



Quarterly Capital Programs & Projects Status Report (CPPSR)

FY26 Q3 Report (January- March 2026)

Published: June 2026













District-Wide Capital Projects

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

The Bay Area Rapid Transit (BART) District continues to advance critical capital investments that support the delivery of safe, clean, reliable, and accessible transit service throughout the Bay Area. During this reporting period, significant progress was achieved across several major system modernization initiatives. The Phase 2 Rail Car Procurement Project remains on track for completion in calendar year 2026. BART also achieved a major accessibility and reliability milestone with the completion of 4 Platform escalator replacements at Embarcadero, Powell Street, and Civic Center stations. Construction of the remaining escalator replacements continues as planned and will further enhance station access, customer experience, and system dependability. Modernization of BART’s train control infrastructure continues to advance through implementation of the Communications-Based Train Control (CBTC) Program. The project will replace the agency’s 50-year-old fixed-block signaling system with modern technology that improves operational safety, service reliability, and future capacity. During the quarter, BART completed manufacturing of Phase 3 (M-Line) Train Control Room equipment and initiated field installation of CBTC equipment along the M-Line corridor serving San Francisco International Airport. As part of its ongoing commitment to state-of-good-repair investments, BART successfully completed replacement of sprinkler heads at downtown San Francisco stations and installed Transbay Tube dampers at the Oakland Transition Structure, strengthening critical infrastructure resilience and safety.

Capital Improvement Program (CIP) Categories

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

Data Reviewed and Updated this Quarter:

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

Planned updates in FY26Q4:

- Project Scope Summary
- Total Funded Budget
- Spent to Date
- % Complete
- Closeout Date
- Professional Services Agreement Dashboard
- Adopted FY26 Budget – Plan Vs Actual

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 Q3 - Actual amount spent to date (as of the end of FY26 Q3: March 31, 2026)

FY26 Q2 Spent - Actual amount spent during FY26 Q3: January 1, 2026 – March 31, 2026

Adopted FY26 & FY27 Budget - The adopted cost to perform work on a project in fiscal year 2026 & 2027 respectively

% 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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- 5.6 15EK601 - East Bay Traction Power Substations - RR - C
- 5.7 20LN001 - Wayside Multiplex BQ2 Circuit Board Replacement
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- 5.9 20LN004 - Wayside MUX Box Reliability Improvement
- 5.10 20LN003 - Transmission Loop Replacement
- 5.11 15TC004 - Water Intrusion Mitigation in Train Control Rooms - RR
- 5.12 47CJ011 - Bill Handling Unit Replacement
- 5.13 20NL002 - Mux Cable Replacement
- 5.14 49GH004 - CBTC Hitachi Design Build - RR - C
- 5.15 49GH006 - CBTC Enabling works 2 - RR - C
- 5.16 49GH005 - CBTC Enabling works 1 - RR - C
- 5.17 15QL004 - Aerial Guideway Sound Wall Repairs, C, R, and L-Lines
- 5.18 54RR260 - Fire Services at Hayward Yard - RR
- 5.19 05OH000 - Renovation of Control Tower at Richmond and Concord Yard
- 5.20 54RR110 - Sewage Pump Replacement Systemwide - RR
- 5.21 20CE002 - Switch Machine Replacement - Model 6
- 5.22 54RR510 - HVAC Renovation at LMA - RR
- 5.23 03QJ001 - Concord Yard Wheel Truing Facility - RR
- 5.24 15CQ020 - Track Renewal Project Richmond Yard - RR
- 5.25 03QJ101 - Concord Yard Wheel Truing Machine
- 5.26 15TD002 - Non-Revenue Vehicle Procurement
- 5.27 15TC016 - Substation Roofs and Non-Substation Roofs - RR
- 5.28 15TC013 - Slope Stabilization Systemwide - RR
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- 5.30 15TC012 - Stabilize MW-12 Slope - RR
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- 5.36 15LK003 - Powell Street Elevator
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- 5.45 15NL005 - Elevator Renovation Program at Pittsburg-Bay Point (C80)
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- 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

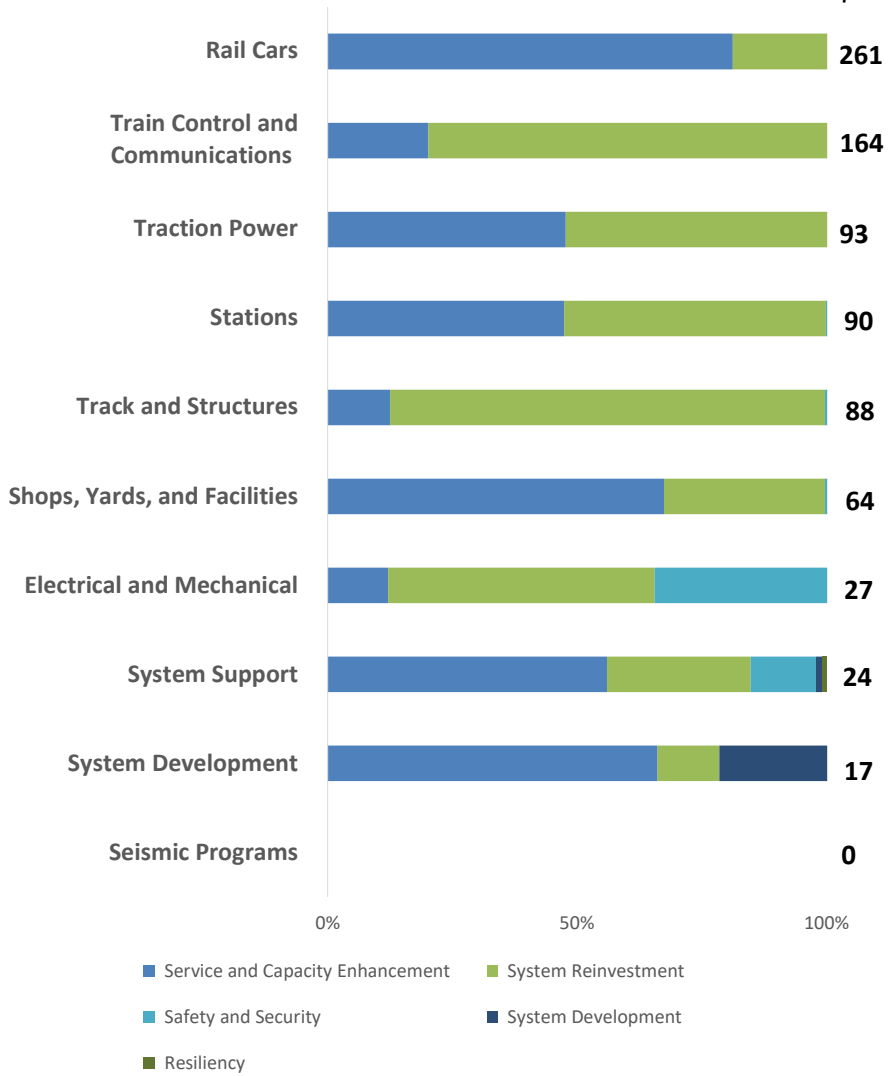
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Adopted FY27 Budget Dashboard

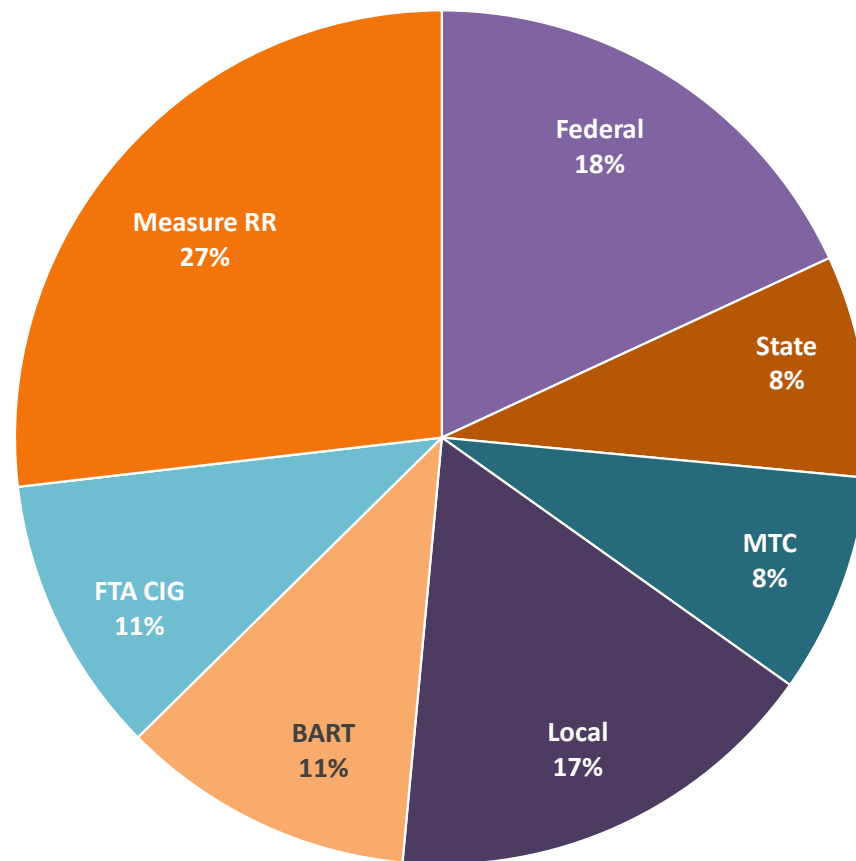
Adopted FY27 Capital Budget (\$828,012,000)

Budget by CIP Category

\$M



Budget by Funding Source



2

Major Projects and Programs

Major Projects and Programs

| Major Programs | EAC (\$M) | Spent through FY26 Q3 (\$M) | Spent FY26 (Q1+Q2+Q3) (\$M) | Adopted FY26 Budget (\$M) | Adopted FY27 Budget (\$M) |
|---|--------------------|-----------------------------------|-----------------------------------|---------------------------------|---------------------------------|
| * Rail Car Procurement Program | \$ 3,462.8 | \$ 2,778.2 | \$ 245.3 | \$ 491.2 | \$ 261.3 |
| Traction Power Program | \$ 4,858.5 | \$ 582.1 | \$ 27.4 | \$ 35.4 | \$ 47.3 |
| Core Capacity Program | \$ 4,388.9 | \$ 1,712.5 | \$ 392.8 | \$ 616.0 | \$ 380.1 |
| Elevator Modernization | \$ 471.7 | \$ 12.2 | \$ 3.3 | \$ 11.5 | \$ 12.5 |
| Fencing & Security | \$ 124.9 | \$ 26.3 | \$ 1.2 | \$ 2.1 | \$ 2.2 |
| Operations Control Center (OCC) | \$ 138.1 | \$ 46.5 | \$ 7.9 | \$ 33.1 | \$ 28.8 |
| BART Police Department (BPD) HQ | \$ 170.4 | \$ 81.7 | \$ 48.3 | \$ 82.6 | \$ 36.7 |
| Next Generation Fare Gates | \$ 126.5 | \$ 103.7 | \$ 24.2 | \$ 14.5 | \$ 6.2 |
| Overlap between Rail Car Procurement and Core Capacity | \$ (1,105.5) | \$ (864.4) | \$ (217.6) | \$ (432.9) | \$ (204.0) |
| TOTAL | \$ 12,636.3 | \$ 4,478.8 | \$ 532.7 | \$ 853.5 | \$ 571.0 |

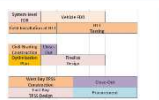
*Rail Car Program includes the completed Rail Car Phase 1 Procurement (775) and ongoing Rail Car Phase 2 Procurement (306 Core Capacity Rail Cars and 48 BSVII Rail Cars)

3

Major Program Reports

Legend


Schedule Milestones



Planning Programming / Design Procurement Construction Close-out

C – Core Capacity
RR – Measure RR

Spending Categories



● Secured ● Unfunded Capital
● Unsecured ● Spent to Date

3.1 Rail Car Procurement Program

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- BART had 1,070 out of total 1,129 new cars delivered on property, of which 1,070 are in revenue service

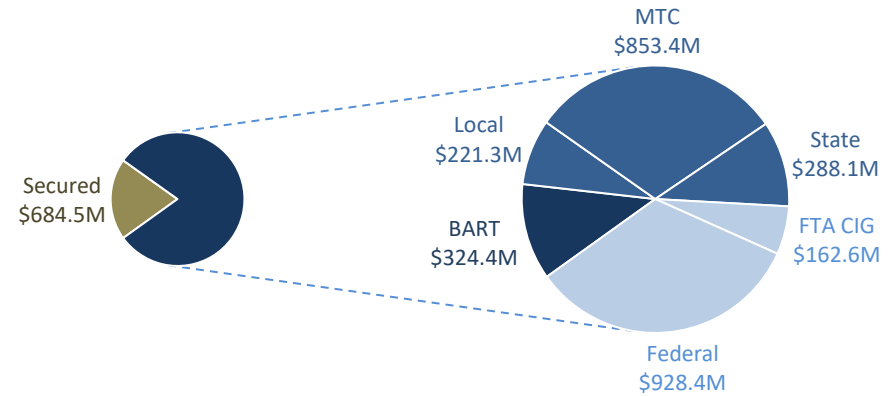
Upcoming Milestones:

- Continue to accept remaining 59 rail cars and release new cars into service

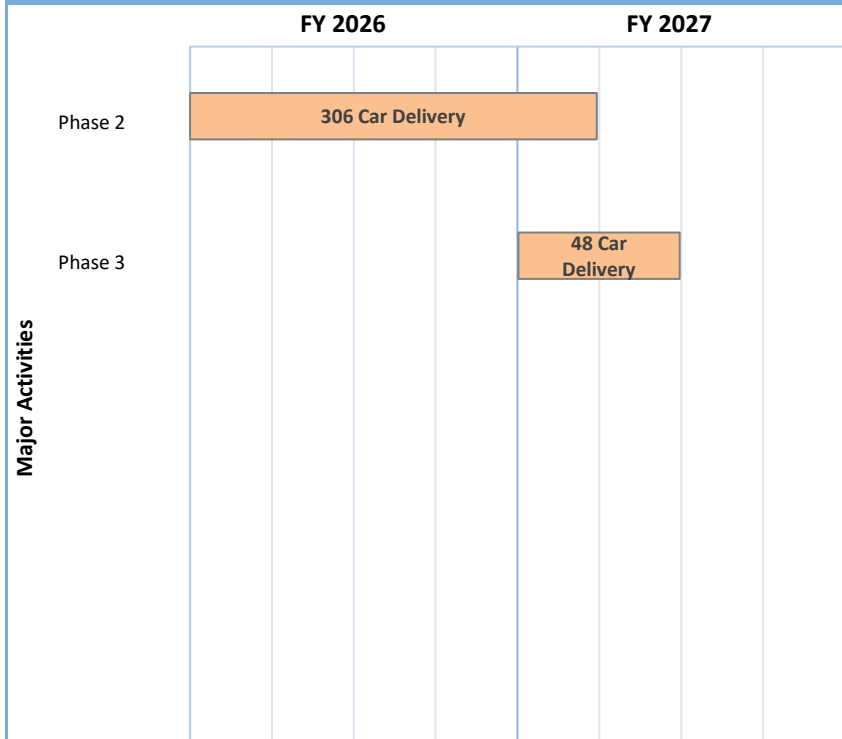
Funding

Expenditure/Forecasted Spending
EAC = \$3,462.8M

Spent to Date by Funding Source
\$2,778.2M



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 | Rail Car Procurement Phase 2 - C | \$66.3 |
| 40FD003 ^{1,2} | New Rail Car Phase 2 Warranty Reimbursement - C | \$0.0 |
| Total | Rail Car Procurement Program | \$3,462.8 |

¹This 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 34.5kV cable restoration following fire-related damage at San Leandro Station

Traction Power Substation (TPSS) Projects:

- Received delivery of 3 of 4 Portable Traction Power Substations

Upcoming Milestones:

Traction Power Substation (TPSS) Projects:

- Completion of Oakland Transition Structure (KTE) TPSS
- 100% Design completion of Powell Street (MPS) TPSS
- Receive the remaining 1 portable TPSS
- Electrification of the portable TPSS storage area

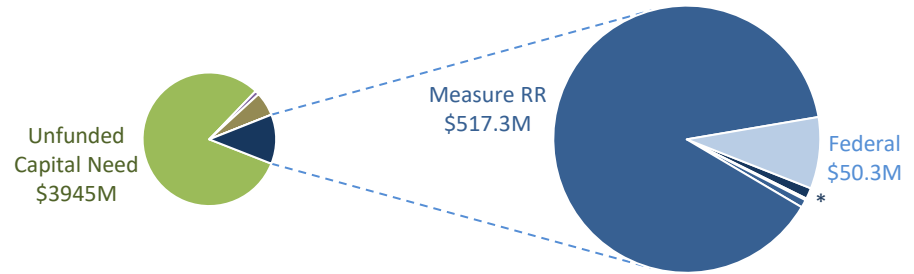
34.5kV Cable Replacement Projects:

- Complete Orinda Isolation Disconnect Switch re-design

Funding

Expenditure/Forecasted Spending
EAC = \$4,858.5M

Spent to Date by Funding Source
\$582.1M



● Secured \$281.5M
● Unsecured \$50M

*BART \$7.7M | MTC \$5.5M | Local \$1.3M

*Program does not include Core Capacity Traction Power Substation Projects

Schedule

| | FY 2026 | FY 2027 |
|-------------------------------|--------------|---------|
| 34.5 kV AC Cable Projects | Construction | |
| Walnut Creek (CWC) Substation | Construction | |

