



MEASURE RR BOND  
OVERSIGHT COMMITTEE  
**ANNUAL REPORT**

JUNE 2023



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Dear Bay Area residents:

It's a pleasure to present you with the independent Measure RR Bond Oversight Committee's sixth annual report. Thank you for your interest in BART's efforts to rebuild its core infrastructure. Measure RR was approved in November 2016 by more than two-thirds of voters in the three Bay Area counties that comprise the BART District (Alameda, Contra Costa, and San Francisco). Measure RR raises \$3.5 billion to replace essential infrastructure components that in some cases are more than 50 years old.

The independent Bond Oversight Committee is comprised of volunteers with expertise in engineering, finance, project management, and other relevant fields. The committee has unrestricted access to BART documents and receives regular updates from staff on the progress of RR-funded projects. BART staff has been highly responsive to requests from the committee and has worked to provide all committee members with relevant information and the context necessary to measure progress. This consistent information sharing is essential as the committee works to meet its charge of ensuring BART is spending bond revenues in a manner consistent with what was promised to voters.

This year's report updates the progress of Measure RR construction projects and the impact the work is having on the rider experience. This is especially important for BART as it emerges from the impacts of the pandemic and tries to attract riders back to the system with the promise of more reliable service.

The Bond Oversight Committee wants to hear from riders and taxpayers. The committee holds quarterly public meetings. In 2023 the committee is going back to in-person meetings that members of the public can participate in either in person or via videoconference. You can learn more about upcoming meetings at the committee's website [www.bart.gov/bondoversight](http://www.bart.gov/bondoversight). We will publish annual reports throughout the lifetime of Measure RR.

Sincerely,

Michael R. McGill

RR Bond Oversight Committee Chairperson

Professional Engineer, Institute of Electrical and Electronic Engineers (IEEE) seat

#### **OTHER COMMITTEE MEMBERS**

Full biographies and photographs at [www.bart.gov](http://www.bart.gov)

**MARIAN BREITBART**, Budgeting & Financial Management Seat

**VINIT SHRAWAGI**, Accounting Seat

**DAREN GEE**, Civil Engineering Seat

**CATHERINE NEWMAN**, League of Women Voters Seat

**CINDY ROSENTHAL**, League of Women Voters Seat

**SONJA STEWART**, Project Management Institute Seat

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# EXECUTIVE SUMMARY

The work of rebuilding the backbone of BART is moving forward as the Measure RR program enters its seventh full year of existence. It's the responsibility of the independent Bond Oversight Committee (BOC) to evaluate the RR program with an emphasis on overseeing cost effectiveness, quality, and the timeliness of work completion. This is the sixth annual Measure RR report from the BOC.

The importance of the work being done through the RR rebuilding program has never been clearer as BART continues its efforts to bring riders back to the system. BART ridership remains well below pre-pandemic levels. A key factor in getting more people in the Bay Area to ride BART is to revitalize the system's core infrastructure so it can support a more reliable and safe service that provides a compelling alternative to driving.

This report examines BART's rebuilding efforts in the following major project categories: Renew Track, Renew Power Infrastructure, Repair Tunnels and Structures, Renew Mechanical Infrastructure, Renew Stations, Train Control Modernization, Relieve Crowding, and Access Improvements. In this year's annual report the BOC examines the progress of work, whether BART is meeting the expectations of the public, and the impact rebuilding efforts are having on the rider experience.

Through March 2023, \$1.57 billion of Measure RR funds were invested in rebuilding projects. There are now 152 projects that are in planning, design, construction, or have been completed. A total of 48 projects are complete, up from 36 when this committee issued its last annual report in 2022.

## **Significant accomplishments in the last year include:**

- The substantial completion of 34.5kV (kilovolt) traction power cable replacement work in downtown San Francisco.
- Completed trackway demolition and restoration for the Transbay Tube retrofit.
- Station modernization projects completed at Powell Street Station in downtown San Francisco and 19th Street Station in downtown Oakland.
- The number of service delays due to rail-related issues dropped from 417 in 2021 to 95 in 2022.
- Issuance of \$700 million in climate-certified Green Bonds to ensure uninterrupted funding of RR projects.

Measure RR is more than 6 years into its expected 20-year lifespan of work, yet 46% of all anticipated Measure RR work has already been completed. This is ahead of projections made by BART in 2016 when Measure RR was put before BART District voters in Alameda, Contra Costa, and San Francisco counties.

The BOC is actively monitoring several challenges that are beyond the control of BART but nevertheless have already impacted rebuilding work. In the last year BART has been confronted with supply chain issues that have resulted in delays in the arrival of needed materials. Unseasonably hot weather has caused construction delays as well as a derailment on the Yellow Line in Contra Costa County that required the redirection of workers and materials. Another concern is rising inflation that has led to increases in the costs of materials and labor. BART staff are continuing to provide updates to the BOC on how these emerging trends are impacting the Measure RR program.

The BOC believes BART is delivering rebuilding projects in a timely manner and that the work is improving the reliability and safety of the system. The BOC further believes BART is doing RR work in accordance with industry best practices. These conclusions are based on the BOC's review of projects and data presented by BART staff.



# ABOUT THE BOND OVERSIGHT COMMITTEE

The Independent Bond Oversight Committee (BOC) is responsible for providing diligent, and public oversight of the expenditure of funds from bond sales associated with Measure RR. The BOC is comprised of seven members who represent a diversity of expertise, geography, and demographic characteristics. All members of the BOC are unpaid volunteers.

The BOC assesses whether projects funded by Measure RR bond proceeds are completed in a timely, cost-effective, and high-quality manner consistent with the best interests of BART riders and District residents. The BOC publishes its findings in its annual report. This document is the sixth annual report from the BOC.

Organizations represented on the BOC include:

- The American Society of Civil Engineers, or its successor organization, is represented by one member who has expertise in civil engineering management and oversight.
- The Institute of Electrical and Electronic Engineers, or its successor organization, is represented by one member who has expertise in electrical engineering management and oversight.
- The American Institute of Certified Public Accountants, or its successor organization, is represented by one member who has expertise in audit or financial oversight.
- The Association for Budgeting & Financial Management section of the American Society for Public Administration, or its successor organization, is represented by one member who has expertise in municipal finance.
- The Project Management Institute, or its successor organization, is represented by one member who has expertise in project management.
- The League of Women Voters, Bay Area, or its successor organization or chapter, is represented by two members.

In addition to reviewing BART documents and receiving briefings from BART staff, BOC members also tour sites of Measure RR projects. Members of the committee in May 2022 visited where workers were replacing an interlocking (a key section of railway that allows trains to safely move from line to line) between the South Hayward and Union City stations. Such visits allow committee members to see RR work firsthand, ask frontline staff questions, and gain a better understanding of the complexities of BART's rebuilding projects.

Members serve two-year terms and are eligible to serve up to a total of six years. Members of the BOC are appointed by the BART Board of Directors. You can find the full text of the duties and responsibilities of the BOC in Section 11 of the resolution that established the committee. It's available at [www.bart.gov/about/bod/advisory/bond](http://www.bart.gov/about/bod/advisory/bond).



**Michael R. McGill**  
Chairperson of the Committee  
American Institute of Electrical  
Engineers Seat



**Catherine Newman**  
Vice Chairperson of the  
Committee League of Women  
Voters of the Bay Area Seat



**Marian Breitbart**  
Association of Budgeting &  
Financial Management Seat



**Vinit Shrawagi**  
American Institute of Certified  
Public Accountants Seat



**Cindy Rosenthal**  
League of Women Voters  
of the Bay Area Seat



**Daren Gee**  
Civil Engineering Management  
and Oversight Seat



**Sonja Stewart**  
Project Management  
Institute Seat

# THE STORY OF MEASURE RR

BART District voters approved Measure RR in the November 2016 election. But the story of how Measure RR came to be goes back to 2014. That's when BART staff began the public conversation about the critical need to rebuild the backbone of the system. Despite employing the best preventative maintenance practices for decades, the critical assets that allowed BART to operate were deteriorating from nearly 50 years of heavy use. Rail, track switches, electrical power cables, coverboards, and many more components were poised to reach the end of their design lives within the coming 10 years.

BART leaders decided to turn to voters for support in keeping the Bay Area's critical transportation system operating and moving BART into a state of good repair. BART's Office of External Affairs organized more than 200 meetings starting back in 2014. The Better BART education campaign included meetings with community groups, business organizations, advocacy groups, and elected officials.

The Better BART Bond Community Stakeholder Committee was formed in 2015 by community leaders and various organizations. Bike East Bay, Self-Help for the Elderly, East Bay Leadership Council, San Francisco Bicycle Coalition, Metropolitan Transportation Commission, United Seniors of Oakland and Alameda County, Transform, Sierra Club, SPUR, Bay Area Council, League of Women Voters of the Bay Area, and Genesis all had seats at the table to ensure the bond measure reflected the interests and needs of the District's many communities.

In November 2016 more than 70% of voters in the BART District (Alameda, Contra Costa, and San Francisco counties) cast ballots in favor of Measure RR. The bond measure easily exceeded the two-thirds support requirement to become law.



Assistant Chief Maintenance Officer David Scherer (right) provides a project overview for committee members Sonja Stewart and Daren Gee.

# PAST ACCOMPLISHMENTS 2016-2022

2016

- Voters passed Measure RR

2017

- Established a Bond Oversight Committee
- Underwriting Pool Request for Proposals
- Board approved Underwriting Pool
- Presentation to Rating Agencies
- Bond Pricing
- Planning Track Program
- A15 Track Interlock replaced in Oakland

2018

- M03 Track Interlock replaced in Oakland
- Issued \$300 million in green bonds that qualify for climate friendly projects
- Conducted extensive outreach with small businesses

2019

- \$96.5 million contract awarded to replace more than 40 aging escalators in SF
- Completed platform edge rehabilitation at MacArthur and Rockridge stations
- Construction underway on El Cerrito del Norte -Ohlone Greenway
- Construction underway on West Side Pedestrian Bridge at Warm Springs Station
- Awarded 8 General Engineering Service contracts totaling \$320 million

2020

- Reprofiled 149 miles of track
- 23 track switches replaced at junctures in the system
- Replaced 6 miles of 34.5kV cable in Oakland and SF
- Replaced 118 cross passage doors and 2 lower gallery doors in the Transbay Tube

