components (replace 20 turnouts). This project will replace wooden ties with precast concrete ties at switches to extend the asset life.	$130,000,000	$132,301,087	$132,301,085	$42,908,063	$1,431,675	$28,487,755	$2,035,345	40%	FY30
15CQ015	Interlocking Replacement at Fremont (A85) - RR	Upgrade the district infrastructure at the Fremont (A85) Interlocking, including track and train control components. Design, procurement, and construction related to the replacement of Fremont A85 Interlocking. Switch replacement includes: SW123, SW223, SW127, and SW227.	$13,626,906	$15,498,857	$15,352,006	$5,440,041	$89,985	$1,795,242	$9,537,877	38%	FY29
15TD005	Non-Revenue Vehicle Procurement (Miscellaneous Tools and Wayside Equipment)	Procure new fixed rail, hi-rail vehicles, and heavy rail equipment to maintain the District in a state of good repair through projects and maintenance work around the District. Procurement includes but is not limited to a re-railer jack, welding trucks, re-rail trucks, stakebed truck, and tools.	$10,503,365	$9,513,589	$9,513,589	$5,022,600	$1,936,437	$1,414,640	$1,031,204	13%	FY27
15TH002	Water Mitigation A and S-Line Tunnels	Engineering assessment of water intrusion in the A and S Line tunnels. Construction of water intrusion repairs in S Line Tunnels.	$500,000	$2,000,000	$2,000,000	$604,520	$68,206	$787,539	$1,067,377	30%*	FY29
15TC010	Water Mitigation M-Line Tunnel - RR	The scope of this project is to repair the steel tunnel linings to mitigate water intrusion along M-Line, which includes design, investigation and construction. Steel Tunnel Remediation (by a Contractor) is planned to include 7605 feet of all the lining circumference, 4920 feet of lining along the safe walking platform side, and 2425 feet of lining adjacent to the third rail.	$38,484,606	$47,723,471	$47,723,471	$2,925,520	$120,367	$1,241,635	$1,532,545	8%	FY31
		Sub-Total	$275,881,627	$310,687,532	$297,439,796	$84,573,235	$5,317,566	$46,591,510	$34,475,617		

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4. Project Scopes and Budget Summaries by CIP Category

4.5 Track and Structures

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
15TC006	Rehab Street Grates - RR	Inspect, repair and replace street grates in San Francisco, Oakland and Berkeley at high priority locations: - 7 street grates in San Francisco along Market St. from 5th St. to 8th St. - 2 street grates in Berkeley from North Berkeley Station to Ashby Station. - 8 street grates in Oakland from 19th St. Station to Lake Merritt Station	$21,027,852	$23,796,436	$23,796,436	$1,760,526	$92,388	$3,507,661	$2,892,156	8%	*FY30*
15CQ022	Procurement of Direct Fixation Fasteners- RR	This project will procure DF Pads for use by BART maintenance. This is a material procurement project only, installation of DF pads will be completed under different project(s).	$3,304,051	$3,434,582	$3,304,165	$35,498	$7,886	$1,314,808	$48,852	1%	FY28
15TN001	Berkeley Hills Tunnel Fault Movement Mitigation	Full scope covers multiple structural engineering-based issues at the BHT related to seismic fault movement. Issues and project scope include: Ph. 0: Spall Catchment System: organize inspections of the 2018-era line spall catchment system, develop and execute repairs as appropriate, and re-certify system for extended service life; Ph. 1: Return-to-Service Repairs Design: engage a design consultant to produce IFB design documents that would be the basis for return-to-service repairs of the BHT after a future Hayward Fault earthquake; Ph. 2: Procure Phase 1: pre-procure, inventory, store, etc. the contracts, materials, and equipment practical to procure in advance related to the return-to-service repair scope;Ph. 3: Long-Term Creep Considerations: review existing documentation (2019-era design deliverables, System Safety guidance, and technical memos) related to impingement of relevant envelopes within the BHT cross section due to seismic creep. Develop a study/plan to help BART address ongoing movements in the medium-term and long-term.	$17,599,165	$17,599,165	$3,500,000	$387,909	$72,891	$867,062	$830,439	11%*	*FY29*
15CQ023	C Line Emergency Rail Replacement	This project focuses on the replacement of severely deteriorating rail infrastructure on the C-Line between C50 and C60. This segment has been identified as experiencing significant wear and tear, posing safety risks and service disruptions if not addressed promptly. BART forces shall be utilized to replace the running rail and perform thermite welds to create Continuously Welded Rail and reduce risk of track failure.	$750,000	$750,000	$750,000	$613,590	$0	$96,496	$0	82%*	FY26
91HD003	Concrete Tie Assessment	This project will perform condition assessment for mainline concrete ties that are beyond their useful service life. The assessment will determine life expectancy of the existing concrete ties throughout the legacy system and help determine the prioritization and planning for the concrete tie replacement program. Deliverables will include conditional assessment report, programmatic replacement prioritization strategy (schedule), and cost estimate to replace legacy concrete ties.	$1,848,495	$1,848,495	$1,650,000	$68,839	$14,090	$394,993	$545,182	9%	FY30
91HF005	Embarcadero Vent Structure Adaptation	This project aims to enhance the technical feasibility and conceptual engineering aspects of the San Francisco Ventilation structure, which is part of the FY17-FY18 BART Sea Level Rise and Flooding Resilience Study. The primary objective is to understand better how to implement long-term (2060-2100) adaptation measures for this structure. Key deliverables for this project include project requirements, conceptual engineering reports, and plans, which will encompass up to 30% design. This work will complement and support the adaptation requirements of San Francisco's Embarcadero Seawall Program.	$614,000	$614,000	$614,000	$537,613	$63,493	$121,178	$0	90%	FY26
15TD006	Non-Revenue Vehicle Procurement	Procure replacement and new non-revenue vehicles and equipment that have reached the end of their useful life or support new functional needs for use throughout the district. Procurement includes hi-rail welding truck Class 5, Box truck, Cargo Van, Hi-Rail Crew Truck Class 7, Hi-Rail Step Vans, Hi-Rail Mid Size Excavator, and possibly more.	$5,250,000	$8,597,000	$12,448,058	$6,386,804	$3,911,617	$997,643	$1,701,614	51%*	FY28
15TC025	Slope Stabilization on M&L Lines-RR	Assessment of 104 eroded slopes locations systemwide. Then prioritization, completion of repairs or rehabilitations of the slopes, and addressing storm water drainage issues within the right-of way. 25 sites, including 7 locations from Project 15TC020, have been selected for final design, procurement, and construction. This project scope is to harden 4 critical slopes on the L and M lines.	$5,800,000	$5,800,000	$5,800,000	$1,546,755	$461,206	$1,404,591	$2,142,382	47%	*FY28*
21BE000	South Hayward Connector at RS&S	The Project will connect the existing TR2 and TR3 yard tracks to the existing ST24 yard track at Hayward Yard. The project will realign approximately 250' of the ST24 yard track and install a new No. 8 curved turnout on the ST24.	$2,418,711	$2,418,711	$2,157,500	$2,102,353	$26,255	$211,193	$0	70%	FY28
15TC024	TBT Cross Passage Doors - Construction	Construction of Trans Bay Tube (TBT) cross passage door hardware assembly upgrades. This design upgrade includes – more robust door hardware assembly including a door self-closure unit, better smoke seal gaskets and an improved door support assembly.	$6,564,039	$6,564,039	$2,100,000	$269,168	$21,582	$404,993	$645,433	13%*	*FY31*
		Sub-Total	$65,176,313	$71,422,428	$56,120,159	$13,709,055	$4,671,408	$9,320,618	$8,806,058		

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4. Project Scopes and Budget Summaries by CIP Category

4.5 Track and Structures

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
11PK001	Daly City Station Platform Lighting Support	Steel beams that support platform lighting fixtures and the canopy are connected to the concrete columns below by anchors and fasteners. These anchors and fasteners exhibit severe corrosion, reducing their structural capacity significantly. The project includes condition assessment as needed, engineering design for retrofitting, and construction.	$4,650,000	$5,245,858	$4,500,000	$219,541	$99,302	$238,202	$941,365	5%*	FY30
59AQ002	Parking Garage Slab Repairs II	Remediation of structural deterioration at three post-tensioned (PT) parking garage structures.	$1,500,000	$1,500,000	$1,500,000	$166,062	$101,907	$710,785	$572,077	11%*	FY28
15CQ024	Rail Destressing-Contra Costa County- RR	This project will destress twenty (20) miles of rail track within the BART operating corridor that has been identified as being affected by extreme temperature conditions in Contra Costa County. Additionally, this project will also perform ongoing field verifications to monitor the rail's neutral temperature and use the data for risk analysis and maintenance prioritization.	$7,440,000	$7,440,000	$7,440,000	$821,678	$124,404	$2,121,196	$3,210,052	22%	FY28
15CQ025	Frog Capital Retrofit	Retrofit & reprofile rail interlocking frogs to allow trains flanged wheel to change tracks to match wheel profiles. The legacy frogs do not match with the new wheel profiles. The project will replace the legacy frogs with new conformal frogs that match the fleet of the future wheel profiles. Construction to be done by BART forces.	$7,000,000	$2,181,766	$1,000,000	$197,141	$37,024	$26,342	$890,909	20%*	FY28
15CQ026	Switch Point Replacement at Concord and Hayward Yards	Procure and replace switches and components to support the interlocking at Concord and Richmond Yards. Turnout components include switch points, frogs, ties and other track materials.	$6,000,000	$1,658,225	$1,000,000	$500,735	$133,792	$23,889	$790,634	50%*	FY28
15CQ027	Concrete Floating Slab Assessment	Perform condition assessment for concrete floating track slab along C-Line. The project will conduct site visit, evaluation of floating slab, prepare report and develop design recommendation for repair/replacement of slab.	$1,778,070	$1,778,070	$1,400,000	$53,993	$12,870	$702,135	$905,503	4%*	FY28
15CQ028	Interlocking Tie Replacement	Replacement of original block ties under interlocks at 2 locations under A-line. the original block ties have exceed the 30 year-design life.	$1,692,925	$1,692,925	$1,000,000	$39,434	$13,838	$455,344	$859,811	4%*	FY28
15CQ029	Track Joint Elimination	This project will improve the quality of the ridership experience and eliminate extra maintenance costs with improvements such as destressing, joint elimination, thermite welding, and re-surfacing of rail tracks. Project includes procurement of equipment and materials, installation of materials and construction. Initial $500K budget is seed funding	$8,100,000	$8,100,000	$500,000	$31,770	$8,746	$658,303	$384,377	6%*	FY29
15QP000	Facilities Door Replacement Switch	Replace all doors in stations, parking structure and shops that do not operate properly, Including emergency egress doors, with new doors to meet new safety and operational standards, based on recent BFS updates. Install security locks on selected doors	$101,147	$101,147	$90,000	$49,139	$0	$52,668	$0	55%*	FY27
59AQ001	*Parking Garage Slab Repairs*	*Repairs to structural deterioration at three post-tensioned (PT) parking garages.*	*$480,000*	*$480,000*	*$480,000*	*$188,909*	*$8,149*	*$0*	*$205,000*	*39%**	*FY27*
		Sub-Total	$38,742,142	$30,177,991	$18,910,000	$2,268,402	$540,032	$4,988,864	$8,759,728		
		Total for CIP Category: Track and Structures (FY26 Q2)	**$1,028,183,098**	**$1,111,698,439**	**$1,040,162,255**	**$615,939,380**	**$16,819,981**	**$92,026,431**	**$84,913,426**		

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4. Project Scopes and Budget Summaries by CIP Category

4.6 Stations

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
05HA001	El Cerrito Del Norte Gateway - RR	This project is part of a modernization program to enhance customer circulation, safety and placemaking. This project expands the paid area, constructs two new elevators, two new stairs, creates new public restrooms, upgrades station lighting, installs new ceiling and flooring inside the new paid area, improves wayfinding and installs new public art. Additionally this project relocates the passenger drop off area, enhances the Ohlone Greenway/bicycle path/hardscape, upgrades flooring outside the paid area and provides new bus shelters.	$71,736,659	$61,286,659	$61,286,659	$58,316,490	$164,427	$0	$283,242	100%	*FY27*
01VM001	Union City Intermodal Station - RR	Phase 2A expands the vertical circulation elements on the east side of the Union City Station, specifically adding one additional stairway, two new escalators and retrofitting one existing stairway.	$24,952,552	$24,951,552	$24,951,552	$23,108,856	$48,892	$828,162	$537,415	99%	FY27
47CC004	Fare Collection Systems Back Office Server/Disaster Recovery	This project is for the replacement of AFC back office server equipment and provide additional back-up (DAS Server) for disaster recovery and geographic redundancy. The project includes purchase and installation of server equipment, and license renewal. Equipment and software is obsolete, refresh is required every 3 to 5 years. Last refresh was 2020.	$3,140,000	$3,667,793	$3,640,000	$3,290,515	$6,861	$18,915	$19,229	95%	*FY27*
11IA002	New Platform Stairs at Civic Center - RR	This project is for design, procurement, and construction of two additional stairs adjacent to the existing stairs at each end of the platform of Civic Center Station (M40). This will reduce BART Platform exiting times and bring within current NFPA requirements.	$11,200,000	$13,650,000	$13,130,643	$13,130,643	$4,939	$40,782	$0	99%	FY26
47CC003	Support for Europay MasterCard Visa (EMV) Credit Cards	This project modifies existing BART ticket vending machine hardware and software in the following ways: (1) upgrade existing pin pad hardware, (2) upgrade to accommodate Europay Mastercard Visa.	$8,662,414	$8,825,293	$8,816,932	$7,896,186	$128	$881,433	$36,179	92%	FY27
45GA000	Station Hardening	Replace the existing unlocked Station service gates with automatically locking buzz gates. Eliminate unlocked or unused service gates that allow for uncontrolled access between station paid and free areas. Raise the barriers surrounding paid areas to five feet. For all the FY21 and FY22 designated stations, the barrier will be six feet tall. Fence off areas that allow patrons to enter a paid area from a free area. This situation is common where the elevators at concourse and street level allow unimpeded access to paid areas on station platforms.	$7,044,926	$6,366,105	$6,366,105	$6,109,176	$94,970	$20,169	$0	99%	FY26
17AL000	AC Transit Restrooms at District Stations	Provide interim restroom facilities for use by Alameda County (AC) Transit drivers at 8 District Stations by modifying existing buildings or constructing new buildings.	$1,600,000	$1,605,789	$1,672,009	$1,457,358	$34,849	$0	$3,005	87%*	*FY27*
44AD008	Station Agent Booth Equipment Obsolescence Upgrade	This project is for the refurbishment of Bill to Bill Changers includes all components. Equipment is obsolete, has reached end of life cycle. Requires replacement every 5 years.	$906,366	$1,197,126	$1,156,366	$1,093,339	$44,794	$54,629	$0	94%	*FY27*
20LB001	Program Stop ID and Cradle Upgrade	Design, configuration and tuning of the Train Program Stop ID functionality for the train cars side door open signaling system.	$3,074,280	$1,964,499	$1,700,000	$1,520,098	$12,945	$318,904	$340,757	89%*	*FY27*
15NZ001	Sight Impaired Navigation System	*Fabricate and install visual and tactile signage for bus bay numbering at bus bays at BART stations.*	$343,750	$343,750	$343,750	$0	$0	$343,750	$203,750	0%*	*FY27*
15LK003	Powell Street Elevator	Design and construction of a new elevator at Powell Street Station in the MUNI paid area. Current design includes emergency access to the BART platform. The project is being designed and constructed by SFMTA.	$1,590,000	$1,571,767	$1,590,000	$721,019	$7,067	$106,318	$116,654	70%	FY28
15TK001	Station Agent Booth Dutch Doors	Replace existing station agent's booth doors with Dutch doors. 44 doors at 34 stations have already been replaced as part of Phase 1 and 2. Current phase (Phase 3) includes replacement of 16 station agent booth doors at 12 stations including bullet-resistant glass at one door.	$4,000,000	$3,519,750	$3,519,750	$3,377,991	$6,485	$23,345	$0	100%	FY26
		Sub-Total	$138,250,946	$128,950,083	$128,173,765	$120,021,672	$426,356	$2,636,408	$1,540,231		

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4. Project Scopes and Budget Summaries by CIP Category

