

San Francisco Bay Area Rapid Transit District

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



BOARD MEETING AGENDA

Thursday, May 12, 2022

9:00 AM

via Teleconference Only. Zoom Link: <https://us06web.zoom.us/j/82761564166>

Board of Directors

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

BOARD MEETING AGENDA

May 12, 2022

9:00 a.m.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, May 12, 2022.

Please note, pursuant to all necessary findings having been made by the Board of Directors of the San Francisco Bay Area Rapid Transit District (for itself as well as all subordinate legislative bodies) to continue remote public meetings in the manner contemplated under urgency legislation Assembly Bill No. 361, public participation for this meeting will be via teleconference only.

You may watch the Board Meeting live or archived at <https://bart.gov/boardtv>

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 and entering access code 827 6156 4166; logging in to Zoom.com and entering access code 827 6156 4166; or typing the following Zoom link into your web browser:

<https://us06web.zoom.us/j/82761564166>

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 May 11, 2022, in order to be included in the record.
- 2) Call 1-669-900-6833, enter access code 827 6156 4166, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log in to Zoom.com, enter access code 827 6156 4166, and use the raise hand feature; or join the Board Meeting via the Zoom link (<https://us06web.zoom.us/j/82761564166>) 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.

Regular Meeting of the
BOARD OF DIRECTORS

The purpose of the Board Meeting is to consider and take such action as the Board may desire in connection with:

1. CALL TO ORDER

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

2. REPORT OF THE BOARD PRESIDENT

3. CONSENT CALENDAR

- A. (CONTINUED from April 28, 2022, Board Meeting)
Approval of Minutes of the Meeting of April 14, 2022.
Board requested to authorize.

Attachments: [Approval of Minutes of the Meeting of April 14, 2022](#)

- B. Resolution to Continue Virtual Meetings During the Pandemic. Board requested to adopt.

Attachments: [Resolution to Continue Virtual Meetings During the Pandemic - Resolution](#)

- C. Extension of the Letter Agreement for the Ridership Incentive Program for San Francisco International Airport (SFO)-Badged Employees Program.
Board requested to authorize. (TWO-THIRDS VOTE REQUIRED)

Attachments: [Extension of the Letter Agreement for the Ridership Incentive Program - EDD](#)

- D. Award of Invitation for Bid No. 9106, For the Procurement of Aggregate Material. Board requested to authorize.

Attachments: [Award of Invitation for Bid No. 9106, For the Procurement of Aggregate Material - EDD](#)

- E. Single Source Procurement with Ruf Avatech AG for Spare Parts.
Board requested to authorize. (TWO-THIRDS VOTE REQUIRED)

Attachments: [Single Source Procurement with Ruf Avatech AG for Spare Parts - EDD](#)

- F. Single Source Procurement with ABB Inc. for Spare Parts.
Board requested to authorize. (TWO-THIRDS VOTE REQUIRED)

Attachments: [Single Source Procurement with ABB Inc. for Spare Parts - EDD](#)

- G. Extension of 19th Street Oakland Bike Station Cooperative Agreement and Lease.
Board requested to authorize.

Attachments: [Extension of 19th Street Oakland Bike Station - EDD](#)

- H. Change Order to Agreement No. 6M6151 with eLock Technologies, LLC. Board requested to authorize.

Attachments: [Change Order to Agreement No. 6M6151 - EDD](#)

- I. Property Exchange Agreement with Millbrae Adrian Science Park, LLC at Millbrae BART Station and Grant Easements to the City of Millbrae.
Board requested to authorize.

Attachments: [Property Exchange Agreement with Millbrae Adrian Science Park, LLC - EDD](#)

4. 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.)

5. GENERAL MANAGER'S REPORT

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

6. ADMINISTRATION ITEMS

Director Simon, Chairperson

- A. Regional Institutional and Employer Pass Pilot. For information.

Attachments: [Regional Institutional and Employer Pass Pilot - Memo](#)
[Regional Institutional and Employer Pass Pilot - Presentation](#)

- B. Rail Service Plan, Fiscal Year 2023 and Fiscal Year 2024 Operating Budget Sources and Uses. For information.

