

San Francisco Bay Area Rapid Transit District

2150 Webster Street, P. O. Box 12688, Oakland, CA 94604-2688



BOARD MEETING AGENDA

Thursday, October 14, 2021

9:00 AM

via Teleconference Only.

Board of Directors

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

BOARD MEETING AGENDA

October 14, 2021

9:00 a.m.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, October 14, 2021.

Please note, pursuant to Governor Newsom's Executive Order N-15-21, public participation for this meeting will be via teleconference only.

You may watch the Board Meeting live or archived at <https://www.bart.gov/about/bod/multimedia>

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

You may also join the Board Meeting via Zoom by calling 1-669-900-6833 or logging in to Zoom.com and entering access code 825 1046 5255

If you wish to make a public comment:

- 1) Submit written comments via email to board.meeting@bart.gov, using "public comment" as the subject line. Your comment will be provided to the Board and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 4:00 p.m. on October 13, 2021 in order to be included in the record.
- 2) Call 1-669-900-6833, enter access code 825 1046 5255, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; OR log in to Zoom.com, enter access code 825 1046 5255, and use the raise hand feature.

Public comment is limited to three (3) minutes per person.

Any action requiring more than a majority vote for passage will be so noted.

Items placed under "consent calendar" are considered routine and will be received, enacted, approved, or adopted by one motion unless a request for removal for discussion or explanation is received from a Director or from a member of the audience.

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

Rules governing the participation of the public at meetings of the Board of Directors and Standing Committees are available for review on the District's website (<http://www.bart.gov/about/bod>).

Meeting notices and agendas are available at bart.legistar.com; via email (<https://cloud.info.bart.gov/signup>); or via regular mail upon request submitted to the District Secretary.

Complete agenda packets (in PDF format) are available for review at bart.legistar.com no later than 48 hours in advance of the meeting.

Please submit your requests to the District Secretary via email to BoardofDirectors@bart.gov; in person or U.S. mail at 2150 Webster Street, 10th Floor, Oakland, CA 94612; or telephone 510-464-6083.

Jacqueline R. Edwards
District Secretary

Regular Meeting of the
BOARD OF DIRECTORS

1. CALL TO ORDER

- A. Roll Call
- B. Pledge of Allegiance
- C. Introduction of Special Guests.

2. CONSENT CALENDAR

- A. Approval of Minutes of the Meeting of September 23, 2021. Board requested to authorize.

Attachments: [Approval of Minutes of the Meeting of September 23, 2021](#)

- B. Agreement with GEOinovo Solutions Inc., for Consulting Services for Assistance in Redistricting of Election Districts (Agreement No. 6M1126). Board requested to authorize.

Attachments: [Agreement with GEOinovo Solutions Inc., for Consulting Services - EDD](#)

- C. Procurement with Transource Services Corp., as the Official National Association of State Procurement Officials (NASPO) Provider, for Information Technology Software Support Services. Board requested to authorize.

Attachments: [Procurement with Transource Services Corp. - EDD](#)

- D. Procurement with SHI International Corp., as the Official National Association of State Procurement Officials (NASPO) Provider, for Information Technology Software of Single-Sign-On OneLogin. Board requested to authorize.

Attachments: [Procurement with SHI International Corp. - EDD](#)

- E. Renewal of District's Workers' Compensation Program Contract No. 6M4599A, for Workers' Compensation Medical Case Management Services. Board requested to authorize.

Attachments: [Renewal of District's Workers' Compensation Program Contract No. 6M4599A - EDD](#)

- F. Change Order to Computer Software Agreement with Dell Marketing LLP, for Microsoft Enterprise Software (C.O. No. 01). Board requested to authorize.

Attachments: [Change Order to Computer Software Agreement with Dell Marketing - EDD](#)

- G. Award of Invitation for Bid No. 9111, For the Purchase of Two (2) Skid Mounted Ventilation Units. Board requested to authorize.

Attachments: [Award of Invitation for Bid No. 9111, For the Purchase - EDD](#)

- H. Award of Invitation for Bid No. 9114, Transit Rail Car Switcher. Board requested to authorize.

Attachments: [Award of Invitation for Bid No. 9114 - EDD](#)

- I. Procurement with Advantech Corporation for Windows 7 Embedded Security Updates Renewal for Ticket Vending and Add Fare Machines. Board requested to authorize.

Attachments: [Procurement with Advantech Corporation for Windows 7 - EDD](#)

3. PUBLIC COMMENT - 15 Minutes

(An opportunity for members of the public to address the Board of Directors on matters under their jurisdiction and not on the agenda.)

4. CLOSED SESSION

A. CONFERENCE WITH LABOR NEGOTIATORS:

Designated representatives: Robert Powers, General Manager; Michael Jones, Deputy General Manager; and David Coleman, Manager of Labor Relations

Employee Organizations: (1) Amalgamated Transit Union, Local 1555;
(2) American Federation of State, County and Municipal Employees, Local 3993;
(3) BART Police Officers Association;
(4) BART Police Managers Association;
(5) Service Employees International Union, Local 1021;
and
(6) Service Employees International Union, Local 1021, BART Professional Chapter
(7) Unrepresented employees (Positions: all)

Government Code Section: 54957.6

5. BOARD MATTERS

- A. Policy Statement Regarding Mandatory COVID-19 Vaccination of District Employees, Board Members, and Contractors. Board requested to adopt. (Directors Saltzman, Simon, Dufty, and Li, request.)

Attachments: [Policy Statement Regarding Mandatory COVID-19 Vaccination of District Employees - Policy](#)

6. ADMINISTRATION ITEMS

Director Li, Chairperson

- A. Agreement with Securian Financial Group, Inc., for Life and Accidental Death and Dismemberment Insurance (Agreement No. 6M4500). Board requested to authorize.

Attachments: [Agreement with Securian Financial Group Inc. - EDD](#)

- B. Fiscal Year 2021 Year-End Budget Revision. Board requested to adopt.

Attachments: [Fiscal Year 2021 Year-End Budget Revision - EDD](#)

- C. Fare Coordination and Integration Study Update and Preliminary Recommendations. For information.

Attachments: [Fare Coordination and Integration Study Update - Memo](#)
[Fare Coordination and Integration Study Update - Presentation](#)

7. ENGINEERING AND OPERATIONS ITEMS

Director Simon, Chairperson

NO ITEMS.

8. PLANNING, PUBLIC AFFAIRS ACCESS, AND LEGISLATION ITEMS

Director Raburn, Chairperson

- A. Link21 Program - Update on Value Capture. For information.

Attachments: [Link21 Program – Update on Value Capture - Memo](#)
[Link21 Program – Update on Value Capture - Presentation](#)

- B. Silicon Valley BART Extension, Phase II, Project Update. For information.

Attachments: [Silicon Valley BART Extension, Phase II - Memo](#)
[Silicon Valley BART Extension, Phase II - Presentation](#)

9. GENERAL MANAGER'S REPORT

- A. Report of Activities, including Updates of Operational, Administrative, and Roll Call for Introductions Items.

10. BOARD MATTERS

- A. Board Member Reports.

(Board member reports as required by Government Code Section 53232.3(d) are available through the Office of the District Secretary. An opportunity for Board members to report on their District activities and observations since last Board Meeting.)

- B. Roll Call for Introductions.

(An opportunity for Board members to introduce a matter for consideration at a future Committee or Board Meeting or to request District staff to prepare items or reports.)

C. In Memoriam.

(An opportunity for Board members to introduce individuals to be commemorated.)

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

Board of Directors
Minutes of the 1,892nd Meeting
September 23, 2021

A regular meeting of the Board of Directors was held on September 23, 2021, convening at 9:01 a.m. via teleconference, pursuant to Governor Gavin Newsom's Executive Order N-08-21. President Foley presided; Jacqueline R. Edwards, District Secretary.

President Foley gave instructions on viewing the Meeting, accessing presentation materials online, and Public Comment.

Directors Present: Directors Ames, Dufty, Li, McPartland, Raburn, Saltzman, Simon, and Foley.

Absent: None. Director Allen entered the Meeting later.

Director Allen entered the Meeting.

President Foley called for the Introduction of Special Guests. Director Li expressed gratitude and recognized two BART Community Service Officers, Michele Lazaneo and Jordan Averiett; commended each of them for their hard work when they located a young boy, Sam, who was missing; acknowledged each of them for their dedication to providing quality community service to BART riders and their attention to detail; and thanked the staff.

President Foley recognized staff and thanked Community Service Officers, Lazaneo and Averiett, for their dedication to serving the public.

Consent Calendar items brought before the Board were:

1. Approval of Minutes of the Meeting of September 9, 2021.
2. Agreement with Oracle America, Inc. for Renewal of Subscription for Oracle Analytics Cloud Support Services.
3. Award of Invitation for Bid No. 9112, for Purchase of Three (3) Crew Cab Trucks with Crane, One (1) Crew Cab Truck Without Crane, and One (1) Track Inspection Truck.
4. Procurement with United Rentals (North America) Inc., for Boom Lift 60 – 64' Capabilities for Silicon Valley Berryessa Extension.
5. Amendment to Agreement No. 6M3312, with ACR Glazing Contractors, Inc., for On-Call Glass Repair and Replacement Services.

Director Dufty made the following motions as a unit. Director Raburn seconded the motions.

1. That the Minutes of the Meeting of September 9, 2021, be approved.
2. That the General Manager or his designee be authorized to execute a one (1) year renewal subscription in an amount not to exceed \$210,307.12 and two (2) single year options to renew, each in an amount not to exceed \$300,000, with Oracle America Inc., for the Oracle Analytics Cloud Platform and Services.
3. That the Board authorizes the General Manager to award Invitation for Bid No. 9112 to Doc Bailey Construction Equipment Inc., San Lorenzo, California in the amount of \$1,003,222.53, including taxes for the purchase of three (3) crew cab trucks with crane, one (1) crew cab truck without crane, and one (1) track inspection truck, pursuant to notification to be issued by the General manager, subject to the District's Protest Procedures and FTA's requirements related to protests.
4. That the Board authorizes the General Manager to issue a purchase order to United Rentals (North America) Inc. in the amount of \$111,592.85 including taxes for one boom lift for BART Silicon Valley Berryessa Extension, pursuant to notification to be issued by the General Manager, subject to the District's Protest Procedures and FTA's requirements related to protests.
5. That the Board authorizes the General Manager to execute an amendment to Agreement No. 6M3312 with ACR Glazing Contractors, Inc., for on-call glass repair and replacement services, to extend the term of the Agreement to June 30, 2022.

President Foley called for Public Comment on the Consent Calendar. No comments were received.

The motions brought by Director Dufty and seconded by Director Raburn carried by unanimous roll call vote. Ayes: 9 – Directors Allen, Ames, Dufty, Li, McPartland, Raburn, Saltzman, Simon, and Foley. Noes: 0.

President Foley called for general Public Comment. Aleta Dupree addressed the Board.

Director Li, Chairperson of the Administration Committee, had no report.

Director Simon exited the Meeting.

Director Ames, Vice -Chairperson of the Engineering and Operations Committee, brought the matter of Reject All Bids for Contract No. 49GH-130, Train Control System Modernization Program Enabling Works before the Board. Javier Martinez, Group Manager of Capital Projects, presented the item.

The item was discussed, with the following highlight:

Director Raburn expressed concerned about the 48% that was over the engineers estimate and the magnitude of the contract; and inquired about the prospects of accomplishing the work by unbundling the number of small operations.

Director Raburn made the following motion. Director Li seconded the motion.

1. That the General Manager be authorized to reject all Bids for Contract No. 49GH-130, Train Control System Modernization Program Enabling Works Contract.

President Foley called for Public Comment. An Anonymous Caller addressed the Board.

Director Simon entered the Meeting.

The motion brought by Director Raburn and seconded by Director Li carried by unanimous roll call vote. Ayes: 9 – Directors Allen, Ames, Dufty, Li, McPartland, Raburn, Saltzman, Simon, and Foley. Noes: 0.

President Foley returned to Public Comment. An Anonymous Caller addressed the Board.

President Foley requested that staff to provide information to the Board about the claims that were mentioned by the anonymous caller.

Roland Lebrun addressed the Board.

Director Raburn, Chairperson of the Planning, Public Affairs, Access, and Legislation Committee, brought the matter of Update on Renewable Power Purchase Agreements before the Board. Carl Holmes, Assistant General Manager, Design and Construction, introduced Paul Bostrom, Manager of Energy, who presented the item.

The item was discussed, with the following highlight:

Director Raburn thanked Manager of Energy Bostrom for his informative report and work.

Aleta Dupree addressed the Board.

Discussion continued, with the following highlights:

Director Ames expressed her shared her research on the subject and expressed concern with hydropower and asked to have it further investigated; commented on the wind power, solar power, and how the job sites are selected; inquired if the Board had received environmental reports on the impacts; and requested that staff be conscientious on the sites that are invested in.

Director McPartland expressed excitement and appreciation for the project and the greenhouse gas renewable energy; and is delighted about the relationship with the Board, senior staff, and the environment.

Vice president Saltzman thanked staff and commended staff for their work; communicated appreciation for the work that has been completed thus far; and expressed excitement about the program.

Director Dufty thanked Manager of Energy Bostrom for his work and presentation; expressed excitement for BART; and conveyed appreciation for Manager of Energy Bostrom leading the program and being part of the team.

Director Raburn echoed Director Dufty's comments; inquired if BART was the leader for greenhouse gas; expressed excitement about the redevelopment Sky River Wind Project Construction site; commented on how it is monumental; and further expressed excitement for the South Feather Hydro project; and requested that staff report back on progress that has been made.

President Foley called for the General Manager's Report. General Manager Powers reported on ridership and recognized Pamela Herhold, Assistant General Manager, Performance and Budget, and Alicia Trost, Chief Communications Officer, for their ridership fare efforts, the upcoming event of the 30th anniversary to commemorate the Oakland Fire Storm with Vice-President Saltzman, the City of Oakland, and the Oakland Fire Department at the Rockridge Station, his Metropolitan Transportation Commission (MTC) Event celebrating a milestone with the Blue Ribbon Transit Recovery Task Force (BRTF) and their strategic action plan that was adopted by the MTC, his next event with Alaric Degrafinried, Assistant General Manager, Administration, and Rodd Lee, Assistant General Manager, External Affairs, at the San Francisco Labor Council; touched on Clean Air Day on October 6th, 2021; and recognized Chief of Communication Officer Trost for being selected to participate in the Class 2022 American Public Transportation Association (APTA) Leadership Program.

Aleta Dupree addressed the Board.

Director Ames commented on the ridership; and inquired if General Manager Powers would be extending the 50 % off of fare or other incentives.

President Foley called for Board Member Reports, Roll Call for Introductions, and In Memoriam requests.

Vice President Saltzman thanked staff, Directors Simon and Raburn, for celebrating the community celebration at El Cerrito Del Norte Station; reported that she had traveled to a different transit system, the Livermore Amador Valley Transit Authority (Wheels) transit services; and commented on the lack of bus driver's crisis. Vice- President Saltzman shared a story about BART Police Department and thanked the police department for being responsive.

Director Raburn reported that he had attended the East Bay Asian Local Development Commission Gala; participated in a transit month rally in Latham Square in Downtown Oakland; joined the Chinatown Community Benefit District initial meeting to plan how to combat the crime; mentioned the Capitol Corridor Joint Powers Authority meeting; and commented on the digital monitors on the BART platforms, co-promotions, and suggested stopping by Lake Merritt to see the digital monitors.

Director Li reported that she had a great time at the Equality California San Francisco awards on September 10, 2021, mentioned that she and Director Dufty made a shout out about the 50% off September fares, and honored a Bay Area Reporter and the new Attorney General Rob Bonta; acknowledged and thanked Molly Burke, Principal Government and Community Relations Representative, for her attendance at the Auto Moon Festivals; and requested that the Meeting be adjourned in honor of Gail Patrick Seagraves, a well-known volunteer who supported many electoral campaigns and helped inspire the Moving on Initiative.

Director Simon reported that she had visited the new BART Headquarters (BHQ); commended staff, and Assistant General Manager, Design and Construction Holmes for their work at BHQ; conversated with Carroll Fife, Councilmember for Oakland's District 3, along with BART's Government and Community Relations team about public safety, the TOD Project, and housing affordability; and thanked staff for their celebrative efforts.

