

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P. O. Box 12688, Oakland, CA 94604-2688

NOTICE OF MEETING AND AGENDA
BOND OVERSIGHT COMMITTEE

Friday, June 20, 2025
9:30 a.m. – 12:00 p.m.

COMMITTEE MEMBERS: Chairperson Michael McGill, Vice Chairperson Cindy Simon Rosenthal, Sonja C. Stewart, Janey Wang, Suzanne Loosen

A meeting of the Bond Oversight Committee will be held on Friday, June 20, 2025, at 9:30 a.m. in the BART Board Room, 2150 Webster Street, 1st Floor, Oakland, California 94612.

This will be an in-person meeting in the BART Board Room, 2150 Webster Street, 1st Floor, Oakland, California 94612 with an option for public participation via teleconference.

Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may attend the meeting in person at the BART Board Room or via Zoom by calling 1 (833) 548-0282 and entering access code 872 7309 1422; logging in to Zoom.com and entering access code 872 7309 1422; or typing the following Zoom link into your web browser:
(<https://us06web.zoom.us/j/87273091422>)

If you wish to make a public comment:

1. Submit written comments via email to rrussel@bart.gov, using “public comment” as the subject line. Your comment will be read into the record and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 9:00 a.m. of the day of the meeting in order to be included in the record.
2. Appear in person and request to make a public comment.
3. Call 1 (833) 548-0282, enter access code 872 7309 1422, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log in to Zoom.com, enter access code 872 7309 1422, and use the raise hand feature; or join the Committee Meeting via the Zoom link (<https://us06web.zoom.us/j/87273091422>) and use the raise hand feature.

Public comment is limited to three (3) minutes per person. If public comment is by phone, your phone will be muted until you are called upon.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made within one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

AGENDA

1. **Call to Order** (Approximately 5 minutes)
 - A. Roll Call
2. **General Public Comment** (3-minute limit per speaker)
3. **Administrative Items:** (Approximately 5 minutes)
 - A. Approval of April 18, 2025, Meeting Minutes (For Discussion/Action)
 - B. Vote on Bond Oversight Committee Chair and Vice-Chair for July 1, 2025 – June 30, 2027 Term (For Discussion/Action)
4. **2025 Annual Report Outline** (For Discussion) (Approximately 15 minutes)
5. **Measure RR BART Safety, Reliability and Traffic Relief Program Presentation** (For Information) (Approximately 100 minutes)
 - 5.A. Measure RR Project Success (Approximately 20 minutes)
 - 5.A.1. Committee Q&A (Approximately 10 minutes)
 - 5.B. **10 Minute Break** (10 Minutes)
 - 5.C. Preview of Next Year's Projects by Program (Approximately 10 minutes)
 - 5.C.1. Committee Q&A (Approximately 10 minutes)
 - 5.D. Leveraging Measure RR for Greater Value (For Discussion) (Approximately 5 minutes)
 - 5.D.1. Committee Q&A (Approximately 10 minutes)
 - 5.E. Appendix: Financial Outlook, Project Status & Milestones (For Information)
6. **Future Agenda Items & Questions** (For Discussion) (Approximately 10 minutes)
7. **Committee Member Announcements** (For Discussion) (Approximately 5 minutes)
8. **General Public Comment** (3-minute limit per speaker)
9. **Adjournment**

San Francisco Bay Area Rapid Transit District

Measure RR Program

BART Bond Oversight Committee

Friday, April 18, 2025

9:30 AM – 1:00 PM

Draft 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">a. Meeting Minutesb. Adoption of Meeting Schedulec. Adoption of Committee Procedure<ul style="list-style-type: none">i. Bond Oversight Committee Standing Rulesii. Committee Protocols Governing Communications with BART Staff	<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.

2025 Measure RR Annual Report Outline

Overall theme: Delivering Results in Uncertain Times

1. Committee Chair Welcome Letter
2. Table of Contents

RR Big Picture of Measure RR

3. Executive Summary
 - A. Major accomplishments of last year.
 - B. Answer whether we are on time and on budget.
 - C. Impact of delays, performance indicators tied to RR program
4. About the Committee
 - A. Highlight the committee's responsibilities and organizations represented on the panel
5. In Memoriam (NEW SECTION)
 - A. Vinit Shrawagi, Committee Member
 - B. Lyn Williams, Assistant Chief Infrastructure Delivery Officer
6. The Story of RR
 - A. How Measure RR became a reality
7. Life Span of RR
 - A. Updated chart with expected length of major project categories.
 - B. Update Major Projects – Project Progress Maps
8. Reaffirmation of Committee Goals/Mid-Course Assessment (NEW SECTION)
9. Feature Stories (3)
 - A. Ashby Bicycle Access Improvement Project
 - B. Market Street Canopy Art Project
 - C. Civic Center Substation Project

Major Project Categories

10. Renew Track
11. Renew Power
12. Tunnels and Structures
13. Mechanical Infrastructure
14. Renew Stations
15. Train Control

- 16. Relieve Crowding, Increase Redundancy, and Reduce Congestion
- 17. Access Improvements

Measure RR Finances

- 18. Yearly Program Expenditures Overview
 - A. Spending breakdown by category at given time with forecasted spending amounts.
 - B. Measuring Cost Effectiveness
- 19. Measuring Cost Effectiveness
 - A. Highlight Earned Value Management and its use
- 20. Funding Measure RR with Green Bonds
 - A. Explain Green Bonds
 - B. Discuss Tranches to date
- 21. Measure RR Spending Breakdown
 - A. Chart showing program allocations as percentage of total bond
- 22. Only Part of the Solution
 - A. Highlight BART's updated Capital Improvement Program (CIP)
 - B. Leveraging Measure RR Funding for Greater Value (NEW SECTION)
- 23. Informing the Public About Large Projects
- 24. Small Business Outreach
 - A. Feature 2025 BART Small Business Summit
- 25. Equity and RR
 - A. Feature Accessibility Improvement Program (Public Address System and Wayfinding Improvements)
- 26. Advancing Sustainability
 - A. How is RR helping BART achieve its environmental goals?

Additional Resources

- 27. Committee Activities, Suggestions and Expenditures
- 28. Helpful Links
- 29. Past Accomplishments 2016-2024
- 30. Appendix
- 31. Resources to Learn More
 - A. Provide contact and social media info for stakeholders to offer feedback



5. Measure RR BART Safety, Reliability and Traffic Relief Program Appendix

Bond Oversight Committee | June 20, 2025



Bond Oversight Committee Duties & Responsibilities

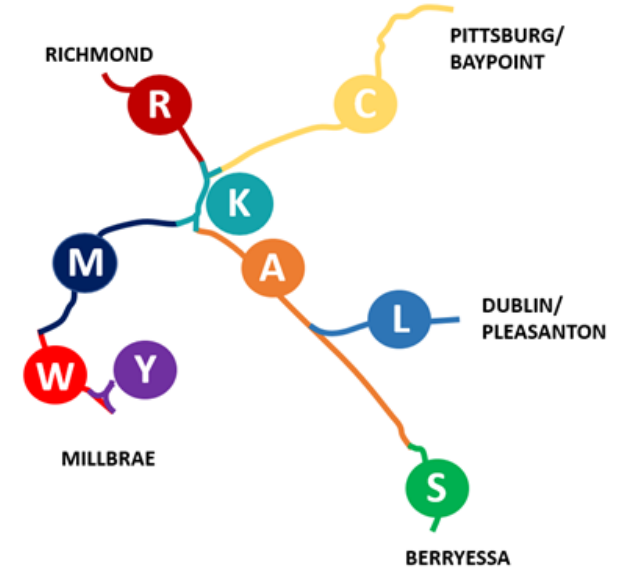
- Provide diligent, independent and public oversight over the expenditure of funds from the sale of District general obligation bonds.
- Assess how bond proceeds are invested to ensure that all spending is authorized by the ballot measure.
- Assess whether projects funded by bond proceeds are completed in a timely, cost-effective and quality manner consistent with the best interest of BART riders and District residents.
- Publish an annual report that includes a detailed account of the Committee's activities including its expenditures.

Bond Oversight Committee Framework

SEPTEMBER	JANUARY	APRIL	JUNE
Deep Dive	The Annual View	Closing the Loop Meeting	Annual Year End Review
<p>In-depth view of 8 Programs:</p> <ul style="list-style-type: none">Financial Outlook, Budget and Schedule UpdateProgram Update<ul style="list-style-type: none">Office of Civil RightsProject Status and Milestones	<p>The Annual-view of:</p> <ul style="list-style-type: none">Funding, bond, forecasting, context, mixed-funding, etc.ProcurementHuman Resources/StaffingSmall Business OutreachPublic Outreach UpdateStaff Organization Chart	<ul style="list-style-type: none">Review of Measure RR Audits in the past yearProject Controls FrameworkBond Funded Program Watchlist Items Review	<ul style="list-style-type: none">Annual Report ReviewMeasure RR Project Successes for this YearPreview of Next Year's Projects by ProgramSubcommittee summaries, discussion, member election

Executive Summary

- Through March 2025, \$2B of the Measure RR funds have been invested to complete 64% of the work.
- Successes
 - Completion of Construction for the following:
 - Canopies at Embarcadero and Montgomery Street Station
 - Platform Escalators at Powell and Civic Center Street Station
 - Ashby Bicycle Access Improvement Project



# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
10	25 (-1)	12	55 (-1)	67 (+2)	169

+ (Projects added in the phase)
 - (Projects no longer in the phase)

Introduction



Measure RR Project Successes



Preview of Next Year's Projects by Program



Appendix: Financial Outlook, Program Status & Milestones

5.A. Measure RR Project Successes



Project Progress – Accomplishments (Actual)