Attachments: [Rail Service Plan, Fiscal Year 2023 and Fiscal Year 2024 - Memo](#)
[Rail Service Plan, Fiscal Year 2023 and Fiscal Year 2024 - Presentation](#)

- C. Fiscal Year 2023 Capital Program and Project Update. For information.

Attachments: [Fiscal Year 2023 Capital Program and Project Update - Memo](#)
[Fiscal Year 2023 Capital Program and Project Update - Presentation](#)

7. ENGINEERING AND OPERATIONS ITEMS

Director Dufty, Chairperson

NO ITEMS.

8. PLANNING, PUBLIC AFFAIRS, ACCESS, AND LEGISLATION ITEMS

Director Foley, Chairperson

NO ITEMS.

9. BOARD MATTERS

- A. Board Discussion Regarding Logistics for Future Public Meetings (e.g. hybrid, teleconferencing, in-person). For discussion. (President Saltzman's request.)

- B. 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.)

- C. 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.)

D. In Memoriam.

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

10. CLOSED SESSION

A. (CONTINUED from April 28, 2022, Board Meeting)

PUBLIC EMPLOYEE PERFORMANCE EVALUATION:

Titles: General Manager, General Counsel, Controller-Treasurer,
District Secretary, Independent Police Auditor, and Inspector General
Government Code Section: 54957

11. OPEN SESSION

A. Announcement from Closed Session, if any.

April B. A. Quintanilla
Acting District Secretary

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

Board of Directors
Minutes of the 1,906th Meeting
April 14, 2022

A regular meeting of the Board of Directors was held on April 14, 2022, convening at 9:00 a.m., via teleconference, pursuant to all necessary findings having been made by the Board of Directors of the San Francisco Bay Area Rapid Transit District (for itself as well as all subordinate legislative bodies) to continue remote public meetings in the manner contemplated under urgency legislation Assembly Bill No. 361. President Saltzman presided; April B. A. Quintanilla, Acting District Secretary.

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

Absent: None.

President Saltzman gave instructions regarding Public Comment.

Under Item 2, Report of the Board President, President Saltzman announced that upon reaching Item 6-A, Office of the Inspector General's Investigative Report, the Board would convene a Special Meeting of the Audit Committee. President Saltzman explained that the Board and Audit Committee would meet and discuss the item and that the Board meeting would reconvene after the item concluded.

President Saltzman commented that there was an unpleasant public comment made at a prior Board Meeting and apologized, as many were unaware that the caller had made unpleasant comments towards a BART Board Director; thanked staff for quickly muting the caller; and expressed that in the future, the Board would not tolerate such comments.

Additionally, President Saltzman provided an update on the seat representing District seven, citing that all Directors have received information from the attorney representing Director Simon; there will be a 4-week review of the information provided; the Board would continue communicating with outside counsel on the matter; and the Board would apprise the public as more information becomes available.

President Saltzman announced that BART and Santa Clara Valley Transportation Authority (VTA) would have a joint meeting on April 27, 2022, at 2:00 p.m.

Aleta Dupree addressed the Board.

The item was discussed, with the following highlight:

Vice President Li inquired about whether the District's Customer Code of Conduct applied to Board meetings and enforcement of the Code in the past?

Consent Calendar items brought before the Board were:

1. Approval of Minutes of the Meetings of March 10, 2022 (Regular, Continued from March 24, 2022, Board Meeting), March 18, 2022 (Special), and March 24, 2022 (Regular).
2. Resolution to Continue Virtual Meetings During the Pandemic.
3. Resolution Authorizing the Submittal of BART to Antioch Operations Application, and Supporting Documents, for the Fiscal Year 2021-2022 Low Carbon Transit Operations Program (LCTOP).
4. Agreement with Toshiba America Business Solutions, Inc., for Leased Copiers and Managed Print Services.
5. Award of Invitation for Bid No. 9115, for the Procurement of No. 10 RH & LH Single Crossover.
6. Award of Invitation for Bid No. 9119, for the Procurement of Scissor Lift with Hi Rail System.
7. Agreement with ELERTS Corporation for BART Watch Incident Reporting System – ELERTS, See Something, Say Something System.

