

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, January 17, 2025
9:30 a.m. – 12:00 p.m.

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

A Meeting of the Bond Oversight Committee will be held on Friday, January 17, 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 Committee Meeting in person or join the Committee Meeting via Zoom by calling 1 (833) 548-0282 and entering **access code** 868 3669 9744; logging in to Zoom.com and entering **access code** 868 3669 9744; or typing the following Zoom link into your web browser: (<https://us06web.zoom.us/j/83700017606>)

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 Committee 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** 868 3669 9744, 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** 868 3669 9744, and use the raise hand feature; or join the Committee Meeting via the Zoom link (<https://us06web.zoom.us/j/83700017606>) 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.

AGENDA

1. **Call to Order** (Approximately 5 minutes)
 - A. Roll Call
2. **General Public Comment** (3-minute limit per speaker)
3. **Administrative Items:** (Approximately 45 minutes)
 - A. Approval of September 20, 2024 Meeting Minutes (For Discussion/Action)
 - B. Adoption of Meeting Schedule for July 1, 2025 – June 30, 2026 Term (For Discussion)

1. Meeting Schedule: September 19, 2025, January 16, 2026, April 17, 2026, June 19, 2026
- C. Review updates to Committee Procedure
 1. Bond Oversight Committee Standing Rules
 2. Committee Protocols Governing Communications with BART Staff
4. **Agenda Setting and Future Planning Workshop Part 1**
 - A. Measure RR BART Safety, Reliability and Traffic Relief Program Presentation - Project Prioritization (Approximately 20 minutes)
 1. Committee Q&A (Approximately 20 minutes)
 - B. Attachment: Measure RR BART Safety, Reliability and Traffic Relief Program Appendix
5. **Future Agenda Items & Questions (For Discussion) (Approximately 10 minutes)**
 - A. Continuation of Agenda Setting and Future Planning Workshop Part 2 (For Information)
 1. Context Setting and Regional Trends Post Covid
 2. Operating and Capital Outlook
 3. Funding Strategy: 2026 Regional Measure Polling, Options and Next Steps
 - B. Update on Member Election (For Information)
6. **Committee Member Announcements (For Discussion) (Approximately 5 minutes)**
7. **General Public Comment (3-minute limit per speaker)**
8. **Adjournment**

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.

San Francisco Bay Area Rapid Transit District

Measure RR Program

BART Bond Oversight Committee

Friday, September 20, 2024

9:30 AM – 12:00 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. Shrawagi absent. All other members present.
2. Public Comment	<p>Aleta Dupree made a comment expressing the importance of Bond Oversight Committee and need to ensure a state of good repair to prevent service disruptions.</p> <p>No written public comment was received. No comments on Zoom.</p>
3. Administrative Items <ul style="list-style-type: none">a. Meeting Minutesb. Review of Tentative Schedule for 2025 – 2026 Termc. Discuss AB 1234 Ethics Training Schedule	<p>Committee Member Stewart, request edits to meeting minutes item 7 Future Agenda Items & Questions/Committee Member Announcements to clarify the comment/question that was made to include the tools, processes and documentation used to manage risk like the shortfall in funding.</p> <p>No additional comments were received on the meeting minutes.</p> <p>Motion approve June Minutes with changes Loosen. Second Wang. Roll Call Vote. Motion Passes. 3 Yes, 1 Abstain 1 Absent</p> <p>Russell, Measure RR Program Manager, introduced the 2025-2026 calendar and the calendar will be voted on during January 2025 meeting. Committee members will provide comments via email.</p> <p>Russell introduced the AB 1234 Ethics Training. Training is required every 2 years BART Bond Oversight Committee Host training typically during the month of April. 2hr training.</p> <p>All members expressed that they have been trained within the last two years.</p>

	<p>Russell will provide training in April for any new members to the committee.</p>
<p>4. Annual Report Committee Debrief July 11th Board Presentation</p>	<p>Committee Member Rosenthal provided an overview of the July 11th presentation of the Annual Report to the BART Board of Directors and described the subcommittee process of working with staff. The goal this year was to take a fresh look at the report, reorganize it, make it accessible, and add detail when possible. This was well received by BART Directors.</p> <p>Feedback received from the Directors was very positive, around accessibility and that the report is a very useful document. Some challenges that were expressed showed a desire to dig deeper and conduct a proactive analysis of Measure RR. The landscape of transit systems has changed and now is an opportune time to reflect on how we are adjusting post pandemic. Consider doing some exploration, set aside time to take the opportunity to ask is BART changing its priorities for Measure RR, can we show that Measure RR is dynamic? Step back and look at the big picture, since we are halfway done, and we are at a different place since when we got started.</p> <p>Rosenthal recommends reappointment of 2024 subcommittee members to 2025 Annual report subcommittee.</p> <p>Committee Member Wang, for future format recommends more data visualization, more accessible data. Where the public can just click to access or link directly to a certain project. More interaction with the public.</p> <p>Sylvia Lamb, Assistant General Manager Infrastructure Delivery, we will also look into updating the Measure RR website to make it more user friendly</p> <p>Chris Filippi, BART Communications, suggest the Annual Report subcommittee meet before next year to begin incorporating suggestions.</p> <p>Rosenthal, suggests a workshop to discuss priorities and the current landscape. How does the drop in ridership affect priorities? How does</p>

the RR program adjust to the new landscape, are some projects moved up or moved down in priorities? This is not a deep dive subcommittee topic and is important for the entire committee to be engaged in this discussion.

Stewart, suggest that it would be helpful to dig deeper and ensure we are doing our due diligence.

Committee Member Loosen, seconds Rosenthal's suggestion for a deeper look at how BART is dealing with ridership changes and landscape now as compared to 2019. This is something that we should be aware of. How is BART positioning itself for a future bond measure?

Wang, agrees with the proactive analysis we need to look forward and with a broader prospective. We can look at environmental justice on specific projects.

Lamb, The BART Board of Directors hosts a workshop once a year. We could plan a workshop style format for the Bond Oversight Committee.

Russell, committee members can provide a list of topics that they would like covered in the workshop.

Stewart, can we provide a presentation on the overall funding shortage for BART and other transportation organizations in the United States, so that we can compare them and understand if issues are BART-specific or are common to other agencies?

Chair McGill agrees to do a workshop to identify parts of Measure RR that don't make sense anymore or need more detail. Once this is identified it can be taken back to the BART Board for direction on how to move forward with addressing them.

Lamb, Capital Improvement Program will be presented to the BART Board on September 26th. A portion of the workshop can include funding,

	<p>Capital Improvement Program (CIP), and fiscal cliff.</p> <p>Chair McGill, in December there will be new BART Board Directors. Can the committee participate in the onboarding so that the committee is up to speed with the BART Board?</p> <p>Motion to reappoint subcommittee members include: Shrawagi (Subcommittee Chair), Loosen, Rosenthal for 2025 Annual Report Committee made by Rosenthal. Second made by Stewart, Roll Call Vote. 5 Yes, 0 Abstain, 1 Absent. Motion Passes.</p>
<p>5. Measure RR BART Safety, Reliability and Traffic Relief Program Presentation</p>	<p>Rachel Russell, Measure RR Program Manager, presented the Bond Oversight Committee Framework quarterly agenda.</p> <p>Joy Sharma, Chief Delivery Officer, presented an overview of the Annual Review of the Measure RR program.</p>
<p>A. Measure RR Overall Progress</p>	<p>Russell, presented an overview of Measure RR Project Success for 2023-2024.</p> <p>Stewart, asked for clarification on how Cost Performance Index (CPI) and Schedule Performance Index (SPI) is impacted when a new project is added.</p> <p>Lamb, provided clarification on how new projects are added. Planned spending is in the program level. The CPI and SPI does not increase because the project is added. It increased because the overall program is performing well.</p> <p>Rosenthal, on the Program Level Schedule Update slide 7, we show the projection/forecast going out to 2038, we don't do that on the RR Overall Program Budget Progress slide 5. I'm wondering if at the rate we are going will we level off and start to come down? Suggest extending graph on RR Overall Program Budget Progress slide 5 to show the trajectory.</p> <p>Lamb, suggest an alternative on RR Overall Program Budget Progress slide 5, this slide is meant to show how we are handling the tranches. It might be helpful on slide 6 Measure</p>

	<p>RR Cashflow, to add a column that shows when we expect each program to be completed. Rosenthal, agrees with the suggested approach and recommends changing the title of RR Overall Program Budget Progress slide 5 to Management of Revenue and Spending.</p> <p>Loosen, ask if “Drill Down” means details. Can we change the term “Drill Down” to “Detail” slide? This could help make it clearer to the public.</p> <p>Lamb, suggests the Deep Dive Committee take a look at the drill-down slides to see if they are still needed or if data should be conveyed differently.</p> <p>Rosenthal agrees with Loosen on amending the term “drill” down.</p> <p>Rosenthal points out that the comments on the Relieve Crowding slide are helpful to provide context on the project and program priorities.</p>
<p>B. 10-Minute Break</p>	<p>6 min break</p>
<p>C. Measure RR Program Updates a. Office of Civil Rights</p>	<p>Joseph Towner, Manager of Program Planning Support presented an update on Office of Civil Rights Small Business Outreach.</p> <p>Wang asked what the attendance is for the online meetings.</p> <p>Towner responded that attendance depends on the topic. For popular topics we see about 80-90 attendees.</p> <p>Stewart, mentioned that she attended a Small Business event and felt it was very helpful.</p>
<p>D. Program Status & Milestones</p>	<p>Rachel Russell, Measure RR Program Manager presented the Program Status & Milestones.</p> <p>Wang, regarding renew crowding in the drill down the comments regarding the East Storage Yard. Will the project evaluation affect the milestones?</p> <p>Lamb, the value engineering analysis is part of what added this comment on the watchlist. There is RR funding but this project is also funded by Federal Transit Administration (FTA) and there is a</p>

funding gap that we will need to figure out before moving forward.

