



MEASURE RR BOND OVERSIGHT COMMITTEE **ANNUAL REPORT**

JUNE 2026



Dear Bay Area residents:

Welcome to the Bond Oversight Committee's (BOC) ninth annual report on the Measure RR rebuilding program. This report covers the period from April 2025 to March 2026. We hope you will find this report useful and informative.

Measure RR funds are being used to improve the rider experience by rebuilding the system's core infrastructure. The BOC takes its oversight responsibilities seriously and is committed to monitoring spending closely to help ensure the work is carried out in a cost-effective manner. We also acknowledge the BART staff who help us accomplish our goals and respond diligently to committee requests for additional information.

Measure RR was approved in November 2016 by more than two-thirds of voters in the three Bay Area counties that comprise the BART District (Alameda, Contra Costa, and San Francisco). Measure RR raises \$3.5 billion to replace essential trackway components that in some cases are more than 50 years old. As of March 2026, \$2.14 billion of RR funds have been invested to complete more than 69% of the promised work. We are proud to note that Measure RR funds play a vital role in leveraging other funding sources; for every \$100 of Measure RR spent to date, approximately \$200 in additional capital funding has been secured.

This report highlights Measure RR's impact on the reliability of BART service and safety. We highlight how station upgrades like the El Cerrito del Norte Access Improvement Project enhance pedestrian and cyclist safety around stations (see p. 16), how BART replaces track switching devices to improve safety and efficiency throughout the system (see p. 13), and how fire safety improvements have been completed at Hayward Yard (see p. 15).

Largely invisible to the public but critical to BART's operation is new state-of-the-art power capacity. The Renew Power Program remains one of the most important and expensive challenges of the RR program. Last year we reported on the completion of an entirely underground traction power project at the Civic Center substation. This year we are happy to report the completion of similar power upgrades at Montgomery Street station (see p. 18).

Your feedback is important to the BOC's work. The BOC holds quarterly public meetings to hear regular updates on the progress of RR-funded projects. You can participate in person or via videoconference. The BOC currently has three vacancies and would welcome applicants. See page 5 for more information on service on the committee.

Learn more about upcoming meetings and the work of Measure RR at the BOC's website:
www.bart.gov/bondoversight.

Sincerely,



Cindy Simon Rosenthal
RR Bond Oversight Committee Chairperson
League of Women Voters of the Bay Area

OTHER COMMITTEE MEMBERS

Full biographies and photographs at www.bart.gov/bondoversight

SONJA STEWART, Committee Vice Chairperson, Project Management Institute

JANEY WANG, Association of Budgeting and Financial Management

SUZANNE LOOSEN, League of Women Voters of the Bay Area

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The BART system includes 50 stations and 131 route miles of track. This current system map identifies all service lines and can provide greater context for understanding the location of Measure RR rebuilding projects and how they affect the larger system.





EXECUTIVE SUMMARY

The Measure RR rebuilding program has reached a significant milestone. The program, which is expected to have a 22-year life span, is now entering its tenth year and already more than 69% of all anticipated work is complete. That work is significantly improving the rider experience on BART.

As Measure RR has moved forward, the Bond Oversight Committee (BOC) has fulfilled its responsibility to independently evaluate the program. The committee's oversight places an emphasis on the cost effectiveness, quality, and timeliness of work completion.

Measure RR money spent and work completed to this point, have exceeded initial expectations. Through March 2026, \$2.14 billion of Measure RR funds have been invested in 170 projects. Of those, 72 projects are complete and 98 are in planning, design, or construction. The Frog Replacement project was completed since the BOC issued its annual report in 2025. BART has amplified the impact of Measure RR; every \$1 of Measure RR spent to date leverages approximately \$2 of other capital funding totaling nearly \$4 billion in investment. See page 27 for a yearly breakdown of program expenditures.

The BOC reviews projects and data presented by BART staff in quarterly briefings. The BOC can request additional documents, information, and presentations on an ad hoc basis. Based on its review, the BOC believes that BART is delivering projects in a timely manner and that the work is improving the reliability and safety of the system. This is consistent with the promises BART made to the public in 2016 when 70.53% of the voters approved Measure RR. The BOC also believes BART is following industry best practices as it pursues this rebuilding work.

Significant accomplishments in the last year include:

- Frog Replacement was completed systemwide. Frogs are track components that allow trains to cross between rails. Replacing them ensures compatibility with the new train wheel profile and supports smoother train movement through track crossings.
- All canopy installations have been completed, providing weather protection, meeting code requirements, and improving the rider environment.
- El Cerrito del Norte Street Improvements were completed under the Safe Routes to BART (SR2B) program, improving pedestrian/ bicycle circulation, safety, and the overall station environment.
- San Francisco Transition Structure (SFTS) Transformer/Bus Upgrade was completed, improving power reliability for life-safety systems during emergencies for all 480-volt (480V) substations in the Transbay Tube (TBT). Upgrades were also completed at the TBT Oakland Transition Structure and SFTS Utility Substations, including transformers, switchgear, transfer switches, and electrical panels.
- Design was completed for the MacArthur Station Access Improvement Project, which includes improved lighting in the 40th Street underpass near MacArthur Station to enhance pedestrian safety. Construction is anticipated to begin in Spring 2027.
- Field testing, system integration, and training were completed for the traction power substation at Montgomery Street Station as part of the West Bay Traction Power Substations project, helping improve the reliability of BART service.

The BOC is continuing to monitor several challenges to the Measure RR program, including macroeconomic forces and international developments that are beyond the control of BART. The stability of global supply chains remains a concern and has already delayed the arrival of materials. Inflation and tariffs have driven up construction costs. Market conditions have also resulted in a limited pool of bidders for some projects. BART staff is addressing these concerns and continues to update the BOC on the actions BART is taking and how those actions are affecting Measure RR-funded work.

As Measure RR work has advanced, BART ridership has lingered well below pre-pandemic levels and remains closely tied to the Bay Area's work-from-home rates, which remain among the highest in the country. In 2025, BART saw a 9.8% increase in total passenger trips compared to 2024, with weekday ridership growing by 9.2%, Saturday ridership by 17.4%, and Sunday ridership increasing by 10.8%.



ABOUT THE BOND OVERSIGHT COMMITTEE

The Bond Oversight Committee is comprised of seven members (three of the positions are vacant as of the writing of this report) who represent a wide variety of expertise, geography, and demographic characteristics. All members of the BOC are unpaid volunteers.

The BOC is responsible for providing diligent and public oversight of the expenditure of funds from bond sales associated with Measure RR. The BOC assesses whether projects funded by the Measure RR bond proceeds are completed in a timely, cost-effective, and high-quality manner consistent with the best interests of BART riders and District residents. The BOC publishes its findings in its annual report. This document is the ninth annual report from the BOC.

Organizations represented on the BOC include:

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

Members serve two-year terms and are eligible to serve up to a total of eight (8) years. Members of the BOC are appointed by the BART Board of Directors. You can find the full text of the duties and responsibilities of the BOC in Section 11 of the resolution that established the committee. It's available at www.bart.gov/bondoversight.

For information about serving on the Bond Oversight Committee, please email MeasureRRCommittee@bart.gov.



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THE STORY OF MEASURE RR

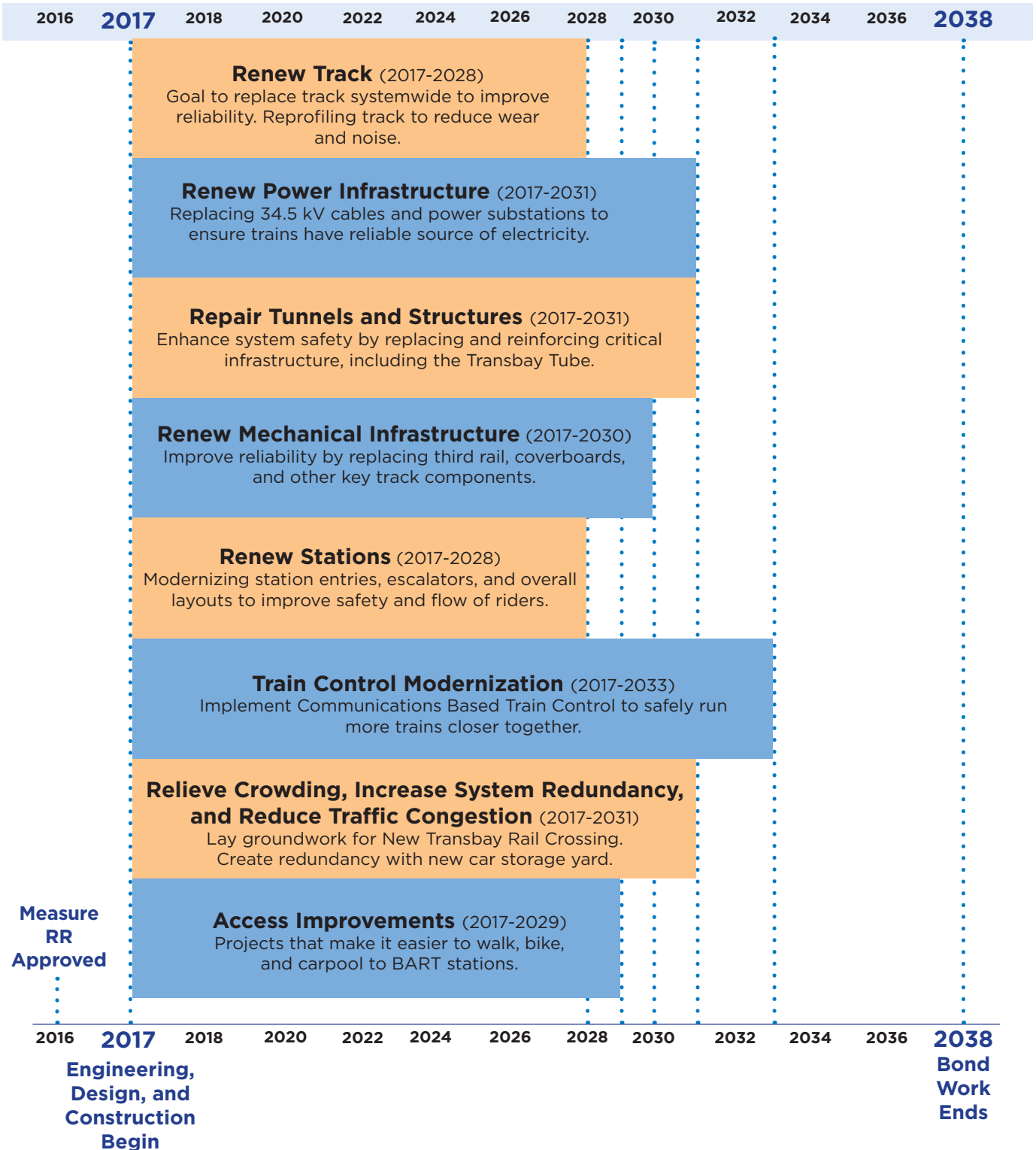
The story of Measure RR began more than two years before it was placed on the November 2016 ballot. The final version of Measure RR was the product of extensive public outreach to stakeholders across the BART District. The Office of External Affairs organized more than 200 meetings with community groups, business organizations, transit advocates, and elected officials to get their input and agreement on the proposed ballot measure. BART has continued to engage with these stakeholders as well as others throughout the implementation of the Measure RR program.

The stakeholder organizations below had a leading role in helping BART put together Measure RR.

Organization	Stakeholder Demographics
Bay Area Council	Members include more than 330 of the region's largest employers. Committed to keeping the Bay Area inclusive, economically competitive, and sustainable.
Bike East Bay	Works to ensure transportation planning and access for all people.
East Bay Leadership Council	Committed to preserving natural space and investing in transit that cuts commute times and greenhouse gas emissions.
Genesis	Membership includes 16 institutions representing the spectrum of geography, communities, economic class, and abilities.
League of Women Voters of the Bay Area	A nonpartisan, grassroots organization promoting civic engagement, government accountability and transparency, and working to protect and expand voting rights.
Metropolitan Transportation Commission	MTC provides planning, funding, and coordination to cities, transit, and other partners in the nine-county Bay Area.
SF Bicycle Coalition	Promoting the bicycle for everyday transportation in San Francisco for more than 50 years.
Self Help for the Elderly	Serves more than 40,000 older adults annually.
Sierra Club	Coordinates with partner organizations and non-profits to advocate for the environment.
TransForm	Promotes walkable communities with excellent transportation choices to connect people of all incomes with opportunities.
United Seniors of Oakland and Alameda County	Grassroots organization dedicated to mobilizing and enabling seniors to address quality of life issues.

THE LIFE SPAN OF MEASURE RR

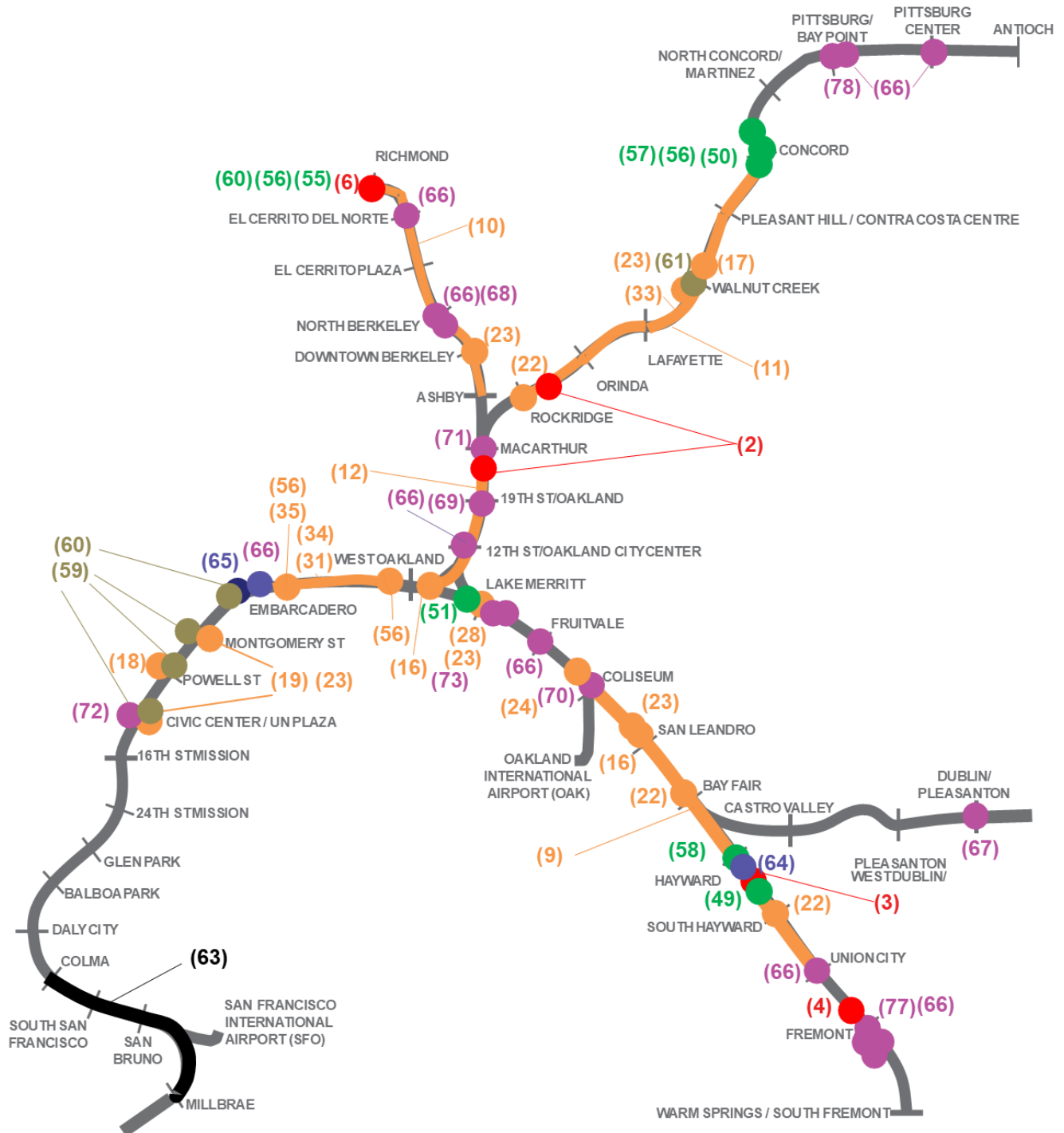
Measure RR work is organized into these eight major project areas.