Major Activities

Project Elements

| ID | Name | EAC (\$M) |
|---|--|------------------|
| 34kV AC Cable Replacement Projects | | |
| 15EJ450 | 34.5 kV AC Cable Replacement M-Line - RR, Closed | \$116.1 |
| 15EJRRA | 34.5 kV AC Cable Replacement A-Line - RR | \$193.5 |
| 15EJRRC | 34.5 kV AC Cable Replacement C-Line - RR | \$197.5 |
| 15EJRRK | 34.5 kV AC Cable Replacement K-Line - RR | \$72.2 |
| 15EJRRR | 34.5 kV AC Cable Replacement R-Line - RR | \$105.0 |
| Total | | \$684.3 |
| Substation Projects | | |
| 15EK200 | TPSS Procurement - RR | \$34.0 |
| 15EK350 | TPSS Installation - RR | \$51.1 |
| 15EKRR1 | TPSS & Switching Station Replacements - RR | \$76.1 |
| 15EKRR2 | Design and Replacement of DC Switchgear - RR | \$18.2 |
| 15EKRR5 | Replacement of CWC TPSS, Switching Station & Gap Breakers - RR | \$64.4 |
| 15EKRR6 | Replacement of MPS TPSS, Switching Station & Gap Breakers - RR | \$77.3 |
| Total | | \$321.2 |
| Other Traction Power Projects | | |
| 11CS001 | Negative Return Mapping | \$4.6 |
| 15EI800 | Retrofit Negative Grounding Devices System Wide | \$7.9 |
| Future | | \$3,840.6 |
| Total | | \$3,853.1 |
| Grand Total | | \$4,858.5 |

3.3A Core Capacity Program - Overview

Past Accomplishments & Upcoming Milestones

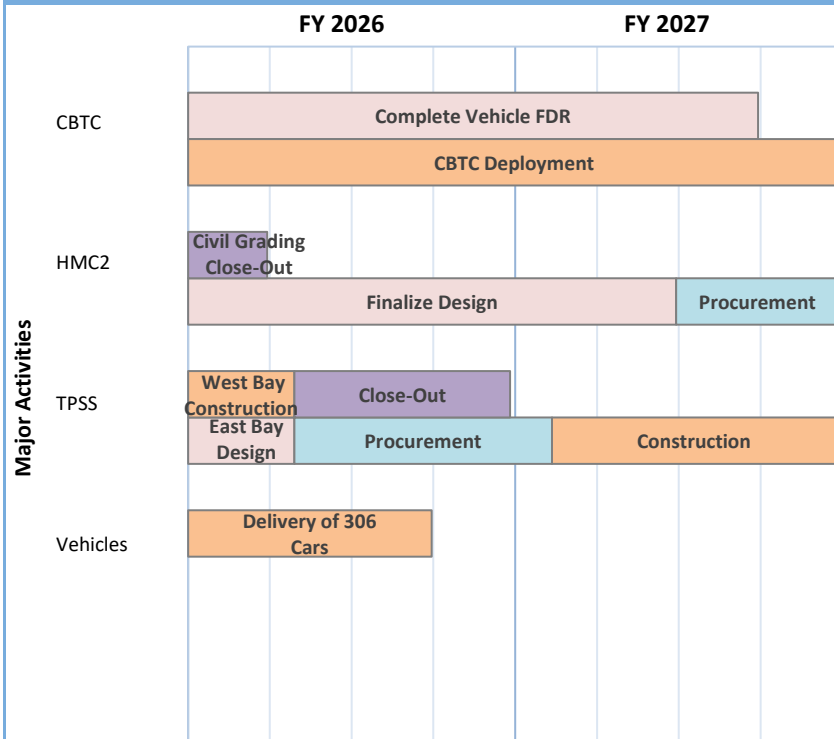
Past Accomplishments:

- CBTC: Performed Dynamic Testing with Legacy Fleet under Automatic Train Supervision software release 6.0.E on M, Y, and W Lines
- Hayward Maintenance Complex Phase 2 (HMC2): Completed Environmental assessment of Wetlands Area and Noise Mitigation Studies for southern Mainline connection
- TPSS: Civic Center Substation was placed into revenue service on March 06, 2026
- Vehicles: All 306 Rail Cars were delivered and released into revenue service

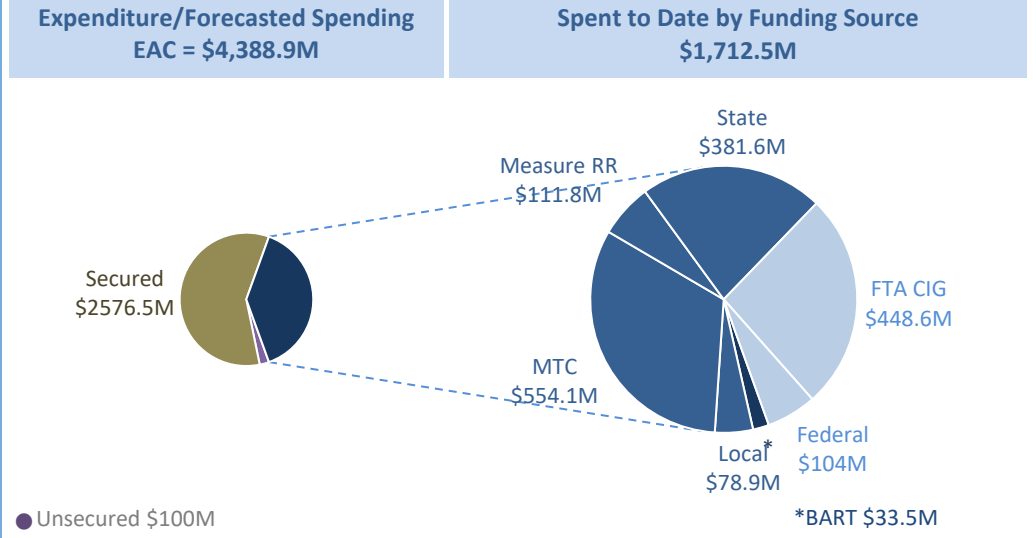
Upcoming Milestones:

- CBTC: Perform System Wide Dynamic Testing under Automatic Train Supervision software 6.0F release
- Hayward Maintenance Complex Phase 2 (HMC2): Conduct Field visits with USACE and RWQCB Agencies to verify wetlands report
- TPSS: Complete East Bay Substation (3EA) Bid opening and evaluation

Schedule



Funding



Project Elements

| ID | Name | EAC (\$M) |
|--------------|---|------------------|
| | Core Capacity Program - CBTC | \$2,346.1 |
| | Core Capacity Program - HMC2 | \$546.7 |
| | Core Capacity Program - TPSS | \$339.2 |
| | Core Capacity Rail Cars | \$1,105.5 |
| | Core Capacity Program Management | \$39.7 |
| | Core Capacity Unallocated Contingency | \$11.7 |
| Total | Core Capacity Program - Overview | \$4,388.9 |

3.3B Core Capacity Program - CBTC

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Commenced CBTC equipment installation at Balboa Park Station
- Completed Phase 3 (M-Line) wayside design for Balboa Park (M80) and Daly City (M90)
- Started review of detail design for Phase 4 interlocking

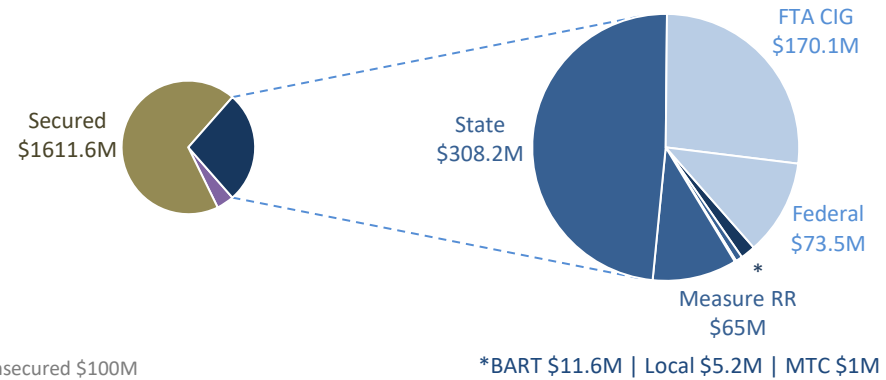
Upcoming Milestones:

- Complete Static Testing and Commissioning at Train Control Rooms located in Colma, South SFO, and San Bruno Stations
- Complete wayside device installation at Millbrae (W40)

Funding

Expenditure/Forecasted Spending
EAC = \$2,346.1M

Spent to Date by Funding Source
\$634.6M



Schedule

| | FY 2026 | FY 2027 |
|------------|---|------------------------|
| Design | Complete Vehicle FDR | |
| Deployment | Field Installation at W and Y lines (Phase 2) | Phase 2 Static Testing |
| | LMA Testing and ATS In-Service (Phase 1) | |

Project Elements

| ID | Name | EAC (\$M) |
|--------------|--|------------------|
| 49GH000 | CBTC Project Development - RR - C , Closed | \$53.1 |
| 49GH001 | CBTC Non-Participating - C | \$2.5 |
| 49GH002 | CBTC RR Interlocks - RR - C | \$21.2 |
| 49GH004 | CBTC Hitachi Design Build - RR - C | \$1,572.6 |
| 49GH005 | CBTC Enabling Works 1 - RR - C | \$42.3 |
| 49GH006 | CBTC Enabling Works 2 - RR - C | \$90.3 |
| 49GH007 | CBTC VTA Phase 1 | \$119.1 |
| 49GH008 | CBTC Development - RR - C | \$445.0 |
| Total | Core Capacity Program - CBTC | \$2,346.1 |

3.3C Core Capacity Program - HMC2

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Formal acceptance of Track Geometry Submittals
- Completion of Aquatic Resource and Delineation Study and Noise & Vibration study
- Completed Industry Outreach Sessions with (2) Contractors

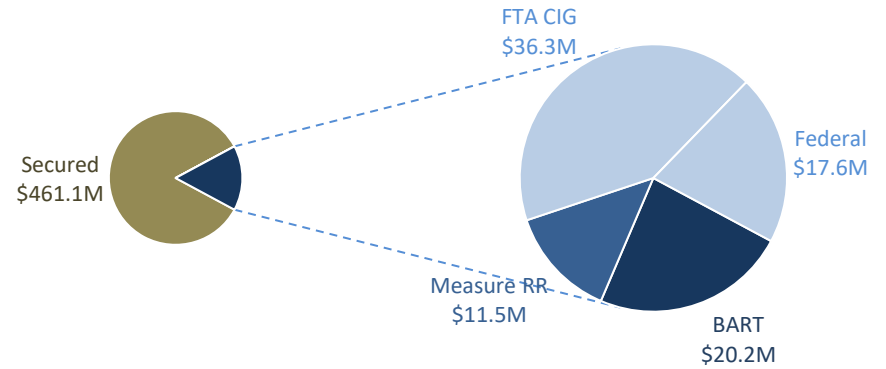
Upcoming Milestones:

- Conduct Industry outreach meetings to improve possibility of securing competitive and responsive bids
- Issue project report on existing Wetlands, Noise, and Vibration Assessments as part of Design progress

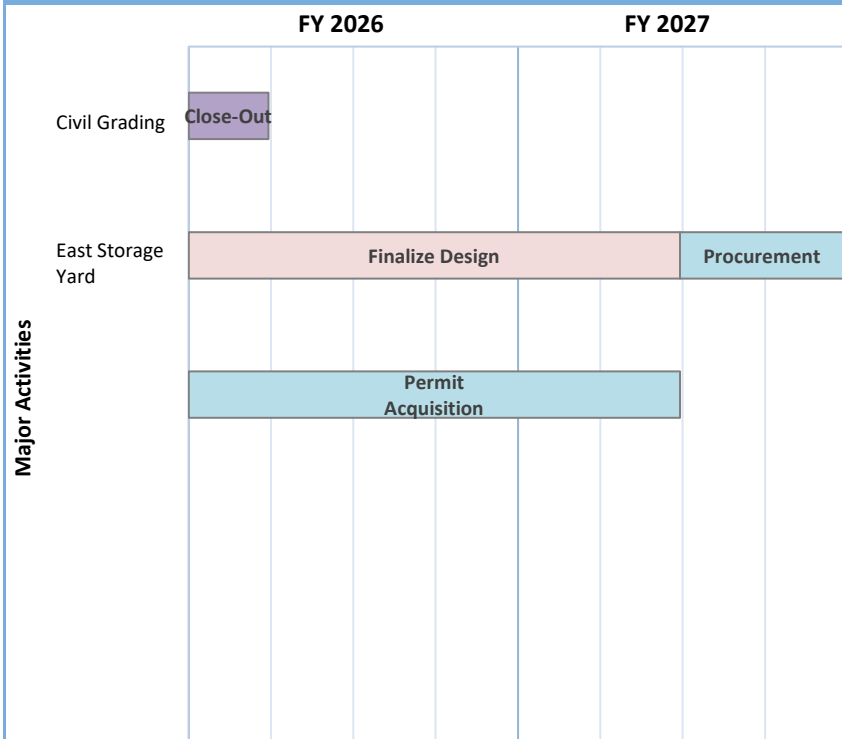
Funding

Expenditure/Forecasted Spending
EAC = \$546.7M

Spent to Date by Funding Source
\$85.6M



Schedule



Project Elements

| ID | Name | EAC (\$M) |
|--------------|---|----------------|
| 01RQ100 | Hayward Maintenance Complex Phase 2 PE - RR - C | \$53.7 |
| 01RQ103 | HMC Phase 2 East Storage Yard - RR - C | \$493.0 |
| Total | Core Capacity Program - HMC2 | \$546.7 |

3.3D Core Capacity Program - TPSS

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

West Bay Substations:

- Completed procuring a 3-hour fire rated door per fire department requirements

East Bay Substations:

- Held Pre-Bid Meeting with potential Bidders
- Issued Addenda for inclusion of Bid Options A, B & C
- Responded to Bidder's Questions via Q&A Letters

Upcoming Milestones:

West Bay Substations:

- Submit CPUC package for Montgomery Substation for approval

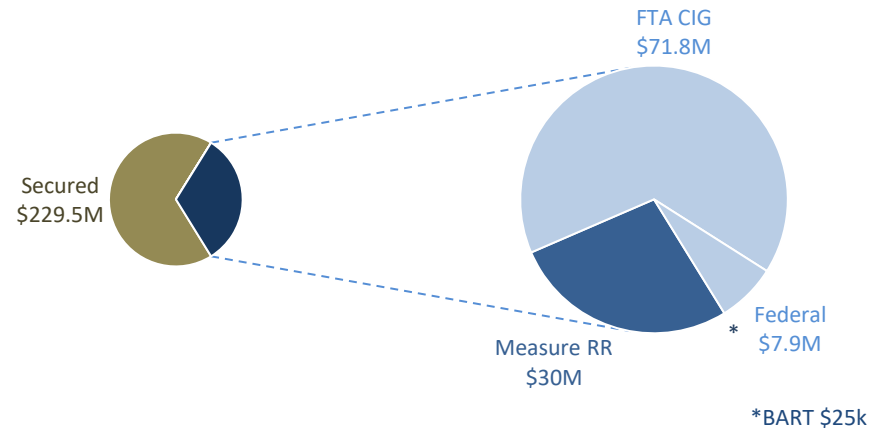
East Bay Substations:

- Bid Opening
- Notice of Award

Funding

Expenditure/Forecasted Spending
EAC = \$339.2M

Spent to Date by Funding Source
\$109.7M



Schedule

| | FY 2026 | | | | FY 2027 | | | |
|------------------|----------|-------------------|-------------|--------------|---------|--|--|--|
| Major Activities | West Bay | TPSS Construction | Close-Out | | | | | |
| | | TPSS Design | Procurement | Construction | | | | |
| | East Bay | | | | | | | |

Project Elements

| ID | Name | EAC (\$M) |
|--------------|--|----------------|
| 15EK600 | West Bay Traction Power Substations - RR - C | \$107.4 |
| 15EK601 | East Bay Traction Power Substations - RR - C | \$231.8 |
| Total | Core Capacity Program - TPSS | \$339.2 |

3.3E Core Capacity Program - Rail Cars

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- 295 of 306 cars delivered as of March 2026

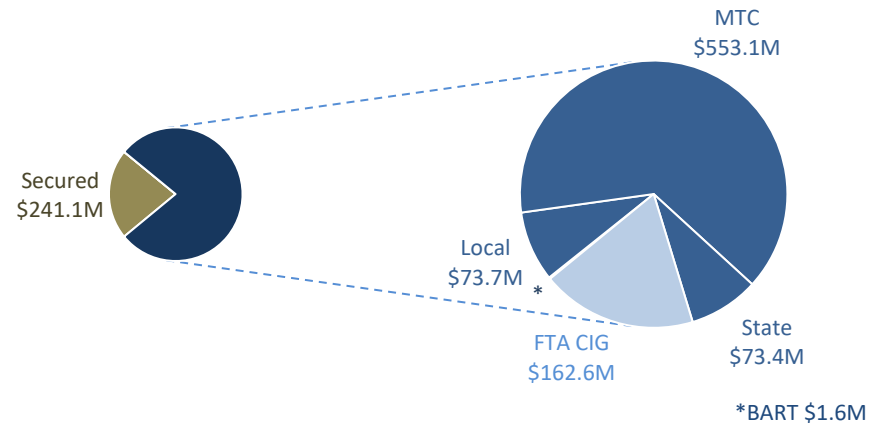
Upcoming Milestones:

- Continue delivery of Core Capacity cars

Funding

Expenditure/Forecasted Spending
EAC = \$1,105.5M

Spent to Date by Funding Source
\$864.4M



Schedule

FY 2026

FY 2027

Delivery of 306 Cars

Major Activities

Project Elements

| ID | Name | EAC (\$M) |
|----------------------|---|------------------|
| 40FD000 | New Car Phase II - C | \$0.6 |
| 40FD001 ² | Rail Car Procurement Phase 2 | \$1,038.6 |
| 40FD002 | Rail Car Procurement Phase 2 - C | \$66.3 |
| 40FD003 ¹ | New Rail Car Phase 2 Warranty Reimbursement - C | \$0.0 |
| Total | Core Capacity Program - Rail Cars | \$1,105.5 |

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

²This only represent 306 Core Capacity Rail Car

3.4 Elevator Modernization

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Completed Construction for North Berkeley Station Elevator Machine Room Access