2021

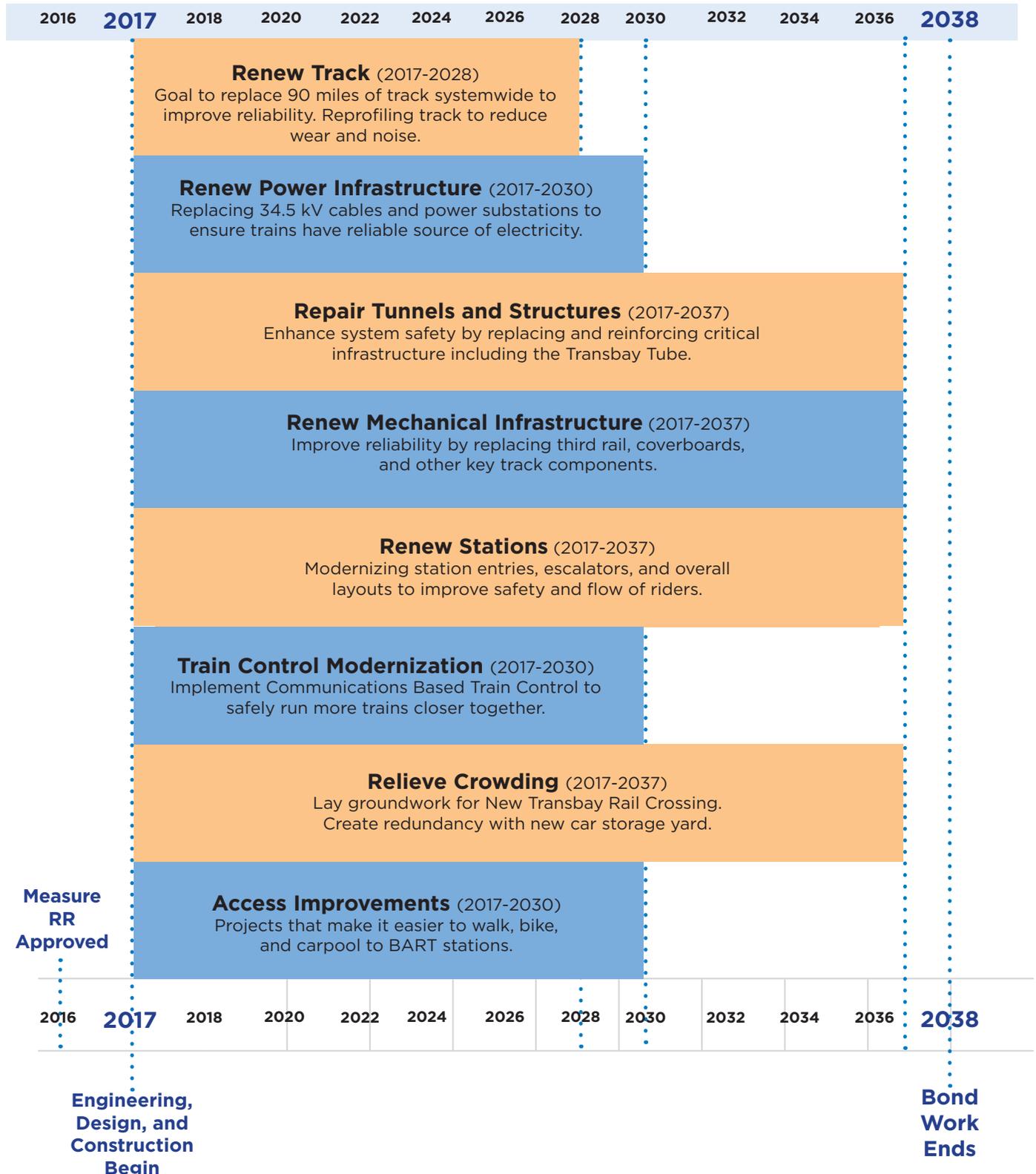
- 34 miles of worn rail replaced
- Replaced 27 miles of 34.5kV electrical cable
- Upgraded platform edges at 7 stations
- Replaced 58 miles of third rail coverboards
- Completed 4 major Station Modernization and Station Access projects

2022

- Substantial completion of 34.5kV cable replacement in downtown San Francisco
- Completed trackway demolition and restoration for Transbay Tube retrofit
- Completed station modernization projects at Powell Street and 19th Street
- Opened Warm Springs Pedestrian Bridge
- Issued \$700 million in climate-friendly green bonds.

# THE LIFE SPAN OF MEASURE RR

Measure RR work is organized in to these eight major project areas.



# EQUITY AND RR

Communities thrive when everyone has access to robust public transportation. BART aims to provide an equitable delivery of transit services, create a workplace free of discrimination, ensure those who do business with the District are treated fairly, and that riders and community members have equal access to our system. BART is working to incorporate equity into all aspects of its operations including infrastructure decision-making.

The focus on equity is an essential component of the Measure RR rebuilding program as it influences the decision-making process for the advancement of rebuilding projects. It requires that planners look at the community impacts of the work such as noise, lights, reduced access, and delays and compare them with the anticipated benefits including increased reliability, quieter trains, and less of a need for work in the same area for decades to come.

There is a process for assessing projects based on our criteria/parameters such as: safety, security, operation reliability, and compliance. As part of the Measure RR supported Station Access program, several projects are underway to make it easier for riders and disabled communities to access the BART system.

Wayfinding improvements will include fabrication and installation of illuminated wayfinding signs, custom display cases, station identification pylons, kiosks and real-time displays at 14 stations in Alameda and San Francisco counties. Wayfinding, directional, and transit information will be improved by replacing existing signs with new versions to provide consistent and understandable information by reducing written messages and using more pictograms, graphic symbols and operator logos. 19th Street Station accessibility improvements, and public address system improvements districtwide, are all geared towards expanding safe access to BART stations. Work is underway on the Balboa Park Station Plaza, which will include a new passenger loading zone. The project will provide a fully compliant accessible path between the street elevator and the new passenger loading zone by adding an ADA (Americans with Disability Act) ramp along a portion of the Geneva Avenue sidewalk. BART is also using RR funds to improve access for the blind at 11 stations. This work includes installing new cane detection devices at the concourse levels of the stations, installing detectable warning tiles at curb ramps, and making handrail adjustments to comply with ADA requirements.



# ADVANCING SUSTAINABILITY

The Bond Oversight Committee has a mandate to ensure Measure RR work measures up to BART's sustainability standards. BART's commitment to sustainability is advanced by providing safe, affordable, equitable, and environmentally friendly transit to move people to jobs, recreation, and services. BART riders get the equivalent of 50.9 miles per gallon as the system is twice as efficient compared with a typical car driven alone. BART is also working towards getting 100% of its power from zero-carbon sources by 2035.

Measure RR is helping BART live up to its sustainability goals. Projects that make BART easier to use for more people help the Bay Area be less dependent on cars. Recent examples of RR-funded projects benefiting the local environment include:

- The 19th Street Station Modernization Project has several features that boost sustainability, including a reconfigured concourse that improves access for all riders. The updated station also now includes multiple improvements to encourage more bicyclists to use BART. Bike stair channels make it easier for bicyclists to navigate station entrances and once they're inside the station additional bike parking is available. Station modernization projects also typically include upgrades to LED lighting, which not only improve the brightness of the station but help to reduce BART's energy consumption.
- Phase 1 of the Walnut Creek Transit-Oriented Development project includes improved connection to N. California Street to enhance station access. Additional improvements were made to the pedestrian path leading from the station towards downtown by removing bus windscreens that were no longer needed when the new bus area was completed.



The newly reconfigured concourse at 19th Street Station in downtown Oakland.

# MONITORING PUBLIC IMPACTS OF LARGE PROJECTS

The Bond Oversight Committee has a mandate to monitor the public impacts of large construction projects. This includes delays for riders and how construction is seen and heard in neighborhoods around work sites. The committee also examines efforts by BART to inform the public about the impacts of large construction projects.

BART crews in 2022 continued their efforts to rebuild a major section of trackway between the South Hayward and Union City stations in southern Alameda County. This extensive work included the replacement of an interlocking, a large and critical track component that allows trains to safely move from line to line. Crews also advanced preliminary work to create a new storage facility at the Hayward Maintenance Complex for hundreds of Fleet of the Future cars. From April into September BART closed the trackway between the two stations on 10 nonconsecutive weekends. That meant riders traveling in the area had to exit trains and board a free bus shuttle service provided by AC Transit. Typical delays for riders using the bus bridge ranged from 20 to 25 minutes.

Informing the public about this work was the responsibility of BART's External Affairs Department. Communications, Marketing, and Government and Community Relations teams worked together to reach a variety of audiences in multiple languages about the project. Public outreach began months before the first shutdown weekend in April and continued throughout the duration of the project. Key messages communicated to the public included the track shutdown schedule, bus bridge details, anticipated delay lengths, benefits of the work, and neighborhood impacts.

An online passenger bulletin for the project was posted and highlighted on [bart.gov](http://bart.gov). It included links to a Frequently Asked Questions (FAQ) page and a fact sheet for the project. A news release was sent to a list of more than 300 reporters and news outlets. Multiple posts were made on Twitter and Facebook for each shutdown weekend. Emails and text alerts were sent each weekend to BART news subscribers who signed up for updates at impacted stations.

Government and Community Relations staff provided briefings for BART Directors who represent the station areas impacted by the project. Direct mailers were sent to residents and businesses along the construction corridor. Mailers were translated into multiple languages and provided contact information for questions or complaints. Project briefings were offered to local elected officials. Outreach was conducted with neighborhood stakeholder groups including Hayward Rotary, San Leandro Chamber of Commerce, and the Hayward-South Alameda County NAACP.

Targeted marketing campaigns were launched two days before each shutdown and ran through each weekend. Ads targeted everyone in the impacted areas as well as people searching/discussing travel-related keywords. Ads appeared on Twitter, Facebook, Instagram, and Google and were available via all mobile and tabletop devices. Media buys for this project included ads in ethnic print publications in Spanish, Mandarin, Cantonese, Korean, and Vietnamese.

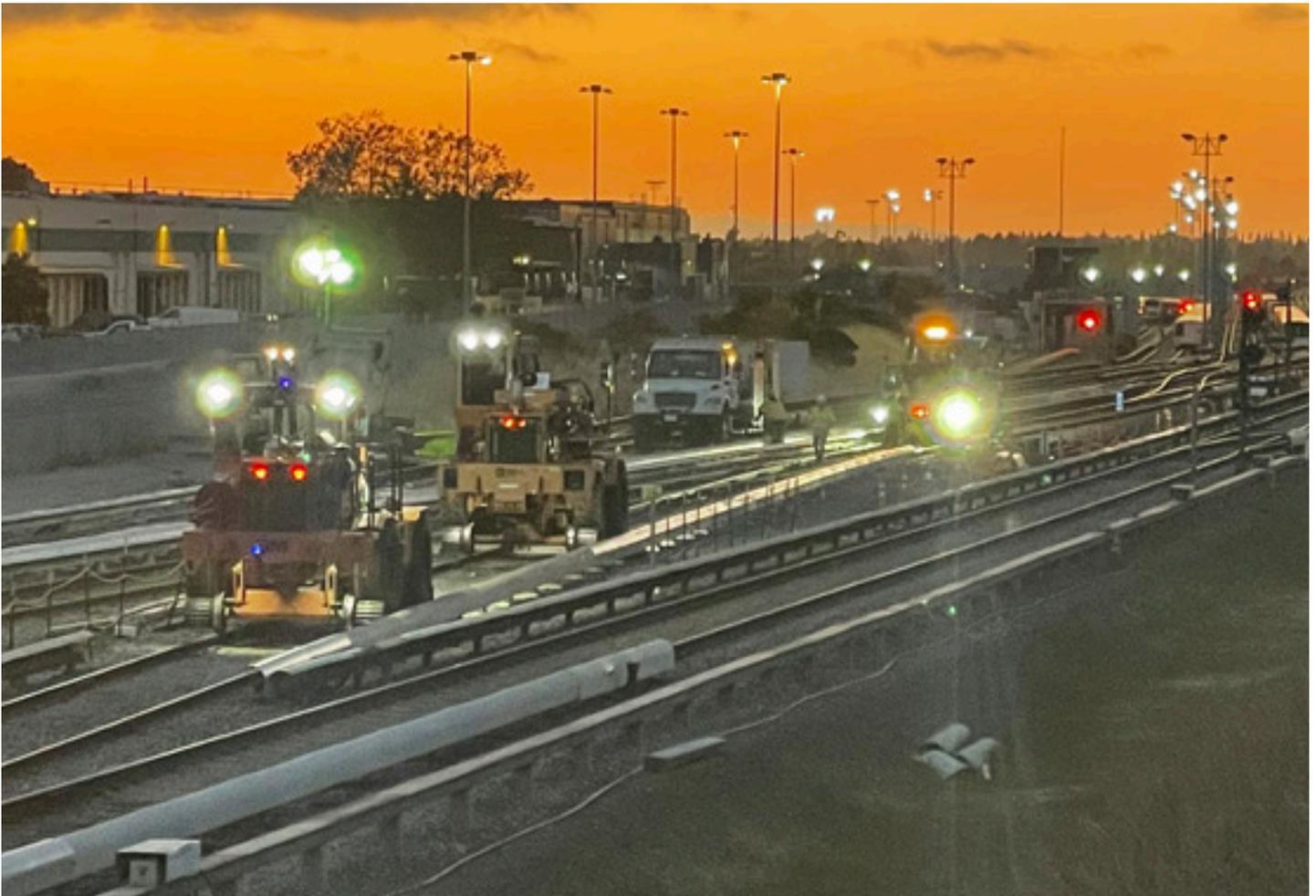
There were also outreach activities within the BART system itself. Public address announcements about the project were made in English, Spanish, and Chinese. Systemwide messages were displayed on digital platform signs. Posters with project information and the bus bridge map were placed in impacted and adjacent stations.

