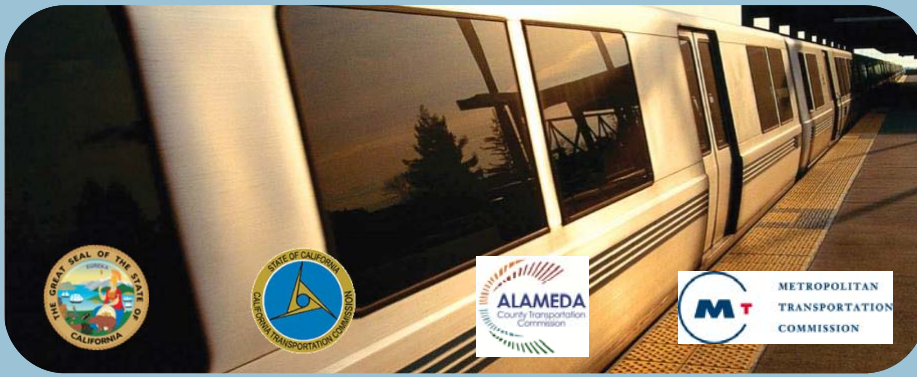


Alameda County Transportation Commission
Citizens Watchdog Committee
January 12, 2015



BART Project Status Report

State of Good Repair, OAC & WSX



BART Project Status Report Agenda



- 1) BART Risk-Based Asset Management Planning
- 2) Oakland Airport Connector
- 3) Warm Springs Extension
- 4) Q & A



San Francisco BART Risk-Based Asset Management Planning

S.F. BART - Asset Management Program

2013/14

Bay Area Rapid Transit: Strategy Dashboard

MISSION

Provide safe, clean, reliable and customer-friendly regional public transit service that increases mobility and accessibility, strengthens community and economic prosperity and helps preserve the Bay Area's environment.

SERVICE AIMS

- A Quality Customer Experience
- A Mission & Value-Driven Workforce
- A Stable, Sustainable System.

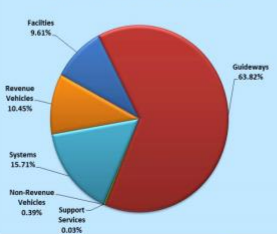
BART IS A HIGH-QUALITY TRANSIT SERVICE THAT SUPPORTS A SUSTAINABLE REGION



ASSET MANAGEMENT PLANS



BART Assets Current Asset Value \$21.18BN



Jeff Roorda and Associates: DRAFT SAL1 V13 131219

KEY STRATEGIC RISKS

- **Age & Condition of Infrastructure**—BART has old infrastructure. Over \$6.5 Billion of BART assets are in poor / very poor condition. This represents 30 % of BART's asset value and this will grow to an estimated 40% over the next 10 years if current funding levels are not changed.
- **Loss of skilled people**—The demographic profile of BART corresponds to the national workforce and many skilled and experienced people could leave BART over the next 10 years. When combined with the rapidly aging infrastructure, this represents a critical risk. This risk can be managed by effective governance and communication.
- **Increased customer ridership is placing increasing strain on the system**—Increasing ridership is placing growing strain on the aging system. BART is unlikely to be able to maintain the current high performance targets during the SBSD project and the tradeoff between achievable targets, available resources and acceptable risk will require very high levels of asset-management and governance.