Loosen, Station Access Status and Milestones slide 33, the milestone for 19th Street Access Improvement Project, why is this on hold.

Russell, explained that this project has been placed on hold to reevaluate the need of bike station.

Rosenthal, how many years will the 18 shutdowns occur over for the Renew track program?

Russell, responded that 18 shutdowns will occur over 3 years.

Filippi, provided response on feedback received during the 1st shutdown. The plan is still to have 18 shutdowns over 3 years. Whenever shutdowns are postponed, there are notifications to the public.

Lamb, explained the complexity of the shutdown in this specific area. Staff are taking lessons learned from the first shutdown and will implement those lessons learned moving forward. We've received positive feedback on the first shutdown. The pause is not because of any negative feedback that was received. We paused to see if there are ways we can make the work more efficient.

Chair McGill, asked if the transponders are a major component to ensure trains can move closer together.

Lamb, responded that the transponders are a key element in train control and communications to Operations Control Center (OCC), and other trains, and will allow us to move beyond the fixed block systems.

Chair McGill asked what the next steps are for Link21 deep dive committee.

Stewart, explained that there are remaining discussions scheduled to review the Link21 dashboard to understand how money has been

	<p>spent and the plan moving forward. There is a deep dive subcommittee meeting scheduled at the end of September.</p> <p>Chair McGill, isn't BART the lead for the Link21 effort but we don't pay for everything how does that work?</p> <p>Lamb explained that BART is taking the lead on planning efforts, but future phases will include other funding.</p> <p>Chair McGill asked if the fire protection requirements such as PFAS are impacting the fire suppression projects.</p> <p>Lamb, explained that we will need to look directly at the projects to see if these requirements are having an impact on the cost. We are keeping a close eye on these projects and we are doing ok on the mechanical projects at this point.</p>
<p>6. Future Agenda Items & Questions</p>	<p>Russell, Measure RR Program Manager, provided an update on member elections. Applications were extended to September 13. Next step is interviews and seek Board approval in December.</p> <p>Russell provided an overview of upcoming meetings, including workshops, committee procedures, 2025 Annual Report, and Project Site Tours.</p> <p>Stewart expressed interest in seeing bicycle channels at 19th and 12th Street or in San Francisco.</p>
<p>7. Committee Member Announcements</p>	<p>None.</p>
<p>8. General Public Comment</p>	<p>Aleta Dupree provided public comment. Suggest that we revise the term "Drill Down". Aleta discussed the need for fire suppression facilities and appreciates the information about the Small Business and Disadvantaged communities.</p> <p>Introduction of Charlie Castillo, AGM Administration.</p> <p>Chair McGill suggest we explain the terminology that we use. (drill down, frogs, milestones, etc.)</p> <p>No comments were received on zoom.</p>

9. Adjournment	Meeting Adjourned at 11:30 am.
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4. A. Measure RR BART Safety, Reliability and Traffic Relief Program Presentation

Bond Oversight Committee | January 17, 2025



Agenda

- ◆ Measure RR History
- ◆ Capital Program Snapshot
- ◆ Reliability Centered Maintenance (The Cornerstone)
- ◆ Capital Program Prioritization
- ◆ Capital Program Funding Sources
- ◆ Integrated Strategy



West Bay Traction Power Substation Project (Civic Center Station)

Measure RR History

Program Development:

- BART’s System Renewal Plan cost estimate
- 8 Major Programs
- Projects carefully selected & prioritized
- Broad public participation

Benefits:

- Building a Better BART
- Safety: Increases rider & employees security
- Reliability: Keeps BART dependable
- Crowding Relief: Reduces traffic, protects environment, makes room for economy to grow

Gaps:

- Restrictions on usage of funds

Total Measure Investment	\$ Millions	% of Total Bond	BENEFITS		
			Safety	Reliability	Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	\$3,165	90%	✓	✓	✓
Renew Track	\$625	18%	✓	✓	
Renew Power Infrastructure	\$1,225	35%	✓	✓	
Repair Tunnels and Structures	\$549	16%	✓	✓	
Renew Mechanical Infrastructure	\$156	4%	✓	✓	
Renew Stations	\$210	6%	✓	✓	✓
Train Control Modernization	\$400	11%	✓	✓	✓
RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Relieve Crowding	\$200	6%		✓	✓
Access Improvements	\$135	4%	✓	✓	✓
TOTAL	\$3,500	100%			

BART’s System Renewal Plan Cost Estimate: \$ 6,830 Millions



Capital Program Snapshot

Asset Based Capital

45,738 Total Assets*

- 21,317 assets are emergency or critical

10 Year Capital Needs Inventory (CNI)

- 500+ projects in next 10 years

Active Projects

FY25 Budget: \$1.24B

FY26 Budget: \$1.19B

Capital Investment Plan (CIP)

CNI

**Other District Needs
(e.g. rolling stock, technology, etc.)**

Active Projects

Reliability Centered Maintenance (The Cornerstone)

Annually	
Useful Life	\$ to Maintain
Asset Risk Register	

Monthly	
RCM Analysis	Change of Maintenance Evaluation
Service Impacts	

Ongoing	
Daily Maintenance Strategy	Failure Analysis
	Service Delays
Condition Rating (1-5)	

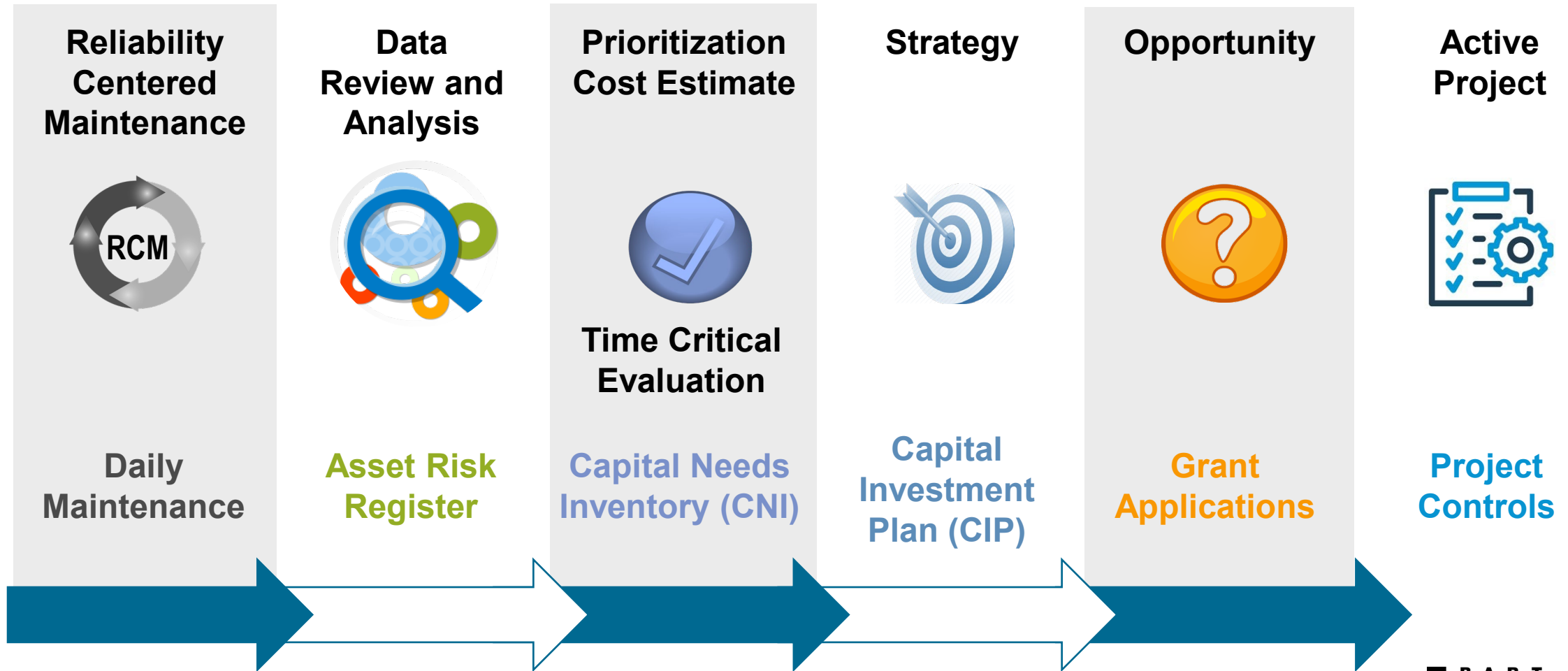


Core Fields: Risk

- Asset Replacement Cost
- Asset Age to Useful Life
- Unplanned Labor Hours
- Train Delay Minutes
- Service Request
- Unplanned Work Orders
- Asset Condition
- Asset Criticality