# FUTURE TRACK SHUTDOWNS

BART's track shutdowns in early 2023 focused on the Yellow Line in Alameda and Contra Costa counties. Workers replaced more than 7,000 feet of track and performed other maintenance work during Presidents' Day weekend in February between Rockridge and Lafayette stations. That work shut down the Orinda Station and required riders in the area to take a free shuttle bus between Rockridge and Lafayette stations to continue their trips. Delays were about 30 minutes. Then in April through June BART began work on five nonconsecutive weekends on an interlocking replacement project between Rockridge and Orinda stations. That work also required free shuttle bus service between the two impacted stations and resulted in delays of up to 30 minutes.

Starting in August 2023 BART planned to replace an interlocking between Union City and Fremont stations. The work was scheduled to take place on six nonconsecutive weekends through November with anticipated delays of 30 minutes. Riders would have to ride a free shuttle bus to continue their trips between Union City and Warm Springs stations.

In early 2024 BART plans to perform major track repairs between Richmond and El Cerrito del Norte stations. That work is scheduled to happen on five nonconsecutive weekends from January through March. Then later in 2024 BART hopes to replace an interlocking between 19th Street and MacArthur stations. That work is tentatively scheduled to occur on nine nonconsecutive weekends from May to November. Riders who wish to travel between 19th Street and MacArthur on work weekends will have to take a free bus shuttle service.



# RACE TO RESTORE THE RED LINE

Some of the oldest traction power cables in the entire BART system run along 10 miles of track in the East Bay on the system's Red Line, which provides service from Richmond to Millbrae. Those aging 34.5 kV (kilovolt) cables have been in place since BART began service in the early 1970s. On two separate occasions in 2022 the Red Line experienced cable faults that had major impacts on service. A cable fault in early March between the El Cerrito del Norte and Ashby stations temporarily shut down Red Line service for two weeks and limited service on the line until May 4. A similar cable fault near Richmond Station in June impacted Red Line service for five days. In both situations, restoring Red Line service required coordination among multiple departments at BART. The Structures group mounted the supports; Electrical spliced the cable; Engineering devised the plans; and Construction and Maintenance were put it into action, among others. The restoration work was funded by Measure RR. BART and DMZ, a BART contractor, worked 12-hour shifts night and day to identify the location of the initial problem in March and fix it. The repair effort required two months of nonstop labor and ingenuity.

The line from Richmond to MacArthur has two separate 34.5 kV cables that power the trains. In December one of the line's cables failed due to an insulation breakdown. Just three months later its second cable failed, forcing a temporary closure of the line. It was an unprecedented moment in BART history, and it spurred immediate action from nearly every corner of the agency.

The contracting team from DMZ worked on the line from one direction, while the BART team worked on the line from the other. The two groups met in the middle – just outside of BART's El Cerrito del Norte Station.

BART crews are now tasked with replacing the entirety of the Red Line's cables. Measure RR-funded power cable replacements are well underway in San Francisco as well as Alameda and Contra Costa counties. BART was working to replace the near-end-of-life power cables with modern fiber optic cable throughout the system before the failure. Work to replace this section of cable had been scheduled to begin March 10, 2022, but the cable fault happened four days earlier.

The new fiber optic cables help BART get data from the field as they contain fibers for traction power and relay protection. The cables are also able to send information to the Operation Control Center. Because the cables are made of ethylene propylene rubber (EPR), they are easier to splice when problems along the line arise. BART is also installing isolation disconnect switches (IDS) to reduce the



risk of fire, and caging the cable in fiberglass, which is lighter and not conductive of electricity, unlike the steel pipe that is currently in use.

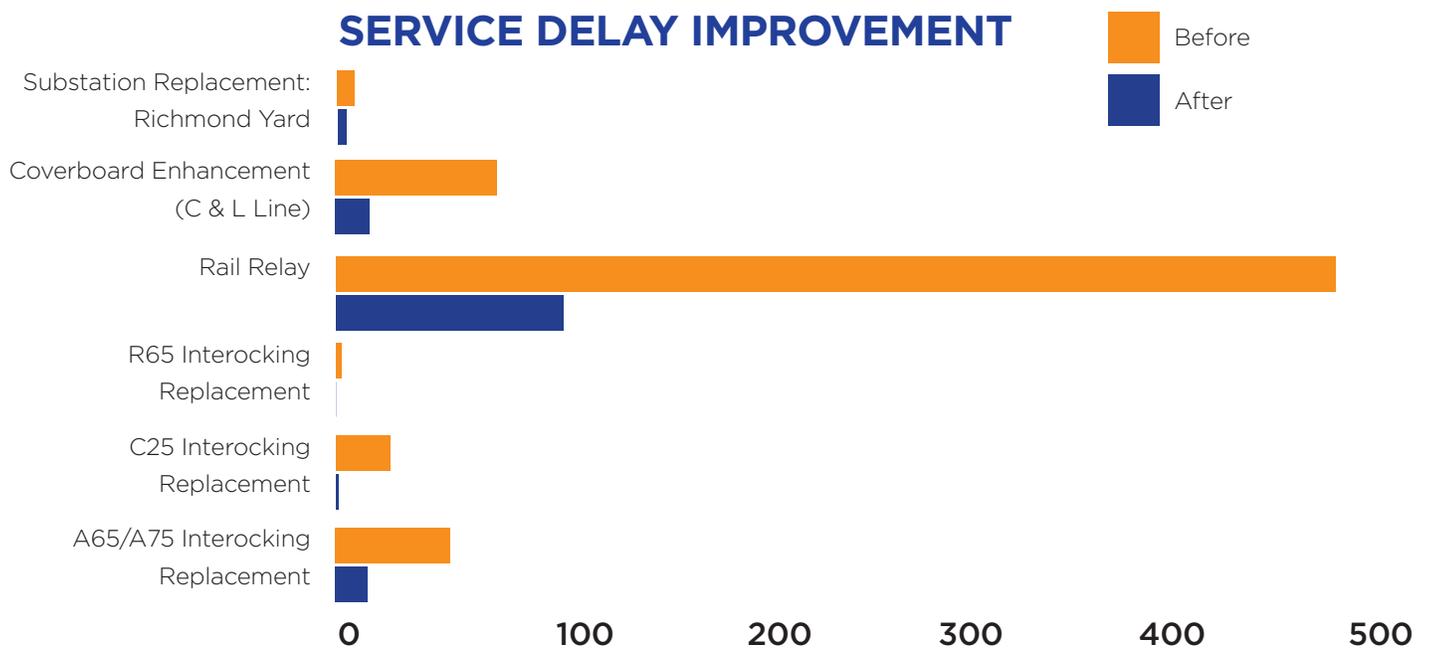
The District also has a system called predictive remote monitoring that observes current voltage on batteries along the lines. If the voltage fluxes consistently, it will fail within a few weeks.

In about 40 days BART and DMZ replaced approximately 3,000 feet of cable. Engineers estimate that replacing the entire Red Line cabling will take up to three years.

## RR IMPROVING BART SERVICE

The Bond Oversight Committee believes BART District voters sent a clear message when more than two-thirds of them supported Measure RR in 2016. They passed RR because they want more reliable BART service and an important way to deliver it is to rebuild the system’s core aging infrastructure. Riders are now experiencing the benefits of Measure RR funded projects as more work happens across the system.

At the top of the list is the impact of rail replacement or as it’s known in the industry rail relay. BART has been working to replace aging rail across the system. In 2022 the number of service delays due to rail-related issues dropped to 95 from 417 in the previous year. BART has also been working to replace aging coverboards along the Yellow Line in Contra Costa County and the Blue Line in Alameda County. Coverboards protect the electrified third rail. Those efforts reduced coverboard related delays on those two lines from 63 in 2021 to only 14 last year. The chart below shows before and after service delay improvements related to multiple projects funded by Measure RR including several interlocking revitalization projects as well as the replacement of an electrical substation at the Richmond Yard.



# MAJOR PROJECTS: RENEW TRACK

BART's efforts to renew track are having a direct impact on the rider experience through enhanced reliability as well as providing a smoother and quieter trip. A total of 20 projects have been launched in the Renew Track category. That includes 9 that have been completed and 8 that are currently under construction.

Over the lifetime of RR BART has replaced 44 miles of worn rail across the system. BART has replaced 50 track switches. These track switches are the main components of interlockings, which are the sections of the track system that make it possible for a train to move safely from line to line.

One of the highlights for the Renew Track category in the last year has been the substantial completion of BART's rail reprofiling program. Rail grinding has been employed by BART across all of its lines to improve the interaction between the track and rail. Since 2016 BART has been slightly changing the surface of the wheels so trains can ride more quietly on the track. The other half of that equation has been efforts to smooth out rails to address corrugation, which is the presence of visible ruts in the rail that can create more noise. BART has two rail grinders that will continue to operate to maintain this improved experience for riders.

Workers have been busy in southern Alameda County for the last two years working on the replacement of an interlocking between the South Hayward and Union City stations. The interlocking is a key part of the track system that allows trains to safely move from line to line. In the last year BART achieved substantial completion of this project. The work included a series of shutdowns on non-consecutive weekends in 2021 and 2022 to complete. On those weekends riders in the work area had to get off their train and board a bus to continue their journeys.

Measure RR dedicates a total of \$625 million toward renewing track. Through March 2023 \$373.6 million in RR funding has been invested in track renewal projects. 68% of planned work has been completed in the Renew Track project category. The completed work has a value of \$427.46 million.