Period: April 1, 2024 – March 31, 2025



Renew Track

- ✓ Completed Construction for Switch Point Replacement for Hayward and Concord Yards



Repair Tunnels and Structures

- ✓ Completed Construction (in-house) of Renew Catwalks at Aerial Structure (Phase 3A)
- ✓ Began Construction for Water Intrusion at Train Control Rooms (Package 2, 4 locations)



Replace Train Control/ Increase Capacity

- ✓ Completed Installation of Cable and Conduit for CBTC Equipment in the Existing Hayward Test Track (HTT) Train Control House
- ✓ Completed Site Acceptance (SAT) and Site Integration Tests (SIT) at Hayward Test Track (HTT)



Station Access

- ✓ Completed Construction of SR2B-funded Iron Horse Trail Bridge Project, Walnut/Liberty Protected Intersection near Fremont Bart Station
- ✓ Completed Construction on the Ashby Bicycle Access Improvement Project



Renew Power

- ✓ Completed Construction of Civic Center Street Substation (MCC)
- ✓ Completed Contract Closeout for 34.5kV Cable Replacement from El Cerrito Plaza Substation to Richmond Yard Substation



Renew Mechanical

- ✓ Completed Construction of Hayward Yard Fire Services



Renew Stations

- ✓ Completed Construction for 7 Escalators
- ✓ Completed Construction for 7 Canopies



Relieve Crowding*

- ✓ Completed Public Outreach for Evaluation Findings for Link21
- ✓ Completed Construction for the Civil Grading Contract for Hayward Maintenance Complex (HMC2)

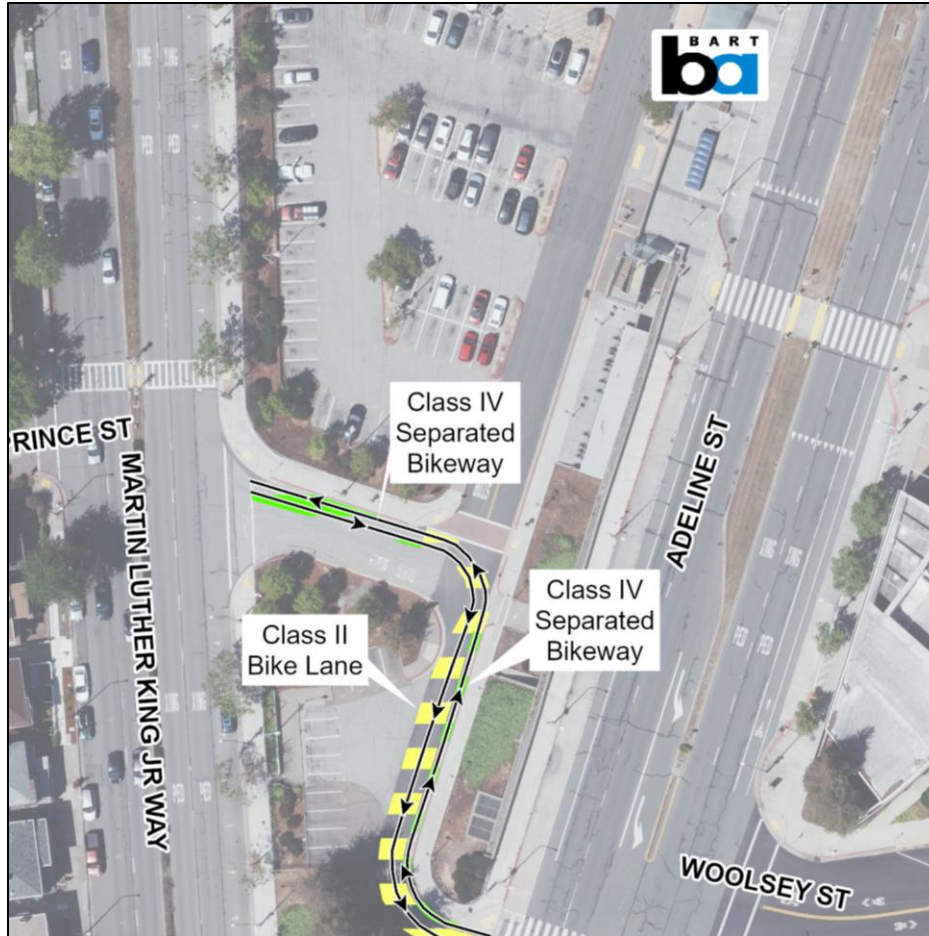
**Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion*



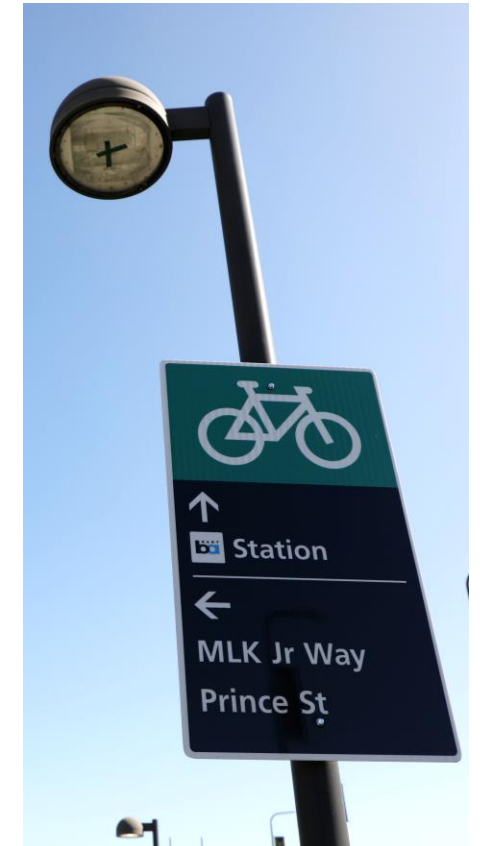
Ashby Station Bicycle Access Improvement Project



Ashby Station Bicycle Access Improvement Project



Map of the Bicycle Lane at Ashby Station



Bicycle Lane at Ashby Station

Ashby Station Bicycle Access Improvement Project



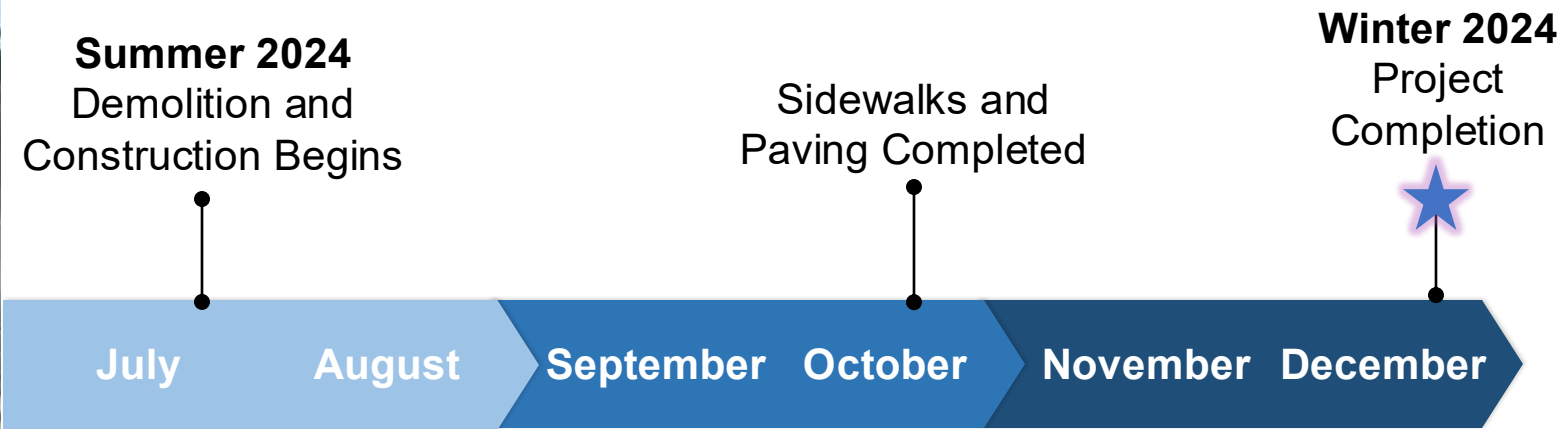
Completed Bicycle Lane at Ashby Station

Purpose	Improve transit amenities in the vicinity of the BART station
Scope	Provide a new bicycle facility to improve connectivity
Construction Duration	5 Months
Cost	\$700K
Work Performed by	Design – In-House & Parametrix (Consultant) Construction – In-House Construction Management – HDR

Project Timeline – Ashby Station Bicycle Access Improvement Project



Ashby Station Bicycle Lane during Construction





Before Construction



During Construction



After Construction

Project Progression Ashby Station Bicycle Access Improvement Project

Challenges – Ashby Station Bicycle Access Improvement Project



During Demolition



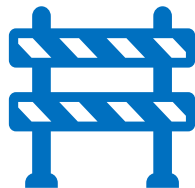
Equipment Capacity Constraints

Demolition and paving completed using small-scale tools



Crew Resource Constraints

Shared crews across multiple projects required to meet project demands



Traffic Coordination Needs

Staging work to reduce impact on pedestrians and vehicles

Operational Benefits – Ashby Bicycle Access Improvement



Completed Bicycle Lane at Ashby Station



New Bike Lane for Improved Access



Paved whole road for Extended Driveway Life



Upgraded Curb Ramps for Enhanced Accessibility



Drainage and Landscaping for Sustainable Design

Ashby Bicycle Access Improvement Project



Transbay Corridor Core Capacity Program (TCCCP) New Traction Power Facilities - West Bay



