

## San Francisco Bay Area Rapid Transit District

### Measure RR Program

### BART Bond Oversight Committee

Friday, April 18, 2025

9:30 AM – 1:00 PM

### Final Minutes

Agenda Item	Meeting Notes
1. Call to Order	9:30am Chair McGill calls meeting to order
A. Roll Call	Staff conducts roll call. Stewart absent. All other members present.
2. General Public Comment	Francis Acevedo Munares made a comment over Zoom, highlighting concerns about fare evasion and littering, suggesting stronger enforcement and improved station security. He also supported expanding BART service to Livermore, Brentwood, Marin County, and Napa.  No written public comment was received. No in-person public comment was received.
3. Memoriam	The Committee observed a moment of remembrance for Committee Member Vinit Shrawagi and Assistant Chief Lyn Williams, honoring their dedicated service and lasting contributions to BART and the Bond Oversight Committee.
4. Administrative Items <ul style="list-style-type: none"><li>a. Meeting Minutes</li><li>b. Adoption of Meeting Schedule</li><li>c. Adoption of Committee Procedure<ul style="list-style-type: none"><li>i. Bond Oversight Committee Standing Rules</li><li>ii. Committee Protocols Governing Communications with BART Staff</li></ul></li></ul>	<p>The Committee moved to approve the September 20, 2024 meeting minutes.</p> <p>Motion to approve September 20, 2024 Minutes Rosenthal. Second Wang. Roll Call Vote. Motion Passes. 4 Yes, 1 Absent.</p> <p>The Committee reviewed the proposed meeting schedule for Fiscal Year 2026: September 19, 2025, January 16, 2026, April 17, 2026 and June 19, 2026, continuing the practice of meeting on the third Friday of the month. It was noted that the current fiscal year FY 2025 includes a meeting on June 20, 2025.</p> <p>Motion to approve Fiscal Year 2026 meeting schedule by Wang. Second Rosenthal. Roll Call Vote. Motion Passes. 4 Yes, 1 Absent.</p> <p>The Committee reviewed the updated Standing Rules, last adopted in 2018. Staff noted the</p>

	<p>revisions were primarily formatting and cleanup changes.</p> <p>Motion to approve updated Bond Oversight Standing Rules by Rosenthal. Second Wang. Roll Call Vote. Motion Passes. 4 Yes, 1 Absent.</p> <p>The Committee reviewed proposed updates to the communication protocols. Staff explained that changes included formatting updates and replacing the reference to a specific department with the more flexible term “staff designee,” reflecting recent organizational shifts.</p> <p>Motion to approve updated Communication Protocol by Wang. Second Loosen. Roll Call Vote. Motion Passes. 4 Yes, 1 Absent.</p>
5. Agenda Setting and Future Planning Workshop Part 2	<p>Rachel Russell, Measure RR Program Manager, presented the workshop agenda, which included BART’s context and budget strategy, an update on recent polling and legislation related to the regional measure, and an overview of the capital program.</p>
5.A.1 BART’s Context and Budget Strategy	<p>Michael Eiseman, Director of Financial Planning, outlined BART’s post-pandemic budget crisis, warning of a FY26 fiscal cliff and stressing the need for public funding and a 2026 revenue measure to avoid deep service cuts.</p> <p>Chair McGill commented that even though a 40% service reduction only cut operating costs by 12%, it significantly improved the efficiency of several capital projects.</p> <p>Loosen asked about “FTE impact,” and Eiseman explained it refers to workforce reductions tied to service cuts.</p> <p>Rosenthal asked about cutting from five lines to three. Eiseman responded it means reduced service, not full line closures, which come with added challenges.</p> <p>Wang asked for clarification on the financial assistance figures in the table and whether the “large ongoing deficit agreement” included state or federal funding.</p>

	<p>Eiseman explained BART’s main funding comes from a local sales tax (SB 1107), property tax, State Transit Assistance, and \$50M annually from VTA for the Silicon Valley extension.</p> <p>Loosen asked for clarification on \$200M transfer from Measure RR to operations.</p> <p>Eiseman clarified \$200M from operations is committed as a local match for the Federal Core Capacity Program.</p> <p>Wang asked about fare enforcement visibility and whether BART still conducts ticket checks.</p> <p>Eiseman confirmed that BART Police and fare inspectors continue to perform checks and rising paid ridership with new gates suggests reduced evasion.</p> <p>Wang asked about advanced revenue-generating programs.</p> <p>Eiseman explained BART earns \$10–20M annually by leasing fiber and tower space and is expanding these efforts.</p> <p>Loosen asked about the data on current travel distribution, noting BART is no longer primarily a commuter line.</p> <p>Eiseman said post-pandemic travel has shifted, with weekend ridership stronger than weekdays.</p> <p>Chair McGill noted Measure RR was meant to cover a third of capital needs, with the rest expected from other sources. He asked how the committee should adapt given updated capital costs, inflation, and BART’s structural deficit.</p> <p>Eiseman explained pulling back operating funds from capital would create gaps, and reallocating funds within voter-approved limits may be needed. Eiseman also noted that future operating funding requests could compete with or limit future capital funding efforts.</p>
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	<p>Loosen asked if the second tunnel project is on hold until ridership increases.</p> <p>Eiseman clarified that the Link21 project planning is in progress and RR funds are helping support early evaluation.</p> <p>Wang asked if BART is seeking more state or federal funding for subsidization.</p> <p>Eiseman answered that BART is actively advocating for additional support, including a multi-agency request for \$2 billion in this year's state budget.</p>
5.A.2. Regional Measure Update - Recent Polling and Legislation	<p>Amanda Cruz, Director of Government and Community Relations, and Maureen Wetter, Principal Research Project Analyst, shared updates on future funding strategies, recent polling results and Senate Bill 63.</p> <p>Loosen asked whether the BART and MTC polling was meant to support a ballot measure under SB 63.</p> <p>Cruz clarified polling helped shape the bill's framework, including tax type and rate.</p> <p>Loosen asked if SB 63 includes a sunset clause.</p> <p>Wetter answered that BART's polling did not include a sunset date.</p> <p>Wang asked how representative the survey was of the general population, noting that about 30% of voters identified as BART riders.</p> <p>Wetter explained it targeted likely 2026 voters mostly older and infrequent riders, so it reflects the voting population, not the general public.</p> <p>Cruz added Government and Community Relations department focuses on educating the public about BART's regional importance not just for riders, but also for non-riders.</p> <p>Wang asked how public transportation impacts local economic development in both the short and long term.</p>