# Active Projects Completed or Under Construction

Status as of 03/09/2023



# MAJOR PROJECTS: RENEW POWER INFRASTRUCTURE

2022 included a flurry of activity to replace aging power equipment across the BART system. In many cases the 34.5kV (kilovolt) cables being replaced had been relied upon to provide traction power to trains for decades and had long since outlived their design life. Replacing these cables enhances the reliability of the BART system for riders. In the lifetime of RR crews have replaced 61 miles of traction power cable including 15 miles in 2022. A total of 29 projects have been initiated in this project category with 17 in construction and 4 completed.

BART in 2022 completed the M Line 34.5kV Cable Replacement Project a year ahead of schedule. This work focused on replacing approximately 7 miles of traction power cabling through downtown San Francisco. BART completed much of this work on Sundays by reducing service through various stretches of San Francisco to only one track. Using only one track for service created enough space for workers to safely replace the aging cable. This effort was advanced at a time when BART ridership was low due to the impacts of the pandemic so fewer riders would be negatively impacted by delays. The completion of this project ahead of schedule is an encouraging sign for future cable work. Near term cable replacement work is focused on the Red Line near Richmond where workers had to respond in March 2022 to an emergency fault in the system. You can read more about that work on page 12 of this report.

In 2022 BART installed a new power substation at Civic Center Station in downtown San Francisco. New substations are an essential part of the Transbay Corridor Core Capacity Program, which will eventually increase BART's capacity to run additional trains and offer more frequent service. Five new substations will be added to the BART system as part of the program at Civic Center, Montgomery Street, MacArthur, Concord, and Richmond stations.

Measure RR dedicates a total of \$1.225 billion towards the renewal of BART's power infrastructure. Through March 2023 \$617.9 million in RR funding has been invested in power infrastructure projects. The completed work has a value of \$718.58 million. 59% of planned work has been completed in the Renew Power Infrastructure project category.

**Boxes weighing up to 37,000 pounds containing transformers and other equipment were lifted by a crane into Civic Center Station.**



## Active Projects Completed or Under Construction

*Status as of 03/09/2023*



# MAJOR PROJECTS: REPAIR TUNNELS AND STRUCTURES

Projects in the Repair Tunnels and Structures category often focus on life-safety priorities for everyone who rides or works in the BART system. This includes ensuring the Transbay Tube is prepared for the next big earthquake. A total of 26 projects have been launched under the Repair Tunnels and Structures category including 8 that have been completed and 8 more that are currently under construction.

In the last year work has been completed on the trackway demolition and restoration for the Transbay Tube Retrofit Project. This is an important milestone for the project, which aims to ensure the Tube can withstand a major earthquake.

Construction has been completed in Alameda County on new aerial fall protection structures and catwalks to enhance safety for BART employees. This work happened along the Orange and Green lines in locations where the BART tracks are supported by elevated structures. Workers installed 86,863 linear feet of aerial fall protection.

BART installed 9,800 feet of physical safety barriers and 17 swing gates systemwide. Workers also replaced the platform edge tiles at 9 stations which included the installation of 27,000 square feet of detectable tiles to make it easier for those with limited sight to discern the edges of the station platforms.

The Slope Stabilization Project is meant to ensure BART tracks are not vulnerable to mudslides by repairing eroding slopes below bridge structures and repairing damaged abutment joints below bridges. The project is also an example of how BART is leveraging RR to attract other funds. BART applied for California Office of Emergency Services grants of \$2.3 million to cover 40% of the estimated project cost. The CalOES funds had specific requirements to spend the money on a state schedule. To ensure BART met the RR program schedule the project was split into separate packages, one that relied on RR funds only and other packages that contained mixed funds. The package that relied on RR funds only was focused on the most critical locations so funding constraints would not cause delays. For mixed funds packages, BART used RR funding to complete design and matching funds to complete construction.

Measure RR dedicates a total of \$570 million toward the repair of tunnels and structures. Through March 2023 \$222.0 million in RR funding has been invested in tunnels and structures projects. The completed work has a value of \$224.05 million. 41% of planned work has been completed in the Repair Tunnels and Structures project category.



# Active Projects Completed or Under Construction

Status as of 03/09/2023



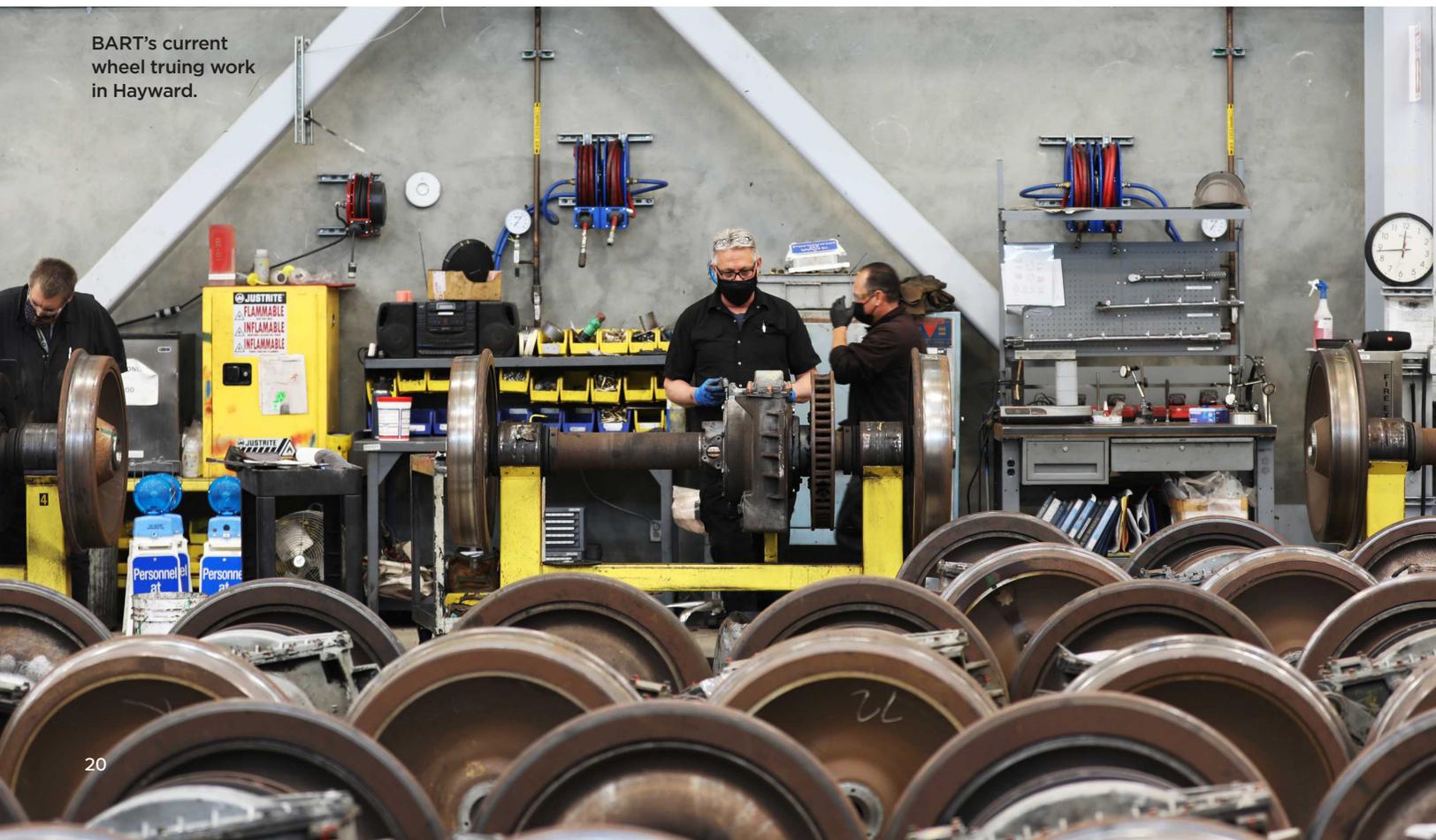
# MAJOR PROJECTS: RENEW MECHANICAL INFRASTRUCTURE

Work in the Renew Mechanical category focuses on core infrastructure needs such as fire safety systems and replacing Heating, Ventilation, and Air Conditioning (HVAC) units. A total of 26 projects have been initiated in this program category including 11 that have been completed and 4 that are in the construction phase. 6 projects in this category have been completed since the previous RR Annual Report.

Recently completed work includes the installation of new fire hoses and piping at various locations, new fire services put in place at the Orinda Yard and Oakland Shops facilities, and a project to improve fire protection in BART's main computer room. BART has also completed design for HVAC replacement at yard control towers and started construction on fire services at the Hayward Yard. In the near-term BART hopes to procure a new wheel truing machine for the Concord Yard. The truing machine will allow workers in Concord to better address issues with train car wheels. This will be a boost for the rider experience as it will give BART staff greater flexibility in responding to wheel issues and hasten the return of cars to service.

Measure RR dedicates a total of \$135 million toward renewing mechanical support structures. Through March 2023 \$83.2 million in RR funding has been invested in renewing BART's mechanical infrastructure. The completed work has a value of \$86.51 million. 55% of planned work has been completed in the Renew Mechanical Infrastructure project category.

BART's current  
wheel truing work  
in Hayward.





# MAJOR PROJECTS: RENEW STATIONS

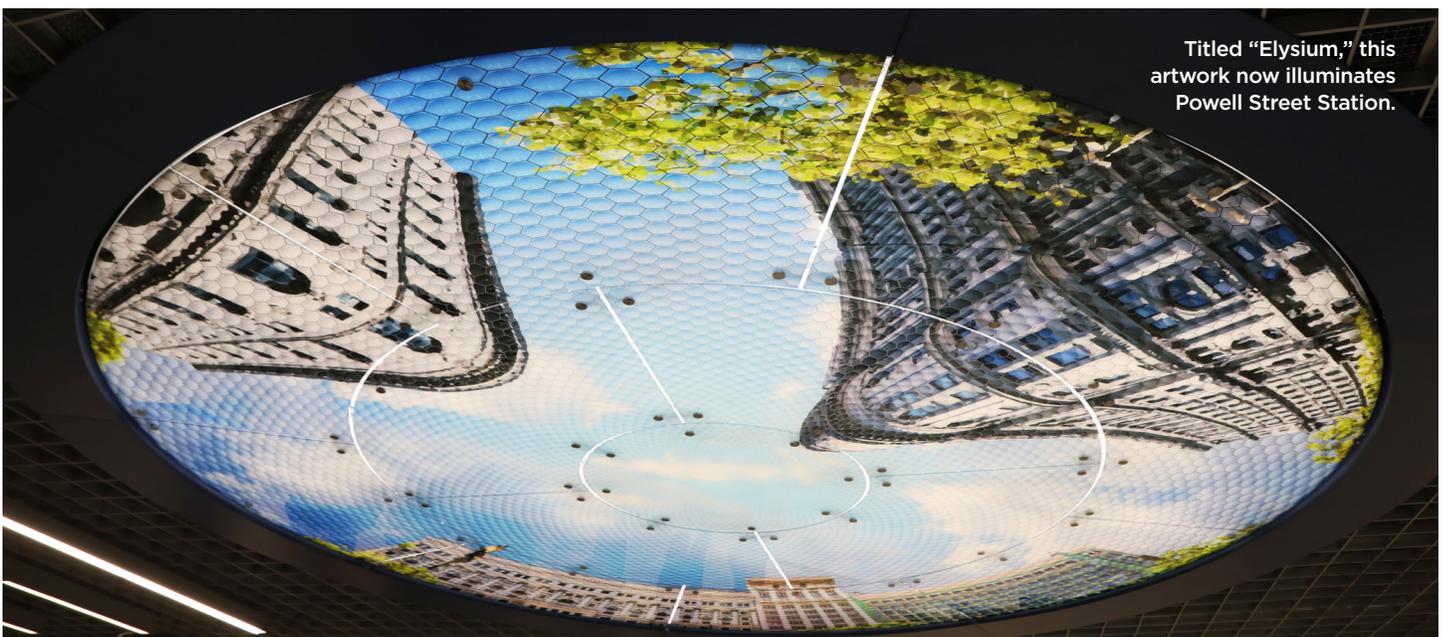
Projects in the Renew Stations category are likely the most visible to BART riders. That is especially true this year as BART has recently completed major renovations at two of its busiest stations: Powell Street Station in downtown San Francisco and 19th Street Station in downtown Oakland. A total of 8 projects have been initiated in this program category including 3 that have been completed and 4 that are in the construction phase.