Director Dufty echoed Director Simon's comment and thanked Assistant General Manager, External Affairs Lee and his team; expressed public service campaigns would help highlight messages that would promote ridership for BART, hotels, restaurants, and small businesses; acknowledged Laurie Thomas, Golden Gate Restaurant Association, Dave Martindale, Director of Marketing and Research, Catherine Westphall,

Manager of Ad Franchise Program, Roderick McFarland, Manager of Creative Spaces, Ada King, Marketing Representative, and Joe Lash, Senior Market Representative for their contributions in the creation of the vaccination message; and thanked the transit advertising partner, Out Front, Ryan Brooks, Lead of Out Front, and Heather Thompson, Director of Transit Production Services.

Director McPartland requested that General Manager Powers provide the date for the Rockridge Fire Storm Anniversary Event; and requested that the Meeting be adjourned in honor of Battalion Chief Jim Riley.

President Foley mentioned California Clean Air Day is Wednesday, October 6th, 2021, and encouraged people to help the environment; commented on the challenges BART has recently faced; and requested that we reflect on what can be done differently and preventative measures to better ensure the safety of the riders and employees.

President Foley announced that the Board would enter into closed session under Items 9-A (Public Employee Performance Evaluation), 9-B (Conference with Legal Counsel – Existing Litigation), and 9-C (Conference with Labor Negotiators) of the Regular Meeting agenda, and that the Board would reconvene in open session upon conclusion of the closed session.

The Board Meeting recessed at 10:28 a.m.

The Board reconvened in closed session at 10:42 a.m.

Directors present: Directors Allen, Ames, Li, McPartland, Raburn, Saltzman, and Foley.

Absent: None. Directors Dufty and Simon entered the Meeting later.

Director Dufty entered the Meeting.

Director Simon entered the Meeting.

The Board Meeting recessed at 1:54 p.m.

The Board reconvened in open session at 1:55 p.m.

President Foley announced that the Board had concluded its closed session under Items 9-A, 9-B, 9-C, and that there were no announcements to be made.

The Meeting adjourned at 1:55 p.m.

Jacqueline R. Edwards
District Secretary



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 5 OCT 2021		GENERAL MANAGER ACTION REQ'D:	
DATE: 9/30/2021		BOARD INITIATED ITEM: Yes	
Originator/Prepared by: Olivia Jackson Dept: District Secretary Signature/Date: 10/5/21	General Counsel Signature/Date: 10/5/2021 []	Controller/Treasurer Signature/Date: 10/5/2021 []	District Secretary Signature/Date: 10/5/21 []
Status: Routed		Date Created: 9/30/2021	

Award of Agreement to Provide Consulting Services for Assistance in Redistricting of Election Districts

PURPOSE:

To obtain Board authorization for the General Manager to award an Agreement No. 6M1126 to GEOinovo Solutions Inc., Murrieta, California, to provide election redistricting assistance in an amount not to exceed \$185,000.00.

DISCUSSION:

The objective of this project is to redistrict the election districts of San Francisco Bay Area Rapid Transit District (BART) in accordance with the requirements of the District Act and based upon the population data resulting from the 2020 United States Census. The primary purpose of redistricting is to ensure population equality among Districts. This process is guided by traditional redistricting principles as well as the U.S. Constitution, the California Constitution, and the Federal Voting Rights Act. Senate Bill 594 (2021) has given the Board of Directors until April 17, 2022, to adjust the boundaries of the election districts. It is the consultant's responsibility to assist the Board of Directors to complete this task in an accurate, efficient, legal, and timely manner.

A Request for Proposals (RFP No. 6M1126) was advertised on July 22, 2021. On July 20, 2021, 226 advance notices were sent to eligible firms. Subsequent to advertisement, an additional 19 firms were provided notice via email. A pre-proposal meeting and networking session was held on August 10, 2021. Three (3) firms attended the pre-proposal meeting and networking session. One proposal was received on September 14, 2021, from GEOinovo Solutions Inc., Murrieta, California.

District staff reviewed the proposal for compliance with the requirements of the RFP and found it to be satisfactory. The GEOinovo Solutions Inc. team proposed the following project progression: (1) demographic and statistical analysis of the population in the District, (2) map the geography of the area, (3) community meetings/hearings/input, (4) create three map iterations of the potential district boundaries, (5) present potential maps to BART, and (6) adoption of the final map. After the initial analysis, community engagement, and draft boundaries, final District maps will be presented to BART. The GEOinovo Solutions Inc., proposal was determined to be favorable for the District considering cost and other factors (prior redistricting and mapping experience, proposed project staff, familiarity with the Bay Area region).

Pursuant to the District's Non-Federal Small Business Program, the Office of Civil Rights set a 5% Small Business Prime Preference for this Agreement for Small Businesses certified by the California Department of General Services. GEOinovo Solutions Inc. is a certified Small Business, thus, making it eligible for the Prime Preference. Since GEOinovo Solutions Inc., is the lowest responsive Proposer, and is eligible for the 5% Small Business Prime Preference, the application of the Prime Preference will not alter the award to GEOinovo Solutions Inc.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Agreement are 8.4% for Minority Business Enterprises ("MBEs") and 5.7% for Women Business Enterprises ("WBEs"). GEOinovo Solutions Inc. committed to 0% MBE and 0% WBE participation. GEOinovo Solutions Inc. did not meet either the MBE or WBE Availability Percentages; therefore, GEOinovo Solutions Inc. was requested to provide the Office of Civil Rights with supporting documentation to determine if it had discriminated on the basis of race, national origin, color, gender or ethnicity. Based on the review of the information submitted by GEOinovo Inc., the Office of Civil Rights found no evidence of discrimination.

FISCAL IMPACT:

The proposed agreement is for an amount not to exceed \$185,000.00 and the expense will be booked in Cost Center 0401141, Account 606090, in Fiscal Year 2022.

ALTERNATIVES:

Decline the proposed agreement and re-advertise the Request for Proposal. Re-advertising this RFP will cause the District to miss the redistricting deadline.

RECOMMENDATION:

It is recommended that the Board authorize the following motion.

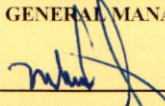
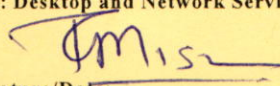
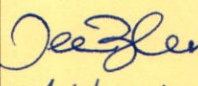
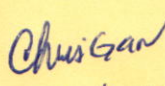
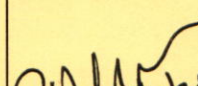
MOTION:

The General Manager is authorized to award Agreement No. 6M1126 to GEOinovo Solutions Inc., to provide consulting services for assistance in redistricting of election

districts, in an amount not to exceed \$185,000.00.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  10/5/21		GENERAL MANAGER ACTION REQ'D:		
DATE: 9/20/2021		BOARD INITIATED ITEM: No		
Originator/Prepared by: Steve Thomas Dept: Desktop and Network Services  Signature/Date: 10/4/21	General Counsel  10/4/2021 []	Controller/Treasurer  10/4/2021 []	District Secretary []	BARC  10/4/21 []

Fortinet Software Support Agreement

PURPOSE:

To request that the Board authorize the General Manager to execute an information technology software support contract with Transource Services Corp. ("Transource"), a reseller of Fortinet products, for an amount not to exceed \$226,377.00.

DISCUSSION:

This EDD seeks authority to enter into a licensing and maintenance agreement with Transource, a reseller of Fortinet online security computer equipment.

This purchase will be made through the National Association of State Officials (NASPO) cooperative purchasing program approved by the Board in 2016. NASPO ValuePoint (formerly WSCA-NASPO) is a cooperative purchasing program, aggregating the demand of all 50 states, the District of Columbia and the organized US territories, their political subdivisions and other eligible entities.

Because the State of California participates in the NASPO program, its local agencies and districts, including BART, are authorized by California Public Contract Code section 10298 to purchase items from suppliers and authorized resellers awarded contracts by NASPO without further competitive bidding, pursuant to an approved Master Agreement, a California Participating Addendum and compliance with BART requirements.

Pursuant to the District's Non-Federal Small Business Program, the District conducted an analysis and determined that there are no certified Small Businesses (SB) certified by the California Department of General Services capable of providing the goods and services in

this scope of work. Therefore, the Small Business Program does not apply to this NASPO ValuePoint agreement.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 5.5% for Minority Business Enterprises (MBEs) and 2.8% for Women Business Enterprises (WBEs). Vendor Transource Services Corp. will not be subcontracting any portion of the Work and therefore, the provisions of the District's Non-Discrimination Program for Subcontracting do not apply.

The Office of General Counsel will approve the contract as to legal form prior to execution.

FISCAL IMPACT:

The proposed agreement is for an amount not to exceed \$226,377.00.

The purchase price funds will be from the BART Office of the Chief Information Officer (OCIO) Operating budget (Dept 0504463, Account 681355) as follows:

Proposed Funding	
FY22	\$226,377.00
Total	\$226,377.00
<i>*Funding is expected to begin 10/22/2021.</i>	

Funding for support in this Fiscal Year is included in the existing Department Operating budget outlined above.

This action is not anticipated to have any Fiscal Impact on un-programmed District Reserves in the current Fiscal Year.

ALTERNATIVES:

Decline to contract through the NASPO program and seek alternative independent proposals. This alternative would create substantial delay to duplicate the technology procurements done at the various State levels.

RECOMMENDATION:

Approve the following motion:

MOTION:

The General Manager or his designee is authorized to execute an information technology software support contract with Transource Services Corp. for an amount not to exceed \$226,377.00.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 10/5/21		GENERAL MANAGER ACTION REQ'D:		
DATE: 8/26/2021		BOARD INITIATED ITEM: No		
Originator/Prepared by: Cathy Vu-Pang Dept: Business Systems Operations Signature/Date: 10/4/21	General Counsel 10/4/2021 []	Controller/Treasurer 10/4/2021 []	District Secretary []	BARC 10/4/21 []

Identity & Access Management Maintenance Renewal

PURPOSE:

To request that the Board authorize the General Manager to execute an information technology software contract with SHI International Corp., an authorized reseller of OneLogin, for an amount not to exceed \$452,208 over three years.

DISCUSSION:

The District currently utilizes Single-Sign-On licenses from OneLogin, the District's existing Identity Management Provider for employee and contractor access to internal District systems. The licenses cover over 6,200 District end-users.

This EDD seeks authority to enter into an agreement with SHI International Corp. (SHI) an authorized reseller of OneLogin licenses, to purchase an End-User License Agreement (ELA) to extend the District's use of OneLogin Single Sign-On functionality fore an additional three year period. This ELA would also guarantee pricing for the District should additional end-user licenses be required.

This purchase is being made through the National Association of State Procurement Officials, (NASPO) cooperative purchasing program approved by the Board in 2016.

NASPO ValuePoint (formerly WSCA-NASPO) is a cooperative purchasing program, aggregating the demand of all 50 states, the District of Columbia and the organized US territories, their political subdivisions and other eligible entities.

Because the State of California participates in the NASPO program, its local agencies and districts, including BART, are authorized by California Public Contract Code section 10298 to purchase items from the suppliers awarded contracts by NASPO without further competitive bidding, pursuant to a Master Agreement, a California Participating Addendum and compliance with BART requirements.

Pursuant to the District's Non-Federal Small Business Program, the District conducted an analysis and determined that there are no certified Small Businesses (SB) certified by the California Department of General Services capable of providing the goods and services in this scope of work. Therefore, the Small Business Program does not apply to this NASPO ValuePoint agreement.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 5.5% for Minority Business Enterprises (MBEs) and 2.8% for Women Business Enterprises (WBEs). Vendor SHI International Corp. will not be subcontracting any portion of the Work and therefore, the provisions of the District's Non-Discrimination Program for Subcontracting do not apply.

The Office of General Counsel will approve the Agreement as to form prior to execution.

FISCAL IMPACT:

The proposed agreement is for an amount not to exceed \$150,736 annually; \$452,208.00 over a 3-year Enterprise Licensing Agreement.

The purchase price will be funded from the BART Office of the Chief Information Officer (OCIO) Operating Budget (Dept 0504463, Account 681355) as follows:

Proposed Funding	
FY22	\$150,736.00
FY23	\$150,736.00
FY24	\$150,736.00
Total	\$452,208.00
<i>*Funding is expected to begin 11/1/2021</i>	

Funding for support in this Fiscal Year is included in the existing Department Operating budget outlined above. Funding for future years will be requested in future Operating Budgets.

This action is not anticipated to have any Fiscal Impact on un-programmed District Reserves

in the current Fiscal Year.

ALTERNATIVES:

Decline to authorize the Agreement. The District would lose functionality to utilize Single Sign On for access to internal District systems leading to slower and inefficient District network operations.

RECOMMENDATION:

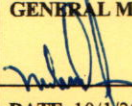


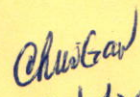
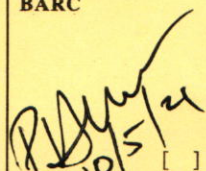
Approve the following motion:

MOTION:

The General Manager or his designee is authorized to execute an information technology software contract with SHI International Corp. for an amount not to exceed \$452,208 over three years.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  10/5/21		GENERAL MANAGER ACTION REQ'D: (N/A)		
DATE: 10/1/2021		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Rod Mapstone Dept: Leave & Absence Mgmt  Signature/Date: 10/5/21	General Counsel  10/5/2021 []	Controller/Treasurer  10/5/2021 []	District Secretary []	BARC  10/5/21 []

Authorization to Exercise Optional Years for Agreement No. 6M4599A for Workers' Compensation Case Management Services

PURPOSE: To obtain Board authorization for the General Manager to exercise two (2) one-year options to Agreement No. 6M4599A for Medical Case Management Services to Genex Services, LLC (Genex), formerly Excel Managed Care & Disability Services, for a not to exceed amount of \$1,992,260.

DISCUSSION: This Agreement is part of the District's Workers' Compensation program and was authorized by the Board of Directors at the August 9, 2018 meeting. At that time, the Board authorized award of the Agreement for an amount not to exceed \$2,846,355 for the base three-year period with two one-year options. The Board directed staff to come back to the Board of Directors in three years to obtain authorization to exercise the options.

Medical Case Management Services provides oversight and proactive management of medical treatment with the objective of assuring timely and appropriate treatment for employees. Services include reviewing medical documentation and assisting in the Third Party Administrator (TPA) in obtaining clarification from treating physicians. In addition, these services include recommending and coordinating treatment plans that are medically appropriate, improves the quality of care, control long-term costs, and facilitate a prompt return to work.

Genex's services have been utilized in both the field and telephonic case management as well as in catastrophic case management. Genex provides a dedicated Nurse working directly with the TPA Claims Examiners on a daily basis. In addition, Genex's system directly interfaces with our TPA's system. Genex also offers a mobile app to improve communication with employees.

FISCAL IMPACT: The costs for the option years will be funded from the Workers' Compensation reserve account in the general fund (account 207570– Workers Compensation). Funding for the option years has been included in the proposed annual operating budget, which is subject to Board approval.

Medical Case Management: Agreement No. 6M4599A with Genex Services, LLC

Year 1	\$925,185.00	FY 19
Year 2	\$933,785.00	FY 20
Year 3	\$987,385.00	FY 21
Total Not to Exceed – 3 Base Years (Previously Authorized)	\$2,846,355.00	

Option Year 1	\$993,315.00	FY 22
Option Year 2	\$998,945.00	FY 23
Total Not to Exceed – 2 Option Years (Current Request)	\$1,992,260.00	

ALTERNATIVES: Not to authorize the options. The District would be unable to provide Medical Case Management services until a Request for Proposal process is complete and would be unable to provide employees with valued Medical Case Management Services as part of the District's comprehensive Workers' Compensation program.

RECOMMENDATION: Adopt the following motion:

MOTION: The General Manager is authorized to exercise the two (2) one-year options to Agreement No. 6M4599A for Medical Case Management Services to Genex Services, LLC for a not to exceed amount of \$1,992,260.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: DATE: 9/14/2021		GENERAL MANAGER ACTION REQ'D:		
DATE: 9/14/2021		BOARD INITIATED ITEM: No		
Originator/Prepared by: Angie West Dept: CIO Administration Signature/Date: 10/4/21	General Counsel 10/4/2021 []	Controller/Treasurer 10/4/2021 []	District Secretary []	BARC 10/4/21 []
Status: Approved		Date Created: 9/14/2021		

Change Order No. 1 to Computer Software Agreement with Dell Technologies for Microsoft Enterprise Software

PURPOSE:

To obtain Board authorization for the General Manager to execute Change Order No. 1 to the Microsoft Enterprise License Agreement with Dell Marketing, LLP, for an amount not to exceed \$982,986.55.