MAJOR PROJECTS PROGRESS REPORT

Active Projects



Renew Track

- 1 Rail Relay Replacement in Core System (Systemwide - Not Mapped)
- 2 K-Line Interlocking Replacement
- 3 A77 Interlocking Replacement
- 4 A85 Interlocking Replacement
- 5 Direct Fixation Pads Replacement (Systemwide - Not Mapped)
- 6 Richmond Yard Track Renewal
- 7 Replacement of Switch Point Components in Yards (Not Mapped)
- 8 Rail Destressing (Not Mapped)

Renew Power Infrastructure

- 9 A-Line 34.5 kV AC Cable Replacement
- 10 R-Line 34.5 kV AC Cable Replacement
- 11 C-Line 34.5 kV AC Cable Replacement
- 12 K-Line 34.5 kV AC Cable Replacement
- 13 Design and Replacement of DC Switchgear (Not Mapped)
- 14 Portable and Mobile High Voltage Traction Power Substations (Not Mapped)
- 15 Traction Power Substation Procurement (Not Mapped)
- 16 ASL & KTE Traction Power Substation Installation
- 17 Walnut Creek (CWC) Traction Power Substation
- 18 Powell St. (MPS) Traction Power Substation
- 19 West Bay Traction Power Substations (Montgomery & Civic Center)
- 20 East Bay Traction Power Substations (CMR, KTF, RPA) (Not Mapped)
- 21 PG&E Power feed to MXP Gap Breaker (Not Mapped)
- 22 Station Fire Alarm Replacement, 3 Stations
- 23 Station Fire Alarm Replacement, 6 Stations
- 24 Train Control Room UPS Replacement, 48 locations (Not Mapped)
- 25 Battery Replacement for Train Control Rooms (Systemwide - Not Mapped)
- 26 System wide MPR and Rectifier Renovation (Systemwide - Not Mapped)
- 27 High Voltage Blocking Scheme, 13 locations (Not Mapped)
- 28 MET-G Generator Replacement
- 29 Cast Coil Transformers Replacement (Systemwide - Not Mapped)
- 30 Tunnel Lighting Replacement on M-Line (Not Mapped)
- 31 TBT Tunnel LED Lighting
- 32 Walnut Creek Tunnel Lighting Replacement
- 33 R-Line and Berkeley Hills Tunnel Lighting Replacement (Not Mapped)
- 34 Transbay Tube 480V Switchgear Replacement
- 35 San Francisco Transition Structure (SFTS) Transformer Upgrade

Repair Tunnel & Structures

- 36 Aerial Catwalk Renewal (Not Mapped)
- 37 Water Mitigation M-Line Tunnel (Not Mapped)
- 38 Water Mitigation Oakland Wye Tunnel (Not Mapped)
- 39 Stabilize MW-12 Slope (Not Mapped)
- 40 Slope Stabilization (Systemwide - Not Mapped)
- 41 Slope Stabilization on M&L Lines (Not Mapped)
- 42 Cross Passage Doors and Hardware Upgrade (Not Mapped)
- 43 Seal And Secure Substation Roofs (Systemwide - Not Mapped)
- 44 Wayside Signage - Inspection and Inventory (Not Mapped)
- 45 Rehabilitation of Street Grates (Not Mapped)

- 46 Water Intrusion Mitigation in Train Control Rooms (Systemwide - Not Mapped)
- 47 Water Intrusion at C-Line and R-Line (Not Mapped)
- 48 Water Intrusion at A-Line (Not Mapped)

Renew Mechanical Infrastructure

- 49 Fire Services at Hayward Yard
- 50 Turntables Replacement at Concord Yard
- 51 HVAC Renovation at LMA
- 52 Sewage Pump Replacement (Systemwide - Not Mapped)
- 53 Upgrade Fire Suppression System (Systemwide - Not Mapped)
- 54 TransBay Tube Dampers Overhaul (Not Mapped)
- 55 Car Lifts, Richmond
- 56 Control Tower HVAC at Concord and Richmond Yard
- 57 Concord Yard Wheel Truing Facility
- 58 Replace Hydraulic Lift Cylinders at Hayward and Richmond Shops

Renew Stations

- 59 Market Street Entry Canopies
- 60 Market Street Escalators
- 61 Walnut Creek TOD Access Improvements

Train Control Modernization

- 62 CBTC Enabling Works (Systemwide - Not Mapped)
- 63 CBTC Development (Phase 2)

Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

- 64 Hayward Maintenance Complex Phase 2
- 65 Embarcadero Station Platform Elevator Capacity and Redundancy Project

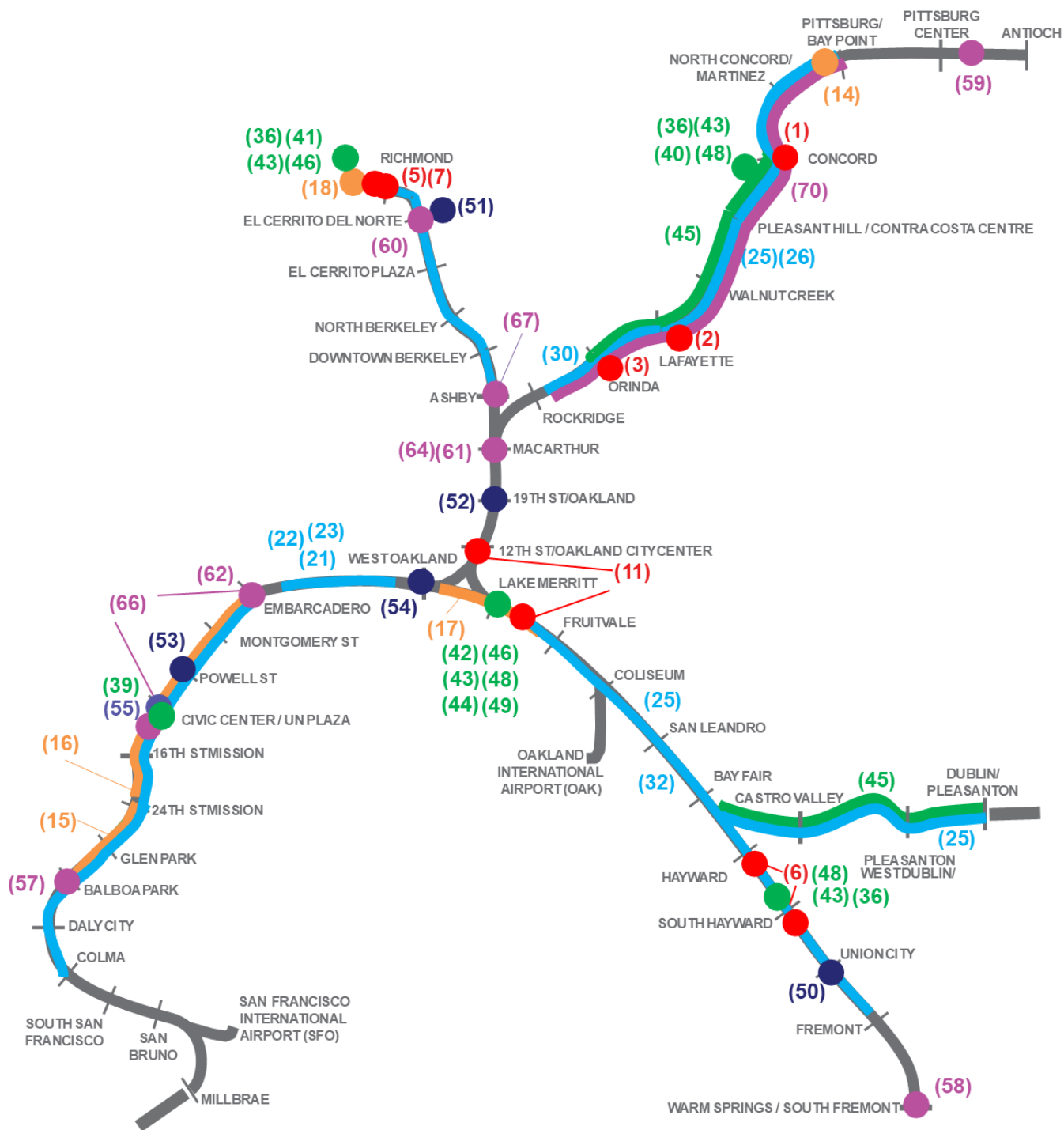
Access Improvements

- 66 Safe Routes to BART Grant Program
- 67 Dublin/Pleasanton Station Active Access Improvements
- 68 North Berkeley Station Access Improvement
- 69 19th Street/Oakland Active Access Improvements
- 70 Coliseum Station Access
- 71 MacArthur Station Active Access Improvements
- 72 Civic Center Active Access Improvements
- 73 Lake Merritt Plaza Design
- 74 Public Address System Improvement (Systemwide - Not Mapped)
- 75 Accessibility Improvement Program (Not Mapped)
- 76 Wayfinding Improvements (Not Mapped)
- 77 Fremont Station Access Improvements
- 78 Pittsburg/Baypoint Station Shared Mobility Improvements
- 79 East Bay Greenway ACTC Support (Not Mapped)
- 80 East Bay Greenway Segment II (Not Mapped)
- 81 Bicycle Stair Channels (Not Mapped)
- 82 Bike Parking Stations (Not Mapped)
- 83 Bike Program Capital (Not Mapped)
- 84 Bicycle Preferred Travel Path (Not Mapped)
- 85 Access Facility Reconfiguration (Not Mapped)
- 86 Elevator Mitigation Signage (Not Mapped)

Some programmatic/systemwide efforts are not mapped or consolidated.

MAJOR PROJECTS PROGRESS REPORT

Completed Projects



Renew Track

- 1 C55 Interlocking Replacement near Concord
- 2 C35 Interlocking Replacement near Lafayette
- 3 C25 Interlocking Replacement near Orinda
- 4 Track Renewal Project Oakland Yard (Not Mapped)
- 5 System Joint Elimination Richmond Yard
- 6 A65/A75 Interlocking Replacement near Hayward
- 7 R65 Interlocking Replacement near Richmond
- 8 Rail Re-Profiling Services Systemwide (Not Mapped)
- 9 Restraining Rail (Systemwide Not Mapped)
- 10 Friction Modification Study (Systemwide Not Mapped)
- 11 A15 Interlocking Replacement near 12th Street Station / M03 Interlocking Replacement near Lake Merritt Station
- 12 Procurement of Rails, Ties, and Fasteners (Not Mapped)
- 13 Frog Capital Maintenance (Systemwide - Not Mapped)

Renew Power Infrastructure

- 14 High Voltage Transformer Replacement near Pittsburg
- 15 Cable Replacement M-Line Balboa Park-24th St.
- 16 34.5 kV AC M-Line Bay Tube West-Balboa Park
- 17 K-Line Cable Replacement (KWS to ANA)
- 18 Substation Replacement Richmond Yard
- 19 Station Emergency Lighting (11 Locations) - Not Mapped
- 20 Third Rail Replacement Phase 3 (Systemwide - Not Mapped)

Repair Tunnel & Structures

- 21 Replacement of Transbay Tube Doors Phase 1
- 22 Replacement of Transbay Tube Doors Phase 2
- 23 Transbay Tube Retrofit
- 24 Water Mitigation Escalator and Elevator Machine Rooms - Not Mapped
- 25 Aerial Fall Protection
- 26 Renew Sound Walls of Guideways
- 27 Platform Edge Structural Rehabilitation Limited Locations (Systemwide - Not Mapped)
- 28 Substation Walls (Systemwide - Not Mapped)
- 29 Rehabilitation of Expansion Joints (Systemwide - Not Mapped)
- 30 Berkeley Hills Tunnel Creep
- 31 Safety Barriers Phase 3 (Systemwide - Not Mapped)
- 32 A-Line Operability Feasibility Study
- 33 Track Bearing Pads Study (Not Mapped)
- 34 Fence Rehabilitation (Systemwide - Not Mapped)

Renew Mechanical

- 35 Replace Antiquated Backflow Preventers (Systemwide - Not Mapped)
- 36 Rotoclones Replacement at Shops
- 37 Stormwater Treatment (Systemwide - Not Mapped)
- 38 Install Wet Standpipes (L-Line) (Not Mapped)
- 39 New Platform Stairs at Civic Center
- 40 Fire Services Yards - Concord Yard
- 41 Fire Services Yards - Richmond Yard
- 42 Fire Services - Oakland Shops
- 43 Access Ladders (OCY, OHY, ORY, OKS)
- 44 Vacuum Systems (Non-revenue vehicle shops) (OKS)
- 45 Coverboard Enhancement [Phase 4 (C-Line and L-Line)]
- 46 Replace Fire Suppression at Lake Merritt Admin
- 47 Facilities HVAC Equipment Replacement System Wide (Systemwide - Not Mapped)

- 48 Corrosion Assessment of Metallic Gas Lines (OCY), (OHY), (OKS), (ORY)
- 49 Computer Room Fire Protection Initial Planning (LMA)

Renew Stations

- 50 Union City Intermodal Station Phase 2A
- 51 EL Cerrito Del Norte Station Modernization
- 52 Station Modernization at 19th St. Station
- 53 Powell Street - Gateway Station
- 54 West Oakland Station Modernization Plan

Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

- 55 New Platform Stairs at Civic Center
- 56 Platform Doors Feasibility Study (Systemwide Not Mapped)

Access Improvements

- 57 Balboa Park - Upper Plaza / Passenger Drop Off Area Upgrade
- 58 Warm Springs Pedestrian Bridge West
- 59 eBART Additional Parking Lot
- 60 El Cerrito del Norte Gateway
- 61 MacArthur Transit Improvements
- 62 Embarcadero Station Entrance Gates
- 63 ADA Lighting Improvements (Systemwide - Not Mapped)
- 64 MacArthur Plaza Renovation
- 65 Fare Evasion Barriers and Controls (Systemwide - Not Mapped)
- 66 Embarcadero Civic Center Bike Modernization
- 67 Ashby Bicycle Access Improvements
- 68 Wayfinding Improvements Phase 2 (Systemwide - Not Mapped)
- 69 Last Mile Investments (Systemwide - Not Mapped)
- 70 Outer C-Line Access Study

Some programmatic/systemwide efforts are not mapped or consolidated.

BEHIND THE RAILS: BART'S FROG REPLACEMENT PROGRAM

Understanding “Frogs” in the BART Rail System

In railroad terminology, a “frog” is a part of the track where two rails cross, allowing a train to move safely from one track to another. It's a carefully engineered crossing point that guides train wheels smoothly over a small gap in the shape of an “X” or, as its nickname suggests, a frog.

Most railroad frogs are extremely heavy and can weigh up to 10,000 pounds. The type BART uses, called a Rail Bound Manganese (RBM) frog, weighs much more: 22,000 to 26,400 pounds, depending on its size and purpose. This additional weight comes from the solid manganese steel core and reinforced rail sections needed to withstand the high-frequency train traffic, speeds, and impact forces unique to BART's system. These RBM frogs are specially designed for BART's high-speed rail system and are built to be strong, durable, and safe.

BART's Frog Maintenance Program

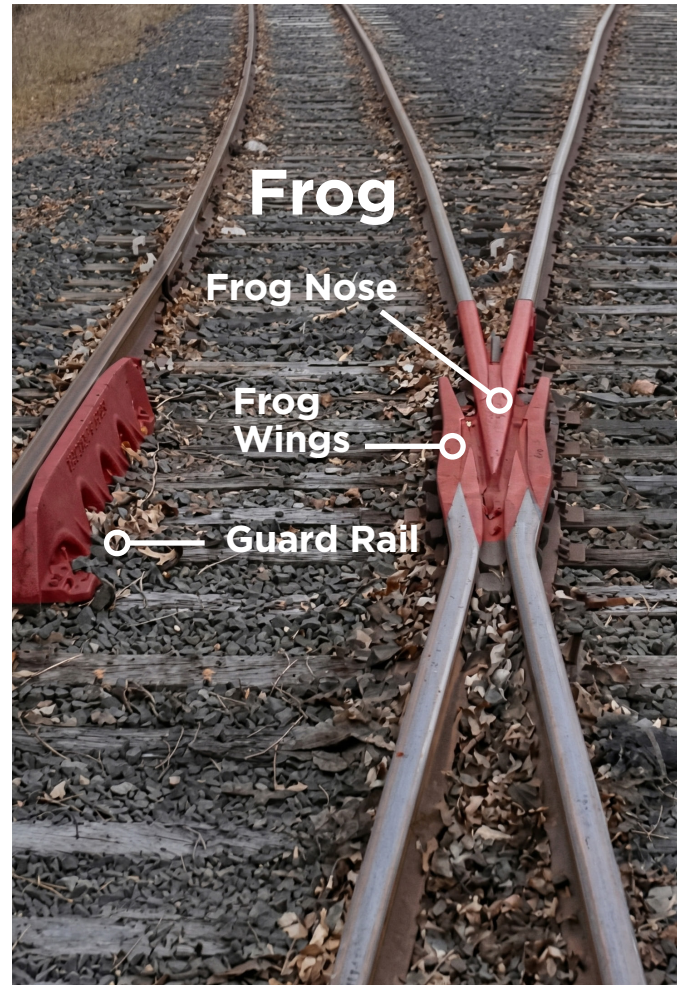
In May 2018, BART initiated the Frog Capital Maintenance Project with \$4 million in Measure RR funding to address the repair and replacement of frogs across key service lines, including BART lines in Alameda, Contra Costa, and San Francisco Counties. This effort focuses on maintaining the integrity of critical track components that allow trains to safely transition between tracks and support reliable daily operations.

Since the program began, BART has replaced 85 frogs and performed maintenance on 220 others, extending their service life and ensuring continued safety and performance.

Why Frog Maintenance Matters

Frogs play a critical role in keeping BART trains moving safely and efficiently, as they form the precise track intersections that allow trains to switch from one line to another. Located directly in the path of train wheels at these crossing points, frogs are subjected to intense and repeated impact forces every time a train passes over them. Over time, this constant stress leads to natural wear and tear.

Under normal operating conditions, a frog has an average service life of about 25 years. Regular inspection, maintenance, and timely replacement are essential to preserving safe train operations, maintaining smooth track alignment, and ensuring reliable service for riders. Proactive upkeep also helps reduce noise and vibration experienced by passengers and nearby communities while lowering long-term maintenance costs by preventing more extensive repairs.