Reliability Centered Maintenance (The Cornerstone)

Data Driven Capital Delivery



Capital Program Prioritization

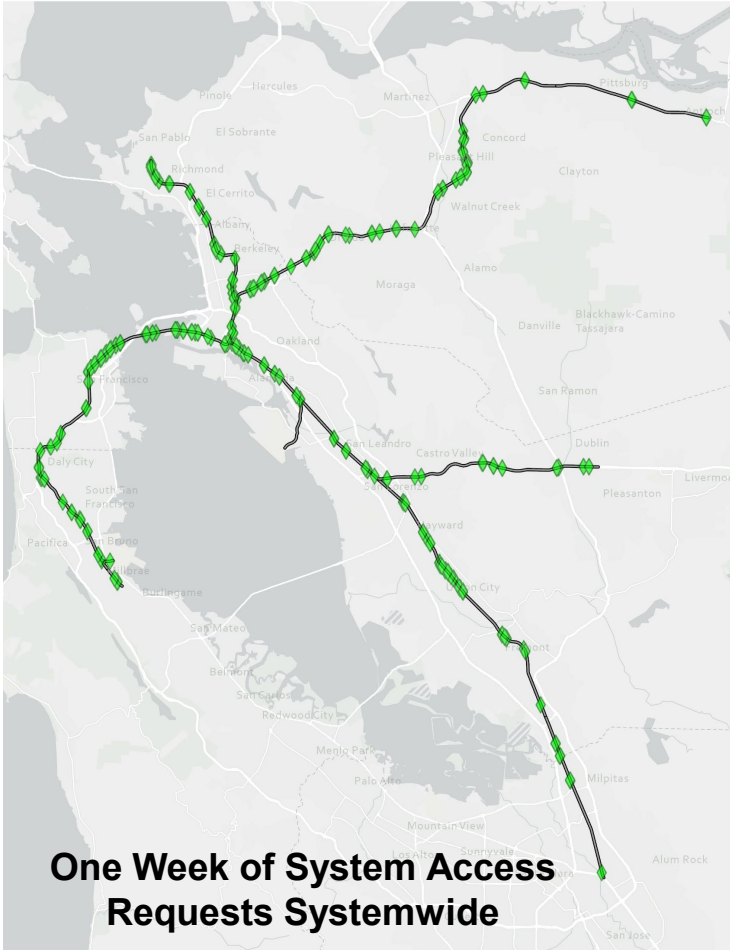
Continuous Prioritization



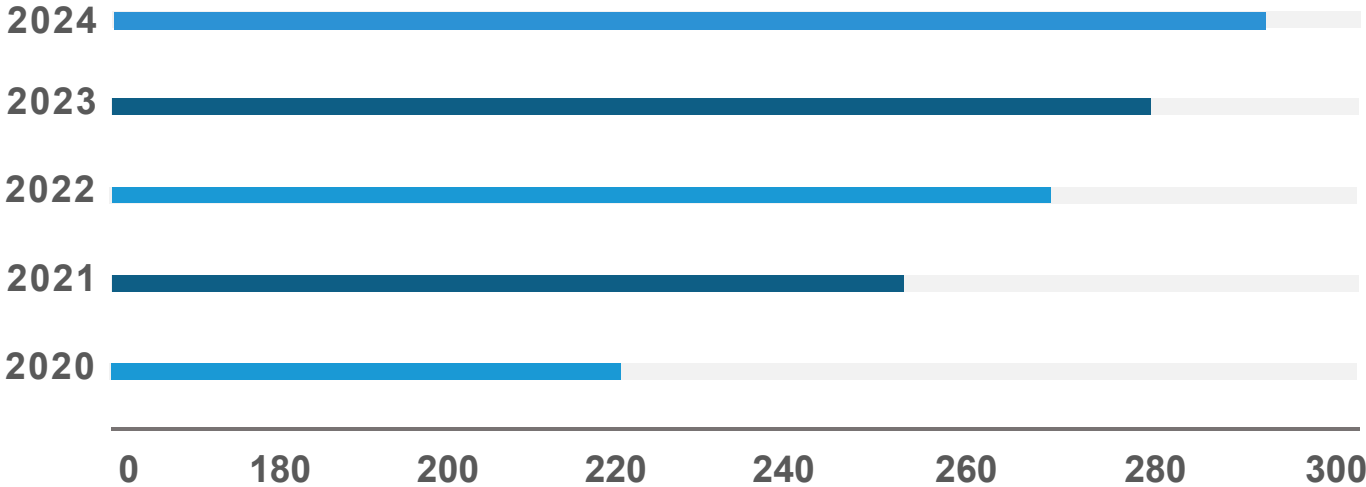
Capital Program Prioritization

Competing Priorities & Project Deconfliction

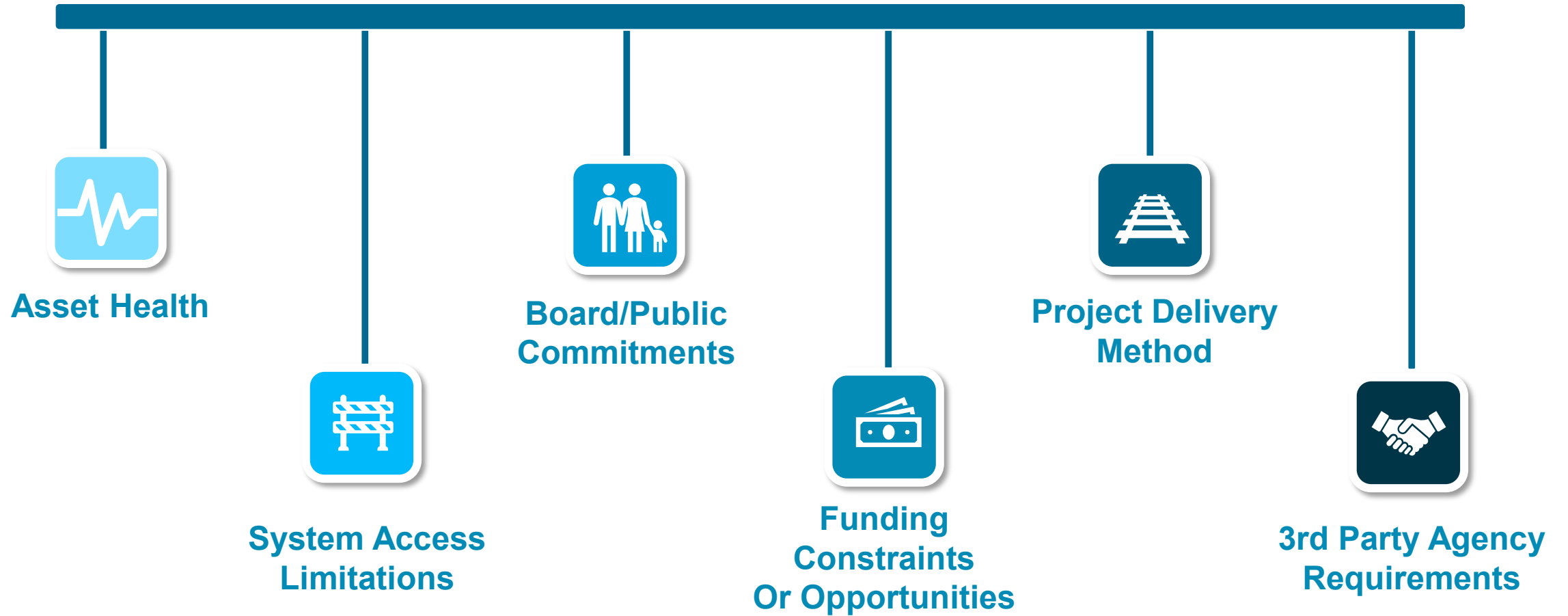
- Limited work windows within the operating railroad
 - All require BART personnel
 - Regular (preventative) maintenance
 - Unscheduled maintenance (repairs)
 - Inspection
 - Construction (contracted out and self perform)



Average Number of System Access Requests (SARs) per Week (2020-2024)



Capital Program Prioritization Influencing Factors

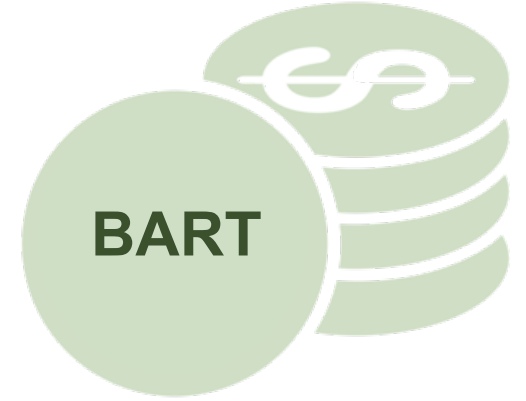
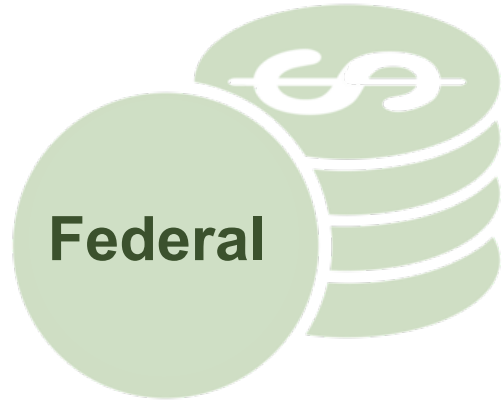