MANAGING RISK

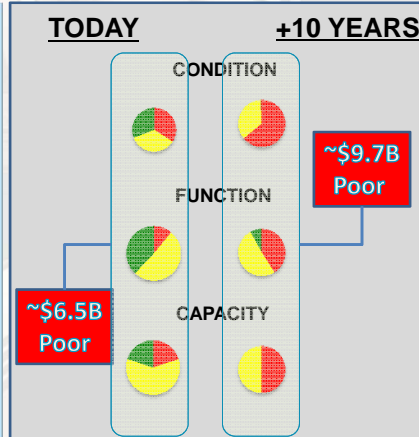
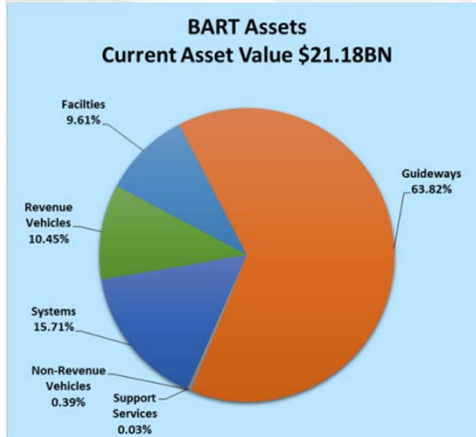
- Move rapidly to high maturity in asset and risk management.
- Implement the Asset Management Strategy to renew infrastructure and Risk Management Plan to manage transition until funding is available.
- Capture current expert knowledge in the asset and risk management plans.
- Provide resources to build capacity and implement risk management plan actions.
- Implement governance and communication processes to manage risk.
- Implement a value for money program to assist in finding funding savings for additional risk management expenditure.
- Invest in capacity building (Cars and Stations).
- Phase and implement a communication and engagement strategy.
- Reset performance targets during the transition period.
- Build project management and delivery capacity to be ready for major capital renewal program on an in-service system.



Projected Weekday Ridership



Where we are, Where we are Headed



S.F. BART - Asset Management Program

BAY AREA RAPID TRANSIT: Strategy Dashboard

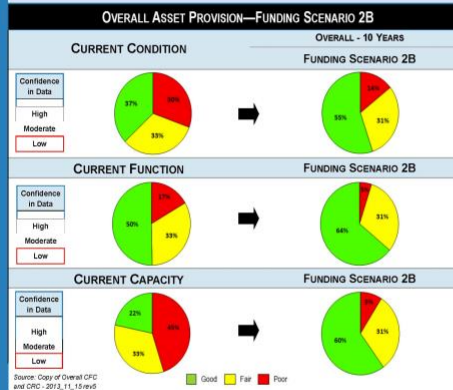


FUNDING SCENARIO 2B— DEFERRED RENEWAL (FUNDED)

Scenario 2B is the preferred strategy. Service levels will improve, however the renewal of all assets in poor condition is likely to take from 2018 to 2028. The projections for 2023 show ongoing renewal need.

RISK PROFILE—VERY HIGH UNTIL 2015, HIGH IN 2016-17

Scenario 2B shows the deferral of unfunded renewals for the first 4 years. This will lead to an increase in operations and maintenance requirements to manage the risks associated with the deferral of renewals. This amounts to \$61M over 4 years. This scenario shows a capital investment of \$3.65B in 2018 to 2023 to fund the deferred renewals. This is a low to moderate confidence estimate and will be reviewed in 2014 to include a 20 year estimate to renew all poor condition assets if that is needed. For all scenarios, the very high risk profile in 2014/15 needs to be managed by rapidly increasing risk and asset management capability within BART. This program commenced in 2012 and advanced level is achievable by end 2013.



SUMMARY OF ASSET COSTS - FUNDING GAP, \$3.65BN RENEWAL PROGRAM

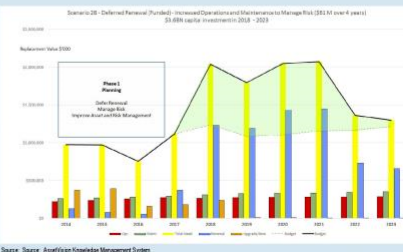
TOTAL 10 YEAR GAP: ESTIMATED FUNDING SHORTFALL BASED ON 10 YEARS UNDER FUNDING SCENARIO 2B