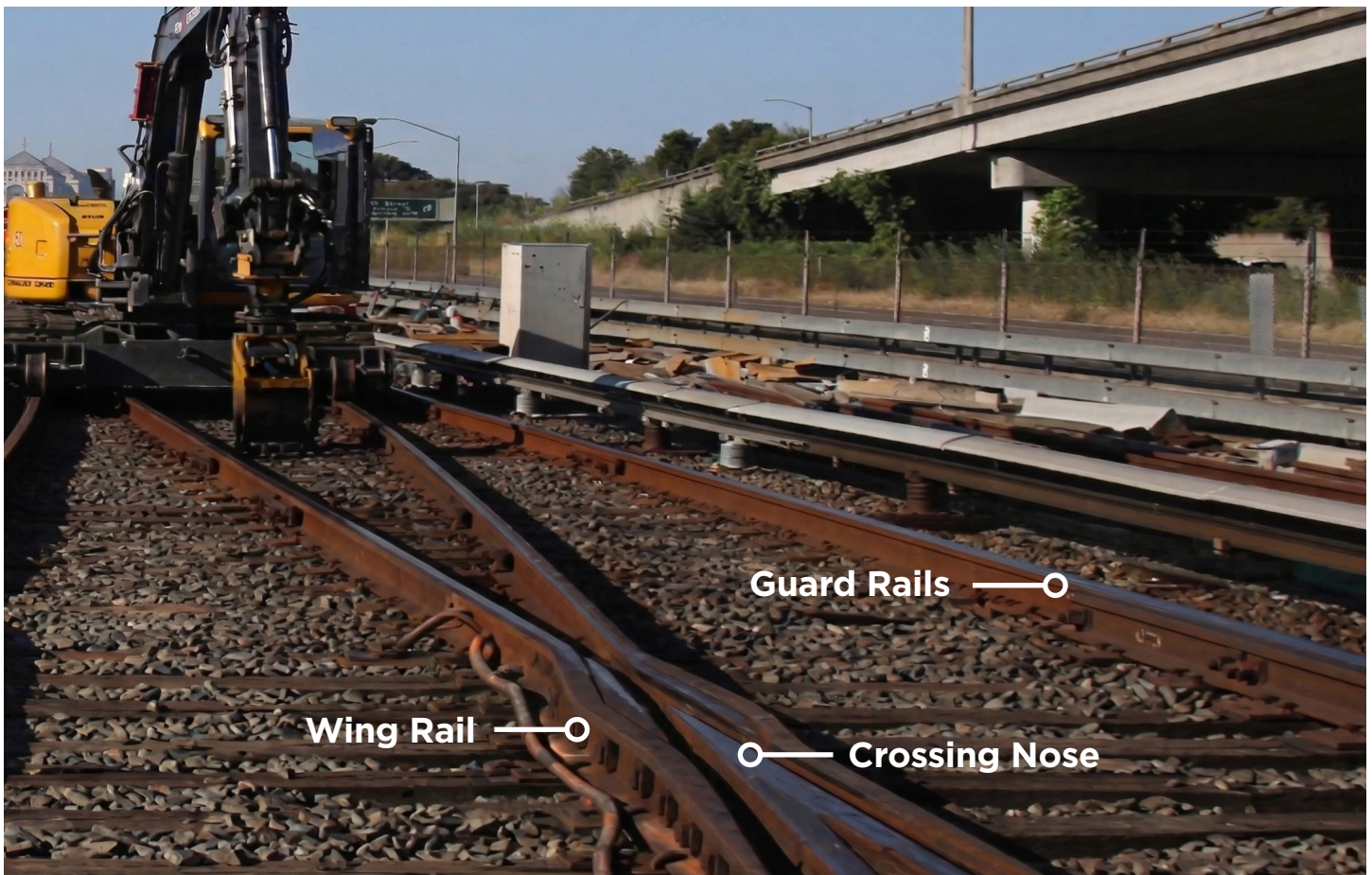


RBM Frogs: Built for BART's High-Speed System

RBM frogs meet BART's strict requirements for safety and performance. These frogs support BART's current fleet as well as the upcoming new train cars, which have redesigned wheels that require precise compatibility at track crossings.

How BART Installs a New Frog

Replacing a frog at BART is a carefully planned and highly coordinated operation designed to maintain safety, reliability, and long-term performance of the track system. The process begins with rail inspectors performing weekly track inspections and Track Engineering team using a specialized Rail Inspection Vehicle (RIV) to continuously monitor the condition of frogs and other track components, allowing the team to identify when replacement is needed. Once scheduled, the existing frog is first cut free from the rail and then carefully lifted out with on-track equipment to avoid disturbing surrounding track structure. Then, a new frog is transported from Hayward Yard by truck and trailer to the nearest safe access point along the alignment. On-track machinery is then used to lift and position the heavy component onto the rails, where it is aligned with precision and welded into place to ensure a secure, accurate fit with the existing track. This detailed installation process helps ensure that each frog performs reliably for years to come. Most importantly, the entire effort from inspection and logistics to installation and final welding is managed, coordinated, and carried out by BART personnel.



ENHANCING SAFETY AND RELIABILITY AT HAYWARD YARD



The Hayward Yard Fire Protection Project delivers a transformative upgrade to the aging fire protection infrastructure at Hayward Yard, replacing a deteriorated 50-year-old system that had become increasingly vulnerable to corrosion and failure. Hayward Yard is one of BART's primary maintenance and storage facilities, operating 24/7 and supporting hundreds of employees and maintenance activities for the rail fleet. The yard has storage capacity for over 300 rail cars and serves as a key location for testing, repairing, and staging trains before they return to passenger service.

This project reconstructed the entire fire protection and domestic water piping network, installing modern Polyvinyl Chloride (PVC) mains, new hydrants, post-indicator valves, gate and check valves, fire department connections, and other critical life-

safety components. Work also included extensive demolition, excavation, carefully sequenced construction, temporary barriers, traffic control, utility abandonment, pavement and concrete restoration, fencing and gate replacement, installation of temporary restroom facilities, and final striping and cleanup.

Despite the scale of construction, water service was continuously maintained across the yard, with any necessary interruptions limited to four hours and requiring engineer approval.

With a construction cost of approximately \$7.1 million, fully funded by Measure RR, this investment modernizes one of BART's essential safety systems. The improvements strengthen fire protection reliability within one of BART's most important maintenance and operations facilities, enhancing safety for both the public and the workforce.

During construction, the team encountered unmapped underground utilities, which were not revealed during scanning or documented on historical as-built drawings. To keep the project on track, engineers developed a safe and effective solution by rerouting the final section of piping beneath the transfer track, allowing progress to continue without compromising yard operations.

By replacing high-risk, end-of-life infrastructure with a modern, resilient fire protection system, this project enhances the operational reliability of Hayward Yard and supports safer, more dependable rail service for BART riders.

IMPROVING ACCESS AND SAFETY AT EL CERRITO DEL NORTE STATION

The Safe Routes to BART El Cerrito del Norte Complete Streets Improvement Project is transforming the area around one of BART's busiest stations to provide safer and more accessible connections for riders. Through strong partnerships and thoughtful design, the project delivers major multimodal upgrades that make walking, biking, and riding transit easier, safer, and more comfortable.

Since construction began in Spring 2024, the City of El Cerrito completed the construction of the project, including new crosswalks, sidewalks, drainage, bike lanes and buffers, bus platforms, traffic signals, pavement markings and striping, landscaping, and stormwater treatment areas along San Pablo Avenue and Cutting Boulevard. These improvements create safer routes for pedestrians and cyclists while supporting more reliable bus operations.

Significant safety enhancements were also completed at Hill Street, Liberty Avenue, and Lexington Avenue, where narrower roads, reconstructed curb ramps, shorter crossings, and widened sidewalks now offer a calmer, more intuitive environment for people accessing the station.

Despite challenges typical of dense urban corridors, such as unknown underground utilities and complex staging, El Cerrito's designer, resident engineer, and contractor collaborated closely to adjust designs, manage traffic transitions, and keep the project moving forward.

The completed improvements provide riders with clearer pathways, protected bike lanes, enhanced intersections, new crosswalks, bicycle racks, benches, and landscaping. Together, these upgrades support safer and more direct access to El Cerrito del Norte Station while creating a more welcoming station environment along the San Pablo Avenue corridor.



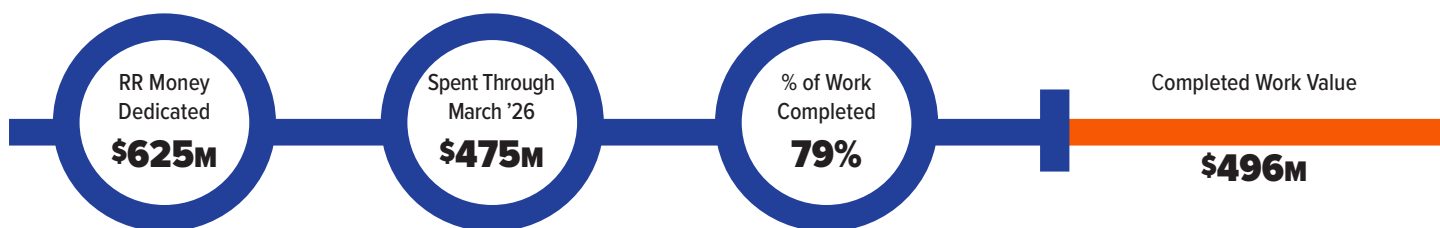
RENEW TRACK

Projects in this category focus on the backbone of BART service, specifically the 131 miles of rail that extend across the system. Work in this category includes replacing aging rail that has outlived its design life, as well as grinding rail to reduce the noise level of the BART screech. BART's efforts in the Renew Track category also improve the rider experience by reducing track-related delays, supporting smoother train operations, and more consistent service.

To date, 22 projects have been launched in the Renew Track category and 11 projects are completed. Recent accomplishments include the completion of frog replacements across the BART system to align with the new train wheel profile, which helps trains move more smoothly through track crossings, reduces wear on wheels and rails, and improves overall system reliability. Additionally, four track switches were replaced as part of the R65 Mainline Interlocking project. This project upgrades Richmond Yard interlocking (R65) infrastructure by improving track and train control components, allowing trains to safely change tracks and move in and out of the yard more efficiently and reliably.



The graphic below shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned work that's been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value, please go to **Measuring Cost Effectiveness on page 28**.



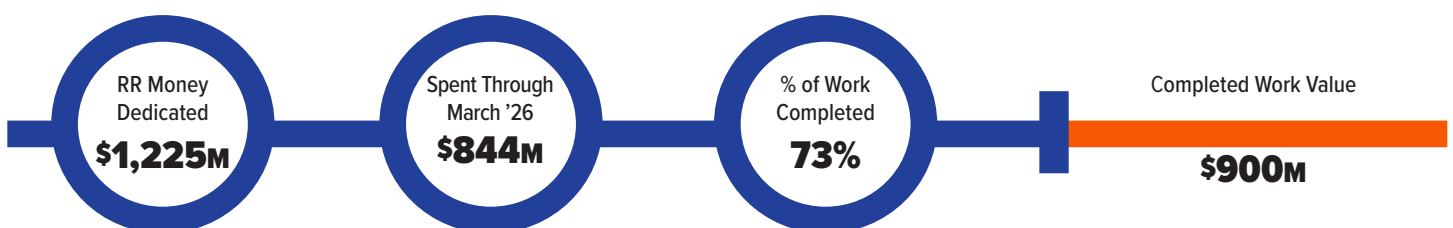
RENEW POWER INFRASTRUCTURE

The Renew Power Infrastructure category focuses on replacing traction power cables and the installation of new electric substations. New 34.5 kV (kilovolt) traction power cables help to ensure BART trains have a reliable source of electricity. Much of the cable being replaced is decades old and has outlived its design life. Replacing old substations and adding new ones will eventually help BART run more trains.

To date, 35 projects have been launched in the Renew Power Infrastructure category, with seven completed. Recent accomplishments include power system upgrades that improve the reliability of electricity used for life-safety systems during emergencies in the Transbay Tube. This work included commissioning transformer and bus upgrades for the 480-volt substations at the San Francisco Transition Structure, the area at the end of the tube where the Transbay Tube connects to the rest of the BART system. Additional upgrades were completed at utility substations at both the Oakland Transition Structure and San Francisco Transition Structure, including new transformers, switchgear, transfer switches, and electrical panels. Repairs were also completed at the Nineteenth Avenue Traction Power Substation to help maintain reliable power for train operations. Additionally, field testing, system integration, and training were completed for the traction power substation at Montgomery Street Station as part of the West Bay Traction Power Substations project, helping improve the reliability of BART service.



The graphic below shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned work that's been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value, please go to **Measuring Cost Effectiveness on page 28.**

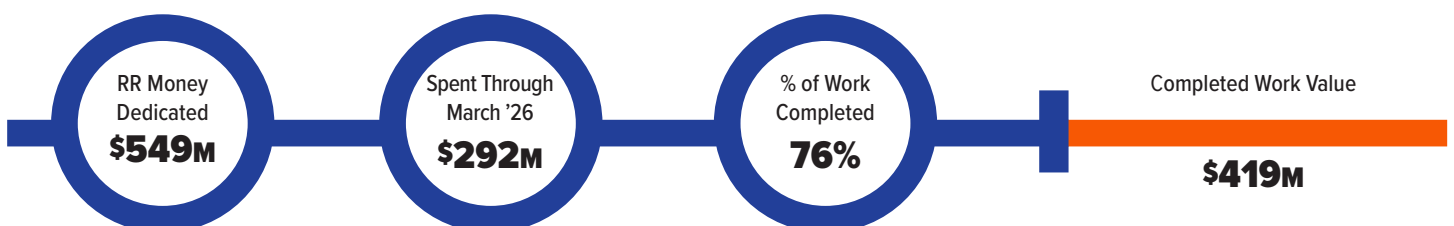


REPAIR TUNNELS AND STRUCTURES

The Repair Tunnels and Structures category includes work to ensure BART tunnels can safely withstand a large seismic event. A landmark project already completed in this category was the retrofit of the Transbay Tube. Work in this category also improves critical safety structures, such as aerial walkways and slopes that help stabilize the track.

To date, 27 projects in this category have been launched, and 13 are completed. Recent accomplishments include the inspection of 668 bearing pads. Bearing pads are rubber cushions placed between elevated rail structures and their supports that help carry train loads, dampen vibrations, and allow the structure to move safely. These inspections helped assess the need for replacement of these bearing pads on the aerial structures.

The graphic below shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned work that's been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value, please go to **Measuring Cost Effectiveness on page 28**.



RENEW MECHANICAL INFRASTRUCTURE

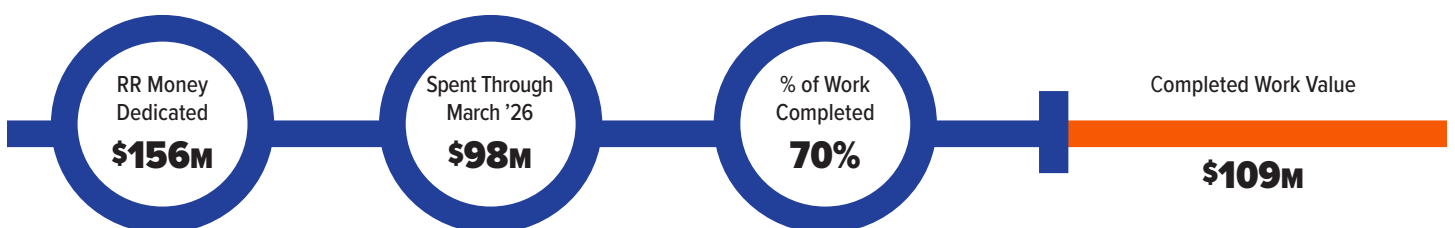
BART infrastructure extends well beyond rails and power systems, and the Renew Mechanical Infrastructure category supports a wide range of components that help keep the system operating safely and efficiently. To date, 26 projects in this category have been launched, and 15 are completed. Current work under the program includes repairs and upgrades to Transbay Tube backdraft and track dampers, replacement of aging station sewage pumps and fire sprinkler systems, and HVAC overhauls at the Lake Merritt Administration Complex and yard control towers. Recent accomplishments include the installation of three new RotoClones - dust collection systems that support undercarriage cleaning at yard blowdown pits - at Concord, Hayward, and Richmond Yards. Fire protection system overhaul contracts at Concord Yard, Hayward Yard, and Richmond Yard were also recently completed. In addition, aging HVAC systems were replaced at Concord, Rockridge, Lafayette, and West Dublin train control and staff rooms to help maintain reliable operating conditions for staff and equipment.

Another completed project in this category is the Coverboard Enhancement Project, which upgraded 28.5 miles of curved boards placed over the electrified third rail to improve safety and help protect train cars from damage.

Work is also advancing on wheeltruing facilities, which will allow BART to address wheel flats more efficiently. Wheel flats can occur when train wheels skid on the rail, and the new facilities will help reduce repair time and return train cars to service more quickly.



The graphic below shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned work that's been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value, please go to **Measuring Cost Effectiveness on page 28**.



RENEW STATIONS



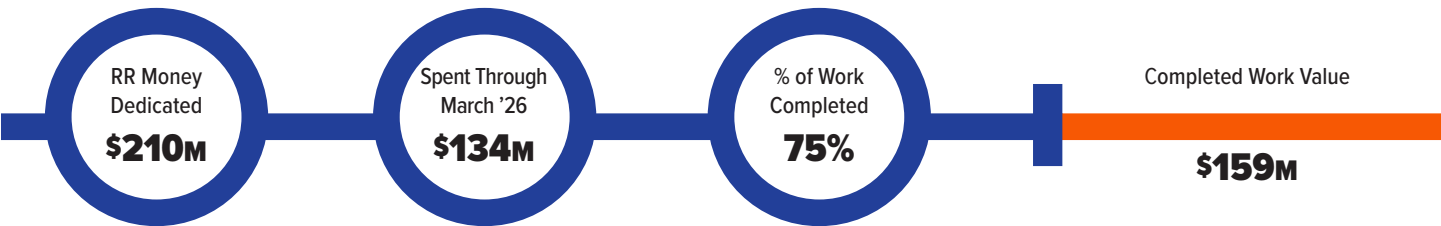
Many of the most visible changes to BART resulting from Measure RR are in the Renew Stations category. This category includes work that improves the functionality, safety, and appearance of stations. Much of the recent work has been focused on stations in downtown San Francisco, which are the busiest in the entire system. Installation of new, more reliable escalators along with street-level canopies to protect riders from the elements is underway to improve the rider experience.

To date, 11 projects have been launched in this category, with six completed. Recent accomplishments include the construction of five more new escalators and two protective canopies across downtown San Francisco.