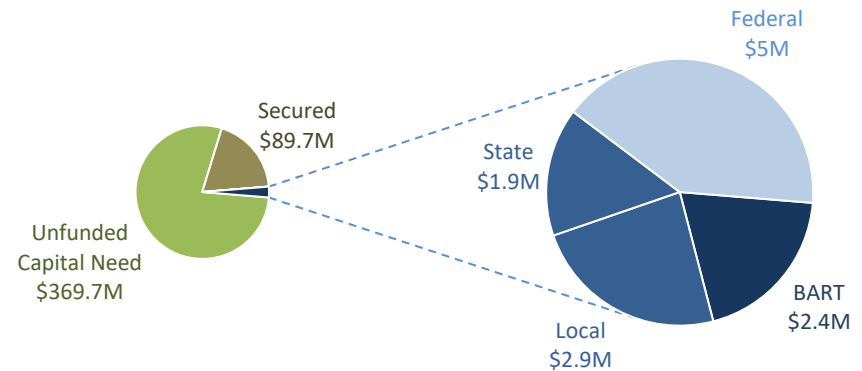
Upcoming Milestones:

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

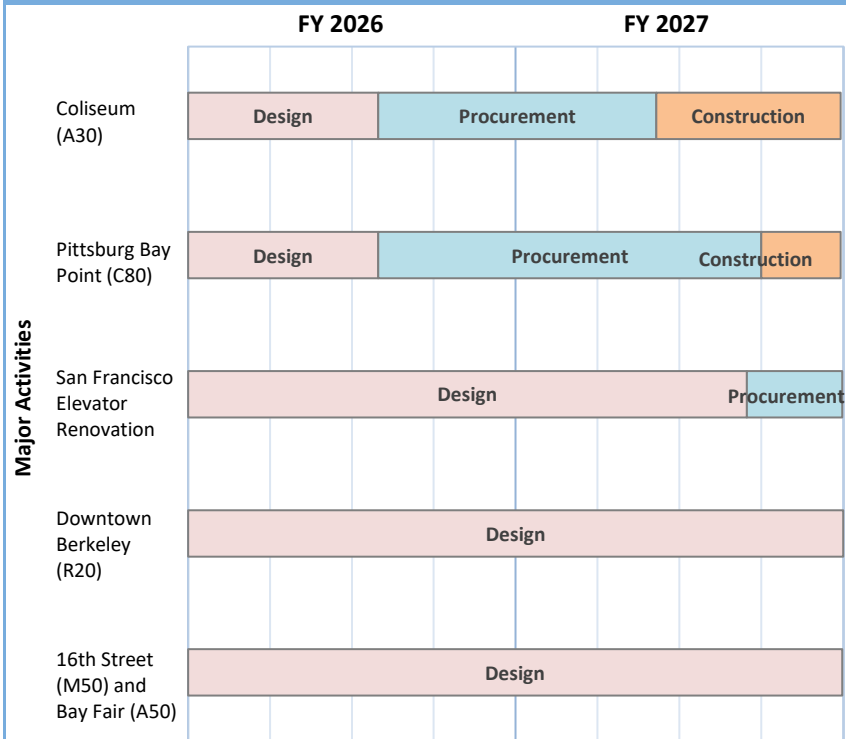
Funding

Expenditure/Forecasted Spending
EAC = \$471.7M

Spent to Date by Funding Source
\$12.2M



Schedule



Project Elements

| ID | Name | EAC (\$M) |
|--------------|--|----------------|
| 15NL004 | Elevator Renovation Program at Coliseum Station (A30) | \$17.3 |
| 15NL005 | Elevator Renovation Program at Pittsburg-Bay Point (C80) | \$15.9 |
| 15NL006 | San Francisco Elevator Renovation | \$52.9 |
| 15NL007 | Downtown Berkeley Station Elevator Renovation | \$16.1 |
| 15NL009 | 16th Street and Bay Fair Station Elevator Renovation | \$30.2 |
| Future | Renovate Station Elevators Phase 3 to 6 | \$339.3 |
| Total | Elevator Modernization | \$471.7 |

3.5 Fencing and Security

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Completed fence construction at Hayward Station Fence Phase 2
- Procured Fence material for Richmond Carwash Building Fence (530 LF)
- Purchase order issued for the fence material to the vendor for Richmond Carwash Building Fence (370 LF)
- Completed programming and troubleshooting for the Swing Gate at Oakland Airport Connector Station (H10)

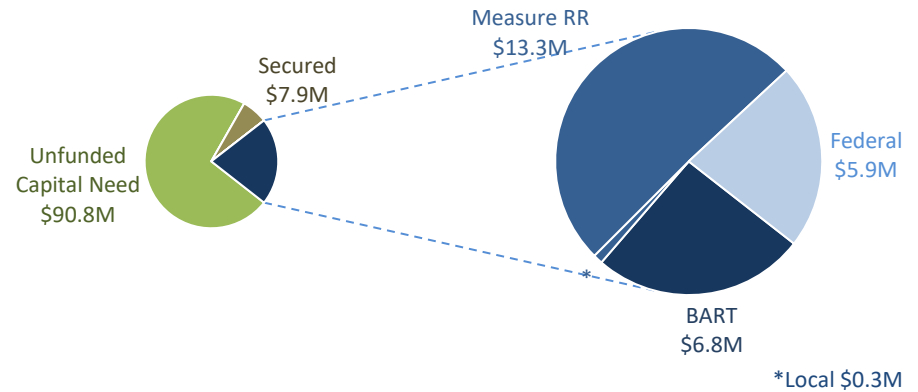
Upcoming Milestones:

- Complete fence construction for 56th Street Abutment Fences in Oakland
- Start Construction for Richmond Carwash Building Fence
- Procure fence material for Richmond Carwash Building Fence (370 LF)

Funding

Expenditure/Forecasted Spending
EAC = \$124.9M

Spent to Date by Funding Source
\$26.3M



Schedule

| | FY 2026 | | | | FY 2027 | | | |
|-------------------------------|--------------|--|--|--|----------|--|--|--|
| ROW Fencing - Hayward Station | Construction | | | | Closeout | | | |
| ROW Fencing Abutment | Construction | | | | Closeout | | | |
| Station Hardening | Construction | | | | Closeout | | | |

Project Elements

| ID | Name | EAC (\$M) |
|--------------|--|----------------|
| 15QN000 | Safety Barriers at Walnut Creek and Other Locations - RR, Closed | \$3.2 |
| 15QN004 | ROW Fencing Rehabilitation | \$13.1 |
| 15TC023 | Fence Rehabilitation Systemwide - RR | \$11.8 |
| 45GA000 | Station Hardening | \$6.4 |
| Future | | \$90.5 |
| Total | Fencing and Security | \$124.9 |

3.6 Operations Control Center (OCC)

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Began Installation at Operation Control Center (OCC)
- Bid Opening for New UPS System Contract
- Initiated Procurement for Noise Analysis for MET G Generator Replacement
- Began Stakeholder Review for Issue for Bid (IFB) for HVAC Project

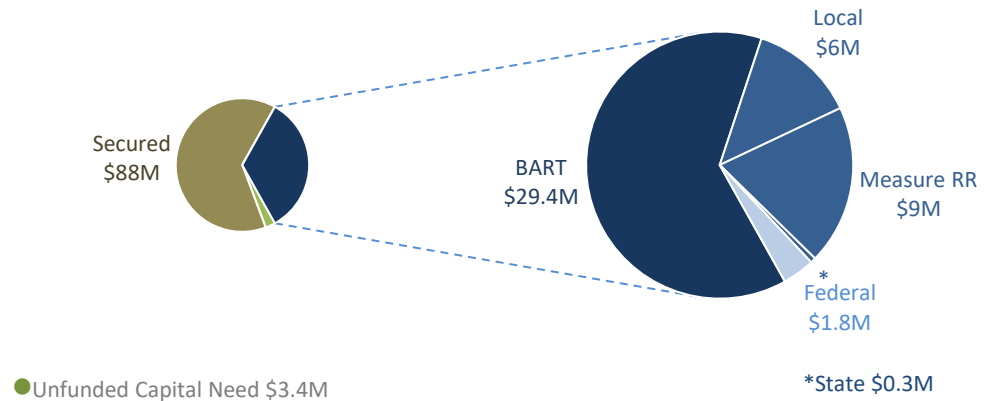
Upcoming Milestones:

- Complete Testing of Fire Smoke Dampers in Central Computer Room (CCR)
- Complete Noise Analysis for Met G Generator Replacement
- Award New UPS System Contract
- Complete Stakeholder Review for Issue for Bid (IFB) for HVAC Project

Funding

Expenditure/Forecasted Spending
EAC = \$138.1M

Spent to Date by Funding Source
\$46.5M



Schedule

| | FY 2026 | FY 2027 |
|------------------|-----------------------------|--|
| Major Activities | New UPS System LMA Building | Procurement (FY26) → Construction (FY27) |
| | MET-G Generator Replacement | Design (FY26) → Procurement (FY27) → Construction (FY27) |
| | LMA HVAC Renovation | Design (FY26) → Procurement (FY27) → Construction (FY27) |
| | Renewal and Upgrade OCC | Construction (FY26) → Close-Out (FY27) |

Project Elements

| ID | Name | EAC (\$M) |
|--------------|--|----------------|
| 17BY001 | New UPS System -Lake Merritt Administration (LMA) Building | \$22.4 |
| 17HMRR1 | MET-G Generator Replacement | \$20.7 |
| 20AJ003 | Trunked Radio Replacement System Wide, Closed | \$14.9 |
| 54RR510 | HVAC Renovation and LMA - RR | \$31.5 |
| 54RR550 | Replace Fire Suppression System at LMA - RR, Closed | \$1.3 |
| 60CC004 | Renewal and Upgrade OCC | \$47.3 |
| Total | Operations Control Center (OCC) | \$138.1 |

3.7 BART Police Department (BPD) HQ

Past Accomplishments & Upcoming Milestones

Past Accomplishments:

- Completed pile cap construction
- Continued structural steel retrofit
- Installed and energized new switchgear
- Installed conduits, plumbing and ductwork
- Began fireproofing
- Began site utilities

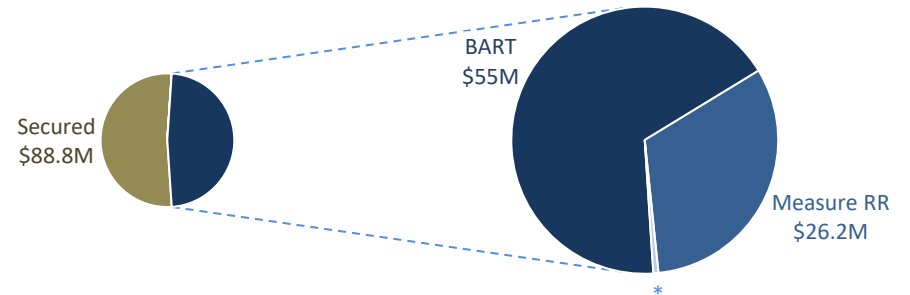
Upcoming Milestones:

- Complete structural steel retrofit
- Complete fireproofing
- Begin interior framing
- Mechanical, Electrical, Plumbing & Fire Protection (MEPF) overhead
- Continue site work

Funding

Expenditure/Forecasted Spending
EAC = \$170.4M

Spent to Date by Funding Source
\$81.7M



*Federal \$0.5M

Schedule

FY 2026

FY 2027

| FY 2026 | | | | FY 2027 | | | |
|-------------------------|--|--|--|--------------|--|-----------|--|
| Programming/Design | | | | | | | |
| Demolition Construction | | | | Construction | | Close out | |
| | | | | | | | |
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Major Activities

Project Elements

| ID | Name | EAC (\$M) |
|--------------|--|----------------|
| 17AY001 | New BART Police Headquarters | \$170.4 |
| Total | BART Police Department (BPD) HQ | \$170.4 |

* 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

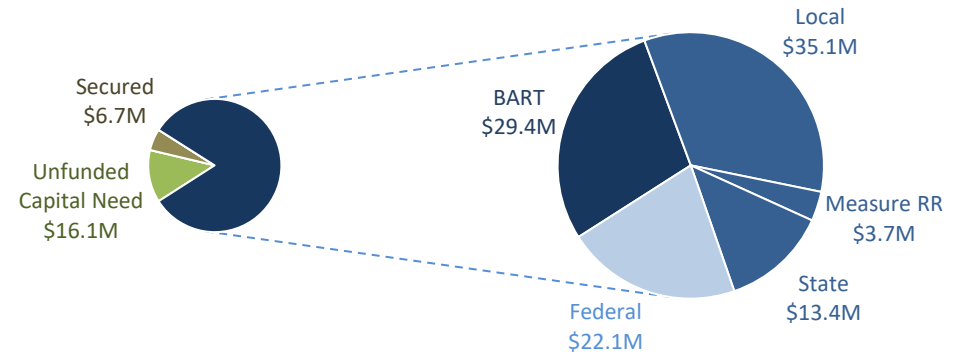
Upcoming Milestones:

- Formal Close out of the Procurement and Deployment Project
- Begin Station Hardening system wide construction
- Deploy modified Occupant Detective Zone system-wide

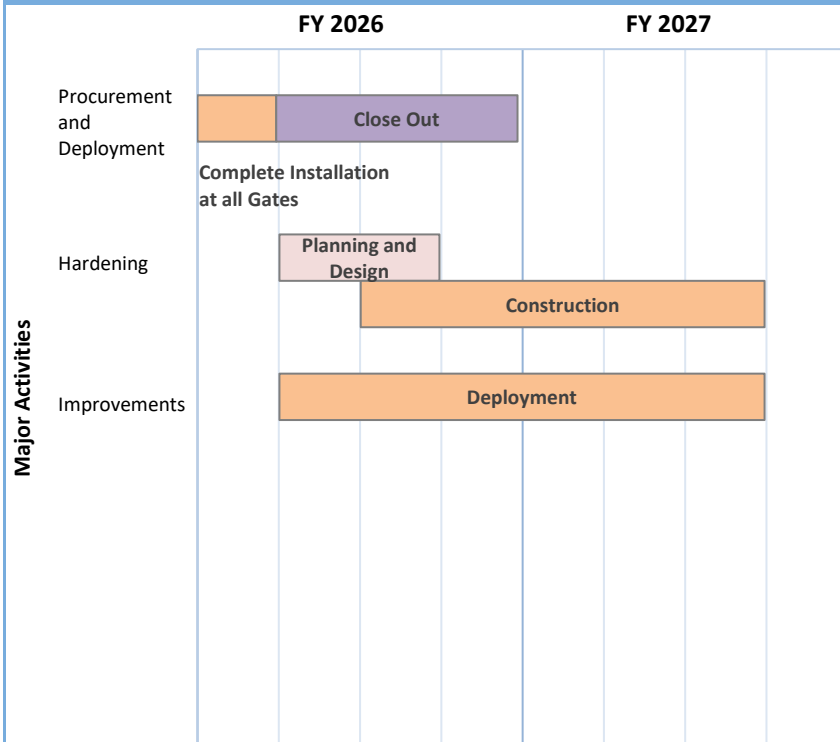
Funding

Expenditure/Forecasted Spending
EAC = \$126.5M

Spent to Date by Funding Source
\$103.7M



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 | \$105.8 |
| 47CJ113 | Station Hardening-Next Gen Fare Gates | \$12.2 |
| 47CJ114 | Next-Gen Fare Gate Enhancement | \$6.6 |
| Total | Next Generation Fare Gates | \$126.5 |

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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$8,174,457 | \$6,231,507 | \$514,637 | \$1,909,720 | \$3,514,156 | 76% | 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 | \$127,609,454 | \$1,023,849 | \$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 | \$1,781,111,744 | \$10,634,985 | \$52,918,717 | \$48,393,695 | 79%* | 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 | \$859,265,805 | \$2,510,285 | \$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 | \$66,349,519 | \$27,723,791 | \$5,131,417 | \$210,455 | \$6,080,619 | \$2,988,038 | 19% | FY31 |
| 40FD003 | New Rail Car Phase 2 Warranty Reimbursement - C | Reimbursement by Alstom for BART Staff performing New Car Warranty Work. | \$2,570,000 | \$0 ¹ | \$1,205,089 | \$761,025 | \$240,352 | \$1,690,000 | \$652,516 | 27% | FY31 |
| Sub-Total | | | \$3,691,299,387 | \$3,462,201,274 | \$3,641,284,569 | \$2,780,110,952 | \$15,134,563 | \$492,868,963 | \$261,323,477 | | |
| Total for CIP Category: Rail Cars (FY26 Q3) | | | \$3,691,299,387 | \$3,462,201,274 | \$3,641,284,569 | \$2,780,110,952 | \$15,134,563 | \$492,868,963 | \$261,323,477 | | |

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

 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

| 4.2 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$33,982,246 | \$33,982,246 | \$33,919,313 | \$185,517 | \$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 | \$51,142,872 | \$50,217,455 | \$49,340,294 | \$685,855 | \$725,599 | \$108,444 | 99% | 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 | \$135,693,188 | \$108,034,027 | \$102,775,432 | \$1,582,228 | \$4,362,383 | \$2,634,932 | 94% | FY30 |
| 15EJRR2 | 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 | \$193,513,471 | \$165,395,935 | \$159,450,635 | \$1,722,943 | \$5,461,508 | \$2,139,194 | 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 | \$107,412,517 | \$98,418,133 | \$95,492,333 | \$726,808 | \$1,560,642 | \$769,782 | 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 | \$83,857,019 | \$20,556 | \$284,219 | \$1,049,628 | 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 | \$1,724,405 | \$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 | \$4,000,000 | \$4,000,000 | \$1,251,013 | \$16,167 | \$677,407 | \$1,418,728 | 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 | \$7,890,499 | \$2,150,000 | \$970,199 | \$89,922 | \$362,411 | \$693,226 | 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 | \$40,034,826 | \$39,414,168 | \$22,659,421 | \$336,044 | \$1,400,482 | \$1,712,353 | 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 | \$5,411,737 | \$7,316 | \$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 | \$76,069,349 | \$110,052,040 | \$66,786,860 | \$214,982 | \$2,196,592 | \$1,063,645 | 94% | FY28 |
| Sub-Total | | | \$894,755,134 | \$766,363,372 | \$712,246,670 | \$622,107,331 | \$5,588,337 | \$17,536,775 | \$11,589,933 | | |