Project Prioritization Evaluation

Factor-Based Management Assessment



Capital Program Funding Sources



SOURCES

- Formula
- Discretionary

- SB 1 and Cap & Trade Funds
- State Transit Assistance (STA)/Transportation Development Act Funds (TDA)
- Earmarks

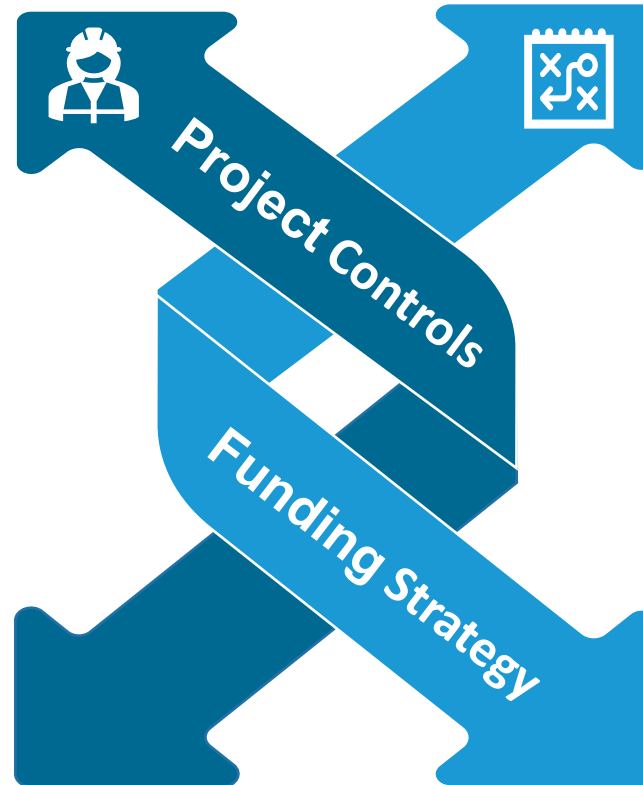
- Bridge Tolls
- County Sales Tax
- Other/Reimbursable

- Measure RR
- Capital Allocations

Integrated Strategy

Funding Strategy

- Execute nimble funding strategy
- Deploy tactics to optimize funding
- Advocate strongly for funding
- Consider alternative financing approaches



Project Controls

- Implement rigid project controls
- Employ efficient project management
- Assess capital program risk regularly
- Evaluate alternative delivery strategies

Continued close coordination between funding strategy and project controls

Q&A





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

Bond Oversight Committee | January 17, 2025

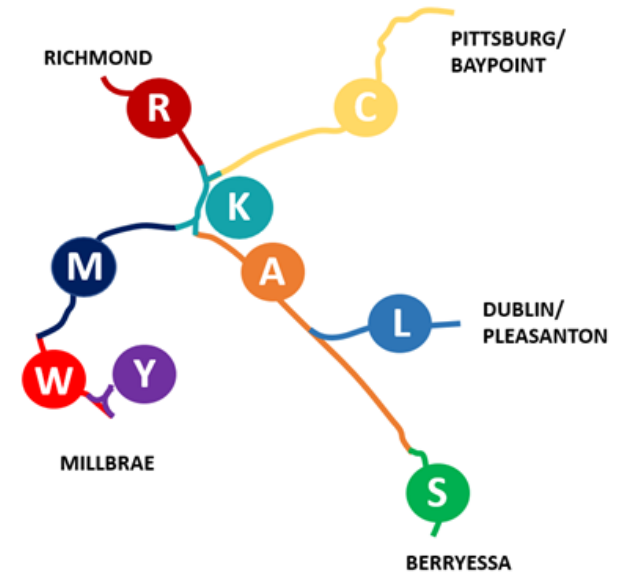


Bond Oversight Committee Duties & Responsibilities

- 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.

Executive Summary

- Through September 2024, \$1.91B of the Measure RR funds have been invested to complete 60% of the work.
- Successes
 - Completion of Construction for the following:
 - Hayward Yard Fire Services
 - Canopy at Embarcadero Station
 - Platform Escalator at Montgomery St. Station
 - Delivered CBTC New Train Control House at Hayward Test Track



# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
8	26 (-1)	15 (+1)	53	62	164

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

4.B.1. Appendix: Cashflow and Revenue



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

Program	Expended (thru June 2024)	Expended (thru September 2024)	Period Cashflow (July 2024 - September 2024)	% Expended out of Total Bond Investment	Long Term Expenditure
Renew Track	\$429.5	\$439.1	\$9.6	70%	\$625
Renew Power Infrastructure	\$743.3	\$763.1	\$19.8	62%	\$1,225
Repair Tunnels & Structures	\$258.4	\$264.1	\$5.7	48%	\$549
Renew Mechanical	\$90.6	\$91.2	\$0.6	58%	\$156
Replace Train Control/Increase Capacity	\$55.3	\$56.6	\$1.3	14%	\$400
Renew Stations	\$83.3	\$89.3	\$6.0	43%	\$210
Expand Safe Access to Stations	\$45.4	\$46.5	\$1.1	34%	\$135
Design/Engineer to Relieve Crowding*	\$161.1	\$161.8	\$0.7	81%	\$200
Total	\$1,866.9	\$1,911.7	\$44.8	55%	\$3,500

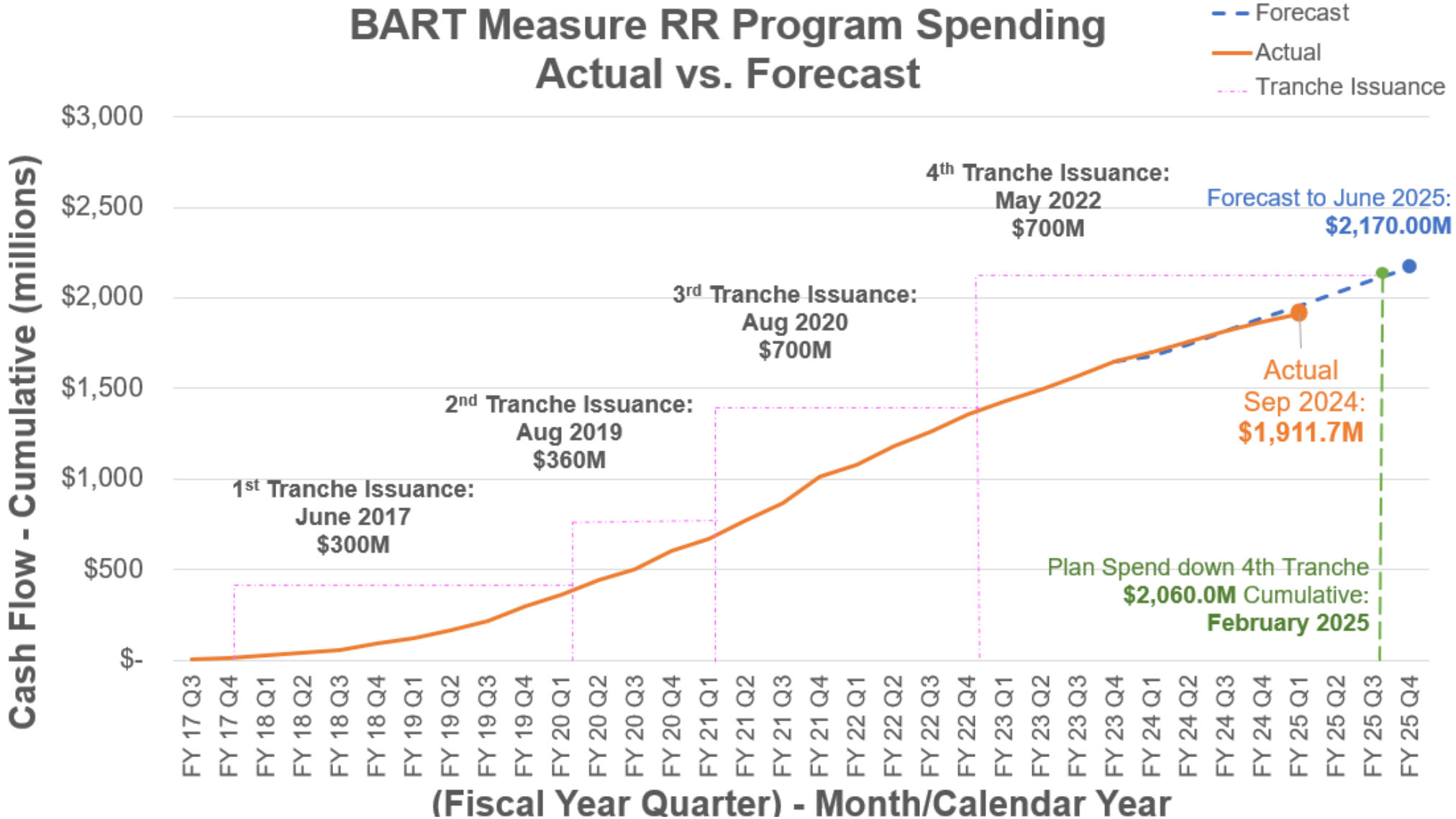
*Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