The new escalators are expected to be significantly more durable than the old units that are being replaced. They feature real-time monitoring, which will alert BART staff the moment an escalator goes out of service and indicates the cause of the shutdown. The new escalators have brighter LED lighting systems to make them more welcoming to riders. They are constructed with sustainable materials and use an automatic system that applies lubrication only when and where it is needed. Another environmentally friendly enhancement is a variable frequency regenerative drive that makes escalators more energy efficient by slowing the escalator down in a sleep mode when there are no passengers present. Energy generated during the braking action is saved and returned to the system.

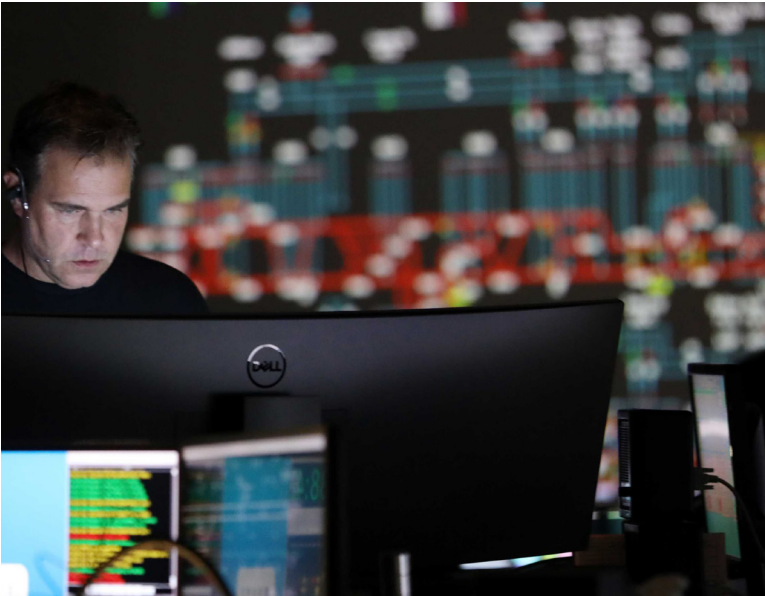
A total of 19 new canopies have been constructed at downtown San Francisco stations. These canopies protect riders and the new escalators from the elements and provide an added layer of station security and cleanliness. Motorized retractable gates allow the entrances to be locked at street level when stations are closed. Each canopy includes a real-time digital display that shows train arrival times, LED lighting, security cameras, art elements, and potentially a living roof at select locations.

The graphic shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned work that’s been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value please go to **Measuring Cost Effectiveness on page 28**.





TRAIN CONTROL MODERNIZATION



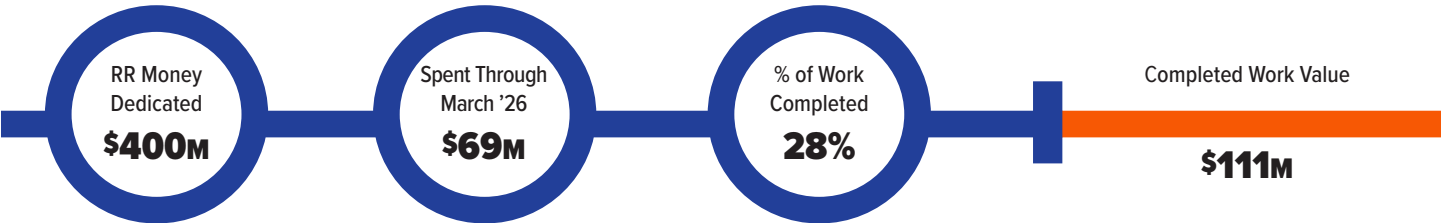
The Train Control Modernization category includes work to replace BART’s more than 50-year-old train control system. BART currently uses a fixed-block train control system to control its trains, which creates a fixed limit on the number of trains that can operate within a block of trackway. Work is now underway to replace the outdated fixed-block system with Communication Based Train Control (CBTC).

The CBTC Project is a systemwide upgrade that will improve system reliability, availability, and maintainability, while retaining the safety that BART riders have come to trust. The new CBTC technology introduces a moving block system so that trains communicate using radio technology to the Operations Control Center. It will also increase train capacity on the system. When the

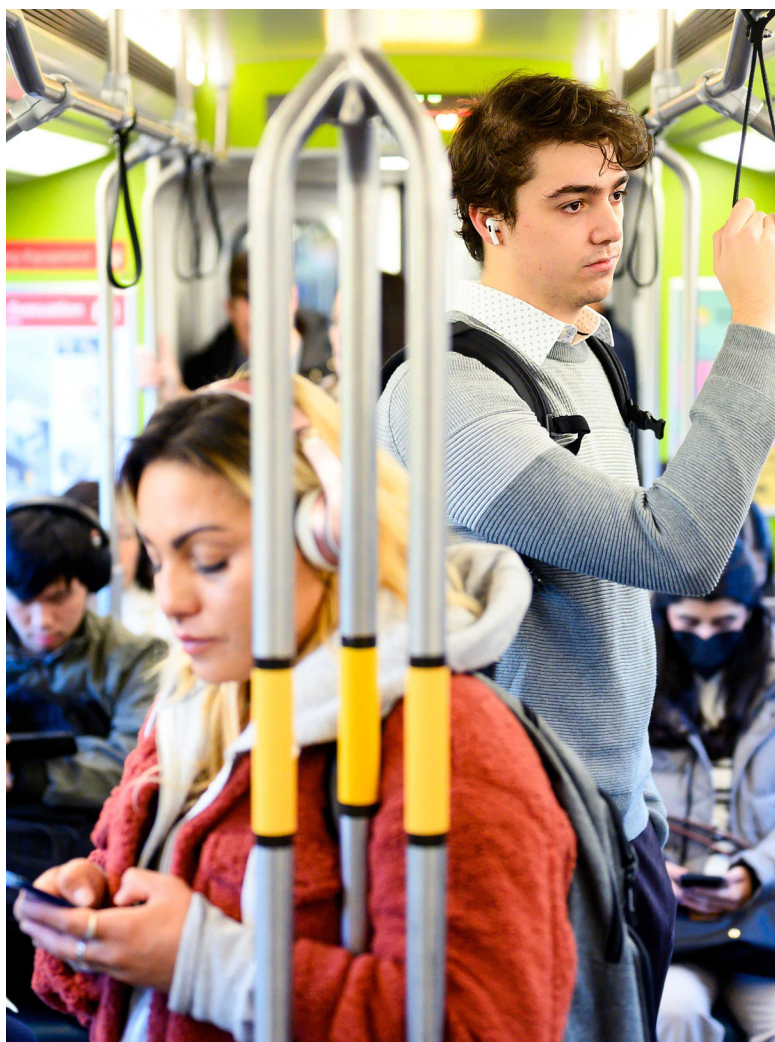
new CBTC System is fully implemented, BART will be able to run 30 trains per hour. Recent accomplishments include the completion of installation and testing of central equipment in Lake Merritt Administration Building Computer Room for Automatic Train Supervision. Another recent accomplishment is the installation of cable pathway and CBTC equipment in the Millbrae Station Train Control Room and the Tail Track area.

To date, BART has launched six train control projects with one completed. Recent accomplishments include the completion of Installation of Cable and Conduit for CBTC Equipment in the Existing Hayward Test Track (HTT) Train Control House and the Completion of Site Acceptance and Site Integration Tests at the HTT.

The graphic below shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned work that’s been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value, please go to **Measuring Cost Effectiveness on page 28**.



RELIEVE CROWDING, INCREASE SYSTEM REDUNDANCY, AND REDUCE TRAFFIC CONGESTION



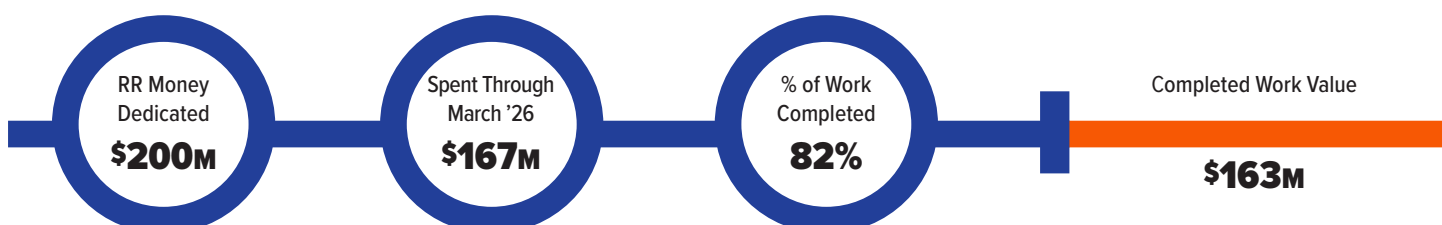
Projects in this funding category focus on preparing BART for the next generation of regional transportation needs. Despite the uncertainty of growth projections and transportation needs, long-term planning is a vital enterprise to position the system to address future congestion and maintain or increase capacity.

Work this year includes significant improvements at the Hayward Maintenance Complex (HMC), which is BART's main rail car maintenance and storage facility. Measure RR funding has been used to leverage additional funding from the Federal Transit Administration (FTA) to begin construction of new rail car storage at the facility. This expansion will allow HMC to store up to 250 Fleet of the Future train cars, helping BART support a modern and reliable train fleet.

To date, eight projects have been launched under this category, and two have been completed. The Recent accomplishments include the completion of the FTA review and conditional acceptance of the East Storage Yard Optimization Plan (Phase 2), which supports more efficient use of the HMC for train storage and operations.

The graphic below shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned

work that's been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value please go to **Measuring Cost Effectiveness on page 28.**



ACCESS IMPROVEMENTS

Projects in the Access Improvements category aid riders to easily get to and use the BART system. In these projects, BART focuses on accessibility to help people with varying needs and life circumstances use the system. Moreover, these projects illustrate the many ways that RR funds leverage other external grant opportunities and engage partners to enhance connectivity to BART.

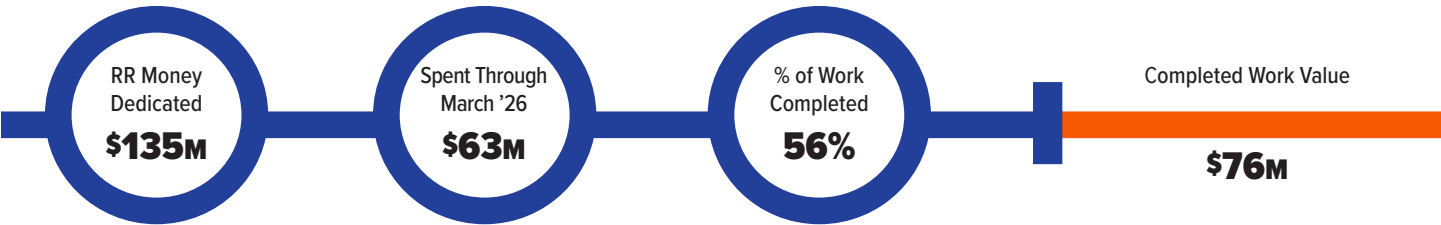
To date, 36 projects have been launched in this category, with 14 successfully completed. Recent accomplishments include the completion of the El Cerrito del Norte Complete Streets Improvements under the Safe Routes to BART (SR2B) program, which helps improve how riders move through the station area while enhancing safety and the overall look and feel of the space.



BART completed the design, contract award, and construction of elevator lobby lighting improvements at 10 stations to support accessibility and improve visibility and safety. These stations include Lake Merritt, South Hayward, Coliseum, 16th Street Mission, 24th Street Mission, Fremont, Bay Fair, Civic Center, Walnut Creek, and Berkeley. The improvements were completed in compliance with the Americans with Disabilities Act (ADA) to better serve all riders. In addition, design work was also completed for public address system improvements and wayfinding improvements at North Berkeley, Rockridge, and Fruitvale stations, which will make it easier for riders to hear announcements and navigate the stations.

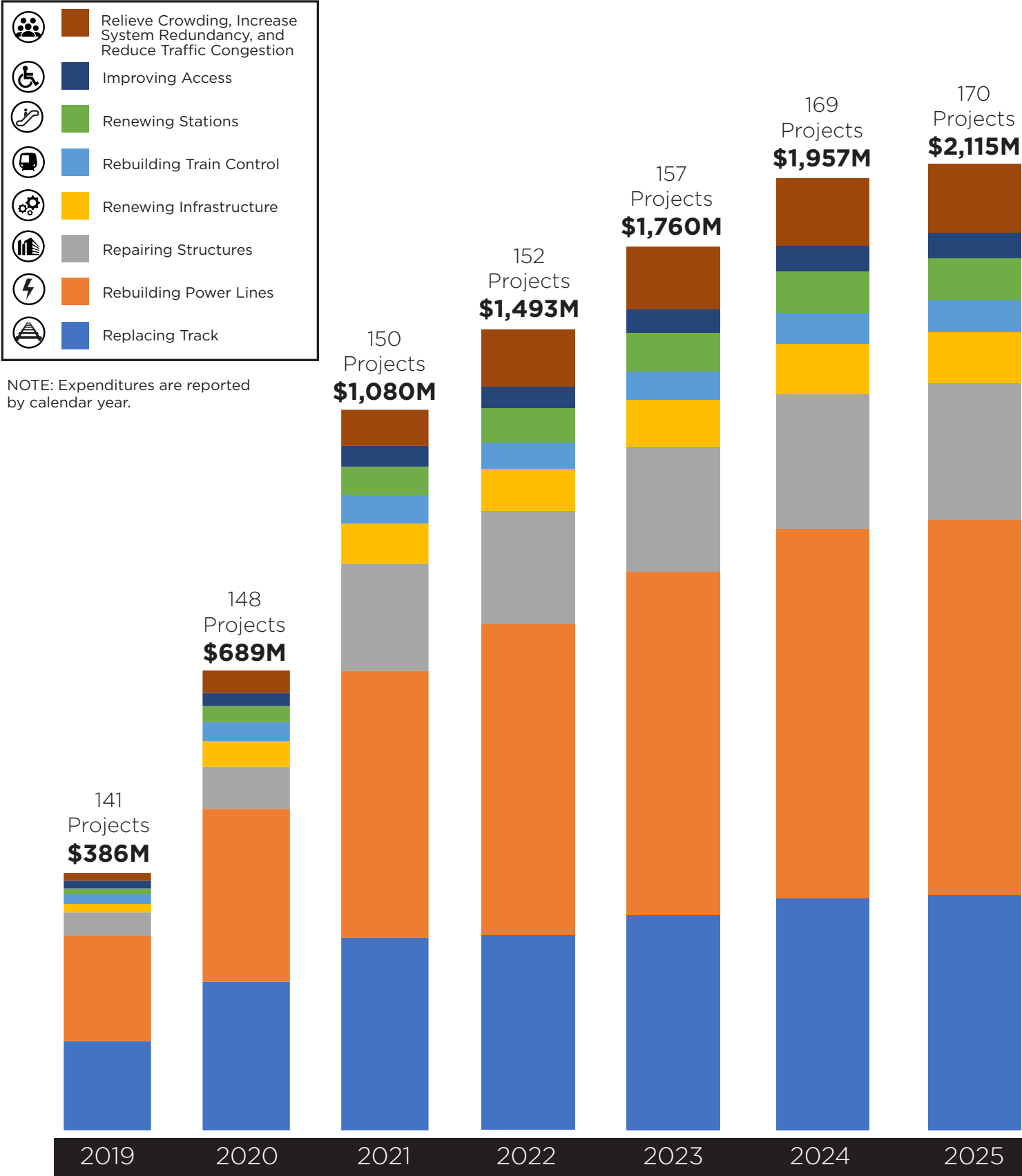
In addition, BART leverages Measure RR funds by supporting community partnership projects that make it easier and safer to walk or bike to BART. The SR2B grant program provides a minimum funding match of 30% to other local public agencies, provided the applicants can present evidence of a full funding plan, governing body support, and a design that is at least 35% complete. The SR2B grant program has funded 12 projects in three competitive grant cycles. Projects most recently selected to receive Measure RR support through the SR2B program include the Ohlone Greenway Modernization and Safety Project near North Berkeley Station; Central Embarcadero Safety improvements near Embarcadero station; and Fremont Boulevard, Elevated Bikeway near Fremont Station.

The graphic below shows the amount of Measure RR money dedicated to this program category, the amount of that money that has been spent through March 2026, the percentage of planned work that's been completed through March 2026, and the value of the work completed so far. The value of work completed is the dollar value associated with the original estimate of labor and materials needed to complete the work. To learn more about how BART measures this value, please go to **Measuring Cost Effectiveness on page 28**.