DISCUSSION:

On September 10, 2020, the Board authorized the award of the District's Microsoft Enterprise License Agreement to Dell Marketing, LP, utilizing the County of Riverside's competitively awarded agreement, for a three-year term for \$1,628,051.85. This fiscal year, the District will increase the usage of Microsoft licenses more than initially projected due to the continued requirements of remote work and the continued expansion of digital communications and collaboration for the BART workforce. Therefore, an adjustment to the number of purchased licenses is required. Over the next two years, the District will increase the usage of Microsoft Office 365 from 2,300 to over 4,900 licensed technology workers.

- FY22: Full client licenses from 2,100 to roughly 2,950 licenses and web-only licenses from 200 to just over 400 licenses.
- FY23: Full client licenses from roughly 2,950 to just over 3,200 licenses and web-only licenses from roughly 400 to just over 1,700 licenses.

This increase in licensing will position the District to provide access to employees not

currently licensed to use the Microsoft Office software suite, including Microsoft Outlook (email, calendaring, and task managing), Microsoft Teams (workspace chat, videoconferencing, and file sharing), and Districtwide collaboration platform SharePoint. In addition, FY23 includes forecast contingency for a growing workforce.

Change Order No. 1 supports the expansion of digital collaboration and communication technology in FY22 and FY23 within District operations and includes the following:

- An increase in Microsoft Office licenses and required Windows OS licenses
- An increase for a Microsoft Office license allocation adjustment to move licenses previously reserved by the District into use by the workforce.
- An increase in Microsoft Teams base server license
- An increase in SQL Server licenses; and
- An increase in Project Server Online licenses.

The Office of the General Counsel will approve this Change Order as to form prior to execution. The Procurement Department will review this Change Order for compliance with procurement guidelines prior to execution.

FISCAL IMPACT:

The subject EDD proposes additional funding in the amount of \$393,631.58 for Fiscal Year 2022. Funds will be absorbed by the Office of the Chief Information Officer operating budget (Dept 0504460, Account 681355). Funding for Fiscal Year 2023 in the amount of \$589,354.97 will be requested as part of the Office of the Chief Information Officer Operating budget and will be subject to Board approval. The proposed funding is as follows:

	Current Agreement	License True-Up (FY22)	License True-Up (FY23)	Total Increase
FY22	\$542,683.95	\$393,631.58		\$393,631.58
FY23	\$542,683.95		\$589,354.97	\$589,354.97
	\$1,085,367.90	\$393,631.58	\$589,354.97	\$982,986.55

This action is not anticipated to have any Fiscal Impact on un-programmed District reserves in the current Fiscal Year. The license cost are consistent with the government discounts achieved with the original agreement.

ALTERNATIVES:

Decline to extend the Agreement and seek alternative, independent proposals. The District would experience substantial interruptions to daily operations and the inability to extend the usage of Microsoft Office 365 services to the remaining BART Workforce.

RECOMMENDATION:

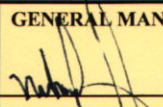
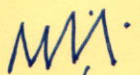
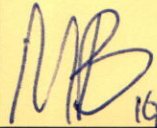
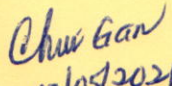
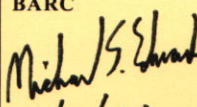
Approve the following motion.

MOTION:

The General Manager or his designee is authorized to execute Change Order No. 1 to the Microsoft Enterprise License Agreement with Dell Marketing LLP for an amount not to exceed \$982,986.55.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		GENERAL MANAGER ACTION REQ'D:		
 DATE: 9/20/2021				
DATE: 9/20/2021		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Adam Elsibai Dept: M&E Acquisition Support	General Counsel	Controller/Treasurer	District Secretary	BARC
Signature/Date:  10/01/21	 10/1/21	 10/05/2021 []	[]	 10/4/21 []
Status: Routed		Date Created: 9/20/2021		

To Award Invitation For Bid No. 9111 To Doc Bailey Construction Equipment Inc., For The Purchase Of Two (2) Skid Mounted Ventilation Units

PURPOSE:

That the Board authorize the General manager to Award Invitation for Bid No. 9111 to Doc Bailey Construction Equipment Inc., San Lorenzo, California in the amount of \$428,652, including taxes for the purchase of two (2) Skid Mounted Ventilation Units.

DISCUSSION:

BART does not own a skid mounted ventilation unit. The skid mounted ventilation units will be used primarily at the tunnel that goes under Lake Elizabeth (Fremont). If there happens to be a fire in the tunnel these fans would be used to dissipate the smoke. They can also be used throughout the District for the same purpose if needed.

Issuance of this purchase order to Doc Bailey Construction Equipment Inc., would ensure the safety of the public within the tunnel that goes under Lake Elizabeth (Fremont).

A notice requesting bids was published August 10, 2021. On the same day, this solicitation was uploaded onto the BART Vendor Portal. Correspondence was sent to (3) three prospective bidders inviting them to view the solicitation on the Vendor Portal. Bids were opened on August 31, 2021, and (3) three bids were received.

1. Doc Bailey Construction Equipment Inc. - \$428,652.00, including tax.

2. Allstar Fire Equipment Inc. - \$648,265.59, including tax.

3. L.N. Curtis and Sons - \$763,701.75, including tax.

Independent cost estimate by BART staff was \$500,000, including tax.

Staff determined that the lowest priced proposal that was provided by Doc Bailey Construction Equipment Inc., is fair and reasonable based on the staff's independent cost estimate.

This IFB was advertised pursuant to the District's Disadvantaged Business Enterprise ("DBE") Program requirements. The Office of Civil Rights reviewed the scope of work for this IFB and determined that there were no DBE subcontracting opportunities; therefore, no DBE participation goals was set for this IFB.

FISCAL IMPACT:

Funding in the amount of \$428,652 for award of Requisition 26617 to Doc Bailey Construction Equipment Inc., San Lorenzo, California, is included in the total project budget for 02GQ000 - SVBX Operations & Maintenance.

The table below lists funding assigned to the referenced project and is included to track funding history against spending authority. Funds needed to meet this request will be expended from the following sources:

Proposed Funding		
656X	VTa IL 2017-36 – SBVX Ops	\$ 4,000,000
	Total	\$ 4,000,000

As of 10/04/2021, \$4,000,000 is the total budget for this project. BART has expended \$1,362,873, committed \$5,781, and reserved \$1,682,593 to date. This action will commit \$428,652 leaving an available balance of \$520,101 in these fund sources for this project.

This Office of Controller/Treasurer certifies that funds are currently available to meet this obligation.

This action is not anticipated to have any Fiscal Impact on unprogrammed District Reserves.

ALTERNATIVES:

The alternative would be to reject all bids and readvertise. Staff does not believe this will

result in lower prices or increased competition and it would delay procurement of a piece of safety equipment.

RECOMMENDATION:

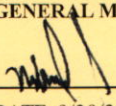
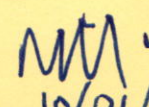
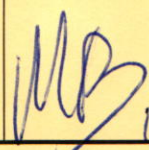
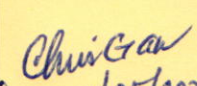
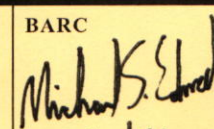
Approve the following motion.

MOTION:

That the Board authorizes the General Manger to award IFB No. 9111 for (2) two Skid Mounted Ventilation Units to Doc Bailey Construction Equipment Inc., for an amount of \$428,652.00, pursuant to notification to be issued by the General Manager, subject to compliance with the District's Protest Procedure and FTA's requirements related to protests.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  10/5/21		GENERAL MANAGER ACTION REQ'D:		
DATE: 9/20/2021		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Adam Elsibai Dept: M&E Acquisition Support	General Counsel	Controller/Treasurer	District Secretary	BARC
Signature/Date:  10/01/21	 10/1/21	 10/05/2021 []	[]	 10/4/21 []
Status: Routed		Date Created: 9/20/2021		

Invitation For Bid No. 9114: Transit Rail Car Switcher

PURPOSE:

To Request Board Authorization for the General Manager to Award Invitation For Bid (IFB) No. 9114: Transit Rail Car Switcher, to Bejac Corporation, Richmond, California in the amount of \$671,442.50 (includes all taxes).

DISCUSSION:

The District presently owns 15 rail car movers which are used by the RS&S Shops to move revenue trains in and out of the shops for service and repairs and within the yards. The additional rail car switcher being purchased under this IFB will assist with the influx of new revenue vehicles being added to the yards as a result of the Silicon Valley Berryessa Extension (SVBX) service expansion.

A notice of this IFB was published in various newspapers and on BART's Vendor Portal as of August 19, 2021. Correspondence was sent to three (3) prospective bidders inviting them to view the solicitation on the Vendor Portal. A total of five (5) prospective bidders downloaded the solicitation. Bids were opened on September 7, 2021, and one (1) Bid was received:

1. Bejac Corporation - \$609,000 (pre-tax)

Independent Cost Estimate by BART Staff was \$550,000 (pre-tax).

Staff determined that the single Bid price submitted by Bajec Corporation is fair and reasonable based on staff's Independent Cost Estimate.

This IFB was advertised pursuant to the District's Disadvantaged Business Enterprise ("DBE") Program requirements. The Office of Civil Rights reviewed the scope of work for this IFB and determined that there were no DBE subcontracting opportunities; therefore, no DBE participation goal was set for this IFB.

FISCAL IMPACT:

Funding in the amount of \$671,423 for award of Requisition 24450 to Bejac Corporation, Richmond, California, is included in the total project budget for 02GQ000 - SVBX Operations & Maintenance.

The table below lists funding assigned to the referenced project and is included to track funding history against spending authority. Funds needed to meet this request will be expended from the following sources:

Proposed Funding		
656X	VTA IL 2017-36 – SBVX Ops	\$ 4,000,000
	Total	\$ 4,000,000

As of 10/04/2021, \$4,000,000 is the total budget for this project. BART has expended \$1,362,873, committed \$5,781, and reserved \$1,011,170 to date. This action will commit \$671,423 leaving an available balance of \$948,753 in these fund sources for this project.

The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation.

This action is not anticipated to have any Fiscal Impact on unprogrammed District Reserves.

ALTERNATIVES:

Do not approve the award of this IFB. This will result in inefficiencies and possible delays to daily revenue service.

RECOMMENDATION:

Approve the following motion.

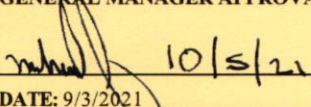
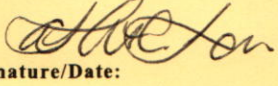

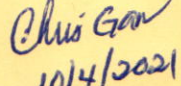
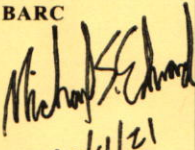
MOTION:

The Board authorizes the General Manager to award IFB No. 9114: Transit Rail Car

Switcher to Bejac Corporation for an amount of \$671,422.50, pursuant to notification to be issued by the General Manager, subject to compliance with the District's Protest Procedures and FTA's requirements related to protests.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  DATE: 9/3/2021		GENERAL MANAGER ACTION REQ'D: Yes			
Originator/Prepared by: Albert Louie Dept: Strategic Engineering  Signature/Date: 10/4/2021		General Counsel  10/4/2021 []	Controller/Treasurer  10/4/2021 []	District Secretary []	BARC  10/4/21 []

Procurement of Windows 7 ESU Renewal for Ticket Vending and Add Fare Machines

PURPOSE:

To request Board authorization for the General Manager to execute an agreement with Advantech Corporation for Windows 7 Embedded Security Updates, with an option to renew for an additional year of support, for an amount not to exceed \$611,319.71.

DISCUSSION:

BART fare collection machines currently use Microsoft Windows 7 Embedded Security Update (ESU) for the operating system. The District's Microsoft ESU support is scheduled to end in October 2021. In order to maintain Payment Card Industry (PCI) and Data Security Standards (DSS) compliance for mission-critical credit card processing, the District needs to extend the ESU support beyond the expiration date. BART received Board authorization to purchase replacement Single Board Computers (SBC) to enable fare collection machines to use Windows 10 Internet of Things (IoT). Until the hardware is received and the upgrade is completed, the Windows 7 ESU support is required.

The ESU program for Windows is proprietary to Microsoft, and BART previously used Advantech's existing partnership with Microsoft to access the ESU program in 2020 through late 2021. Extending the agreement with Advantech for an additional year with the option to renew for a third year ensures continuation of this ESU support.

Pursuant to the District's Non-Federal Small Business Program, the District conducted an analysis and determined that there are no Small Businesses certified by the California

Department of General Services available for proposing this Agreement. Therefore, no Small Business Prime Preference was set for this Agreement.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Agreement are 5.5% for Minority Business Enterprises (MBEs) and 2.8% for Women Business Enterprises (WBEs). Advantech will not be subcontracting any portion of the Work and therefore, the provisions of the District's Non-Discrimination Program for Subcontracting do not apply.

The Office of the General Counsel will approve this agreement as to form. The Procurement Department will review this agreement to confirm compliance with the District's procurement standards.

FISCAL IMPACT:

The subject EDD proposes a single year agreement with an option to renew for additional year for an amount not to exceed \$611,319.71.

Funds will be budgeted in the Maintenance & Engineering operating budget (Dept 0802820-M&E Systems & Data Informatics Engineering, Account 681355-Software and Tech Support) as follows:

Proposed Funding	
FY22	\$203,788.86
FY23	\$407,530.85
TOTAL	\$611,319.71

Funding for services in this Fiscal Year are included in the Department's existing operating budget. Funding for subsequent years will be included in the proposed annual operating budget, which is subject to Board approval.

This action is not anticipated to have any Fiscal Impact on unprogrammed District reserves in the current Fiscal Year.

ALTERNATIVES:

The Board can elect to not authorize the General Manager to award this agreement. This would put BART's Operational Network and sensitive data at risk.

RECOMMENDATION:

Adopt the following motion.

MOTION:

The General Manager is authorized to award an agreement to Advantech Corporation for Windows 7 Embedded Security Updates with an option to renew for an additional year of support, for an amount not to exceed \$611,319.71 subject to the availability of funding.

Coronavirus Pandemic – (COVID-19)

Statement of Policy:

The Coronavirus Pandemic of 2019 (“COVID-19”) has brought tremendous challenges to the San Francisco Bay Area Rapid Transit District (“BART”). Since the national emergency shutdown in March 2020, when ridership dropped below 5%, BART has lost over 20,960 days of productivity and had 2,377 employees use pandemic related leave demonstrating the breathtaking toll the pandemic has had on our staff and service. Those effects continue as we face challenges with the Delta variant increasing the transmissibility of the disease. In response to the pandemic and its variants, numerous federal, state, and local entities, including three of the four largest counties in the Bay Area, have implemented vaccination requirements to protect workers and the public.

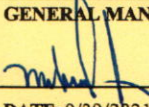
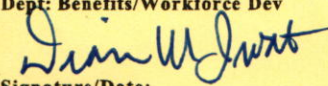


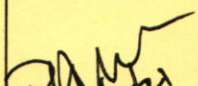
Whereas in winter 2020 BART saw between a three- and nine-fold increase in cases, and the current prevalence of the Delta variant causing positive cases at a 54% higher rate for unvaccinated employees, BART must take responsible action to protect our ability to function. BART has a duty to provide a safe and healthy workplace, consistent with COVID-19 public health guidance and legal requirements, to protect its employees and the public as services reopen and more employees return to workplaces.

According to the federal Centers for Disease Control and Prevention (“CDC”), the California Department of Public Health (“CDPH”), and County Health Officers, COVID-19 continues to pose a risk, especially to individuals who are not fully vaccinated, and certain safety measures remain necessary to protect against COVID-19 cases and deaths. Vaccination is the most effective way to prevent transmission and limit COVID-19 hospitalizations and deaths. Unvaccinated employees are at greater risk of contracting and spreading COVID-19 within the workplace and BART facilities, as well as to the public that depends on our services.