TCCCP New Traction Power Facilities, West Bay



Civic Center Substation with Transformers



TCCCCP New Traction Power Facilities, West Bay



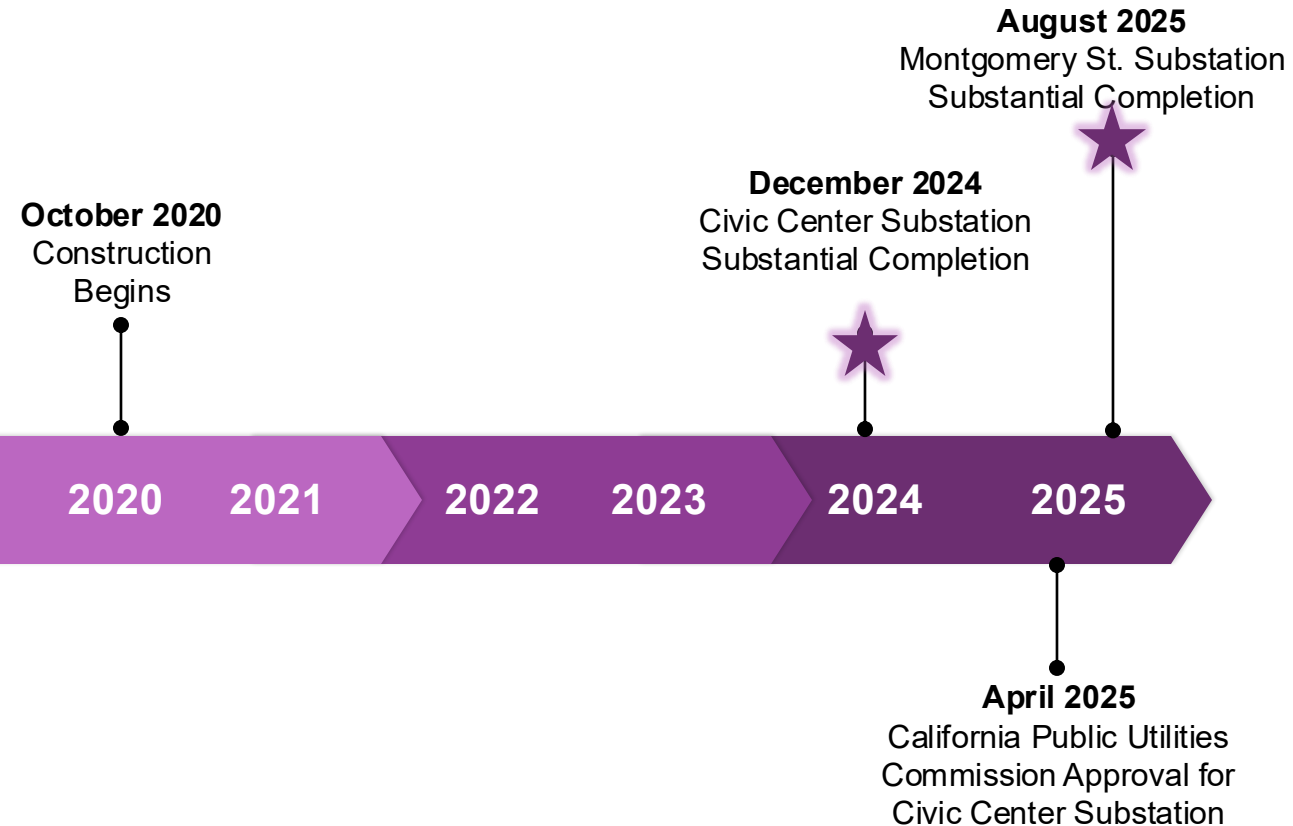
Overhead Raceway and Conduits at Civic Center Substation

Purpose	Increase reliability, redundancy, and capacity
Scope	Construction and installation of new Traction Power Substations (TPSS) at Civic Center Station and Montgomery Street Station
Construction Duration	4.5 Years
Cost	\$62M (Contract amount for both substations)
Work Performed by	Design – WSP Construction – Joint Venture between C3M, Clark and Cupertino Construction Management – Ghirardelli

Project Timeline – TCCCP New Traction Power Facilities, West Bay



Cutting Concrete to Lower Equipment at Civic Center Substation



FUNDS AT WORK



Before Construction



During Construction



After Construction

Project Progression – TCCCP New Traction Power Facilities, West Bay

Challenges – TCCCP New Traction Power Facilities, West Bay



Crane Lowering the Substation Equipment



Brownfield Construction

Design and construct within the constraints of the space



Coordination of Stakeholders

Multiple internal and external stakeholders including City of San Francisco, PG&E, CPUC, SFMTA, local business