BART officially unveiled the improved Powell Street Station in November 2022 at the start of the holiday shopping season when BART typically sees an increase in weekend riders at Powell. Among many updates, the station boasts reopened public restrooms, LED lighting, five-foot-tall glass fare barriers, a modern metallic grid ceiling, and a new external canopy. The modernization also includes the installation of new illuminated ceiling artwork titled “Elysium” by San Francisco artist Stephen Galloway.

BART held a ribbon cutting for the improvement at the 19th Street Station in January 2023. The project redesigned the concourse to merge three previously separate platform access points into one continuous paid area and eliminated hidden corners by using glass barriers instead of brick. Features include the repair of terrazzo flooring and ceramic wall tiles, a new north end elevator and the addition of bike channels. The project also involved the renovation and reopening of the public restrooms on the concourse level, a milestone marked in February 2023.

Work is progressing on other station improvements. This includes the completion of a new platform-level escalator at Embarcadero Station and the completion of the first four entrance canopies at the Embarcadero, Montgomery Street, Powell, and Civic Center stations in downtown San Francisco through the Market Street Entry Canopies Project.

Measure RR dedicates a total of \$210 million toward renewing stations. Through March 2023 \$69.0 million in RR funding has been invested in station renewal. The completed work has a value of \$74.12 million. 35% of planned work has been completed in the Renew Stations project category.



Titled “Elysium,” this artwork now illuminates Powell Street Station.

# Active Projects Completed or Under Construction

Status as of 03/09/2023



# MAJOR PROJECTS: TRAIN CONTROL MODERNIZATION

One of the most significant improvements for the rider experience will come when BART installs a new Communications Based Train Control (CBTC) system. CBTC is the next generation of train control that will take BART away from its current fixed-block signaling system, which requires that BART trains be separated by a certain length of block space in order to move forward. CBTC allows for real-time adjustments of speed and braking to allow for safe separation while trains travel closer together. This system in the future will make it possible for BART to run more trains and reduce wait times for riders. CBTC is part of BART's larger Transbay Corridor Core Capacity Program.

6 projects have been launched in this category including 5 that are in the construction stage. Initial work on the CBTC project has included beginning proof of concept installation at the Hayward Test Track. The test tracks allow BART a safe way to work on CBTC without impacting riders.

Measure RR dedicates a total of \$400 million toward the implementation of a new train control system. Through March 2023 \$49.2 million in RR funding has been invested in train control modernization. This is a decrease from \$61.6 million listed in last year's report. That change is due to BART transferring costs to spend down federal American Rescue Plan funds. The completed work has a value of \$48.11 million. 12% of planned work has been completed in the Train Control Modernization project category.





# MAJOR PROJECTS: RELIEVE CROWDING

Even with ridership relatively low due to the global pandemic, crowding still occurs in the system, especially during peak commute hours. As BART continues its efforts to encourage former riders to return to the system, Measure RR funding is being used to expand storage for new Fleet of the Future cars as well as continuing project outreach for a project that would create a new transbay rail crossing. There are 7 active projects in the Relieve Crowding category with 1 project completed and 2 under construction.

BART has completed design for the east storage yard at the Hayward Maintenance Complex (HMC). HMC will ensure BART's maintenance and repair capacity is sufficient to support the new railcar fleet. HMC will consist of the acquisition and improvement of four properties on the west side of the existing Hayward Yard for a larger primary repair shop, a new component repair shop, a vehicle overhaul shop, a new central parts warehouse, and a new maintenance and engineering repair shop. It will also include the construction of additional storage tracks for a maximum of 250 vehicles.

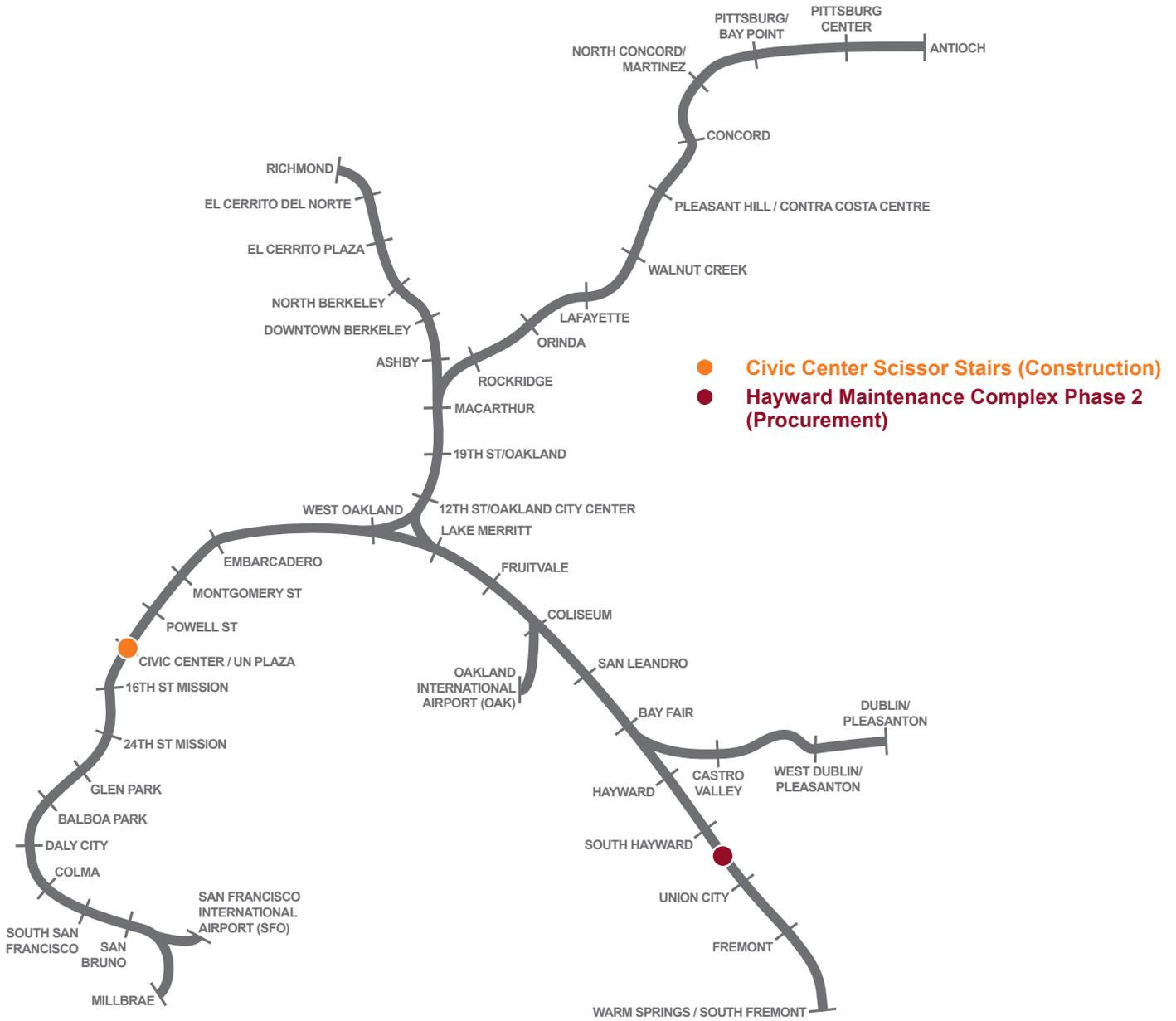
Public outreach for Link 21, the new transbay rail crossing project, is in its initial phase. Link 21 and its partner agencies aim to better connect BART and regional rail networks in Northern California, as envisioned by the California State Rail Plan. The program is working to identify projects that will improve the ability of riders to move around the 21-county Northern California megaregion by train. Public outreach at this stage includes gathering thoughts from riders and other stakeholders on initial concepts. Near term work will focus on developing a travel plan and land use model for the project.

Measure RR dedicates a total of \$200 million toward relieving crowding. Through March 2023 \$113.0 million in RR funding has been invested on crowding-related projects. The completed work has a value of \$121.77 million. 61% of planned work has been completed in the Relieve Crowding project category.

**Construction at the Hayward Maintenance Complex.**



## Active Projects Under Construction, Design or Planning Status as of 03/09/2023



# MAJOR PROJECTS: ACCESS IMPROVEMENTS

Measure RR is supporting projects that better connect BART with the communities it serves and ensure the system is as easy to use as possible for all riders. Station Access projects are a critical part of BART's focus on equity. These projects are opening up the system to disadvantaged communities and making BART more user friendly for stakeholders. There are currently 30 projects in the Station Access category including 11 that have been completed.

The Safe Routes to BART program is a first-of-its-kind community partnership initiative for the District that leverages RR money with local funding to support projects that improve access to the system. To participate in the program local projects must offer a minimum funding match of 30%. One of the projects supported by the initiative is now complete. In late 2022 work wrapped up on the Fifth Street Improvement Project in downtown San Francisco near the Powell Street Station. This project includes vehicle-lane reductions, new striping, signal timing changes, raised crosswalks, and more pedestrian-friendly upgrades.

For years many riders have complained they struggle to hear station announcements. BART is using RR funding to revamp its public address system. This year BART plans to award a contract to begin that work.

Encouraging people to get to BART by means other than driving alone is another priority. New bike racks completed in early 2023 at the 19th Street Station in downtown Oakland will make it easier for bicyclists to use BART.

Measure RR dedicates a total of \$135 million toward access improvements. Through March 2023 \$38.7 million in RR funding has been invested in access improvements. The completed work has a value of \$40.67 million. 30% of planned work has been completed in the Access Improvements project category.

**New bike rack at  
19th Street Station.**



## Active Projects Completed or Under Construction Status as of 03/09/2023



# FUNDING RR WITH GREEN BONDS

BART has offered four tranches of Green Bonds totaling more than \$2.1 billion to support the Measure RR rebuilding program since work started in 2017. The initial tranche was for \$300 million and was offered in 2017. The second tranche offering in August 2019 was \$360 million. The third tranche was offered in August 2020 for \$700 million, and the latest tranche for \$700M was issued in May 2022. For all these issuances, BART has worked closely with its financial advisors to develop a financing plan that ensures funds are available as needed for projects while taking into consideration the rate paid by taxpayers.