\$0M
\$0M

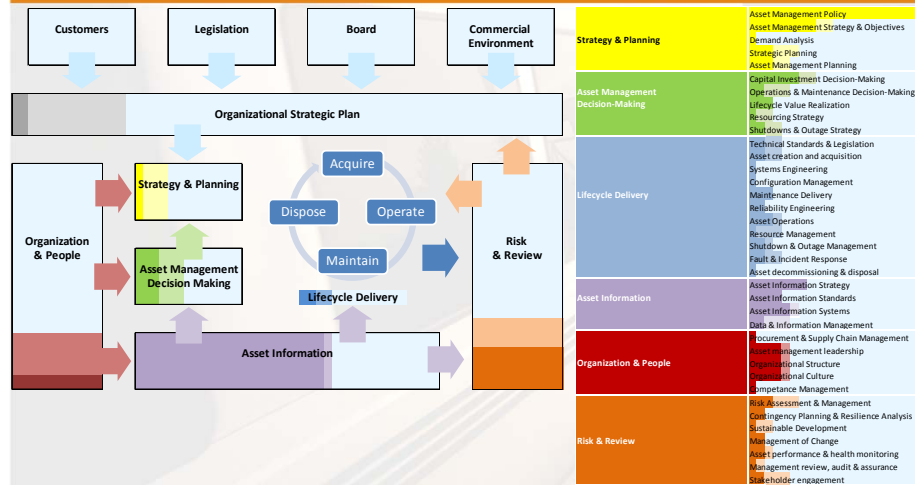
TOTAL 4 YEAR GAP: ESTIMATED FUNDING SHORTFALL BASED ON 4 YEARS UNDER FUNDING SCENARIO 2B

10 Year Projected Operating & Capital Expenditure

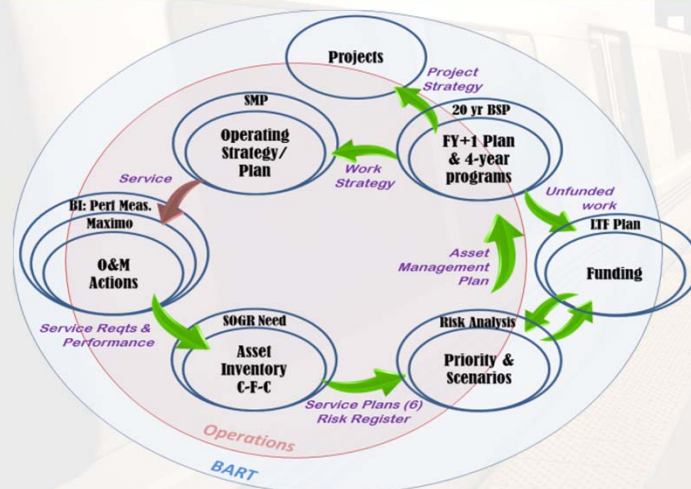
Shaded Area is \$3.65 BN additional capital investment



Asset Management Process



Asset Management Process



Planned for CY2015



- Improve risk definitions, priorities and mitigations
- Inform FY16 budget with list of “highest risks”
- Develop knowledge management
- Develop outage and access strategies
- Develop a workforce plan
- Work towards ISO 55000 certification

S.F. BART - Asset Management Program



BART to Oakland International Airport Project Report



Overview



1. Project Progress
2. Disadvantaged Business Enterprise
3. Local Hiring
4. Questions & Answers

Project Progress



- CPUC Certification Granted
- System Demonstration Completed Nov 20
- Substantial Completion November 21st
- Begin Operation November 22nd
- Final Completion Project Closeout June/July
- Ridership up 30% over AirBART Bus

Opening Celebration



BART to Oakland International Airport

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New Service



BART to OAK Airport Schedule

	5am-6am	6am-8am	8am-8pm	8pm-10pm	10pm-midnight
Weekdays	Every 20 minutes	Every 10 minutes	Every 5 minutes	Every 10 minutes	Every 20 minutes
Saturdays	Saturday service starts at 6am	Every 10 minutes	Every 5 minutes	Every 10 minutes	Every 20 minutes
Sundays & Holidays	Sunday service starts at 8am		Every 5 minutes	Every 10 minutes	Every 20 minutes