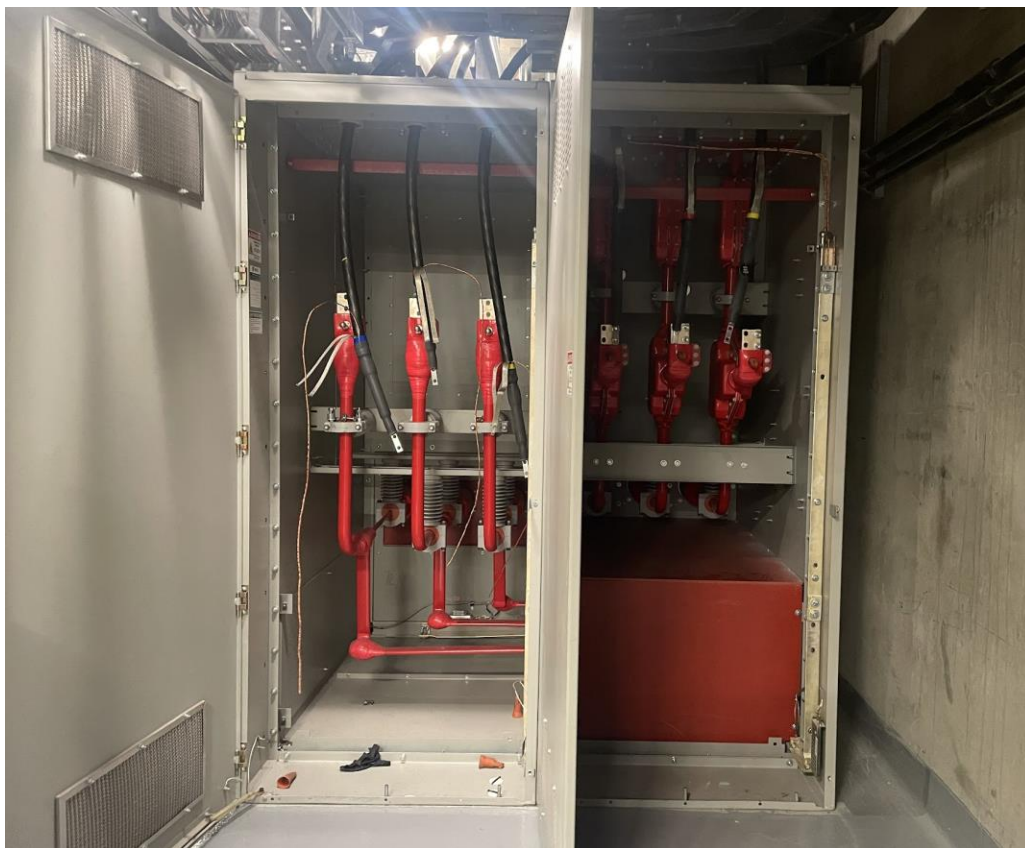


Differing Site Conditions

Civic Center Substation Construction – Heavy Equipment



Operational Benefits – TCCCP New Traction Power Facilities, West Bay



The Switchgear Cabinet from the Civic Center Substation



Improved Reliability

Enhanced system reliability, redundancy, and flexibility



Increased Power Capacity

18% more energy available for BART train operations



Faster Recovery

Reduced service delays and quicker return to service



Future-Ready Infrastructure

Supports upcoming system replacements



Greater Train Throughput

Enables more trains in the Transbay Tube corridor

5.A.1. Q&A



5.B. 10 Minute Break

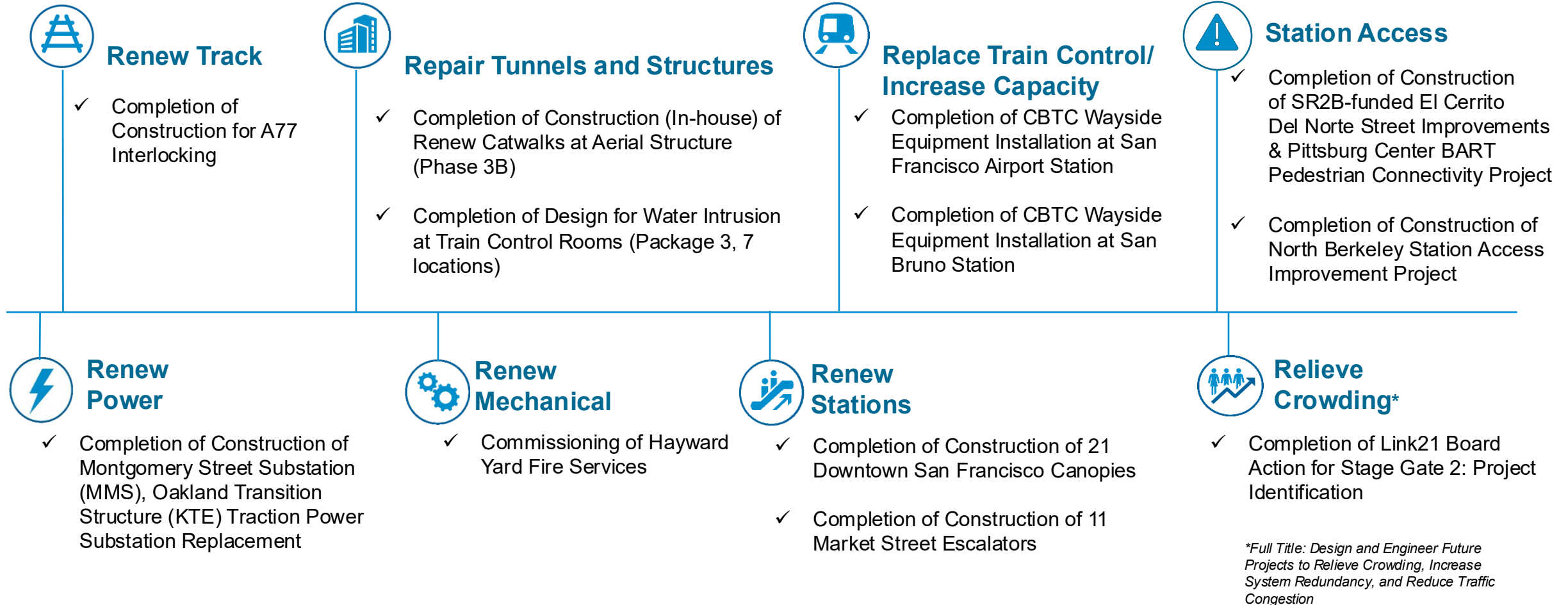


5.C. Preview of Next Year's Projects by Program



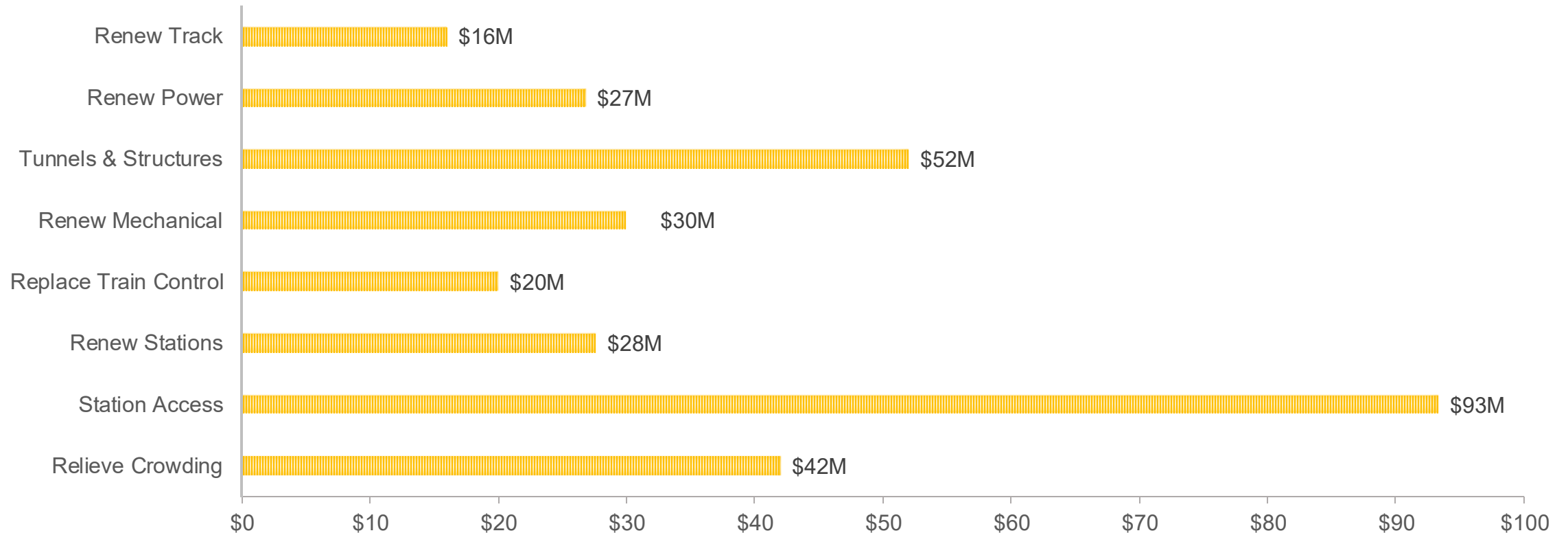
Project Progress – Forecasted Milestones

Period: April 1, 2025 – March 31, 2026



Forecasted Expenditure for Next Year (RR Only)

FORECASTED TOTAL EXPENDITURE FOR FY26 = \$308 M



5.C.1. Q&A



5.D. Leveraging Measure RR for Greater Value



Leveraging Measure RR for Greater Value

\$2B of the Measure RR funds have been leveraged to complete ~\$3.5B of the work.



Transbay Tube Retrofit

\$177M RR Leveraged/ \$412M Non-RR

Total Budget: \$589M



Communication Based Train Control

\$400M RR Leveraged/ \$893M Non-RR

Total Budget: \$1,293M



Traction Power Substations

\$47M RR Leveraged/ \$120M Non-RR

Total Budget: \$167M

5.D.1. Q&A



5.E. Appendix: Cashflow and Revenue



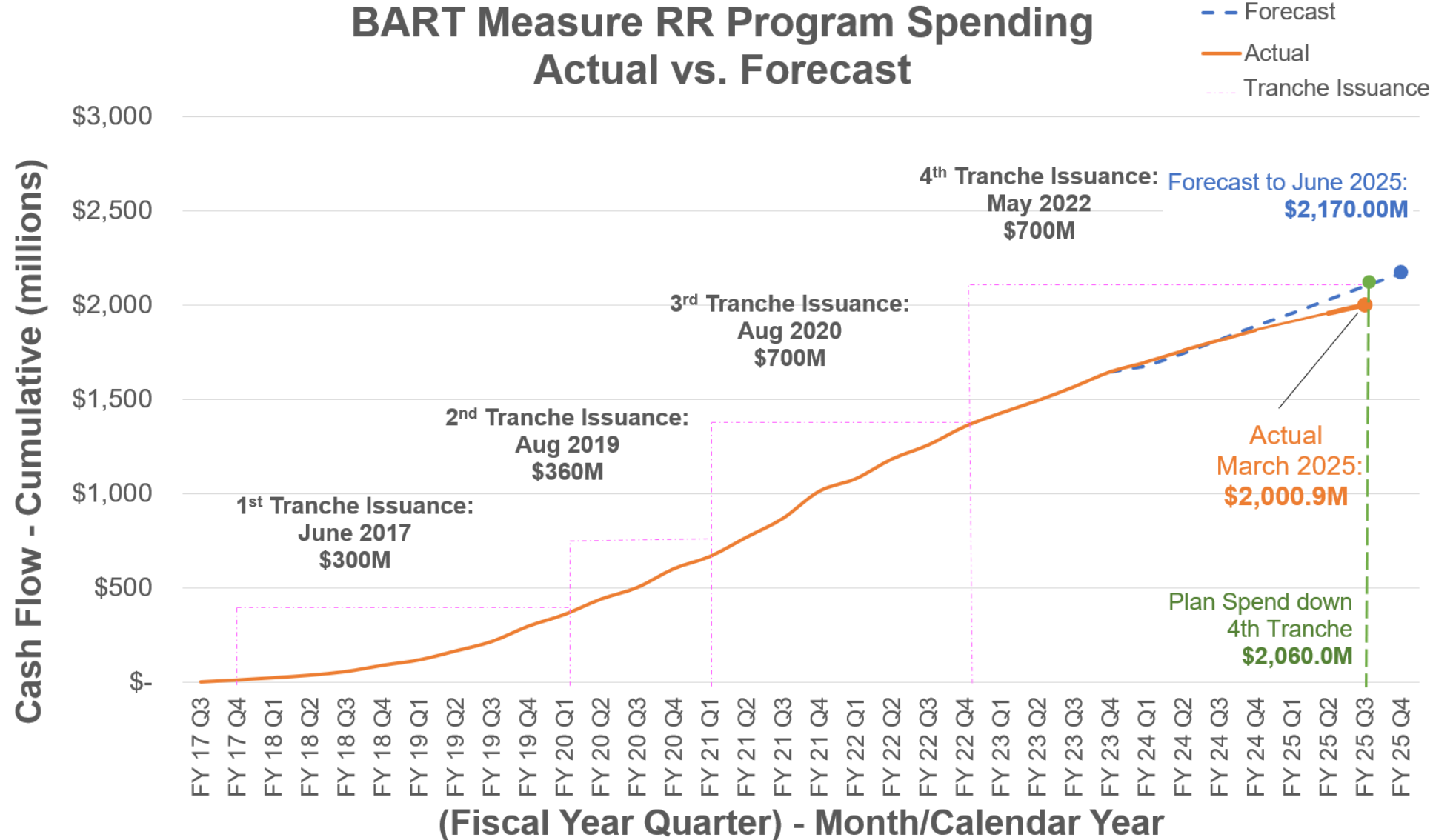
Measure RR Cashflow (\$ Millions): Long-Term Outlook

Program	Expended (thru December 2024)	Expended (thru March 2025)	Period Cashflow (Jan 2025 – Mar 2025)	% Expended out of Total Bond Investment	Long Term Expenditure
Renew Track	\$446.0	\$452.0	\$6.0	72%	\$625
Renew Power Infrastructure	\$773.2	\$787.4	\$14.2	64%	\$1,225
Repair Tunnels & Structures	\$268.6	\$273.0	\$4.4	50%	\$549
Renew Mechanical	\$92.9	\$93.9	\$1.0	60%	\$156
Replace Train Control/Increase Capacity	\$64.9	\$66.1	\$1.2	17%	\$400
Renew Stations	\$96.1	\$107.1	\$11.0	51%	\$210
Expand Safe Access to Stations	\$51.6	\$54.7	\$3.1	41%	\$135
Design/Engineer to Relieve Crowding*	\$163.8	\$166.7	\$2.9	83%	\$200
Total	\$1,957.1	\$2,000.9	\$43.8	57%	\$3,500

*Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

Management of Revenue and Spending

BART Measure RR Program Spending Actual vs. Forecast



5.E.1. Appendix: Financial Outlook, Program Status & Milestones



Work Progress Since Last Meeting



Examples of Active RR Projects (Jan - Mar 2025)

Measure RR – Project Progress

* Updated Projects



Renew Track

- 1 Frog Capital Maintenance (Systemwide Not Mapped) – Ongoing Construction
- 2 Rail Relay (Systemwide Not Mapped) – Ongoing Construction

Renew Power Infrastructure

- 3 A-Line 34.5kV Cable Replacement – Ongoing Construction
- 4 R-Line 34.5kV Cable Replacement – Ongoing Construction
- 5 West Bay Substation - In Construction
- 6 C-Line 34.5kV Cable Replacement – Ongoing Construction
- 7 K-Line 34.5kV Cable Replacement – Ongoing Construction (MacArthur to Transbay Tube East)
- 8 Substation at Transbay Tube East (KTE) – Ongoing Construction
- 9 Substation at Walnut Creek (CWC) – Ongoing Construction
- 10 East Bay Substation - In Design

Renew Tunnel & Structures

- 11 Water Intrusion at Train Control Rooms – Ongoing Construction – (Systemwide Not Mapped)
- 12 Seal and Secure Substation Roofs (Systemwide Not Mapped) – Ongoing Construction

Renew Mechanical

- 13 LMA HVAC Renovation – In Design
- 14 Turntable Replacement at Concord Yard (OCY) – Ongoing Construction
- 15 Fire Services at Hayward Yard (OHY) – Ongoing Construction
- 16 Upgrade Fire Suppression System - Ongoing Construction
- 17 Replace Sewage Pumps - Ongoing Construction

Design/Engineer to Relieve Crowding

- 18 Hayward Maintenance Complex (HMC) Phase 2: Civil & Grading – Ongoing Construction
- 19 Embarcadero Platform Elevator - In Design

Renew Stations

- 20 Market Street Canopies and Escalator – Ongoing Construction

Expand Safe Access

- 21 North Berkeley Access Improvements – Ongoing Construction
- 22 Dublin/Pleasanton Access Improvement Project – In Design
- 23 Pittsburg Center BART Pedestrian Connectivity – Ongoing Construction*
- 24 El Cerrito del Norte Street Improvements – Ongoing Construction*

Replace Train Control/Increase Capacity

- 25 Enabling Works (Systemwide Not Mapped) – Ongoing Construction
- 26 CBTC Deployment (Phase 2) – Ongoing Construction



Individual Program Milestones



Renew Track

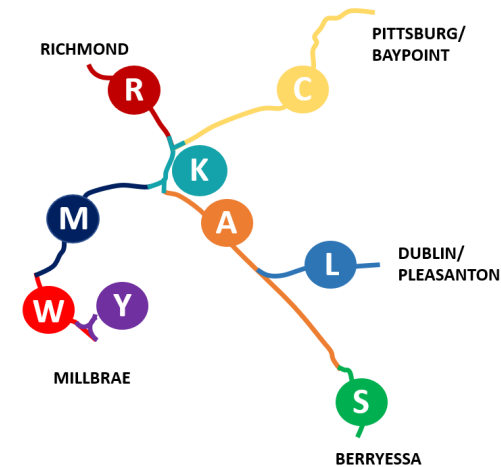
STATUS & MILESTONES

EXPENDED Thru 03/2025: \$452.0

TOTAL PROGRAM VALUE: \$625

PERIOD CASHFLOW: \$6.0

All dollar values are in millions



STATUS – Renew Track

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
1	0	1	9	11	22

MILESTONES

Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
<ul style="list-style-type: none"> <i>Completed Construction for Switch Point Replacement for Hayward and Concord Yards</i> 		<ul style="list-style-type: none"> Advertise to Bid Direct Fixation Fasteners Material Procurement Contract 	<ul style="list-style-type: none"> <i>Completion of Construction for Frog Replacement (Systemwide)</i>

Watchlist:

- None

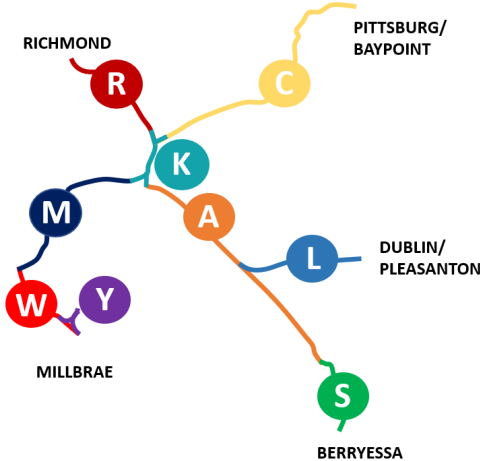
Italic: Newly added and modified milestones from previous report.



Renew Power

STATUS & MILESTONES

EXPENDED Thru 03/2025: \$787.4
TOTAL PROGRAM VALUE: \$1,225
PERIOD CASHFLOW: \$14.2
All dollar values are in millions



STATUS – Renew Power Infrastructure

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
1	6	2	19	7	35

MILESTONES			
Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
<ul style="list-style-type: none">Substantial Completion for 34.5kV Cable replacement and Fiber Optic Installation between Union City Substation (AUC) and Coliseum Substation (ACO)	<ul style="list-style-type: none">Completion of Construction of SFTS Transformer/Bus UpgradeIssue for Bid MET G Generator Replacement Project	<ul style="list-style-type: none">Substantial Completion for Traction Power Portable Substations<i>Issue for Bid Station Fire Alarm Replacement Phase 4</i><i>Completion of Construction of Montgomery Street (MMS) Substation</i><i>Completion of Construction for Nineteenth Avenue (ANA) Traction Power Substation Replacement</i>	<ul style="list-style-type: none"><i>Completion of 34.5kV Raceway Construction from Orinda (COR) to Acalanes Road (CAR)</i><i>Completion of Construction for Oakland Transition Structure (KTE) Traction Power Substation Replacement</i><i>Issue for Bid for TCCCP East Bay: Transbay Corridor Core Capacity East Bay Substation</i>

Watchlist:

- Substation Construction
- K-Line and C-Line Project Reschedule (34.5 kV Cable & Fiber Replacement Project)

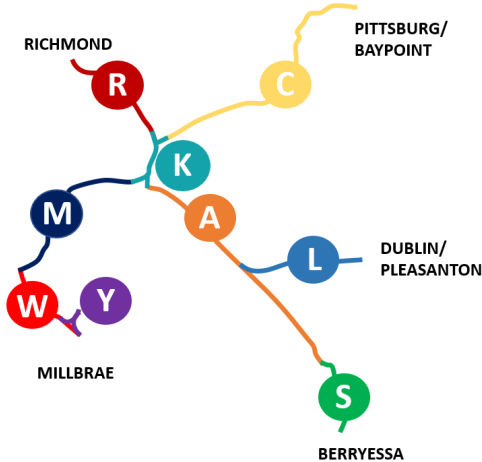
Italic: Newly added and modified milestones from previous report.



Tunnels & Structures

STATUS & MILESTONES

EXPENDED Thru 03/2025: **\$273.0**
TOTAL PROGRAM VALUE: **\$549**
PERIOD CASHFLOW: **\$4.4**
All dollar values are in millions



STATUS – Repair Tunnels & Structures

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
0	2	6	6	13	27

MILESTONES			
Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
<ul style="list-style-type: none">Began Construction for Water Intrusion at Train Control Rooms (Package 2, 4 locations)Began Construction for Slope Stabilization on L and M lines (4 sites)	<ul style="list-style-type: none">Completion of Construction (In-house) of Renew Catwalks at Aerial Structure (Phase 3B)	<ul style="list-style-type: none">Completion of Design for East Bay Street Grates	<ul style="list-style-type: none"><i>Completion of Design for Water Intrusion at Train Control Rooms (Package 3, 7 locations)</i>

Watchlist:

- None

Italic: Newly added and modified milestones from previous report.

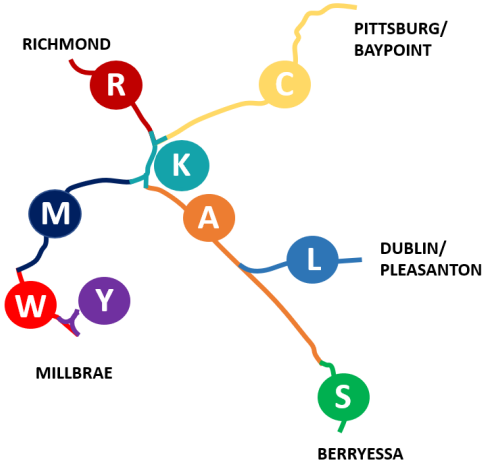


Renew Mechanical STATUS & MILESTONES

STATUS – Renew Mechanical

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
0	4	2	4	15	25

EXPENDED Thru 03/2025: \$93.9
TOTAL PROGRAM VALUE: \$156
PERIOD CASHFLOW: \$1.0
All dollar values are in millions



MILESTONES			
Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
<ul style="list-style-type: none">Procured Sewage Pumps for Sewage Replacement Project	<ul style="list-style-type: none">Installation of Sewage Pumps at Pittsburg/ Bay Point Station and 19th Street Station<i>Installation of Transbay Tube Dampers at the Oakland Transition Structure</i>	<ul style="list-style-type: none">Commissioning of Hayward Yard Fire Services	

Watchlist:

- Delivery Method for Fire Suppression Systems Upgrade Project

*Milestone for Issue for Bid Concord Yard Wheel Truing Facility postponed due to development of design specifications.