Director Raburn made the following motions as a unit. Director Simon seconded the motions, which carried by unanimous roll call vote. Ayes: 9 – Directors Allen, Ames, Dufty, Foley, Li, McPartland, Raburn, Simon, and Saltzman. Noes: 0.

1. That the Minutes of the Meetings of March 10, 2022, (Regular, Continued from March 24, 2022, Board Meeting), March 18, 2022 (Special), and March 24, 2022 (Regular).
 - a. be approved.
2. That Resolution No. 5511, In the Matter of Re-Authorizing the District’s legislative and subordinate legislative bodies to utilize the provisions enacted by Assembly Bill (AB) 361 to meet remotely with teleconferenced meetings during a re-proclaimed emergency as authorized by law in accordance with Government Code Section 54953(e) and other applicable provisions of the Ralph M. Brown Act for an additional period of thirty (30) days from the adoption of this Resolution, be adopted.
3. That Resolution No. 5512, In the Matter of Authorizing the Submittal of BART to Antioch Operations Application, and Supporting Documents, for FY 21-22 Low Carbon Transit Operations Program (LCTOP), be adopted.
4. That the General Manager or his designee is authorized to enter into a NASPO ValuePoint copier service and lease agreement with Toshiba America Business Solutions, Inc. for an amount not to exceed \$1,068,333.
5. That the General Manager is authorized to award IFB 9115 for one (1) #10 Left Hand Crossover Track and one (1) #10 Right Hand Crossover Track to Voestalpine Railway Systems Nortrak LLC., Cheyenne, Wyoming in the amount of \$751,887.36 (includes all taxes), pursuant to notification to be issued by the General Manager, subject to compliance with the District’s Protest Procedure.
6. That the General Manager is authorized to award IFB 9119 Scissor Lift with Hi Rail System to Custom Truck One Source for an amount not-to-exceed \$2,425,094.45, pursuant to notification to

be issued by the General Manager, subject to compliance with the District's Protest Procedures and the FTA's requirements related to Protest Procedures.

7. That the Board authorizes the General Manager to execute a 3-Year prepaid subscription agreement, for ELERTS not to exceed \$244,678.00.

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

President Saltzman called for the General Manager's Report. Robert Powers, General Manager, reported on the Mask Mandate Extension, Powell Street Station event hosting Senator Padilla, Red Line service, Eno Transportation Mid Management Program nominees, and ridership.

Aleta Dupree addressed the Board.

President Saltzman brought the matter of Office of the Inspector General's Investigative Report before the Board and announced that a Special Meeting of the Audit Committee would be convened under the item.

Director Dufty, Chairperson of the Audit Committee, convened a Special Meeting of the Audit Committee at 9:21 a.m. Chairperson Dufty and Audit Committee Members Allen, Parry, Saltzman, and Willis were present. Harriett Richardson, Inspector General, presented the item to the Board and the Audit Committee.

The following individuals addressed the Board:

Jeff Watson
Aleta Dupree
Unidentified Caller
Schatzie Jefferson
Ann-Marie Hogan
Liz Justison
Wayne Perry

The item was discussed, with the following highlights:

Michael Jones, Deputy General Manager, commented on Inspector General Richardson's presentation detailing her investigation regarding a potential conflict of interest.

President Saltzman thanked the Office of the Inspector General and staff for their work on the report presented and thanked General Manager Powers and Deputy General Manager Jones, and PGH Wong for their collaboration.

Vice President Li thanked staff, Inspector General Richardson, and PGH Wong for their work, collaboration, and information sharing; and commented that she did not think it was warranted at this time to take any actions to void the contract under discussion.

Director Allen thanked Inspector General Richardson and staff for their work on the report and the suggested recommendations. Director Allen expressed appreciation for the well-researched recommendations which included ways to strengthen the internal controls with contracting, in an effort to prevent conflicts of interest from happening with contracts and further recommended that the District Attorney's Office of Alameda County independently investigate the matter and make a

decision to turn the matter over to the Fair Political Practices Commission (FPPC) to allow them to investigate and make the final decision on the matter.

Director Ames asked a few clarifying questions of Inspector General Richardson relative to the investigation and report presented.