4.6 Stations

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15IM000	DSS Pilot Project	Replace the existing destination signs with new retrofit units at 5 underground stations.	$14,500,000	$8,150,910	$3,402,199	$3,402,790	$591	$296,513	$0	96%	FY26
91BZ000	Systemwide Historic Resource Assessment	The original 1972 BART system is approaching 50 years of age, the threshold for consideration as a potentially eligible historic resource under state and federal law. This effort seeks to identify and describe potentially significant elements of the original system and create a defined process for project managers to follow should a project involve work at or on a potentially historic element of the system.	$264,905	$264,905	$264,905	$241,470	$3,379	$26,640	$0	91%*	*FY28*
59DE001	Access Facility Reconfiguration- RR	Implement signage and striping changes to support implementation of access programs.	$250,000	$1,176,864	$1,416,864	$222,560	$11,252	$250,000	$350,000	16%	FY30
15OB001	Landscape Improvements Systemwide	The Landscaping and Stormwater Systemwide Project is to improve the condition of the landscape and stormwater related assets Districtwide. Project includes multiple phases including Rockridge station planting, systemwide arborist report, Antioch and Richmond bioretention restoration services, a dumpster elevator and escalator stormwater pollution report and the trash capture device pilot at Fruitvale station.	$357,030	$1,900,754	$1,538,030	$1,031,052	$79,440	$429,719	$68,214	82%	FY29
59CR001	Station Wayfinding and Signage	BART is updating its signage and wayfinding design standards for all station access facilities to improve the experience of those traveling to and from BART stations via all access modes. This project includes review, refinement, and finalization of concept signage designs, development of signage specifications and guidelines, development of updated parking program signage and high level cost estimates, and a signage plan for one station including signage placement and wayfinding graphics. This project will provide the needed information to update the BART Facilities Standards.	$250,000	$250,000	$250,000	$198,935	$55,433	$98,009	$25,000	80%	*FY27*
15QQ000	Parking Program Modernization	Modernize parking program / integrate parking payments into the BART mobile app.	$2,890,977	$2,890,977	$2,742,371	$2,602,659	$74,153	$300,000	$50,000	95%	*FY28*
91AB001	Art - Station Modernization	This project is the fund accumulation for the BART Art Program, which supports enhancing transit environments, places, wayfinding, safety, and community partnerships aligned to the BART Art Long-range Plan. Smaller projects, BART labor, and partnership support may be funded directly, or a larger project with additional funds may be transferred to a new project for more concise tracking. Funds are also used to support the ongoing management of the art collection.	$714,100	$1,044,047	$1,032,522	$417,466	$10,234	$424,391	$475,000	60%	FY27
17BY001	New UPS System - LMA Building	Design and construct a new Uninterruptible Power Supply (UPS) System at the Lake Merritt Administration (LMA) Building for the Operations Control Center (OCC) and other critical infrastructures supporting revenue operations. This UPS will replace the existing one located in the Metro Center (MET) Building which will transition to the Transit Oriented Development (TOD) around Lake Merritt Station.	$17,000,000	$26,388,919	$9,652,500	$2,063,611	$133,877	$4,417,449	$6,941,520	21%*	*FY29*
15LK001	Market Street Entry Canopies - RR	This program will install 21 canopies at the four downtown San Francisco stations, which don't currently exist, over street openings for patron safety as well as to meet code requirements for weather protection for any escalators being installed or renovated.	$104,477,000	$113,923,952	$113,576,581	$98,983,638	$1,650,074	$11,835,595	$661,785	93%	FY27
59CT002	Wayfinding Improvements at Various Stations - RR	BART Wayfinding Improvements Phase IV at 15 stations located in Alameda, San Francisco, and San Mateo counties. Work includes fabrication and installation of illuminated wayfinding signs, custom design cases, station ID pylons, kiosks, and real-time displays. Existing wayfinding directional and transit information signage and displays will be replaced to improve and enhance the transit wayfinding experience of transit users. The new signs and information displays will provide consistent and understandable information with use of less written messages and more pictograms, graphic symbols, and operator logos.	$5,089,909	$17,973,439	$17,819,749	$9,145,904	$148,401	$2,777,120	$7,319,483	54%	FY33
17BJ001	Lake Merritt Plaza Design - RR	Conceptual design of upgrading the Lake Merritt Plaza including full waterproofing membrane replacement, new paving, new landscaping/irrigation, new lighting, new canopy, new seating, new wayfinding, new bike station, and art.	$30,000,000	$7,610,000	$7,610,000	$2,595,563	$0	$0	$0	34%*	FY29
57RR204	North Berkeley Station Access Improvement - RR	Project will improve bicycle and pedestrian access to the North Berkeley BART station. The scope of work includes a road diet on the two north-south station area roads (conversion from two-way operation on both roads to a one-way couplet); 0.5 mile of separated two-way cycle tracks on station area roads; widening/upgrading of the Ohlone Greenway adjacent to BART parking lots from the existing 10'-wide multi-use trail to an 18'-wide facility with dedicated two-way cycle track and pedestrian sidewalk (plus lighting and landscaping); pedestrian-scale lighting; raised crosswalks; upgraded directional curb ramps; sidewalk bulb outs to reduce pedestrian crossing distances; improved lighting at crosswalks; a bus bulbout; additional secure bicycle parking for ~120 bikes; wayfinding; landscaping and storm water management; and art elements.	$11,568,153	$11,611,503	$12,311,503	$11,498,799	$195,728	$0	$60,000	96%	*FY27*
		Sub-Total	$187,362,074	$193,186,270	$171,617,225	$132,404,447	$2,362,562	$20,855,436	$15,951,002		

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03SO004	Concord Station Lighting Modernization and UPS Project	The objective of this project is to upgrade the Station's complete existing lighting systems, lighting control system and install a new Uninterruptible Power Supply (UPS) system.	$5,033,000	$10,463,523	$8,456,002	$1,333,044	$76,814	$1,273,129	$858,419	14%	FY27
15LK002	Market Street Escalators Project - RR	This program will replace 41 existing street and platform escalators in the 4 SF downtown stations. The escalators are at the end of their useful life and are regularly out of service.	$150,757,731	$163,243,500	$154,274,815	$86,072,833	$2,779,160	$34,296,346	$20,055,619	70%	FY30
57RR206	19th Street/Oakland Active Access Improvements - RR	Project will construct an attended bike station on a BART-owned parcel 300 feet north of the 19th St/Oakland BART Station with space for 400 securely parked bicycles. It will enhance and expand the existing bike station, which is in a rented storefront space and only has room for 130 bikes.	$6,887,668	$6,387,668	$6,387,668	$2,125,973	$233	$0	$0	34%	FY29
47CJ016	Clipper C2 Integration and Security Upgrade	Upgrade BART fare collection systems to be compatible with the new, Metropolitan Transportation Commission (MTC) /Cubic, Clipper 2.0 system, while maintaining compatibility with other BART systems (such as EZ Rider parking applications). Scope includes upgrades to security and network equipment for faregates, vending and fare collection machines while keeping BART functional and compliant throughout the new system integration.	$22,000,000	$34,673,479	$36,430,766	$34,428,310	$1,535,093	$1,267,993	$0	92%	FY26
15NU002	Accessibility Improvement Program - RR	In a 2011 assessment, FTA identified improvements needed to meet ADA-regulations. Based on this assessment, BART conducted an evaluation of stations system-wide and identified improvements and upgrades to meet federal ADA regulations and California Building Code. This scope and all components herein represent resulting improvements from a 10-year Scope of Work developed by BART to meet all State and Federal code.	$73,770,000	$56,433,805	$42,867,557	$22,308,172	$445,379	$2,699,368	$2,140,830	37%	FY33
15NE002	Public Address System Improvement - RR	Installation of a new public address system, including electrical, communications, equipment installation, testing, and commissioning at Lafayette (C30) and Powell (M30) Stations	$10,812,933	$11,885,547	$6,007,325	$2,378,546	$50,737	$2,499,098	$53,967	14%	FY29
11FE001	Embarcadero Platform Elevator - RR	Design to Renovate the existing hydraulic elevator serving the BART and MUNI platforms at the Embarcadero (M16) Station. At the South Stairs, increase the stair width from 36 to 44 inches to comply with current egress codes. Construction will be completed under Project – 11FE002.	$24,183,050	$6,035,999	$6,035,999	$4,386,112	$294,215	$559,339	$313,617	89%	FY26
57RR209	MacArthur Station Active Access Improvements - RR	Lighting improvement in the underpass at 40th St adjacent to the plaza at MacArthur Station, with a goal to improve pedestrian safety and security.	$6,884,642	$6,030,438	$4,884,642	$1,072,258	$76,970	$1,882,507	$2,042,912	25%	FY29
57RR211	Civic Center Active Access Improvements - RR	Project consists of a new traffic signal and other pedestrian and bicycle improvements (wayfinding, striping) at the intersection of Hyde St, Grove St, 8th St and Market St in San Francisco to improve pedestrian access to Civic Center Station following the closure of the two stair entrances at this location.	$1,400,000	$1,400,000	$1,400,000	$948,934	$56,424	$0	$0	93%	FY26
57RR301	Pittsburg/Baypoint Station Shared Mobility Improvements - RR	The portion of the project that includes roadway repaving is considered replacement and represents about 31% of the total scope. The remaining scope of the project includes reconfiguring drop-off/pick-up area and striping changes to incorporate enhanced pedestrian and cycling facilities.	$2,500,000	$3,810,000	$1,010,000	$801,039	$22,739	$723,200	$575,707	33%	FY29
15NL005	Elevator Renovation Program at Pittsburg-Bay Point (C80)	Renovation of the two hydraulic elevators at Pittsburgh-Bay Point (C80 on the C-Line) for reliability, function (code compliance), cosmetic upgrades, and remote monitoring improvements.	$10,250,419	$13,937,378	$13,937,378	$1,836,622	$107,681	$1,065,030	$3,027,345	15%	FY29
15NL004	Elevator Renovation Program at Coliseum Station (A30)	Renovation of the two hydraulic elevators at Coliseum (A30 on the A-Line) for reliability, function (code compliance) and cosmetic upgrades as well as remote monitoring improvements.	$10,507,950	$16,116,883	$16,082,205	$2,703,318	$226,861	$3,796,482	$4,197,095	18%	FY29
		Sub-Total	$324,987,393	$330,418,220	$297,774,357	$160,395,161	$5,672,306	$50,062,492	$33,265,511		

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91GL029	A-Line Jobs Attraction Strategy	The A-line connects Oakland to the Silicon Valley via central and south Alameda County. The project includes 9 stations: Fruitvale, Coliseum, San Leandro, Bay Fair, Hayward, S. Hayward, Union City, Fremont, and Warm Springs/S. Fremont. Previous work has shown that this corridor has competitive development sites, market potential and the local support needed to attract major employers to future TOD. This project will build on robust TOD planning efforts in this corridor, identify what employers are seeking in new locations, and create a strategy to bring jobs to the A-line. It also builds on upcoming work by the East Bay Economic Development Alliance on COVID-19 economic recovery.	$437,500	$437,500	$437,500	$385,541	$0	$20,000	$0	88%*	FY26
57RR207	Bicycle Stair Channels - RR	Final design and construction of new bicycle stair channels at seven stations.	$992,772	$1,342,024	$931,324	$560,296	$13,025	$118,470	$90,000	75%	*FY28*
57RR202	Dublin/Pleasanton Station Active Access Improvements - RR	Project will improve bicycle and pedestrian access to the Dublin/Pleasanton BART station by closing a gap between two existing segments of the Iron Horse Trail in Dublin (to the north) and in Pleasanton (to the south). The scope of work includes a two-way cycle track and a separated paved pedestrian path, both separated from vehicle traffic; pedestrian-scale lighting; improved lighting under the freeway and aerial BART structures at the station entrance; additional secure bicycle parking; wayfinding; landscaping and storm water management; a small plaza/gateway treatment at the transition to the Iron Horse Trail to the north; and art elements.	$15,614,483	$17,737,812	$15,904,137	$2,666,592	$66,181	$2,089,092	$2,338,989	16%	FY29
15NL006	San Francisco Elevator Renovation	The scope of work includes the installation, replacement, or upgrade of selected electrical and mechanical components in order to restore the two elevators to reliable service. The electrical components include wiring, hoistway cables, traveling cables, controllers, and fixtures. The mechanical components include but are not limited to door operators, door locks, guide shoes, floors, sills, and urine shields. Potential relocation of the elevator machine room for M30-55 at Powell St. Station.	$22,124,553	$49,470,986	$43,789,790	$6,664,940	$921,865	$3,998,312	$1,802,792	15%	FY32
54RR240	Upgrade Fire Suppression System - RR	Assessment and design of replacement for all fire protection system sprinkler heads that have reached 50 years of age (mainly in Core stations, 40).	$2,181,000	$5,805,000	$6,223,500	$2,174,656	$320,562	$1,797,887	$2,247,403	73%	FY29
57RR101	Safe Routes to BART Grant Program - RR	The SR2B grants will assist local jurisdictions and partner agencies with the implementation of active transportation capital projects off BART property to support BART's Station Access Policy goals, expand station access choices and to improve overall rider access to the BART system.	$25,000,000	$25,000,000	$25,000,000	$5,163,251	$870,207	$3,890	$6,440,000	20%	FY29
15JA004	Electric Vehicle Charging Station	RFP development for both customer and Non-Revenue Vehicles and Equipment (NRVE) EV charging and pilot chargers for NRVE.	$2,000,000	$4,417,041	$11,004,200	$1,477,405	$190,156	$2,015,930	$525,000	21%	*FY31*
47CJ112	Next Generation Fare Gate Procurement and Deployment- RR	Procurement and installation of over 700 Fare Gates Systemwide.	$80,247,537	$88,035,159	$112,650,600	$90,411,513	$6,242,014	$14,507,237	$0	99%	FY26
15NL007	Downtown Berkeley Station Elevator Renovation	Renovation of one hydraulic and one traction elevators at Downtown Berkeley (R20) for reliability, functions (code compliance) and cosmetic upgrades.	$13,693,000	$14,954,380	$6,584,077	$815,043	$158,562	$1,272,738	$1,227,258	7%	FY33
15TH003	Elevator/Escalator Machine Room MS4 Compliance	The project will provide a conceptual drainage design for elevator / escalator machine rooms at selected stations along the M & A Lines to mitigate existing Municipal Separate Storm Sewer System (MS4) non compliant issues.	$1,500,000	$1,500,000	$1,500,000	$626,593	$132,050	$414,845	$633,448	58%	FY27
11FE002	Embarcadero Station Platform Elevator Capacity and Redundancy Project- RR	Construction Phase for Platform Elevator Modernization, new elevator machine room and south stairs expansion. This project is a continuation of 11FE001.	$24,242,787	$19,661,724	$17,651,482	$0	$0	$2,507,515	$5,526,536	0%*	FY30
15IM001	DSS Modernization Project	A pilot project to establish the feasibility and reliability of next generation destination sign units (DSU). BART has run out of spare parts of the current DSU as the product is in the end of life.	$500,000	$12,078,976	$1,649,228	$81,198	$58,692	$1,008,280	$851,365	5%*	FY31
		Sub-Total	$188,533,632	$240,440,601	$243,325,837	$111,027,029	$8,973,314	$29,754,198	$21,682,791		