When the fourth tranche was offered last year Moody's Investor Service gave BART's General Obligation Bond Program a credit rating of 'Aaa Stable.' The service wrote about BART, "the District's healthy financial metrics, strong liquidity and additional federal aid that position the District well to manage through current declines in ridership due to the coronavirus pandemic and the longer term shift to remote work that it has spurred." Fitch Ratings issued BART an "AA Long-Term Issuer Default Rating." The service wrote the rating reflects BART's "low long-term liabilities and manageable capital spending pressures in the context of an unusually broad and deep economic resource base."

Green Bonds have been at the center of BART's plan to finance Measure RR construction work since the beginning of the program. BART is among the first transit agencies in the country to earn a green climate certification for its bonds. BART received its certification in 2017 through the Climate Bonds Initiative's Low Carbon Transport Standard. The Climate Bonds Initiative promotes investments in projects that bring the world closer to a low-carbon and climate-resilient economy consistent with the 2015 Paris Agreement. As the market for Green Bonds expands, costs for climate-friendly projects everywhere may decrease. Green Bonds are not more expensive than traditional bonds, but they allow BART to further demonstrate its commitment to the environment.

BART originally expected to offer bonds in equal installments every two years for 18 years. But Measure RR-funded rebuilding work has progressed faster than initial projections and as a result more funds have been needed sooner to ensure work continues. If BART stayed with its original financing plan only about \$1.2 billion in Green Bonds would have been issued up to this point.

## Measuring up to Bond Requirements

IRS rules require that BART has a reasonable expectation that 85% of bond proceeds, including interest earning on the proceeds, will be spent within three years of the issuance of the bond. BART has progressed on Measure RR work at a pace that exceeds this requirement. As of July 2022, BART had spent \$1.36 billion on Measure RR projects or the equivalent of all the first three tranches of Green Bonds. It's projected that the latest tranche will be spent by early 2025. This pace of spending reflects BART's ability to exceed IRS requirements. It also demonstrates that Measure RR-funded work is being delivered in a timely manner.

Measure RR bonds are supported and secured solely by an unlimited ad valorem tax upon all property subject to taxation by the District. Property taxes assessed in Alameda, Contra Costa, and San Francisco counties are being used to pay back Measure RR bonds. At the start of the program BART estimated the average yearly tax rate over the life of the bond program would be \$8.98 per \$100,000 of assessed property value. BART further projected that the yearly tax rate would range from \$0.80 to \$17.49 per \$100,000 of assessed value. BART's latest property tax assessment for Measure RR to cover debt service in FY 2022-23 is \$8.70 per \$100,000 of assessed valuation.

## RR PROGRAM EXPENDITURES OVERVIEW

Program	Expended Through March 2023	% Expended Out of Total Bond Investment		
			MID-TERM (Through 2025)	LONG-TERM (Through End of Bond)
Renew Track	\$373.6	60%	\$433.5	\$625
Renew Power Infrastructure	\$617.9	50%	\$868.0	\$1,225
Repair Tunnels and Structures	\$222.0	40%	\$318.3	\$570
Renew Mechanical Infrastructure	\$83.2	53%	\$133.0	\$135
Renew Stations	\$69.0	33%	\$107.1	\$210
Train Control Modernization	\$49.2	12%	\$113.1	\$400
Relieve Crowding	\$113.0	56%	\$127.8	\$200
Access Improvements	\$38.7	29%	\$69.2	\$135
<b>TOTAL</b> In (\$ Millions)	<b>\$1,566.5</b>	<b>45%</b>	<b>\$2,170.0</b>	<b>\$3,500</b>

The Bond Oversight Committee receives quarterly expenditure updates for BART staff on the Measure RR infrastructure rebuilding program. The latest information is also available to the public in the agenda packets for each Bond Oversight Committee meeting, which can be found at [bart.gov/bondoversight](https://bart.gov/bondoversight).

# MEASURE RR SPENDING BREAKDOWN

Total Measure Investment	\$ Millions	% of Total Bond	Benefits		
			 Safety	 Reliability	 Crowding + Traffic Relief
<b>REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE</b>	<b>\$3,165</b>	<b>90%</b>	✓	✓	✓
Renew Track	\$625	18%	✓	✓	
Renew Power Infrastructure	\$1,225	35%	✓	✓	
Repair Tunnels and Structures	\$570	16%	✓	✓	
Renew Mechanical Infrastructure	\$135	4%	✓	✓	
Renew Stations	\$210	6%	✓	✓	✓
Train Control Modernization	\$400	12%	✓	✓	✓
<b>RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS</b>	<b>\$335</b>	<b>10%</b>	✓	✓	✓
Relieve Crowding	\$200	6%		✓	✓
Access Improvements	\$135	4%	✓	✓	✓
<b>TOTAL</b>	<b>\$3,500</b>	<b>100%</b>			

# RR – ONLY PART OF THE SOLUTION

Measure RR goes a long way in addressing BART’s need to rebuild its critical infrastructure. But the \$3.5 billion that will be raised over the lifetime of RR does not go far enough to fulfill all BART’s capital needs. BART estimates its total capital need through Fiscal Year 2033 is \$22.4 billion. The agency has so far identified \$12.4 billion in funding, which leaves a gap of \$10 billion. The pie chart on this page shows the various funding sources to fund BART’s capital program as well as the funding gap.

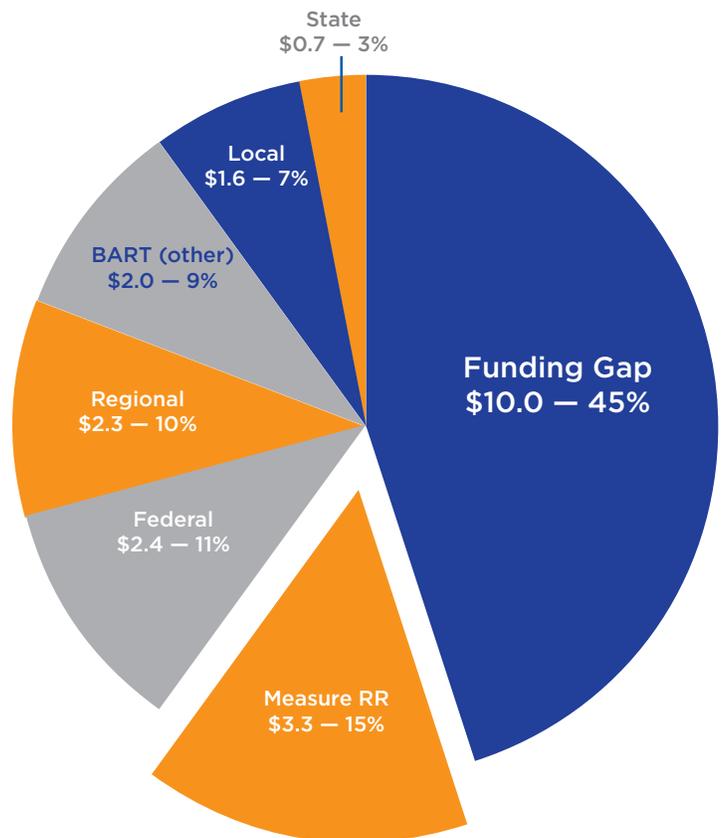
BART faces long-term capital funding challenges and continues to pursue additional grants by leveraging RR dollars. Through 2022, almost \$1.5 billion of Measure RR has been expended which has leveraged more than \$3.2 billion of external grant funding and other BART funding to support the RR Program. The external grant funding represents funding from the Federal Transit Administration to county transportation agencies. These grants funded a diversity of projects from core repair and basic maintenance investments to station modernization projects.

BART is in the process of developing an updated Capital Improvement Program, which will forecast the BART Capital Program and funding landscape over the next 15 years. That document is expected to be published later in 2023.

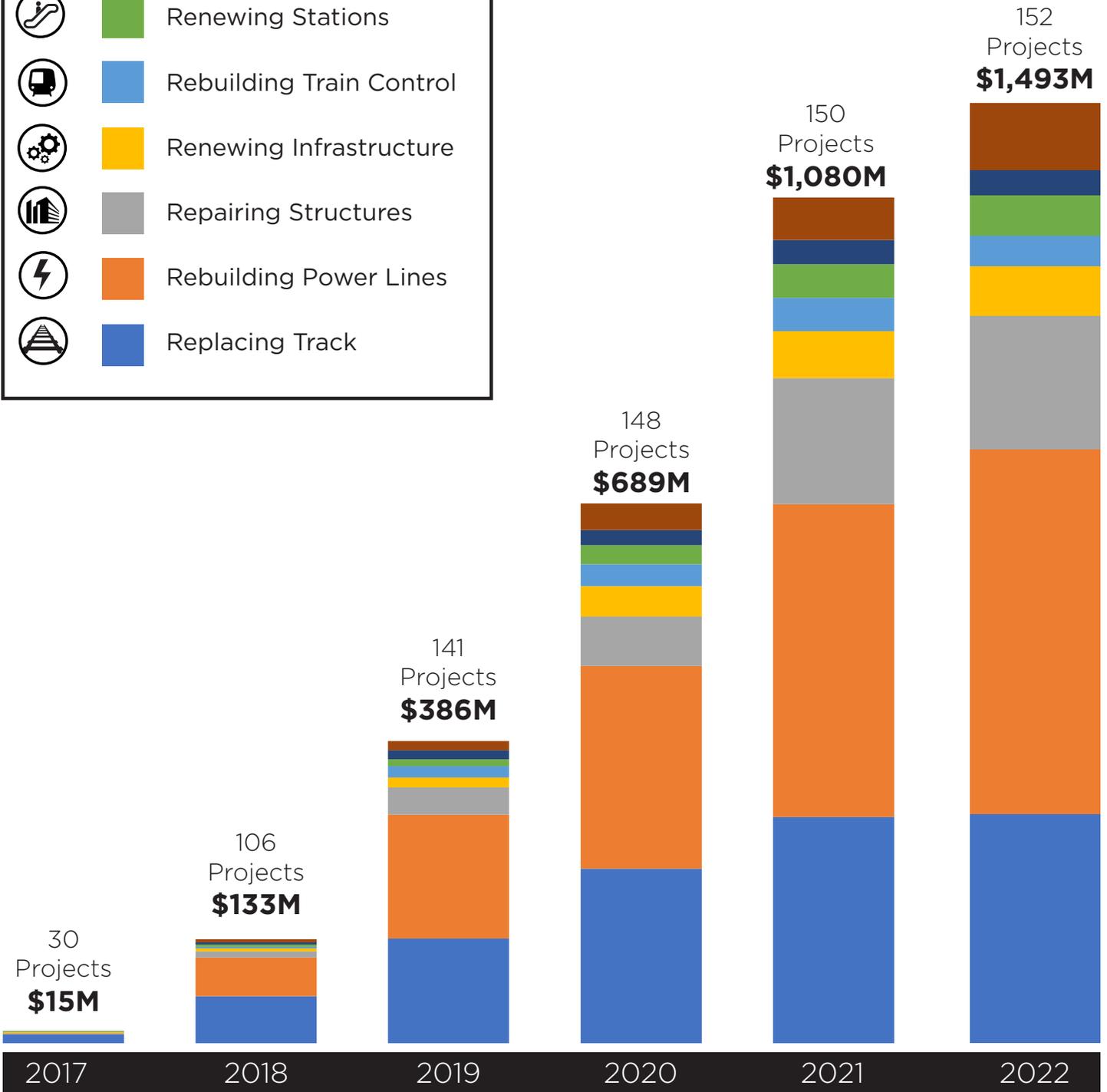
## BART FY19–33 Capital Investment Needs and Funding Sources (Billions)

Total capital need: \$22.4  
Total funding identified: \$12.4  
15-year capital funding gap: \$10

NOTE: All numbers are noted in billions.