Therefore, all BART employees and Board members shall be fully vaccinated against COVID-19 by December 13, 2021, with exceptions made only for those who qualify for a Reasonable Accommodation or a Religious Exemption. The Board also directs the General Manager to bargain over the policy and impacts of this decision prior to the requested implementation of the policy on December 13, 2021. During this time the Board directs BART to prioritize culturally competent outreach and conduct an education campaign for the remaining unvaccinated population. Finally, the Board directs the General Manager to implement vaccination requirements for consultants and contractors who perform work on BART property.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  10/5/21		GENERAL MANAGER ACTION REQ'D:		
DATE: 9/29/2021		BOARD INITIATED ITEM: No		
Originator/Prepared by: Diane Iwata Dept: Benefits/Workforce Dev  Signature/Date: 10/5/2021	General Counsel  10/5/2021 []	Controller/Treasurer  10/5/2021 []	District Secretary []	BARC  10/5/21 []

Award of Agreement No. GM4500 for Life and Accidental Death and Dismemberment Insurance

PURPOSE:

Authorize the General Manager to award Agreement No. 6M4500 to Securian Financial Group, Inc ("Securian") to provide life and accidental death and dismemberment insurance for District employees and retirees. The term of the Agreement is five years.

DISCUSSION:

The District's Life (Life) and Accidental Death and Dismemberment (AD&D) insurance provides basic coverage at no cost to employees and additional coverages at the employees' option and cost. This insurance is handled through commercial insurance carriers and is solicited by the District's benefits broker. The Life and AD&D insurance program is fully insured.

On April 6, 2021, the District's benefits broker, AON Consulting Inc (AON) solicited proposals for these services at the direction of staff. In considering the universe of providers appropriate to this solicitation, AON has been sensitive to the District's ongoing interest in providing contracting opportunities to a broad pool of prospective providers. AON sought prospective providers with sufficient liquidity and administrative capacity to handle fully insured accounts of the District's size. Accordingly, AON marketed the current plan designs to ten (10) vendors. The marketing and acceptance of proposals was conducted between April 6, 2021 to April 20, 2021.

Of the companies invited to participate, nine (9) completed a submission. Securian had the lowest bid and was the only company to provide a rate guarantee for five years. The industry

norm for a rate guarantee is three years.

Securian Financial Group, Inc. was founded in 1880 and today provides a full range of financial products for individuals and businesses including insurance, retirement plans, and investments. They provide over 21 million people with over \$1.3 trillion of insurance protection and have over \$93.4 billion of assets under management. Since issuing their first group life insurance policy in 1917, Securian – through its affiliates, Minnesota life and Securian Life – has grown to become the third largest group underwriter in the country. Securian currently has \$1.185 trillion dollars of insurance in force and over \$2.80 billion of group life annual premium covering over 7.1 million lives. Securian has extensive experience in the public sector, providing insurance plans for over 4,000 public employers covering over 3.3 million insured lives, including 17 state governments with 2.2 million insured lives.

Pursuant to the District's Non-Federal Small Business Program, the District conducted an analysis and determined that there are no Small Businesses certified by the California Department of General Services available for proposing this Agreement. Therefore, no Small Business Prime Preference was set for this Agreement.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Agreement are 8.4% for Minority Business Enterprises (MBEs) and 5.7% for Women Business Enterprises (WBEs). Securian Financial Group, Inc., will not be subcontracting any portion of the Work and therefore, the provisions of the District's Non-Discrimination Program for Subcontracting do not apply.

Staff is requesting authority to execute an agreement for five years for a not-to-exceed amount of \$18,138,800. Approximately 38% of the cost of the agreement will be offset by employee payments for optional coverages.

The Office of the General Counsel will approve the agreement and any subsequent amendments as to form.

FISCAL IMPACT:

The estimated expenditures by fiscal year for the five years of the contract are as follows:

FY 2022 \$3,363,500

FY 2023 \$3,531,700

FY 2024 \$3,637,600

FY 2025 \$3,746,800

FY 2026 \$3,859,200

Total \$18,138,800

Funding for this contract will be provided from the District's operating budgets for employee fringe benefits and from employee contributions.

ALTERNATIVE:

The District could reject the recommendations from AON for all proposals and solicit new proposals.

RECOMMENDATION:

It is recommended that the Board adopt the following motion:

MOTION:

That the Board authorize the General Manager to execute Agreement No. 6M4500 with Securian Financial Group, Inc. to provide life and accidental death and dismemberment insurance in the amount not to exceed \$18,138,800.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Robert M. Pearson</i> 7 OCT 2021		GENERAL MANAGER ACTION REQ'D:		
DATE: 10/1/2021		BOARD INITIATED ITEM: No		
Originator/Prepared by: Katherine Alagar Dept: Operating Budgets	General Counsel	Controller/Treasurer	District Secretary	BARC
Signature/Date: <i>[Signature]</i> 10/6/21	<i>[Signature]</i> 10/6/21	<i>Chui Gan</i> 10/6/2021 []	<i>[Signature]</i> 10-7-21 []	<i>[Signature]</i> 10/6/21 []

FY2021 Year End Budget Revision

PURPOSE: To amend the Fiscal Year 2021 (FY21) Budget for year-end adjustments.

DISCUSSION: The District finished FY21 with a balanced budget due to emergency federal assistance. This funding offset a precipitous drop in revenues caused by the COVID-19 pandemic and associated decline in ridership. Absent such assistance, the District would have finished the year with a \$298.1M deficit. The financial results are summarized below, with more detail provided in the Background section and Attachments 1, 2, and 3.

BACKGROUND:

In FY21, BART faced extraordinary challenges primarily due to the continued impact of the COVID-19 pandemic. The net result for the District before any federal emergency assistance was a \$298.1M deficit.

BART was able to balance FY21 with emergency federal aid. It is important to note that BART drew down and expended federal aid at different levels than assumed in the FY21 budget. Federal Transit Administration (FTA) rules for emergency assistance drawdowns resulted in more funds drawn down in FY21 than needed in the fiscal year. In addition, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was passed in December of 2020, and thus not included in the adopted FY21 budget. Per the federal formula, BART drew down \$191.5M in Coronavirus Aid, Relief, and Economic Security (CARES) and \$210.9M in CRRSAA funds over the course of the fiscal year. This revenue allowed BART to balance FY21 and deposit \$169.5M into a CRRSAA reserve fund, which will be carried forward to offset operating deficits in FY22 and potentially in subsequent fiscal years. In addition, to balance FY21, BART also used \$65.2M in CARES reserve funds carried forward from FY20.

FY21 Operating Results, Excluding Accounting Adjustments

(\$ million)		Budget	Actual	Var.	%
Sources	Operating Revenue	\$ 182.5	\$ 91.1	\$ (91.4)	-50.1%
	Sales Tax	239.0	258.5	19.5	8.2%
	Emergency Assistance	251.0	402.4	151.4	60.3%
	Other Assistance	242.3	197.8	(44.5)	-18.4%
	Total Sources	914.9	949.8	35.0	3.8%
Uses	Labor	624.3	568.3	56.0	9.0%
	Non-Labor	226.5	183.2	43.3	19.1%
	Total Expense	850.9	751.6	99.3	11.7%
	Debt Service	47.4	47.1	0.3	0.7%
	Capital & Other Allocations	16.6	151.2	(134.6)	-811.4%
	Total Debt Service & Allocations	64.0	198.3	(134.3)	-209.8%
	Total Uses	914.9	949.8	(35.0)	-3.8%
	NET RESULT	\$ -	\$ -	\$ -	

Note: For clarity, the above table excludes Other Post Employment Benefit (OPEB) Unfunded Liability and GASB 68 and GASB 75 pension, which do not impact the Net Result. Results including such adjustments are shown in Attachment 3.

Total Operating Sources: \$35.0M (3.8%) favorable to budget.

Operating Revenue was \$91.4M unfavorable to budget, driven by low ridership stemming from COVID-19 related Shelter in Place (SiP) orders and limited office reopenings after SiP orders were lifted.

- Passenger Revenue was \$85.8M unfavorable to budget. Passenger trips totaled 16.1M, 55.5% unfavorable to budget, and average weekday ridership was 52,922, 28.8% unfavorable. The extension of SiP orders and additional surges of COVID-19 cases after the FY21 budget was adopted contributed to lower than expected ridership.
- Parking Revenue was \$3.3M unfavorable, with lower ridership having the highest impact on the daily non-reserve program.
- Other Operating Revenue was \$2.3M unfavorable due to below budget advertising and traffic fines & forfeitures.

Sales Tax was favorable to budget by \$19.5M for the year. The forecasted drop in consumer sentiment did not materialize and sales tax revenue growth proved to be strong over the fiscal year.

Emergency Assistance was \$151.4M better than budget due to the following sources:

- CARES Act provided \$191.5M of one-time assistance, with all CARES funds exhausted in FY21. This was \$59.5M less than budgeted as additional funds were drawn down late in FY20 and carried forward into FY21.
- CRRSAA provided \$210.9M of unbudgeted one-time assistance. \$169.5M of funds not needed to balance FY21 were deposited in the CRRSAA Reserve Account and are budgeted to offset expected operating losses in FY22.

Other Assistance was \$44.5M unfavorable to budget due to the following sources:

- Financial Assistance line items ending the year above budget include: \$9.9M provided by SFO Extension Financial Assistance to offset below budget SFO Extension ridership; \$7.5M from the Valley Transportation Authority (VTA) for Silicon Valley Berryessa Extension (SVBX) operations; \$4.3M from Property Tax; and \$1.7M for State Transit Assistance.
- Financial Assistance line items ending the year below budget include: A planned reversal of prior year rail car allocation of \$40M was not needed due to federal assistance \$20M of budgeted FEMA assistance was not awarded and \$7.9M of other miscellaneous categories.

Total Operating Expenses: \$99.3M (11.7%) favorable to budget.

Net Labor and Benefits were \$56.0M (9.0%) favorable to budget driven by a continued hiring freeze and in the last quarter an increase in vacancies from the District Retirement Incentive Program (DRIP), as well as the shifting of operating hours to capital-funded projects where appropriate.

- The Families First Coronavirus Response Act (FFCRA) Emergency Paid leave and State Supplemental Paid Sick Leave expense was \$9.6M and was offset by \$23.5M in under spending in the COVID-19 labor budget.
- Overtime in FY21 decreased by \$25.9M from FY20. Total Overtime was \$50M, including \$28.7M of operating overtime and an \$21.3M of capital-funded overtime. Net Operating overtime was \$6.2M under budget.
- Capital Labor Reimbursements totaled \$196.4M, \$14.9M (8.2%) favorable to budget, as BART continued to redirect positions from the operating budget to accelerate critical capital reinvestment projects. This practice is known as “load shedding” and was possible due to lower service levels, particularly reduced revenue service hours.

Non-Labor expenses were \$43.3M (19.1%) favorable to budget due to the following Non-Labor categories:

- Professional Fees were \$19.5M favorable, mostly from under spending in the COVID-19 non-labor budget.
- Purchased Transportation was \$8.2M (29.6%) favorable due to significantly fewer paratransit trips.
- Electric Power was \$7.8M favorable due to reduced service and reductions in transmission and distribution costs.
- Miscellaneous Expenses was \$6.1M (19.5%) favorable to budget, with \$12.4M of reduced bank card and Clipper fees due to lower ridership. This favorability was offset by \$7.9M of unfavorable insurance claim settlements.
- Material Usage was \$3.6M (10.3%) below budget due to increased focus on capital projects, reduced service levels and lower maintenance needs.
- Rent, Repair & Maintenance, Other Utilities and Travel & Meeting categories were a combined \$1.7M unfavorable.

Debt Service and Allocations: \$134.3M above budget. Bond debt service for FY21 was \$0.3M better than budget. The adopted FY21 budget also included \$16.6M in planned allocations, representing a fraction of previous year allocation levels. Subsequent to the passage of CRRSAA, staff elected to direct a share of the emergency assistance toward investments need for critical capital projects or to reduce medium- and long-term operating expenses. These include:

- An additional \$20.3M to fund critical capital reinvestment needs and to pay down exiting debt related to the MET building purchase.
- \$10.0M to restore an allocation to the Pension Trust that was eliminated prior to FY21 budget adoption.
- \$169.5M of one-time CRRSAA funds drawn down in FY21 were directed to the CRRSAA Reserve for Economic Uncertainty to offset expenses in future fiscal years.
- A \$65.2M reverse allocation of CARES Act funds placed in reserve in FY20 were used to offset expenses in FY21.

This budget revision requests Board approval for adjustments that conform the final budget to Board Rules. These adjustments increase or decrease categories of expense, revenue, and allocations and fully offset each other. For example, the budget for revenue is decreased; budgets for various categories of financial assistance are increased; budgets for labor and non-labor are decreased; and certain allocations are increased as described above.

FISCAL IMPACT: Board approval of the proposed allocations closes the fiscal year and results in a balanced FY21 Budget.

ALTERNATIVES: If the Board does not approve the adjustments, the District will still end the year balanced.

RECOMMENDATION: Approval of the motion below.

MOTION: Approval of the attached resolution "In the Matter of Amending Resolution No. 5445 regarding Fiscal Year 2021 Annual Budget."

**BEFORE THE BOARD OF DIRECTORS OF THE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

In the matter of amending Resolution No. 5445 regarding Fiscal Year 2021 Annual Budget

Resolution No. _____

RESOLVED, that Resolution No. 5445 is amended by changing the following line items in Exhibit A thereof:

<u>Fund Source Line Item:</u>	<u>Current Amount</u>	<u>Increase/ (Decrease) In This Resolution</u>	<u>Amended Amount</u>
Operating Revenue	\$ 182,480,671	\$ (91,355,155)	\$ 91,125,516
Sales Tax	\$ 239,026,007	\$ 19,496,195	\$ 258,522,202
Property Tax	\$ 50,622,254	\$ 4,262,047	\$ 54,884,301
SFO Ext Financial Assistance	\$ 42,476,726	\$ 9,921,897	\$ 52,398,623
VTa Financial Assistance	\$ 30,257,595	\$ 7,461,254	\$ 37,718,849
Other Financial Assistance	\$ 58,989,783	\$ (6,185,043)	\$ 52,804,740
CRRSAA Funding	\$ -	\$ 210,851,686	\$ 210,851,686
CARES Funding	\$ 251,000,000	\$ (59,456,133)	\$ 191,543,867
FEMA Reimbursed COVID-19 Expenses	\$ 20,000,000	\$ (20,000,000)	\$ -
Reversal of FY20 Railcar Allocation	\$ 40,000,000	\$ (40,000,000)	\$ -

<u>Fund Use Line Item:</u>	<u>Current Amount</u>	<u>Increase/ (Decrease) In This Resolution</u>	<u>Amended Amount</u>
Net Labor Expense	\$ 624,347,672	\$ (56,001,187)	\$ 568,346,485
Net Labor Expense - GASB 68 and 75	\$ -	\$ 9,674,629	\$ 9,674,629
Non-Labor Expense	\$ 226,505,493	\$ (43,290,623)	\$ 183,214,870
Revenue Bond Debt Service	\$ (47,407,197)	\$ 344,075	\$ (47,063,122)
Allocations to Capital - Baseline	\$ (15,000,000)	\$ (200,000)	\$ (15,200,000)
Other Capital and Misc Operating Allocations	\$ (1,592,674)	\$ (20,125,720)	\$ (21,718,394)
Operating Reserve CARES	\$ -	\$ 65,206,043	\$ 65,206,043
Operating Reserve CRRSAA	\$ -	\$ (169,512,957)	\$ (169,512,957)
Allocations - Fiscal Stability Pension	\$ -	\$ (10,000,000)	\$ (10,000,000)
PERS Employer Current Year Contrib - (GASB 68)	\$ -	\$ 104,014,284	\$ 104,014,284
PERS Pension Expense - Offset (GASB 68)	\$ -	\$ (154,843,575)	\$ (154,843,575)
Non-Pension Employer Current Year Contrib - (GASB 75)	\$ -	\$ 47,008,000	\$ 47,008,000
Non-Pension Expense - Offset (GASB 75)	\$ -	\$ (5,853,338)	\$ (5,853,338)

Attachment 1
Bay Area Rapid Transit District
Quarterly Financial Report - Fourth Quarter FY21

(\$ Millions)