 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

| 4.2 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$72,172,342 | \$79,000,000 | \$16,198,146 | \$344,647 | \$2,855,293 | \$19,365,618 | 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 | \$29,241,778 | \$28,542,000 | \$18,412,418 | \$2,344,884 | \$2,539,547 | \$178,625 | 77% | 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 | \$6,261,627 | \$5,500,000 | \$1,899,394 | \$21,460 | \$556,737 | \$938,819 | 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 | \$2,800,000 | \$2,800,000 | \$1,993,276 | \$15,043 | \$117,771 | \$424,751 | 71%* | FY27 |
| 15EJRRK | 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 | \$197,473,402 | \$44,818,981 | \$35,240,915 | \$1,439,426 | \$4,248,317 | \$2,756,820 | 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 | \$231,822,606 | \$69,038,404 | \$14,572,518 | \$500,354 | \$2,641,896 | \$34,420,074 | 17% | 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 | \$21,518,169 | \$2,061,397 | \$15,197,956 | \$16,592,625 | 47% | 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 | \$77,300,000 | \$77,300,000 | \$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 | \$18,226,254 | \$13,000,000 | \$1,221,984 | \$213,391 | \$1,584,398 | \$3,341,895 | 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 | \$1,320,000 | \$1,320,000 | \$204,890 | \$56,219 | \$491,784 | \$919,384 | 16%* | 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 | \$360,923 | -\$18,007 | \$0 | \$2,716,042 | 69%* | FY28 |
| Sub-Total | | | \$516,433,650 | \$702,508,103 | \$386,274,154 | \$111,622,633 | \$6,978,814 | \$32,695,444 | \$81,654,654 | | |
| Total for CIP Category: Traction Power (FY26 Q3) | | | \$1,411,188,784 | \$1,468,871,474 | \$1,098,520,824 | \$733,729,964 | \$12,567,151 | \$50,232,219 | \$93,244,586 | | |

 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

| 4.3 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$0 | \$8,000 | \$0 | 95% | FY27 |
| 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 | 95% | FY27 |
| 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 | \$32,711,564 | \$32,711,564 | \$32,041,117 | \$223,691 | \$1,477,125 | \$0 | 99% | FY27 |
| 49GH002 | CBTC RR Interlocks - RR - C | Perform enabling works at select interlock locations undergoing improvements. | \$22,841,774 | \$21,181,825 | \$20,870,000 | \$19,702,482 | \$155,503 | \$630,300 | \$429,314 | 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 | \$4,112,568 | \$3,760,075 | \$2,649,461 | \$11,449 | \$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 | \$7,878,203 | \$8,263,893 | \$7,811,965 | \$107,030 | \$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: <ul style="list-style-type: none"> delays in service caused by breaches ensure customer facing data is 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 | \$13,605,913 | \$12,096,571 | \$10,693,730 | \$312,570 | \$1,902,339 | \$845,086 | 88%* | 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 | \$4,626,352 | \$4,626,352 | \$3,624,708 | \$85,011 | \$708,639 | \$0 | 97% | 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 | \$1,449,204 | \$1,300,000 | \$531,136 | \$4,463 | \$496,064 | \$649,582 | 41%* | FY28 |
| 49GH001 | CBTC Non-Participating - C | Perform ultrasonic testing of broken rail systemwide. | \$2,103,313 | \$2,490,769 | \$2,245,244 | \$1,876,453 | \$2,399 | \$257,250 | \$0 | 91% | FY26 |
| Sub-Total | | | \$140,893,888 | \$150,588,252 | \$147,367,869 | \$140,273,245 | \$902,116 | \$6,212,233 | \$1,923,982 | | |

● 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

| 4.3 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$6,861,343 | \$151,600 | \$2,251,011 | \$1,021,799 | 70% | FY29 |
| 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 | \$4,920,521 | \$253,509 | \$601,390 | \$615,806 | 74% | 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 | \$3,979,834 | \$305,416 | \$2,014,854 | \$2,540,091 | 12% | 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 | \$3,806,408 | \$140,620 | \$1,146,022 | \$643,438 | 27% | 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 | \$4,745,839 | \$4,353,164 | \$3,400,585 | \$152,836 | \$694,586 | \$769,073 | 70% | FY29 |
| 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 | \$19,484,254 | \$19,484,254 | \$5,353,150 | \$101,551 | \$2,804,022 | \$2,956,976 | 30% | FY30 |
| 47CJ011 | Bill Handling Unit Replacement | Replacement of the bill acceptor in 525 ticket vending machines with new bill recycling units, allowing customers to receive change in bills. | \$6,305,113 | \$11,879,406 | \$7,498,277 | \$5,796,720 | \$38,968 | \$1,845,240 | \$1,657,860 | 62% | 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 | \$8,345,757 | \$5,716,149 | \$4,463,502 | \$151,748 | \$845,370 | \$1,435,061 | 56% | FY29 |
| 49GH004 | CBTC Hitachi Design Build - RR - C | Design and Installation of the Communications-Based Train Control System. | \$1,028,983,942 | \$1,572,581,294 | \$1,209,092,900 | \$461,784,709 | \$17,976,042 | \$118,395,058 | \$77,200,083 | 36% | FY34 |
| 49GH006 | CBTC Enabling Works 2 - RR - C | Train Control Room and Switch Machine Power Cabling upgrade. | \$94,827,380 | \$90,319,214 | \$89,974,000 | \$29,913,014 | \$1,190,178 | \$12,583,931 | \$9,203,876 | 37% | FY31 |
| 49GH005 | CBTC Enabling Works 1 - RR - C | K-Line interlock cabling upgrade. | \$47,547,483 | \$42,325,565 | \$28,776,000 | \$21,044,534 | \$2,682,202 | \$11,766,435 | \$2,633,303 | 65% | 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 | \$444,972,675 | \$202,659,339 | \$52,090,460 | \$6,465,489 | \$32,278,977 | \$45,424,015 | 18% | FY34 |
| Sub-Total | | | \$1,796,375,548 | \$2,403,196,504 | \$1,712,822,475 | \$603,414,780 | \$29,610,159 | \$187,638,863 | \$146,101,380 | | |

 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

| 4.3 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$1,462,001 | \$451,524 | \$100,542 | \$2,349,954 | \$996,163 | 31%* | 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 | \$2,135,220 | \$795,000 | \$555,861 | \$14,917 | \$0 | \$1,494,575 | 70%* | 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 | \$2,131,514 | \$1,500,000 | \$218,898 | \$137,288 | \$0 | \$423,706 | 15%* | 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 | \$7,363,995 | \$400,000 | \$391 | \$0 | \$0 | \$933,223 | 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 | \$5,415,976 | \$850,000 | \$72,982 | \$37,382 | \$0 | \$740,769 | 9%* | 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 | \$52,552,228 | \$1,250,000 | \$1,016,597 | \$609,064 | \$0 | \$3,016,999 | 35% | 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 | \$17,578,865 | \$13,422,229 | \$163,306 | \$118,162 | \$0 | \$8,432,013 | 1%* | FY30 |
| Sub-Total | | | \$67,480,376 | \$120,982,002 | \$19,679,230 | \$2,479,559 | \$1,017,355 | \$2,349,954 | \$16,037,447 | | |
| Total for CIP Category: Train Control and Communications (FY26 Q3) | | | \$2,004,749,811 | \$2,674,766,758 | \$1,879,869,574 | \$746,167,585 | \$31,529,630 | \$196,201,050 | \$164,062,809 | | |

 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

| 4.4 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$7,752 | \$1,429 | \$129,849 | \$110,072 | 18% | 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 | \$7,503,827 | \$43,861 | \$99,835 | \$172,786 | 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 | \$206,849,515 | \$89,624 | \$20,000 | \$0 | 95% | FY26 |
| 54RR170 | Replacement of Rotocloner - RR | Replace rotoclones replacement (wet dust collectors), 1 per shop. | \$4,078,391 | \$4,428,391 | \$4,428,391 | \$4,346,626 | -\$4,454 | \$0 | \$0 | 99% | FY27 |
| 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 | \$36,110 | 95% | 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 | \$2,150,000 | \$2,150,000 | \$1,689,269 | \$104,999 | \$343,302 | \$333,047 | 79%* | 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 | \$42,565,243 | \$7,016,389 | \$4,570,503 | \$384,835 | \$632,456 | \$1,173,427 | 78% | 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 | \$11,369,556 | \$11,369,556 | \$10,618,881 | \$5,379 | \$395,215 | \$10,379 | 96% | 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 | \$6,445,629 | \$6,094,532 | \$4,329,608 | \$18,497 | \$530,627 | \$1,190,636 | 72% | 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 | \$4,029,677 | \$4,029,677 | \$2,017,923 | \$42,831 | \$135,393 | \$845,008 | 53% | 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 | \$2,240,860 | \$2,240,860 | \$1,551,100 | \$39,262 | \$560,041 | \$180,875 | 75% | 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 | \$4,750,294 | \$457,009 | \$1,072,051 | \$786,061 | 70% | 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 | \$302,834,692 | \$260,624,569 | \$249,801,918 | \$1,183,272 | \$3,929,046 | \$4,838,400 | | |

 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

| 4.4 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$53,655,542 | \$54,488,403 | \$53,732,490 | \$65,805 | \$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 | \$4,075,564 | \$4,000,000 | \$1,653,514 | \$53,873 | \$763,582 | \$1,003,895 | 51% | 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 | \$3,849,892 | \$1,284,773 | \$716,438 | \$56,360 | \$68,240 | \$453,382 | 49% | 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 | \$31,468,627 | \$27,079,110 | \$3,946,795 | \$117,578 | \$3,762,609 | \$4,168,809 | 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 | \$26,640,010 | \$21,663,859 | \$8,879,830 | \$485,244 | \$2,584,244 | \$9,943,986 | 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 | \$6,532,142 | \$3,424 | \$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 | \$492,997,875 | \$277,990,443 | \$32,210,362 | \$782,365 | \$4,269,963 | \$4,636,154 | 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 | \$11,512,069 | \$33,913,864 | \$10,326,408 | \$62,508 | \$1,038,150 | \$548,447 | 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 | \$0 | \$5,002 | \$0 | 98% | FY27 |
| 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 | \$4,054,000 | \$4,054,000 | \$3,063,261 | \$0 | \$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 | \$170,450,000 | \$183,379,284 | \$86,074,323 | \$32,090,869 | \$82,641,300 | \$36,701,616 | 66% | 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 | \$5,000,000 | \$5,000,000 | \$693,933 | \$26,763 | \$911,165 | \$9,446 | 14%* | 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 | \$525,848 | \$43,262 | \$983,659 | \$352,123 | 32% | FY28 |
| Sub-Total | | | \$779,499,640 | \$882,703,581 | \$641,951,028 | \$209,158,466 | \$33,788,052 | \$100,039,743 | \$57,817,859 | | |

 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

| 4.4 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$14,768,968 | \$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 | \$1,247,486 | \$1,191,877 | \$213,722 | \$59,227 | \$432,042 | \$902,214 | 18%* | 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 | \$26,974,564 | \$14,194,584 | \$12,998,010 | \$59,227 | \$518,222 | \$1,002,214 | | |
| Total for CIP Category: Shops, Yards, and Facilities (FY26 Q3) | | | \$1,068,634,947 | \$1,212,512,837 | \$916,770,181 | \$471,958,394 | \$35,030,551 | \$104,487,012 | \$63,658,473 | | |

 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

| 4.5 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$958,525 | \$20,912 | \$4,593 | \$160,498 | 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 | \$33,906,039 | \$33,406,039 | \$33,392,640 | \$244,916 | \$96,908 | \$3,022 | 95% | 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 | \$6,824,066 | \$5,744,409 | \$3,095,788 | \$98,278 | \$624,082 | \$661,934 | 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 | \$27,665,587 | \$22,332 | \$23,085 | \$0 | 99% | FY27 |
| 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 | \$9,342,748 | \$5,297,000 | \$4,621,640 | \$40,498 | \$394,084 | \$945,355 | 81% | 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 | \$88,070,537 | \$72,229,308 | \$68,296,022 | \$712,653 | \$6,126,730 | \$7,708,920 | 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 | \$10,327,876 | \$55,584 | \$0 | \$92,899 | 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 | \$195,399,840 | \$190,329,627 | \$170,187,665 | \$920,164 | \$5,785,384 | \$4,895,371 | 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 | \$457,741 | 95% | FY28 |
| 15TD000 | Non-Revenue Vehicle Equipment Procurement (Grinders, Geocar, and Wayside Equipment) | Procure equipment for various wayside rehabilitation projects. | \$79,057,443 | \$81,580,695 | \$77,068,184 | \$74,994,084 | \$181,607 | \$644,396 | \$1,636,224 | 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 | \$5,100,000 | \$5,000,000 | \$4,995,939 | \$82,557 | \$264,198 | \$2,147 | 98% | FY28 |
| 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 | \$2,142,270 | \$11,247 | \$262,000 | \$521,532 | 99% | 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 | \$0 | \$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 | \$4,551,121 | \$4,300,000 | \$2,622,725 | \$6,320 | \$660,063 | \$375,968 | 65% | 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 | \$9,250,360 | \$6,957,587 | \$6,619,476 | \$306,557 | \$1,646,358 | \$2,005,168 | 95%* | FY29 |
| Sub-Total | | | \$429,435,727 | \$487,224,903 | \$453,531,652 | \$415,352,135 | \$2,703,626 | \$18,010,536 | \$19,466,780 | | |

 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

| 4.5 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | \$2,277,145 | \$2,100,000 | \$1,266,275 | \$16,121 | \$404,685 | \$385,302 | 73% | FY29 |
| 15CQ016 | Direct Fixation Pads Replacement Systemwide - RR | Procure and install direct fixation pads in legacy system area. | \$16,508,390 | \$16,756,311 | \$16,756,311 | \$14,643,164 | \$314,998 | \$981,689 | \$1,548,571 | 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 | \$7,787,498 | \$6,542,000 | \$5,341,058 | \$184,659 | \$729,713 | \$907,371 | 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 | \$162,851,730 | \$157,643,006 | \$66,705,476 | \$693,478 | \$6,370,788 | \$5,246,123 | 83% | 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 | \$2,157,000 | \$2,157,000 | \$1,877,909 | \$12,228 | \$202,936 | \$74,203 | 87%* | 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 | \$2,435,896 | \$198,497 | \$925,409 | \$1,032,668 | 59% | 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 | \$1,715,512 | \$17,273 | \$383,142 | \$136,412 | 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 | \$13,057,000 | \$12,750,000 | \$6,588,915 | \$328,744 | \$2,120,049 | \$2,141,989 | 58% | FY28 |
| 15TC013 | Slope Stabilization Systemwide - RR | <i>Systemwide assessment, prioritization, and repair of 104 eroded slope locations, including stormwater runoff mitigation to reduce further erosion. The scope includes final design, procurement, and construction for approx. 21 sites on the A and C Lines, to be completed by BART forces.</i> | \$13,670,061 | \$13,170,000 | \$8,565,867 | \$4,193,005 | \$386,874 | \$996,493 | \$3,119,246 | 75% | FY29 |
| 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 | \$1,400,000 | \$1,400,000 | \$821,948 | \$59,045 | \$346,053 | \$307,309 | 59% | 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 availability of the current fleet. | \$28,505,869 | \$45,267,256 | \$30,557,081 | \$13,848,547 | \$2,017,308 | \$6,233,291 | \$5,575,721 | 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 | \$12,528,092 | \$11,086,374 | \$4,571,889 | \$308,330 | \$1,505,757 | \$1,180,937 | 47% | 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 | \$6,237,616 | \$4,922,982 | \$2,736,310 | \$0 | \$1,427,909 | \$331,313 | 23% | FY27 |
| Sub-Total | | | \$262,357,220 | \$291,254,152 | \$262,245,124 | \$126,745,903 | \$4,537,555 | \$22,627,914 | \$21,987,164 | | |

 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

| 4.5 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | \$22,234,129 | \$26,838,262 | \$2,576,340 | \$209,254 | \$3,098,404 | \$12,563,738 | 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 | \$8,468,751 | \$8,468,751 | \$3,854,292 | \$0 | \$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 | \$0 | \$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 | \$136,032,329 | \$132,301,085 | \$45,027,752 | \$2,031,335 | \$28,487,755 | \$2,388,907 | 42% | 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 | \$19,162,919 | \$15,352,006 | \$5,799,635 | \$360,168 | \$1,795,242 | \$8,947,523 | 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 | \$9,787,349 | \$8,656,095 | \$5,206,117 | \$183,698 | \$1,414,640 | \$1,036,894 | 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 | \$10,631,839 | \$2,000,000 | \$699,895 | \$95,635 | \$787,539 | \$1,100,312 | 35%* | 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 | \$2,976,679 | \$51,394 | \$1,241,635 | \$1,847,398 | 8% | FY31 |
| 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 | \$1,888,910 | \$129,006 | \$3,507,661 | \$2,964,473 | 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 | \$3,304,165 | \$3,304,165 | \$66,759 | \$31,783 | \$1,314,808 | \$55,139 | 1% | FY28 |
| 15TN001 | Berkeley Hills Tunnel Fault Movement Mitigation | Scope of work for the Berkeley Hills Tunnel (BHT) addresses seismic and aseismic impacts from the Hayward Fault, including inspection and re-certification of the Spall Catchment System, design for post-earthquake return-to-service repairs, procurement of required services and materials, and development of medium- and long-term mitigation strategies for ongoing tunnel movement | \$17,599,165 | \$18,576,479 | \$3,500,000 | \$471,612 | \$84,176 | \$867,062 | \$944,082 | 13%* | FY29 |
| Sub-Total | | | \$274,402,765 | \$308,983,867 | \$281,206,270 | \$70,417,462 | \$3,176,448 | \$42,768,030 | \$31,848,466 | | |