# YEARLY PROGRAM EXPENDITURES

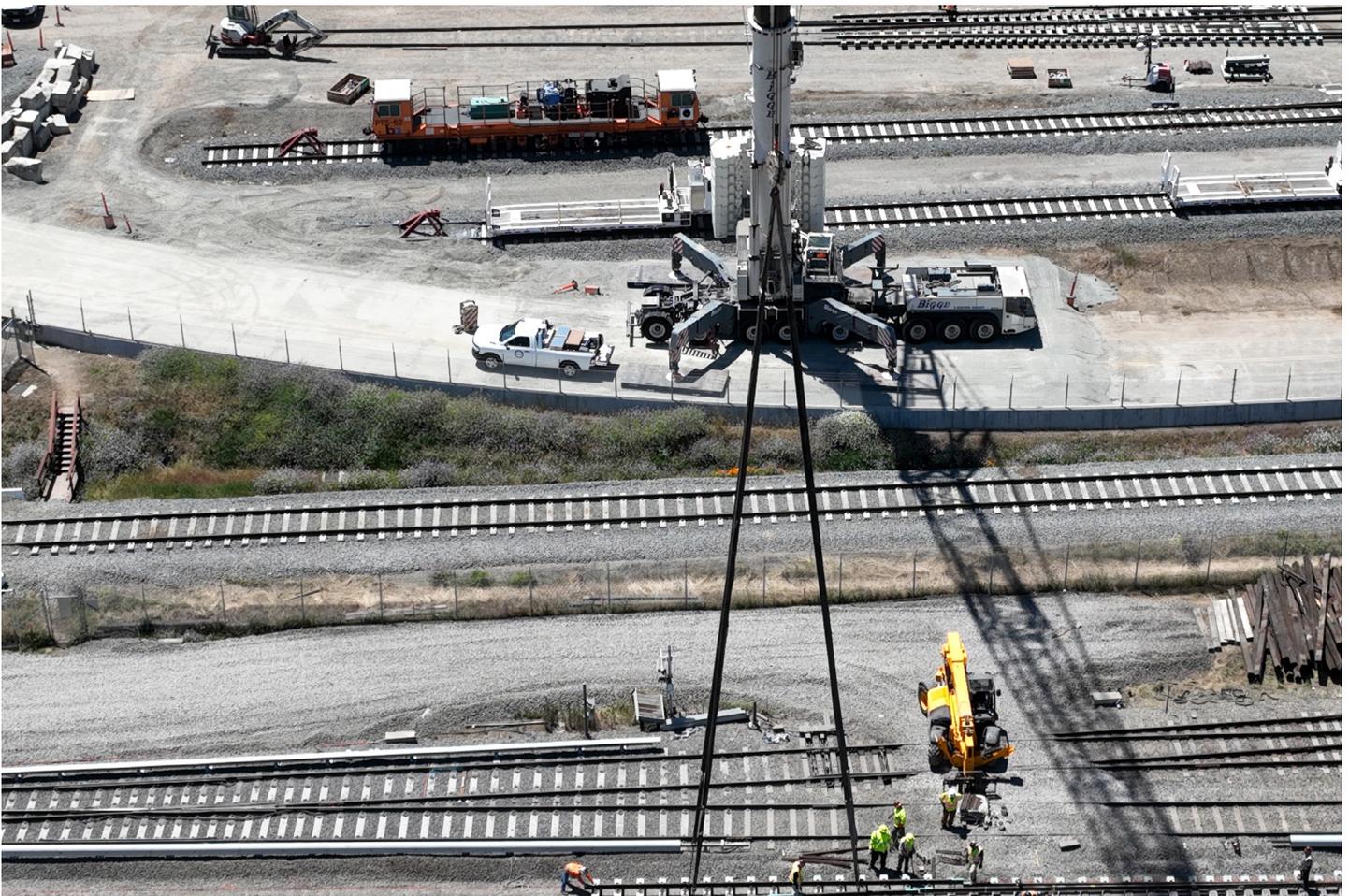


# MEASURING COST EFFECTIVENESS

The Bond Oversight Committee mandate is to ensure the Measure RR rebuilding program is proceeding in a cost-effective manner. BART and the BOC utilize an integrated method known as Earned Value Management (EVM). The EVM method is used to evaluate the progress of individual projects as well as larger program categories. It is popular, well-established, and widely recognized as an objective measurement within government contracting and other sectors.

BART staff present to the BOC what work will be done, when it will happen, and how much money and time it will take to reach completion. EVM allows someone to assess whether the value of work completed at a given point is worth the money spent at that point in time.

By providing both a Cost Performance Index (CPI) as well as a Schedule Performance Index (SPI) EVM is useful in project forecasting. When BART staff analyze EVM results they are looking for trends that emerge over multiple quarters. Projects are considered on track when both the CPI and SPI consistently hover around 1.0. When a CPI or SPI rises above 1.2 or below 0.80 in a given reporting period, the program is given additional scrutiny to determine if there are any risks or issues. If risks exist, staff develop a mitigation plan to either correct or hinder the risks from growing larger. It's normal for some projects to perform better than others at different times, which makes looking at the overall programs so important for the long term. The BOC receives regular EVM updates from BART staff and is advised if any issues are identified that require mitigation. The public may view a project's CPI or SPI status by visiting [bart.gov/bondoversight](http://bart.gov/bondoversight) and looking at the "Earned Value" section of the Appendix of staff presentations.



# THE PEOPLE OF RR

The innovation and diversity of the Bay Area's workforce is reflected throughout the Measure RR rebuilding program. Measure RR is revitalizing BART's core infrastructure while also boosting the region's economy. From April 2022 through March 2022 Measure RR supported 503 Full-Time Equivalent (FTE) jobs. These are positions that are based across the BART District and pay a living wage that measures up to the Bay Area's well-known high cost of living.



## **\$300 in her wallet and a dream; How a BART track operator forged her own path**

On a recent Saturday morning, Thu Nguyen made her way to the Hayward Maintenance Complex, where a dozen workers were busy uprooting old track and laying the groundwork for a new track switch under the morning sun.

When Nguyen arrived, the workers – all men – in their bright yellow safety vests and hard hats greeted her with exclamations and smiles.

“Hi, everyone!” said Nguyen, smiling back.

Nguyen has worked at BART as a track worker for two-and-a-half years. Recently, she was promoted to track operator, meaning “I have a little more responsibility,” she said.

Nguyen's ambitions do not stop with track operator. Once she passes her TOEFL assessment, a standardized exam that measures English proficiency, she intends to pursue a master's degree in Transportation Management from San Jose State University. BART offers employees who pursue the degree from SJSU large financial support packages.

Nguyen's path to track operator was not an easy one. She grew up in rural Vietnam, where she worked in the fields of her family's farm.

“From a young age, I did a lot of physical work. I learned [from the time I was a child] to do what is happening here,” she said, gesturing at the men working around her.

In young adulthood, Nguyen received a bachelor's degree in biology from a university in Vietnam, but she sought new pastures. She moved to Israel to learn agriculture, then to San Diego in 2016. Moving to the U.S. was difficult for Nguyen, who struggled with family and adapting to a new culture and language. A few years after moving to San Diego, Nguyen packed up her daughter and her things and set out for Oakland. She had \$300 in her wallet, no job, and no housing.

“I moved to Oakland, and from there, things changed,” she said. “I [realized I could] do a lot more than I imagined.”

Nguyen eventually connected with the Cypress Mandela Training Center, which offers free pre-apprenticeship program for Bay Area residents to BART opportunities.

Track work is hard, but fulfilling, Nguyen said. “I learn something new every day.”

Working with mostly male colleagues hasn’t been a problem for Nguyen. She said her colleagues “make me stronger” – and she likes that the men rarely “hold a grudge.” “You have to let them know you’re willing to learn and try a new thing,” she said. “I tell them I’m ready to learn. I might make mistakes, but I’ll try to get better.”

In five years, Nguyen said she hopes to have her master’s degree at San Jose State University and to continue working track. And she’ll never, ever stop learning.

“Don’t look at the challenge as the thing you must do,” she said, stringing pearls of wisdom. “Look at the challenge as an opportunity to learn, an opportunity to experience something ... You need to know suffering to know happiness. You need to be challenged to appreciate your achievements. And if you don’t try it, you’ll never know what could have been.”



### **Veterans are a key part of the RR team**

The diversity of the Measure RR program features a variety of life experiences including veterans of the U.S. Armed Forces. Mahendra Gautam, Principal Construction Engineer, served in the U.S. Army from 2009 to 2014 as a technical engineer sergeant. When you serve in the military, he said, you are motivated by a common goal: keep the country and its citizens safe. At BART, employees are also motivated by a common, singular goal: make the trains run safely and timely.

Gautam says the Army prepared him for BART’s 24/7 operations – “Somebody’s always working in some portion of BART,” he said. “Most of the construction and maintenance happens at night, actually.”

He said the Army made him flexible and amenable to shifting situations.

“If you can do the military, all the other things aren’t a big deal,” he said.

Gautam, who called BART “a big family,” said he continuously and randomly discovers fellow employees served in the military.

“There are a lot of veterans around BART in various fields,” he said. “I’ve seen more veterans here than anywhere else I’ve worked.”

Gautam takes pride in that. “It’s good to see people transitioning into civilian life and doing well,” he said.

# SMALL BUSINESS OUTREACH

In 2022 BART's Office of Civil Rights (OCR) organized 46 outreach events which had an average audience of 40 participants. That included 19 Small Business Support Services training and outreach events. The Small Business Support Services (SBSS) program is operated by OCR. The program was instituted as a free resource to increase the pool of qualified small, local, minority, women, disabled veteran, and lesbian, gay, bisexual and transgender businesses in BART contracting opportunities, and to also provide them with the type of customized technical assistance that would make them more competitive in the bidding process. SBSS guides their efforts to successfully bid on these projects. Once a contract is awarded, the program provides support services to ensure the successful delivery of the project from start to finish.

Mitchells Transport is one of more than a thousand businesses assisted by the SBSS program. Catherean and Taishawn Mitchell opened their Oakland-based trucking company in just 17 days. They won their first contract within 30 days of being in compliance. And they haven't slowed down since.

"We are first-generation entrepreneurs, my husband and I," Catherean said. "And we really bootstrapped our business to get it where it is today. It has been a difficult, eye-opening journey." While Mitchells Transport awaits the right BART project to bid on, the business has benefited from the coterie of training and services offered by SBSS in the meantime.