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15NL009	16th Street and Bay Fair Station Elevator Renovation	Renovation of two elevators at 16th Street and 1 elevator at Bay Fair Station for reliability, function (code compliance), cosmetic upgrades, as well as remote monitoring.	$30,185,903	$30,185,903	$1,950,000	$7,582	$3,514	$1,263,133	$1,165,767	0%*	FY36
91CM001	GTFS Pathways and Wayfinding	The scope will include investigating ways to develop the real-time and planning capabilities of GTFSpathways data, improve navigation where GTFS-pathways data is not accurate enough, support additional user preference types, and determine how physical and digital wayfinding elements can provide additional information. The scope will also include a coordinated approach to advancing this work by linking GTFSpathways to other internal BART systems and assets that are either already in place or are currently in development, to further support navigation and provision of transit information for passengers. Finally, the project scope will test the proposed flow of data from assets to the GTFS real time outputs. System improvements such as hardware and software upgrades, will be made to link pilot station(s) to validate this effort has improved navigation within stations and transfers between connecting transit services.	$1,914,267	$2,000,000	$2,000,000	$578,241	$149,332	$938,218	$489,828	29%*	*FY27*
91CW009	Bike Parking Stations- RR	Design and construction of secure Bike Parking at various BART stations	$3,385,215	$3,385,215	$3,847,715	$1,029,399	$1,633	$2,035,000	$252,500	27%	*FY31*
17BA001	Lake Merritt Transit-Oriented Development (TOD) Construction[2]	Construction of a TOD consisting of 97 units of Affordable housing, a Paseo, Remainder Parcel, and off-site bike and pedestrian improvements.	$14,180,000	$14,180,000	$14,450,000	$2,808,790	$2,808,790	$580,000	$0	19%	FY27
05EA001	Berkeley Station Entrance and Plaza Improvements	Plan, design, and construct improvements at Berkeley Station Plaza and entrance. The project will involve improvements to streetscape, landscape, lighting, pedestrian, and passenger access in and around the station plaza and entrance areas.	$16,266,995	$16,266,995	$15,956,550	$15,560,091	$0	$181,013	$282,174	98%*	FY27
05HA002	EL Cerrito Del Norte Station Modernization- RR	This project is part of a modernization program to enhance customer circulation, safety and placemaking. This project expands the paid area, constructs two new elevators, two new stairs, creates new public restrooms, upgrades station lighting, installs new ceiling and flooring inside the new paid area, improves wayfinding and installs new public art. Additionally this project relocates the passenger drop off area, enhances the Ohlone Greenway/bicycle path/hardscape, upgrades flooring outside the paid area and provides new bus shelters.	$10,440,083	$10,450,000	$10,450,000	$9,794,255	$0	$589,492	$0	98%	FY26
11JB002	Pavement at 16th Street Plaza	To permanently replace asphalt pavement at 16th Street station – plaza area (SW Corner) per BART Board of Director's request. The plaza is in poor condition including, uneven and crumbling pavement.	$273,000	$273,000	$273,000	$143,155	$2,411	$37,468	$16,329	52%*	FY28
15IL003	Pigeon Abatement	Project to permanently seal off and modify pigeon roosting areas to reduce the pigeon populations at BART Stations to address issues of station cleanliness, safety and overall customer experience.	$502,433	$500,000	$500,000	$436,045	$2,492	$47,003	$0	87%*	FY26
15NL008	North Berkeley Elevator 46 Machine Room Equipment	The door to access the North Berkeley Elevator Machine room is located in a restricted area very close to the BART tracks. We would like to create a new door to access the room which can be accessed from the station platform where patrons wait for the train.	$439,816	$439,816	$384,227	$290,585	$48,015	$103,809	$1,214	76%*	FY27
15RY002	Station Modernization Preparations	Program management office support services for overall Station Modernization Projects.	$248,713	$898,415	$898,415	$136,429	$0	$69,689	$0	15%*	FY26
17AJ001	MacArthur Plaza Renovation- RR	The MacArthur Station Plaza Renovation Project in Oakland is part of the larger MacArthur Transit Village initiative, aimed at transforming the area around the MacArthur BART station into a more accessible and vibrant urban hub. The plaza improvements included a new enclosed bike station with over 200 spaces, upgraded lighting, new seating, security cameras, and better pedestrian circulation through redesigned landscaping.	$734,127	$816,165	$816,165	$687,715	$0	$20,948	$14,569	98%	*FY27*
59CT001	Wayfinding Improvements Phase 3	The scope of work for Wayfinding Improvements Phase III Project includes the design, fabrication and installation of illuminated wayfinding signs, custom display cases, station identification pylons, kiosks, and real-time displays at 10 stations. Existing wayfinding, directional, and transit information will be improved by replacing existing signs with new signs to provide consistent and understandable information by reducing written messages and using more pictograms, graphic symbols, and operator logos. The 10 stations included in this project are in Alameda and San Francisco counties. Additional scope was added for the removal of existing display cases and fabrication and installation of display cases at eight (8) Capitol Corridor stations. Additional scope was added for the installation of signs at the Downtown Berkeley station.	$8,454,949	$8,488,665	$8,365,720	$8,365,720	$1,962	$12,554	$0	100%*	FY26
		Sub-Total	$87,025,501	$87,884,174	$59,891,791	$39,838,006	$3,018,149	$5,878,327	$2,222,381		

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91CA001	Regional Mapping & Wayfinding	This project is to support BART's staffing role in the MTC-led Regional Mapping & Wayfinding project. BART labor alloations support project participation by capital positions. Non-Labor allocations are for provision of consultant support to offset time for an operating position Consultant will support management of bus and curb zones, signage, project reviews, and other tasks as assigned.	$450,000	$450,000	$450,000	$51,114	$25,342	$270,000	$213,000	12%	*FY29*
91CW015	Bicycle Preferred Travel Path Phase 1 - RR	The BART Bicycle Preferred Path of Travel Capital Plan Phases 1&2 ("PPoT Plans") will engage BART passengers, advisory committees, local jurisdictions, and bicycle advocacy organizations around the region to develop a collection of station-specific conceptual plans and cost estimates for bicycle access and safety improvements on BART property at upt to 20 high priority stations to provide passengers arriving by bicycle an easily identifiable, convenient and safe path of travel between BART station area points of entry and both station platforms and bicycle parking.	$400,000	$400,000	$400,000	$192,898	$0	$102,000	$207,000	48%	FY27
27QE001	*PA System Improvements - RR*	*The District's Public Address (PA) System provides one-way communication of voice announcements to patrons and employees at all stations in the District. The District's PA system consists of dated equipment that may be up to 40 years old and is need of replacement. This project will replace outdated equipment such as amplifiers and speakers to improve reliability. The project will conduct an acoustic study to provide for more even coverage and improve sound quality and speech intelligibility. The project will improve Lafayette and Powell stations first and based on performance evaluation, design for improvements at Castro Valley and Ashby stations.*	*$13,614,078*	*$13,614,078*	*$3,174,229*	*$0*	*$0*	*$0*	*$3,154,405*	*0%**	*FY29*
15IM002	*Realtime Service Notices*	*Upgrade systems for improved Real-Time passenger notices. Provide improved notices during service disruptions, for ADA elevator status, and simplify processes for Operational Control Center (OCC) Comm Specials workflow. Provide design, implementation, testing and deployment of new systems. Initial phase to identify existing RPN systems for upgrade and begin design and implementation of DMS enhancements.*	*$500,000*	*$500,000*	*$500,000*	*$44,307*	*$17,356*	*$0*	*$396,300*	*9%**	*FY31*
15LN400	*Elevator/Escalator Remote Monitoring*	*The project will implement a flexible networked solution that will allow all elevator/escalator assets to be monitored remotely. This will allow immediate remote notification of asset failures allowing the technicians to more quickly assess and mitigate failures. This will result in less asset down time. This solution would be implemented in stages starting with a Pilot Program at 6 Stations bringing 84 assets into Remote Monitoring System.*	*$1,013,129*	*$1,013,129*	*$1,056,157*	*$952,969*	*$2,115*	*$0*	*$6,563*	*90%**	*FY27*
12EF003	*San Mateo Stations Revitalization*	*This project aims to revitalize San Mateo County BART stations by restoring their original character and creating a cleaner, safer, and more welcoming environment. Through targeted maintenance and thoughtful upgrades, BART seeks to enhance the rider experience and foster community pride, while supporting both immediate needs and long-term sustainability. These includes installing new LED lighting, deep cleaning, repainting facility appurtenances, removing obsolete equipment/fixtures, etc.*	*$449,527*	*$449,527*	*$449,527*	*$388,858*	*$15,193*	*$0*	*$54,994*	*87%**	*FY27*
47CC008	*Payment Terminal Replacement*	*The existing credit card readers and pin pads are approaching their end of life and will no longer have manufacturer support after April 2026. This project will assess current equipment for compatibility, commence design for hardware and system upgrade. It is planned that the project will procure and replace current PIN pads and card readers system wide.*	*$2,500,000*	*$2,500,000*	*$1,250,000*	*$251,661*	*$51,893*	*$0*	*$849,528*	*11%*	*FY27*
47CJ113	*Station Hardening-Next Gen Fare Gates*	*Provide physical station hardening to mitigate fare evasion efforts related to the installation of the next generation fare gates. Includes both immediate temporary mitigation and a permanent mitigation, likely installed via a phased approach. Mitigation efforts include raising the height of the barriers in the area of the fare gates to approximately 8 feet, closing all gaps in the areas of the new fare gates, and additional requirements such as delayed hardware on emergency doors.*	*$1,253,907*	*$1,253,907*	*$1,195,678*	*$698,741*	*$98,904*	*$0*	*$2,205,869*	*58%**	*FY27*
47CJ114	*Next-Gen Fare Gate Improvement*	*This project will support the Next-Generation Fare Gates manufactured by STraffic to address items that need refinement and improvement. This will include adjustment of barrier closure speed & force, additional spare fare gate and components, additional fare gate swing door hardening to combat vandalism, adjustments to cameras & AI sensors, address tailgating and piggy-backing, MCS software enhancement, improvement of fare gate opening latency, and improved integration with the Clipper 2 TR4's.*	*$6,874,241*	*$6,874,241*	*$500,000*	*$185,480*	*$185,299*	*$0*	*$3,831,729*	*37%**	*FY28*
		Sub-Total	*$27,054,882*	*$27,054,882*	*$8,975,592*	*$2,766,028*	*$396,103*	*$372,000*	*$10,919,388*		

Project Summary Included
Security Sensitive Projects
RR: Measure RR Program Projects
C: Core Capacity
Italics **:** Notes a change
✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.6 Stations

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
02AG001	*SVRT Station Agent Booth Doors (Milpitas, Berryessa)*	*The doors at the Station Agent Booths at S40 Milpitas Station and S50 Berryessa Station do not provide any barrier if opened for interaction with the public. Dutch doors allow for limited access to the station agent booths and improve station agent safety. As a part of a union agreement, BART has agreed to replace station agent's booth doors with Dutch doors. In 2023 BART completed a project that installed dutch doors at 46 stations. This project is to install dutch doors at station agent booth at S40 Milpitas Station and S50 Berryessa Station, which were not part of the project completed in 2023.*	*$250,000*	*$250,000*	*$250,000*	*$45,424*	*$23,159*	*$0*	*$50,259*	*18%**	*FY27*
59CT004	*Signage & Mapping Improvement*	*Support improvements to customer facing maps, signage, and display cases at stations.*	*$300,000*	*$300,000*	*$300,000*	*$133,188*	*$0*	*$0*	*$166,812*	*45%*	*FY28*
47CJ019	*TVM/AFM SCADA Replacement*	*Replacement of SCADA equipment in District's TVM/AFM which is End of Life (EOL), no longer manufactured and replacement parts are no longer available.*	*$620,000*	*$620,000*	*$620,000*	*$370,249*	*$1,335*	*$0*	*$249,751*	*60%**	*FY27*
57RR201	*Fremont Station Access Improvements - RR*	*Peer review services to complete Final Design for pedestrian and bicycle improvements on both sides of Fremont Station.*	*$2,223,058*	*$2,223,058*	*$2,223,058*	*$497,406*	*$0*	*$0*	*$100,000*	*22%**	*FY28*
59AQ003	*Parking Pricing Software*	*BART plans to upgrade its parking pricing software across all payment channels—the BART app, website, and station machines—to better manage demand and reduce greenhouse gas emissions. The current system only supports one price per station, limiting flexibility. The new software will enable greater flexibility in setting parking prices, such as the ability to change prices by day of week.*	*$1,295,606*	*$1,295,606*	*$1,295,606*	*$0*	*$0*	*$0*	*$300,000*	*0%**	*FY29*
91CW014	*East Bay Greenway Segment II*	*The objective of the East Bay Greenway Segment II, a segment of the Coliseum BART to Bay Trail Project is to construct a 0.5-mile multi-use path for bicyclists and pedestrians from San Leandro Street and 69th Avenue, near Coliseum BART to the intersection of San Leandro at Seminary Avenue in Oakland. Development of this section is the second phase of the East Bay Greenway regional bicycle and pedestrian transportation corridor linking regional transit (BART and AMTRAK) to the regional bicycle network and the Bay Trail.*	*$1,938,336*	*$1,938,336*	*$1,938,336*	*$288,504*	*$1,327*	*$0*	*$20,000*	*15%**	*FY27*
		Sub-Total	$6,627,000	$6,627,000	$6,627,000	$1,334,771	$25,820	$0	$886,822		
		Total for CIP Category: Stations (FY26 Q2)	**$959,841,429**	**$1,014,561,230**	**$916,385,568**	**$567,787,114**	**$20,874,611**	**$109,558,861**	**$86,468,126**		

Project Summary Included
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* % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.7	Seismic Programs	No projects to report in this CIP category this period

Project Summary Included

RR: Measure RR Program Projects

Italics **:** Notes a change

Security Sensitive Projects

C: Core Capacity

✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.8 System Development

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
91BI001	Valley Link - Reimbursable	In May 2018, the BART Board of Directors certified the Final Project EIR for the BART to Livermore extension, and directed staff not to advance a specific project in the Tri-Valley. Pursuant to AB 758 (Eggman), the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) at that point assumed responsibility to advance a rail project in the corridor. Since then, BART staff have been engaged with the TVSJVRRA throughout project feasibility and initial design and environmental assessments of the proposed Valley Link Rail project, and this coordination is ongoing.This work is reimbursable by the amount BART invoices Valley Link for staff time spent reviewing the project.	$1,175,000	$1,252,408	$1,175,000	$754,897	$8,014	$112,022	$115,383	64%*	FY28
09JA000	Link 21 - RR	BART's original transbay tube connecting San Francisco and the East Bay has exceeded its capacity and will require significant rehabilitation. At the same time, the traditional nine-county Bay Area is evolving into a much larger mega region, stretching from Monterey/Salinas to the northern San Joaquin Valley to Placer County northeast of Sacramento. This 21-county megaregion supports the fifth largest economy in the world, and is increasingly tied to a fairly extensive and expanding rail network and the BART Transbay Tube. BART and our rail partners are pursuing a new Transbay Rail crossing within the context of the larger rail network.	$910,712,908	$155,954,386	$146,532,846	$139,662,140	$702	$7,035,249	$0	95%*	*FY28*
02GT000	Silicon Valley Berryessa Extension Seismic Assessment	Seismic assessment of structures on the Silicon Valley Extension (S-Line). Phase 1 reviewed the Structures Ground Motion Development Models and assessed the Berryessa Station canopy column anchor bolt connections (complete). Phase 2 reviewed the Berryessa Station pile foundations and Milpitas column anchorages, and performed alternative design for the Berryessa Station canopy columns (complete). Phase 3 reviews the racking behavior and expansion joint performance at the Sierra Lundy Tunnel and the lightweight cellular concrete (LCC) MSE embankments that form the northern and southern approaches of the Berryessa station (ongoing).	$3,185,000	$3,273,561	$3,085,000	$2,045,625	$153,486	$803,819	$534,298	86%	FY28
91HB001	Yard Training Simulator	Develop and configure a New Yard Management System (NYMS) isolated simulator to train yard personnel on dispatcher duties, to gain experience for Qualification and Certification for Yard Operations Control.	$108,290	$100,000	$100,000	$34,676	$0	$2,790	$0	35%*	*FY28*
60CC004	Renewal and Upgrade OCC	The Operations Control Center (OCC) at Lake Merritt is beyond its useful life. To allow demolition and reconstruction of the facility, a temporary OCC will be built and commissioned at Lake Merritt (MET-G Building). The new OCC will be designed for services required to run all the current and future systems needed for the control of BART operations.	$35,563,097	$48,507,828	$37,581,684	$19,761,249	$2,860,726	$20,056,170	$10,914,687	53%	FY28
15AX001	Facilities HVAC Equipment Replacement Ph.2	Address increased heat load from new and added equipment. Will include replacement of battery exhaust fan. Increase HVAC system capacity system-wide: train control rooms, train control bungalows, substations and other facilities.	$3,600,000	$33,326,549	$10,325,857	$1,094,008	$155,092	$977,743	$1,569,375	3%	*FY33*
02EC000	Warm Springs Right of Way Acquisition	This project is for all efforts associated with the right-of-way acquisition for the Warm Springs Extension.	$66,565,541	$66,598,169	$66,598,169	$65,452,118	$13,914	$109,963	$1,020,827	98%*	FY27
02EE000	Warm Springs Extension Line, Track, Station and Systems	This includes the Warm Springs Extension design-build project consisting of furnishing all management, coordination, professional services, labor, equipment, materials and other services to perform the design and construction of the line, track, station and systems required to extend the BART System further into southern Alameda County from the existing Fremont BART Station to the new Warm Springs Station. The Work includes a center platform station at Warm Springs, trackwork and ductbanks through and ventilation of an existing subway under Fremont Central Park and the existing Union Pacific Railroad (UPRR) track, elevated trackway structures, miscellaneous drainage structures and small bridges, retaining walls, sound walls, utility protections/relocations and services, excavation and embankments, landscaping, demolition, site restoration, and related traction power, train control, and communications systems work. This project also includes contracts for the Warm Springs Extension Tail Track Building Demolition and the Warm Springs Extension Wetland Mitigation Site.	$439,373,224	$439,375,937	$439,375,937	$439,016,159	$4,061	$29,379	$53,813	100%*	FY27
02CK002	*SVRT RIDS Upgrade*	*RIDS system provides early detection of freight rail derailments over a 5 mile area where freight rail is adjacent to BART tracks on the SVRT. Segments of RIDS system are regularly off-line, leaving BART exposed in those areas. RIDS fence sensors are starting to fail and HSQ-provided systems are unmaintainable. Project is needed to update systems and field fence sensors for better system availability and performance. Work 100% reimbursable by VTA. Project scope includes 1) Software Support Agreement with PureTech, 2) RIDS Server Upgrade, 3) Asset Replacement, 4) HSQ Replacement Design.*	*$914,751*	*$914,751*	*$325,000*	*$81*	*$81*	*$0*	*$255,748*	*0%**	*FY29*
		Sub-Total	$1,461,197,811	$749,303,590	$705,099,493	$667,820,952	$3,196,075	$29,127,137	$14,464,131		

Project Summary Included
Security Sensitive Projects
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.8 System Development