YEARLY PROGRAM EXPENDITURES



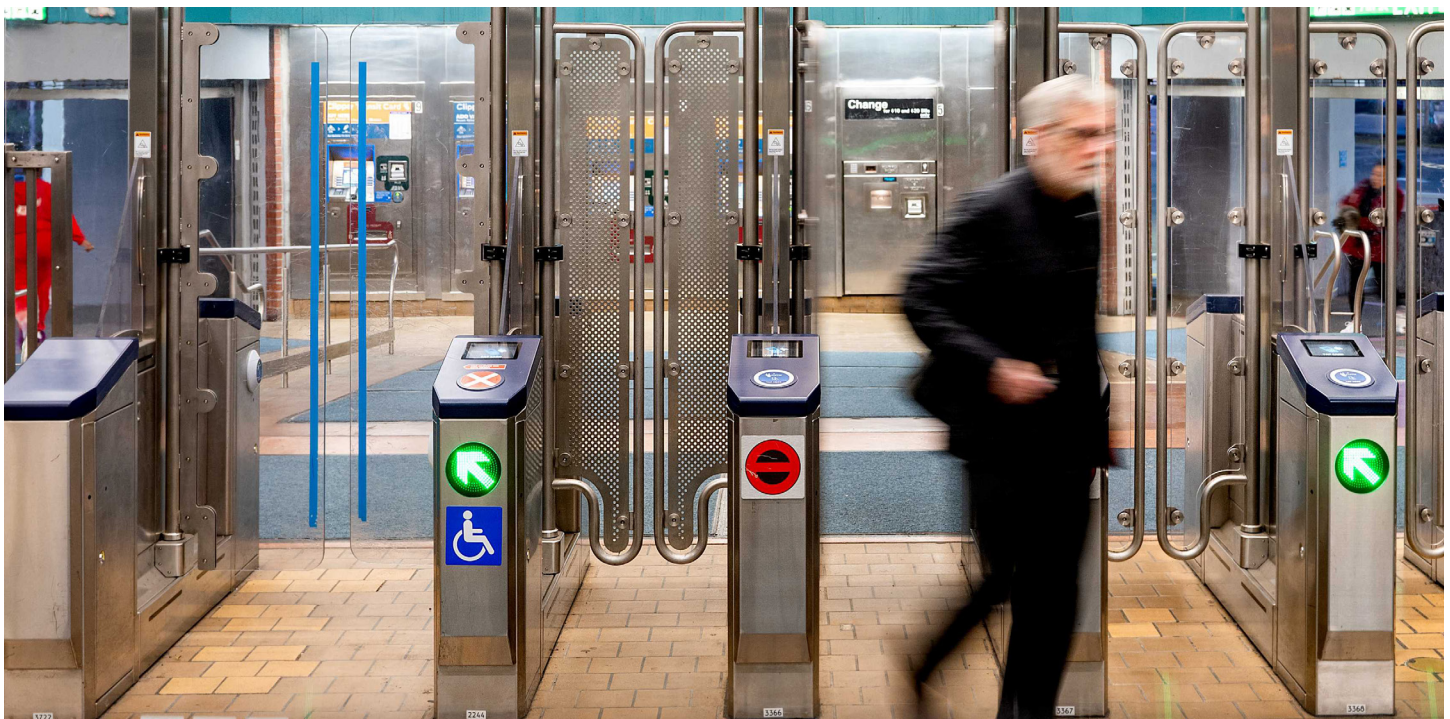
MEASURING COST EFFECTIVENESS

The Bond Oversight Committee (BOC) is mandated to ensure that Measure RR work proceeds in a cost-effective manner. BART uses a well-established method known as Earned Value Management (EVM) to measure the progress of individual projects of the Measure RR rebuilding program. Overall progress of the individual projects are used to evaluate the progress of the larger program categories.

BART staff present to the BOC what work will be done, when it is expected to happen, and how much money and time it will take to reach completion. EVM helps users to assess whether the value of work completed at a given point is consistent with the project budget and schedule.

EVM can be useful in project forecasting particularly when projects are between 20%-80% complete. It provides both a Cost Performance Index (CPI) as well as a Schedule Performance Index (SPI). When BART staff analyze EVM results they are looking for trends that emerge over multiple quarters. Projects are considered on track when both the CPI and SPI consistently range within +/- 10% of 1.0. When a CPI or SPI rises above 1.2 or below 0.80 in a reporting period, the project is given additional scrutiny to determine the cause of the performance issues. For example, a CPI or SPI may increase when work is completed more efficiently than planned or costs come in lower than expected, while lower values can result from construction delays, procurement challenges, or unforeseen site conditions. If risks exist, staff develop a mitigation plan to reduce the risks. It is normal for some projects to perform better than others at different times, which makes looking at the overall programs so important for the long term.

The BOC receives regular EVM updates from BART staff during every Committee meeting and is advised if any issues are identified that require mitigation. The public may view a project's CPI or SPI status by visiting www.bart.gov/bondoversight, navigating to the Agenda section, selecting the Meeting Agenda and Packet, and using the search function to locate "Earned Value." This information is provided in the Appendix section of the presentation delivered to the Committee, specifically on the slide titled "Earned Value Rollup by Program," where a full synopsis is included.



FUNDING MEASURE RR WITH GREEN BONDS

Green Bonds have been at the center of BART's plan to finance Measure RR construction work since the beginning of the program. BART's Green Bonds were initially certified through the Climate Bonds Initiative's Low Carbon Transport Standard in 2017. BART is among the first transit agencies in the country to earn a green climate bond certification.

The Climate Bonds Initiative promotes investments in projects that bring the world closer to a low-carbon and climate-resilient economy consistent with the 2015 Paris Agreement. As the market for Green Bonds expands, costs for climate-friendly projects everywhere are expected to decrease. Green Bonds are not more expensive than traditional general obligation bonds and they allow BART to further demonstrate its commitment to the environment.

In this reporting period, approximately \$59.2 million has been disbursed for Measure RR capital projects. On September 9, 2025, BART closed on the sale of the fifth tranche of Measure RR bonds for Series 2025-E-1 and E-2, for a total principal amount of \$700 million. Previously, BART offered four tranches of Green Bonds totaling \$2.06 billion to support the Measure RR rebuilding program since 2017: \$300M in May 2017; \$360M in August 2019; \$700M in August 2020; and \$700M in May 2022.

For each issuance, BART has worked closely with its financial advisors to develop a financing plan that ensures funds are available as needed for projects while taking into consideration the interest rate paid by taxpayers. BART's latest Annual Comprehensive Financial Report for year ending June 30, 2025, has detailed information in the long-term debt sections pgs. 61, 65-75. Information related specifically to the 2025 Series E issuance can be found in its Official Statement. **Downloads | San Francisco Bay Area Rapid Transit District (BART) | BondLink**

Covering the costs of Green Bonds

BART incurs administrative costs associated with the issuance of its Measure RR general obligation bonds. Bond issuance costs typically include fees paid to underwriters, legal counsel, municipal advisors, rating agencies, and other vendors. When Measure RR general obligation bonds are issued, BART generally structures the pricing of the bonds to generate a premium to cover administrative costs. This is consistent with the municipal bond market's preference for premium bonds and was also true for the 2025 Series E Issuance of Measure RR bonds. The cost of the most recent issuance was approximately \$1.92 million covered by an Original Issue Premium.

Measuring up to Bond Requirements

IRS rules require that BART reasonably expects to spend 85% of bond proceeds, including interest earnings on the proceeds, within three years of the issuance of the bond. BART has progressed on Measure RR work at a pace that exceeds this requirement. As of June 30, 2025, BART had spent \$2.06 billion on Measure RR projects.

Measure RR bonds are supported and secured solely by an unlimited ad valorem tax upon all property subject to taxation in Alameda, Contra Costa, and San Francisco counties. At the start of the program BART estimated the average yearly tax rate over the life of the bond program would be \$8.98 per \$100,000 of assessed property value. BART further projected the yearly tax rate would range from \$0.80 to \$17.49 per \$100,000 of assessed valuation, which is higher than the projected average but remains within the originally projected range.

RR PROGRAM EXPENDITURES OVERVIEW

Program	Expended Through March 2026	% Expended Out of Total Bond Investment	LONG-TERM (Through End of Bond)
Renew Track	\$475	76%	\$625
Renew Power Infrastructure	\$844	69%	\$1,225
Repair Tunnels and Structures	\$292	53%	\$549
Renew Mechanical Infrastructure	\$98	63%	\$156
Renew Stations	\$134	64%	\$210
Train Control Modernization	\$69	17%	\$400
Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion	\$167	84%	\$200
Access Improvements	\$63	46%	\$135
TOTAL In (\$ Millions)	\$2,142	61%	\$3,500

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



MEASURE RR SPENDING BREAKDOWN

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	12%	✓	✓	✓
RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION, AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Relieve Crowding, increase System Redundancy, and Reduce Traffic Congestion	\$200	6%		✓	✓
Access Improvements	\$135	4%	✓	✓	✓
TOTAL	\$3,500	100%			



SMALL BUSINESS OUTREACH

The Bay Area's small businesses are a vital part of the Measure RR rebuilding program. As of December 2025, small businesses have received \$329.4 million in Measure RR contract awards across 1,893 contracts, representing 26% of all Measure RR contract dollars.

To ensure as many locally owned contractors can participate, BART's Office of Civil Rights (OCR) led an extensive outreach campaign in 2025. OCR organized and participated in 22 outreach events, averaging 102 participants at each event. This included 10 training and outreach sessions hosted by the District's Small Business Support Services (SBSS) program.

Administered by the Office of Civil Rights, SBSS was established as a free resource with the goal of providing pre-award and post-award supportive services that help to expand the pool of qualified small businesses able to compete for and participate in BART contracting opportunities. Additionally, the SBSS program offerings include customized technical assistance, matchmaking, educational webinars, and assistance with change order processing. SBSS guides their efforts to successfully bid on projects. Once a contract is awarded, SBSS continues to support firms to help ensure successful project delivery and business growth.



One example of how SBSS resources translate into business growth is Charistech Consultants. The firm is a small business, whose focus is on construction, particularly in the areas of infrastructure, rail, transit and transportation. Jennifer Mariani, President and CEO of Charistech Consultants, began working with SBSS in 2019. Within one year of participating in SBSS pre-award workshops and supportive services, her firm won its first contract with BART, the company successfully leveraged SBSS resources to scale and secure major contracts with LA Metro, LA World Airports, and the City of Milpitas.

Since partnering with BART's SBSS Program in 2019, Charistech Consultants has grown from a solo practitioner into six-person team, with offices in Dublin and Oceanside, California.

ADVANCING SUSTAINABILITY

The Safe Routes to BART program supports sustainability by making it safer and easier for people to walk, bike, and use transit. These projects improve first- and last-mile access to BART, helping reduce dependence on cars for short station access trips.

In communities such as Berkeley, Fremont, and Union City, the program is delivering safer bicycle facilities, stronger pedestrian access, and more direct links to transit, supporting more sustainable travel choices and a stronger regional transit network.

These improvements also support broader community goals by strengthening connections between transit, housing, jobs, and neighborhood destinations. In Berkeley, the Ohlone Greenway project will create a safer and more accessible route to BART through path widening, repaving, lighting, curb ramp upgrades, and improved crossings. In Union City, the planned improvements will create a shorter and more direct connection for people walking and biking to BART.

This program helps create more communities around BART stations. Improvements funded through Safe Routes to BART strengthen links between transit, housing, jobs, and neighborhood destinations, and in some locations support transit-oriented development. These investments improve not only mobility, but also safety, accessibility, and quality of life for people traveling to and from BART. As these projects advance, they demonstrate how practical, place-based improvements can support a more sustainable, more connected, and less car-dependent Bay Area.



Committee Activities, Suggestions & Expenditures

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

The BOC members expressed concerns about committee vacancies and recruitment efforts at every meeting.

June 20, 2025

The Committee elected Cindy Simon Rosenthal as Chair and Sonja Stewart as Vice-Chair for the July 2025 - June 2027 term. Staff presented the 2025 Measure RR Annual Report outline and discussed outreach strategies including social media storytelling. Staff also provided an overview of Measure RR project accomplishments and upcoming projects, and discussed how Measure RR funds are being leveraged with external funding sources to expand infrastructure investments.

September 19, 2025

The Committee approved the June 20, 2025 meeting minutes and welcomed Erin Spragan, Assistant General Manager for Finance. Staff presented the 2025 Measure RR Annual Report titled “Delivering Results in Uncertain Times.” The Committee unanimously approved the report and appointed Chair Rosenthal to present it to the BART Board. Staff also provided updates on BART bond issuances and Measure RR program progress, including financial performance and small business participation.

January 16, 2026

The Committee reviewed the debrief of the October 2025 BART Board presentation of the Measure RR Annual Report and discussed the schedule, theme, and outline for the 2026 Annual Report. Staff presented an update on the overall Measure RR program, including financial status, program milestones, and small business outreach. The Committee also reviewed proposed amendments to the Bond Oversight Committee Standing Rules and discussed future agenda topics. An AB 1234 ethics training session for Committee members followed the meeting.

April 17, 2026

The Committee voted to reschedule the June 19, 2026 BOC meeting to June 5, 2026 due to the Juneteenth holiday. Staff provided an update on vacant seat recruitment. The Committee adopted amendments to the Bond Oversight Committee Standing Rules. Staff presented the 2026 Measure RR Annual Report draft, with the final draft presentation planned for the June meeting. Staff presented a revised schedule review of the overall Measure RR program to the Committee. Staff presented the Evolution of the Project Controls Framework at BART, highlighting its importance in improving project tracking, accountability, risk management, and consistent reporting across the Measure RR Program.

Committee Expenditures: As of this report, the committee has spent \$7,500 in Fiscal Year 2026 on the design and production of the Measure RR Annual Report.

The public is invited to attend Measure RR Bond Oversight Committee meetings in person or online. Meetings are held from 9:30-12:30 on the third Fridays of January, April, June, and September. The meetings are listed on the BART website at <https://bart.legistar.com/Calendar.aspx>

The public can view meeting minutes at www.bart.gov/bondoversight

This committee will continue to publish annual reports throughout the life of the Measure RR Rebuilding Program.

Helpful Links

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

Previous Measure RR Annual Reports published by the Bond Oversight Committee	The Bond Oversight Committee has published an annual report for each year of the Measure RR rebuilding program. All these past reports are available at www.bart.gov/bondoversight .
Measure RR Standing Rules and Original Documents	
Bond Oversight Committee Standing Rules	This document outlines the basics of how the Measure RR Bond Oversight Committee operates. https://tinyurl.com/4r4wvx8b
Original Measure RR Bond Resolution	This is the document approved unanimously by the BART Board of Directors on June 9, 2016, that led to Measure RR being placed on the November 2016 ballot in the BART District. www.bit.ly/3p9olne
2016 Treasurer's Tax Rate Statement	The statement from BART's Treasurer was issued in compliance with the state election code ahead of the November 2016 vote and offers best estimates of the highest tax rate that would be required to be levied to fund the bond issue, the total debt service, and more. www.bit.ly/3qSfTyt
2016 Measure RR Fact Sheet	Includes details put before District voters in advance of the 2016 election. www.bit.ly/3Xeuf8s
Major Audits	
There were no major audits of the RR program during the period of this Annual Report. Starting in 2022, staff began giving regular audit presentations in the second meeting of the calendar year. The public can view these presentations at www.bart.gov/bondoversight .	
Additional Background	
Green Bonds	BART provides updated information on its climate-certified Green Bonds, including preliminary offering statements and credit reports at www.bart.gov/greenbonds .
Procurement	Updated info on upcoming procurement opportunities and contracts out for bid at BART. www.bart.gov/about/business/procurement

PAST ACCOMPLISHMENTS 2016-2025

2016

- Voters passed Measure RR

2017

- Established a Bond Oversight Committee
- Underwriting pool request for proposals
- Board approved underwriting pool
- Presentation to rating agencies
- Bond pricing
- Planning Track Program
- A15 track interlock replaced in Oakland

2018

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

2019

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

2020

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

2021

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

2022

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

2023

- Substantial completion of rail reprofiling (systemwide)
- Completion of 19th Street/Oakland City Center Station Modernization Project
- Construction of Civic Center Station scissor stairs
- Completion of Concord Willow Pass Road (CWS) high voltage transformer replacement
- Completion of construction of Oakland Yard tracks and platform lighting for Powell Street Station Modernization

2024

- The Switch Point Replacement project at Hayward and Concord Yards was completed successfully
- Renewed catwalks at the aerial structure (Phase 3A) through in-house construction efforts
- Advanced station access and safety with the Ashby Bicycle Access Improvement Project
- Enhanced system reliability by completing the Civic Center Street Substation (MCC)
- Hayward Yard Fire Services project construction was completed
- Added seven (7) new canopies and escalators across Downtown San Francisco stations, improving rider experience and weather protection

2025

- Systemwide Frog Replacement completed to improve track reliability and match the new train wheel profile
- All canopy installations have been completed, providing weather protection, meeting code requirements, and improving the rider environment
- El Cerrito del Norte Street Improvements completed under the Safe Routes to BART program to enhance safety and accessibility
- San Francisco Transition Structure (SFTS) Transformer/Bus Upgrade completed to improve power reliability for life-safety systems in the Transbay Tube (TBT)
- Electrical upgrades at TBT Oakland Transition Structure and SFTS Utility Substations completed, including transformers, switchgear, transfer switches, and panels

Appendix

APPENDIX 1: List of capital grants awarded to BART through 2025 through the use of Measure RR matching funds.

Fund Source	Awarded Through CY2025(\$M)*	Notes
FTA Capital Investment Grant	\$1,295.90	CIG, ARP CIG and supplemental CIG Award from FY23 Appropriations
State Funds	\$1,020.44	SB1 grants (TIRCP, LPP, SCCP), AHCS, and other state grants
City/County Funds	\$514.60	
BART Sales Tax Bonds	\$446.30	Measure AA and bond proceed interest
BART (Other)	\$323.10	
Federal Formula/Other Federal Funds	\$300.65	
MTC/Regional Funds	\$62.90	RM1, RM2, RM3, and other bridge toll proceeds
Other	\$3.00	
Total	\$3,966.89	

*Reflects grant awards (allocated and not yet allocated) through CY2025

APPENDIX 2: Active Measure RR Projects

Note: Amounts reflect RR funds invested through March 31, 2026. Projects showing \$0 have not yet utilized RR funds; project work has been funded through other sources.