Director Foley thanked staff and Inspector General Richardson for their work; expressed support for all of the Inspector General's recommendations; and inquired about the timeline for implementation of all of the recommendations and whether outside counsel provided an opinion regarding the existence of a conflict of interest under Government Code section 1090.

Director McPartland commented that he initially had reservations about the risk of exposure related to potential contributions to profit-sharing based on the information received from outside counsel; thanked staff and Inspector General Richardson for all of their work; and expressed appreciation for General Manager Powers and Director Dufty's manner of addressing the situation and support for the recommendation that no conflict of interest exists.

Audit Committee Member Parry commented that this was a very difficult decision for the Board and management, given the legal considerations; expressed support for obtaining more legal advice on the matter; and commented that appearance does matter, particularly in this situation where there is a lack of clarity.

Director Raburn expressed appreciation for all of the work that has been done on the matter; commented that the potential for conflict of interest by a BART Manager did not lead to misuse of public funds and that person did not participate in the scoring and evaluation of any of the 8 \$40 million dollar bids that were presented to the Board in August 2020; noted that BART's bid procedures guard against abuse; expressed that there was no call to void the remaining \$27 million dollar contract and \$5.4 million in unpaid invoices; and suggested that BART should be looking at making changes to our Employee's Code of Conduct.

Director Simon inquired about our internal media policy as it relates to contractors, whether there was an ideal or appropriate time when the Office of the Inspector General might inform the organizational body on speaking with the media, and how might the Board inform the general public about the situation and the right time to do so.

Audit Committee Member Willis thanked Inspector General Richardson for providing a clear and detailed report; commended management on implementing 5 of the 6 recommendations in an effort to improve its procedures to avoid a potential conflict of interest in the future; and further commented that if a violation of Government Code Section 1090 was not clear at that time, she did not support voiding the contract and withholding funds from the contractor.

Director Dufty thanked everyone for their patience, mutual respect in having a conversation about the path going forward, and incredible collaboration; and expressed that he as well as several other Board Members did not believe there had been a Government Code Section 1090 violation.

The Special Audit Committee Meeting adjourned at 11:22 a.m.

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

Director Dufty, Chairperson of the Engineering and Operations Committee, brought the matter of Roll Call for Introductions (RCI) – Update on RCI Item No. 21-839: Re-Opening BART Restrooms before the Board. Martina Fragnani, Project Manager, presented the item.

Aleta Dupree addressed the Board.

The item was discussed with the following highlights:

President Saltzman thanked staff for all of their work associated with re-opening the restrooms, and to keep on schedule to accelerate re-opening others; and suggested creating and displaying better signage to apprise the public that the restrooms are open.

Director Raburn expressed agreement with the comments made by President Saltzman and desire to see more restrooms open; and suggested that the stainless steel doors be replaced in the current plans with the frosted glass doors.

Director Ames expressed agreement with reopening the restrooms; and inquired whether there were any grant opportunities to assist with keeping the restrooms open and funding the restroom attendant program.

Director Foley commented that as a public agency that utilizes public funds, BART should have public restrooms; expressed support for a restroom attendant program; and commented on working with staff on the restroom attendant program.

Director Dufty exited the meeting.

Director Foley, Chairperson of the Planning, Public Affairs, Access, and Legislation Committee, brought the matter of State Legislation for Consideration before the Board. Amanda Cruz, Manager of Government Relations and Legislative Affairs, presented the item.

Anne-Marie Hogan and Aleta Dupree addressed the Board.

Director Raburn moved that the Board of Directors supports Assembly Bill (AB) 1944 and Senate Bill (SB) 942. Vice President Li seconded the motion, which carried by unanimous roll call vote. Ayes: 8 – Directors Allen, Ames, Foley, Li, McPartland, Raburn, Simon, and Saltzman. Noes: 0. Absent: 1 – Director Dufty.

Vice President Li moved that the Board of Directors opposes SB 1488 unless amended. President Saltzman seconded the motion.

The item was discussed, with the following highlights:

Vice President Li asked staff to speak about how conflicts with investigatory oversight officers and bodies interact with BART Police Operations.

Director McPartland provided brief comments on the presentation brought before the Board by staff and recommended that the Board hear the concerns raised by the Office of the Inspector General.