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
02CK001	*SVRT - S40 & S50 Radio Upgrade*	*The S40 & S50 Radio Improvement Project will upgrade the radio coverage for the S40, S50 and the end of the line Tail Tracks. Operations personnel including Station Agents and Train Operators are experiencing unreliable radio communications while using the handheld radios in this area resulting in safety concerns while receiving work orders for train movement. The performance of the two-way radio system will be evaluated in the field. Based upon the findings of this evaluation a design will be developed and implemented to improve safe and reliable radio coverage.*	*$575,000*	*$575,000*	*$575,000*	*$27,334*	*$26,583*	*$0*	*$350,000*	*20%*	*FY28*
02GK000	*SVBX Design Support and Construction*	*The Scope of the work includes working with VTA to develop Design Requirements, maintainability objectives, interfaces to the Core BART System including Fleet of the Future, CBTC, OCC, HMC, and Traction Power Upgrades that are part of BART's modernization program. Work with Stakeholders to review Easements and Transit Oriented Development as part of the extension work.*	*$41,400,437*	*$41,400,437*	*$41,400,437*	*$40,892,828*	*$379*	*$0*	*$50,000*	*95%*	*FY27*
02HB005	*Silicon Valley Phase 2 Ex FY26*	*BART support in review design documents from VTA for BART Silicon Valley Phase 2 Extension project – 6 miles extension from Berryessa Station tail track. Project includes three underground stations in a single bore tunnel, one at-grade station and a yard.*	*$2,635,976*	*$2,635,976*	*$2,635,976*	*$490,117*	*$488,937*	*$0*	*$1,700,000*	*60%*	*FY27*
		Sub-Total	$44,611,413	$44,611,413	$44,611,413	$41,410,279	$515,899	$0	$2,100,000		
		Total for CIP Category: System Development (FY26 Q2)	**$1,505,809,224**	**$793,915,003**	**$749,710,906**	**$709,231,231**	**$3,711,975**	**$29,127,137**	**$16,564,131**		

Project Summary Included
Security Sensitive Projects
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4. Project Scopes and Budget Summaries by CIP Category

4.9 Electrical and Mechanical

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
15AARR1	Tunnel Lighting Replacement on M-Line - RR	This project upgrades and installs new tunnel lighting fixtures, increase lighting range on M-Line in order to meet foot candle requirement in accordance with National Fire Protection Association (NFPA) 101 Standard Code.	$18,263,607	$17,019,468	$17,020,024	$8,594,587	$403,533	$2,301,239	$1,042,418	19%	FY29
15AARR2	Tunnel LED Lighting in TBT - RR	Upgrade and installation of new tunnel lighting fixtures in Transbay Tube, increasing the lighting range in order to meet foot candle requirement in accordance with National Fire Protection Association (NFPA) 101 Standard Code.	$15,000,000	$12,299,189	$7,154,162	$1,123,469	$68,597	$3,362,028	$1,215,554	5%	FY29
09EK300	Transbay Tube 480V Switchgear Replacement, XF Pads - RR	Improve reliability of power for life safety during emergencies for all 480V substations in the Transbay tube (TBT). TBT overcurrent trip switch (OTS) and Static fast transfer switching (SFTS) Utility Substation Upgrade (Transformer, Switchgear, Transfer Switch, Panels).	$61,941,828	$66,341,445	$66,337,533	$65,075,295	$67,101	$76,626	$135,464	99%	FY28
15BN300	MP-3000 Replacement at W-Line Vent Structures	This project will upgrade the vent structures on the W-Line, as the existing controllers are obsolete. Tunnel ventilation is required to be operable to run trains.	$1,773,780	$1,750,000	$1,750,000	$797,325	$19,465	$269,425	$306,203	22%	FY28
54RR004	Mechanical Programmatic Support for RR Bonds - RR	Renovate or replace mainline components including Transbay Tube (TBT) dampers, coverboards (C and L-Lines) and contact rail.	$21,615,935	$26,906,271	$26,906,270	$19,439,486	$188,626	$593,710	$1,198,679	94%	*FY27*
15EK750	Mobile Generator for Emergency Power Enhancements	This project will procure temporary portable generators to energize shop equipment and facilities in the event of power outages due to heightened fire risks as part of California Public Safety Power Shutoff (PSPS) Program. Generator counts remaining: 200kW - 3 each.	$2,185,908	$2,185,908	$2,185,908	$1,687,924	$12,713	$490,816	$474,102	78%	FY27
15IIRR1	Station Emergency Lighting, Alameda County Stations - RR	Existing emergency lighting assets are Distribution Battery Units (DBUs), this project upgrades emergency lighting assets with UPS and remote monitoring system. In addition, this project creates dedicated circuits to 1/3 of lighting in the event of a power outage.	$30,010,696	$33,410,696	$33,410,696	$32,401,434	$551,663	$0	$892,225	99%	FY26
15II002	Station Emergency Lighting, San Francisco County Stations	Design and installation of dedicated circuit for the emergency lighting system including UPS and battery system at 5 locations: West Oakland (M10), Embarcadero (M16), Montgomery St. (M20), Glan Park (M70), Balboa Park (M80). Emergency back-up system has reached end of life cycle. Upgrading emergency lighting systems to comply with latest emergency lighting codes.	$950,000	$2,719,287	$1,624,821	$913,630	$215	$349,165	$491,765	76%	FY27
15AARR3	Tunnel Lighting Replacement, Walnut Creek Tunnel - RR	This project is to upgrade tunnel lighting at Walnut Creek tunnel which includes replacing obsolete T12 lamps with LED for safety, energy savings, and reduced lamp spacing (doubling number of lights) in tunnels. This will provide code compliant light levels in tunnels and lower maintenance cost.	$1,002,948	$1,304,550	$1,002,948	$887,350	$0	$50,276	$30,721	63%	FY29
20LZ100	Battery Replacement for Train Control Rooms - RR	Ongoing system-wide battery replacement project. Total of 54 locations will be completed in 3 Phases. Phase 1 (18), Phase 2 (16), and Phase 3 (20).	$12,076,230	$17,707,162	$17,998,733	$15,799,568	$467,845	$1,329,778	$410,793	94%	FY29
79NKRR1	Train Control Room UPS Replacement, 48 locations - RR	This project is for UPS / inverters replacement for a total of 48 locations including the A-Line, C-Line, K-Line, L-Line, M-Line, and R-Line. 79NK100 is for UPS / inverters on the W-Line and Y-Line.	$11,981,630	$13,617,881	$11,981,630	$11,537,333	$437,196	$1,207,263	$954,106	82%	FY29
11VA000	Pipe/Structure Repair to Maintenance of Way MW-21	Replacement of drainage pipes and repair of the retaining wall structure near Maintenance of Way MW-21, which was damaged by a fire.	$1,390,000	$1,390,000	$1,390,000	$1,267,770	$13,768	$75,138	$0	99%	*FY27*
15TN000	BHT Power Distribution Replacement	Berkely Hills Tunnel (BHT) life-safety ventilation systems power distribution equipment replacement design. The current system has exceeded its service life and has reduced reliability. Assessment and design of the two (2) 225 kVA utility transformers, switchboard, automatic transfer switch (ATS), 4160V distribution system, Motor Control Center (MCC) line fan starters and associated controls, lighting panel boards, and 7 miles of 5kV cables in C-Line Track (C1 and C2). The current funding is for design only.	$15,000,000	$15,288,872	$3,394,841	$750,049	$0	$529,544	$557,973	71%	FY30
		Sub-Total	$193,192,561	$211,940,728	$192,157,567	$160,275,220	$2,230,722	$10,635,009	$7,710,003		

Project Summary Included
Security Sensitive Projects
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Italics **:** Notes a change
✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.9 Electrical and Mechanical

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
09EK350	SFTS Transformer Upgrade - RR	This project will improve reliability of power for life safety during emergencies for all 480V substations in the Transbay tube. TBT OTS and SFTS Utility Substation Upgrade (Transformer, Switchgear, Transfer Switch, Panels).	$1,500,000	$1,700,000	$1,700,000	$1,073,673	$53,522	$512,793	$509,910	97%	FY27
09DJ006	TBT Cathodic Protection Upgrade/Replacement	Repair or replacement of up to 30 anode array assemblies, cables, power supplies and monitoring equipment as required if broken or inoperable or have reached the end of their useful life.	$15,000,000	$15,279,703	$14,194,647	$6,696,174	$243,283	$2,187,688	$1,196,728	48%	FY28
15EG001	Emergent R/R-Critical Electrical Components	Investigate, repair or replace any emergent and immediate critical electrical component issues systemwide to avoid or reduce revenue service delays (including Generator Automatic transfer switches (ATS), Breakers, Emergency Lighting Uninterruptable Power Supplies (UPS) and Batteries, Generator plugs, and lighting at stations and parking lots).	$950,000	$1,714,155	$1,146,190	$751,437	$19,437	$328,217	$71,754	66%*	FY27
09DJ008	SFTS Cathodic Protection Survey and Assessment	Assessment for the repair or replacement of the San Francisco Transition Structure (SFTS) Cathodic Protection (CP) system. Annual CP Survey for SFTS includes performing measurements, submitting a written report which documents the data and recommendations.	$300,000	$300,000	$300,000	$152,293	$3,221	$10,316	$113,830	51%*	*FY28*
09DJ007	TBT Cathodic Protection Survey and Assessment	This project is for the survey and assessment of the Cathodic Protection (CP) system for Transbay Tube, San Francisco and Oakland Transition Structures. The CP Survey will include performing measurements, a written report which documents the data and future recommendations (1) for Repair or Replacement of anodes and cables, (2) Troubleshooting of CP Power Supply Units, (3) Repair or replacement of CP Monitoring equipment as required and (4) Assessment and testing of stray current for CP system.	$950,000	$987,518	$963,596	$629,125	$50,564	$28,121	$65,958	75%	FY27
15AARR5	Tunnel Lighting Replacement, R-Line and Berkeley Hills Tunnel - RR	Replace and upgrade the tunnel lighting in the Berkeley Hills Tunnel changing obsolete fluorescent (T12) lamps to LED light fixtures for safety and energy savings (approximately 700 light fixtures) matching the unit current spacing. Tunnel lighting from Ashby Station to North Berkeley Station not in scope.	$7,000,000	$2,593,243	$2,485,000	$1,793,141	$34,379	$132,813	$91,976	70%	FY29
15IJRR1	Station Fire Alarm Replacement, 3 Stations - RR	Furnish, install, test and commission the station fire alarm replacements at the following locations: Phase 4 - Bay Fair (A50), South Hayward (A70), Rockridge (C10).	$17,378,947	$18,535,827	$17,378,947	$2,281,349	$66,318	$1,312,815	$1,351,345	15%	FY29
15IJRR2	Station Fire Alarm Replacement, 6 Stations - RR	Furnish, install, test and commission the station fire alarm replacements at the following locations: Phase 3 - Berkeley (R20), Montgomery (M20), Lake Merritt (A10), Coliseum (A30), San Leandro (A40), Walnut Creek (C40).	$24,600,000	$29,389,415	$29,389,415	$19,046,319	$1,514,389	$5,458,890	$4,596,924	71%	*FY29*
03FB001	Berkeley Hills Tunnel Emergency Ventilation System Overhaul	This project is to renovate the Berkeley Hills Tunnel (BHT) Emergency Ventilation System (EVS) to increase reliability by replacing components past their useful life and modifying components to streamline emergency activation. Work includes replacement of PLCs, overhead coiling doors, modification to control switches, and site improvements. Interim solutions such as implementing a remote connection to the PLC to prevent impact to operations. Proposed innovations affecting fire life safety and revenue service is included.	$250,000	$8,047,909	$3,410,000	$1,108,822	$173,914	$1,358,453	$2,089,857	16%	FY31
15II003	District-Wide Lighting Program	This Program will perform study to identify, assess, prioritize funding to ensure proper illumination throughout the District, including passenger stations, parking lots/garages, yards, and shops.	$100,000	$3,923,750	$11,639,764	$3,282,751	$959,227	$1,606,061	$3,833,698	28%*	FY30
15BC001	Retrofit Undercar Deluge System	Retrofit Undercar Deluge Systems in Underground Stations. This project will commence design, procurement and retrofit of undercar deluge systems at underground stations. Existing deluge hoses in the underground stations are needed to activate the undercar deluge system. Retrofit will install permanent hard piping connections to improve the safety.	$2,057,453	$2,057,453	$500,000	$13,704	$0	$246,420	$264,576	3%*	FY29
		Sub-Total	$70,086,400	$84,528,973	$83,107,559	$36,828,788	$3,118,254	$13,182,586	$14,186,556		

Project Summary Included
Security Sensitive Projects
RR: Measure RR Program Projects
C: Core Capacity
Italics **:** Notes a change
✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.9 Electrical and Mechanical

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
91HA002	Energy Resiliency Studies and Design	Conduct a Power Resiliency Feasibility Study and an Alternative Analysis to mitigate the loss of power during extreme weather events and natural disaster. Result of feasibility study will inform the development of mitigation alternatives, which will incorporate climate change data and viable energy resilience solutions (power storage and regeneration) where feasible. From the alternatives, a preferred solution and locations will be selected. Then proceed with 30% and 60% design intervals with preliminary Benefit Cost Analysis (BCA). Work include CEQA initiation and completion following 60% design interval and a complete Haz Mitigation Grant Program sub-application for next phase funding.	$1,969,900	$3,569,900	$3,569,900	$41,507	$24,153	$1,385,288	$1,420,685	1%*	FY28
15BP000	UPS W-Line Tunnel Emergency Lighting	Replace the W-Line UPS System for Tunnel Emergency Lighting at the ventilation structures. There are a total of 12 backup systems (3 generators and 9 UPS Battery Systems). The Value Engineering Report revised the Design Scope to include 9 outdoor fixed-in-place diesel generators, with dedicated Automatic Transfer Switches (ATS), ancillary equipment, and remote monitoring for each generator. The current funding is for design only.	$12,766,640	$3,120,000	$3,120,000	$2,213,289	$100,182	$414,495	$829,085	100%	FY29
15EL900	Third Rail Improvement Generation 2 Project	This project is for the replacement of legacy 4-microohm Third Rail System-wide with 1.8-microohm stainless cap aluminum rail as well as compromised insulators, based on wear priorities on the A, C, R and M lines. Estimate of 10 rail miles. This project will also design and deploy a Third Rail Insulator Reliability Improvement System.	$3,500,420	$3,500,420	$1,700,000	$73,111	$46,479	$455,306	$1,006,125	4%*	FY28
15BZ001	*Emergent R/R-Critical Mechanical Components*	*This project is for any emergent repair/replacement of mechanical components that occurs systemwide and needs to be addressed immediately by Engineering and Maintenance in order to avoid/reduce operations impacts, especially revenue service delays.*	*$1,060,765*	*$1,060,765*	*$933,417*	*$814,687*	*$30,433*	*$0*	*$1,503*	*87%**	*FY27*
15EC002	*Negative Return System Replacement*	*Design, plan, procure, install, and document negative return system within the interlockings and mainline tracks to localize stray current. Systemwide asset replacement at C,W,K, R, S, A, L, Y, and M-Lines. Project will be segmented out to develop smaller design packages to accelerate installation of negative return system.*	*$1,179,015*	*$1,179,015*	*$800,000*	*$1,366*	*$970*	*$0*	*$824,029*	*0%**	*FY27*
20LZ200	*Battery Replacement Train Control Phase 1A*	*Procure and install train control backup batteries, with remote monitoring for train control systems and services, in 20 locations (Phase 1A) in the BART system. Bring eye wash stations up to code and add HVAC systems, including the battery rooms, exhaust fans and hydrogen sensor monitoring as required.*	*$34,755,570*	*$34,755,570*	*$1,000,000*	*$237,597*	*$119,448*	*$0*	*$512,437*	*24%**	*FY29*
		Sub-Total	$55,232,310	$47,185,670	$11,123,317	$3,381,557	$321,665	$2,255,089	$4,593,864		
		Total for CIP Category: Electrical and Mechanical (FY26 Q2)	**$318,511,271**	**$343,655,371**	**$286,388,443**	**$200,485,565**	**$5,670,642**	**$26,072,684**	**$26,490,423**		

Project Summary Included
Security Sensitive Projects
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.10 System Support