Renew Track

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Procurement		
Procurement of Direct Fixation Fasteners	This project will procure DF Pads for use by BART maintenance. This is a material procurement project only, installation of DF pads will be completed under different project(s).	\$-
Construction		
Track Programmatic Support for RR Bonds	Track Programmatic shared support costs and Program Management including: priority Interlockings, Running Rail Renewal and Direct Fixation Pads.	\$169,736,005
Rail Relay Replacement in Core System	Material procurement and replacement of 75 miles of rail in legacy system. Thermite welding of rail to create continuous welded rail (CWR).	\$68,158,591
Interlocking Replacement at K23, K25, and C15	Upgrade the District infrastructure on the K Line and C Line, at the K23, K25, C15 interlockings, including track components (replace 20 turnouts). This project will replace wooden ties with precast concrete ties at switches to extend the asset life.	\$44,691,183
Interlocking Replacement at A77	Upgrade the District infrastructure at the Hayward Yard (A77) interlocking (11 turnouts), including track and train control components (enabling works) and traction power.	\$33,338,392
Direct Fixation Pads Replacement Systemwide	Procure and install direct fixation pads in legacy system area.	\$14,514,522
Track Renewal Project Richmond Yard	Remove and replace 3 yard switches with new switches including concrete ties and 119 lb rail. Procurement of 90lb rail.	\$10,316,181
Interlocking Replacement at Fremont (A85)	Upgrade the district infrastructure at the Fremont (A85) Interlocking, including track and train control components. Design, procurement, and construction related to the replacement of Fremont A85 Interlocking. Switch replacement includes: SW123, SW223, SW127, and SW227.	\$5,730,080
Replacement of Switch Point Components in Yards	Replace the switch points identified at Hayward and Concord Yards. Work includes: pre and post inspection, replacement of ties, plates, spikes, pandrol clips, plug rail, closural rail for 90lbs yard points only.	\$4,995,939
Rail Destressing	This project will destress twenty (20) miles of rail track within the BART operating corridor that has been identified as being affected by extreme temperature conditions in Contra Costa County. Additionally, this project will also perform ongoing field verifications to monitor the rail's neutral temperature and use the data for risk analysis and maintenance prioritization.	\$197,008

Renew Power Infrastructure

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Design		
MET-G Generator Replacement	Furnish, install, test, and commission a 1250 kW Generator (with associated infrastructure) at Lake Merritt (LMA) street level, to replace the existing 400 kW Met Building (MET-G) rooftop generator. Infrastructure and services includes electrical, mechanical, architectural, structural, civil, systems, control and communications components.	\$3,487,414
Station Fire Alarm Replacement, 3 Stations	Furnish, install, test and commission the station fire alarm replacements at the following locations: Phase 4 - Bay Fair (A50), South Hayward (A70), Rockridge (C10).	\$2,335,350
Design and Replacement of DC Switchgear	This project is to design, furnish and install new DC equipment at South Hayward and El Cerrito Plaza Substations and Concord Yard Gap Breaker Station. This project replaces fire damaged Traction Power Substation DC equipment to increase system reliability.	\$1,208,611
Tunnel Lighting Replacement, Walnut Creek Tunnel	This project is to upgrade tunnel lighting at Walnut Creek tunnel which includes replacing obsolete T12 lamps with LED for safety, energy savings, and reduced lamp spacing (doubling number of lights) in tunnels. This will provide code compliant light levels in tunnels and lower maintenance cost.	\$879,519
Replacement of Powell St. (MPS) Traction Power Substation	Furnish and install new Traction Power Substations (TPSS) at Powell Street Station (MPS). This project replaces aging TPSS equipment at the end of its service life with new TPSS equipment to increase system reliability.	\$-
Procurement		
Cast Coil Transformers Replacement	Procurement of 2 new oil filled transformers as spares to replace any existing cast coil dry type transformers.	\$1,895,363
PG&E Power feed to MXP Gap Breaker	Design, Procure and construct an auxiliary PG&E power feed to MXP Gap Breaker between Daly City and Balboa Park Passenger Stations.	\$193,074
East Bay Traction Power Substations	Design, procure and install three new substations - one each on the C, K, and R Lines in Concord, Oakland and Richmond (CMR, KTF, RPA). Additionally design and procure one new substation and two new gap breaker stations for the Hayward Maintenance Complex Phase 2.	\$7,121,034
Construction		
34.5 kV AC Cable Replacement A-Line	Replace the existing 34.5kVAC cables (PIPE or PILC) on the A-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches (IDS) at the substations. Perform Right-of-Way (ROW) fence repair, 19th St. (ANA) Traction Power Substation (TPSS) fence repair and repair of San Leandro TPSS along with 34.5kV cable system from the fire incident.	\$153,924,544
34.5 kV AC Cable Replacement R-Line	Replace the existing 34.5kVAC cables (PIPE or PILC) on the R-Line with new ethylene propylene-rubber (EPR) jacket medium voltage cable, fiber optic systems and install isolation disconnect (IDS) switches at the substations. The work will be performed by BART Construction forces from Ashby to El Cerrito Plaza (RAS-RCP) and by a Contractor from El Cerrito Plaza to Richmond Yard (RCP-RRY).	\$83,851,147
Traction Power Substations and Switching Station Replacements - RR	This project is only for designing the Powell Street Substation (MPS) and Walnut Creek (CWC) Substations on the M-Line and C-Line respectively. Installation of the Walnut Creek Station (CWC) Substation, Switching Station and Gap Breaker Station will be performed under Project 15EKRR5; and installation of the Powell Street Station (MPS) Substation, Switching Station and Gap Breaker Station will be performed under Project 15EKRR6.	\$65,075,971
Transbay Tube 480V Switchgear Replacement, XF Pads	Improve reliability of power for life safety during emergencies for all 480V substations in the Transbay tube (TBT). TBT overcurrent trip switch (OTS) and Static fast transfer switching (SFTS) Utility Substation Upgrade (Transformer, Switchgear, Transfer Switch, Panels).	\$57,282,182
34.5 kV AC Cable Replacement C-Line	Replace the existing 34.5kVAC cables (PIPE or PILC) on the C-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches (IDS) at the substations. The work will be performed by BART Construction forces.	\$35,135,926
Traction Power Substation Installation	Installation of San Leandro (ASL) and Oakland Transition Structure (KTE) Traction Power substations.	\$31,728,521
System wide MPR and Rectifier Renovation	Design and installation of Traction Power control and protection system renovation. Upgrades protection systems with multi-function protection relays (MPRs) and rectifier rehabilitation. Design and installation of multi-function protection relays (MPR). Traction rectifier rehabilitation.	\$22,618,028

Renew Power Infrastructure Continued

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
West Bay Traction Power Substations	Design and install two new substations in downtown San Francisco at Civic Center (MCC) and Montgomery Station (MMS).	\$22,860,033
Replacement of Walnut Creek (CWC) Traction Power Substation	Furnish and install new Traction Power Substations (TPSS) at Walnut Creek Station (CWC) and 34.5kV supply to the IDS. This project replaces aging TPSS equipment at the end of its service life with new TPSS equipment to increase system reliability.	\$21,159,721
34.5 kV AC Cable Replacement K-Line	Replace the existing 34.5kVAC cables (PIPE or PILC) on the K-Line with new ethylene propylene-rubber (EPR) jacketed medium voltage cable, fiber optic systems and install isolation disconnect switches at the substations.	\$16,132,592
Station Fire Alarm Replacement, 6 Stations	Furnish, install, test and commission the station fire alarm replacements at the following locations: Phase 3 - Berkeley (R20), Montgomery (M20), Lake Merritt (A10), Coliseum (A30), San Leandro (A40), Walnut Creek (C40).	\$16,423,386
Train Control Room UPS Replacement, 48 locations	"This project is for UPS / inverters replacement for a total of 48 locations including the A-Line, C-Line, K-Line, L-Line, M-Line, and R-Line. 79NK100 is for UPS / inverters on the W-Line and Y-Line."	\$11,997,241
Tunnel Lighting Replacement on M-Line	This project upgrades and installs new tunnel lighting fixtures, increase lighting range on M-Line in order to meet foot candle requirement in accordance with National Fire Protection Association (NFPA) 101 Standard Code.	\$8,836,620
Tunnel LED Lighting in TBT	Upgrade and installation of new tunnel lighting fixtures in Transbay Tube, increasing the lighting range in order to meet foot candle requirement in accordance with National Fire Protection Association (NFPA) 101 Standard Code.	\$1,348,903
High Voltage Blocking Scheme, 13 locations	Design, furnish and install 34.5kV Blocking Scheme, real time Automation Controller, Discrete Programmable Automation Controller and Traction Power Anti-Paralleling (Blocking) system at 13 locations; Concord Sectionalizing Breaking Substation (CCO), Evora Rd. Switching and Substation (CER), CCA, Orinda Switching and Substation (COR), Rockridge Switching and Substation (CRO), Walnut Creek Switching and Substation (CWC), Sectionalizing Station (KFS), Baytube East Substation And Sectionalizing Station (KTE), Washington St. Switching And Substation (KWS), Daly City Sectionalizing Breaking Substation (MDC), Baytube West Substation And Sectionalizing Station (MTW), Valencia St. Switching Station (MVS), and Ashby Substation And Sectionalizing Station (RAS). This Blocking System upgrade will increase the reliability of power by not allowing paralleling of the two sources.	\$5,411,737
Traction Power Substation Procurement	Procure equipment for 5 new Traction Power substations (TPSS's).	\$5,222,014
Tunnel Lighting Replacement, R-Line and Berkeley Hills Tunnel	Replace and upgrade the tunnel lighting in the Berkeley Hills Tunnel changing obsolete fluorescent (T12) lamps to LED light fixtures for safety and energy savings (approximately 700 light fixtures) matching the unit current spacing. Tunnel lighting from Ashby Station to North Berkeley Station not in scope.	\$1,828,543
Battery Replacement for Train Control Rooms	Ongoing system-wide battery replacement project. Total of 54 locations will be completed in 3 Phases. Phase 1 (18), Phase 2 (16), and Phase 3 (20).	\$1,126,506
San Francisco Transition Structure (SFTS) Transformer Upgrade	This project will improve reliability of power for life safety during emergencies for all 480V substations in the Transbay tube. TBT OTS and SFTS Utility Substation Upgrade (Transformer, Switchgear, Transfer Switch, Panels).	\$918,863
Portable and Mobile High Voltage Traction Power Substations	Procurement of portable substations, including controls and protection, as well as the design and development of the Whipple Road storage area for storing the portable substations. The portable substations will allow BART to provide continuous power for train operations during major rehabilitate or emergency repairs while a substation is out of service.	\$-

Repair Tunnels & Structures

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Design		
Water Intrusion at C-Line and R-Line	Perform assessment and develop mitigation plan of trackways and seven station platforms along the C and R-Lines for water intrusion.	\$1,081,307
Water Intrusion at A-Line	Perform assessment and develop mitigation plan of trackways and seven station platforms along the A-Line for water intrusion.	\$893,884
Procurement		
Water Mitigation M-Line Tunnel	The scope of this project is to repair the steel tunnel linings to mitigate water intrusion along M-Line, which includes design, investigation and construction. Steel Tunnel Remediation (by a Contractor) is planned to include 7605 feet of all the lining circumference, 4920 feet of lining along the safe walking platform side, and 2425 feet of lining adjacent to the third rail.	\$2,976,679
Cross Passage Doors and Hardware Upgrade	Assess the condition of 148 cross passage doors (99 hinged and 60 sliding) systemwide, and design for upgrades on locations on C-Line, M-Line, R-Line, L-Line, and Oakland Wye. Scope also includes upgrading the Transbay Tube (TBT) door hardware design, pilot installation on 2 doors for validation, and the installation of these hardware upgrades to all the 120 TBT Cross-Passage Doors.	\$2,113,545
Water Mitigation Oakland Wye Tunnel	Mitigate water intrusion along Oakland Wye and Embarcadero approach section of M Line Steel Tunnel. About 2250 feet of whole steel tunnel, 820 feet of steel tunnel along sidewalk, and 655 feet of steel tunnel along third rail side will be repaired. Steel lined tunnel will be repaired by Contractor.	\$1,849,172
Stabilize MW-12 Slope	The overall scope is to stabilize the North slope (MW-12 benched slope). The scope for the north includes drainage improvements, repairing and revegetating the existing slope, surface improvements, fence repair, and Springbrook access road improvement.	\$1,882,779
Rehabilitation of Street Grates	Inspect, repair and replace street grates in San Francisco, Oakland and Berkeley at high priority locations: - 7 street grates in San Francisco along Market St. from 5th St. to 8th St. - 2 street grates in Berkeley from North Berkeley Station to Ashby Station. - 8 street grates in Oakland from 19th St. Station to Lake Merritt Station"	\$1,599,958
Construction		
Water Intrusion Mitigation in Train Control Rooms	Assessments, rehabilitation designs and repairs to prevent water intrusion at train control (TC) rooms (19) and huts (6).	\$5,272,857
Aerial Catwalk Renewal	Assessment and replacement of hanger rods for Catwalk as necessary on A Line, and procurement of materials for C, M, and R Lines.	\$4,543,238
Slope Stabilization Systemwide	Assessment of 104 eroded slopes systemwide. Then prioritization, completion of repairs or rehabilitations of the slopes, and addressing storm water drainage issues within the right-of-way. 21 sites, including 7 locations for abutment expansion joint repair work from Project 15TC020, have been selected for final design, procurement, and construction on the A, C, L & M Lines. All work on 21 sites will be performed by BART forces.	\$2,688,060
Seal And Secure Substation Roofs	The repair of substation roofs at 82 locations by BART forces. The repairs include coating roofs with high-end polyurethane coating (Armor Thane).	\$2,394,312
Wayside Signage - Inspection and Inventory	Replace all missing or substandard wayside signs and install new 10-car platform stop signs on all stations in Measure RR Counties. The estimated number of signs to be installed or replaced is 1250.	\$1,703,449
Slope Stabilization on M&L Lines	Assessment of 104 eroded slopes locations systemwide. Then prioritization, completion of repairs or rehabilitations of the slopes, and addressing storm water drainage issues within the right-of way. 25 sites, including 7 locations from Project 15TC020, have been selected for final design, procurement, and construction. This project scope is to harden 4 critical slopes on the L and M lines.	\$1,460,699

Renew Mechanical

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Design		
HVAC Renovation at LMA	The 50 year old air conditioning unit for computer and BART operation control centers are past their estimated service life and some replacement parts are unavailable for repair. The units are experiencing malfunctions at a higher historical rate. The failure of current HVAC system could severely impact BART operations due to potential for overheating in the computer room.	\$3,918,666
Car Lifts, Richmond	Furnish and Install new car lift, body hoist, turntable, and hydraulic truck hoist systems, including removal of existing truck hoists and installation of ancillary waste oil collection and de-ionized water systems at the Richmond shop.	\$731,042
Control Tower HVAC at Concord and Richmond Yard	This project installs a new HVAC system to provide cooling capacity governed by Title 24 to accommodate Transportation Staff in Control Towers and provide climate control. Installation of additional equipment in Control Towers is a result of additional service on the system. The increase in cooling capacity is 100% because there is no existing cooling system in the Control Towers.	\$716,438
Replace Hydraulic Lift Cylinders at Hayward and Richmond Shops	Replace corroded hydraulic truck lift cylinders at the Hayward Shop.	\$218,758
Procurement		
Concord Yard Wheel Truing Facility	Design and construction of a wheel truing facility including building and structures, trackwork, traction power tie in, mechanical, electrical and systems, communications, and fire protection systems, architectural finishes, and site work.	\$1,143,972
TransBay Tube Dampers Overhaul	Replacement of the Transbay Tube (TBT) emergency ventilation dampers (upper gallery/bay dampers) that have reached the end of their intended design life. Project includes replacing dampers and emergency hatches.	\$958,525
Construction		
Fire Services at Hayward Yard	This project involves the replacement of the water distribution infrastructure at the Hayward Yard (OHY), including establish a more efficient fire protection system that aligns with current National Fire Protection Association (NFPA) standards, ultimately reducing maintenance needs. Additionally, the project includes the expansion and repair of several domestic water, sanitary sewer, and industrial waste pipelines at the Yard.	\$10,617,130
Turntables Replacement at Concord Yard	Replacement of the turntables at Concord, Richmond (Hayward by PD&C) yards (OCY, ORY, OHY). Transportation requires the use of turntables to turn cars in correct orientation for revenue service on a daily basis. The turntables are past their service life, are failing at a higher historical rate, and need to be replaced. Due to increased revenue service and system expansion, the turntables are being used at a more frequent rate.	\$7,503,827
Sewage Pump Replacement Systemwide	This project will replace 8 station sewage pumps throughout the BART system. A majority of the sewage pumps are the original pumps and are past their expected service life, therefore requiring more unexpected frequent maintenance.	\$1,999,746
Upgrade Fire Suppression System	Assessment and design of replacement for all fire protection system sprinkler heads that have reached 50 years of age (mainly in Core stations, 40).	\$1,173,255

Renew Stations

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Planning		
Customer Amenities Conceptual Design Project	Develop “Kit of Parts” design concepts for customer-facing amenities to support future Bay Area Rapid Transit station renewal projects, with the goals of improving rider experience, standardizing amenity design and implementation, reducing costs and customization, incorporating art early in the process, and maintaining brand consistency.	\$211,982
BART 16th St Plazas	Develop Conceptual design for Plaza at 16 Street Station.	\$43,433
Design		
Walnut Creek TOD Access Improvements	Update the 2004 Walnut Creek Station Comprehensive Plan to support capacity, access, fare evasion reduction, and state of good repair improvements while accommodating the future Walnut Creek Transit Village TOD development.	\$1,081,885
Construction		
Market Street Escalators Project	This program will replace 41 existing street and platform escalators in the 4 SF downtown stations. The escalators are at the end of their useful life and are regularly out of service.	\$71,853,468
Market Street Entry Canopies	This program will install 21 canopies at the four downtown San Francisco stations, which don't currently exist, over street openings for patron safety as well as to meet code requirements for weather protection for any escalators being installed or renovated.	\$25,503,804