"The SBSS program has supported us tremendously," said Catherean, noting that she's received assistance writing grants, finetuning pitches, and redesigning the company's website. She's also taken advantage of SBSS events and trainings.

For Mitchell Transport, the support from SBSS has been invaluable. Catherean encourages anyone looking to start a small business to "find an organization that's willing to mentor you."

"You have to invest in your future," she said. "If you never start, you'll never know how much opportunity is out there."

BART's Office of Civil Rights also administers a Non-Discrimination Program for Subcontracting on non-federally funded contracts to ensure prime contractors don't discriminate when subcontracting out work. This program and SBSS are examples of how BART celebrates and supports the utilization of small, local, minority, and women contractors whose services help build and maintain BART's core infrastructure.

Small businesses have been awarded 25% of all Measure RR contract dollars. 1,319 Measure RR contracts have been awarded to small businesses through the end of 2022. Those contracts have a value of \$274 million.

**Mitchells Transport drivers stand in front of the fleet.**



# Committee Activities, Suggestions & Expenditures

**As part of this report, the Bond Oversight Committee also presents a summary of its activities and expenditures.**

## **April 1, 2022**

'22 RR Annual Report draft presented to committee for review and feedback. Staff presents a quarterly update on RR rebuilding program. BART interim Controller-Treasurer Christopher Gan presents status update on 2022 GO bond issuance. Committee Chair Michael McGill requests staff briefing on how BART issues bonds. Committee members are offered opportunity to tour site of interlocking replacement project between South Hayward and Union City stations. Per Chair McGill's suggestion, staff set up a "Deep Dive on Measure RR Green Bonds" for committee members on April 27, 2022 with the firm managing BART's bonds, Sperry Capital Inc.

## **June 17, 2022**

BART staff presents draft of the '22 RR Annual Report to the committee with final edits. It is approved unanimously by the full committee. Vice Chair Catherine Newman agrees to present the report to the BART Board. Members Cindy Rosenthal and Sonja Stewart agree to attend presentation as well. Staff provides update on status of the overall RR program. Committee member Rosenthal requests future discussion on what expectations are for how the committee reports on equity issues in the next report.

## **September 16, 2022**

Update on public outreach efforts for the RR Annual Report. Committee member Rosenthal says she wants to beef up the equity component in the next report. Committee member Marian Breitbart would like the report to show how BART is leveraging RR funds with federal and other funds. Chair McGill says he wants the Chair's welcome letter in the report to mention how staff does a good job keeping the committee up to date on the various aspects of the bond measure. Committee members Vinit Shrawagi, Stewart, and Rosenthal appointed to '23 Annual Report Subcommittee. Staff provides quarterly update on progress of RR rebuilding program. Committee member Shrawagi requests including turntable replacement at Concord and Richmond yards on watch list. In the 2023 Annual Report, Chair McGill's welcome letter includes a nod to staff about keeping the committee up-to-date on the various aspects of the bond measure. The report also includes a section on equity. Previous committee members have suggested BART keep a watch list of projects that need closer scrutiny. Starting in April 2022, staff began systematically presenting a summary report of watch list items in the second meeting of the calendar year - this is in addition to the watch list items that staff regularly includes in the Appendix section of each staff presentation. Committee member Shrawagi's suggestion to include turntable replacement at the Concord and Richmond yards was listed as a watch item but fell off the watch list as the supply chain issue that put it on the watch list was resolved. The public can view all staff reports at [bart.gov/bondoversight](http://bart.gov/bondoversight)

## **January 20, 2023**

Staff presents the draft outline of the 2023 Annual Report. Committee member Stewart wants to make sure the report shows how BART engages stakeholders to keep them informed of Measure RR activities. Vice Chair Newman suggests having a link in the annual report's Appendix section for the public to use to see projects coming up for bid. In the 2023 Annual Report, staff added a section detailing BART's public outreach to stakeholders and staff also included a link to upcoming requests for bids.

**Committee Expenditures:** As of this report, the committee has spent \$5600 in Fiscal Year 2023 on the design and production of the RR Annual Report.

You are invited to participate in future Measure RR Bond Oversight Committee meetings. Those meetings are schedule to happen on the third Fridays of January, April, June, and September.

**The meetings are open to the public and are listed on the BART website at <https://bart.legistar.com/Calendar.aspx>**

**The public can view meeting minutes at [www.bart.gov/bondoversight](http://www.bart.gov/bondoversight)**

This committee will continue to publish annual reports throughout the life of the Measure RR rebuilding program.

# Helpful Links

Additional information about the Measure RR Rebuilding Program can be found on [bart.gov](http://bart.gov). Here is a list of helpful links if you'd like to learn more about the details of Measure RR.

<b>Previous Measure RR Annual Reports published by the Bond Oversight Committee</b>	<b>2022 Annual Report</b> <a href="https://bit.ly/3JiNdFA">https://bit.ly/3JiNdFA</a>
	<b>2021 Annual Report</b> <a href="https://bit.ly/44nee2L">https://bit.ly/44nee2L</a>
	<b>2020 Annual Report</b> <a href="https://bit.ly/445kvzW">https://bit.ly/445kvzW</a>
	<b>2019 Annual Report</b> <a href="https://bit.ly/442IRLM">https://bit.ly/442IRLM</a>
	<b>2018 Annual Report</b> <a href="https://bit.ly/3PiKLM7">https://bit.ly/3PiKLM7</a>
<b>Measure RR Standing Rules and Original Documents</b>	
<b>Bond Oversight Committee Standing Rules</b>	This document outlines the basics of how the Measure RR Bond Oversight Committee operates. <a href="https://bit.ly/466cSLh">https://bit.ly/466cSLh</a>
<b>Original Measure RR Bond Resolution</b>	This is the document approved unanimously by the BART Board of Directors on June 9, 2016 that lead to Measure RR being placed on the November 2016 ballot in the BART District. <a href="https://bit.ly/3p9olne">https://bit.ly/3p9olne</a>
<b>2016 Treasurer's Tax Rate Statement</b>	The statement from BART's Treasurer was issued in compliance with the state election code ahead of the November 2016 vote and offers best estimates of the highest tax rate which would be required to be levied to fund the bond issue, the total debt service and more. <a href="https://bit.ly/3qSfTyt">https://bit.ly/3qSfTyt</a>
<b>2016 Measure RR Fact Sheet</b>	Includes details put before District voters in advance of the 2016 election. <a href="https://bit.ly/3Xeuf8s">https://bit.ly/3Xeuf8s</a>
<b>Major Audits</b>	
There were no major audits of the RR program during the period of this Annual Report. Starting in 2022, staff began giving regular audit presentations in the second meeting of the calendar year. The public can view these presentations at <a href="http://bart.gov/bondoversight">bart.gov/bondoversight</a> .	
<b>Additional Background</b>	
<b>Green Bonds</b>	BART provides updated information on its climate-certified green bonds including preliminary offering statements and credit reports at <a href="http://www.bart.gov/greenbonds">www.bart.gov/greenbonds</a> .
<b>Procurement</b>	Updated info on upcoming procurement opportunities and contracts out for bid at BART. <a href="https://www.bart.gov/about/business/procurement">https://www.bart.gov/about/business/procurement</a>

# Appendix

## Appendix 1: List of capital grants awarded to BART in 2022 through the use of Measure RR matching funds.

Fund Source	Awarded Through CY2022 (\$M)*	Notes
FTA Capital Investment Grant	1,295.9	CIG, ARP CIG and supplemental CIG Award from FY23 Appropriations
State Funds	654.0	SB1 grants (TIRCP, LPP, SCCP), AHCS, and other state grants
City/County Funds	514.6	
BART Sales Tax Bonds	410.5	Measure AA and bond proceed interest
Capital Allocations	176.6	
Federal Formula/Other Federal Funds	160.5	
MTC/Regional Funds	62.9	RM1, RM2, RM3, and other bridge toll proceeds
Other	3.0	
<b>Total</b>	<b>3,278.1</b>	

\*Reflects grant awards (allocated and not yet allocated) through CY2022

## Appendix 2: Projects completed over the lifespan of RR. Total of 44 closed projects

Project Name	RR Funds Invested	Project Name	RR Funds Invested
Platform Doors		C35 interlocking replacement	\$19,406,194
Feasibility Study	\$2,172,740	C25 interlocking replacement	\$13,168,130
Corrosion assessment of metallic gas lines	\$1,339,766	Restraining Rail	\$409,613
Fire hoses and piping	\$469,945	A65/A75 interlocking replacement	\$23,809,577
Fire Services Yards - Concord	\$7,462,119	Friction modification study	\$1,427,981
Fire Services Yards - Richmond	\$9,964,936	R65 interlocking replacement	\$8,517,215
Fire Services Yards - Oakland Shops	\$259,182	Warm Springs pedestrian bridge	\$1,509,999
Access Ladders	\$646,236	eBART additional parking lot	\$4,193,651
Vacuum system (non-revenue vehicle shop)	\$1,526,779	El Cerrito del Norte gateway	\$11,301,053
Coverboard Enhancement - Phase 4 C & L Lines	\$4,056,616	MacArthur transit improvements	\$4,208,167
Computer Room		Embarcadero entrance gates	\$110,435
Fire Protection	\$9,742	ADA lighting improvements	\$281,200
Replace fire suppression system at LMA	\$1,251,749	Fare evasion barriers and control	\$189,565
Facilities HVAC replacement systemwide Phase 1 & 2	\$9,071,523	Embarcadero and Civic Center bike modernization	\$541,241
Traction Power Cable Replacement: M Line MBP-MTF	\$4,323,220	Wayfinding improvements phase 2	\$78,729
Traction Power Cable Replacement: M Line MTW-MPB	\$104,505,953	Last mile investments	\$796,596
Substation Replacement: Richmond Yard	\$1,392,350	Outer C Line access study	\$22,793
UC Intermodal Station Phase 2A	\$7,929,773	Replacement Transbay Tube emergency doors	\$105,184
El Cerrito del Norte Station modernization	\$9,766,553	Replacement of TBT emergency doors	\$12,011,147
West Oakland Station modernization plan	\$298,333	Berkeley Hills Tunnel creep	\$1,765,100
C55 interlocking replacement	\$9,030,974	Safety barriers phase 3	\$2,956,488
		A Line operability feasibility study	\$3,810,453
		Renew sound walls of guideway (C,R, and L lines)	\$1,429,073
		Platform edge structural rehab	\$5,018,027
		Substation walls (painting and repair)	\$515,737
		Total RR funds invested (through December 2022) for closed projects: \$293,070,837	

# Keep up with Measure RR

The independent Bond Oversight Committee encourages you to stay updated on Measure RR and share comments or questions about BART's rebuilding efforts. Community engagement and feedback from stakeholders is essential to the success of the Measure RR program.

## Follow and comment via social media:



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## Attend a public meeting and email comments to the oversight committee:

Details on upcoming Bond Oversight Committee meetings can be found at **[www.bart.gov/bondoversight](http://www.bart.gov/bondoversight)**. Meetings are open to the public via videoconference during the pandemic. You may also email public comments that will be entered into the public record. List "public comment" as the subject line and email [ljohnson@bart.gov](mailto:ljohnson@bart.gov).