● 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

| 4.5 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | \$745,167 | \$131,577 | \$96,496 | \$0 | 99%* | FY27 |
| 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 | \$1,650,000 | \$1,650,000 | \$85,316 | \$16,598 | \$394,993 | \$551,123 | 11% | 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 | \$591,134 | \$53,912 | \$121,178 | \$0 | 98% | 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 | \$26,090,777 | \$11,315,748 | \$7,338,423 | \$954,153 | \$997,643 | \$2,022,319 | 65%* | FY28 |
| 15TC025 | Slope Stabilization on M&L Lines- RR | Systemwide assessment of 104 erosion-prone slope locations, followed by prioritization and implementation of slope stabilization, rehabilitation, and stormwater drainage improvements within the BART right-of-way. Current scope advances 25 sites, including seven abutment expansion joint locations, through final design, procurement, and construction, and includes four critical slope sites on the L and M Lines | \$5,800,000 | \$5,800,000 | \$5,800,000 | \$1,513,693 | -\$32,116 | \$1,404,591 | \$2,200,359 | 51% | 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 | \$4,865,703 | \$2,157,500 | \$2,112,816 | \$10,463 | \$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 | \$7,201,002 | \$2,100,000 | \$275,470 | \$6,303 | \$404,993 | \$658,198 | 13%* | FY31 |
| 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 | \$7,300,940 | \$4,500,000 | \$344,392 | \$125,991 | \$238,202 | \$1,069,522 | 8%* | FY30 |
| 59AQ002 | Parking Garage Slab Repairs II | Remediation of structural deterioration at three post-tensioned (PT) parking garage structures. | \$1,500,000 | \$2,394,878 | \$1,500,000 | \$239,883 | \$74,422 | \$710,785 | \$582,035 | 16%* | 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 | \$9,024,334 | \$7,440,000 | \$1,179,410 | \$357,732 | \$2,121,196 | \$3,679,156 | 25% | 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 | \$5,780,046 | \$1,000,000 | \$347,125 | \$150,222 | \$26,342 | \$783,569 | 35%* | 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 | \$5,342,317 | \$1,000,000 | \$602,039 | \$108,983 | \$23,889 | \$816,763 | 60%* | FY28 |
| Sub-Total | | | \$49,835,245 | \$76,813,998 | \$39,827,248 | \$15,374,869 | \$1,958,239 | \$6,751,502 | \$12,363,044 | | |

 Project Summary Included

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 Security Sensitive Projects

C: Core Capacity

***** % 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | <i>\$2,535,543</i> | \$1,400,000 | \$59,600 | \$5,607 | \$702,135 | \$923,661 | 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 | <i>\$1,800,000</i> | \$1,000,000 | \$129,607 | \$90,295 | \$455,344 | \$881,393 | 13%* | FY28 |
| 15CQ029 | Track Joint Elimination | This project will improve the quality of the ridership experience and eliminate extra maintenance costs with improvements such as distressing, joint elimination, thermite welding, and re-surfacing of rail tracks. Project includes procurement of equipment and materials, installation of materials and construction. | \$8,100,000 | <i>\$8,104,530</i> | \$500,000 | \$47,253 | \$15,483 | \$658,303 | \$393,574 | 9%* | 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 | \$192,354 | \$3,445 | \$0 | \$205,000 | 40%* | FY27 |
| Sub-Total | | | \$12,152,142 | \$13,021,219 | \$3,470,000 | \$477,953 | \$114,831 | \$1,868,450 | \$2,403,628 | | |
| Total for CIP Category: Track and Structures (FY26 Q3) | | | \$1,028,183,098 | \$1,177,298,139 | \$1,040,280,294 | \$628,368,322 | \$12,490,699 | \$92,026,431 | \$88,069,081 | | |

 Project Summary Included

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 Security Sensitive Projects

C: Core Capacity


***** % 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$59,286,659 | \$59,286,659 | \$58,423,559 | \$109,713 | \$0 | \$369,579 | 95% | 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 | \$23,156,501 | \$47,334 | \$828,162 | \$607,065 | 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 | \$3,301,082 | \$10,614 | \$18,915 | \$19,934 | 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 | \$13,123,874 | \$13,123,874 | -\$6,769 | \$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 | \$7,896,577 | \$391 | \$881,433 | \$37,468 | 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 | \$6,158,653 | \$49,672 | \$20,169 | \$0 | 99% | FY27 |
| 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 | \$1,672,009 | \$1,672,009 | \$1,487,017 | \$29,659 | \$0 | \$3,083 | 89%* | 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 | \$1,233,299 | \$1,156,366 | \$1,120,622 | \$27,378 | \$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 | \$2,561,571 | \$1,700,000 | \$1,563,171 | \$43,073 | \$318,904 | \$338,726 | 92%* | 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 | \$1,590,000 | \$1,590,000 | \$721,019 | \$0 | \$106,318 | \$120,863 | 70% | FY29 |
| 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 | \$3,469,750 | \$3,381,878 | \$4,122 | \$23,345 | \$0 | 95% | FY26 |
| Sub-Total | | | \$138,250,946 | \$127,667,781 | \$126,116,996 | \$120,333,954 | \$315,187 | \$2,636,408 | \$1,700,468 | | |


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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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | \$3,402,199 | -\$591 | \$296,513 | \$0 | 99% | 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 | \$242,884 | \$1,414 | \$26,640 | \$0 | 92%* | FY28 |
| 59DE001 | Access Facility Reconfiguration- RR | Implement signage and striping changes to support implementation of access programs. | \$250,000 | \$1,416,864 | \$1,416,864 | \$237,942 | \$15,383 | \$250,000 | \$350,000 | 17% | 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 | \$1,790,949 | \$1,538,030 | \$1,058,574 | \$26,653 | \$429,719 | \$69,496 | 83% | FY30 |
| 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 | \$214,654 | \$15,719 | \$98,009 | \$25,000 | 85% | 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 | \$2,603,170 | \$511 | \$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 | \$421,247 | \$3,781 | \$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 | \$22,400,000 | \$9,252,500 | \$2,197,214 | \$135,034 | \$4,417,449 | \$6,904,088 | 24%* | 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 | \$113,576,581 | \$113,576,581 | \$100,210,081 | \$1,234,819 | \$11,835,595 | \$670,957 | 94% | 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 | \$54,985,316 | \$17,819,749 | \$9,329,887 | \$184,443 | \$2,777,120 | \$8,377,075 | 55% | 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 | \$12,311,503 | \$12,311,503 | \$11,591,633 | \$92,834 | \$0 | \$60,000 | 97% | FY27 |
| Sub-Total | | | \$187,362,074 | \$226,692,053 | \$171,217,225 | \$134,105,049 | \$1,709,999 | \$20,855,436 | \$16,981,616 | | |


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4. Project Scopes and Budget Summaries by CIP Category

| 4.6 Stations  | | | | | | | | | | | |
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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 | <i>\$8,456,002</i> | \$8,456,002 | \$1,521,254 | \$191,681 | \$1,273,129 | \$1,109,029 | 17% | 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 | <i>\$154,338,000</i> | \$154,274,815 | \$90,192,060 | \$4,093,834 | \$34,296,346 | \$20,108,066 | 76% | 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 | \$2,187,668 | \$2,126,568 | \$595 | \$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 | <i>\$36,479,476</i> | \$36,479,476 | \$35,369,545 | \$943,125 | \$1,267,993 | \$0 | 93% | FY27 |
| 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 | <i>\$58,134,670</i> | \$42,867,557 | \$22,881,191 | \$614,408 | \$2,699,368 | \$2,165,097 | 37% | FY32 |
| 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 | <i>\$2,520,616</i> | \$2,511,021 | \$2,405,853 | \$27,308 | \$2,499,098 | \$73,265 | 14% | FY30 |
| 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 | \$4,550,484 | \$164,548 | \$559,339 | \$356,008 | 90% | FY27 |
| 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 | <i>\$6,005,973</i> | \$4,884,642 | \$1,117,531 | \$42,349 | \$1,882,507 | \$2,052,151 | 26% | 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 | \$1,044,504 | \$95,571 | \$0 | \$0 | 95% | 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 | <i>\$4,100,000</i> | \$3,010,000 | \$831,849 | \$26,307 | \$723,200 | \$577,854 | 34% | 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 | <i>\$15,913,642</i> | \$13,937,378 | \$1,990,258 | \$152,024 | \$1,065,030 | \$3,167,065 | 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 | <i>\$17,323,734</i> | \$16,082,205 | \$2,838,374 | \$131,034 | \$3,796,482 | \$4,457,393 | 19% | FY29 |
| Sub-Total | | | \$324,987,393 | <i>\$317,095,780</i> | \$292,126,763 | \$166,869,469 | \$6,482,783 | \$50,062,492 | \$34,065,928 | | |


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| 4.6 Stations  | | | | | | | | | | | |
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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 | \$393,585 | \$8,044 | \$20,000 | \$0 | 90%* | 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 | \$565,911 | \$5,615 | \$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 | \$18,904,137 | \$18,904,137 | \$2,705,653 | \$40,053 | \$2,089,092 | \$2,346,365 | 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 | \$52,856,722 | \$43,789,790 | \$6,957,810 | \$293,306 | \$3,998,312 | \$2,308,547 | 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 | \$5,693,235 | \$6,588,675 | \$2,542,799 | \$381,229 | \$1,797,887 | \$2,331,518 | 79% | 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 | \$5,588,956 | \$425,805 | \$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 | \$11,004,200 | \$11,004,200 | \$1,499,973 | \$24,363 | \$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 | \$105,759,148 | \$109,264,718 | \$100,498,833 | \$10,091,375 | \$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 | \$16,115,446 | \$6,584,077 | \$1,101,794 | \$357,671 | \$1,272,738 | \$1,329,920 | 13% | 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 | \$4,700,000 | \$1,500,000 | \$670,782 | \$44,432 | \$414,845 | \$648,238 | 65% | 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 | \$6,111,773 | 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 | \$17,679,789 | \$1,649,228 | \$161,839 | \$81,154 | \$1,008,280 | \$870,244 | 10%* | FY31 |
| Sub-Total | | | \$188,533,632 | \$279,153,926 | \$243,305,130 | \$122,687,937 | \$11,753,046 | \$29,754,198 | \$23,001,604 | | |

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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 | \$29,724 | \$12,023 | \$1,263,133 | \$1,257,608 | 2%* | 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 | \$2,104,421 | \$2,000,000 | \$842,012 | \$266,068 | \$938,218 | \$589,515 | 42%* | FY27 |
| 91CW009 | Bike Parking Stations- RR | Design and construction of secure Bike Parking at various BART stations | \$3,385,215 | \$3,847,715 | \$3,847,715 | \$1,047,123 | \$17,724 | \$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 | \$14,450,000 | \$14,450,000 | \$2,808,790 | \$0 | \$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 | \$15,959,307 | \$15,956,550 | \$15,560,391 | \$300 | \$181,013 | \$296,390 | 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 | \$145,442 | \$2,287 | \$37,468 | \$17,172 | 53%* | FY29 |
| 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 | \$436,723 | \$679 | \$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 | \$384,227 | \$384,227 | \$326,776 | \$36,191 | \$103,809 | \$1,287 | 85%* | FY27 |
| 15RY002 | Station Modernization Preparations | Program management office support services for overall Station Modernization Projects. | \$248,713 | \$898,415 | \$136,429 | \$136,476 | \$47 | \$69,689 | \$0 | 95% | 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 | \$15,446 | 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 | \$0 | \$12,554 | \$0 | 95% | FY26 |
| Sub-Total | | | \$87,025,501 | \$88,357,818 | \$59,129,806 | \$40,181,148 | \$335,319 | \$5,878,327 | \$2,429,919 | | |

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 Program.


 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

| 4.6 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 91CA001 | Regional Mapping & Wayfinding | This project is to support BART's staffing role in the MTC-led Regional Mapping & Wayfinding project. BART labor allocations 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 | \$61,482 | \$10,496 | \$270,000 | \$213,000 | 15% | 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 up 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 in 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 | \$13,117,915 | \$6,670,534 | \$6,964 | \$6,964 | \$0 | \$3,166,469 | 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 | \$48,057 | \$3,749 | \$0 | \$404,610 | 10%* | 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 | \$1,056,157 | \$1,056,157 | \$954,099 | \$1,130 | \$0 | \$6,871 | 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 | \$500,563 | \$449,527 | \$399,849 | \$11,289 | \$0 | \$57,011 | 89%* | 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 | \$366,554 | \$115,224 | \$0 | \$811,035 | 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 | \$12,200,000 | \$1,695,678 | \$895,721 | \$197,049 | \$0 | \$2,217,847 | 53%* | FY27 |
| 47CJ114 | Next-Gen Fare Gate Enhancement | 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 | \$6,574,241 | \$1,000,000 | \$666,057 | \$480,758 | \$0 | \$3,944,204 | 67%* | FY28 |
| 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 | \$58,876 | \$13,452 | \$0 | \$50,567 | 24%* | FY27 |
| Sub-Total | | | \$27,304,882 | \$37,548,876 | \$13,721,896 | \$3,650,557 | \$840,112 | \$372,000 | \$11,078,613 | | |

 Project Summary Included
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Italics : Notes a change
 Security Sensitive Projects
C: Core Capacity
 % 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 59CT004 | Signage & Mapping Improvement | Support improvements to customer facing maps, signage, and display cases at stations. | \$300,000 | \$300,000 | \$300,000 | \$133,660 | \$472 | \$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 | \$368,028 | -\$2,222 | \$0 | \$249,751 | 59%* | 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 | \$70,022 | \$70,022 | \$0 | \$300,000 | 5%* | 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 | \$2,697,722 | \$2,697,722 | \$967,046 | \$678,542 | \$0 | \$20,000 | 36%* | FY27 |
| Sub-Total | | | \$6,377,000 | \$7,136,386 | \$7,136,386 | \$2,036,162 | \$746,815 | \$0 | \$836,563 | | |
| Total for CIP Category: Stations (FY26 Q3) | | | \$959,841,429 | \$1,083,652,619 | \$912,754,203 | \$589,864,274 | \$22,183,261 | \$109,558,861 | \$90,094,710 | | |


 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$757,399 | \$2,502 | \$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 | \$146,533,178 | \$139,655,320 | -\$6,819 | \$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 | \$3,085,000 | \$3,085,000 | \$2,103,342 | \$59,294 | \$803,819 | \$538,346 | 96% | FY27 |
| 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 | \$47,322,454 | \$39,518,088 | \$21,898,613 | \$2,271,085 | \$20,056,170 | \$11,130,968 | 60% | 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 | \$44,252,752 | \$10,325,857 | \$1,210,261 | \$117,721 | \$977,743 | \$1,611,020 | 4% | 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 | \$65,453,566 | \$1,448 | \$109,963 | \$1,021,237 | 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 | \$439,017,692 | \$1,534 | \$29,379 | \$53,967 | 95% | 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 | \$990,352 | \$325,000 | \$138,669 | \$132,901 | \$0 | \$123,431 | 43%* | FY29 |
| 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 | \$43,905 | \$16,571 | \$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 | \$40,892,925 | \$97 | \$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 | \$1,067,664 | \$578,727 | \$0 | \$1,860,000 | 80% | FY27 |
| Sub-Total | | | \$1,505,809,224 | \$803,542,872 | \$751,647,643 | \$712,274,033 | \$3,175,061 | \$29,127,137 | \$16,854,351 | | |
| Total for CIP Category: System Development (FY26 Q3) | | | \$1,505,809,224 | \$803,542,872 | \$751,647,643 | \$712,274,033 | \$3,175,061 | \$29,127,137 | \$16,854,351 | | |


 Project Summary Included
 Security Sensitive Projects
RR: Measure RR Program 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$17,020,024 | \$17,020,024 | \$8,842,140 | \$265,708 | \$2,301,239 | \$1,348,000 | 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 | \$6,704,162 | \$6,704,162 | \$1,372,990 | \$251,546 | \$3,362,028 | \$1,252,368 | 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 | \$66,762,999 | \$66,337,533 | \$65,888,410 | \$813,115 | \$76,626 | \$141,201 | 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 | \$917,131 | \$120,045 | \$269,425 | \$315,783 | 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 | \$26,914,815 | \$26,906,270 | \$19,583,091 | \$145,861 | \$593,710 | \$1,212,018 | 95% | 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 | \$1,702,858 | \$2,185,908 | \$1,694,862 | \$7,068 | \$490,816 | \$475,123 | 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 | \$39,910,696 | \$33,410,696 | \$32,517,575 | \$116,141 | \$0 | \$761,514 | 99% | FY27 |
| 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 | \$0 | \$349,165 | \$679,572 | 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 | \$42,254 | 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 | \$18,448,733 | \$18,448,733 | \$16,137,469 | \$339,517 | \$1,329,778 | \$411,870 | 98% | 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 | \$16,030,909 | \$12,481,630 | \$12,028,688 | \$503,155 | \$1,207,263 | \$253,013 | 86% | 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 | \$1,299,476 | \$31,706 | \$75,138 | \$0 | 99% | FY27 |
| Sub-Total | | | \$178,192,561 | \$200,659,033 | \$189,262,725 | \$162,082,812 | \$2,593,863 | \$10,105,465 | \$6,892,716 | | |


 Project Summary Included
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 Security Sensitive Projects
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 % 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | \$16,029,299 | \$3,394,841 | \$750,049 | \$0 | \$529,544 | \$561,460 | 71% | FY30 |
| 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 | \$2,709,219 | \$1,700,000 | \$1,089,757 | \$16,604 | \$512,793 | \$510,220 | 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 | \$14,194,647 | \$14,194,647 | \$6,832,196 | \$137,100 | \$2,187,688 | \$1,219,922 | 49% | FY29 |
| 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 | \$824,437 | \$72,999 | \$328,217 | \$254,103 | 72%* | 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 | \$301,916 | \$300,000 | \$157,196 | \$4,993 | \$10,316 | \$116,186 | 52%* | 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 | \$1,089,180 | \$963,596 | \$644,715 | \$27,407 | \$28,121 | \$66,721 | 77% | 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 | \$2,485,000 | \$2,485,000 | \$1,828,543 | \$35,402 | \$132,813 | \$93,643 | 70% | FY29 |
| 15JRR1 | 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 | \$21,837,270 | \$17,378,947 | \$2,335,510 | \$54,833 | \$1,312,815 | \$1,399,205 | 17% | FY29 |
| 15JRR2 | 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 | \$20,221,234 | \$1,210,812 | \$5,458,890 | \$4,873,236 | 81% | 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 | \$8,496,573 | \$3,410,000 | \$1,294,580 | \$187,298 | \$1,358,453 | \$2,145,969 | 18% | 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 | \$14,261,298 | \$11,699,764 | \$4,176,531 | \$912,739 | \$1,606,061 | \$3,987,678 | 36%* | 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 | \$43,827,522 | \$500,000 | \$40,746 | \$27,042 | \$246,420 | \$276,929 | 8%* | FY29 |
| Sub-Total | | | \$85,086,400 | \$156,335,496 | \$86,562,401 | \$40,195,492 | \$2,687,230 | \$13,712,130 | \$15,505,273 | | |