BART to Oakland International Airport

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Project Budget Review



Description	Budget at Award (Nov 1, 2010)	Invoiced to Date (Jul 31, 2014)	Estimated Cost to Complete	Forecast at Completion
FEIR, PE & Pre Utility relocations	20.1	20.1	0.0	20.1
ROW	12.1	12.5	0.1	12.6
Insurance	9.9	10.3	0.1	10.4
BART Contract Oversight	37.1	38.1	4.0	42.1
DB Construction Contract	361.0	357.3	3.8	361.0
Contract Changes	**2.9	14.6	3.2	17.8
Construction Contingency	33.0	0.0	13.6	13.6
Finance Expense	8.0	0.4	6.1	6.5
Subtotal	484.1	453.2	30.9	484.1

**\$2.88M Inflationary Price Adjustment approved by the Board prior to NTP

BART to Oakland International Airport

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Disadvantaged Business Enterprise (DBE) Utilization



Flatiron/Parsons JV - DBE Payment Summary

Source: DBE Payment Reports through 11/15/14

CATEGORY OF WORK	DBE COMMITMENT	ACTUAL PAID	% PAID
CATEGORY I:			
Design and Professional Services	\$7,633,000	\$9,269,828	121%
		14 DBEs Paid	
CATEGORY II:			
Construction and Trucking	\$31,169,000	\$38,742,032	124%
		35 DBEs Paid	
TOTAL DBE Commitment and Participation	\$38,802,000	\$48,011,860	125%
		49 DBEs Paid	

BART to Oakland International Airport

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Local Hiring Program



Flatiron / Parsons JV – Labor Report

Source: Elation System – Certified Payroll Reports through 11/30/14

Project Stabilization Agreement (PSA) Goals	PSA Goal (% of Total Labor Hours)	Contractor Performance 11/02/10 - 11/30/14	Number of on-site Workers
All Labor = 728,260.15 Hours			1909
Local Area Residents - BART Counties + San Mateo	50%	70.4%	1153
Project Local Impact Area - City of Oakland	25%	26.8%	326
Project Area Residents			201
Apprentice Labor (% of total labor hours)	20%	19.3%	
Local Area Residents	100%	89.1%	
Project Local Impact Area - City of Oakland	50%	58.4%	

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Questions and Answers



Contact Information:

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Office 510 394-6173



BART to Oakland International Airport

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Warm Springs Extension (WSX)



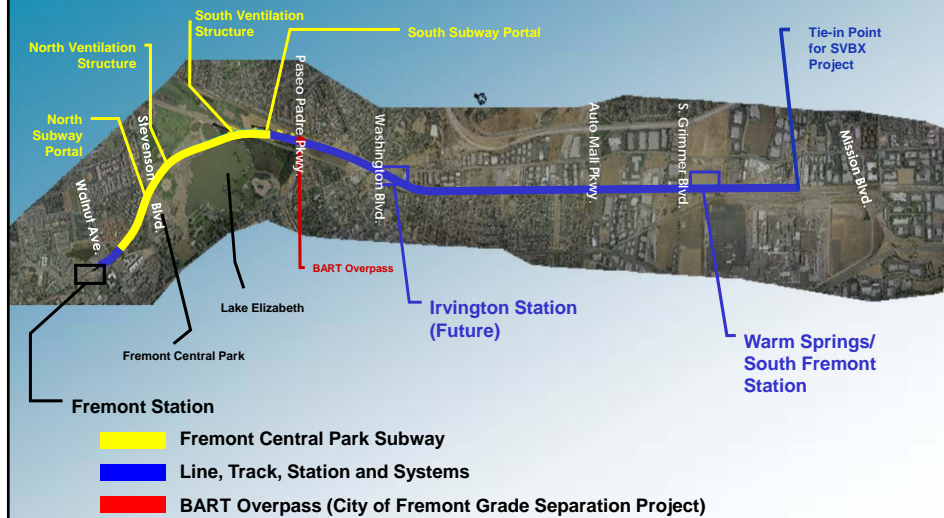
Warm Springs Extension (WSX) Overview



- 1) Scope
- 2) Schedule
- 3) Funding
- 4) BART Non-Discrimination Program
- 5) Progress Photos
- 6) Q & A