Train Control Modernization

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Construction		
CBTC RR Interlocks	Perform enabling works at select interlock locations undergoing improvements.	\$18,955,892
CBTC Hitachi Design Build	Design and Installation of the Communications-Based Train Control System.	\$13,508,578
CBTC Enabling Works 2	Train Control Room and Switch Machine Power Cabling upgrade.	\$8,441,775
CBTC Enabling Works 1	K-Line interlock cabling upgrade.	\$3,913,600
Communication Based Trained Control System Deployment	Deployment of the Communications-Based Train Control System.	\$-

Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Planning		
Link 21	BART's original transbay tube connecting San Francisco and the East Bay has exceeded its capacity and will require significant rehabilitation. At the same time, the traditional nine-county Bay Area is evolving into a much larger mega region, stretching from Monterey/Salinas to the northern San Joaquin Valley to Placer County northeast of Sacramento. This 21-county megaregion supports the fifth largest economy in the world, and is increasingly tied to a fairly extensive and expanding rail network and the BART Transbay Tube. BART and our rail partners are pursuing a new Transbay Rail crossing within the context of the larger rail network.	\$134,361,630
Embarcadero Station Platform Elevator Capacity and Redundancy Project	Construction Phase for Platform Elevator Modernization, new elevator machine room and south stairs expansion. This project is a continuation of Embarcadero Platform Elevator.	\$-
Design		
HMC Phase 2 East Storage Yard	Design & Construct East Storage Yard, including new traction power substation and two gap breaker stations at Hayward Maintenance Complex.	\$3,469,664
Embarcadero Platform Elevator	Design to Renovate the existing hydraulic elevator serving the BART and MUNI platforms at the Embarcadero (M16) Station. At the South Stairs, increase the stair width from 36 to 44 inches to comply with current egress codes. Construction will be completed under Embarcadero Station Platform Elevator Capacity and Redundancy Project.	\$815,883
Construction		
Program Management - Core Capacity	Program management office support services for Core Capacity Project.	\$5,374,688

Access Improvements

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Planning		
Bicycle Preferred Travel Path	The BART Bicycle Preferred Path of Travel Capital Plan Phases 1&2 ("PPoT Plans") will engage BART passengers, advisory committees, local jurisdictions, and bicycle advocacy organizations around the region to develop a collection of station-specific conceptual plans and cost estimates for bicycle access and safety improvements on BART property at up to 20 high priority stations to provide passengers arriving by bicycle an easily identifiable, convenient and safe path of travel between BART station area points of entry and both station platforms and bicycle parking.	\$192,898
Elevator Mitigation Signage	Install new fixed signage at BART elevators to provide customers with improved information on accessible travel alternatives during elevator outages	\$126
Public Address System Improvement Project	The District's Public Address (PA) System provides one-way communication of voice announcements to patrons and employees at all stations in the District. The District's PA system consists of dated equipment that may be up to 40 years old and is need of replacement. This project will replace outdated equipment such as amplifiers and speakers to improve reliability. The project will conduct an acoustic study to provide for more even coverage and improve sound quality and speech intelligibility. The project will improve Lafayette and Powell stations first and based on performance evaluation, design for improvements at Castro Valley and Ashby stations.	\$-
Access Facility Reconfiguration	Implement signage and striping changes to support implementation of access programs.	\$-
Design		
Dublin/Pleasanton Station Active Access Improvements	Project will improve bicycle and pedestrian access to the Dublin/Pleasanton BART station by closing a gap between two existing segments of the Iron Horse Trail in Dublin (to the north) and in Pleasanton (to the south). The scope of work includes a two-way cycle track and a separated paved pedestrian path, both separated from vehicle traffic; pedestrian-scale lighting; improved lighting under the freeway and aerial BART structures at the station entrance; additional secure bicycle parking; wayfinding; landscaping and storm water management; a small plaza/gateway treatment at the transition to the Iron Horse Trail to the north; and art elements.	\$2,695,789

Access Improvements Continued

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Lake Merritt Plaza Design	Conceptual design of upgrading the Lake Merritt Plaza including full waterproofing membrane replacement, new paving, new landscaping/irrigation, new lighting, new canopy, new seating, new wayfinding, new bike station, and art.	\$2,395,563
19th Street/Oakland Active Access Improvements	Project will construct an attended bike station on a BART-owned parcel 300 feet north of the 19th St/Oakland BART Station with space for 400 securely parked bicycles. It will enhance and expand the existing bike station, which is in a rented storefront space and only has room for 130 bikes.	\$2,126,568
MacArthur Station Active Access Improvements	Lighting improvement in the underpass at 40th St adjacent to the plaza at MacArthur Station, with a goal to improve pedestrian safety and security.	\$1,091,488
Pittsburg/Baypoint Station Shared Mobility Improvements	The portion of the project that includes roadway repaving is considered replacement and represents about 31% of the total scope. The remaining scope of the project includes reconfiguring drop-off/pick-up area and striping changes to incorporate enhanced pedestrian and cycling facilities.	\$814,172
Fremont Station Access Improvements	Peer review services to complete Final Design for pedestrian and bicycle improvements on both sides of Fremont Station.	\$497,406
Public Address System Improvement at Powell Street Station and Lafayette	Installation of a new public address system, including electrical, communications, equipment installation, testing, and commissioning at Lafayette (C30) and Powell (M30) Stations	\$308,785
Coliseum Station Access	Develop conceptual designs for pedestrian improvements within the parking lot area and for the East Bay Greenway corridor along San Leandro Street.	\$47,823
East Bay Greenway ACTC Support	Provide budget and staff support for BART coordination and participation in the Alameda County Transportation Commission performed East Bay Greenway Project.	\$50,000
Construction		
Bike Parking Stations	Design and construction of secure Bike Parking at various BART stations	\$19,357
Accessibility Improvement Program	In a 2011 assessment, FTA identified improvements needed to meet ADA-regulations. Based on this assessment, BART conducted an evaluation of stations system-wide and identified improvements and upgrades to meet federal ADA regulations and California Building Code. This scope and all components herein represent resulting improvements from a 10-year Scope of Work developed by BART to meet all State and Federal code.	\$8,565,979
North Berkeley Station Access Improvement	Project will improve bicycle and pedestrian access to the North Berkeley BART station. The scope of work includes a road diet on the two north-south station area roads (conversion from two-way operation on both roads to a one-way couplet); 0.5 mile of separated two-way cycle tracks on station area roads; widening/upgrading of the Ohlone Greenway adjacent to BART parking lots from the existing 10'-wide multi-use trail to an 18'-wide facility with dedicated two-way cycle track and pedestrian sidewalk (plus lighting and landscaping); pedestrian-scale lighting; raised crosswalks; upgraded directional curb ramps; sidewalk bulb outs to reduce pedestrian crossing distances; improved lighting at crosswalks; a bus bulbout; additional secure bicycle parking for ~120 bikes; wayfinding; landscaping and storm water management; and art elements.	\$8,087,787
Safe Routes to BART Grant Program	The SR2B grants will assist local jurisdictions and partner agencies with the implementation of active transportation capital projects off BART property to support BART's Station Access Policy goals, expand station access choices and to improve overall rider access to the BART system.	\$5,588,956
Wayfinding Improvements at Various Stations	BART Wayfinding Improvements Phase IV at 15 stations located in Alameda, San Francisco, and San Mateo counties. Work includes fabrication and installation of illuminated wayfinding signs, custom design cases, station ID pylons, kiosks, and real-time displays. Existing wayfinding directional and transit information signage and displays will be replaced to improve and enhance the transit wayfinding experience of transit users. The new signs and information displays will provide consistent and understandable information with use of less written messages and more pictograms, graphic symbols, and operator logos.	\$2,117,758
Civic Center Active Access Improvements	Project consists of a new traffic signal and other pedestrian and bicycle improvements (wayfinding, striping) at the intersection of Hyde St, Grove St, 8th St and Market St in San Francisco to improve pedestrian access to Civic Center Station following the closure of the two stair entrances at this location.	\$1,044,504

Access Improvements Continued

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Bicycle Stair Channels	Final design and construction of new bicycle stair channels at seven stations.	\$329,030
Bike Program Capital	Implement districtwide bicycle access improvements, including eLocker Bluetooth conversions at most BART stations and installation of Smart Racks at 12th Street Station, Hayward Station, and MacArthur Station.	\$275,958
East Bay Greenway Segment II	The objective of the East Bay Greenway Segment II, a segment of the Coliseum BART to Bay Trail Project is to construct a 0.5-mile multi-use path for bicyclists and pedestrians from San Leandro Street and 69th Avenue, near Coliseum BART to the intersection of San Leandro at Seminary Avenue in Oakland. Development of this section is the second phase of the East Bay Greenway regional bicycle and pedestrian transportation corridor linking regional transit (BART and AMTRAK) to the regional bicycle network and the Bay Trail.	\$3,750

APPENDIX 3: RR Projects Completed from Inception through March 31, 2026.

Renew Track

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
A65/A75 Interlocking Replacement near Hayward	Replacement of the interlocking track -- Hayward (A65 - 4 turnouts) and Hayward Yard (A75 - 4 turnouts), includes train control (enabling works) and traction power duct bank work for future expansion.	\$24,005,961
C35 Interlocking Replacement near Lafayette	Replace Interlocking at the Lafayette /Walnut Creek (C35) location, including track components (replace 6 turnouts) and train control components (enabling works).	\$19,406,194
Rail Re-Profiling Services Systemwide	This project reprofiles rail in order to accommodate the Fleet of Future cars and associated wheels. The new wheel shape is conical versus the old wheel shape being cylindrical. The new wheel does not ride in the same location as the old wheel, causing a point loading nearer to the gage side of the rail head. This point loading over time causes premature wear of the rail and increased noise. Re-profiling of the rail head will reduce maintenance cost and noise. Noise reduction is a benefit of getting the wheel-rail interface correct. Based on initial studies on actual noise reduction, re-profiling results in 20% noise reduction from the existing noise levels.	\$18,515,251
Track Renewal Project Oakland Yard	Develop, design, and construct a new spur track in the Oakland Shop Yard (G-Spur). Build a secure facility to house the \$20M track geometry car. Replace water and gas lines, repave and stripe parking area, and saddle construction over drain.	\$15,722,614
C25 Interlocking Replacement near Orinda	Replace Interlocking at the Orinda /Lafayette (C25) location, including track components (replace 4 turnouts) and train control components.	\$13,199,523
C55 Interlocking Replacement near Concord	Replace interlocking at the Concord Yard (C55) location, including track components (replace mainline turnouts), relocate train control and traction power equipment, improve drainage, replace 5 yard leads, and relocate existing fiber optic cables.	\$9,030,974
R65 Interlocking Replacement near Richmond	Replace interlocking at the Richmond Yard interlocking (R65), including track and train control components.	\$8,543,618
Procurement of Rails, Ties, and Fasteners	Current project scope covered by FTA Funds, includes on-going rehabilitation of track components and materials, specifically material procurement of Direct Fixation Pads.	\$6,783,288
System Joint Elimination Richmond Yard	Flash butt welding of Track joints in the Richmond Yard.	\$1,955,476
Friction Modification Study	BART Maintenance and Engineering (M&E) is tasked to investigate and study the contact between wheel and rail. This study will enable BART to understand different aspects of the wheel/rail contact including wear, rolling contact fatigue (RCF) crack propagation, rail corrugation reduction and issues concerning wheel/rail isolation.	\$1,427,981
Restraining Rail	Replace restraining rail that has reached its life expectancy at Rockridge and Lafayette (C101, C201, C204), and West Oakland (M103).	\$409,613
Frog Capital Maintenance	The current rail interlocking frogs do not match with new wheel profiles. Work includes: pre-inspection, frog replacement, welding during the replacement and post inspection.	\$3,992,405

Renew Power Infrastructure

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
34.5 kV AC M-Line Bay Tube West-Balboa Park	Replace the existing 34.5kVAC cables (PIPE or PILC) on the M-Line with new ethylene propylene-rubber (EPR) jacket medium voltage cable, fiber optic systems and install isolation disconnect (IDS) switches at the substations. The work will be performed by Contractor between the substations at Balboa Park (MBP) to Bay Tube West (MTW), including new isolation disconnect switches, conduit, 350 KCMIL (EPR jacketed) cable, and fiber optic cables.	\$103,690,586
K-Line Cable Replacement (KWS to ANA)	Traction Power 34.5kV Cable Program and Project Management and Support (Administrative and Financial Analysis). Construction of the segment between the Oakland Wye to Oakland Shops (KWS-ALM-ANA) with In-house Forces. Equipment/Vehicle Leases to support the work of In-house Forces. Program wide Construction Management Support during Design. Final Designs for the K, C, R, A, and M-Lines. Bulk Material Procurement including Isolation Disconnect Switches, 350mcm cables, and Conduits. Warehouse Leases at Hayward and Concord.	\$101,862,966
Station Emergency Lighting (11 Locations)	Existing emergency lighting assets are Distribution Battery Units (DBUs), this project upgrades emergency lighting assets with UPS and remote monitoring system. In addition, this project creates dedicated circuits to 1/3 of lighting in the event of a power outage.	\$32,491,633
High Voltage Transformer Replacement near Pittsburg	On the C-Line near Pittsburg /Bay Point, replace the existing (115/34.5kV 15/20/25MVA) transformer with a new (115/34.5kV 27/36/45 MVA) one at the High Voltage Pittsburg (CWS) Substation including all of its accessories and upgrade of the control and protection systems. An additional scope is the inclusion of 1.5 miles of fiber cable and a spare transformer.	\$13,391,891
Third Rail Replacement Phase 3	Procurement of third rail and insulators for approximately 16 miles of track.	\$6,418,760
Cable Replacement M-Line Balboa Park-24th St.	Design for the replacement of the right and left 34.5kV cable (MRC and MLC) from substations Balboa Park (MBP) to 24th St (MTF) including new vacuum switches, conduit and fiber optic cables.	\$4,323,220
Substation Replacement Richmond Yard	Install replacement for the damaged DC House at Richmond Yard (RRY) and new DC Electrical Feeder Cables.	\$1,392,350

Repair Tunnels & Structures

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Transbay Tube Retrofit	Install, anchor and weld arch, walkaway, wall plating and reconstruct the trackway invert in Zones 4 of M1/M2 bore and installation of a new lighting system. Includes grouting behind plates. Install, anchor and weld lower and upper gallery plating in Zone 4 of the Tube. Includes grouting behind plates and installation of a new lighting system. Install, commission and test the new pumping system and dedicated electrical substations. Install two new 4160 k power cables and transfer them both to BART service. Includes transferring all existing electrical substations on to the new 4160V transmission cables.	\$126,831,414
Aerial Fall Protection	This project is to design and install aerial structure fall protection system-wide (segment of M-Line is designed and shovel ready). The lack of existing fall protection on aerial structures requires use of district resources to install and uninstall temporary fall protection before any track work can be done. This is an inefficient use of valuable resources and track time.	\$27,624,580
Platform Edge Structural Rehabilitation Limited Locations	Replace the platform structural edge, the truncated dome tiles, the first thirty door tiles, and door markers for two-door cars and three-door cars. Phase 1 includes seven stations (Rockridge, Orinda, Pleasant Hill, Concord, Richmond, MacArthur, and Hayward). Phase 2 includes nine stations (North Berkeley, El Cerrito Plaza, El Cerrito del Norte, North Concord, Dublin/Pleasanton, West Dublin, Lake Merritt, Pittsburg, Walnut Creek). Phase 3 includes seven stations (Fruitvale, Coliseum, Bay Fair, South Hayward, Warm Springs, San Leandro, and West Oakland). Office of District Architect (ODA) project includes two stations (Lafayette and Castro Valley).	\$5,396,846
A-Line Operability Feasibility Study	Develop Conceptual designs for proposed upgrade of the A-line from a seismic performance of Life Safety (non-collapse) to Operability (return to service in 1-2 weeks).	\$3,810,453

Repair Tunnels & Structures Continued

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Safety Barriers Phase 3	The design and installation of permanent physical barriers to comply with CPUC General Order (GO) 175, of post and rope barriers at 6 locations, and fences and gates at another 6 locations.	\$2,977,304
Berkeley Hills Tunnel Creep	Partially remove existing Tunnel liner at certain locations and replace with a thinner liner to allow greater cross section in the Tunnels.	\$1,765,100
Renew Sound Walls of Guideways	Survey, identify and repair (by BART forces) soundwalls on the C and R-Line aerial structures that need bolt repairs. The initial focus will be on the oldest soundwall R-Line structures.	\$1,434,577
Track Bearing Pads Study	This study to be performed and findings will be used to assess replacement need. Many of the existing elastomeric bearing pads on the aerial structures have deteriorated and have reached end of life cycle.	\$1,165,886
Water Mitigation Escalator and Elevator Machine Rooms	This project is to seal escalator and elevator pits, and machine rooms. Water intrusion mitigation is a yearly need to keep assets functioning and adhere BART safety standards. Grouting to the outside of the station structure is one solution to prevent ground water intrusion, artesian pressure water intrusion, variable high tide water intrusion and rain storm water that exceeds station drainage capacity.	\$993,672
Rehabilitation of Expansion Joints	Assessment of abutment expansion joints and designing repairs to prevent leaks. Condition assessment was performed systemwide for 104 embankment slopes, and based on the recommendations from the report, thirty-four (34) abutment locations were selected for the water intrusion and structural assessment.	\$828,670
Substation Walls	Repair rusted and cracked walls at 18 substations using BART forces. All metal surfaces with signs of oxidation and rust will be treated (with SSPC-3), by power tool cleaning the metal surface, applying a coat of rust prohibitive epoxy paint and thirdly a marine grade polyurethane finish coat for weather protection.	\$515,737
Replacement of Transbay Tube Doors Phase 1 & 2	Replace existing doors and door sensors at Transbay Tube (TBT), San Francisco, and Oakland Vent Structures emergency egress.	\$12,116,331
Fence Rehabilitation Systemwide	This project upgrades current fencing with enhancements that provide increased safety and security to the system and incorporates BART Operational Standards including added height to fencing, increased foundation size, new anti-climb/anti-cut features to fencing, and a smaller mesh size (1 inch mesh vs 2 inch mesh). In addition, upgrades to current fencing reduces train delays and decreases the need for BART Police Department interference. 40% of the scope is dedicated to these improvements. Also, the scope of Richmond Yard Carwash redesign is added to the project.	\$10,294,369