	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Q4 Budget	Q4 Variance	YTD Actuals	YTD Budget	YTD Variance	YTD % Variance
<u>Operating Revenue</u>										
Net Passenger Revenue	13.9	14.7	13.6	20.3	59.2	(38.9)	62.5	148.4	(85.8)	● -57.9%
Parking Revenue	1.6	1.6	1.7	2.2	4.2	(2.0)	7.2	10.5	(3.3)	● -31.3%
Other Operating Revenue	6.3	5.1	4.4	5.5	6.8	(1.3)	21.4	23.7	(2.3)	● -9.5%
Total Net Operating Revenue	21.9	21.4	19.7	28.1	70.2	(42.2)	91.1	182.5	(91.4)	● -50.1%
<u>Financial Assistance</u>										
Sales Tax	65.2	65.5	63.9	63.9	57.5	6.4	258.5	239.0	19.5	● 8.2%
Property Tax	2.5	25.1	2.7	24.6	21.6	3.0	54.9	50.6	4.3	● 8.4%
State Transit Assistance	1.3	0.2	2.5	26.1	21.4	4.8	30.2	28.5	1.7	● 5.9%
MTA Financial Assistance	9.4	9.5	9.5	9.4	6.0	3.5	37.7	30.3	7.5	● 24.7%
SFO Ext Financial Assistance	13.5	13.3	13.2	12.4	8.1	4.3	52.4	42.5	9.9	● 23.4%
Reversal of FY20 Railcar Allocation	-	-	-	-	40.0	(40.0)	-	40.0	(40.0)	● -100.0%
Other Assistance	4.0	6.7	8.3	3.6	15.2	(11.6)	22.6	50.5	(27.9)	● -55.2%
Federal CARES Act Assistance	126.8	64.7	-	-	-	-	191.5	251.0	(59.5)	● -23.7%
Federal CRRSAA Assistance	-	-	103.7	107.1	-	107.1	210.9	-	210.9	-
Total Financial Assistance	222.7	185.1	203.8	247.1	169.7	77.4	858.7	732.4	126.4	● 17.3%
Total Sources	244.6	206.6	223.5	275.2	239.9	35.3	949.8	914.9	35.0	● 3.8%
<u>Operating Expense</u>										
Wages, Benefits, Other Labor	187.2	177.8	198.4	167.2	196.1	29.0	730.5	783.8	53.4	● 6.8%
Total Overtime - op & cap	12.7	10.8	12.6	13.9	8.7	(5.2)	50.0	34.9	(15.1)	● -43.1%
Capital Reimbursements	(51.0)	(45.0)	(52.1)	(48.3)	(45.3)	3.0	(196.4)	(181.5)	14.9	● 8.2%
Other Reimbursements	(4.0)	(4.2)	(3.6)	(3.9)	(3.2)	0.6	(15.7)	(12.9)	2.8	● 21.5%
GASB 68 Pension Adjustment	-	-	-	50.8	-	(50.8)	50.8	-	(50.8)	-
GASB 75 OPEB Adjustment	-	-	-	(41.2)	-	41.2	(41.2)	-	41.2	-
Electric Power	12.7	10.3	9.0	8.3	12.0	3.7	40.3	48.1	7.8	● 16.1%
Purchased Transportation	6.9	6.9	6.9	(1.2)	6.9	8.1	19.4	27.6	8.2	● 29.6%
Other Non Labor	20.0	23.7	27.3	52.4	42.6	(9.8)	123.5	150.8	27.4	● 18.1%
Total Operating Expense	184.3	180.3	198.5	198.1	217.9	19.8	761.2	850.9	89.6	● 10.5%
<u>Debt Service and Allocations</u>										
Debt Service	11.8	11.8	11.8	11.8	11.9	0.1	47.1	47.4	0.3	● 0.7%
Capital and Other Allocations	10.6	4.9	1.0	20.4	0.4	(20.0)	36.9	16.6	(20.3)	● -122.5%
Pension Allocations	0.0	0.1	(0.4)	10.3	-	(10.3)	10.0	-	(10.0)	-
Op Reserve - Econ Uncertainty	37.8	9.5	(47.4)	-	(6.0)	(6.0)	-	-	-	-
Op Reserve - CARES	-	-	(43.7)	(21.5)	-	21.5	(65.2)	-	65.2	-
Op Reserve - CRRSAA	-	-	103.7	65.8	-	(65.8)	169.5	-	(169.5)	-
GASB 68 Pension Adj. Offset	-	-	-	(50.8)	-	50.8	(50.8)	-	50.8	-
GASB 75 OPEB Adj. Offset	-	-	-	41.2	-	(41.2)	41.2	-	(41.2)	-
Total Debt Service and Allocations	60.3	26.3	25.0	77.0	6.3	(70.8)	188.6	64.0	(124.6)	● -194.7%
Total Uses	244.6	206.6	223.5	275.2	224.1	(51.0)	949.8	914.9	(35.0)	● -3.8%
Net Result	-	-	-	-	15.8	(15.8)	-	-	-	● 100.0%
Operating Result (Deficit)	(162.4)	(158.9)	(178.7)	(170.1)	(147.6)	(22.4)	(670.1)	(668.4)	(1.7)	● -0.3%
System Operating Ratio	11.9%	11.9%	9.9%	14.9%	32.2%	-17.3%	12.1%	21.4%	-9.3%	
Rail Cost / Passenger Mile (\$)	3.311	3.058	3.611	2.430	0.918	(1.512)	3.033	1.429	(1.604)	

Attachment 2

Explanation of GASB 68 and 75

Governmental Accounting Standards Board (GASB) Statements No. 68 and No 75 establish accounting and financial reporting standards and requirements related to pension liability and post-employment benefits (Other Post-Employment Benefits or OPEB), respectively, for state and local government employers. GASB 68 applies to the District's pension program while GASB 75 applies to all OPEB programs, which include retiree medical, survivor benefits, and life insurance. The standards represent a shift from the "funding based approach" to an "accounting based approach" and are intended to provide standardization and additional transparency for public agency pension and OPEB reporting. The standards call for public agencies to report their present obligation to pay future benefits. These future benefits are recognized in the financial statements but not paid. Therefore, the expenses reported in the District's financial statements, which follow Generally Accepted Accounting Principles (GAAP) and GASB guidelines, will be different than the amounts required to be paid to CalPERS annually to fund the pension plans and contributions to OPEB. The District's annual operating budget accounts for actual payment to CalPERS as an expense based on the amount of funds contributed to pensions during the year and the amounts contributed to OPEB per actuarial calculations. The expenses determined under GASB 68 and GASB 75 are not funded by the District, so the recognized expenses are backed out as non-expense allocations to reconcile with the District's annual operating budget.

The main changes to financial statements from adopting the GASB 68 and 75 are that employers now report the pension and OPEB liabilities on their balance sheet, and expenses are calculated in a different manner than the payments required to fund the contributions. Local governments now receive two actuarial reports for each pension plan and OPEB program, one for funding contributions and a second valuation for financial reporting.

Attachment 3

FY21 Operating Results, Including Accounting Adjustments

FY21 Operating Results (\$ million)

		Budget	Actual	Var.	%
Sources	Operating Revenue	\$ 182.5	\$ 91.1	\$ (91.4)	-50.1%
	Sales Tax	239.0	258.5	19.5	8.2%
	Emergency Assistance	251.0	402.4	151.4	60.3%
	Other Assistance	242.3	197.8	(44.5)	-18.4%
	Total Sources	914.9	949.8	35.0	3.8%
Uses	Labor	624.3	568.3	56.0	9.0%
	Pension - GASB 68 Adjustment ⁽¹⁾	-	50.8	(50.8)	
	Non-Pension - GASB 75 Adjustment ⁽²⁾	-	(41.2)	41.2	
	Non-Labor	226.5	183.2	43.3	19.1%
	Total Expense	850.9	761.2	89.6	10.5%
	Debt Service	47.4	47.1	0.3	0.7%
	Capital & Other Allocations	16.6	151.2	(134.6)	-811.4%
	Total Debt Service & Allocations	64.0	198.3	(134.3)	-209.8%
	Total Uses	914.9	959.5	(44.7)	-4.9%
	Pension - GASB 68 Adjustment Offset ⁽¹⁾	-	(50.8)	50.8	
	Non-Pension - GASB 75 Adjustment Offset ⁽²⁾	-	41.2	(41.2)	
	Total Uses - After Adjustments	914.9	949.8	(35.0)	-3.8%
	NET RESULT	\$ -	\$ -	\$ -	

⁽¹⁾ GASB 68 requires restating of pension expense (non-cash adjustment)

⁽²⁾ GASB 75 requires restating of non-pension post-employment expense (non-cash adjustment)

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

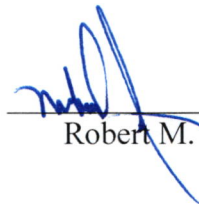
DATE: October 7, 2021

FROM: General Manager

SUBJECT: Administration Agenda: Fare Coordination and Integration Study Update and Preliminary Recommendations

At the October 14, 2021 BART Board of Director's meeting, the District's "Fare Coordination and Integration Study Update and Preliminary Recommendations" will be presented as an information item.

If you have any questions about this presentation, please contact Pamela Herhold, Assistant General Manager, Performance & Budget, at Pherhol@bart.gov, or (510) 464-6168.

 For

Robert M. Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



Agenda

1 Fare Coordination & Integration Study Overview + Recap

2 Key Findings & Recommendations

3 Recommended Near-Term Actions

Appendix A – Business Case Inputs and Summary Metrics

Appendix B – Business Case: Available for download [here](#).



1 — Fare Coordination & Integration Study Recap

Transit Operators & MTC Working Together

Fare Integration Task Force – Project Ownership

Co-Project Managers – BART & MTC staff

Transit Operator Staff Working Group

Consultant team led by the firm Steer

Policymaker and Stakeholder Engagement

Policymaker Webinar

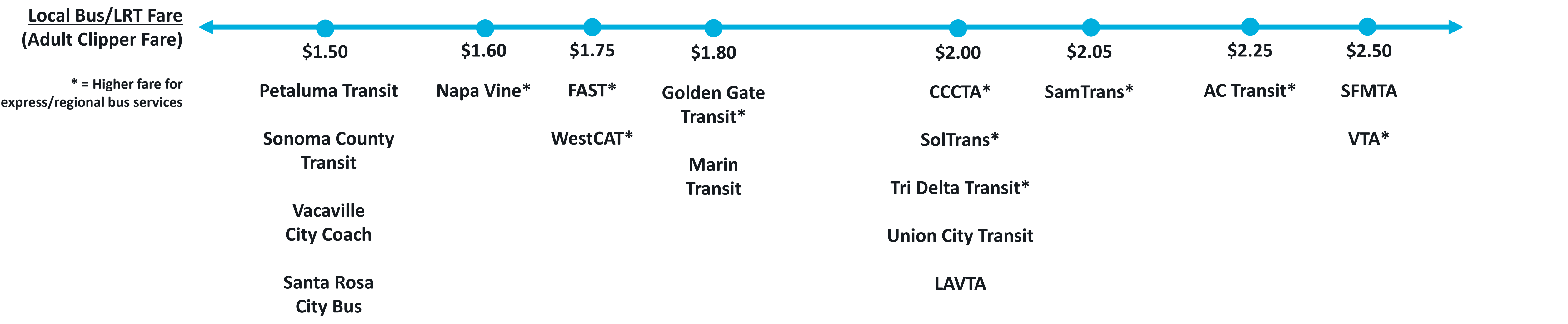
MTC Policy Advisory Council Subcommittee on
Fare Coordination/Integration


Blue Ribbon Transit Recovery Task Force

Fare Integration Task Force




Overview of Current Transit Fares and Products





Zone Based Fares

Caltrain
Golden Gate Transit
SMART
Sonoma County Transit



Distance/Route Based Fares

ACE
BART
Golden Gate Ferry
WETA

Offers a Pass Product



Does Not Offer a Pass Product

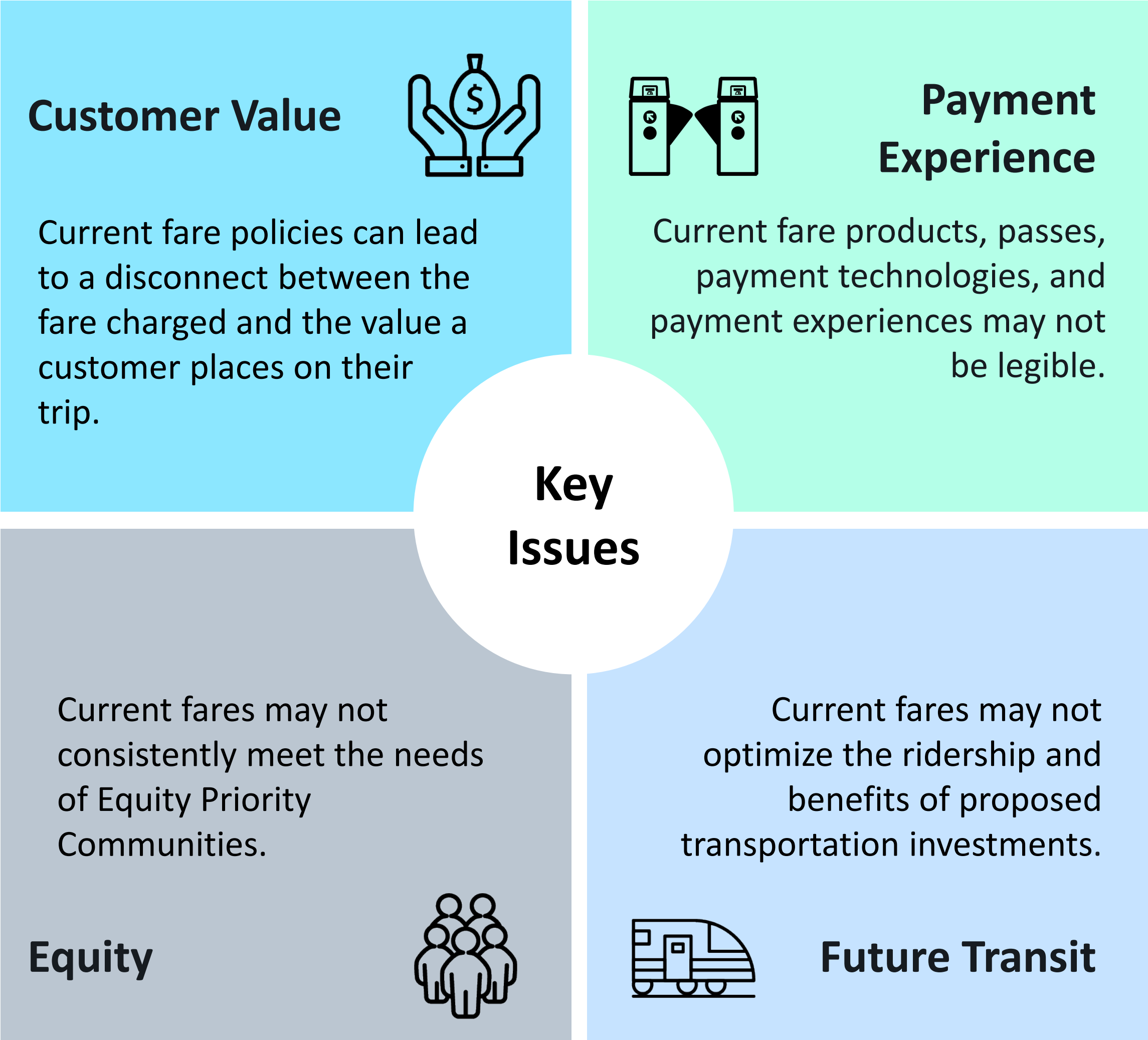


Project Problem Statement

Fare policy is one among several factors that have constrained the growth of transit ridership in recent years. Current fare policies are informed **by funding and governance models that incentivize locally-focused fares** without providing a coherent set of policies to set fares that support ridership growth.