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
17HN000	BART Headquarters - 2150 Webster	Build-out new BART headquarters at 2150 Webster. Scope increased to include multipurpose room and a wall on the 10th floor.	$227,755,000	$229,755,000	$229,755,000	$228,163,495	$3,353	$0	$405,419	99%*	*FY27*
15EN000	Incident Energy Analysis (Arc Flash Study)	Perform arc flash studies or incident energy analyses as required by the National Fire Protection Association (NFPA) 70E1, systemwide. The order of studies by locations are: A-Line; L and R-Lines; C-Line; M, W and Y-Lines; W-Line Vents; Shops & Yards; San Francisco Transition Structure (SFTS); and Transbay Tube (TBT).	$15,000,000	$11,359,342	$5,940,000	$4,273,829	$230,033	$87,314	$1,278,690	77%	FY28
11CS001	Negative Return Mapping	The scope includes mapping of different types of equipment (tracks, train control, traction power, and negative return cables) positioned with respect to each other. Priority locations for mapping are: 1)12th St. Stn to Daly City Stn 2) Richmond Yard [PG&E Gas Line Adjacent] 3)W-Y Line 4)12th St. to MacArthur Station 4)Lake Merritt to Fremont Station 5) Castro Valley to Dublin/Pleasanton Station.	$7,000,000	$5,055,294	$4,255,294	$3,433,297	$32,889	$1,346	$647,591	97%	FY26
11DA002	West Oakland Environment Remediation[2]	Site remediation work at the West Oakland BART Station in preparation for a planned TOD at the site.	$5,414,107	$5,414,107	$5,414,107	$279,085	$83,821	$2,000,000	$0	5%*	FY26
11DA003	West Oakland Bike & Plaza improvements[2]	Station plaza, bike station and other improvements to be constructed as part of the West Oakland BART Station TOD.	$18,700,000	$18,700,000	$8,400,000	$0	$0	$0	$0	0%*	FY30
12EL001	San Francisco Airport Right Of Way Closeout	Close out of SFO Real Estate activities to complete surveying work, parcel mapping, property transfers and title work.	$1,041,837	$1,041,837	$1,041,837	$120,868	$0	$100,000	$309,333	12%*	FY28
96DARR1	Program Management - RR - C	Program management office support services for Core Capacity Project.	$39,702,629	$86,737,491	$201,487,050	$18,018,858	$453,184	$1,895,422	$1,187,211	70%	FY34
15SY100	ShakeCAST Mainline Extension	This Project will be the continuation of the Work started by the ESP and will develop the fragilities data of the BART extensions and implement the data into Shake CAST to establish the Shake CAST for the entire BART system. By completing this project, BART Shake CAST will be able to assess all BART mainline facilities. Scope also includes professional engineering support related to underground structure design and construction, SSI and SSSI analysis.	$1,094,974	$1,077,109	$927,582	$927,582	$0	$83,297	$0	100%	FY26
15SY000	Shake Alert-Earthquake Updates	This project would update the earthquake thresholds of the Earthquake Early Warning (EEW) system for the BART Earthquake Emergency plan. The objectives are planned to be achieved through the following research tasks: Ph. 1: Comprehensive literature review on EEW systems; Ph. 2: Analytical Seismic Stability Assessment; Ph. 3: Experimental Seismic Stability Assessment BART train-stop thresholds of the EEW system need to be updated since current thresholds were determined based on obsolete data without scientific basis nor verification.	$800,000	$1,202,866	$1,110,001	$559,654	$140,823	$442,190	$176,479	60%	FY27
65BF001	Digital Transformation at OCC	Digital transformation implementation (Data governance tools, Data Analytics and IOT devices, DevOps, QA/System Integration, CAS, MOC/NOC) to improve safety and increase wayside wrench time, control center technology, and maintenance efficiency. Also includes installation of TCR's Environment Monitoring - esp. remote temperature data at 10 Locations, as well as REMS.	$1,361,951	$2,518,386	$2,518,386	$2,286,872	$284,710	$571,021	$1,052,822	91%*	FY27
65HF001	PPMS Implementation	Phase 2 of configuration and Implementation of a software program for Project Portfolio Management System (PPMS) to establish a centralized location for all project related documentations, reporting, budgeting, forecasting, and funding information. Six modules will be configured including Contract Management, Budget & Finance, Schedule Management, Document Management & Construction Management, Demand Management, Analytics & Reporting including all integration, roll-out to end users and training. Phase 1 had initiated configuration of the Contract Management and Budget & Finance, which Phase 2 will complete.	$3,500,000	$4,196,000	$4,196,000	$1,451,337	$166,396	$642,516	$661,573	60%	*FY28*
		Sub-Total	$321,370,498	$367,057,433	$465,045,257	$259,514,876	$1,395,209	$5,823,106	$5,719,118		

[2] BART Transit-Oriented Development (TOD) activities are guided by the Bay Area Rapid Transit TOD Policy and TOD Work Plan. Capital improvements associated with TOD projects are typically delivered and financed by third-party development partners rather than BART and, therefore, are not included in BART's Capital

Project Summary Included
Security Sensitive Projects
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Italics **:** Notes a change
✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.10 System Support

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
17HMRR1	MET-G Generator Replacement - RR	Furnish, install, test, and commission a 1250 kW Generator (with associated infrastructure) at Lake Merritt (LMA) street level, to replace the existing 400 kW Met Building (MET-G) rooftop generator. Infrastructure and services includes electrical, mechanical, architectural, structural, civil, systems, control and communications components.	$19,000,000	$21,472,239	$15,436,088	$3,392,678	$92,567	$4,898,169	$6,524,177	22%	FY29
91HD001	Establishment of Database for Existing Utilities at Yards	Locate underground utilities in yards and shops and create a database of these Services.	$1,500,000	$1,500,000	$1,500,000	$1,123,636	$3,012	$18,361	$39,626	98%	FY26
91AA014	Root Cause Analysis	Collect data from the incident site, perform failure analysis, determine most probable cause and recommendation, procure equipment, support troubleshooting, and perform repair as needed.	$884,970	$2,040,901	$2,161,470	$1,706,284	$245,669	$246,228	$1,435,327	79%*	FY31
91GL027	Richmond BART Corridor Transit	This planning project will establish for the R-Line: Form based design standards that will help streamline entitlements under state law (SB35, 2017); Corridor Station Access Strategies to leverage existing bus, bike and pedestrian networks serving the area, increase multimodal access to stations, and set up transportation management districts funded with private sector participation; A Parking Infrastructure Strategy, setting levels of replacement park-and-ride spaces, identifying a financing plan that leverages private investment and managing other parking in the area if possible; An Affordable Housing Finance Strategy, analyzing ways to maximize affordable housing production including subsidy and value capture from private market rate housing.	$3,508,748	$3,508,748	$3,463,078	$3,170,641	$51,174	$3,223,030	$168,347	92%*	FY27
17HL100	MET Building Improvements	Capital Reserves received from MTC/ABAG sale of MET to replace damaged roof, waterlines, electrical, HVAC and other needed repairs.	$2,272,844	$2,272,844	$1,968,935	$1,819,986	$0	$100,000	$31,147	92%*	FY27
47CC007	Replace Automatic Fare Collection Back-Office System	The current back-office servers will reach their end of life in 2028. This project will replace AFC back-office server equipment and provide additional data back-up for disaster recovery and geographic redundancy. The grant will support procurement and installation of server equipment, and license renewal.	$2,640,799	$2,640,799	$500,000	$67,776	$28,549	$1,826,816	$1,031,761	14%*	FY29
65MB001	Paratransit Modernization Phase 2	Implement new paratransit software for the East Bay Paratransit Consortium.	$4,954,550	$4,954,550	$4,954,550	$162,654	$33,415	$900,000	$500,000	3%*	*FY30*
91AJ001	BART Police Administration Relocation	Relocation Services to move police furniture, fixtured and equipment including but not limited to: evidence, equipment, furniture and other items.	$1,000,000	$1,000,000	$1,000,000	$424,694	$0	$150,000	$36,147	42%	FY27
91GL028	El Cerrito Plaza Transit-Oriented Development (TOD)[2]	The El Cerrito Plaza BART TOD project will include the following infrastructure improvements: a 145 space BART rider garage, a new transitway for bus pick up and drop off, an expanded Ohlone Greenway bike and pedestrian path, and new secured bike parking.	$25,000,000	$25,000,000	$977,420	$554,176	$37,313	$1,800,000	$0	57%	*FY28*
91GL031	North Berkeley Transit-Oriented Development (TOD)[2]	BART staff and consultant costs associated with solicitation and exclusive negotiation phases of the transit-oriented development of the North Berkeley BART parking lots. This work is reimbursable.	$4,874,539	$4,874,539	$788,632	$566,228	$55,291	$260,459	$0	72%*	*FY35*
79HN200	PPCE Vehicle Purchase	Ongoing purchasing and outfitting of police emergency and non-emergency vehicles.	$3,650,556	$3,650,556	$3,650,384	$2,009,340	$85,832	$1,975,451	$700,000	55%*	*FY30*
63EA010	Network Infrastructure Refresh	Network infrastructure refresh for the District. This refresh brings many benefits, such as, increased efficiencies, reliability, performance, security, expansion, and network flexibility within the District.	$9,264,920	$9,264,920	$9,274,920	$7,682,528	$0	$1,500,000	$1,500,000	83%	*FY27*
63EA011	MIS Emerging Technology	Emerging technology. Continued development of existing technology and focus on new technologies to help in transforming enterprises into a digital world.	$2,437,855	$2,437,855	$3,506,116	$2,770,247	$484,090	$1,000,000	$800,000	76%	*FY27*
		Sub-Total	$80,989,781	$84,617,952	$49,181,594	$25,450,865	$1,116,913	$17,898,513	$12,766,532		

[2] BART Transit-Oriented Development (TOD) activities are guided by the Bay Area Rapid Transit TOD Policy and TOD Work Plan. Capital improvements associated with TOD projects are typically delivered and financed by third-party development partners rather than BART and, therefore, are not included in BART's Capital

Project Summary Included
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✱ % Complete Based on Cost

4. Project Scopes and Budget Summaries by CIP Category

4.10 System Support

Project ID	Project Name	Project Scope Summary	Original Planned Budget (Original Estimate at Completion)	Current Planned Budget (Estimate at Completion)	Total Funded Budget	Spent through FY26 Q2	FY26 Q2 Spent	Adopted FY 26 Budget	Preliminary FY27 Budget	% Complete Physical or Cost*	Closeout Date
65FB000	Enterprise Business Application	Enterprise business applications is essential for developing, customizing, and integrating software to meet specific business needs, ensuring scalability, security, and compliance. It also covers ongoing maintenance, updates, training, and support to keep the system efficient and effective. Also, enables innovation and the ability to stay competitive by incorporating new technologies and managing risks.	$14,713,957	$14,713,957	$14,713,957	$13,205,176	$394,046	$1,000,000	$1,500,000	89%	*FY27*
91HD002	Local Hazard Mitigation Plan	District is seeking to update the plan to support mitigation efforts and maintain eligibility for funding purposes. The update shall include 1) review of new or updated BART plans and policies; 2) review of existing resource and capabilities; 3) reengagement of community via the EJC advisory group and public comment; 4) reassess hazards with new information; 5) assess new BART assets; 6) review progress on existing mitigation strategies; 7) assess need for other mitigation strategies; and 8) review and update other plan elements as needed.	$697,818	$697,818	$285,000	$274,228	$12,662	$117,686	$8,636	96%*	FY28
93GF001	Vegetation Management	To plan and coordinate the removal of approximately 871 hazardous trees. Tree removal will be concentrated at multiple locations along BART's trackway systemwide. This project will reduce the risk of train service delays due to tree failure.	$4,674,000	$3,233,002	$2,450,000	$1,754,558	$103,948	$574,534	$174,041	86%	FY27
65MA000	*CCTA Mobility On Demand Agreement*	*The MOD project entails setting up a program that allows travelers to move from the cars to multimodal transportation. This program will allow the riders to plan for their journey, receive notifications, getting rewarded because of their mode shift, and allow them to pay for their journey.*	*$7,023,062*	*$7,023,062*	*$7,023,062*	*$6,088,470*	*$0*	*$0*	*$985,000*	*87%**	*FY28*
79HL001	*Police & Administration Network Upgrade*	*Installation of new Firewalls, VPN Concentrators, Border Routers, and Redundant Connections to increase resiliency, shore up perimeter protection, and provide secure connections between facilities.*	*$531,250*	*$531,250*	*$531,250*	*$0*	*$0*	*$0*	*$425,000*	*0%**	*FY27*
91AA017	*Route Restoration*	*Improve connectivity: Develop GTFS Pathways concept, Pilot Station Signage Plans, Evaluate BART service concepts, Recommend improvements to regional Transit Transfer Analysis Tool (TTAT).*	*$514,045*	*$514,045*	*$514,045*	*$388,292*	*-$49,007*	*$0*	*$50,000*	*76%**	*FY27*
91AA023	*BART TOD Survey & Modeling*	*This Project is comprised of four interrelated components to assess the pandemic's impact on transit ridership and the effects of Transit Oriented Developments (TOD) on communities throughout the region: 1) TOD Travel Behavior Survey 2) TOD Scenario Model Update 3) BART's Mode Shift Planning Tool Update and 4) BART's Access Policy/Performance Targets Update.*	*$90,670*	*$90,670*	*$90,670*	*$0*	*$0*	*$0*	*$790,500*	*0%**	*FY29*
65HA001	*Grants Management Solution*	*Implement a solution that will automate and centralize the management of grant Notices of Funding Opportunities (NOFOs), grant applications, grant-related data and contacts, drive grant processes with sequential and event-driven workflows, and provide an overall governance framework and transparency into the entire Grants lifecycle.*	*$604,000*	*$604,000*	*$604,000*	*$0*	*$0*	*$0*	*$604,000*	*0%**	*FY27*
79HN015	*Police Equipment & Vehicles Transit Security Grant Program*	*This project enhances transit security by supporting dedicated BART CAP Team personnel, interagency coordination, and the procurement and outfitting of patrol vehicles and specialized equipment, including mobile technology and night vision devices. These resources strengthen proactive patrol, counter-terrorism, and emergency response capabilities in high-risk transit environments.*	*$1,026,981*	*$1,026,981*	*$1,026,981*	*$890,999*	*$55,677*	*$0*	*$100,000*	*87%**	*FY27*
68AD000	*Treasury Capital Project*	*Install electric transaxle on 20 existing carts.*	*$1,637,285*	*$1,637,285*	*$1,637,285*	*$1,201,013*	*$338*	*$0*	*$327,017*	*73%**	*FY27*
91HD004	*BART Facility Standards (BFS) Updates*	*The project ensures that the BART Faility Standards (BFS) is updated on time so BART can continue operating safely and efficiently. Keeping these updates current helps prevent compliance issues, safety risks, service disruptions, financial impacts, and project delays that could affect both BART and its riders.*	*$550,000*	*$550,000*	*$550,000*	*$249,197*	*$131*	*$0*	*$112,458*	*45%**	*FY31*
		Sub-Total	$32,063,068	$30,622,069	$29,426,250	$24,051,934	$517,795	$1,692,221	$5,076,652		
		Total for CIP Category: System Support (FY26 Q2)	**$434,423,347**	**$482,297,454**	**$543,653,100**	**$309,017,675**	**$3,029,917**	**$25,413,840**	**$23,562,302**		
		Grand Total for all CIP Categories (FY26 Q2)	**$12,422,641,300**	**$12,859,717,089**	**$11,068,418,252**	**$7,041,048,125**	**$244,468,130**	**$1,125,988,195**	**$818,298,999**		

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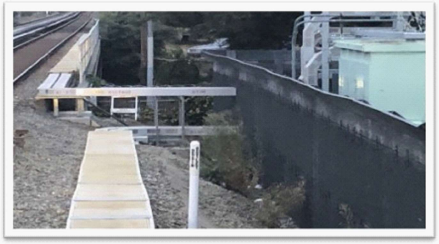
5 Selected Project Summaries

5.1 15EJRRA 34.5 kV AC Cable Replacement A-Line - RR

Traction Power

Project Summary

Replace the existing 34.5kVAC cables (PIPE or PILC) on the A-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches (IDS) at the substations. Perform Right-of-Way (ROW) fence repair,19th St.(ANA) Traction Power Substation (TPSS) fence repair and repair of San Leandro TPSS along with 34.5kV cable system from the fire incident.



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY27

Substantial Completion FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Securing right of way after vandalism incidents

Activities

FY26 Q2 Accomplishments: Completed Fence Installation at 19th Avenue Traction Power Substation

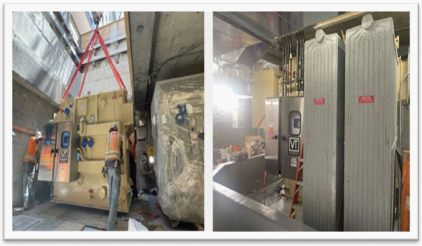
FY26 Q3 Planned Activity: Complete 1200ft 34.5kV Cable installation at the San Leandro TPSS Repair

5.2 15EK600 West Bay Traction Power Substations - RR - C

Traction Power

Project Summary

Design and install two new substations in downtown San Francisco at Civic Center (MCC) and Montgomery Station (MMS).



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY27

Operation of Montgomery St. Station Substation FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Need to upgrade perimeter wall to satisfy 3 hour fire safety rating.

Activities

FY26 Q2 Accomplishments: All field testing, integration, training of MMS completed

FY26 Q3 Planned Activity: Complete replacement of 34.5kV cables at MCC; Complete Punch-List items of MMS.

5.3 15EJRRR 34.5 kV AC Cable Replacement R-Line - RR

Traction Power

Project Summary

Replace the existing 34.5kVAC cables (PIPE or PILC) on the R-Line with new ethylene propylene-rubber (EPR) jacket medium voltage cable, fiber optic systems and install isolation disconnect (IDS) switches at the substations. The work will be performed by BART Construction forces from Ashby to El Cerrito Plaza (RAS-RCP) and by a Contractor from El Cerrito Plaza to Richmond Yard (RCP-RRY).