Renew Mechanical

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Fire Services Yards – Richmond Yard	Replace 50-year-old corroded, fire protection water lines, piping and systems control wiring at Richmond Yard. The fire protection piping is at risk and starting to fail due to corrosion at a higher rate than normal.	\$9,964,867
Facilities HVAC Equipment Replacement System Wide	The 50 year old air conditioning unit for computer and BART operation control centers are past their estimated service life and some replacement parts are unavailable for repair. The units are experiencing malfunctions at a higher historical rate. The failure of current HVAC system could severely impact BART operations due to potential for overheating in the computer room.	\$9,332,258
Fire Services Yards – Concord Yard	Replace 50 year old corroded, fire protection water lines, piping and systems control wiring at Concord yard. The fire protection piping is at risk and starting to fail due to corrosion at a higher rate than normal.	\$7,462,119
RotoClones Replacement at Shops	Replace RotoClones replacement (wet dust collectors), 1 per shop.	\$4,346,626
Coverboard Enhancement	Reinforce third rail coverboards by installing additional brackets along the A-Line, C-Line, M-Line at the Oakland Wye, and the L-Line.	\$4,065,616
Vacuum Systems (Non-revenue vehicle shops)	Replace exhaust fans and ducts at the Oakland non-revenue vehicle shop. The vacuum system removes carbon monoxide from the maintenance vehicle repair shop and provides a safe working environment.	\$1,546,957
Corrosion Assessment of Metallic Gas Lines at Multiple Yards	Assessment of the corrosion of existing metallic gas lines in yards & shops. Installation of temporary gas lines at Hayward (OHY). Replacement of select gas lines at Hayward (OHY). Planning services at Richmond (ORY). Conversion of Hayward (OHY) and Concord (OCY) transportation building to electric heating.	\$1,339,766

Renew Mechanical Continued

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Replace Fire Suppression at Lake Merritt Admin	Replace the existing fire protection system with a modern protection system (that uses environmentally friendly chemicals) in the operations control center (OCC), and the communications equipment rooms located at the Lake Merritt Annex facility (LMA).	\$1,251,907
Replace Antiquated Backflow Preventers	Replace 50 year old backflow preventers to comply with new requirements imposed by the water utility (e.g. must be relocated above ground) and replacing old, corroded components. Eliminates possibility of drinking water contamination and water leaks. Replacing 8 backflow systems at 7 locations plus relocating water meters and repairing fire main at Downtown Berkeley (R20).	\$1,004,710
Fire Hoses and Piping	Replace the fire hose cabinet and piping systems in BART stations and facilities that are starting to corrode and fail as they reach the end of their service life (50 years old). These systems are required in BART stations for compliance with the National Fire Protection Association (NFPA) codes.	\$504,646
Fire Services - Oakland Shops	Replace the fire protection piping at Oakland Shops (OKS).	\$259,182
Install Wet Standpipes (L-Line)	Install wet standpipe to enhance the safety on the Dublin line tunnel section (700 foot tunnel transition section between the Alameda line to the Dublin line.)	\$71,084
Stormwater Treatment Systemwide	Purchase and construct wastewater treatment equipment to treat stormwater and wastewater generated by maintenance and repair facilities for safe discharge to the storm sewage system. Conduct trash capture study, planning, design and implementation system wide.	\$63,393
Computer Room Fire Protection Initial Planning	The turntables are past their useful life, are failing at a higher historical rate and need to be replaced due to increased revenue service and system expansion. The turntables are used at a more frequent rate.	\$9,742
Access Ladders	Install ladders/steps at selected locations in the Yards to allow safe access to train cabs for First Responders, Train Operators, Maintenance Technicians and others.	\$1,280,212

Renew Stations

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Union City Intermodal Station Phase 2A	Phase 2A expands the vertical circulation elements on the east side of the Union City Station, specifically adding one additional stairway, two new escalators and retrofitting one existing stairway.	\$8,202,024
El Cerrito del Norte Station Modernization	This project is part of a modernization program to enhance customer circulation, safety and placemaking. This project expands the paid area, constructs two new elevators, two new stairs, creates new public restrooms, upgrades station lighting, installs new ceiling and flooring inside the new paid area, improves wayfinding and installs new public art. Additionally this project relocates the passenger drop off area, enhances the Ohlone Greenway/bicycle path/hardscape, upgrades flooring outside the paid area and provides new bus shelters.	\$9,794,255
Station Modernization at 19th St. Station	Installation of new infrastructure/ fixtures at 19th St. Station. Renovation of Existing Restrooms: Upgrade of fixtures to be ADA-compliant and of lighting to energy efficient LED-lighting; considered 100% enhancement; Stair Repair: Upgrade of stairs to be ADA-compliant, including new stair nosings, new handrails, and installation of slip resistant materials; Flooring Repair: Limited Terazo flooring replacement as a result of enhancement work (e.g., replacing Terazo flooring around new fare barriers, fare gates, bicycle infrastructure/parking); and Tile Repair: Limited blue tile replacement located near stair cases and seating areas.	\$9,621,460
Powell Street - Gateway Station	The Powell Street Station Modernization Phase I project continues the work that was completed for the station modernization Design Guidelines. The scope advances the design of eighteen (base plus options) items onto final design, engineering, and construction. The project will primarily consist of relocating TVMs, upgrading platform lighting, flooring, and seating, relocating or adding wayfinding, replacing existing fare evasion barriers with higher barriers, and reconfiguring the entrances at Halladie Plaza. Options included are for replacement of the Platform paving, reconfigure toilet and ADA ramp at the entrance at Halladie Plaza.	\$6,711,717
West Oakland Station Modernization Plan	Develop Station modernization plan addressing Capital needs for the station, including those related to Capacity increase, State of Good Repair, Customer Experience, Safety, and Security. Plan to include project description, cost estimates, and phased approach schedule.	\$298,333

Relieve Crowding, Increase System Redundancy, and Reduce Traffic Congestion

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
New Platform Stairs at Civic Center	This project is for design, procurement, and construction of two additional stairs adjacent to the existing stairs at each end of the platform of Civic Center Station (M40). This will reduce BART Platform exiting times and bring within current NFPA requirements.	\$13,123,874
Platform Doors Feasibility Study	Perform a Platform Screen Door (PSD) feasibility study to analyze PSDs as a potential investment to respond to the congested platforms during the peak commute hours and prevent the intrusion of individuals into the trackway.	\$2,172,740
Hayward Maintenance Complex Phase 2 Preliminary Engineering	Procure Trackwork, Design and Perform Civil Grading of East Storage Yard at Hayward Maintenance Complex.	\$7,980,731

Access Improvements

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
El Cerrito del Norte Gateway	This project is part of a modernization program to enhance customer circulation, safety and placemaking. This project expands the paid area, constructs two new elevators, two new stairs, creates new public restrooms, upgrades station lighting, installs new ceiling and flooring inside the new paid area, improves wayfinding and installs new public art. Additionally this project relocates the passenger drop off area, enhances the Ohlone Greenway/bicycle path/hardscape, upgrades flooring outside the paid area and provides new bus shelters.	\$8,941,621
eBART Additional Parking Lot	Construct a ~850 stall parking lot to the east of the existing parking lot at Antioch Station. The parking lot features landscaping, site lighting, cameras and callboxes. In addition, the ADA parking at the existing lot was relocated to be directly in front of the station and pick-up / drop-off temporary parking was added. A multi-use ped/bike path was constructed along Slatten Ranch Road between Hillcrest and Antioch Station. Existing gates at the Canal Road Maintenance-of-Way Access were replaced with mechanized gates.	\$4,373,899
MacArthur Transit Improvements	Perform design and installation of transit improvements at the MacArthur Station. Improvements include a secured bicycle station, enhanced streetscape and landscaping, upgraded lighting, improved pedestrian pathways, and bus and shuttle transfer enhancements in and around the main plaza entrance.	\$3,844,657
Warm Springs Pedestrian Bridge West	City of Fremont-led project to design and construct a pedestrian bridge over the Union Pacific railroad tracks, providing connectivity between Warm Springs/ South Fremont Station and the new transit-oriented development located west of the station.	\$1,510,000
Last Mile Investments	Design for Dublin Pleasanton Parking Lot Reconfiguration.	\$796,596
Balboa Park - Upper Plaza / Passenger Drop Off Area Upgrade	The project consists of connecting the newly added Eastside entrance plaza with the addition of a new MUNI platform on the east side of the BART Balboa Park Station to suit its new role as a major gateway to the BART system through the addition of improved lighting, signage, and access to the station concourse.	\$764,935
Embarcadero Civic Center Bike Modernization	Modifications to Embarcadero and Civic Center Bike Stations to improve customer experience, safety, security and visibility, increase usage and improve the overall station environment.	\$541,241
MacArthur Plaza Renovation	The MacArthur Station Plaza Renovation Project in Oakland is part of the larger MacArthur Transit Village initiative, aimed at transforming the area around the MacArthur BART station into a more accessible and vibrant urban hub. The plaza improvements included a new enclosed bike station with over 200 spaces, upgraded lighting, new seating, security cameras, and better pedestrian circulation through redesigned landscaping.	\$371,234
ADA Lighting Improvements	Replace existing Light fixtures with LED lighting fixtures in the vicinity of elevator lobbies at 10 BART Stations.	\$281,200
Ashby Bicycle Access Improvements	Improve bicycle access to and through Ashby station the station area by building a bicycle connector between Adeline St. and MLK Jr Way.	\$251,374
Fare Evasion Barriers and Controls	Install fare evasions prevention barriers and controls to improve boundary fencing, exits, and fare gate functionality.	\$189,565

Access Improvements Continued

PROJECT NAME	PROJECT SCOPE	RR FUNDS INVESTED
Embarcadero Station Entrance Gates	Design, Fabricate & Install gates at entrances at street level at Embarcadero Station.	\$110,435
Wayfinding Improvements Phase 2	Design and Install wayfinding improvements at 16 BART Stations.	\$78,729
Outer C-Line Access Study	Perform planning activities to evaluate and identify opportunities to improve station access and connectivity at North Concord/Martinez Station, Pittsburg/Bay Point Station, and the eBART extension stations including Pittsburg Center Station and Antioch Station.	\$22,793

APPENDIX 4: Office of Inspector General Reports final reports related to Measure RR

BART's Office of the Inspector General (OIG) was authorized by Bay Area Regional Measure 3 (RM 3), which Bay Area voters approved on June 5, 2018. The independent OIG was established for the purpose of identifying opportunities to improve the efficiency and effectiveness of BART operations and delivery of capital projects and to ensure compliance with applicable federal and state laws.

The OIG safeguards Measure RR through confidential fraud, waste, or abuse investigations, addressing such allegations as contractor false claims and noncompliance concerns. From March 2025 through February 2026, the OIG issued nine (9) reports covering 22 completed investigations. Collectively, that work recovered \$2 million for BART. While those recoveries were not specifically identified as involving Measure RR funds, the OIG's investigative work and related recommendations to strengthen oversight, contract management, and timekeeping help protect Measure RR funds from misuse. You may find the OIG's investigative reports here: <https://tinyurl.com/hj8f5su7>

The OIG also identifies opportunities for improvement through performance audits. On December 19, 2025, the OIG issued its *Performance Audit of the Link21 Program*, which has primarily been funded with Measure RR funds. That audit focused on compliance with the program's contracts and found that the Link21 Program is fundamentally on track, with staff performing work consistent with the program's goals. The audit also identified areas where stronger controls and greater administrative discipline would better protect BART, prevent avoidable costs, and position the program for long-term success. The report is available here: <https://tinyurl.com/vjvfpvk>

The OIG also issued two (2) additional audits that did not explicitly identify Measure RR funding, but the nature of the audited areas suggests that Measure RR funds may have supported some of the expenditures reviewed. These audits addressed construction contract change orders and overtime oversight, both of which affect the stewardship of District resources and can have implications for Measure RR-funded work.

The reports are available here:

- *Audit of Construction Contract Change Orders* at <https://tinyurl.com/zkvdtpa>
- *BART Overtime Risks Can be Reduced by Strategic Improvements in Oversight and Management* at <https://tinyurl.com/52ess5cw>

Essentially, the OIG protects the integrity of the \$3.5 billion bond measure through its oversight efforts, which help to ensure that Measure RR funds are directed to rebuilding BART's aging infrastructure rather than being lost to mismanagement.

APPENDIX 5: Financial Audit

An examination of BART's financial statements is detailed in Audited Financial Reports that are prepared by an independent organization in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. The latest Annual Comprehensive Financial Report includes but is not solely focused on the Measure RR Rebuilding Program.

You can read the full Fiscal Year '24 Audited Financial Report here: <https://tinyurl.com/msyhzs6s>

APPENDIX 6: Acronyms

Acronym	Description
480V	480-volt
AB	Assembly Bill
AC	Alternating Current
ACTC	Alameda County Transportation Commission
ADA	Americans with Disabilities Act of 1990
AHSC	Affordable Housing and Sustainable Communities
A-Line	Fremont/Warm Springs Branch
A15	A-Line Interlocking near 12th Street Station

Acronym	Description
A65	A-Line Interlocking near Hayward Station
A75	Hayward Yard
A77	Interlocking near Hayward Yard
A85	A-Line Interlocking near Fremont Station
ANA	19th Avenue Substation
ARP	American Rescue Plan
ASL	San Leandro Substation
BART	San Francisco Bay Area Rapid Transit District

Acronym	Description
BOC	Bond Oversight Committee
CBTC	Communications-Based Train Control
CEO	Chief Executive Officer
CIG	Capital Investment Grant
C-Line	Concord/Pittsburg/Bay Point Branch
C25	Interlocking near Orinda
C35	Interlocking near Lafayette
C55	Interlocking near North Concord Yard
CMR	Minert Road Substation
CPI	Cost Performance Index
CWC	Walnut Creek Traction Power Substation
CWS	Concord Willow Pass
CY	Calendar Year
DC	Direct Current
eBART	East Contra Costa BART Extension
EVM	Earned Value Management
FTA	Federal Transit Administration
FY	Fiscal Year
HMC	Hayward Maintenance Complex
HTT	Hayward Test Track
HVAC	Heating, Ventilation, and Air Conditioning
IRS	Internal Revenue Service
K-Line	Richmond Branch via MacArthur
KTE	Baytube East Substation
KTF	34th Street Substation
KWS	Washington Street Switching and Substation
kV	Kilovolt
LED	Light-Emitting Diode
L-Line	Dublin/Pleasanton Branch
LMA	Lake Merritt Administration Building
LPP	Local Partnership Program
M03	M-Line Interlocking
MCC	Civic Center Substation
Measure AA	BART's 2004 Earthquake Safety General Obligation Bond
MET-G	Metro Building
M-Line	San Francisco / Transbay Tube Corridor
MPR	Multiprotection Relay
MPS	Powell Street Traction Power Substation
MTC	Metropolitan Transportation Commission
MW-12	Maintenance of Way, Walnut Creek
MXP	Gap Breaker Station, between M90-M80
OCR	Office of Civil Rights
OCY	Concord Yard
OHY	Hayward Yard
OKS	Oakland Shops

Acronym	Description
ORY	Richmond Yard
PG&E	Pacific Gas and Electric Company
PVC	Polyvinyl Chloride
RBM	Rail Bound Manganese
RIV	Rail Inspection Vehicle
R-Line	Richmond Mainline through Berkeley/El Cerrito
R65	Interlocking near Richmond
RM1	Regional Measure 1
RM2	Regional Measure 2
RM3	Regional Measure 3
RPA	Portola Avenue Substation
RR	Measure RR
SB1	Senate Bill 1
SBSS	Small Business Support Services
SCCP	Solutions for Congested Corridors Program
SF	San Francisco
SFTS	San Francisco Transition Structure
SPI	Schedule Performance Index
SR2B	Safe Routes to BART
TBT	Transbay Tube
TIRCP	Transit and Intercity Rail Capital Program
TOD	Transit-Oriented Development
UPS	Uninterruptible Power Supply
RM1	Regional Measure 1
RM2	Regional Measure 2
RM3	Regional Measure 3
RPA	Portola Avenue Substation
SamTrans	San Mateo County Transit District
SAT	Site Acceptance Tests
SBA	Small Business Administration
SBSS	Small Business Support Services
SCCP	Solutions for Congested Corridors Program
SF	San Francisco
SFMTA MUNI	San Francisco Municipal Transportation Agency
SFTS	San Francisco Transition Structure
SIT	Site Integration Tests
SPI	Schedule Performance Index
SR2B	Safe Routes to BART
TBT	Transbay Tube
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIRCP	Transit and Intercity Rail Capital Program
TOD	Transit Oriented Development
UPS	Uninterruptible Power Supply

Keep up with Measure RR

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

Follow and comment via social media:



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MeasureRRCommittee@bart.gov



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

Bond Oversight Committee meetings are open to the public. Meetings are held on the third Friday of January, April, June, and September at BART Headquarters. You can also watch and participate via video. The meeting is conducted via Zoom, and the access link and participation details will be included on the posted meeting agenda seven (7) days prior to the meeting at **www.bart.gov/bondoversight**.

Public comments and questions can be made in person, via video, or by email to **MeasureRRCommittee@bart.gov** with "public comment" in the subject line. Comments and questions sent via email will be read into the public record.

You can find information on past and upcoming Bond Oversight Committee meetings at **www.bart.gov/bondoversight**. Meeting agendas and packets are posted seven (7) days before the meetings.



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