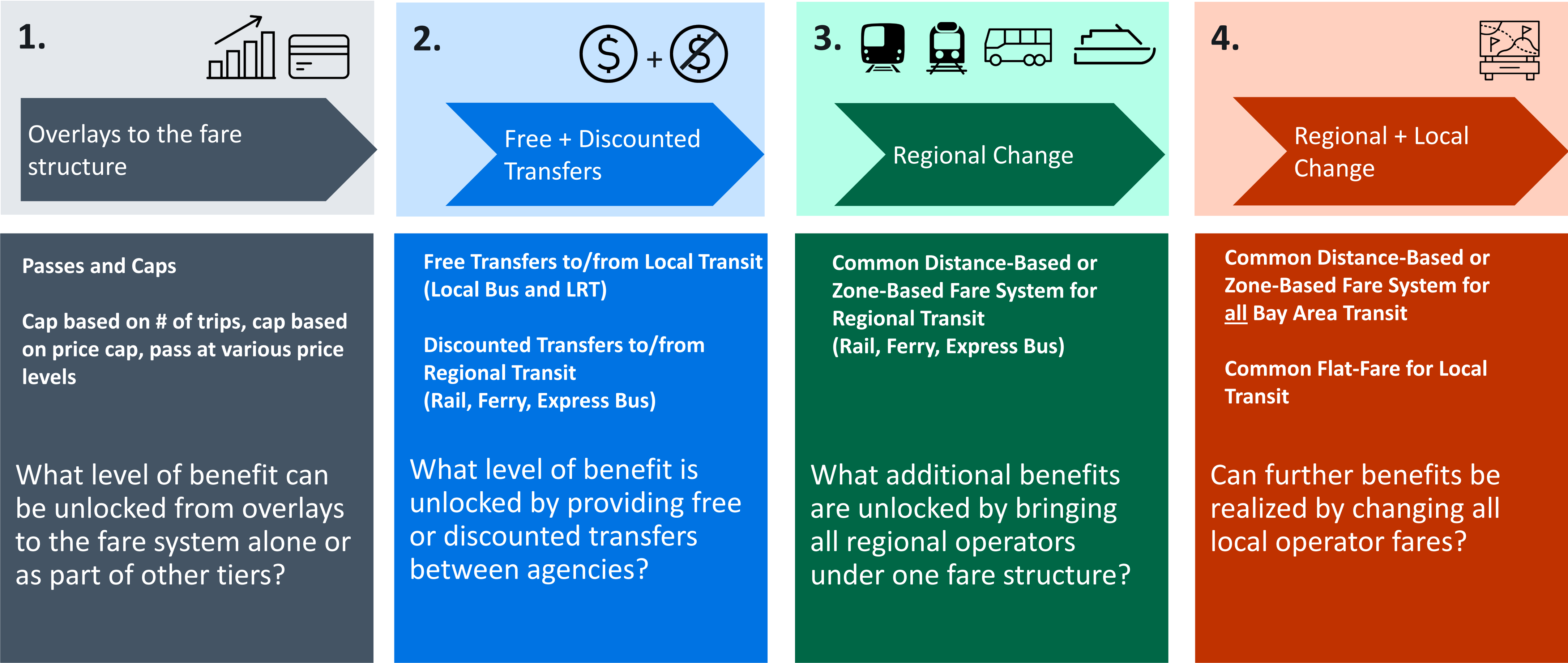
As a result, Fare Coordination and Integration has a role to play in restoring transit ridership, supporting recovery from the COVID-19 pandemic, and **delivering the transportation system the Bay Area needs** for its coming decades of growth.

The following key issues define how fares impact ridership and contribute to the key challenges which detract from rider experience:



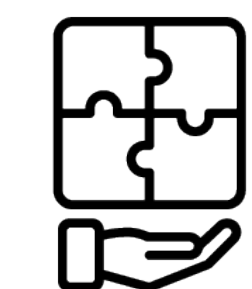
Fare Integration Tiers

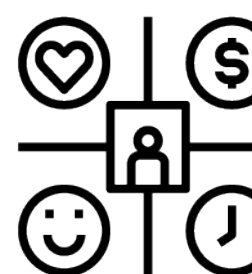
The fare integration business case assesses the benefits, costs, and requirements associated with increasing tiers of fare policy integration in the Bay Area.




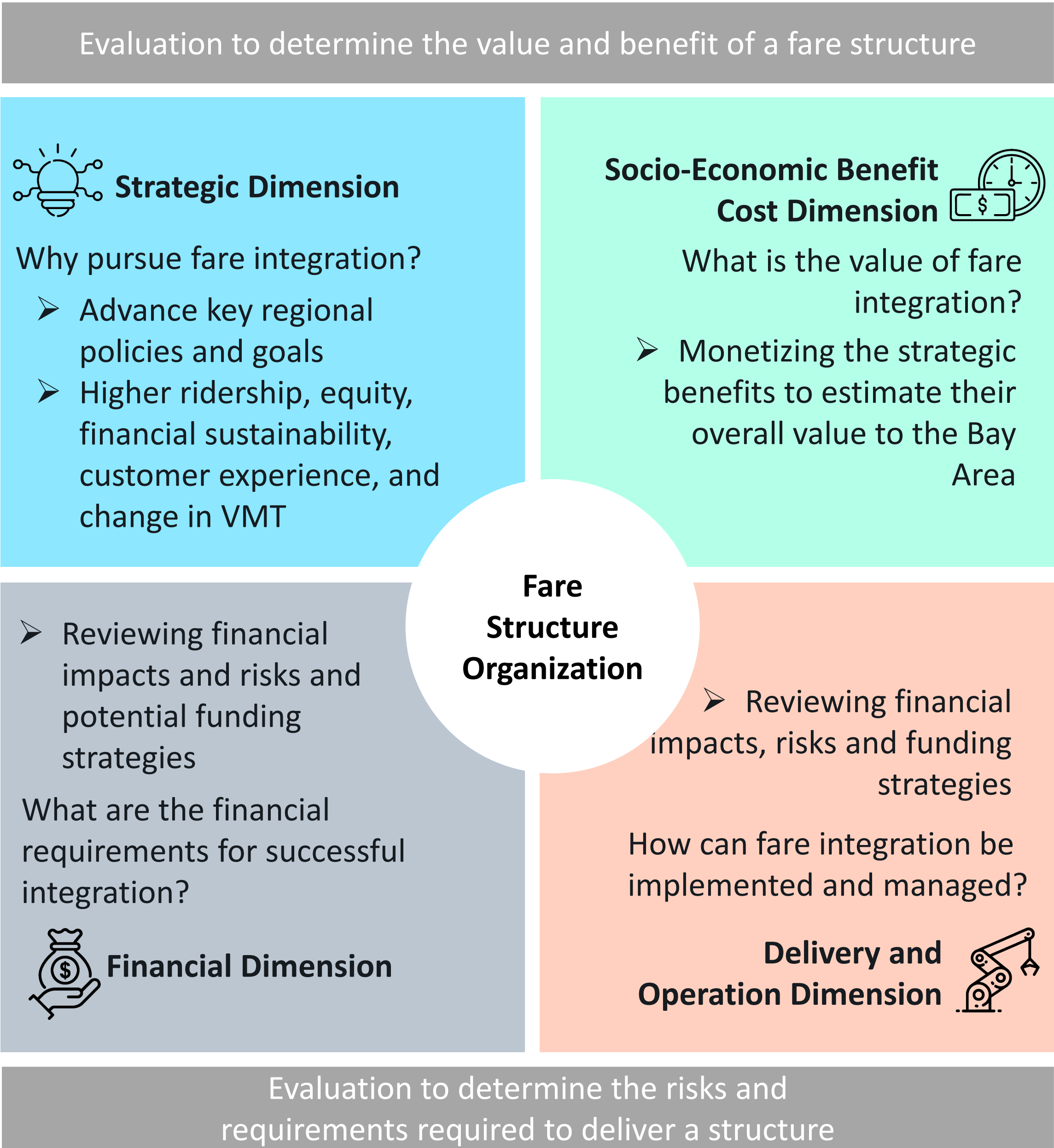
How Were Options Evaluated?

A business case framework is being used to make recommendations based on:

 The overall benefits of integration

 The comparative benefits of each tier

 For tiers with multiple options, the specific benefits of each option and best option within a tier



2 — Key Findings & Recommendations

Overview of Key Findings

Are there fare integration options that offer a cost effective, equitable way to promote transit?

Yes, especially in coordination with a broader user-focused regional strategy.



Potential to drive ridership

Modeling suggests that fare structure changes could drive a small increase in transit ridership (2-6%, depending on the strategy & revenue recovery level)



Cost-effective

Ridership benefits of targeted integration strategies appear reasonably cost efficient (~\$2-3 per new trip) as compared to alternatives such as global fare discounts (\$3/trip) or service enhancement and system optimization (~\$3-15/trip)



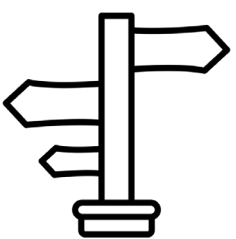
Positive social ROI

Analysis suggests investment in fare integration would have a positive social return on investment through benefits such as lower VMT and travel time savings



Balanced equity impacts

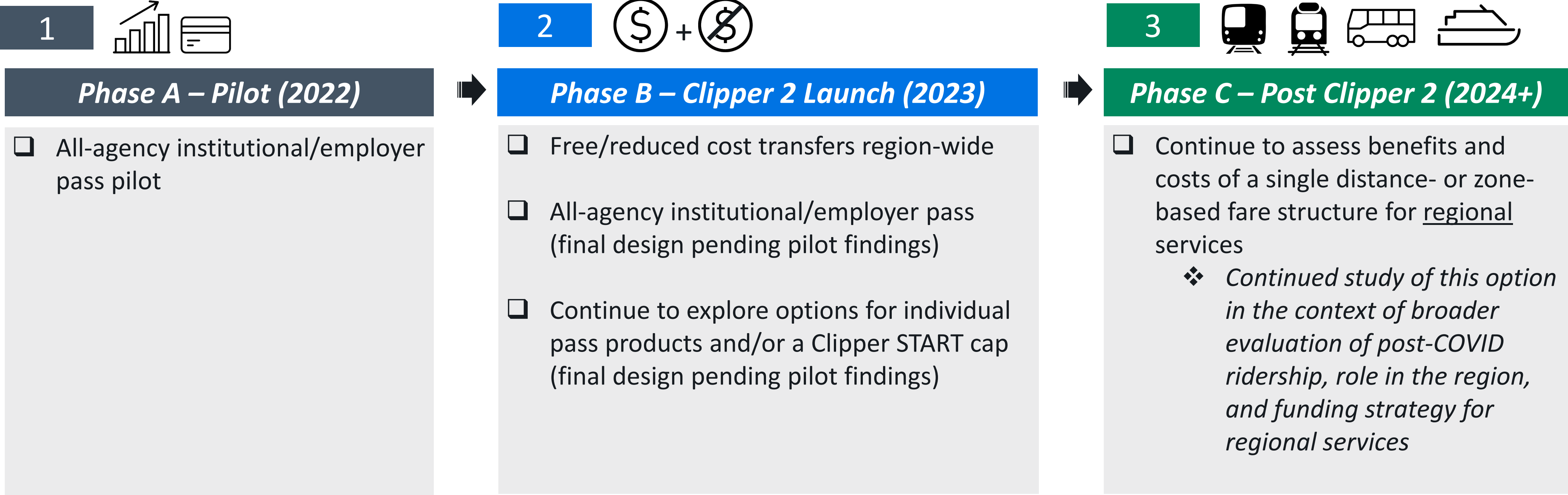
Fare integration strategies appear compatible with regional equity goals. Analysis indicates equity priority communities would receive a proportional share of the benefits of most strategies



High uncertainty

There is uncertainty in the findings due to both the inherent uncertainty of modeling as well as post-pandemic uncertainty

Summary of Recommendations



Notes Regarding Local Authority

- Recommendations do not contemplate transfer of locally-sourced funds between agencies
- Recommendations assume new regional funds would be sought to offset agency revenue impacts
- Phase A and Phase B recommendations do not contemplate changes to any agency board’s fare-setting authority

Summary of Recommendations



Implement no-cost and reduced cost transfers beginning in 2023

\$

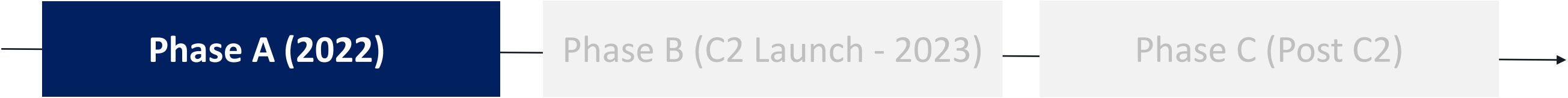
+

\$

Free and reduced-cost inter-agency transfers region-wide

Definition
<ul style="list-style-type: none">Local/Local or Local/Regional connections: pay for only the most expensive segmentRegional/Regional connections: Transfer discount about equal to minimum fare or local bus fare
Rationale
<ul style="list-style-type: none">Eliminate price barriers between agenciesTreat inter-agency connections like single-agency connectionsAllow regional services to function better as part of the local network
Business case summary
<ul style="list-style-type: none">Ridership: 25,500 trips per day (+1.9%)Subsidy required: \$22.5M/year, \$2.25/new trip (most cost-efficient fare structure option tested)Equity: Benefits balanced across income levelsReadily implementable in next generation Clipper within existing governance structures

Summary of Recommendations



Pilot an all-agency employer/institutional pass beginning in 2022




Employer/Institutional Pass

Definition
<ul style="list-style-type: none">• All agency / all-you-can-ride passes that institutions or employers buy for all constituents (comparable to Caltrain Go Pass, AC Transit Easy Pass, Puget Sound Orca Business Passport)• Pricing likely based on business location for a long-term program, but simplified or subsidized for Pilot
Rationale
<ul style="list-style-type: none">• Evaluate a barrier-free all agency transit pass to build toward broader fare integration in 2023• Engage Bay Area institutions and business community in transit’s success• Promote commute market recovery
Business case summary
<ul style="list-style-type: none">• Priced to achieve subsidy parity with other fares (~\$0/new trip)• Equity: Requires careful design/mitigation to achieve equity balance• Modeled on successful programs in the Bay Area and in peer regions• Can be piloted in existing Clipper system

Summary of Recommendations



Consider implementing an individual pass in 2023 or later (pending pilot outcomes and funding)

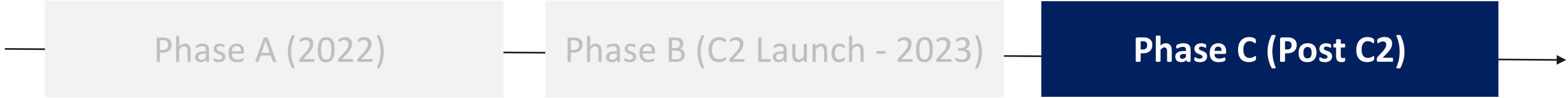


Individual Pass (“Puget Pass” model)

Definition
<ul style="list-style-type: none">• Multi-agency pass offered to individuals; price is based on user-selected fare multiplied by standard factor• For example, a \$3.00 pass costs \$3 x 18 round trips per month (\$108). All trips up to \$3 are covered. (A \$4 trip would require \$1 of payment from e-cash)• Comparable to multi-agency pass offering in Seattle region (“Puget Pass”) and the Washington, D.C. region
Rationale
<ul style="list-style-type: none">• Allows multi-agency users the same high-volume discounts now available to single-agency riders• Reduces user friction for multi-agency trips• Multi-tiered structure aims to minimize revenue loss and improve equity performance (ensures highest-volume rail/ferry riders not over-subsidized relative to local bus riders)
Business case summary
<ul style="list-style-type: none">• Ridership: 21,900 trips per day (+1.5%), Subsidy required: \$34M/year, \$4.35/new trip• Equity: Up-front payment may exclude low-income riders (consider pairing with Clipper START fare capping)• Can be implemented in Clipper 2 but will require system changes; need multi-agency revenue sharing structure

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Summary of Recommendations



Continue to Evaluate Costs and Benefits of Standardizing Regional Fares Post Clipper 2 (2024+)

Single Fare Structure for Regional Service

Definition
<ul style="list-style-type: none">Shared distance- or zone-based structure for all regional services (rail, ferry, regional express bus)❖ <i>Evaluate this option in the context of broader evaluation of post-COVID ridership, role in the region, and funding strategy for regional services</i>
Rationale
<ul style="list-style-type: none">A more learnable/legible system for regional travelers, infrequent users, and visitorsPotential to be part of a broader customer facing strategy for long-term regional recovery
Business case
<ul style="list-style-type: none">Ridership & Fiscal Impact:<ul style="list-style-type: none">High investment option: Ridership: 68,000 Trips/day (+4.7%); Subsidy required: \$70M/year; \$2.84/tripLower investment option: Ridership: +2.1%, Subsidy required: \$26M/year, \$2.39/tripEquity: Benefits balanced across income levelsRequires new agreements or governance structure for regional service, some new Clipper equipment, change management for some regional customers