Project Phase and Upcoming Milestones

Planning	Design	Bid/Award	**Construction**	Closeout
				FY28

Increases Service Reliability

Enhances Safety and Security

Improves Safe Working Conditions

Challenges

Develop funding strategy to address current funding shortfall

Activities

FY26 Q2 Accomplishments: Completion of Maximo updates

FY26 Q3 Planned Activity: Installation of Ashby to El Cerrito Plaza pending funding availability

5.4 15EJRRK 34.5 kV AC Cable Replacement K-Line - RR

Traction Power

Project Summary

Replace the existing 34.5kVAC cables (PIPE or PILC) on the K-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches at the substations. The work will be performed by BART Construction forces.

Project Phase and Upcoming Milestones

Planning	Design	Bid/Award	**Construction**	Closeout
				FY30

Increases Service Reliability

Enhances Safety and Security

Improves Safe Working Conditions

Challenges

Coordination of Contractor Schedule with East Bay Substations Contract for the segment at MacArthur to 23rd Street

Activities

FY26 Q2 Accomplishments:
Board Approval of EDD for K-Line Contract Work

FY26 Q3 Planned Activity: Stakeholder review of updated design packages for West Oakland- Transbay Tube Substation

5.5 15EJRRC 34.5 kV AC Cable Replacement C-Line - RR

Traction Power

Project Summary

Replace the existing 34.5kVAC cables (PIPE or PILC) on the C-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches (IDS) at the substations. The work will be performed by BART Construction forces.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY33

Orinda IDS Design Update
FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Ongoing transition to a new DSDC (Design Support During Construction) team is temporarily influencing productivity as teams align to updated processes and resources

Activities

FY26 Q2 Accomplishments: Completed temporary backfill of manholes at the Orinda Isolation Disconnect switch vaults

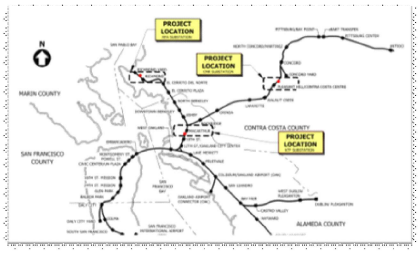
FY26 Q3 Planned Activity: Finalize Issue for Construction Design for Orinda Isolation Disconnect Switch connections

5.6 15EK601 East Bay Traction Power Substations - RR - C

Traction Power

Project Summary

Design, procure and install three new substations - one each on the C, K, and R Lines in Concord, Oakland and Richmond (CMR, KTF, RPA). Additionally design and procure one new substation and two new gap breaker stations for the Hayward Maintenance Complex Phase 2.



Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY32

Advertise to Bid
FY26 Q3

Increases Service Reliability | Enhances Safety and Security

Challenges

Securing multiple responsive Competitive Bids in current market conditions

Activities

FY26 Q2 Accomplishments: Advanced application of Encroachment Permit Application from Caltrans

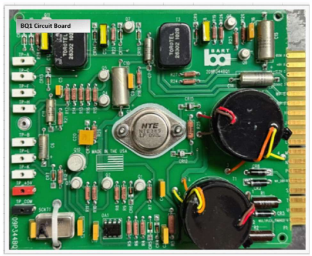
FY26 Q3 Planned Activity: Advertise to Bid

5.7 20LN001 Wayside Multiplex BQ2 Circuit Board Replacement

Train Control and Communications

Project Summary

Procure the new and next generation of the WSMUX BQ1 Circuit Boards, named WSMUX BQ2 Circuit Boards (BQ2 Boards) and their safety certification equipment, WAMKAs and Burn-In Test Fixtures. Redesign and manufacture the WSMUX BQ1 311 Power Supply Card Boards (311 Power Cards) in house which consist the procurement of parts and tools. BART Electronic Repair Shop (ERS) will assemble the equipment.



Project Phase and Upcoming Milestones

Planning | Design | **Bid/Award** | Construction | Closeout FY28

Issue Notice to Proceed
FY26 Q4

Increases Service Reliability | Improves Patron Experience | Improves Safe Working Conditions

Challenges

Longer procurement lead times than anticipated

Activities

FY26 Q2 Accomplishments: 100% technical specification draft completed

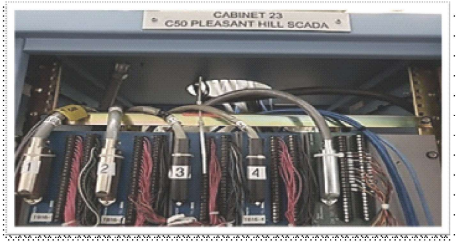
FY26 Q3 Planned Activity: Complete the reviews and technical specification

5.8 60BE000 SCADA - Replace PLC5 Equipment and Update Systems Architecture

Train Control and Communications

Project Summary

Identify new programmable logic controller (PLC) to replace the obsolete Allen Bradley PLC5 currently used in the District's SCADA system. Procure, program, and install the new PLC systemwide. The project is currently divided in to three phases. Phase 1 is a two (2) station pilot. Phase 2 is eight (8) stations and one (1) tunnel. Phase 3 is the remaining 58 locations. Phase 3 will be divided based on available funding in the future.



Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY40

Board Approval
FY27 Q1

Increases Service Reliability | Enhances Safety and Security

Challenges

Procurement paused to allow time for negotiation with equipment vendor over sales terms

Activities

FY26 Q2 Accomplishments: Continued Software development at South Hayward, Fremont, Rockridge

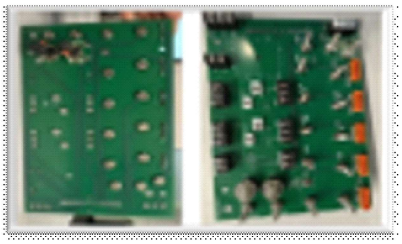
FY26 Q3 Planned Activity: Complete all phase 2 programming

5.9 20LN004 Wayside MUX Box Reliability Improvement

Train Control and Communications

Project Summary

Enhancement of Wayside MUX Boxes and Junction Boxes to improve reliability within the Train Control areas. This includes the procurement of materials required and work performed for the enhancement, modification, replacement, rehabilitation and installation of lightning arrestors/surge protector boards, paddle strike protection covers, and any conduit, wiring or vent related work on all MUX boxes and/or junction boxes systemwide and replacement of Daly City (M90) wayside motherboard.



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY33

Procurement of Ph.1 Lighting Arrestor Boards FY26 Q4

Increases Service Reliability

Enhances Safety and Security

Improves Patron Experience

Challenges

Project work area may be occupied by other project activities

Activities

FY26 Q2 Accomplishments: LA boards : V4.6 is completed with minor change to the Bolt design; Procurement package submitted

FY26 Q3 Planned Activity: Phase 1 Procurement Completion

5.10 20LN003 Transmission Loop Replacement

Train Control and Communications

Project Summary

Replacement of 35% of the aging transmission (Tx) loops and receiver (Rx) coils system-wide. Will continue replacement as funds are received, replacing 10% of the loops and coils per year.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY28

Complete 100% Prototype designs for S Line Weez Bonds and K line loops FY27 Q1

Increases Service Reliability

Improves Patron Experience

Improves Safe Working Conditions

Challenges

Due to BART's non-standard equipment specification, there is no identified vendor/manufacturer for materials to be replaced

Activities

FY26 Q2 Accomplishments: Completed Epoxy Quality check on K line loops. Replaced 1 out of 10 MOXA switches on S-Line

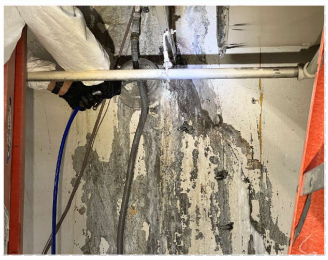
FY26 Q3 Planned Activity: Replace 2 MOXA switches on S - Line; Complete design of WeeZ bond Prototype 1; Begin installation of WeeZ bond prototype 1 on S line

5.11 15TC004 Water Intrusion Mitigation in Train Control Rooms - RR

Train Control and Communications

Project Summary

Assessments, rehabilitation designs and repairs to prevent water intrusion at train control (TC) rooms (19) and huts (6).



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY30

Issue Notice to Proceed for Package 3 FY27 Q2

Increases Service Reliability

Enhances Safety and Security

Improves Safe Working Conditions

Challenges

Pending decision as some of planned contracted work may need be taken over by BART Maintenance. This will cause delay for the procurement

Activities

FY26 Q2 Accomplishments: Completed Construction at Orinda

FY26 Q3 Planned Activity: Complete construction at Richmond

5.12 47CJ011 Bill Handling Unit Replacement

Train Control and Communications

Project Summary

Replacement of the bill accepter in 525 ticket vending machines with new bill recycling units, allowing customers to receive change in bills.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Advertise to Bid FY26 Q4

Increases Service Reliability

Improves Patron Experience

Challenges

Requires vendor source code with TR4 support released by Cubic

Activities

FY26 Q2 Accomplishments: Completed draft software requirements document

FY26 Q3 Planned Activity: Complete software requirements document; Issue PO for pilot sheet metal procurement

5.13 20LN002 MUX Cable Replacement

Train Control and Communications

Project Summary

This project removes 45 year old cable and install new signal cabling between the wayside train control MUX cabinets to its matching Train Control Room MUX equipment. The communication between Train Control Room Systems and the different train control wayside equipment throughout BART system are enabled by system of Multiplex (MUX) equipment that handles and allows simultaneous transmission of several messages and signals through a network of cable connections such as track occupancy and train speed codes.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Mux Cable Repl.at K23, K25 Interlocking & South Hayward St. FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Need long work blankets to replace junction boxes; Competing priorities with other projects

Activities

FY26 Q2 Accomplishments: Started planning for the restart of Junction box replacement at Daly City

FY26 Q3 Planned Activity: Advertise to Bid & Pre-Bid Meeting for MUX Cable procurement. Complete 2 out 5 blocks of Mux Cable Replacement at K23, K25 Interlocking

5.14 49GH004 CBTC Hitachi Design Build - RR - C

Train Control and Communications

Project Summary

Design and Installation of the Communications-Based Train Control System.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY34

Ph. 2 Installation Complete FY27 Q3

Increases Service Reliability | Enhances Safety and Security | Improves Patron Experience

Challenges

Coordinate system access requests with other projects within the Right of Way to ensure consistency and minimize service disruptions

Activities

FY26 Q2 Accomplishments: Completed multiple Train Control Rooms Installation at Phase 2 (W-Y Line)

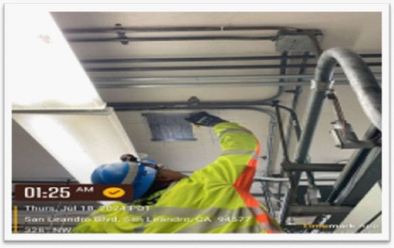
FY26 Q3 Planned Activity: Complete all Phase 2 Train Control Rooms Installation (W-Y Line)

5.15 49GH006 CBTC Enabling Works 2 - RR - C

Train Control and Communications

Project Summary

Train Control Room and Switch Machine Power Cabling upgrade.



Project Phase and Upcoming Milestones

○ Planning ○ Design ○ Bid/Award ● **Construction** ○ Closeout FY31

Ph. 3 Installation Completion M-Line Wayside FY27 Q2

Increases Service Reliability

Enhances Safety and Security

Improves Patron Experience

Challenges

Coordinate system access requests with other projects within the Right of Way to ensure consistency and minimize service disruptions

Activities

FY26 Q2 Accomplishments: Commenced conduit installation work by West Oakland

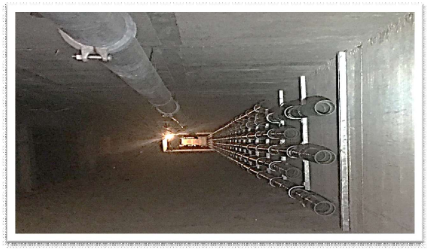
FY26 Q3 Planned Activity: Complete conduit installation work by West Oakland

5.16 49GH005 CBTC Enabling Works 1 - RR - C

Train Control and Communications

Project Summary

K-Line interlock cabling upgrade.



Project Phase and Upcoming Milestones

○ Planning ○ Design ○ Bid/Award ● **Construction** ○ Closeout FY31

Completion of Construction from MacArthur to Rockridge FY27 Q1

Increases Service Reliability

Enhances Safety and Security

Improves Patron Experience

Challenges

Coordinate system access requests with other projects within the Right of Way to ensure consistency and minimize service disruptions

Activities

FY26 Q2 Accomplishments: Completed Installation of 3 under track duct banks at K35 Interlocking & Switch Machine Power Supply Cabinet (SPSC) foundation at K35 MP 2.32

FY26 Q3 Planned Activity: Complete Installation of 2 under track duct banks at K35 Interlocking

5.17 15QL004 Aerial Guideway Sound Wall Repairs, C, R, and L-Lines

Shops, Yards, and Facilities

Project Summary

Rehabilitation of 250 sound walls locations along C, L and R Lines that have reached the end of their useful lives.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Rehabilitation of 50 sound wall panels FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Competing priorities with other projects for resources as work is self-performed

Activities

FY26 Q2 Accomplishments: Completed 9 soundwall panel rehabilitations

FY26 Q3 Planned Activity: Address emergency broken bolt locations along C Line and regular rehabilitation work

5.18 54RR260 Fire Services at Hayward Yard - RR

Shops, Yards, and Facilities

Project Summary

This project involves the replacement of the water distribution infrastructure at the Hayward Yard (OHY), including establish a more efficient fire protection system that aligns with current National Fire Protection Association (NFPA) standards, ultimately reducing maintenance needs. Additionally, the project includes the expansion and repair of several domestic water, sanitary sewer, and industrial waste pipelines at the Yard.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY28

Maintenance Acceptance FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Final paperwork submission resulting in delayed closeout of project

Activities

FY26 Q2 Accomplishments: Completed Commissioning

FY26 Q3 Planned Activity: Compilation of Lessons Learned

5.19 05OH000 Renovation of Control Tower at Richmond and Concord Yard

Shops, Yards, and Facilities

Project Summary

Perform Fire Safety review, design and construction upgrades for the Control Towers at Richmond Yard (ORY) and Concord Yard (OCY). Ensure a second means of escape is available including additional stairs and doors in the upgrade scope as required.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY28

Maint. Acceptance for Richmond Yard (ORY) FY26 Q3

Enhances Safety and Security

Improves Safe Working Conditions

Challenges

None

Activities

FY26 Q2 Accomplishments: Stakeholder Review of Concord Tower Design 65%

FY26 Q3 Planned Activity: 65% Design Complete for Concord Yard; Maintenance Acceptance for Richmond Yard

5.20 54RR110 Sewage Pump Replacement Systemwide - RR

Shops, Yards, and Facilities

Project Summary

This project will replace 8 station sewage pumps throughout the BART system. A majority of the sewage pumps are the original pumps and are past their expected service life, therefore requiring more unexpected frequent maintenance.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Completion of Sewage Pump Repl. At 3 Sites FY27 Q1

Increases Service Reliability

Improves Patron Experience

Improves Safe Working Conditions

Challenges

Sewage backup at Montgomery St. Station occurred post pump replacement due to unforeseen materials being flushed into the sewer system

Activities

FY26 Q2 Accomplishments: Completed design for the Montgomery St. Station in-line sewer grinder. Began Installation of the grinder, supports, and sewer piping

FY26 Q3 Planned Activity: Issue Notice for Award to install permanent sewage pumps at Pittsburg/Bay Point, Ashby, and/or 19th Street Stations. Complete installation & commissioning of the Montgomery St. Station in-line sewer grinder

5.21 20CE002 Switch Machine Replacement - Model 6

Shops, Yards, and Facilities

Project Summary

Replacement of switch machines across 3 Yards: 12 at Concord Yard, 9 at Daly City Yard and 16 at Richmond Yard.

Project Phase and Upcoming Milestones

Planning	Design	Bid/Award	**Construction**	Closeout FY28
○	○	○	●	○

Completion of Richmond Yard Switch installation FY26 Q3

Increases Service Reliability

$ Cost Saving Measure

Challenges

Design adjustment to switch point protection for switch machines is needed for Richmond Yard

Activities

FY26 Q2 Accomplishments: Completed installation of 13 out of 16 Switches

FY26 Q3 Planned Activity: Completion of Richmond Yard Switch installation

5.22 54RR510 HVAC Renovation at LMA - RR

Shops, Yards, and Facilities

Project Summary

The 50 year old air conditioning unit for computer and BART operation control centers are past their estimated service life and some replacement parts are unavailable for repair. The units are experiencing malfunctions at a higher historical rate. The failure of current HVAC system could severely impact BART operations due to potential for overheating in the computer room.