WSX Project Scope



WSX Key Milestones

Calendar Years: 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16

Measure B (Alameda County) &
Measure A (Santa Clara County) Approved

SEIR Approved

EIS Approved

Measure B (Santa Clara County) Approved

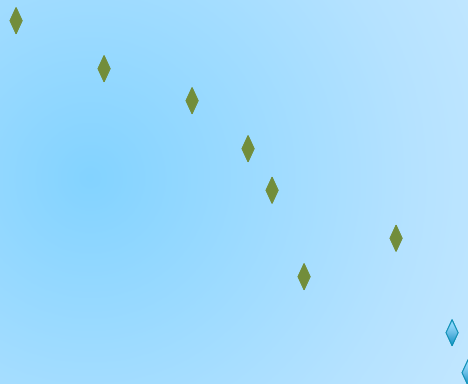
Begin Subway Procurement &
Construction

End Subway Construction

Begin LTSS DB Procurement &
Construction

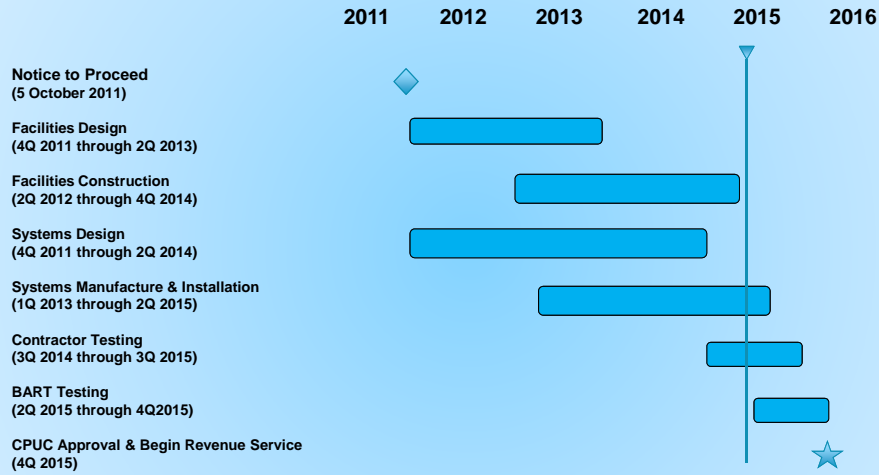
End LTSS DB Construction (Forecast)

Start of Revenue Service (Forecast)





WSX Design Build LTSS Construction Schedule*



*Calendar Years

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WSX Project Funding

Current Funding	Amount (Millions)
Alameda County 2000 Measure B Tier 1	\$215
State Traffic Congestion Relief Program (TCRP)	\$100
Regional Measure 1 Bridge Tolls	\$118
Alameda County Congestion Management Agency (CMA)	\$2
Proposition 1B 50% Revenue-Based (BART), 50% Population-Based (MTC)	\$40
Regional Measure 2 Bridge Tolls (Includes \$91M Dumbarton Swap)	\$176
Proposition 1B State Local Partnership Program (SLPP) (MTC \$40M, ACTIA \$36M, SCVTA \$16M)	\$92
BART Agency Contribution	\$24
Total Current Funding	\$767
Unfunded Program Reserve/Future Programming	
State Transportation Improvement Program (STIP)	\$69
San Francisco Airport Extension Surplus Revenues (\$27M MTC Advance, \$27M ACTIA/BART Advance)	\$54
Total Unfunded Program Reserve/Future Programming	\$123
Total Warm Springs Funding	\$890