 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




| 4.9 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$106,087 | \$65,683 | \$1,385,288 | \$1,432,981 | 3%* | 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 | \$10,867,264 | \$3,120,000 | \$2,245,431 | \$32,142 | \$414,495 | \$846,907 | 95% | 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 | \$15,093,601 | \$1,700,000 | \$123,963 | \$40,536 | \$455,306 | \$1,020,306 | 7%* | 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 | \$825,972 | \$11,285 | \$0 | \$1,542 | 88%* | 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 | \$6,312,985 | \$800,000 | \$29,345 | \$27,980 | \$0 | \$850,417 | 4%* | 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 | \$27,553,803 | \$1,000,000 | \$340,203 | \$104,352 | \$0 | \$536,165 | 34%* | FY29 |
| Sub-Total | | | \$55,232,310 | \$64,458,318 | \$11,123,317 | \$3,671,001 | \$281,977 | \$2,255,089 | \$4,688,318 | | |
| Total for CIP Category: Electrical and Mechanical (FY26 Q3) | | | \$318,511,271 | \$421,452,848 | \$286,948,443 | \$205,949,306 | \$5,563,070 | \$26,072,684 | \$27,086,307 | | |

 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted 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 | \$230,130,353 | \$229,755,000 | \$228,165,336 | \$2,022 | \$0 | \$462,589 | 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 | \$7,270,097 | \$5,940,000 | \$4,346,808 | \$73,646 | \$87,314 | \$1,312,890 | 80% | FY28 |
| 11CS001 | Negative Return Mapping | The survey 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 | \$4,590,202 | \$4,255,294 | \$3,835,326 | \$402,029 | \$1,346 | \$184,732 | 98% | FY27 |
| 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 | \$387,766 | \$108,681 | \$2,000,000 | \$0 | 7%* | FY26 |
| 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 | \$128,934 | \$0 | \$100,000 | \$309,333 | 12%* | FY28 |
| 96DARR1 | Program Management - RR - C | Program management office support services for Core Capacity Project. | \$39,702,629 | \$39,708,088 | \$243,851,169 | \$18,417,703 | \$376,645 | \$1,895,422 | \$1,280,088 | 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 | \$1,110,001 | \$1,110,001 | \$682,838 | \$123,333 | \$442,190 | \$218,929 | 60% | FY28 |
| 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 | \$4,072,433 | \$2,518,386 | \$2,503,933 | \$220,383 | \$571,021 | \$1,093,942 | 99%* | FY29 |
| 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 | \$4,396,000 | \$3,696,000 | \$1,630,343 | \$133,352 | \$642,516 | \$783,822 | 65% | FY28 |
| 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 | \$20,691,408 | \$15,436,088 | \$3,489,005 | \$96,767 | \$4,898,169 | \$6,570,930 | 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 | \$1,130,517 | \$7,137 | \$18,361 | \$40,773 | 99% | FY26 |
| Sub-Total | | | \$323,170,498 | \$321,001,635 | \$515,445,464 | \$265,646,089 | \$1,543,995 | \$10,739,636 | \$12,258,027 | | |




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 Program.

 Project Summary Included
RR: Measure RR Program Projects
Italics : Notes a change
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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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | \$5,158,805 | \$2,176,500 | \$2,034,408 | \$329,573 | \$246,228 | \$1,524,075 | 93%* | 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 | \$3,211,436 | \$40,796 | \$3,223,030 | \$168,347 | 93%* | 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 | \$3,341,079 | \$500,000 | \$124,474 | \$57,030 | \$1,826,816 | \$1,050,390 | 25%* | 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 | \$0 | \$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 | \$1,054,930 | \$703,166 | \$148,990 | \$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 | \$604,215 | \$38,908 | \$260,459 | \$0 | 77%* | 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 | \$2,033,756 | \$83,105 | \$1,975,451 | \$700,000 | 56%* | 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 | \$10,764,919 | \$10,764,919 | \$7,949,634 | \$251,266 | \$1,500,000 | \$1,500,000 | 84% | 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 | \$6,044,402 | \$6,044,402 | \$3,025,997 | \$352,611 | \$1,000,000 | \$800,000 | 76% | FY27 |
| 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 | \$16,213,957 | \$16,213,957 | \$13,458,664 | \$309,660 | \$1,000,000 | \$1,500,000 | 89% | FY27 |
| Sub-Total | | | \$75,203,738 | \$86,784,399 | \$52,580,287 | \$35,553,084 | \$1,611,938 | \$13,981,983 | \$7,810,106 | | |

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 Program.

 Project Summary Included
RR: Measure RR Program 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 Q3 | FY26 Q3 Spent | Adopted FY 26 Budget | Adopted FY27 Budget | % Complete Physical or Cost* | Closeout Date |
| 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 | \$285,000 | \$285,000 | \$223,021 | -\$51,207 | \$117,686 | \$8,947 | 78%* | 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 | \$2,450,000 | \$2,450,000 | \$1,834,946 | \$80,388 | \$574,534 | \$146,968 | 88% | 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 | \$6,038,470 | \$0 | \$0 | \$985,000 | 86%* | 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 | \$438,929 | \$50,637 | \$0 | \$50,000 | 85%* | 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 | \$790,500 | \$790,500 | \$246 | \$246 | \$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 | \$541 | \$541 | \$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 | \$904,881 | \$13,882 | \$0 | \$100,000 | 88%* | FY27 |
| 68AD000 | Treasury Capital Project | Install electric transaxle on 20 existing carts. | \$1,637,285 | \$1,637,285 | \$1,637,285 | \$1,223,699 | \$22,686 | \$0 | \$327,017 | 75%* | FY27 |
| 91HD004 | BART Facility Standards (BFS) Updates | The project ensures that the BART Facility 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 | \$216,837 | -\$32,258 | \$0 | \$112,458 | 39%* | FY31 |
| Sub-Total | | | \$17,349,111 | \$15,412,123 | \$15,412,123 | \$10,881,571 | \$84,915 | \$692,221 | \$3,549,891 | | |
| Total for CIP Category: System Support (FY26 Q3) | | | \$415,723,347 | \$423,198,157 | \$583,437,874 | \$312,080,744 | \$3,240,848 | \$25,413,840 | \$23,618,024 | | |
| Grand Total for all CIP Categories (FY26 Q3) | | | \$12,403,941,300 | \$12,727,496,978 | \$11,111,513,605 | \$7,180,503,573 | \$140,914,833 | \$1,125,988,195 | \$828,011,818 | | |

 Project Summary Included
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***** % Complete Based on Cost

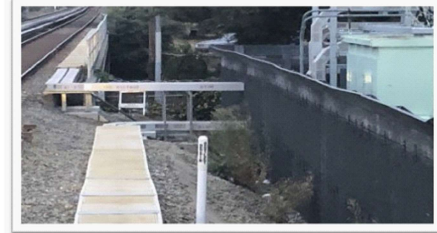
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Selected Project Summaries

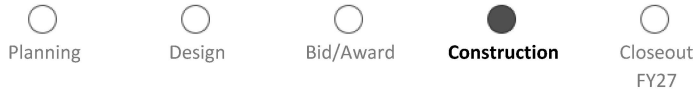


Project Summary

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



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

Challenges

Longer procurement lead times than anticipated

Activities

FY26 Q3 Accomplishments: Completion of 1,200 ft of 34.5kV Cable installation at the San Leandro TPSS Repair Site

FY26 Q4 Planned Activity: Traction Power Maintenance to install temporary 1,000 V DC Jumpers as part of San Leandro Repair Work

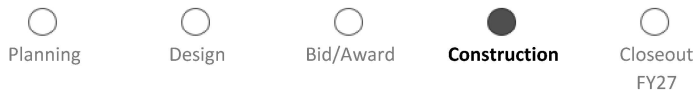


Project Summary

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



Project Phase and Upcoming Milestones



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

Challenges

None

Activities

FY26 Q3 Accomplishments: Completed punch list work, including installing a 3-hour fire-rated door at the Montgomery Substation

FY26 Q4 Planned Activity: Complete installation of door to meet fire safety requirements; finalize and submit the required CPUC paperwork for operation at Montgomery Substation

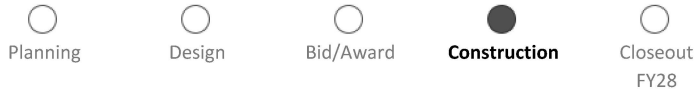


Project Summary

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



Challenges

Develop funding strategy to address current funding shortfall

Activities

FY26 Q3 Accomplishments: None

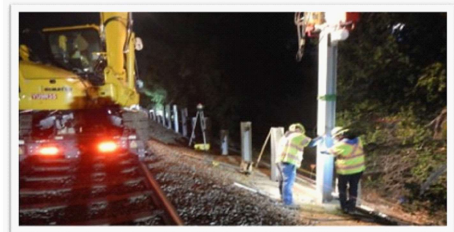
FY26 Q4 Planned Activity: None

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

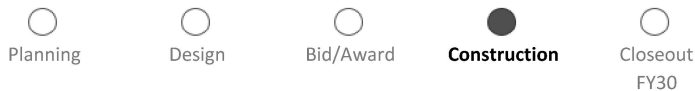


Project Summary

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.



Project Phase and Upcoming Milestones



Challenges

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

Activities

FY26 Q3 Accomplishments: Completed stakeholder review of updated design packages for the West Oakland–Transbay Tube Substation and issued a Change Order to Contractor for the same

FY26 Q4 Planned Activity: Complete stakeholder review of updated design package for MacArthur to 23rd Street Stations

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

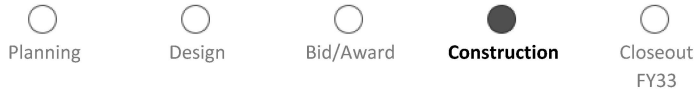


Project Summary

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



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

Challenges

Construction-phase progress is being impacted by the need to finalize the DSDC work plan and associated scope of work

Activities

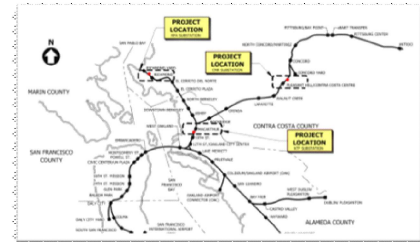
FY26 Q3 Accomplishments: Continued Cable Raceway Installation in the Berkeley Hills Tunnel

FY26 Q4 Planned Activity: Procurement of additional tools for further installation of raceways in the Berkeley Hills Tunnel; Completion of IFC (Issue for Construction) Design Package for Orinda IDS Switch connection



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



- Increases Service Reliability
- Enhances Safety and Security

Challenges

Securing multiple responsive competitive bids in current market conditions

Activities

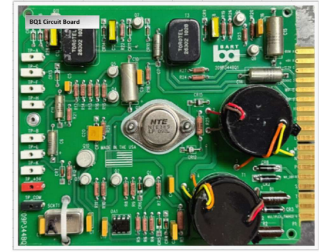
FY26 Q3 Accomplishments: Successfully addressed bidder questions to support the competitive procurement process

FY26 Q4 Planned Activity: Conduct bid opening and evaluation of received proposals

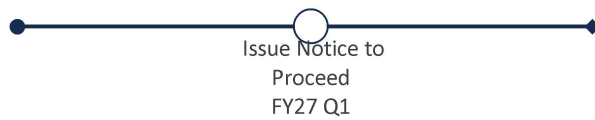


Project Summary

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



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

Challenges

Material procurement lead times exceed original forecasts

Activities

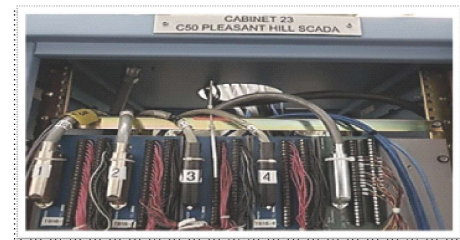
FY26 Q3 Accomplishments: 100% Completion of technical specification draft and began review with stakeholders

FY26 Q4 Planned Activity: Complete Stakeholder review

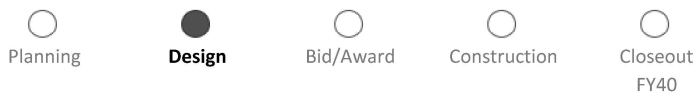


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security

Challenges

Negotiations over sales terms for a Master Procurement Agreement are taking longer than anticipated.

Activities

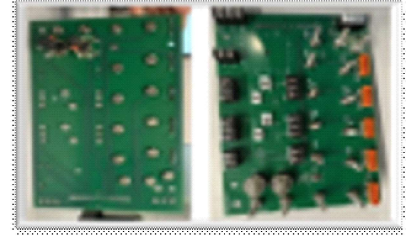
FY26 Q3 Accomplishments: Completed all phase 2 programming

FY26 Q4 Planned Activity: Phase 2 SCADA Procurement - Board Approval; Phase 3 - Site Surveys

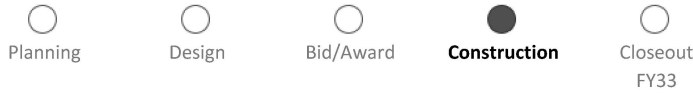


Project Summary

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



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

Challenges

Evolving district prioritization is contributing to variability in system access approval timing

Activities

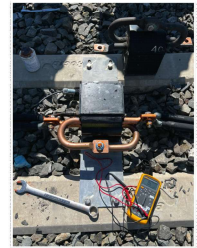
FY26 Q3 Accomplishments: Delivered 96 boards for Daly City (M90) and completed assembly of 4 boards

FY26 Q4 Planned Activity: Continue M90 motherboard and LA board assembly and deployment activities.

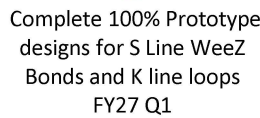
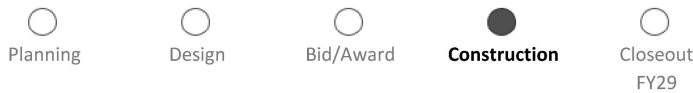


Project Summary

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



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

Challenges

Competing with higher priority projects for maintenance resources

Activities

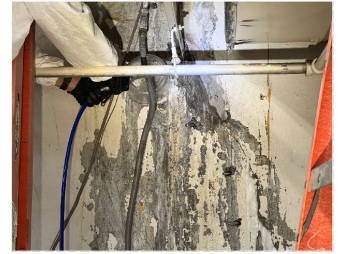
FY26 Q3 Accomplishments: WeeZ Bonds (S and L line) - Prototype 1 - 1 POC delivered. Manufacturing ongoing for the 1st batch delivery 5 WeeZ bonds

FY26 Q4 Planned Activity: Continue MOXA switches installation. Complete manufacturing of the 1st batch of 5 WeeZ Bonds (prototype 1)

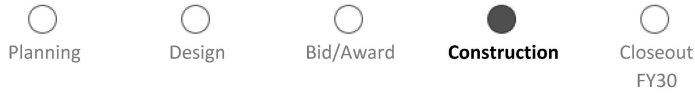


Project Summary

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



Project Phase and Upcoming Milestones



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

Challenges

Competing with higher priority projects for maintenance resources to perform the ongoing work

Activities

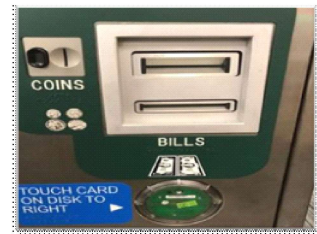
FY26 Q3 Accomplishments: Completed construction at Richmond (R60) Station

FY26 Q4 Planned Activity: Obtain approval of Contracting Plan for Package 3 (6 locations) and upload documents in eBID for Procurement reviews



Project Summary

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



Project Phase and Upcoming Milestones



- Increases Service Reliability
- Improves Patron Experience

Challenges

Requires vendor source code with TR4 support released by Cubic

Activities

FY26 Q3 Accomplishments: Advanced procurement process for pilot sheet metal components.

FY26 Q4 Planned Activity: Complete delivery of pilot sheet metal and software requirements documentation

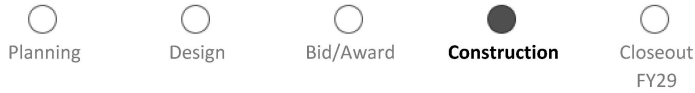


Project Summary

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



Board Approval:
Procurement of Ph.
3 MUX cables
FY27 Q1

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

Challenges

Evolving district prioritization is contributing to variability in system access approval timing

Activities

FY26 Q3 Accomplishments: Advanced PR process for phenolic conduit required for MUX cable replacement

FY26 Q4 Planned Activity: Complete phenolic conduit delivery and resume work at South Hayward Street

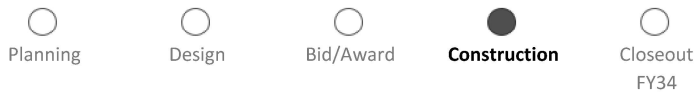


Project Summary

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



Project Phase and Upcoming Milestones



Ph. 2 Installation Complete
FY27 Q3

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

Challenges

Coordination of system access requests across Right of Way projects is required to ensure consistency and minimize service disruptions

Activities

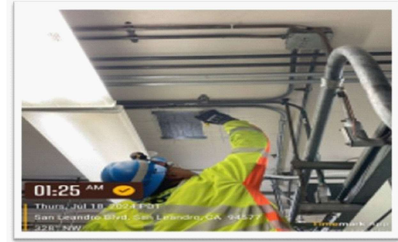
FY26 Q3 Accomplishments: Completed all Phase 2 Train Control Rooms Installation (W-Y Line)

FY26 Q4 Planned Activity: Complete wayside device installation at Millbrae (W40) and Core Data communications maintenance training

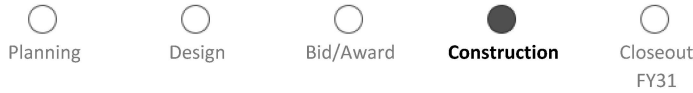


Project Summary

Train Control Room and Switch Machine Power Cabling upgrade.