**Chart changed from the September 2024 Presentation – Removed Mid-Term Forecast



Management of Revenue and Spending

BART Measure RR Program Spending Actual vs. Forecast



4.B.2. Appendix: Financial Outlook, Program Status & Milestones



Work Progress Since Last Meeting



Examples of Active RR Projects (July - September 2024)

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
- 3 K-Line Interlocking Replacement – Ongoing Construction

Renew Power Infrastructure

- 4 A-Line 34.5kV Cable Replacement – Ongoing Construction
- 5 R-Line 34.5kV Cable Replacement – Ongoing Construction
- 6 Substation for Core Capacity – Ongoing Construction
- 7 C-Line 34.5kV Cable Replacement – Ongoing Construction
- 8 K-Line 34.5kV Cable Replacement – Ongoing Construction (MacArthur to Transbay Tube East)
- 9 Substation at Transbay Tube East – Ongoing Construction
- 10 Substation at Walnut Creek – Ongoing Construction
- 11 East Bay Substation - In Design*

Renew Tunnel & Structures

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

Renew Mechanical

- 14 LMA HVAC Renovation – In Design
- 15 Turntable Replacement Concord Yard – Ongoing Construction
- 16 Fire Services Yards (OHY) – Ongoing Construction

Design/Engineer to Relieve Crowding

- 17 Hayward Maintenance Complex (HMC) Phase 2: Civil & Grading – Ongoing Construction

Renew Stations

- 18 Market Street Canopies and Escalator – Ongoing Construction

Expand Safe Access

- 19 Dublin Iron Horse Trail Bridge (SR2B) – Ongoing Construction
- 20 North Berkeley Access Improvements – Ongoing Construction
- 21 Dublin/Pleasanton Access Improvement Project – In Design

Replace Train Control/Increase Capacity

- 22 CBTC Enabling Works (Systemwide Not Mapped) – Ongoing Construction

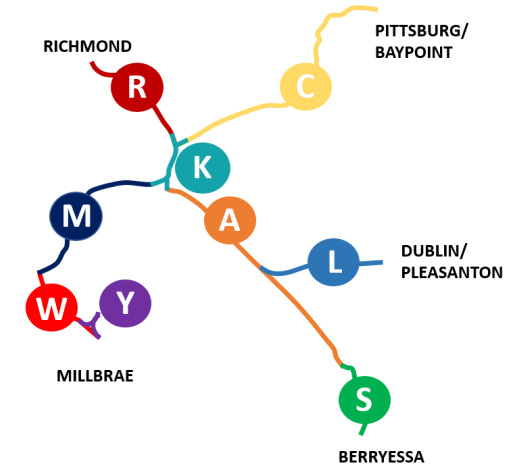
Individual Program Milestones



Renew Track STATUS & MILESTONES

EXPENDED Thru 09/2024: \$439.1
TOTAL PROGRAM VALUE: \$625
PERIOD CASHFLOW: \$9.6

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
0	0	0	10	10	20

MILESTONES			
Completed (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> Began Construction of Phase 2 Rail Replacement 	<ul style="list-style-type: none"> <i>Begin Closeout for Oakland Yard Tracks</i> 		<ul style="list-style-type: none"> <i>Completion of Construction for Switch Point Replacement for Hayward and Concord Yards</i>

Watchlist:

- Significant number of Weekend Shutdowns and Bus Bridges
- K-Line Project Reschedule

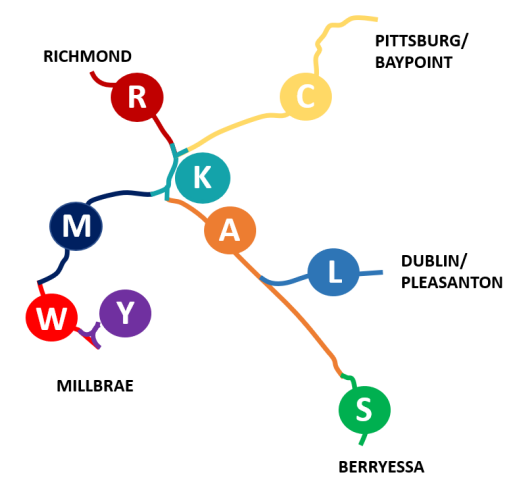
*Milestone Completion of Construction for Frog Capital Maintenance rescheduled in response to optimization of weekend shutdown procedures

Italic: Newly added and modified milestones from previous report.



Renew Power STATUS & MILESTONES

EXPENDED Thru 09/2024: \$763.1
 TOTAL PROGRAM VALUE: \$1,225
 PERIOD CASHFLOW: \$19.8
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	7	3	17	6	34

MILESTONES

Completed (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> <i>Reject all bids and commence Procurement Optimization options for Cast Coil Transformer Replacement Project</i> 	<ul style="list-style-type: none"> Completion of Construction for Civic Center Substation (MCC) Completion of Contract Closeout for 34.5kV Cable Replacement from El Cerrito Plaza Substation (RCP) to Richmond Yard Substation (RRY) 	<ul style="list-style-type: none"> Completion of Construction for Oakland Transition Structure (KTE) Traction Power Substation Replacement Substantial Completion for 34.5kV Cable replacement and Fiber Optic Installation between Union City Substation (AUC) and Coliseum Substation (ACO) Issue for Bid MET-G Generator Replacement Project 	<ul style="list-style-type: none"> <i>Completion of Construction of Montgomery Street Substation (MMS)</i> <i>Issue for Bid Station Fire Alarm Replacement Phase 4</i> <i>Completion of Construction for Battery Replacement for Train Control Rooms Phase 2</i>

Watchlist:

- Substation Construction
- K-Line Project Reschedule

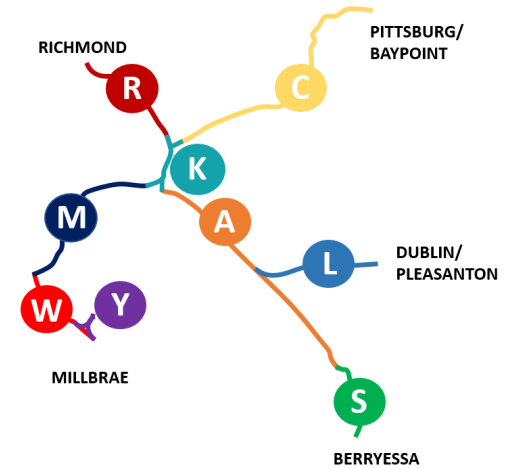
Italic: Newly added and modified milestones from previous report.



Tunnels & Structures

STATUS & MILESTONES

EXPENDED Thru 09/2024: **\$264.1**
 TOTAL PROGRAM VALUE: **\$549**
 PERIOD CASHFLOW: **\$5.7**
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	7	12	27

MILESTONES			
Completed (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> Completed Construction (In-house) of Renew Catwalks at Aerial Structure (Phase 3A) 	<ul style="list-style-type: none"> Completion of Design for Richmond Yard Carwash Building Fence Completion of Aerial Bearing Pad Assessment 	<ul style="list-style-type: none"> Begin Construction for Water Intrusion at Train Control Rooms (Package 2, 4 locations) 	<ul style="list-style-type: none"> <i>Completion of Construction (In-house) of Renew Catwalks at Aerial Structure (Phase 3B)</i>

Watchlist:

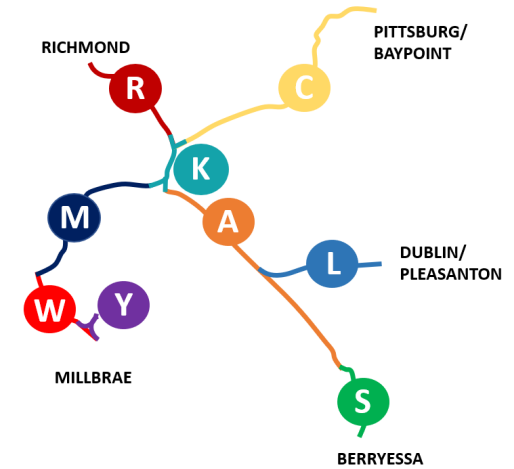
- Design for Water Intrusion at Train Control Rooms

Italic: Newly added and modified milestones from previous report.