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WSX Project Budget Status

(Thru November 30, 2014 in Millions)

Description	Current Project Budget	Expended ITD	Cost to Complete	Current Forecast
Conceptual Engineering/Environmental	\$9	\$9	\$0	\$9
Preliminary Engineering	\$28	\$28	\$0	\$28
Final Design	\$10	\$10	\$0	\$10
Construction*	\$607	\$417	\$186	\$603
Design Support During Construction (DSDC)*	\$29	\$25	\$8	\$33
ROW & Utility Agreements*	\$84	\$78	\$6	\$84
Total**	\$767	\$567	\$200	\$767

* Includes Contingency

** Does not include committed but unfunded project reserve of \$123M

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Measure B Funding Status

Budget Vs. Actual

Description	ACTIA/ ACTC Funds	Expended- To-Date	To Go
ROW and Utility Agreements	\$38	\$38	\$0M
Fremont Central Park Subway	\$61	\$56	\$5
Line, Track, Station and Systems	\$116	\$68	\$48
Total	\$215	\$162	\$53

(As of 11/30/2014 in Millions)

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WSX Non-Discrimination Program

Contract	Program	Availability Percentage	Contractor Commitment	Contractor Achievement
Subway Contract (Construction Complete)	MBE	21%	24%	24%
	WBE	6%	7%	7%
LTSS Contract (To Date) Design	MBE	16%	16%	29%
	WBE	20%	21%	14%
Construction	MBE	23%	24%	17%
	WBE	12%	12%	12%
Materials	MBE	10%	11%	5%
	WBE	12%	12%	19%

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WSX Subway Work 2011





WSX Subway Work 2012



WSX Subway Work 2012

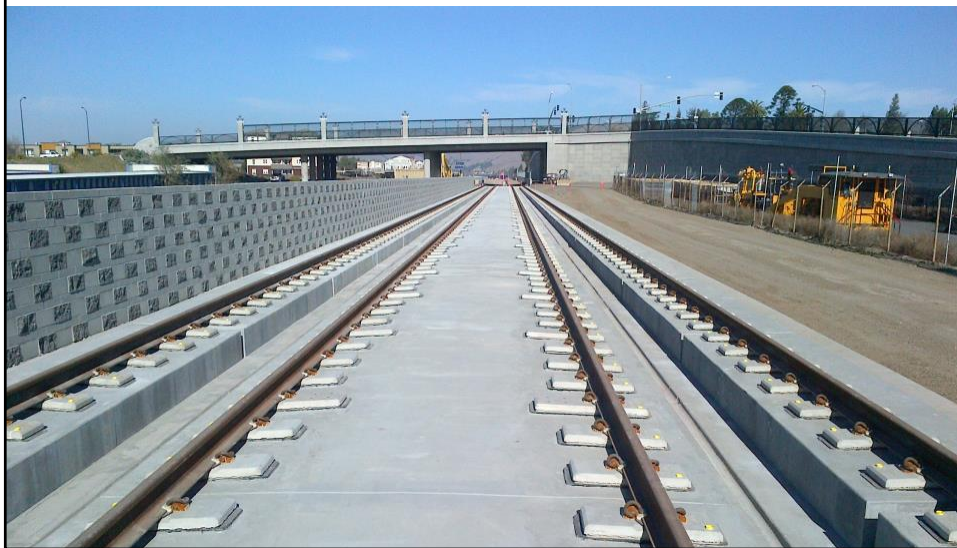




WSX LTSS Work 2014



WSX LTSS Work 2014





WSX LTSS Work 2014



WSX LTSS Work 2014





WSX LTSS Work 2014



WSX Warm Springs / South Fremont Station Simulation





Q & A



- ▼ **Project Website – Including Station Construction Webcams**

www.bart.gov/wsx

- ▼ **Sign Up for Project Updates**

bartwarmspringsextension@bart.gov

- ▼ **Information Line**

510-476-3900

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