Italic: Newly added and modified milestones from previous report.



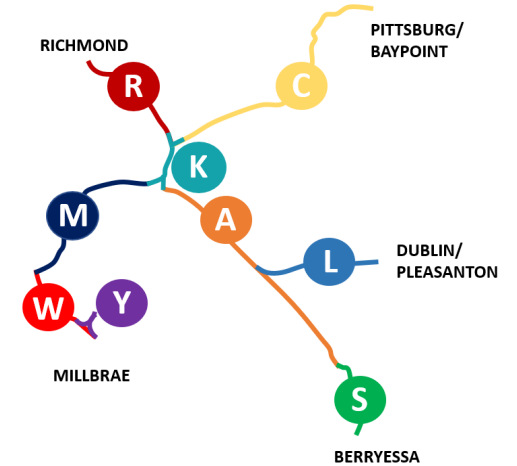
Replace Train Control STATUS & MILESTONES

EXPENDED Thru 03/2025 : \$66.1

TOTAL PROGRAM VALUE: \$400

PERIOD CASHFLOW: \$1.2

All dollar values are in millions



STATUS – Replace Train Control / Increase Capacity

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
0	0	0	6	0	6

MILESTONES			
Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
<ul style="list-style-type: none"> Received Transponders and Data Communication Systems (DCS) Equipment for CBTC Phase 2 Completed Migration Design Review for Axle Counter for CBTC Phase 2 (Millbrae and Colma Stations) Began Cable Pathway Installation for CBTC between Millbrae and Colma Stations Phase 2 	<ul style="list-style-type: none"> Completion of Static Test on Hayward Test Track Perform CBTC Wayside Equipment Testing at Lake Merritt Administration Phase 1 Completion of Self-Performed M-Line Pre-cutover Installation Work in Train Control Room 	<ul style="list-style-type: none"> Completion of CBTC Wayside Equipment Testing at Lake Merritt Administration Phase 1 Start of CBTC Wayside Equipment Testing at Phase 2 (W-Line) Start of Self-Performed A-Line CBTC Wayside Installation 	<ul style="list-style-type: none"> <i>Start of Construction for Phase 3 (M-Line)</i> <i>Completion of CBTC Wayside Equipment Installation at San Francisco Airport Station</i> <i>Completion of CBTC Wayside Equipment Installation at San Bruno Station</i>

Watchlist:

- None

Italic: Newly added and modified milestones from previous report.

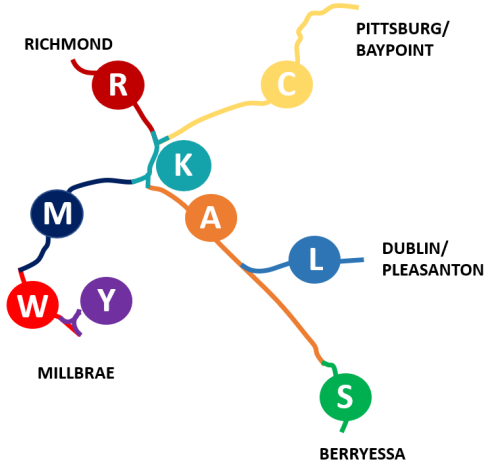


Renew Stations

STATUS & MILESTONES

EXPENDED Thru 03/2025 : **\$107.1**
TOTAL PROGRAM VALUE: **\$210**
PERIOD CASH FLOW: **\$11.0**

All dollar values are in millions



STATUS – Renew Stations

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
1	2	0	2	5	10

MILESTONES			
Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
<ul style="list-style-type: none">Completed Construction for P2 Platform Escalator at Civic Center Station, and P5 Platform Escalator at Powell Street StationCompleted Construction for Canopy 1 at Embarcadero Station and Canopy 10 at Montgomery Station	<ul style="list-style-type: none">Completion of Construction for Canopy 17 at Market StreetCompletion of Construction for P3 Platform Escalator at Embarcadero Station	<ul style="list-style-type: none">Completion of Construction for S5 and S7 Street Escalators and P2 Platform Escalator at Montgomery Street Station, and P3 Platform Escalator at Civic Center Station<i>Completion of Construction for Canopy 8 at Montgomery Station and Canopy 20 at Civic Center Station</i>	<ul style="list-style-type: none"><i>Completion of Construction for S6 Street Escalator at Civic Center Station</i><i>Completion of Construction for Canopy 4 at Embarcadero Station</i>

Watchlist:

- None

Italic: Newly added and modified milestones from previous report.



Station Access

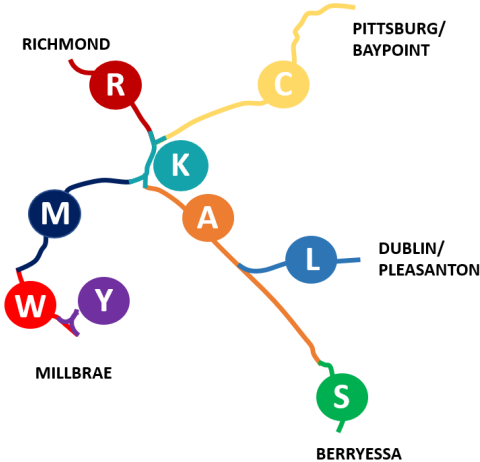
STATUS & MILESTONES

EXPENDED Thru 03/2025 : \$54.7

TOTAL PROGRAM VALUE: \$135

PERIOD CASHFLOW: \$3.1

All dollar values are in millions



STATUS – Expand Safe Access to Stations

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
4	9	1	8	14	36

MILESTONES			
Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
	<ul style="list-style-type: none"> Issue for Bid Dublin/Pleasanton Station Access Improvements Completion of 100% Redesign for PA System Improvements Completion of Construction of SRB-funded Pittsburg Center BART Pedestrian Connectivity Project 	<ul style="list-style-type: none"> Completion of Construction of North Berkeley Station Access Improvement Project Issue for Bid Pittsburg/Bay Point Shared Mobility Improvement Project Completion of 100% Design for Wayfinding Improvements Phase 4.1 at North Berkeley, Rockridge, and Fruitvale Stations 	<ul style="list-style-type: none"> <i>Completion of Construction of Stairway Bicycle Channels at Civic Center, Embarcadero, 24th Street Stations</i> <i>Completion of Construction of SRB-funded El Cerrito Del Norte Street Improvements</i>

Watchlist:

- None

Italic: Newly added and modified milestones from previous report.

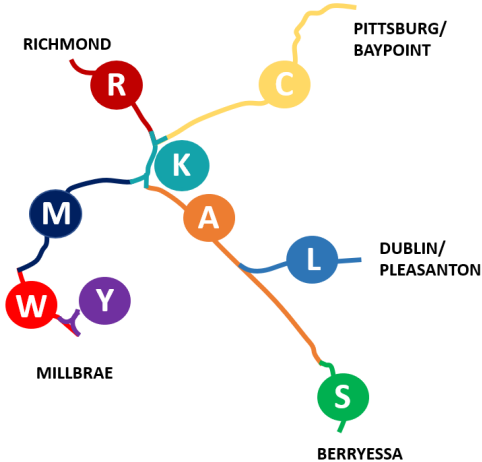


Relieve Crowding*

STATUS & MILESTONES

*Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

EXPENDED Thru 03/2025 : \$166.7
TOTAL PROGRAM VALUE: \$200
PERIOD CASHFLOW: \$2.9
All dollar values are in millions



STATUS – Design / Engineer to Relieve Crowding*

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
3	2	0	1	2	8

MILESTONES			
Completed (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)	Q1 (July 2025 – Sep 2025)	Q2 (Oct 2025 – Dec 2025)
<ul style="list-style-type: none">Completion of Trackwork Procurement Contract for Hayward Maintenance Complex (HMC2)	<ul style="list-style-type: none">FTA Review of East Storage Yard (ESY) Optimization PlanCompletion of Design for Embarcadero Platform Elevator Project	<ul style="list-style-type: none">FTA Acceptance of East Storage Yard (ESY) Optimization Plan	<ul style="list-style-type: none"><i>Perform Optimized Design for East Storage Yard (pending FTA Acceptance of the Optimization Plan)</i>

Watchlist:

- Phasing for Embarcadero South Stairs Expansion and Platform Elevator Modernization
- Hayward Maintenance Complex Phase 2 (HMC2) Optimization Plan

Italic: Newly added and modified milestones from previous report.