Renew Mechanical STATUS & MILESTONES

EXPENDED Thru 09/2024: **\$91.2**
 TOTAL PROGRAM VALUE: **\$156**
 PERIOD CASHFLOW: **\$0.6**
All dollar values are in millions



STATUS – Renew Mechanical

# Projects in Planning	# Projects in Design	# Projects in Bid/Award	# Projects in Construction	# Projects Completed	TOTAL # Projects
1	4	3	3	14	25

MILESTONES			
Completed (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> Completed Design for Sewage Pumps Replacement Issue for Bid Fire Suppression Systems Upgrade (11 Locations) Completed Construction of Hayward Yard Fire Services 	<ul style="list-style-type: none"> Commissioning of Hayward Yard Fire Services Issue for Bid Concord Yard Wheel Truing Facility 	<ul style="list-style-type: none"> <i>Procure Sewage Pumps for Sewage Replacement Project</i> <i>Install Transbay Tube Dampers at the Oakland Transition Structure</i> 	<ul style="list-style-type: none"> <i>Install Sewage Pumps at Pittsburg/ Bay Point Station (C80) and 19th Street Station (K20)</i>

Watchlist:

- Delivery Method for Fire Suppression Systems Upgrade Project

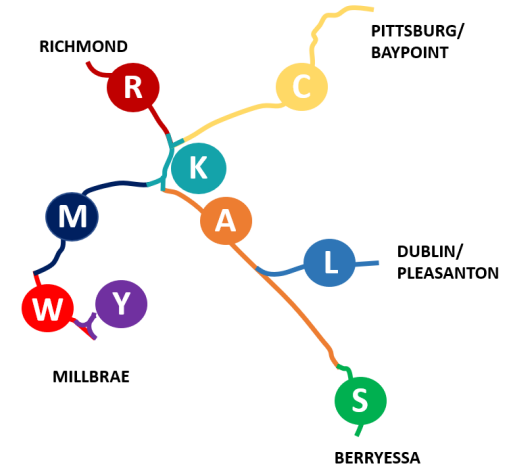
*Milestone Contract Award for Fire Suppression Systems Upgrade (11 Locations) postponed due to determination of delivery method

Italic: Newly added and modified milestones from previous report.



Replace Train Control STATUS & MILESTONES

EXPENDED Thru 09/2024: \$56.6
 TOTAL PROGRAM VALUE: \$400
 PERIOD CASHFLOW: \$1.3
 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 (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> Completed Installation of Cable and Conduit for CBTC Equipment in the Existing Hayward Test Track (HTT) Train Control House Delivered New Train Control House at HTT 	<ul style="list-style-type: none"> Delivery of Hi-Rail Vehicles (2 each) for Enabling Works Completion of Asbestos Remediation Work in Train Control Rooms (13 Locations) Begin Electrical Installations for CBTC between Millbrae and Colma Stations Phase 2 	<ul style="list-style-type: none"> Delivery of Transponders and Data Communication Systems (DCS) Equipment for CBTC Phase 2 Completion of Migration Design Review for Axle Counter for CBTC Phase 2 (Millbrae and Colma Stations) <i>Begin Cable Pathway Installation for CBTC between Millbrae and Colma Stations Phase 2</i> 	<ul style="list-style-type: none"> <i>Completion of Static Test on Hayward Test Track</i> <i>Perform CBTC Equipment Testing at Lake Merritt Administration (LMA) Phase 1</i> <i>Completion of Self-Performed M-Line Pre-cutover Installation Work in Train Control Room.</i>

Watchlist:

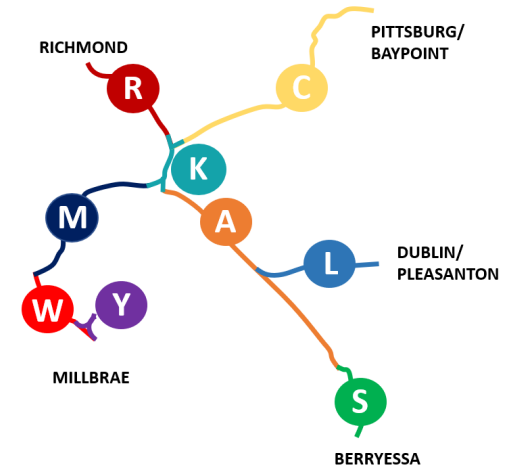
- None

Italic: Newly added and modified milestones from previous report.



Renew Stations STATUS & MILESTONES

EXPENDED Thru 09/2024: \$89.3
 TOTAL PROGRAM VALUE: \$210
 PERIOD CASH FLOW: \$6.0
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 (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> Completed Construction for P1 Platform Escalator at Montgomery St. Station Completed Construction for Canopy 5 at Embarcadero Station 	<ul style="list-style-type: none"> Completion of Construction for S5 Street Level Escalator at Embarcadero Station 	<ul style="list-style-type: none"> Completion of Construction for P2 Platform Escalator at Civic Center Station, P3 Platform Escalator at Embarcadero Station, and P5 Platform Escalator at Powell St. Station Completion of Construction for Canopy 7 at Montgomery Station and Canopy 18 at Civic Center Station <i>Completion of Construction for Canopy 1 at Embarcadero Station</i> 	<ul style="list-style-type: none"> <i>Issue for Bid for Embarcadero Station Platform Elevator</i> <i>Completion of Construction for Canopies 10 and 17 at Market Street Station</i>

Watchlist:

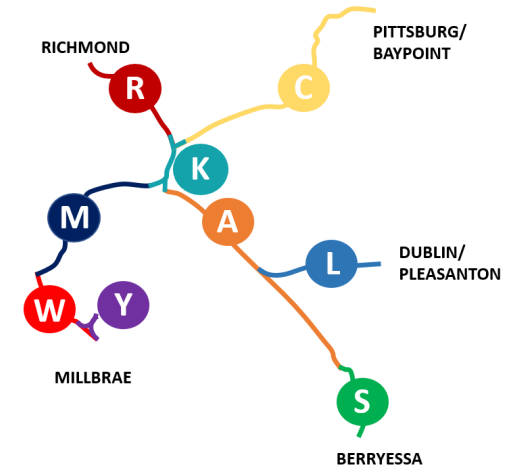
- Construction of Canopies

Italic: Newly added and modified milestones from previous report.



Station Access STATUS & MILESTONES

EXPENDED Thru 09/2024: \$46.5
 TOTAL PROGRAM VALUE: \$135
 PERIOD CASHFLOW: \$1.1
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
3	9	3	7	13	35

MILESTONES			
Completed (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> Completed Design for the Dublin /Pleasanton Access Improvement Project Began Exterior Construction for ADA Access Corrections at Castro Valley, San Leandro, Fruitvale, Rockridge, and Richmond Stations Completed Construction of Stairway Bicycle Channels at Walnut Creek Station 	<ul style="list-style-type: none"> Completion of Design for Pittsburg/Bay Point Shared Mobility Improvement Project Completion of Construction of Stairway Bicycle Channels at Civic Center, Embarcadero, and 24th St. Stations Completion of Exterior Construction for ADA Access Corrections at Castro Valley, Rockridge, and Richmond Stations <i>Completion of Construction of SR2B-funded Iron Horse Trail Bridge Project</i> 	<ul style="list-style-type: none"> Contract Award for PA System Improvement <i>Completion of North Berkeley Active Access Project</i> 	<ul style="list-style-type: none"> <i>Issue for Bid Dublin/Pleasanton Station Access Improvements</i>

Watchlist:

- City of Pittsburg BART Ped/Bike Connectivity Project Construction

Italic: Newly added and modified milestones from previous report.



Relieve Crowding* STATUS & MILESTONES

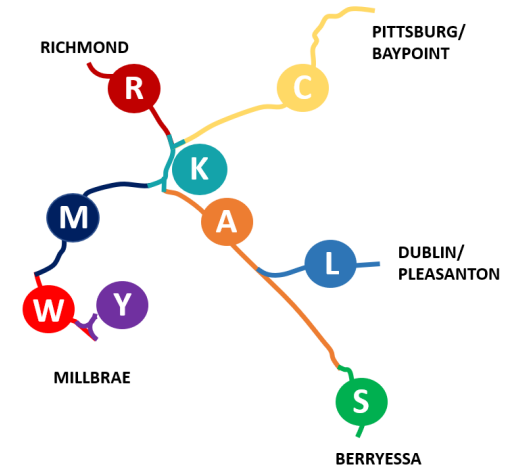
*Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

EXPENDED Thru 09/2024: \$161.8

TOTAL PROGRAM VALUE: \$200

PERIOD CASHFLOW: \$0.7

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
2	2	0	1	2	7

MILESTONES			
Completed (Jul 2024 – Sep 2024)	Q2 (Oct 2024 – Dec 2024)	Q3 (Jan 2025 – March 2025)	Q4 (Apr 2025 – June 2025)
<ul style="list-style-type: none"> Completed East Storage Yard Optimization Plan Completed Public Outreach for Evaluation Findings for Link21 	<ul style="list-style-type: none"> Completion of Construction for the Civil Grading Contract 	<ul style="list-style-type: none"> <i>Completion of Trackwork Procurement Contract</i> Completion of Design for Embarcadero Platform Elevator Project 	<ul style="list-style-type: none"> <i>FTA Review and Approval of East Storage Yard (ESY) Optimization Plan</i>

Watchlist:

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

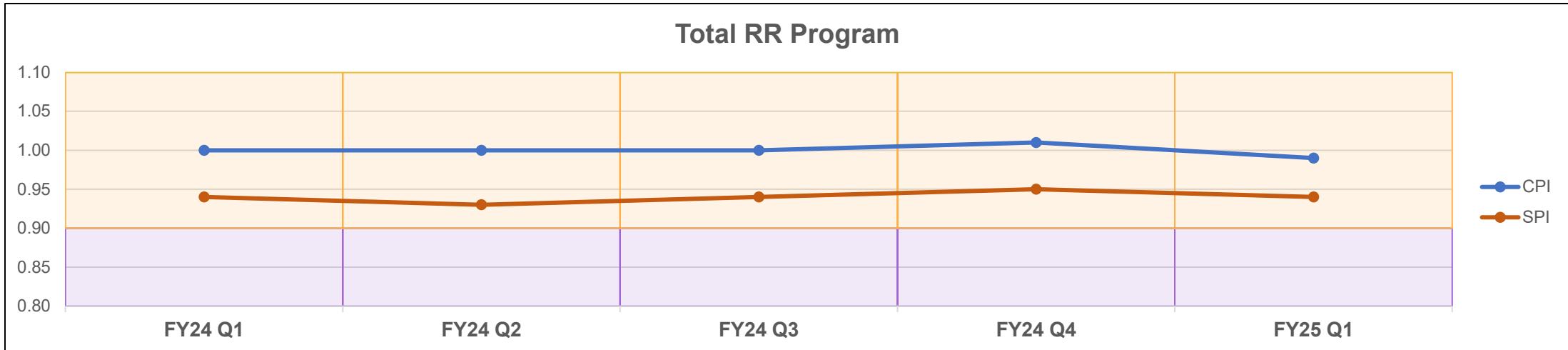
Italic: Newly added and modified milestones from previous report.



Budget and Schedule Status



Earned Value Rollup by Program As of Sept 2024



RR Program	Total RR Budget	Physical % Complete	Planned Value**	Earned Value**	Accrued to Date**	CPI	SPI
Renew Track	\$625	77%	\$490.07	\$480.38	\$478.34	1.00	0.98
Renew Power	\$1,225	72%	\$928.01	\$878.83	\$906.57	0.97	0.95
Repair Tunnels and Structures	\$549	52%	\$306.66	\$274.75	\$268.03	1.03	0.90
Renew Mechanical	\$156	61%	\$120.62	\$94.93	\$93.24	1.02	0.79
Replace Train Control/ Increase Capacity	\$400	14%	\$54.14	\$55.11	\$54.14	1.02	1.02
Renew Stations	\$210	43%	\$90.89	\$90.49	\$89.39	1.01	1.00
Expand Safe Access to Stations	\$135	46%	\$78.05	\$73.21	\$74.04	0.99	0.94
Design/Engineer to Relieve Crowding*	\$200	82%	\$181.84	\$164.19	\$170.09	0.94	0.93
Total	\$3,500	60%	\$2,250.27	\$2,111.89	\$2,133.84	0.99	0.94

CPI – Cost Performance Index

SPI – Schedule Performance Index

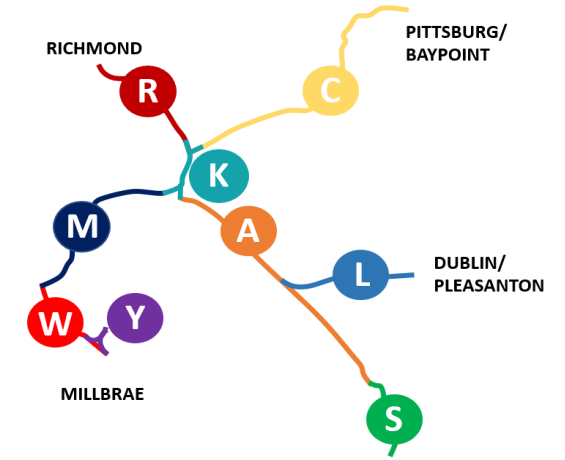
*Full Title: Design and Engineer Future Projects to Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

**Reported values include Non-RR monies from Projects with Mixed Funds



Track Program Detail

Project	Count
Number of Projects (>25% Spent)	19
CPI <0.9 or >1.1	3
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	3

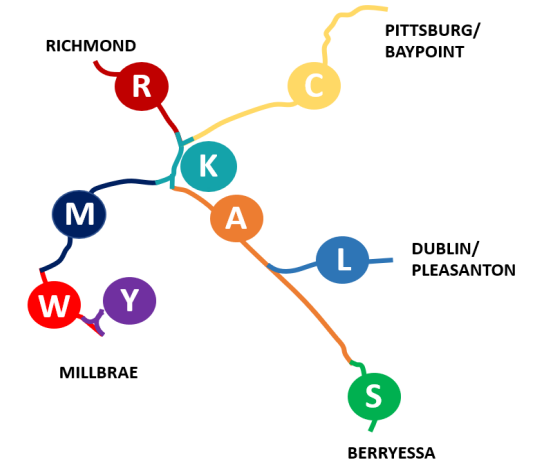


Project	Physical % Complete	CPI	SPI	Comments
Switch Replacement	73%	0.83	1.11	Additional assessment required for switches to be replaced
Frog Capital Maintenance	86%	1.00	0.86	Schedule impact due to unexpected asset degradation, rework needed
R65 Mainline Interlocking	100%	1.24	1.00	Production efficiency
Rail Re-Profiling	100%	1.26	1.00	Production efficiency
K-Line Interlocks K23, K25, C15	35%	1.06	0.74	Project is behind schedule due to revised Weekend Shutdown Schedule



Power Program Detail

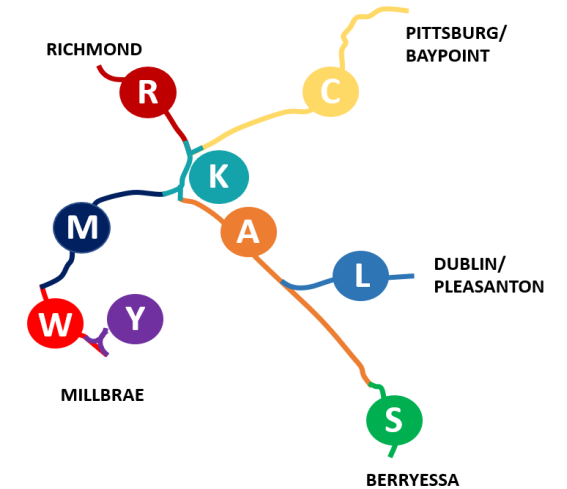
Project	Count
Number of Projects (>25% Spent)	27
CPI <0.9 or >1.1	3
SPI <0.9 or >1.1	6
Number of Risk Register Updates Performed in Previous Period	17
Number of Project(s) with Quality Reviews Performed in Previous Period	5



Project	Physical % Complete	CPI	SPI	Comments
R-Line 34.5kV AC Cable Replacement	92%	0.83	1.39	Spending more than planned due to 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	49%	1.07	0.62	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	55%	0.84	0.55	Impacted by coordination with external agencies for transformer design, testing and installation
Substations for Core Capacity	69%	0.90	0.76	Delayed due to increased environmental remediation and design changes due to differing site conditions

Tunnels & Structures Program Detail

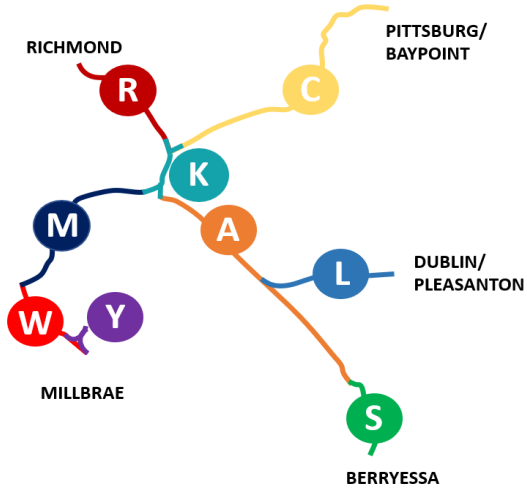
Project	Count
Number of Projects (>25% Spent)	26
CPI <0.9 or >1.1	3
SPI <0.9 or >1.1	4
Number of Risk Register Updates Performed in Previous Period	7
Number of Project(s) with Quality Reviews Performed in Previous Period	1



Project	Physical % Complete	CPI	SPI	Comments
Aerial Catwalk Renewal	45%	1.13	1.08	A-Line installation ahead of schedule due to more accessible locations
Slope stabilization (AC, CCC, SFC)	74%	1.00	0.79	Delay carried over from extended environmental clearance
Substation Roofs	53%	0.88	0.55	Additional safety requirements & training impacted the schedule
Wayside Signage Inspection and Inventory	55%	0.80	0.58	Delay due to availability of resources and challenging locations
Cross Passage Doors and Hardware	87%	1.06	0.88	Delays due to the pilot completion

Mechanical Program Detail

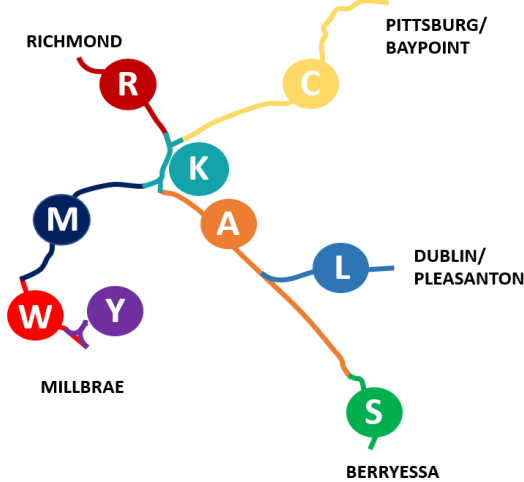
Project	Count
Number of Projects (>25% Spent)	22
CPI <0.9 or >1.1	3
SPI <0.9 or >1.1	0
Number of Risk Register Updates Performed in Previous Period	4
Number of Project(s) with Quality Reviews Performed in Previous Period	0