Summary of Recommendations

Tier 4 - No recommendation at this time



Single Fare Structure for Local & Regional Service

Definition
<ul style="list-style-type: none">Tier 4 options examined included:<ul style="list-style-type: none">Local common flat fare + regional distance-based fare; Local common flat fare + regional Zone-based fare; Zone-based for all transit service;
Rationale
<ul style="list-style-type: none">Tier 4 options have higher deliverability challenges & higher modeled cost per trip than targeted strategiesUser research was not conclusive on customer experience benefits of standardization
Business case summary
<ul style="list-style-type: none">Ridership & Fiscal Impact:<ul style="list-style-type: none">High investment options: Ridership: 3%-4%; Subsidy required: \$67 to \$73m; \$3.28 - \$4.26/tripLower investment option: Ridership: 0% to 1.5%; Subsidy required: \$13M-\$30M; \$4.02-\$4.34/tripEquity: Mixed equity outcomes; some options include fare increases on equity priority population members in certain communities to achieve standardizationRequires new agreements or governance structure for all service, new technology, change management for most customers

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3 — Recommended Near Term Actions

Next Steps: Advance Regional Institutional/Employer Pass Pilot

Pilot Objectives

- Evaluate a barrier-free all agency transit pass to build toward broader fare integration in 2023
- Collect data that could be used as the basis for revenue model for permanent program

Phase 1 (2022)

- Focus on colleges and universities
- Demonstration project with affordable housing residents
- Leverage existing agency relationships to establish program quickly

Phase 2

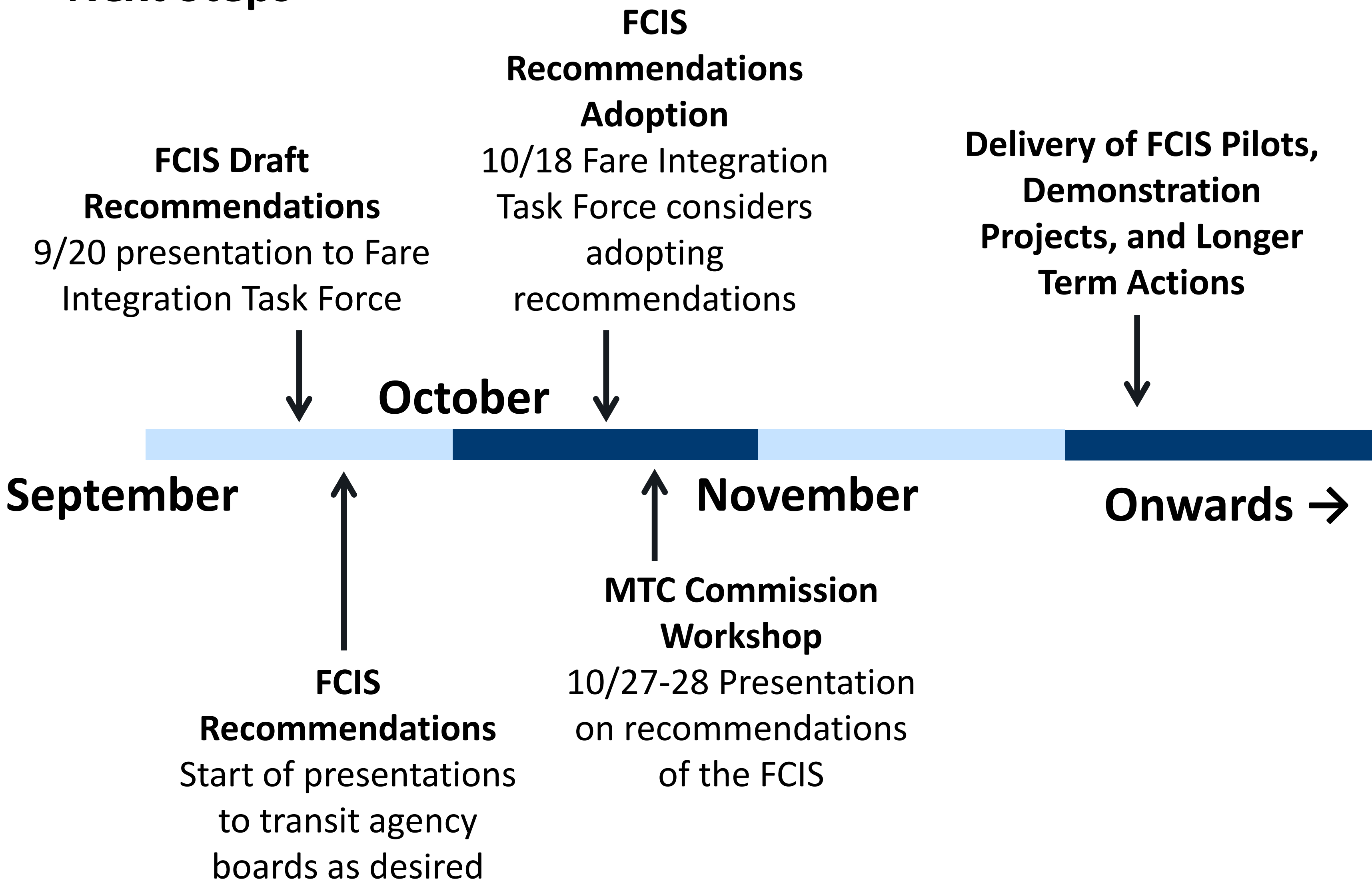
- To be designed and implemented based on learnings from Phase 1, and tentatively to include:
 - Expansion to include private employers and more affordable housing residents
 - Partner with business organizations and property managers

Challenges

- Similar offerings tend to serve either students or white-collar workers – program will need a strong equity focus to achieve balance
- Significant administrative cost / staffing requirements
- Clipper 1 implementation requires 100% of agencies to sign-on
- Revenue risk – pilot will require funding to backstop agency revenue



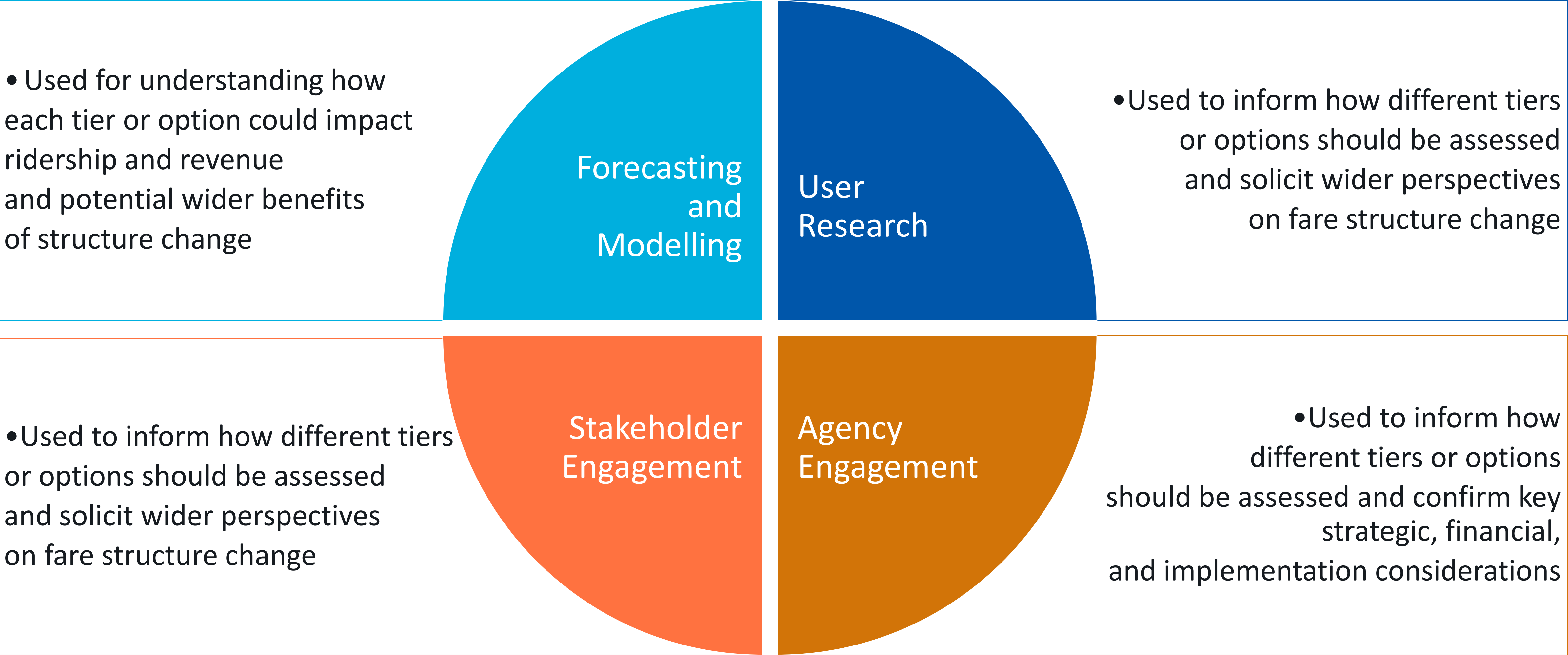
Next Steps



- Key Actions for Fare Integration Task Force to Consider**
- Decision on whether to proceed with a pilot
 - Management structure for pilot
 - Funding to support implementation
 - Decisions on whether to proceed with Tier 2 (free/reduced cost transfers) in Clipper 2
 - Forum for continued discussions of FCIS recommendations

A — Appendix A – Business Case Inputs and Summary Metrics

What is considered in a business case?



Fare Integration Analysis: Structural Change and Revenue Impacts

The FCIS reviewed a range of changes for fares in the Bay Area these can be divided into structural changes and revenue impacts













Structural Changes

- Structural changes include changes to:
- Local services – the amount charged for fares on local bus and LRT services
 - Regional services – the amount charged for trips on rail, ferry, and express bus
 - Transfers – removing or discounting additional fares paid when using multiple operators

Revenue Impacts (“Subsidy”)

- Each structural change can either increase or decrease revenue generated. Without fare increases and/or ridership increases, fare integration will require additional investment. Each Tier was modeled based on the following “subsidy” changes to illustrate the impacts of structural change and subsidy change:
- Low Investment – approx. cost of free/reduced cost transfers or 1% to 2.5% of pre-COVID revenue
 - High Investment – approx. Tier 3 integration or 5% to 7.5% of pre-COVID revenue. Tiers 3-4, which may increase fares for some customers, were tested with additional investment to minimize any fare increases and to understand how the policy impacts scale with level of investment

Summary of Key Business Case Metrics

Tier	Fare Integration Scenario	Ridership change (%)	Revenue Impact / Subsidy required (%)	Revenue Impact / Subsidy required (\$M)	Cost per new rider
	Transfer Discounts  + 				
2	No-cost transfers (local/local, local/regional)	0.8%	1.2%	\$12	\$2.86
	No-cost transfers (local/local, local/regional, regional-regional)	1.9%	2.3%	\$23	\$2.25
	Regional Standardization (higher investment)    or 				
3	Unified Fare by Distance for Regional Services only	4.7%	7.2%	\$70	\$2.84
4	Unified Fare by Distance for Regional Services + Local Flat Fare	4.2%	7.5%	\$74	\$3.28
	Small zones for all service	3.0%	6.9%	\$67	\$4.26
	Large zones + local flat fare	3.8%	7.5%	\$73	\$3.69
	Regional Standardization (lower investment)    or 				
3	Unified Fare by Distance for Regional Services only	2.1%	2.6%	\$26	\$2.39
4	Unified Fare by Distance for Regional Services + Local Flat Fare	1.1%	2.4%	\$23	\$4.02
	Small zones for all service	-0.2%	1.3%	\$13	No new riders
	Large zones + local flat fare	1.5%	3.1%	\$30	\$4.34
	Passes & Caps  				
1	Fare-based cap (\$162 Dollars)	0.5%	6%	\$58	\$22.36
	Trip-based cap (40 trips)	0.7%	5%	\$49	\$13.31
	Individual Pass (“Puget Pass” model)	1.5%	3.5%	\$34	\$4.35
	Employer/Institutional Pass	Impacts of program based on scale of participation, intended to have no financial “subsidy” need.			
	Global Discounts (for comparison)				
	2.5% Global Discount	0.9%	1.4%	\$14	\$3.24
	5% Global Discount	1.75%	2.9%	\$29	\$3.06













← Recommended

← Continue to evaluate

← Continue to evaluate

← Pilot

Summary of Key Business Case Metrics

Tier	Fare Integration Scenario	Overall Equity Assessment	Socio-Economic Benefit	Deliverability
	Transfer Discounts  + 			
2	No-cost transfers (local/local, local/regional)	Generally Positive	\$50	Low Impact
	No-cost transfers (local/local, local/regional, regional-regional)	Generally Positive	\$120	Low Impact
	Regional Standardization (higher investment)    or 			
3	Unified Fare by Distance for Regional Services only	Mixed Performance	\$340	Mid/High Impact
4	Unified Fare by Distance for Regional Services + Local Flat Fare	Mixed Performance	\$310	High Impact
	Small zones for all service	Mixed Performance	\$70	High Impact
	Large zones + local flat fare	Mixed Performance	\$280	High Impact
	Regional Standardization (lower investment)    or 			
3	Unified Fare by Distance for Regional Services only	Mixed Performance	\$110	Mid/High Impact
4	Unified Fare by Distance for Regional Services + Local Flat Fare	Mixed Performance	\$50	High Impact
	Small zones for all service	Mixed Performance	-\$170	High Impact
	Large zones + local flat fare	Mixed Performance	\$90	High Impact
	Passes & Caps  			
1	Trip-based cap	Mixed Performance	NA	Low Impact
	Fare-based cap	Requires Mitigation	NA	Low Impact
	Individual Pass (“Puget Pass” model)	Requires Mitigation	NA	Low Impact
	Employer/Institutional Pass	Requires Mitigation	NA	Low Impact

← Recommended

← Continue to evaluate

← Continue to evaluate

← Pilot

Note – Tier 3 and 4 options were assigned a mixed performance score for equity as each option can decrease fares for some equity priority groups but raise fares for others. Further analysis, including full Title VI, is required to identify if mitigation is required.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: October 7, 2021

FROM: General Manager

SUBJECT: Link21 - Value Capture and Creation Briefing

At the October 14, 2021 project, staff will provide an overview of the Link21 project team approach to value capture. This is an early look at value capture, and it will be an important part of a larger funding plan that the team will be developing as the program evolves. BART staff will be joined by Jeff Morales, Managing Principal at InfraStrategies – a strategic advising consultant on the Link21 team.

If you have any questions, please contact Val Menotti, Chief Planning and Development, Planning & Development at (510) 287- 4794.



Robert M. Powers



CONNECT NORTHERN CALIFORNIA

BART Board Update

Value Capture

Thursday, October 14, 2021



October 2021

DRAFT-DELIBERATIVE



Context for Consideration of Value Capture

- For Link21
 - Factoring value capture into planning, design, development
 - Applicability to new facilities, existing system
- BART-wide implications
 - Board goal to leverage private value to deliver a range of community/regional benefits
 - Consistency with (and improvement upon) existing policies and practices
 - Identify opportunities for existing assets
- Financial Stewardship
 - Maintaining the system and preserving it for the future AND optimizing the financial potential of all assets for the benefit of the system/riders
 - Role of non-fare or ancillary operating revenues in supporting BART's mission and key policy priorities, such as equity
- Value Capture is one element of a comprehensive funding/finance strategy

Value Capture Goals

Investment of public funds into transit infrastructure creates inherent economic value on several different levels, including job creation, Gross Domestic Product (GDP) growth, increased property value, and direct mobility benefits

The goals of a proactive value capture strategy are to:

- **Optimize the value created** by the investment, through early engagement with and consideration of stakeholder interests and by incorporating value capture into the planning, design, construction and operation phases of the program
- **Optimize the capture of that value for public benefit** through a combination of land-based mechanisms and ancillary revenue generators.