Project Phase and Upcoming Milestones



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

Challenges

Coordination of system access requests across Right of Way projects is required to ensure consistency and minimize service disruptions

Activities

FY26 Q3 Accomplishments: Completed 80% of conduit installation work by West Oakland
 FY26 Q4 Planned Activity: Complete remaining conduit installation & commission Switch Machine Control Upgrade at West Oakland

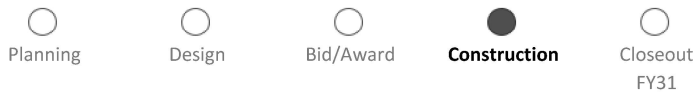


Project Summary

K-Line interlock cabling upgrade.



Project Phase and Upcoming Milestones



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

Challenges

Coordination of system access requests across Right of Way projects is required to ensure consistency and minimize service disruptions

Activities

FY26 Q3 Accomplishments: Completed Installation of 2 under track duct banks at K35 Interlocking
 FY26 Q4 Planned Activity: Complete Cable Pull & terminations at K35 Interlocking

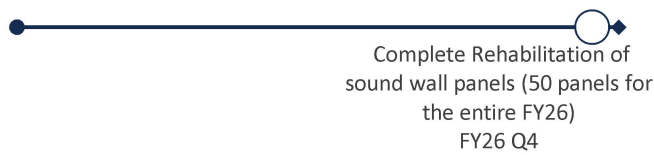
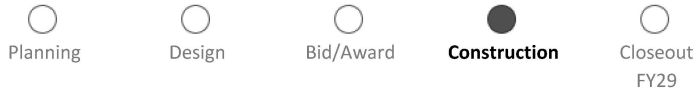


Project Summary

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



- 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 Q3 Accomplishments: Completed 11 soundwall panel rehabilitation on C Line

FY26 Q4 Planned Activity: Continue remediation of broken bolt locations alongside planned rehabilitation activities

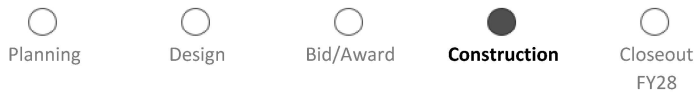


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

None

Activities

FY26 Q3 Accomplishments: Issued Relief of Maintenance letter

FY26 Q4 Planned Activity: Finalize & Submit Project Record Documents, As-Built, O&M Manuals

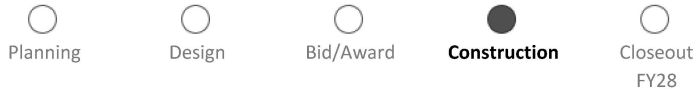


Project Summary

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



- Enhances Safety and Security
- Improves Safe Working Conditions

Challenges

None

Activities

FY26 Q3 Accomplishments: Completed 100% Concord Tower design routing for review and comment exercise

FY26 Q4 Planned Activity: Complete 100% Concord Tower design comment resolution

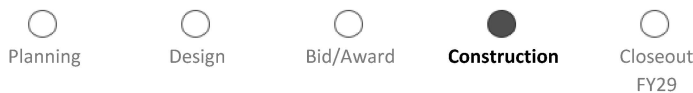


Project Summary

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



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

Challenges

None

Activities

FY26 Q3 Accomplishments: Completed installation of the inline sewer grinder at the Montgomery Street Station (M20); Commenced replacement of sewer pumps at 19th Street Station (K20)

FY26 Q4 Planned Activity: Completion of sewer pump replacement at 19th St. Station (K20)

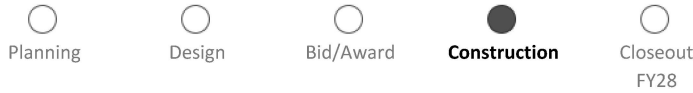


Project Summary

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



- Increases Service Reliability
- Cost Saving Measure
- Improves Safe Working Conditions

Challenges

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

Activities

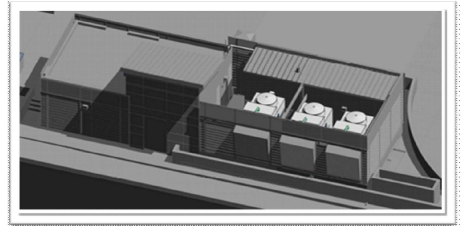
FY26 Q3 Accomplishments: Completed Richmond Yard Switch Installation (16 switches)

FY26 Q4 Planned Activity: Continue engineering for Switch point protection at Richmond yard



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



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

Challenges

None

Activities

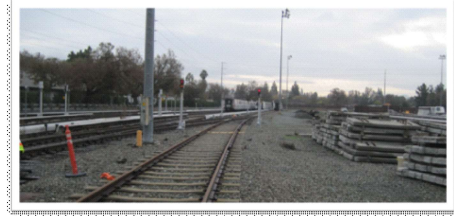
FY26 Q3 Accomplishments: Complete contracting plan and began procurement process

FY26 Q4 Planned Activity: Continue with procurement activities

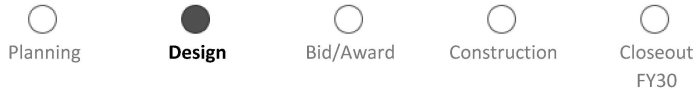


Project Summary

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



Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Develop funding strategy to address current funding shortfall

Activities

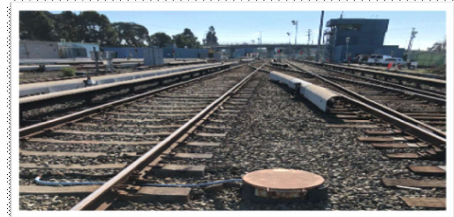
FY26 Q3 Accomplishments: None

FY26 Q4 Planned Activity: Continue to identify funding sources to address current funding shortfall

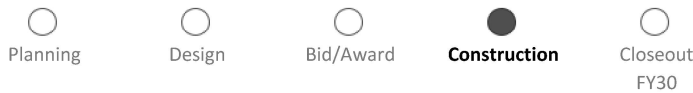


Project Summary

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



Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

None

Activities

FY26 Q3 Accomplishments: Delivery of 90lb. Rail

FY26 Q4 Planned Activity: Perform scope realignment based on current available budget

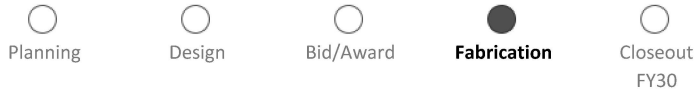


Project Summary

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




Increases Service Reliability


Enhances Safety and Security


Promotes Sustainability

Challenges

Identify potential funding sources to address current funding shortfall

Activities

FY26 Q3 Accomplishments: Perform equipment maintenance for long term storage

FY26 Q4 Planned Activity: Perform equipment maintenance for long term storage

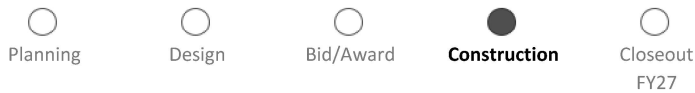


Project Summary

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



Project Phase and Upcoming Milestones



Delivery Completion for Rail Grinder Mechanics Training Services
FY27 Q2


Increases Service Reliability


Enhances Safety and Security


Cost Saving Measure

Challenges

Vehicle registrations due to out of state vehicles

Activities

FY26 Q3 Accomplishments: DMV registration and license plate for the Vacuum Truck (IFB-9120A) has been completed and vehicles have been released to end users

FY26 Q4 Planned Activity: 100% Design complete and issue NTP for Rail Grinder Mechanics Training Services

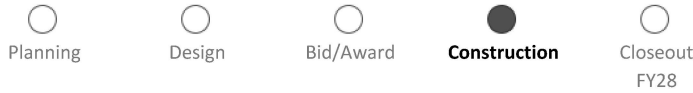


Project Summary

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



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 Q3 Accomplishments: Completed Roofing repairs at Union City Switching and Substation (AUC), Fruitvale Substation (AFV), Fremont Substation (AFM) and Pleasanton Hill Substation (CPH)

FY26 Q4 Planned Activity: Continue roofing repairs at the next 6 locations that can be completed in the day time

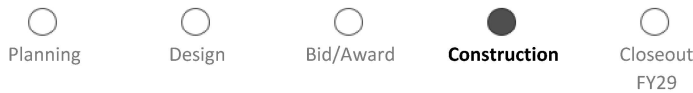


Project Summary

Systemwide assessment, prioritization, and repair of 104 eroded slope locations, including stormwater runoff mitigation to reduce further erosion. The scope includes final design, procurement, and construction for approx. 21 sites on the A and C Lines, to be completed by BART forces.



Project Phase and Upcoming Milestones



Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

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

Activities

FY26 Q3 Accomplishments: Continued with Slope Stabilization Work

FY26 Q4 Planned Activity: Continue to progress through remaining Slope Stabilization work

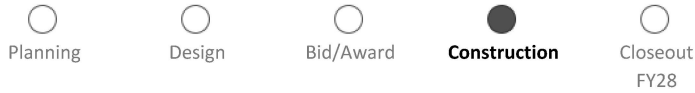


Project Summary

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



- 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 Q3 Accomplishments: 106 rods installed at Ascend school

FY26 Q4 Planned Activity: Complete rod installation at Ascend school & continue Phase 4B installation in Oakland

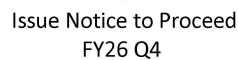


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

Inclement weather conditions

Activities

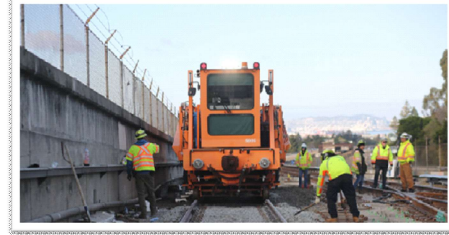
FY26 Q3 Accomplishments: Completed issuing Addendum, Bid Opening & Bid Evaluations

FY26 Q4 Planned Activity: Get Board Approval on the Award and Issue Notice to Proceed to the Contractor

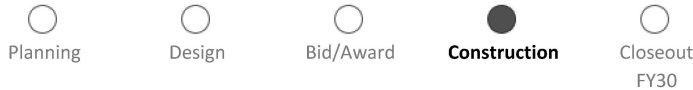


Project Summary

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



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 Q3 Accomplishments: Received delivery of SW143 and SW343 special trackwork material & stored it

FY26 Q4 Planned Activity: Install Remaining Traction Power Jumpers at C15

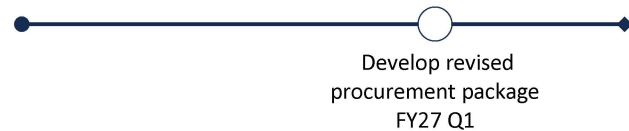


Project Summary

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



Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Optimize construction schedule while coexisting with other projects in the same work areas during the same time period

Activities

FY26 Q3 Accomplishments: Successful completion of construction delivery method evaluation. Resume planning activities of remaining scope of work based on phased approach

FY26 Q4 Planned Activity: Complete Phase 1 planning and secure approval for implementation



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



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

Challenges

Ongoing coordination to determine Construction Delivery method for East Bay Grates

Activities

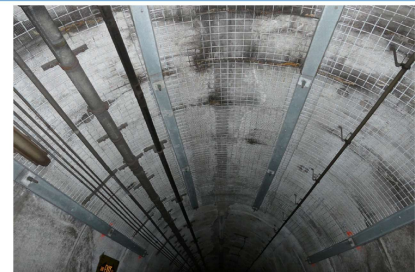
FY26 Q3 Accomplishments: Completed field assessment of existing East Bay Grates and revised Rehabilitation design

FY26 Q4 Planned Activity: Obtain engineer's cost estimate and stakeholder review for East Bay grates design, coordinate SF V2 grate repairs with SFMTA, and procure materials and equipment

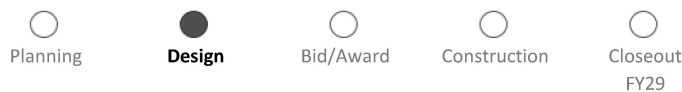


Project Summary

Scope of work for the Berkeley Hills Tunnel (BHT) addresses seismic and aseismic impacts from the Hayward Fault, including inspection and re-certification of the Spall Catchment System, design for post-earthquake return-to-service repairs, procurement of required services and materials, and development of medium- and long-term mitigation strategies for ongoing tunnel movement



Project Phase and Upcoming Milestones



- 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 Q3 Accomplishments: Conducted BHT Spall Catchment System Inspection (partial completion)

FY26 Q4 Planned Activity: Complete Spall Catchment System Inspection and continue Spall Catchment System Recertification (Phase 0), Complete procurement for consultant services for return-to-service design and start 35% design (Phase 1)

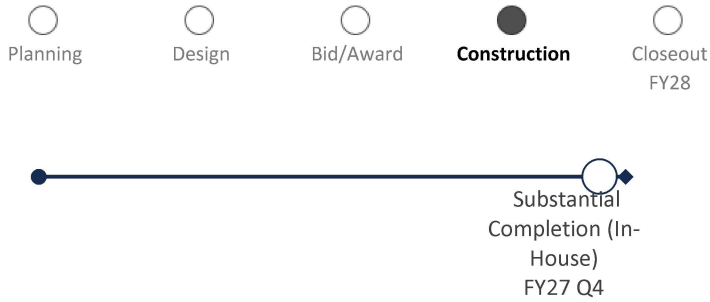


Project Summary

Systemwide assessment of 104 erosion-prone slope locations, followed by prioritization and implementation of slope stabilization, rehabilitation, and stormwater drainage improvements within the BART right-of-way. Current scope advances 25 sites, including seven abutment expansion joint locations, through final design, procurement, and construction, and includes four critical slope sites on the L and M Lines



Project Phase and Upcoming Milestones



Challenges

Competing priorities with other projects, permitting process, working with Cities/Agencies on logistics and impact from weather elements

Activities

FY26 Q3 Accomplishments: Completed 2 out of 4 sites (L5008 and L5010); Identified access for challenged L-line (L5009) location

FY26 Q4 Planned Activity: Complete construction of access path for L-Line (L5009) location



Increases Service Reliability



Enhances Safety and Security



Improves Safe Working Conditions

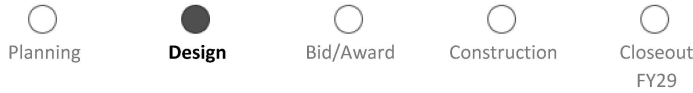


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

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

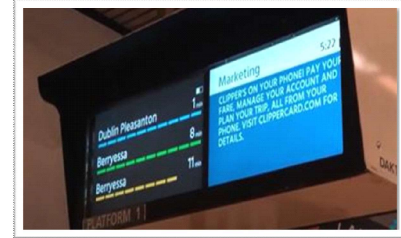
Activities

FY26 Q3 Accomplishments: None
 FY26 Q4 Planned Activity: Continue working on cost sharing agreement between SFMTA/BART

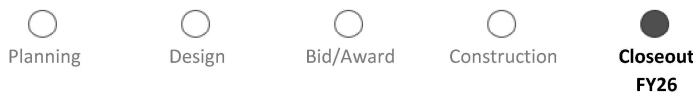


Project Summary

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



Project Phase and Upcoming Milestones



- Increases Service Reliability
- Enhances Safety and Security

Challenges

None

Activities

FY26 Q3 Accomplishments: Continued with project closeout
 FY26 Q4 Planned Activity: Complete project closeout

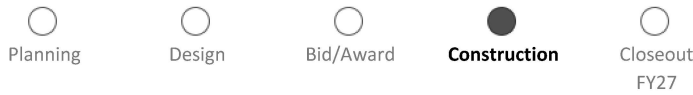


Project Summary

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



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

Challenges

None

Activities

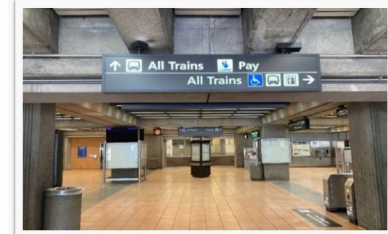
FY26 Q3 Accomplishments: Completed Canopy 4 & 22 head beam fix; commenced design for fall protection enhancement

FY26 Q4 Planned Activity: Complete improvement of fall protection and manual grille operation, & punch list work to issue substantial completion

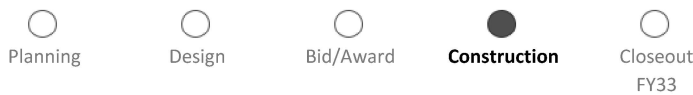


Project Summary

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



Ph 4.1: Award Contract and Issue NTP FY27 Q1

- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

None

Activities

FY26 Q3 Accomplishments: Continued with Contract closeout for Phase 4.0, Completed Bid Opening for phase 4.1

FY26 Q4 Planned Activity: Complete Closeout for Phase 4.0, Award Contract and issue NTP for Phase 4.1

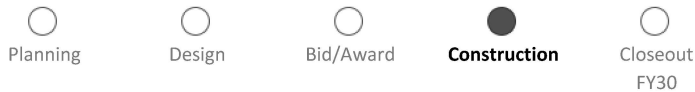


Project Summary

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



Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Factory fabrication of future units is progressing, with delivery schedules being actively coordinated to support upcoming installation activities

Activities

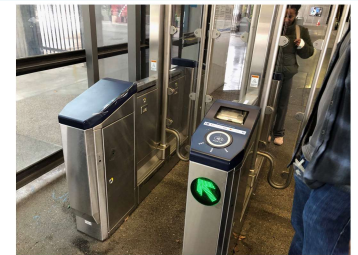
FY26 Q3 Accomplishments: Completed Construction of 3 Escalators (Embarcadero, Powell St. & Civic Center Stations)

FY26 Q4 Planned Activity: Completion of construction of Escalator at Civic Center Station

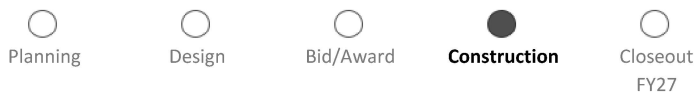


Project Summary

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



Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

None

Activities

FY26 Q3 Accomplishments: None

FY26 Q4 Planned Activity: Complete procurement of additional test TR4 for Fare Gates and Ticket Vending Machine (TVM), upon approval of scope change

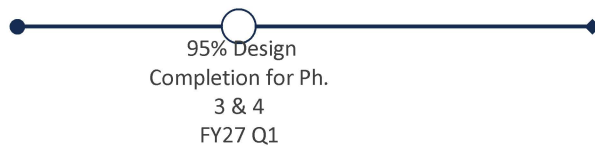
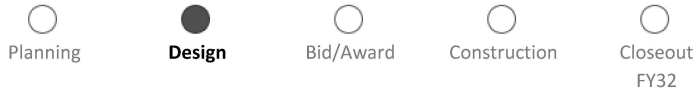


Project Summary

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



Improve Accessibility



Improves Patron Experience



Increases Service Reliability

Challenges

Additional projects are given to our department to work on at the same time.