Project	Physical % Complete	CPI	SPI	Comments
Replace Backflow Preventers	97%	2.18	0.97	Change in delivery method (to self-performed) created a benefit to both cost and schedule
Replace Sewage Pumps	50%	0.88	0.94	Delay due to design package completion
Transbay Tube Dampers Overhaul	75%	1.12	1.03	Procurement effort is optimized and ahead of schedule

Renew Stations Program Detail

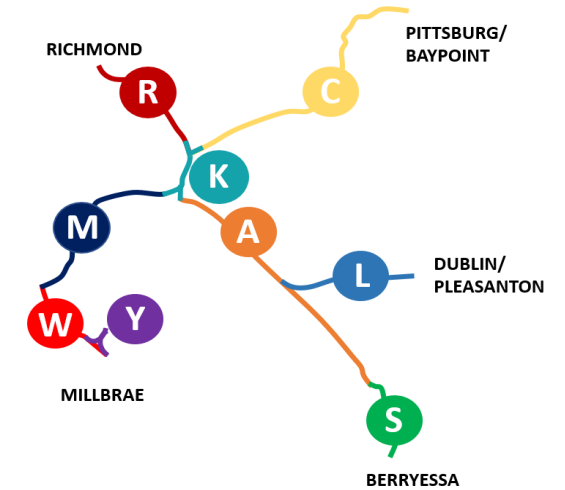
Project	Count
Number of Projects (>25% Spent)	8
CPI <0.9 or >1.1	0
SPI <0.9 or >1.1	0
Number of Risk Register Updates Performed in Previous Period	2
Number of Project(s) with Quality Reviews Performed in Previous Period	1



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

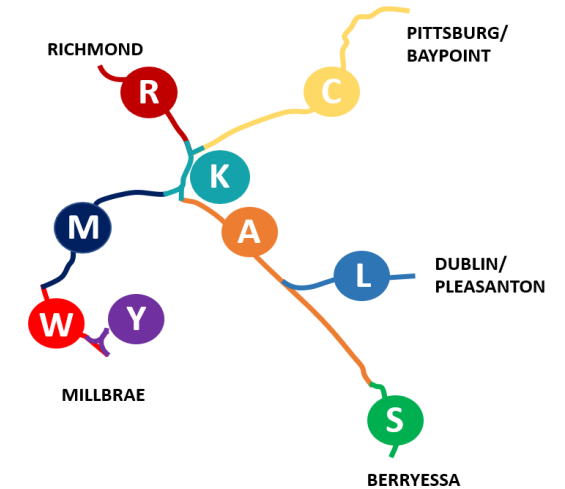
Project	Count
Number of Projects (>25% Spent)	24
CPI <0.9 or >1.1	2
SPI <0.9 or >1.1	1
Number of Risk Register Updates Performed in Previous Period	1
Number of Project(s) with Quality Reviews Performed in Previous Period	1



Project	Physical % Complete	CPI	SPI	Comments
North Berkeley Station Access Improvement	90%	1.19	0.94	Realized efficiencies in Construction phase
Dublin/Pleasanton Station Access Improvement	14%	1.00	1.14	Design completed ahead of schedule
Bicycle Stair Channels	43%	1.21	1.07	Project incurring lower labor rates than planned

Relieve Crowding* Program Detail

Project	Count
Number of Projects (>25% Spent)	4
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	0

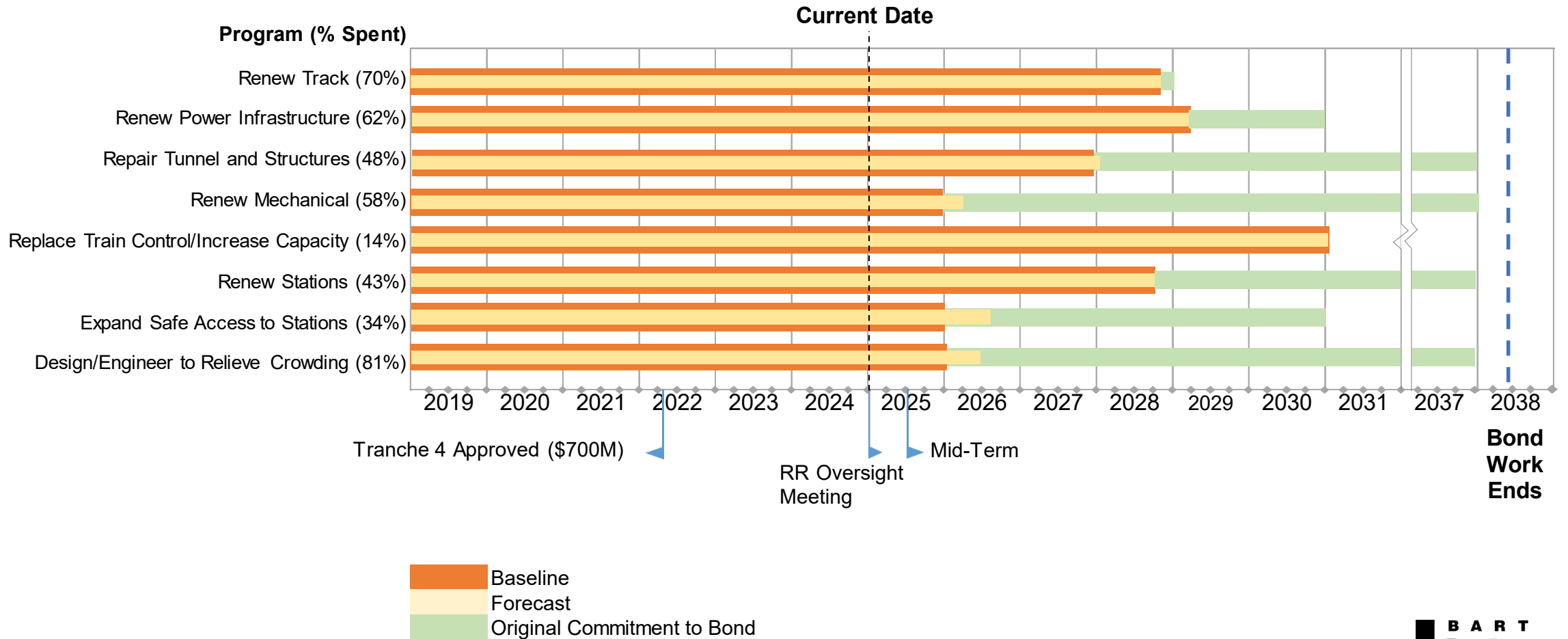


Project	Physical % Complete	CPI	SPI	Comments
HMC East Storage Yard	27%	0.81	0.75	Currently being reevaluated due to significant funding gap

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



Program Level Schedule Update



4.B.3. 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	\$167.8 M	\$39.1 M	23%	191	\$149.4 M	\$35.9 M	24%
Renew Power	\$460.9 M (+\$4M)	\$139.2 M (+\$1M)	30%	459 (+16)	\$357.6 M (+\$6M)	\$145.1 M (+\$3M)	41%
Repair Tunnels & Structures	\$162.8 M	\$37.0 M	23%	219	\$134.4 M	\$22.4 M	17%
Renew Mechanical	\$40.6 M	\$14.2 M	35%	105	\$29.7 M	\$12.0 M	40%
Replace Train Control/Increase Capacity	\$57.4 M	\$11.1 M	19%	214	\$33.0 M	\$4.6 M	14%
Renew Stations	\$161.7 M	\$30.9 M	19%	157	\$79.6 M (+\$7M)	\$14.9 M	19%
Expand Safe Access to Stations	\$24.3 M	\$7.4 M	31%	192	\$20.4 M	\$6.9 M	34%
Design/Engineer to Relieve Crowding	\$146.7 M	\$36.3 M	25%	242	\$132.7 M (+\$5M)	\$32.6 M	25%
Total	\$1,222.2 M (+\$6M)	\$315.2 M (+\$2M)	26%	1779 (+22)	\$936.8 M (+\$24M)	\$274.4 M (+\$5M)	29%

Notes: All amounts are based on RR fund percent only. Amounts are updated to October 31, 2024. 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.



RR Program Update - Small Business Outreach



OCR Connects with Vendor at "Meet the Primes Event", November 2024

Recently Completed Events

- **10/24/24:** Department of General Services 50th Anniversary Small Business Networking Event – Sacramento, CA
- **11/8/24:** The Business Outreach Committee's "Meet the Primes Event" – Oakland, CA
- **11/15/24:** BART PD Headquarters DBE Subcontractors Networking Event – Oakland, CA
- **1/9/25:** "How to do Business with BART" – Zoom

Upcoming Events

- **2/11/25:** "Learn about BART's Equity Programs and Certifications Opportunities" – Zoom

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
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