Project Phase and Upcoming Milestones

Planning	**Design**	Bid/Award	Construction	Closeout FY30
○	●	○	○	○

Issue for Bid FY26 Q3

Increases Service Reliability

Enhances Safety and Security

Improves Safe Working Conditions

Challenges

None

Activities

FY26 Q2 Accomplishments: Issue for Bid (IFB) development is in progress

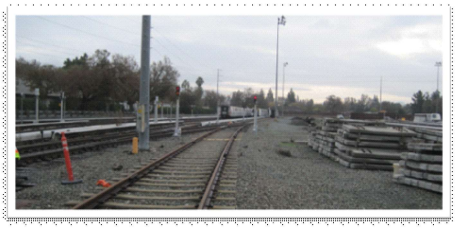
FY26 Q3 Planned Activity: Prepare and Submit For Stakeholder Review IFB Design

5.23 03QJ001 Concord Yard Wheel Truing Facility - RR

Shops, Yards, and Facilities

Project Summary

Design and construction of a wheel truing facility including building and structures, trackwork, traction power tie in, mechanical, electrical and systems, communications, and fire protection systems, architectural finishes, and site work.



Project Phase and Upcoming Milestones

Planning	**Design**	Bid/Award	Construction	Closeout FY30
○	●	○	○	○

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Develop funding strategy to address current funding shortfall

Activities

FY26 Q2 Accomplishments: None

FY26 Q3 Planned Activity: Identify additional funding sources to address current funding shortfall

5.24 15CQ020 Track Renewal Project Richmond Yard - RR

Shops, Yards, and Facilities

Project Summary

Remove and replace 3 yard switches with new switches including concrete ties and 119 lb rail. Procurement of 90lb rail.

Project Phase and Upcoming Milestones

Planning	Design	Bid/Award	**Construction**	Closeout FY30
○	○	○	●	○

90lb Rail delivery FY26 Q3

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

None

Activities

FY26 Q2 Accomplishments: Fabricated 90lb. rail

FY26 Q3 Planned Activity: 90lb. Rail Delivery

5.25 03QJ101 Concord Yard Wheel Truing Machine

Shops, Yards, and Facilities

Project Summary

This project will procure a dual-gauge wheel truing machine at the Concord Yard to accommodate the Fleet of the Future which increases the carrying capacity on the System.

Project Phase and Upcoming Milestones

○ Planning ○ Design ○ Bid/Award ● **Fabrication** ○ Closeout FY30

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

None

Activities

FY26 Q2 Accomplishments: Perform equipment maintenance for long term storage

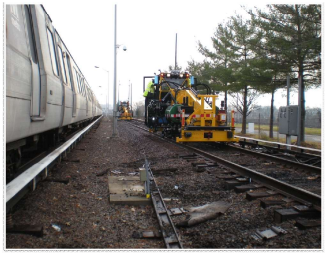
FY26 Q3 Planned Activity: Perform equipment maintenance for long term storage

5.26 15TD002 Non-Revenue Vehicle Procurement

Shops, Yards, and Facilities

Project Summary

Procurement of new hi-rail vehicles and non-fixed heavy rail equipment to support projects throughout the District.



Project Phase and Upcoming Milestones

○ Planning ○ Design ○ Bid/Award ● **Construction** ○ Closeout FY27

Closeout FY27 Q1

Increases Service Reliability

Enhances Safety and Security

$ Cost Saving Measure

Challenges

Vehicle registrations due to out of state vehicles

Activities

FY26 Q2 Accomplishments: Project Scope updated to include Rail Grinder Mechanics Training Services Procurement

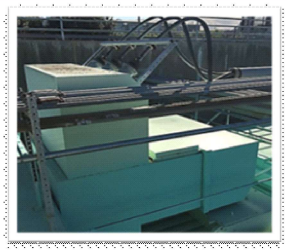
FY26 Q3 Planned Activity: PO issuance for Rail Grinder Training.
Obtain Statement of Origin to process DMV Registration

5.27 15TC016 Substation Roofs and Non-Substation Roofs - RR

Track and Structures

Project Summary

The repair of substation roofs at 82 locations by BART forces. The repairs include coating roofs with high-end polyurethane coating (Armor Thane).



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY28

Construction Completion FY27 Q4

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Inclement weather & competing priorities with other projects for resources as work is self-performed

Activities

FY26 Q2 Accomplishments: Completion of roofing repairs at Fremont (AFM) and Union City (AUC) substations daytime

FY26 Q3 Planned Activity: Completion of daytime roofing repairs at Fruitvale (AFV) substation

5.28 15TC013 Slope Stabilization Systemwide - RR

Track and Structures

Project Summary

Assessment of 104 eroded slopes systemwide. Then prioritization, completion of repairs or rehabilitations of the slopes, and addressing storm water drainage issues within the right-of-way. 21 sites, including 7 locations for abutment expansion joint repair work from Project 15TC020, have been selected for final design, procurement, and construction on the A, C, L & M Lines. All work on 21 sites will be performed by BART forces.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Substantial Completion (In-House) FY29 Q1

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Competing priorities with other projects for resources as work is self-performed

Activities

FY26 Q2 Accomplishments: Completed Slope stabilization for 4 locations

FY26 Q3 Planned Activity: Continue Slope Stabilization on other locations

5.29 15TC018 Aerial Catwalk Renewal - RR

Track and Structures

Project Summary

Assessment and replacement of hanger rods for Catwalk as necessary on A Line, and procurement of materials for C, M, and R Lines.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY28

Phase 3 Completion FY27 Q2

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Competing priorities with other projects for resources as work is self-performed

Activities

FY26 Q2 Accomplishments: Coordinated with Ascend school for access with work to start in January 2026.

FY26 Q3 Planned Activity: Complete 50% of rod installation at Ascend school

5.30 15TC012 Stabilize MW-12 Slope - RR

Track and Structures

Project Summary

The overall scope is to stabilize the North slope (MW-12 benched slope). The scope for the north includes drainage improvements, repairing and revegetating the existing slope, surface improvements, fence repair, and Springbrook access road improvement.

Project Phase and Upcoming Milestones

Planning | Design | **Bid/Award** | Construction | Closeout FY28

Issue Notice to Proceed FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Ensuring the contractor's successful delivery of project within an aggressive 15-month construction timeline, constrained by funding limitations, through robust planning, scheduling, and proactive coordination

Activities

FY26 Q2 Accomplishments: Advertised to Bid, Responded Questions from Bidders

FY26 Q3 Planned Activity: Issue Addendum, Bid Opening & Bid Evaluations

5.31 15CQ008 Interlocking Replacement at K23, K25, and C15 - RR

Track and Structures

Project Summary

Upgrade the District infrastructure on the K Line and C Line, at the K23, K25, C15 interlockings, including track components (replace 20 turnouts). This project will replace wooden ties with precast concrete ties at switches to extend the asset life.

Project Phase and Upcoming Milestones

Planning	Design	Bid/Award	**Construction**	Closeout
				FY30

Completion of C15 Punchlist Work FY27 Q1

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Current project scope & construction delivery methodology require evaluation to ensure alignment with District objectives and efficient delivery

Activities

FY26 Q2 Accomplishments: Installed cable trough at C15

FY26 Q3 Planned Activity: Perform Engineering laydown inspection of special trackwork at Nortrak facility in Wyoming; Received delivery of Switches SW143 & SW343

5.32 15TC010 Water Mitigation M-Line Tunnel - RR

Track and Structures

Project Summary

The scope of this project is to repair the steel tunnel linings to mitigate water intrusion along M-Line, which includes design, investigation and construction. Steel Tunnel Remediation (by a Contractor) is planned to include 7605 feet of all the lining circumference, 4920 feet of lining along the safe walking platform side, and 2425 feet of lining adjacent to the third rail.

Project Phase and Upcoming Milestones

Planning	Design	**Bid/Award**	Construction	Closeout
				FY31

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Pursue formal determination of the most appropriate construction delivery method for the remaining project's scope of work

Activities

FY26 Q2 Accomplishments: Continued construction delivery method evaluation

FY26 Q3 Planned Activity: Continue construction delivery method evaluation for Phased Approach

5.33 15TC006 Rehab Street Grates - RR

Track and Structures

Project Summary

Inspect, repair and replace street grates in San Francisco, Oakland and Berkeley at high priority locations:
- 7 street grates in San Francisco along Market St. from 5th St. to 8th St.
- 2 street grates in Berkeley from North Berkeley Station to Ashby Station.
- 8 street grates in Oakland from 19th St. Station to Lake Merritt Station

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY30

Advertise to Bid (Grate Material Procurement Contract) FY27 Q1

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Determine Construction Delivery method for East Bay Grates

Activities

FY26 Q2 Accomplishments: Uploaded Grates Material Procurement Contract & Traffic Management Professional Service Contract in eBID

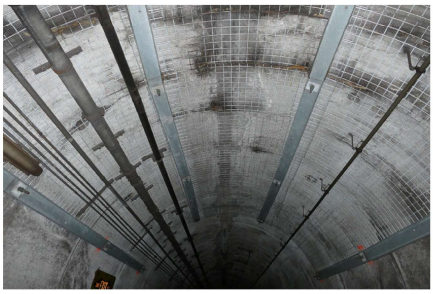
FY26 Q3 Planned Activity: Develop revised rehabilitation design for the East Bay Grates

5.34 15TN001 Berkeley Hills Tunnel Fault Movement Mitigation

Track and Structures

Project Summary

Full scope covers multiple structural engineering-based issues at the BHT related to seismic fault movement. Issues and project scope include:
Ph. 0: Spall Catchment System: organize inspections of the 2018-era line spall catchment system, develop and execute repairs as appropriate, and re-certify system for extended service life; Ph. 1: Return-to-Service Repairs Design: engage a design consultant to produce IFB design documents that would be the basis for return-to-service repairs of the BHT after a future Hayward Fault earthquake; Ph. 2: Procure Phase 1: pre-procure, inventory, store, etc. the contracts, materials, and equipment practical to procure in advance related to the return-to-service repair scope;Ph. 3: Long-Term Creep Considerations: review existing documentation (2019-era design deliverables, System Safety guidance, and technical memos) related to impingement of relevant envelopes within the BHT cross section due to seismic creep. Develop a study/plan to help BART address ongoing movements in the medium-term and long-term.



Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY29

Completion of Spall Catchment System Inspection & Recert. FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Due to unique geometry of the existing Spall Catchment System at BHT, identifying proper tools for inspection requires extensive study

Activities

FY26 Q2 Accomplishments: Conducted site visit to Berkeley Hill Tunnel (BHT) with Maintenance & Structural Engineering to prepare inspection

FY26 Q3 Planned Activity: Perform Spall Catchment System Inspections at BHT

5.35 15TC025 Slope Stabilization on M&L Lines- RR

Track and Structures

Project Summary

Assessment of 104 eroded slopes locations systemwide. Then prioritization, completion of repairs or rehabilitations of the slopes, and addressing storm water drainage issues within the right-of way. 25 sites, including 7 locations from Project 15TC020, have been selected for final design, procurement, and construction. This project scope is to harden 4 critical slopes on the L and M lines.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY28

Substantial Completion (In-House) FY27 Q4

Increases Service Reliability

Enhances Safety and Security

Improves Safe Working Conditions

Challenges

Permitting process, working with Cities/Agencies on logistics, longer procurement cycle and impact from weather elements

Activities

FY26 Q2 Accomplishments: Hydroseeding completed at L5010W & L5008W. Hauling away debris completed from work site at L5008W

FY26 Q3 Planned Activity: Continue Construction along the L-line sites

5.36 15LK003 Powell Street Elevator
Stations

Project Summary

Design and construction of a new elevator at Powell Street Station in the MUNI paid area. Current design includes emergency access to the BART platform. The project is being designed and constructed by SFMTA.

Project Phase and Upcoming Milestones

○ Planning ● **Design** ○ Bid/Award ○ Construction ○ Closeout FY28

Begin Construction FY26 Q3

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Prolonged discussions regarding the cost-sharing agreement continue to be a challenge

Activities

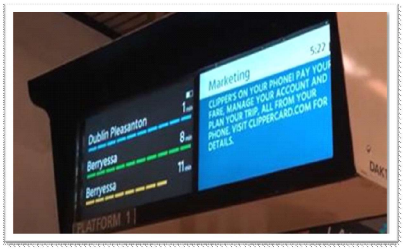
FY26 Q2 Accomplishments: None

FY26 Q3 Planned Activity: Continue working on cost sharing agreement between SFMTA/BART

5.37 15IM000 DSS Pilot Project
Stations

Project Summary

Replace the existing destination signs with new retrofit units at 5 underground stations.



Project Phase and Upcoming Milestones

○ Planning ○ Design ○ Bid/Award ○ Construction ● **Closeout FY26**

Project Closeout FY26 Q3

Increases Service Reliability | Enhances Safety and Security

Challenges

None

Activities

FY26 Q2 Accomplishments: Completed Fund Transfer process to aid in Project Closeout activities

FY26 Q3 Planned Activity: Complete project closeout

5.38 15LK001 Market Street Entry Canopies - RR

Stations

Project Summary

This program will install 21 canopies at the four downtown San Francisco stations, which don't currently exist, over street openings for patron safety as well as to meet code requirements for weather protection for any escalators being installed or renovated.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY27

Substantial Completion FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

Coordination with other projects

Activities

FY26 Q2 Accomplishments: Continued the Canopy 4 head beam fix (Embarcadero Station), began the Canopy 22 head beam fix (Civic Center Station), and completed construction at Canopies 8 (Montgomery St.) and 20 (Civic Center St.)

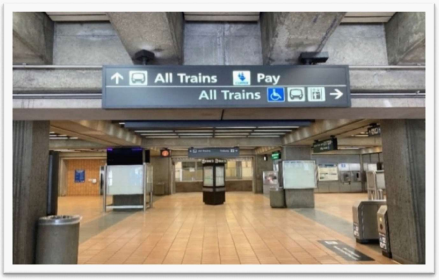
FY26 Q3 Planned Activity: Complete Canopy 4 (Embarcadero Station) and Canopy 22 (Civic Center Station) head beam fixes & perform miscellaneous punch list work

5.39 59CT002 Wayfinding Improvements at Various Stations - RR

Stations

Project Summary

BART Wayfinding Improvements Phase IV at 15 stations located in Alameda, San Francisco, and San Mateo counties. Work includes fabrication and installation of illuminated wayfinding signs, custom design cases, station ID pylons, kiosks, and real-time displays. Existing wayfinding directional and transit information signage and displays will be replaced to improve and enhance the transit wayfinding experience of transit users. The new signs and information displays will provide consistent and understandable information with use of less written messages and more pictograms, graphic symbols, and operator logos.



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY33

Ph 4.1: Bid Opening FY26 Q3

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

MTC in process of updating regional standards for signage with pilot of new standards at ECDN. New standards may require larger signage cabinets, which may result in increased project costs

Activities

FY26 Q2 Accomplishments: Ph 4.1: Advertised to bid

FY26 Q3 Planned Activity: Ph. 4.1: Bid Opening

5.40 15LK002 Market Street Escalators Project - RR

Stations

Project Summary

This program will replace 41 existing street and platform escalators in the 4 SF downtown stations. The escalators are at the end of their useful life and are regularly out of service.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY30

Substantial Completion FY28 Q3

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Conflicting work by others at one Civic Center Station entrance resulted in late completion of one escalator

Activities

FY26 Q2 Accomplishments: Progressed installation of Embarcadero P4, Powell St. S6, Civic Center S3, and S6

FY26 Q3 Planned Activity: Complete installation of Embarcadero P4, Powell St. S6, Civic Center S3, and S6 escalators

5.41 47CJ016 Clipper C2 Integration and Security Upgrade

Stations

Project Summary

Upgrade BART fare collection systems to be compatible with the new, Metropolitan Transportation Commission (MTC) /Cubic, Clipper 2.0 system, while maintaining compatibility with other BART systems (such as EZ Rider parking applications). Scope includes upgrades to security and network equipment for faregates, vending and fare collection machines while keeping BART functional and compliant throughout the new system integration.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY26

Project Closeout FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

None

Activities

FY26 Q2 Accomplishments: Completed installing TR4 on all TVM Vending machine.