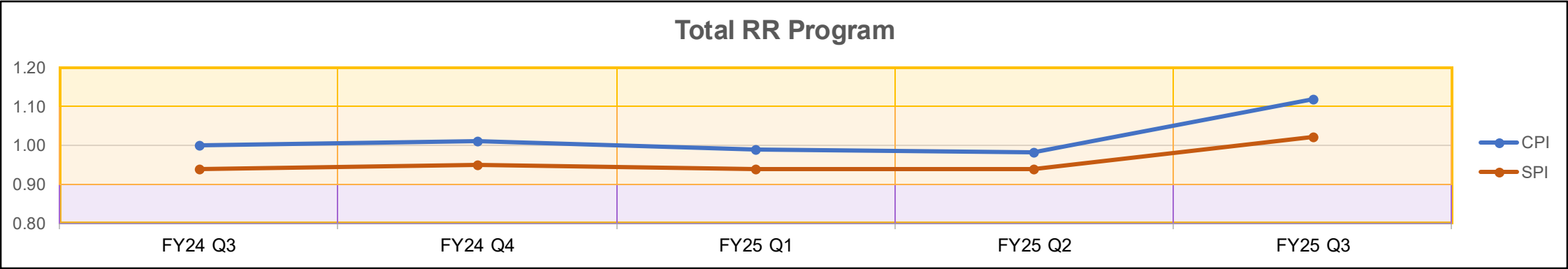


Budget and Schedule Status



Earned Value Rollup by Program As of Mar 2025

Goal: CPI and SPI between 0.9 and 1.1



RR Program	Total RR Budget	Physical % Complete	Planned Value (RR Only)	Earned Value (RR Only)	Accrued to Date (RR Only)	CPI	SPI
Renew Track	\$ 625	76%	\$ 478.1	\$ 471.9	\$ 452.1	1.04	0.99
Renew Power	\$ 1,225	67%	\$ 797.3	\$ 826.6	\$ 789.9	1.05	1.04
Repair Tunnels and Structures	\$ 549	73%	\$ 368.3	\$ 401.6	\$ 273.0	1.47	1.09
Renew Mechanical	\$ 156	68%	\$ 125.3	\$ 106.3	\$ 93.9	1.13	0.85
Replace Train Control/Increase Capacity	\$ 400	16%	\$ 64.1	\$ 64.0	\$ 63.6	1.01	1.00
Renew Stations	\$ 210	68%	\$ 120.1	\$ 143.1	\$ 107.1	1.34	1.19
Expand Safe Access to Stations	\$ 135	48%	\$ 67.5	\$ 64.3	\$ 54.7	1.18	0.95
Design/Engineer to Relieve Crowding*	\$ 200	81%	\$ 170.3	\$ 162.8	\$ 166.8	0.98	0.96
Total	\$ 3,500	64%	\$ 2,191.0	\$ 2,240.7	\$ 2,001.0	1.12	1.02

CPI – Cost Performance Index

SPI – Schedule Performance Index

*Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

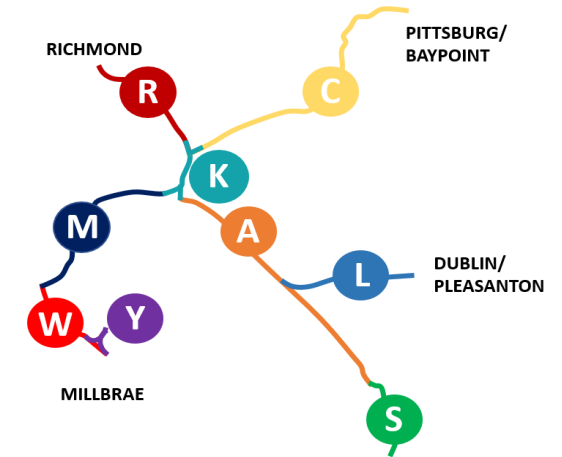
BART Safety Reliability and Traffic Relief Program (Measure RR)

June 2025



Track Program Detail

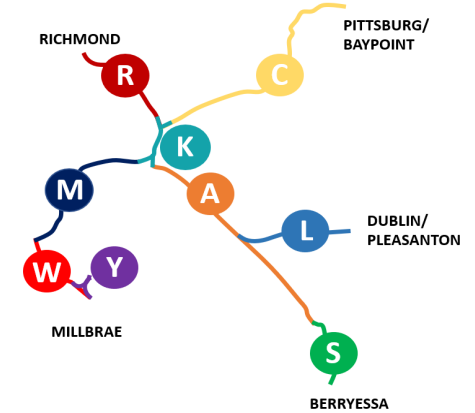
Project	Count
Number of Projects (>25% Spent)	20
CPI <0.9 or >1.1	1
SPI <0.9 or >1.1	3
Number of Risk Register Updates Performed in Previous Period	8
Number of Project(s) with Quality Reviews Performed in Previous Period	5



Project	Physical % Complete	CPI	SPI	Comments
Switch Replacement	95%	0.95	1.34	Completed more locations than planned
Frog Capital Maintenance	86%	0.97	0.86	Schedule impact due to unexpected asset degradation, rework needed
Richmond Yard Track Rehabilitation	21%	0.71	1.03	Increased coordination effort due to limited track success
K-Line Interlocking K23, K25, C15	37%	0.98	0.62	Project is behind schedule due to revised Weekend Shutdown Schedule, evaluating different Delivery methods

Power Program Detail

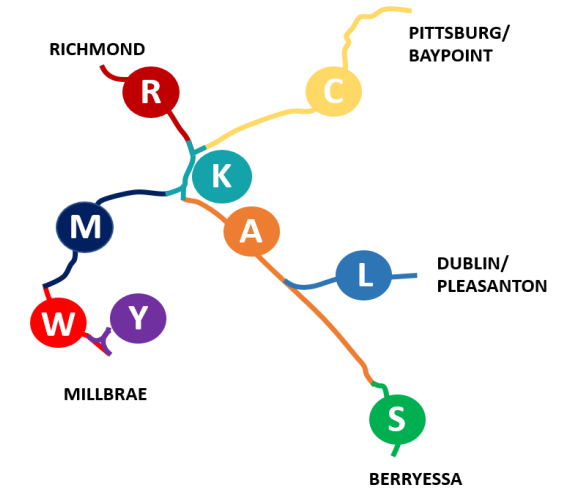
Project	Count
Number of Projects (>25% Spent)	27
CPI <0.9 or >1.1	4
SPI <0.9 or >1.1	8
Number of Risk Register Updates Performed in Previous Period	16
Number of Project(s) with Quality Reviews Performed in Previous Period	7



Project	Physical % Complete	CPI	SPI	Comments
R-Line 34.5kV AC Cable Replacement	93%	0.84	1.26	Emergency repair work performed by in-house forces. Contractor finished work ahead of schedule
C-Line 34.5kV AC Cable Replacement	20%	0.58	0.67	Carrying over the cost and schedule impact from the previous emergency repair work on the R-Line Cable project
K-Line 34.5kV AC Cable Replacement	50%	1.07	0.61	Impacted by availability of resources
PG&E Power feed to MXP Gap Breaker	27%	0.92	0.27	Impacted by coordination with external agencies
SFTS Transformer/Bus Upgrade	70%	0.85	0.70	Impacted by coordination with external agencies for transformer design, testing and installation
Battery Room Replacement for Train Control Rooms	94%	0.86	0.94	Delayed due to ongoing scope discussions for 2 locations
Systemwide MPR & Rectifier Renovation	61%	1.00	0.83	Impacted by availability of resources

Tunnels & Structures Program Detail

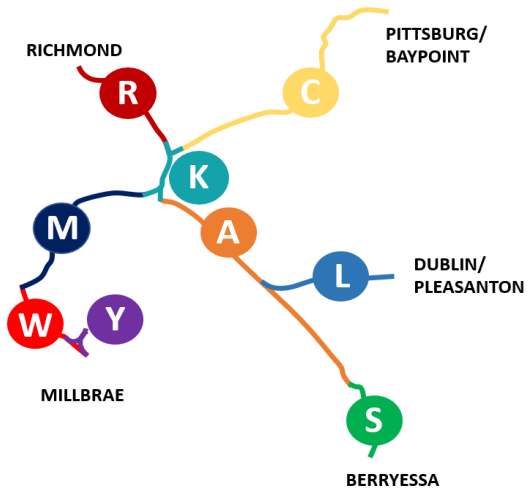
Project	Count
Number of Projects (>25% Spent)	26
CPI <0.9 or >1.1	3
SPI <0.9 or >1.1	3
Number of Risk Register Updates Performed in Previous Period	7
Number of Project(s) with Quality Reviews Performed in Previous Period	2



Project	Physical % Complete	CPI	SPI	Comments
Aerial Catwalk Renewal	47%	1.13	0.93	Efficiency with installation at more easily accessible locations
Slope stabilization (AC, CCC, SFC)	75%	0.99	0.76	Delay carried over from extended environmental clearance
Substation Roofs	55%	0.84	0.56	Additional safety requirements & training impacted the schedule
Wayside Signage Inspection and Inventory	55%	0.71	0.55	Delay due to availability of resources and challenging locations

Mechanical Program Detail

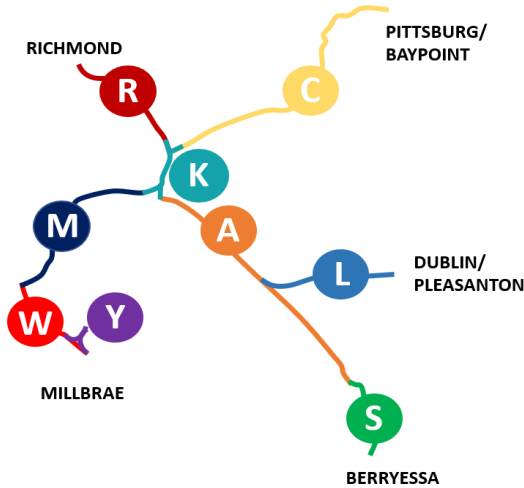
Project	Count
Number of Projects (>25% Spent)	22
CPI <0.9 or >1.1	2
SPI <0.9 or >1.1	2
Number of Risk Register Updates Performed in Previous Period	5
Number of Project(s) with Quality Reviews Performed in Previous Period	1



Project	Physical % Complete	CPI	SPI	Comments
Replace Sewage Pumps	52%	0.92	0.78	Delay due to design package completion
Transbay Tube Dampers Overhaul	87%	1.18	0.89	Procurement effort is optimized and schedule is impacted by availability of resources