	<p>Rosenthal followed up by asking about the status of potential financial assistance from the State and whether that effort is progressing on a parallel track.</p> <p>Cruz responded the push for state assistance is tied to the state budget timeline, with more clarity expected in the May revise. BART is working with statewide partners to advocate for one-time transit funding.</p> <p>Rosenthal noted that voter uncertainty makes long-term tax measures difficult to pass and emphasized the importance of securing one-time state funding and suggested highlighting this urgency in advocacy, as the next few years will be especially challenging.</p>
5-Minute Break	5 min break
5.A.3. Capital Program Overview	<p>Rachel Russell, Measure RR Program Manager introduced the final workshop presentation on the capital program overview and update.</p> <p>Joy Sharma and Myat San, Chief Infrastructure Delivery Officers and Anais Malinge, Manager of Financial Planning, provided an overview of BART's capital program and shared the latest updates on key projects and funding priorities</p> <p>Wang asked about plans to fund BART's unfunded capital needs.</p> <p>Malinge explained that 75% of the \$9.8 billion is secured, with the rest planned. The \$3.2 billion short-term gap includes critical projects and BART is actively seeking funding through federal, state, and regional advocacy. The \$11.2 billion long-term gap includes future construction needs, and BART is prioritizing based on urgency and system age.</p> <p>Rosenthal noted that while all capital projects help, some like lighting and escalators have a stronger impact on rider perception and public support and urged prioritizing these visible improvements and asked how BART balances them with broader system needs in a tight funding environment.</p>

	<p>Malinge responded BART is prioritizing low-cost, high-impact projects like LED lighting to improve rider experience, using smaller grants that make a big difference. While less visible projects like substations are also critical, BART balances both by aligning funding sources with project scale and rider impact.</p> <p>Chair McGill noted that while substations and cables aren't high-profile projects, their failures have major impacts. He acknowledged the challenge of explaining their importance to the public before problems arise.</p> <p>San added that BART experienced three traction power substation failures in the Oakland area last summer, which significantly affected service reliability and customer experience. Since then, the focus has been on restoring those critical substations to improve overall service.</p> <p>Rosenthal suggested using the Measure RR Annual Report to highlight how substation investments prevent failures, proposing storytelling as a way to make technical topics more engaging.</p> <p>Rosenthal asked about intrusion deterrents.</p> <p>Sharma explained they are barriers like platform screen doors that prevent people from entering tracks, a growing safety issue.</p> <p>Loosen asked for other examples of what intrusion deterrents aim to prevent.</p> <p>Sharma explained that "intrusion" covers both people and items entering track areas.</p> <p>Wang asked about AI innovations.</p> <p>Sharma responded BART is developing AI policies and shared examples like fare gates with motion-detecting AI and future integration with CBTC and intrusion deterrents.</p> <p>San added that BART is exploring AI and machine learning to improve system reliability by tracking</p>
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	<p>asset performance, identifying trends, and supporting data-driven corrective actions.</p> <p>Russell noted that the January meeting included an overview of how capital needs are identified and suggested reviewing that material for more insight into the decision-making process.</p> <p>Rosenthal asked if RR funds should be used more strategically to complete key projects.</p> <p>Sharma agreed, noting BART is bundling projects like elevators and cables to get better value and is also pursuing grants to supplement RR funding.</p> <p>Malinge added that BART aims to leverage Measure RR funds rather than fully fund projects with them.</p> <p>Chair McGill noted RR's success in leveraging funds and asked if the \$1.5 billion includes future bonds and existing funds.</p> <p>Malinge explained it refers to remaining bond issuances, with spending and forecasts guiding the timing of future draws.</p> <p>Rosenthal suggested adding RR leveraging stats to the Measure RR Annual Report and proposed future discussion on bundling strategies.</p> <p>Chair McGill agreed and asked Rachel and Joy to suggest related agenda items.</p>
6. Future Agenda Items & Questions	<p>Russell shared that the Annual Report Committee met to outline this year's report, with input from the workshop. A draft will be presented at the June 20 meeting</p> <p>Russell also announced efforts to fill two vacant seats - Civil Engineer and CPA and will share info with the committee for outreach.</p>
7. Committee Member Announcements	<p>Rosenthal and Russell introduced Manimegala Muthu, noting she will support the Measure RR Committee and the Measure RR Annual Report development.</p>
8. General Public Comment	<p>Aleta Dupree provided public comment via Zoom and spoke about improvements in station lighting</p>

	<p>and traction power systems, suggested monitoring substations, and emphasized the need for funding. Aleta supported the new fare gates for safety and accessibility and highlighted BART's vital role in daily life.</p> <p>No comments were received in-person.</p>
9. Adjournment	Meeting Adjourned at 12:01 pm.