Activities

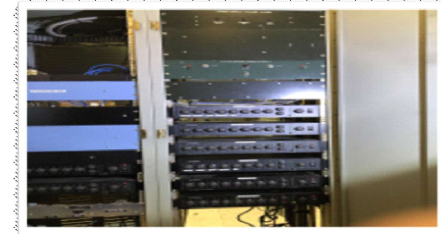
FY26 Q3 Accomplishments: Advanced project development through completion of the 40% design phase

FY26 Q4 Planned Activity: Advance design development to reach the 50% completion phase

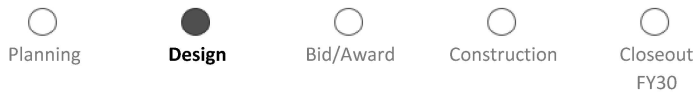


Project Summary

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



Increases Service Reliability



Enhances Safety and Security



Promotes Sustainability

Challenges

Project team continues to work collaboratively with labor representatives to minimize potential impacts to the project schedule

Activities

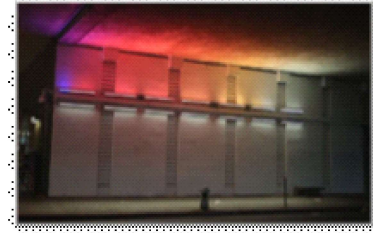
FY26 Q3 Accomplishments: Addressed 100% Final Redesign comments and prepared for submittal to Procurement for advertising

FY26 Q4 Planned Activity: Submit final IFB design package

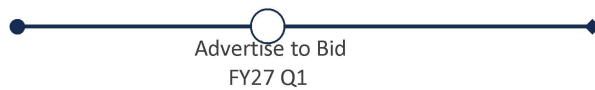
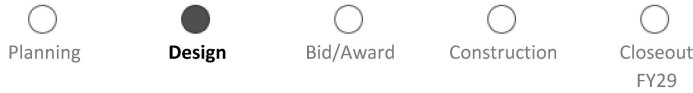


Project Summary

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



Challenges

No active Project Specific Maintenance Agreement (PSMA) between Caltrans and the City of Oakland; encroachment permit pending PSMA execution (6–10 months lead time)

Activities

FY26 Q3 Accomplishments: Advanced interagency coordination efforts, with Caltrans initiating preparation of the PSMA and the City of Oakland and BART commencing development of the MOU

FY26 Q4 Planned Activity: Advance procurement activities through preparation of the bid package

- Enhances Safety and Security
- Improve Accessibility
- Improves Patron Experience

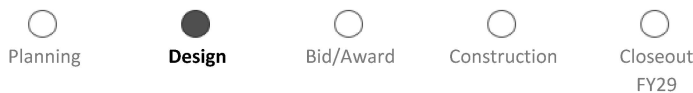


Project Summary

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



Project Phase and Upcoming Milestones



Challenges

None

Activities

FY26 Q3 Accomplishments: Completed final review of the Coliseum Elevator Project design documents, with the designer addressing all comments documented in the CRF

FY26 Q4 Planned Activity: Finalize Issue for Bid (IFB) package

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

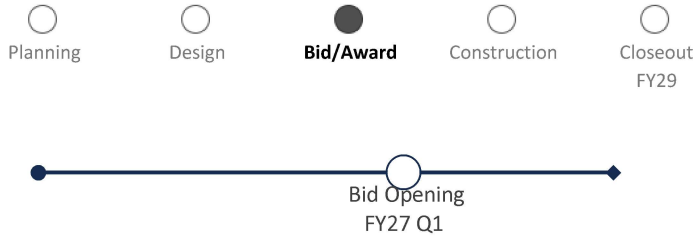


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

None

Activities

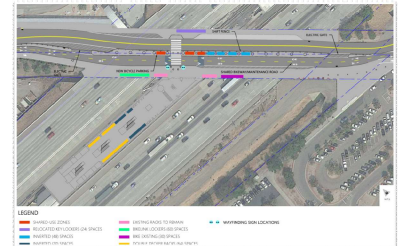
FY26 Q3 Accomplishments: Finalized Issue for Bid (IFB) package

FY26 Q4 Planned Activity: Advertise Contract



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



- Enhances Safety and Security
- Promotes Sustainability
- Improve Accessibility

Challenges

Coordination and timely acquisition of required Right-of-Way (ROW) from Alameda County to support project delivery.

Activities

FY26 Q3 Accomplishments: Successfully reinitiated design closeout activities, advancing resolution of review comments, while maintaining ongoing coordination with Alameda County to support Right-of-Way acquisition efforts

FY26 Q4 Planned Activity: IFB Design package completion

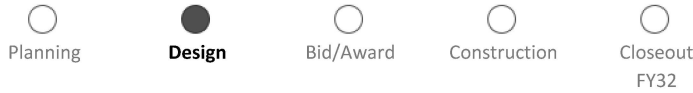


Project Summary

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



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

Challenges

None

Activities

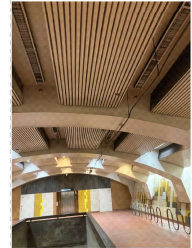
FY26 Q3 Accomplishments: Completed 95% design and initiated development of the 100% design phase

FY26 Q4 Planned Activity: Perform development of the 100% design phase

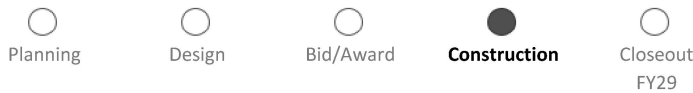


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security

Challenges

None

Activities

FY26 Q3 Accomplishments: Delivered major project milestones with Montgomery, Civic Center, 16th Street/Mission, and 24th Street/Mission stations fully completed, and Embarcadero Station reaching 99% completion

FY26 Q4 Planned Activity: Achieve Substantial Completion at Embarcadero Station

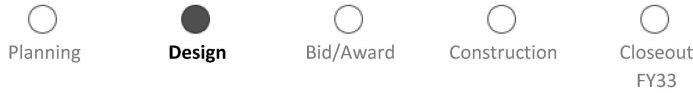


Project Summary

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



- Increases Service Reliability
- Improve Accessibility
- Improves Patron Experience

Challenges

None

Activities

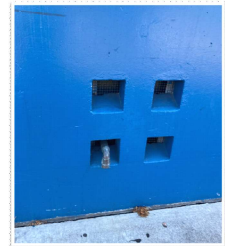
FY26 Q3 Accomplishments: Received and initiated review of the 65% design package from Engineer of Record

FY26 Q4 Planned Activity: Complete review and issue comments on the 65% design package from Engineer of Record

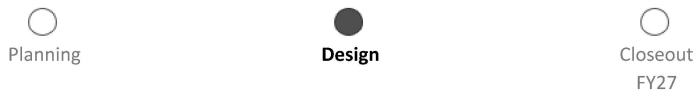


Project Summary

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



- Promotes Sustainability

Challenges

Identify funding opportunities to advance from Design to Construction phase

Activities

FY26 Q3 Accomplishments: Finalized the Conceptual Engineering Report (CER) and submitted it for stakeholder concurrence and approval signatures

FY26 Q4 Planned Activity: Continue with Stakeholder review for final design

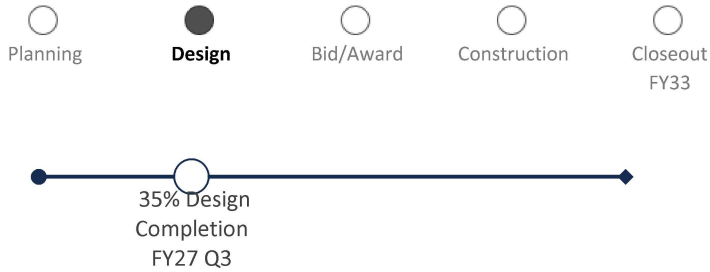


Project Summary

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



Challenges

Develop funding strategy to address current funding shortfall

Activities

FY26 Q3 Accomplishments: Finalized the Conceptual Engineering Report (CER) and submitted it for stakeholder concurrence and approval signatures

FY26 Q4 Planned Activity: Continue with onboarding a design consultant to initiate design activities



Increases Service Reliability



Enhances Safety and Security



Promotes Sustainability

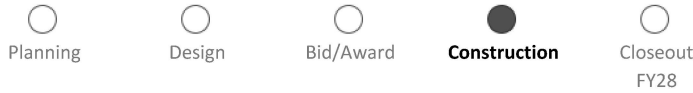


Project Summary

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



Increases Service Reliability



Enhances Safety and Security



Improve Accessibility

Challenges

Project progression is dependent on resource availability amid district-wide prioritization of capital initiatives

Activities

FY26 Q3 Accomplishments: Commissioning of Harman Street Vent Structure (HSS)

FY26 Q4 Planned Activity: Complete design for Tabforan Vent Structure (TAS)

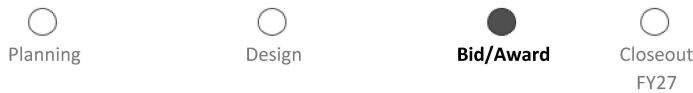


Project Summary

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



Project Closeout
FY27 Q2



Increases Service Reliability



Enhances Safety and Security



Promotes Sustainability

Challenges

None

Activities

FY26 Q3 Accomplishments: Reviewed unsuccessful initial bid with stakeholder and decided to closeout the project

FY26 Q4 Planned Activity: Initiate Project Closeout

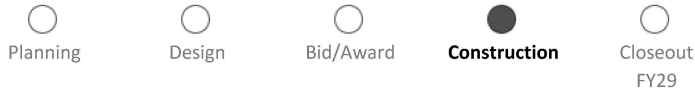


Project Summary

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



Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Project progression is dependent on resource availability amid district-wide prioritization of capital initiatives

Activities

FY26 Q3 Accomplishments: Commissioning of Union City UPS

FY26 Q4 Planned Activity: Work with the manufacturer to resolve UPS deficiencies, complete R50 UPS bypass at El Cerrito Del Norte, and support commissioning of C80, C70, and L18 UPS systems

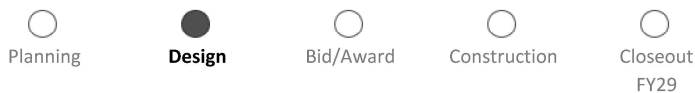


Project Summary

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



Commence Installation of Parking Garage
FY27 Q1

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability

Challenges

Stakeholder review and concurrence required to approve Scope Change Request to add four parking garages to the existing project scope

Activities

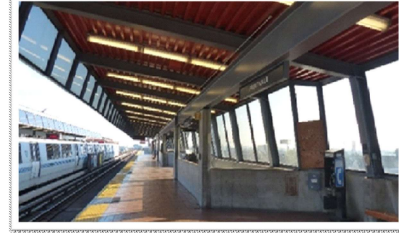
FY26 Q3 Accomplishments: Submitted scope change request to add 4 parking garages

FY26 Q4 Planned Activity: Commence construction at Hayward Station Parking Garage

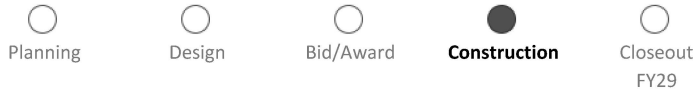


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

Field installation issues are being addressed with the contractor to maintain project progress

Activities

FY26 Q3 Accomplishments: Completed Walnut Creek (C40) Cutover to new Fire Alarm System
FY26 Q4 Planned Activity: Complete San Leandro Station Cutover to new Fire Alarm System

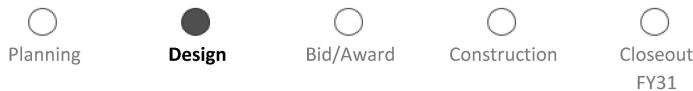


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

System Deployment without interruption to operations

Activities

FY26 Q3 Accomplishments: Completed 95% design milestone and finalized associated deliverables
FY26 Q4 Planned Activity: Initiate stakeholder review of in-house design and complete advancement to 95% design

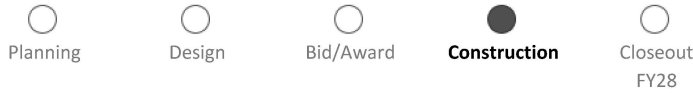


Project Summary

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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

Competing district priorities and restricted access to electrical rooms are constraining project execution

Activities

FY26 Q3 Accomplishments: Advanced Phase 3 field investigation/assessment for M, K, W, and Y Lines

 FY26 Q4 Planned Activity: Complete Phase 2 arc flash labeling and continue Phase 3 assessments and system modeling for M and K Lines

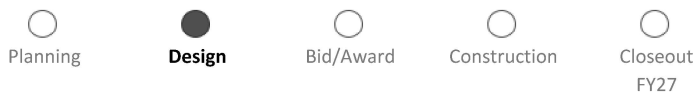


Project Summary

The survey 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



- Increases Service Reliability
- Enhances Safety and Security
- Promotes Sustainability

Challenges

Project progression is dependent on resource availability amid district-wide prioritization of capital initiatives

Activities

FY26 Q3 Accomplishments: Completed A-Line Mapping Set (interlockings only)

 FY26 Q4 Planned Activity: Develop and finalize consultant engineering work plan, scope of work, and independent cost estimate

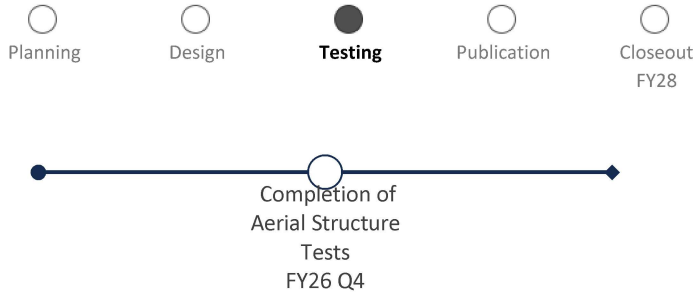


Project Summary

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



Challenges

None

Activities

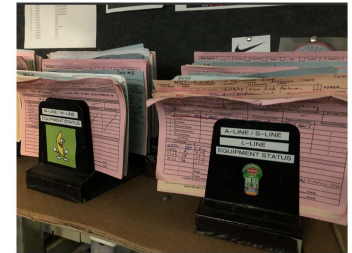
FY26 Q3 Accomplishments: Progressed on Aerial Structure Shake Table test
FY26 Q4 Planned Activity: Complete Aerial Structure Shake Table Test

- Increases Service Reliability (Wrench icon)
- Enhances Safety and Security (Warning sign icon)
- Improves Patron Experience (Star icon)

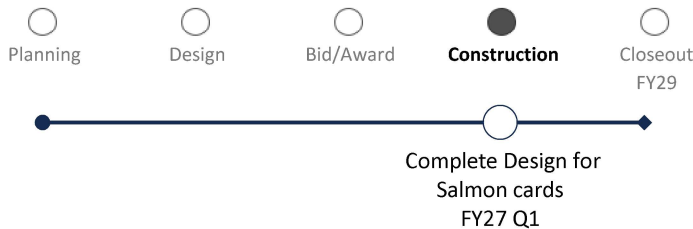


Project Summary

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



Challenges

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

Activities

FY26 Q3 Accomplishments: Completed HMI Ignition demo & 55% design for Salmon Cards; initiated procurement of license for Splunk Migration
FY26 Q4 Planned Activity: Continue working on completion of design for Salmon Cards

- Increases Service Reliability (Wrench icon)
- Manage Demand (Refresh icon)
- Improve Accessibility (Person with wheelchair icon)

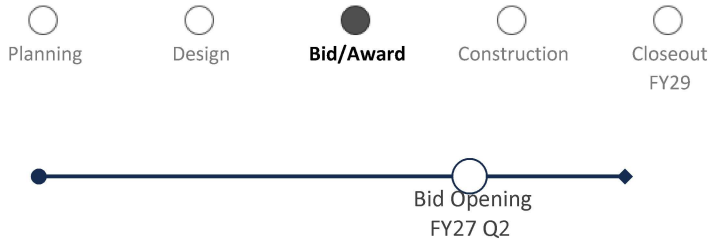


Project Summary

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



Challenges

New generator installation across the street is generating noise impacts affecting adjacent residents and community members

Activities

FY26 Q3 Accomplishments: Commence onboarding of Subject Matter Expert consultant to perform Noise Analysis study and Mitigation measures

FY26 Q4 Planned Activity: Advance onboarding of Subject Matter Expert consultant to perform Noise Analysis study and Mitigation measures

Increases Service Reliability

Enhances Safety and Security

Promotes Sustainability