Renew Stations Program Detail

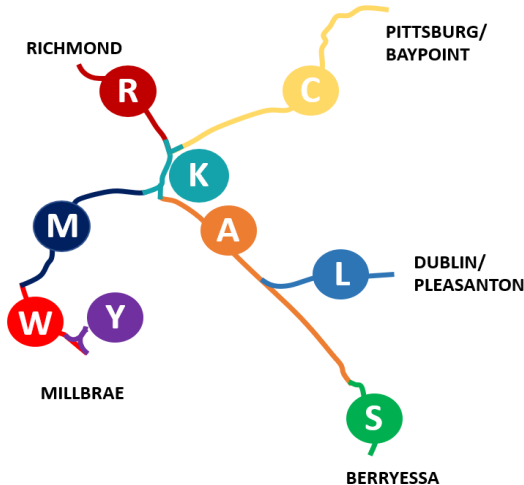
Project	Count
Number of Projects (>25% Spent)	9
CPI <0.9 or >1.1	0
SPI <0.9 or >1.1	0
Number of Risk Register Updates Performed in Previous Period	0
Number of Project(s) with Quality Reviews Performed in Previous Period	1



Project	Physical % Complete	CPI	SPI	Comments
There are no projects with CPI and SPI outside the range of 0.9 and 1.1				

Station Access Program Detail

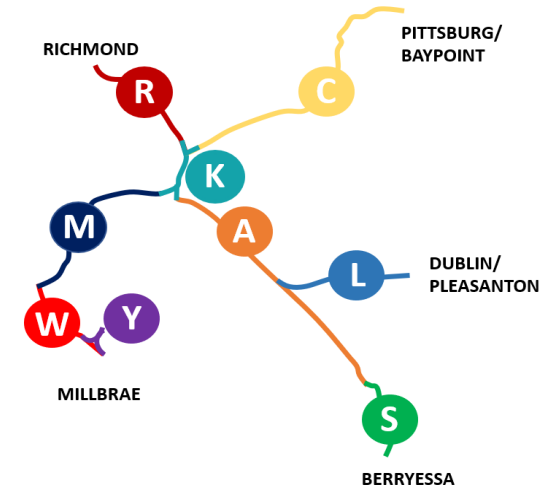
Project	Count
Number of Projects (>25% Spent)	25
CPI <0.9 or >1.1	0
SPI <0.9 or >1.1	1
Number of Risk Register Updates Performed in Previous Period	6
Number of Project(s) with Quality Reviews Performed in Previous Period	0



Project	Physical % Complete	CPI	SPI	Comments
Civic Center Access Improvement	85%	1.00	0.85	Progress slower than planned, substantial completion expected next quarter

Relieve Crowding* Program Detail

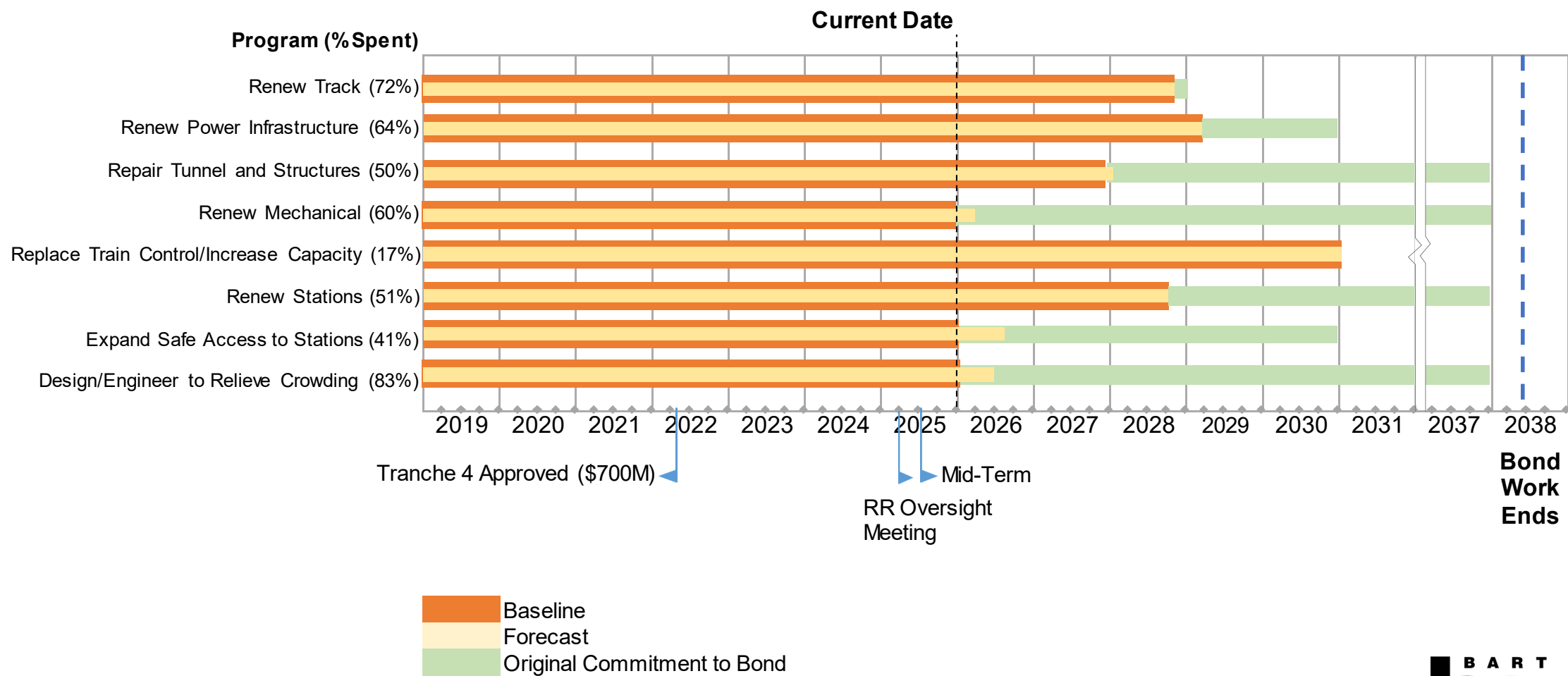
Project	Count
Number of Projects (>25% Spent)	7
CPI <0.9 or >1.1	1
SPI <0.9 or >1.1	1
Number of Risk Register Updates Performed in Previous Period	1
Number of Project(s) with Quality Reviews Performed in Previous Period	1



Project	Physical % Complete	CPI	SPI	Comments
HMC East Storage Yard	27%	0.81	0.75	Currently being reevaluated due to significant funding gap

*Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

Program Level Schedule Update



5.E.2. Small Business Outreach



RR Program Update – Small Business

Program	Total RR Commitment	Total RR SB Commitment	SB Commitment %	# of SB Contracts	Total RR Payments on RR Contracts	RR Payments to SBs	SB Payment %
Renew Track	\$168.5 M	\$39.4 M	23%	198	\$151.9 M	\$37.1 M	24%
Renew Power	\$464.8 M	\$140.7 M	30%	488	\$368.9 M (+\$3M)	\$149.1 M (+\$2M)	40%
Repair Tunnels & Structures	\$165.5 M (+\$2M)	\$38.3 M	23%	238	\$136.8 M	\$23.2 M	17%
Renew Mechanical	\$40.8 M	\$14.3 M	35%	106	\$31.0 M	\$12.5 M	40%
Replace Train Control/Increase Capacity	\$58.1 M	\$11.4 M	20%	218	\$39.2 M	\$5.4 M	14%
Renew Stations	\$163.3 M	\$30.9 M	19%	158	\$97.9 M (+\$7M)	\$16.1 M	16%
Expand Safe Access to Stations	\$24.6 M	\$7.5 M	30%	196	\$21.9 M	\$7.2 M	33%
Design/Engineer to Relieve Crowding	\$146.7 M	\$36.3 M	25%	244	\$133.1 M	\$35.8 M	27%
Total	\$1,232.2 M (+\$3M)	\$318.8 M (+\$1M)	26%	1845 (+26)	\$980.8 M (+\$12M)	\$286.5 M (+\$4M)	29%

Notes: All amounts are based on RR fund percent only. Amounts are updated to April 31, 2025. Includes formal contracts only; does not include informal purchases or work performed by BART's own forces. SB totals include DBEs, MSBEs, SBs, and LSBs. Sources: RR commitments are based on RR Requisitions report, Procurement Sealed Bids Report and PeopleSoft Work Plans application. RR% for each project is based on Financial Analysts' report, RR Funds / Total Project Budget. Payments based on PeopleSoft and B2GNow.

BART Safety Reliability and Traffic Relief Program (Measure RR)
June 2025



RR Program Update - Small Business Outreach



*BART Civil Rights staff at the
2025 BART Small Business Summit*

Recently Completed Events

- **5/19/25:** “2025 BART Small Business Summit” – Oakland, CA
- **5/20/25:** “Mastering Pre-Bid Meetings Workshop” – Zoom
- **5/21/25:** “Small Business Certifications Office Hours” – Zoom
- **5/22/25:** “Small Business Support Services – Building an Effective Back Office” – Zoom
- **5/28/25:** CMAA NorCal “Meet the Primes” – Oakland, CA

Upcoming Events (Tentative Dates)

- **6/26/25:** VTA “Contracts & Contacts” – San Jose, CA

Thank you!



Acronyms

ADA	Americans with Disabilities Act
CBTC	Communication Based Train Control
CPI	Cost Performance Index
DBE	Disadvantaged Business Enterprise
EAC	Estimate At Completion
ETC	Estimate to Complete
EVM	Earn Value Management
HMC	Hayward Maintenance Complex
LSB	Local Small Business
MPR	Multi-Function Protection Relay
MSBE	Micro Small Business Entity
OCIO	Office of the Chief Information Officer
OID	Office of Infrastructure Delivery
PA	Public Announcement
SB	Small Business
SPI	Schedule Performance Index
TCMP	Train Control Modernization Program