FY26 Q3 Planned Activity: Initiate Project Closeout

5.42 15NU002 Accessibility Improvement Program - RR
Stations

Project Summary

In a 2011 assessment, FTA identified improvements needed to meet ADA-regulations. Based on this assessment, BART conducted an evaluation of stations system-wide and identified improvements and upgrades to meet federal ADA regulations and California Building Code. This scope and all components herein represent resulting improvements from a 10-year Scope of Work developed by BART to meet all State and Federal code.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY33

95% Design Completion for Ph. 3 & 4 FY27 Q1

Improve Accessibility | Improves Patron Experience | Increases Service Reliability

Challenges

Differing site conditions on field leading to design changes

Activities

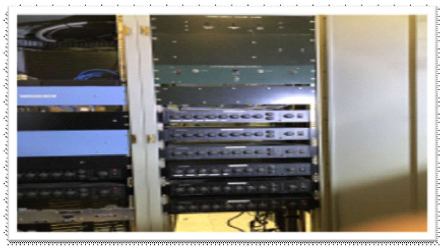
FY26 Q2 Accomplishments: Completed the 1st phase of site survey work for 35% Design for Ph. 3 & 4

FY26 Q3 Planned Activity: Continue with 35% Design

5.43 15NE002 Public Address System Improvement - RR
Stations

Project Summary

Installation of a new public address system, including electrical, communications, equipment installation, testing, and commissioning at Lafayette (C30) and Powell (M30) Stations



Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY29

Advertise to Bid FY27 Q1

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Potential delay due to union challenge

Activities

FY26 Q2 Accomplishments: Completed 100% stakeholder review & addressed all comments for Issue for Bid (IFB) set

FY26 Q3 Planned Activity: Submit final IFB design package

5.44 57RR209 MacArthur Station Active Access Improvements - RR

Stations

Project Summary

Lighting improvement in the underpass at 40th St adjacent to the plaza at MacArthur Station, with a goal to improve pedestrian safety and security.

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY29

Advertise to Bid
FY26 Q3

Enhances Safety and Security

Improve Accessibility

Improves Patron Experience

Challenges

None

Activities

FY26 Q2 Accomplishments: Awaited Caltrans review of the encroachment permit while drafting the PSMA between Caltrans and Oakland; BART developed the MOU draft

FY26 Q3 Planned Activity: Awaiting approval of MOU. Awaiting Caltrans internal review of PSMA.

5.45 15NL005 Elevator Renovation Program at Pittsburg-Bay Point (C80)

Stations

Project Summary

Renovation of the two hydraulic elevators at Pittsburgh-Bay Point (C80 on the C-Line) for reliability, function (code compliance), cosmetic upgrades, and remote monitoring improvements.

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY29

Bid Opening
FY26 Q4

Increases Service Reliability

Enhances Safety and Security

Improves Safe Working Conditions

Challenges

None

Activities

FY26 Q2 Accomplishments: Contracting Plan Approved

FY26 Q3 Planned Activity: Finalize Issue for Bid (IFB) Package & advertise Contract

5.46 15NL004 Elevator Renovation Program at Coliseum Station (A30)

Stations

Project Summary

Renovation of the two hydraulic elevators at Coliseum (A30 on the A-Line) for reliability, function (code compliance) and cosmetic upgrades as well as remote monitoring improvements.

Project Phase and Upcoming Milestones

Planning | Design | **Bid/Award** | Construction | Closeout FY29

Bid Opening FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

None

Activities

FY26 Q2 Accomplishments: Contracting Plan Approved, Procurement package submitted to eBid

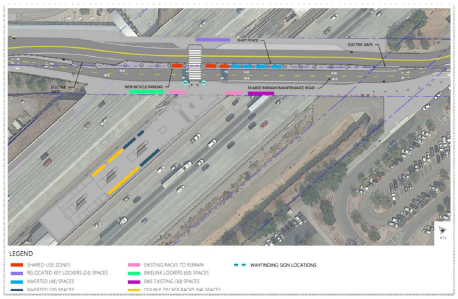
FY26 Q3 Planned Activity: Advertise Contract

5.47 57RR202 Dublin/Pleasanton Station Active Access Improvements - RR

Stations

Project Summary

Project will improve bicycle and pedestrian access to the Dublin/Pleasanton BART station by closing a gap between two existing segments of the Iron Horse Trail in Dublin (to the north) and in Pleasanton (to the south). The scope of work includes a two-way cycle track and a separated paved pedestrian path, both separated from vehicle traffic; pedestrian-scale lighting; improved lighting under the freeway and aerial BART structures at the station entrance; additional secure bicycle parking; wayfinding; landscaping and storm water management; a small plaza/gateway treatment at the transition to the Iron Horse Trail to the north; and art elements.



Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY29

Advertise to Bid FY26 Q4

Enhances Safety and Security | Promotes Sustainability | Improve Accessibility

Challenges

Obtaining Right Of Way (ROW) Certification; Designer work plan exhausted before addressing all IFB design review comments

Activities

FY26 Q2 Accomplishments: Incorporation of design review comments into Issue for Bid (IFB) package

FY26 Q3 Planned Activity: Complete IFB package

5.48 15NL006 San Francisco Elevator Renovation
Stations

Project Summary

The scope of work includes the installation, replacement, or upgrade of selected electrical and mechanical components in order to restore the two elevators to reliable service. The electrical components include wiring, hoistway cables, traveling cables, controllers, and fixtures. The mechanical components include but are not limited to door operators, door locks, guide shoes, floors, sills, and urine shields. Potential relocation of the elevator machine room for M30-55 at Powell St. Station.

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY32

95% Design Completion FY26 Q3

Increases Service Reliability | Enhances Safety and Security | Improves Safe Working Conditions

Challenges

None

Activities

FY26 Q2 Accomplishments: Completed biddability and constructability review of 95% design and submitted comments to the design team

FY26 Q3 Planned Activity: Complete 95% Design & initiate 100% Design

5.49 54RR240 Upgrade Fire Suppression System - RR
Stations

Project Summary

Assessment and design of replacement for all fire protection system sprinkler heads that have reached 50 years of age (mainly in Core stations, 40).

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Completion of Sprinkler heads at 5 SF Stns FY26 Q3

Increases Service Reliability | Enhances Safety and Security

Challenges

Reflective ceiling difficult to reinstall & accessibility of sprinkler heads over escalators & high ceiling areas

Activities

FY26 Q2 Accomplishments: Completed Replacement of Sprinkler heads at following locations : Montgomery, 16th St/Mission, 24th Street/Mission complete

FY26 Q3 Planned Activity: Completion of Installation of all Sprinkler heads at 5 San Francisco Stations

5.50 15NL007 Downtown Berkeley Station Elevator Renovation

Stations

Project Summary

Renovation of one hydraulic and one traction elevators at Downtown Berkeley (R20) for reliability, functions (code compliance) and cosmetic upgrades.

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY33

65% Design Completion FY27 Q1

Increases Service Reliability

Improve Accessibility

Improves Patron Experience

Challenges

None

Activities

FY26 Q2 Accomplishments: Continued with 65% Design Development

FY26 Q3 Planned Activity: Prepare & Submit 65% Design

5.51 15TH003 Elevator/Escalator Machine Room MS4 Compliance

Stations

Project Summary

The project will provide a conceptual drainage design for elevator / escalator machine rooms at selected stations along the M & A Lines to mitigate existing Municipal Separate Storm Sewer System (MS4) non compliant issues.

Project Phase and Upcoming Milestones

Planning | **Design** | Closeout FY27

Design Completion FY26 Q4

Promotes Sustainability

Challenges

None

Activities

FY26 Q2 Accomplishments: Completed initial design stakeholder comments resolution

FY26 Q3 Planned Activity: Continue with Design process

5.52 15AX001 Facilities HVAC Equipment Replacement Ph.2

System Development

Project Summary

Address increased heat load from new and added equipment. Will include replacement of battery exhaust fan. Increase HVAC system capacity system-wide: train control rooms, train control bungalows, substations and other facilities.

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY33

35% Design Completion
FY27 Q1

Increases Service Reliability

Enhances Safety and Security

Challenges

Space constraints at certain stations limit the installation of new HVAC units; the project team is working with stakeholders to identify alternative locations

Activities

FY26 Q2 Accomplishments: Revised Conceptual Engineering Report (CER) under BART stakeholder review

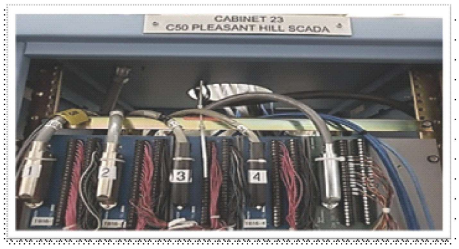
FY26 Q3 Planned Activity: Review of CER by stakeholders

5.53 15BN300 MP-3000 Replacement at W-Line Vent Structures

Electrical and Mechanical

Project Summary

This project will upgrade the vent structures on the W-Line, as the existing controllers are obsolete. Tunnel ventilation is required to be operable to run trains.



Project Phase and Upcoming Milestones

Planning	Design	Bid/Award	**Construction**	Closeout
				FY28

Substantial Completion FY26 Q4

Increases Service Reliability

Enhances Safety and Security

Improve Accessibility

Challenges

Competing priorities with other projects for resources

Activities

FY26 Q2 Accomplishments: None

FY26 Q3 Planned Activity: Commission Herman St. Vent Structure digital relay; start installation of digital relay at Tanforan Vent Structure

5.54 15EK750 Mobile Generator for Emergency Power Enhancements

Electrical and Mechanical

Project Summary

This project will procure temporary portable generators to energize shop equipment and facilities in the event of power outages due to heightened fire risks as part of California Public Safety Power Shutoff (PSPS) Program. Generator counts remaining: 200kW - 3 each.

Project Phase and Upcoming Milestones

Planning	Design	**Bid/Award**	Closeout
			FY27

Re-advertise to Bid FY26 Q4

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Rejection of Bids & Re-Advertisement

Activities

FY26 Q2 Accomplishments: Revise IFB

FY26 Q3 Planned Activity: Advertise for bid

5.55 79NKRR1 Train Control Room UPS Replacement, 48 locations - RR

Electrical and Mechanical

Project Summary

This project is for UPS / inverters replacement for a total of 48 locations including the A-Line, C-Line, K-Line, L-Line, M-Line, and R-Line.
79NK100 is for UPS / inverters on the W-Line and Y-Line.

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Challenges

Competing priorities with other projects for resources as work is self-performed

Activities

FY26 Q2 Accomplishments: Completed demolition of Old UPS & began installation of new UPS at Walnut Creek (C40)

FY26 Q3 Planned Activity: Demo/Installation at: Glen Park, El Cerrito, Ashby, Pleasant Hill

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

5.56 15IJRR1 Station Fire Alarm Replacement, 3 Stations - RR

Electrical and Mechanical

Project Summary

Furnish, install, test and commission the station fire alarm replacements at the following locations: Phase 4 - Bay Fair (A50), South Hayward (A70), Rockridge (C10).

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY29

Parking Garage Beginning of Installation
FY27 Q1

Challenges

Scope Change Request to 4 Parking garages

Activities

FY26 Q2 Accomplishments: Evaluated change in scope and proposal submitted

FY26 Q3 Planned Activity: Submit scope change request from current 3 stations to 4 parking garages or both

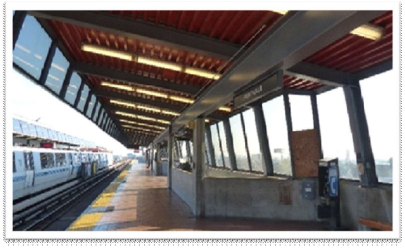
Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

5.57 15IJRR2 Station Fire Alarm Replacement, 6 Stations - RR

Electrical and Mechanical

Project Summary

Furnish, install, test and commission the station fire alarm replacements at the following locations: Phase 3 - Berkeley (R20), Montgomery (M20), Lake Merritt (A10), Coliseum (A30), San Leandro (A40), Walnut Creek (C40).



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY29

Substantial Completion FY26 Q4

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Contractor challenges with staffing, station readiness, installation issues, testing and commissioning issues

Activities

FY26 Q2 Accomplishments: Obtained San Leandro Permit, Cutover of Downtown Berkley to new Fire Alarm System

FY26 Q3 Planned Activity: Complete Cutover of San Leandro, Obtain Montgomery St. Permit

5.58 03FB001 Berkeley Hills Tunnel Emergency Ventilation System Overhaul

Electrical and Mechanical

Project Summary

This project is to renovate the Berkeley Hills Tunnel (BHT) Emergency Ventilation System (EVS) to increase reliability by replacing components past their useful life and modifying components to streamline emergency activation. Work includes replacement of PLCs, overhead coiling doors, modification to control switches, and site improvements. Interim solutions such as implementing a remote connection to the PLC to prevent impact to operations. Proposed innovations affecting fire life safety and revenue service is included.

Project Phase and Upcoming Milestones

Planning | **Design** | Bid/Award | Construction | Closeout FY31

100% Design Completion FY27 Q2

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

System Deployment without interruption to Operations

Activities

FY26 Q2 Accomplishments: Procurement package for CSE SCADA device parts has been received; work is underway on the 95% design & updated engineering cost estimate

FY26 Q3 Planned Activity: 95% Design Completion

5.59 15EN000 Incident Energy Analysis (Arc Flash Study)

System Support

Project Summary

Perform arc flash studies or incident energy analyses as required by the National Fire Protection Association (NFPA) 70E1, systemwide. The order of studies by locations are: A-Line; L and R-Lines; C-Line; M, W and Y-Lines; W-Line Vents; Shops & Yards; San Francisco Transition Structure (SFTS); and Transbay Tube (TBT).

Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY28

Phase 3 Completion FY27 Q2

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Competing priorities with other projects

Activities

FY26 Q2 Accomplishments: Started Phase 3 field investigation and assessment of M, K, W, and Y-Lines

FY26 Q3 Planned Activity: Complete installation of remaining Phase 2 arc flash labels; continue Phase 3 field investigation/assessment & electrical system modeling of M, K, W, and Y-Lines

5.60 11CS001 Negative Return Mapping

System Support

Project Summary

The scope includes mapping of different types of equipment (tracks, train control, traction power, and negative return cables) positioned with respect to each other. Priority locations for mapping are: 1)12th St. Stn to Daly City Stn 2) Richmond Yard [PG&E Gas Line Adjacent] 3)W-Y Line 4)12th St. to MacArthur Station 4)Lake Merritt to Fremont Station 5) Castro Valley to Dublin/Pleasanton Station.

Project Phase and Upcoming Milestones

Planning | **Design** | Closeout FY26

Completion of Maximo updates FY26 Q3

Increases Service Reliability | Enhances Safety and Security | Promotes Sustainability

Challenges

Competing priorities with other projects for Drafting and Field support

Activities

FY26 Q2 Accomplishments: Completed A-Line Mapping Set

FY26 Q3 Planned Activity: Completion of Maximo updates & resume remaining mapping effort

5.61 15SY000 Shake Alert-Earthquake Updates

System Support

Project Summary

This project would update the earthquake thresholds of the Earthquake Early Warning (EEW) system for the BART Earthquake Emergency plan. The objectives are planned to be achieved through the following research tasks: Ph. 1: Comprehensive literature review on EEW systems; Ph. 2: Analytical Seismic Stability Assessment; Ph. 3: Experimental Seismic Stability Assessment BART train-stop thresholds of the EEW system need to be updated since current thresholds were determined based on obsolete data without scientific basis nor verification.

Project Phase and Upcoming Milestones

Planning | Design | **Testing** | Publication | Closeout FY27

Completion of Aerial Structure Tests FY26 Q3

Increases Service Reliability | Enhances Safety and Security | Improves Patron Experience

Challenges

None

Activities

FY26 Q2 Accomplishments: Continued Aerial Structure Shake Table Test

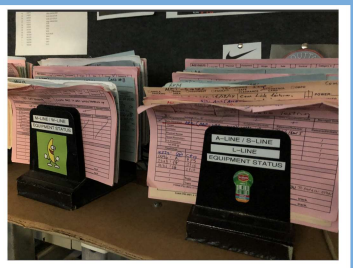
FY26 Q3 Planned Activity: Complete Aerial Structure Shake Table Test

5.62 65BF001 Digital Transformation at OCC

System Support

Project Summary

Digital transformation implementation (Data governance tools, Data Analytics and IOT devices, DevOps, QA/System Integration, CAS, MOC/NOC) to improve safety and increase wayside wrench time, control center technology, and maintenance efficiency. Also includes installation of TCR's Environment Monitoring - esp. remote temperature data at 10 Locations, as well as REMS.



Project Phase and Upcoming Milestones

Planning | Design | Bid/Award | **Construction** | Closeout FY27

Complete Design for Salmon cards FY27 Q1

Increases Service Reliability | Manage Demand | Improve Accessibility

Challenges

Limited availability of SMEs with the specialized skills required for systems digitization and data analysis

Activities

FY26 Q2 Accomplishments: Salmon Cards design 50% complete; HMI Ignition demo 90% complete

FY26 Q3 Planned Activity: Complete HMI Ignition demo and approx. 75% of Salmon cards Design

5.63 17HMRR1 MET-G Generator Replacement - RR

System Support

Project Summary

Furnish, install, test, and commission a 1250 kW Generator (with associated infrastructure) at Lake Merritt (LMA) street level, to replace the existing 400 kW Met Building (MET-G) rooftop generator. Infrastructure and services includes electrical, mechanical, architectural, structural, civil, systems, control and communications components.

Project Phase and Upcoming Milestones

Planning | Design | **Bid/Award** | Construction | Closeout FY29

Bid Opening FY27 Q1

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Coordination with other projects

Activities

FY26 Q2 Accomplishments: Updated technical specifications for Procurement & Legal Team review

FY26 Q3 Planned Activity: Initiate Third Party noise analysis & advertise to bid