Objectives for Value Capture Work

- Develop Value Capture program, including delivery strategy
 - Integrate value capture in funding strategy for capital and Operations & Maintenance (O&M) costs
- Identify policy and other changes that could benefit Link21 and other BART/CCJPA operations/capital improvements
 - Resolve gaps and inconsistencies in policies that could impede success of strategy (priority)
 - Identify potential long-lead time initiatives, such as statutory changes
- Capturing value and increasing non-fare revenues are part of *active stewardship* of taxpayer dollars
 - Maintain the system and preserving it to optimize for the future
 - Non-fare revenues help maintain/grow service and keep fares affordable
- Consider the equity implications of value capture
 - Use funds to invest in equity strategies
 - Develop plans in concert with anti-displacement and other policies

Existing Constraints to Pursue Value Capture

Proposition 218 (1996)

- Greatly limits ability of local governments to impose new taxes, assessments, and property-related fees and charges
- Special taxes (taxes with a specified purpose) require **two-thirds supermajority**
- Allows assessments only for direct/special benefits, not for general benefits
- Special benefit assessments cannot be imposed if there is a majority protest of affected property owners
- Complicated process to determine value of special benefit

Proposition 26 (2010)

- Expanded the definition of “taxes” to include payments that were previously considered “fees” or “charges”, increasing the number of revenue proposals subject to higher approval requirements
- Previously considered fees or charges that required a general majority would now be considered “taxes” would require a **two-thirds supermajority** vote by both houses of legislature (for state proposal) or local voters (for local proposals)

Potential Land-Based Value Capture Mechanisms

Mechanism	Description	Use of Funds	Estimated Revenue Potential
Mello-Roos Community Facilities Districts (CFD)*	Special tax district formed when property owners in the area agree to impose a tax to fund infrastructure improvements	Capital/O&M Costs	Could support issuance of \$10-750 million in bonds (30-year term) per station area
Tax Increment Financing (TIF)*	Participating taxing entities in an Infrastructure Financing District (IFD) share an agreed upon portion of their property taxes on incremental assessed value increases of properties	Capital/O&M Costs	Could support issuance of \$25-250 million in bonds (30-year term) per station area
Property Taxation: Ad Valorem*	Taxes levied on real property as a % of the assessed valuation of properties	Capital Costs	Measure RR supports issuance of \$3.5B in bonds
Property Taxation: Parcel Taxes*	Flat tax on real property that generally does not vary in respect to size of parcel	Capital/O&M Costs	\$25-\$200 million annual revenues for the 9-county Bay Area
Air Rights	Air rights (also called transferable development rights) are sold or leased under a competitive process to a private entity to develop the air space above a facility	Capital/O&M Costs	\$10-\$250 million in upfront revenues per station area

* These mechanisms require a vote to be implemented and may require legislative changes

Value Capture / Revenue Generation Mechanisms

Mechanism	Description	Use of Funds	Estimated Revenue Potential
Joint Development	Land development that occurs in a partnership between a public agency and private developer, possibly including other entities such as a local government	O&M Costs	BART's Transit-Oriented Development (TOD) program generates \$1.9 million in lease revenue annually, and has leveraged \$200 million in other BART infrastructure. Planned TOD could contribute an additional \$1.9 m annually in next 5 years
Parking Revenues	Parking fees, including monthly passes	O&M Costs	\$30-50M/year
Advertising	Link21 could create the opportunity to amend or negotiate additional advertising contracts for new inventory/methods of advertising	O&M Costs	Up to and additional \$10M/year (dependent upon number of new stations/riders and other factors)
Concessions	Revenue from leasing retail space at station. Can be tied to equity goals, for example by providing favorable leasing terms for local small businesses	O&M Costs	TBD – major source of non-fare revenue internationally (Japan, U.K.)

Link21 Value Capture Timeline



Next Steps for Value Capture

- Policy/legislative
 - Identify opportunities for legislative changes
 - Undertake a comprehensive review of existing BART policies and standards to determine whether changes would be required to support value capture
 - Review zoning and land use regulations in the Megaregion to determine potential impacts on value capture
- Funding
 - Assess federal funding and financing opportunities, including any limitations
- Forecasting/analysis
 - Work with Transportation Demand and Land Use (TDLU) consultant to advance the value capture strategy and identify specific opportunities
 - Include value capture in business case
- Position for Federal Support
 - Work with US Department of Transportation (USDOT) Build America Bureau to optimize strategies and secure support

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: October 7, 2021

FROM: General Manager

SUBJECT: PPAAL Agenda Item: Update on BART-VTA Silicon Valley Extension Phase II (BSVII) Project - For Information

At the Board of Directors meeting on October 14, 2021, the BART-VTA Silicon Valley Extension Phase II (BSVII) Project will be presented for information.

If you have any questions, please contact Carl Holmes at (510) 464-7592.



Robert M. Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

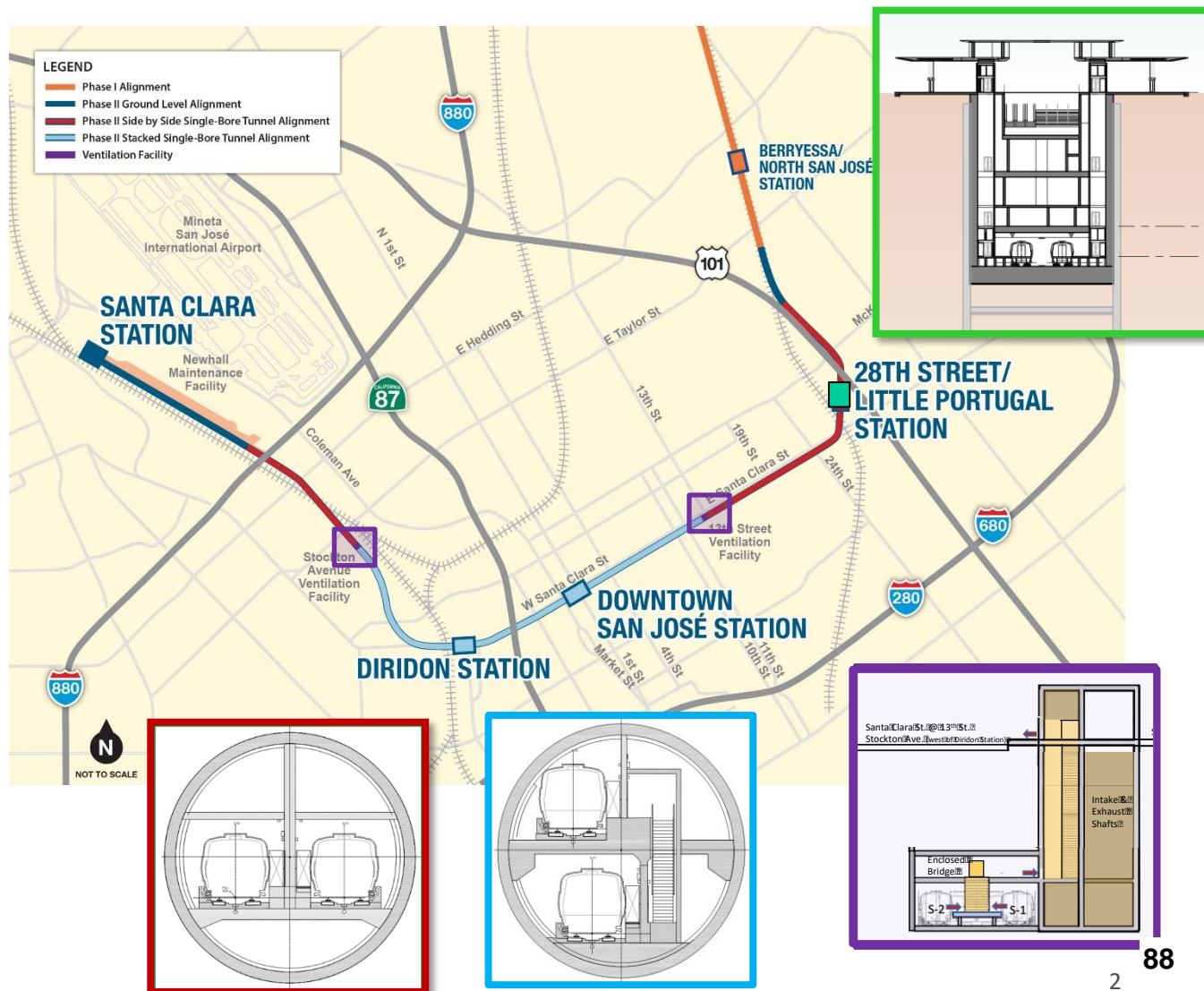


Silicon Valley BART Extension Phase II (BSVII) Project Update



Board of Directors Presentation
October 14, 2021

- 6-Mile Extension:
 - ~1.1 mile single-bore stacked
 - ~3.2 mile single-bore side-by-side
 - ~0.7 mile single-bore transition zone
 - ~1 mile at-grade
- 4 Stations:
 - 3 underground
 - 1 at-grade
- Newhall Yard Maintenance Facility
 - Critical for BART operations



VTA-Proposed BSVII Financial Plan

Cost Estimate

Funding Plan

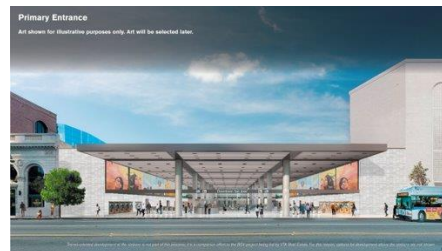
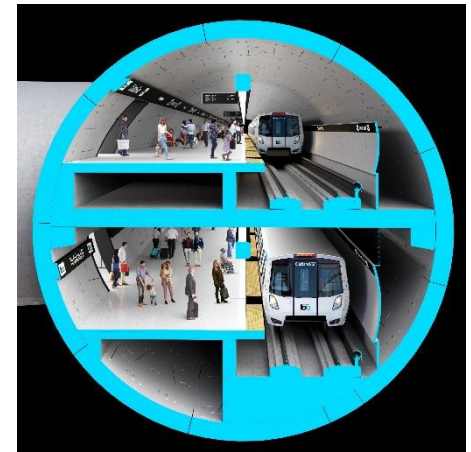
FTA Standard Cost Category	Description	Estimate (\$M YOY)	Funding Source	Amount Year of Expenditure (YOY) \$ millions
10	Guideway & Track Elements	\$1,525	Federal - FTA Expedited Project Delivery Grant (25%)	\$1,714
20	Stations, Stops, Terminals, Intermodal	\$1,593		
30	Support Facilities: Yards, Shops, Admin. Bldgs	\$275		
40	Sitework & Special Conditions	\$202		
50	Systems	\$471		
	Construction Subtotal:	\$4,066	Non-Federal (75%)	\$5,145
			State/TIRCP Grant	\$750
			State/TCRP Grant	\$161
60	ROW, Land, Existing Improvements	\$318	Transit Oriented Development/P3	\$75
70	Vehicles	\$205	2000 Measure A Sales Tax	\$1,954
80	Professional Services	\$1,256	2016 Measure B Sales Tax	\$1,831
90	Unallocated Contingency	\$551	Regional Measure 3	\$375
100	Finance Charges	\$142		
	Subtotal:	\$6,538	TOTAL SOURCES OF FUNDS	\$6,860
	Investment to Date:			
	Legacy & Historical Costs (2003- 2020) (Environmental, Planning, Community Outreach, Project Management, Conceptual Engineering)	\$322		
	Total:	\$6,860		

FTA notified VTA on September 21, 2021 of its intent to issue a Letter of Intent (LOI) following a 30-day review by Congress

LOI will allow VTA to proceed with construction contracts with full pre-award authority within the next 2 years for 25% of the project cost

Upcoming milestone

BART and VTA working jointly to complete Design Criteria/Requirements Manuals to be included with procurement documents





BSVII Design-Build Procurement Update

Anticipated VTA contract award Summer 2022

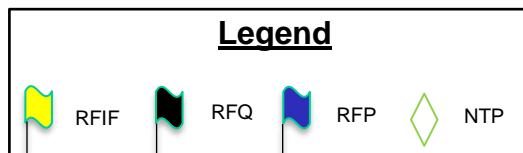
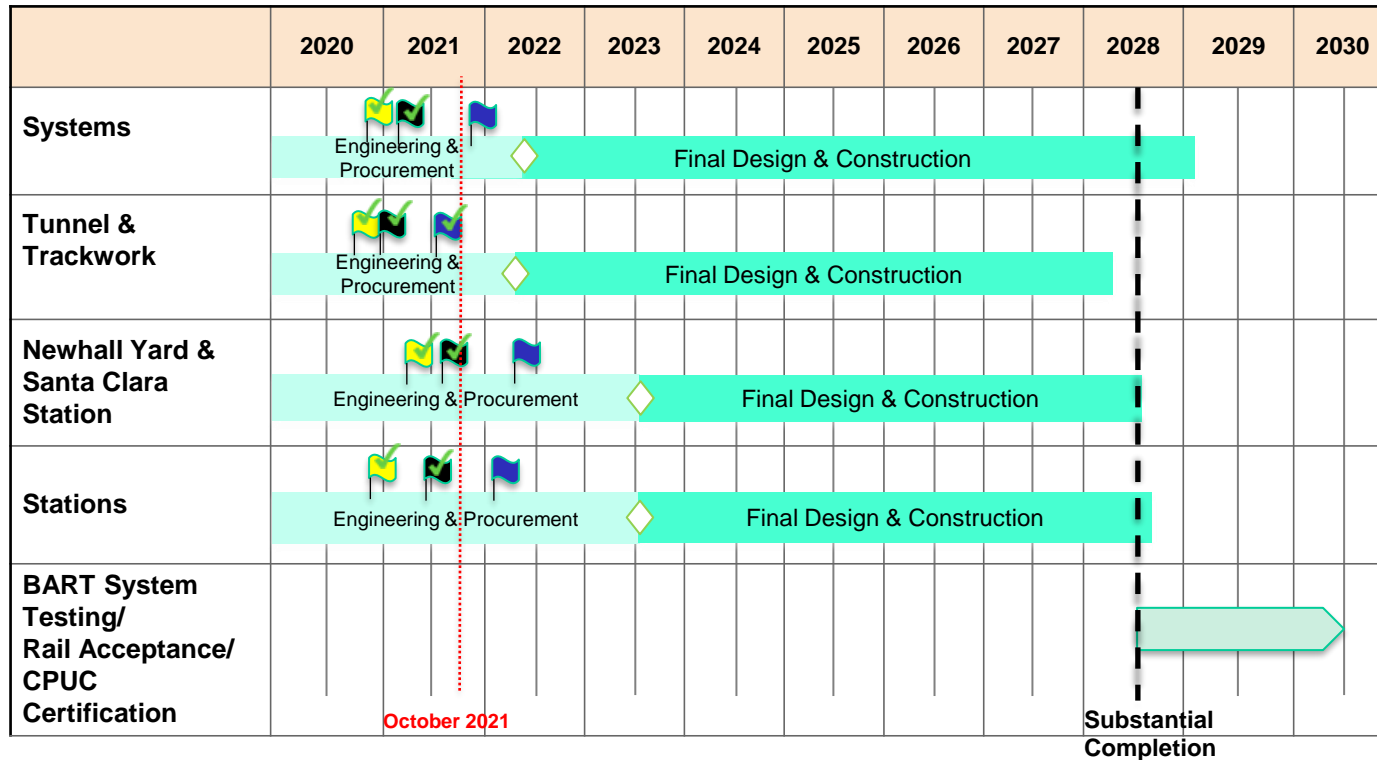
- **Systems** (Contract Package 1)
 - *Draft Request for Proposal (RFP) issued to the two teams shortlisted teams on October 6th*
 - *Bidder Meetings (1:1) planned for late October*
 - *Request for Proposal (RFP) to be issued this Winter*
- **Tunnel & Trackwork** (Contract Package 2)
 - *Three teams have been selected for shortlist*
 - *Request for Proposal (RFP) issued on September 24th (due December 2021)*

Anticipated VTA contract award Summer 2023

- **Newhall Yard/Santa Clara Station** (Contract Package 3)
 - *Request for Industry Feedback (RFIF) meetings held week of May 24th*
 - *Request for Qualifications (RFQ) issued on September 12, 2021 (due November 2021)*
- **Stations - Underground** (Contract Package 4)
 - *RFQ responses received late September and under review*
 - *RFP under development*



BSVII Project Schedule Framework



**Subject to change based on RFIF/industry feedback*



NEXT STEPS

- Finalize Design Criteria/Requirements Manual
- Continue to support VTA with contract procurements
- Joint BART-VTA Committee Meeting Oct 15 2021



QUESTIONS?