Director Allen commented that there was an attempt to negotiate a charter for the Office of the Inspector General, that was never realized; provided comments about staff's presentation; and expressed concern about the potential conflict and staff's opposition to tighter internal controls and independent oversight by the Office of the Inspector General.

Director Ames commented that she was surprised by the opposition by staff to the recommendations of the Inspector General as we continuously try and be transparent; and asked the Inspector General a few questions related to her role and related legislation.

President Saltzman commented that having concerns about the subject legislation does not mean that there is a lack of support for the Office of the Inspector General, but also that there should be an oppose unless amended position because of the some the concerns raised and to engage further discussion in an effort to reach a support position.

Director Dufty re-entered the Meeting.

Director Raburn moved to call the question on the motion brought by Vice President Li and seconded by President Saltzman. President Saltzman seconded the motion, which carried by roll call vote. Ayes: 6 – Directors Dufty, Foley, Li, Raburn, Simon, and Saltzman. Noes: 3 – Directors Allen, Ames, and McPartland.

The motion brought by Vice President Li and seconded by President Saltzman to oppose SB 1488 unless amended carried by roll call vote. Ayes: 6 – Directors Dufty, Foley, Li, Raburn, Simon, and Saltzman. Noes: 3 – Directors Allen, Ames, and McPartland.

Director Foley brought the matter of Award of Agreement No. 6M6149, with Motorola Solutions Inc., for Automated License Plate Reader ("ALPR") Services for BART's Parking Enforcement Modernization Program, before the Board. Ryan Greene-Roesel, BART Accessibility Program Parking Manager, presented the item.

Aleta Dupree addressed the Board.

The item was discussed, with the following highlights:

Vice President Li thanked privacy advocates, Media Alliance for bringing critical issues to staff's attention and thanked staff for addressing the concerns and bringing back more information to the Board; expressed readiness to vote yes on this particular item; and requested a memo from staff or Motorola that details the fixes that have been implemented.

Director Raburn commented that staff has assured that they will come back to the Board with their annual report on whether new technology meets the Board's goals and expectations; shared that during a conference last week BART was identified as a leader in technology; and expressed his support of the item.

Vice President Li moved that (1) the General Manager be authorized to execute Agreement No. 6M6149 with Motorola, Inc. for ALPR services in an amount not to exceed \$318,112.00 for the five year base contract and three-month test period, subject to notification by the General Manager and compliance with the Districts' Protest Procedures; and that (2) the General Manager also be authorized to exercise the following options, subject to funding availability, for a total optional amount not to exceed \$2,139,170.00 to: (1)

extend the base contract for up to two additional years; (2) obtain up to 13 additional mobile units; and (3) obtain up to 52 additional fixed cameras, resulting in a total contract not-to-exceed amount of \$2,457,282.00. Director Raburn seconded the motion, which carried by unanimous roll call vote. Ayes: 9 – Directors Allen, Ames, Dufty, Foley, Li, McPartland, Raburn, Simon, and Saltzman. Noes: 0.

Director Foley brought the matter of Award of Agreement No. 6M6155 with HNTB Corporation, for Strategic Advising and Program Management Services (Round 2) for BART's Link21 (New Transbay Rail Crossing) Program. Sadie Graham, Director of Link21, presented the item.

The following individuals addressed the Board:

Peter Gertler
Jessica Dougherty
Robert Luster

Director Dufty moved that (1) the General Manager be authorized to award, subject to the negotiation of fair and reasonable cost reimbursement rates and fees, Agreement No. 6M6155, Strategic Advising and Program Management (Round 2 Services) to HNTB Corporation for a Not-to-Exceed Amount of Eighty Million (\$80,000,000.00) Million for a four (4) year agreement (Phase1); and that (2) the General Manager also be authorized to exercise an option to extend the agreement for six (6) years (Phase 2) for a not-to-exceed amount of One Hundred and Twenty Million (\$120,000,000.00) subject to the availability of funding. Director Foley seconded the motion.

The item was discussed, with the following highlights:

Director Dufty commented that the work output of HNTB has been outstanding pursuant to feedback received from other proposers, staff, and the team of other professionals working alongside the company.

Director Ames commented that the process of how contracts are awarded is concerning, as there is no scope of work provided for further review; expressed her request in the past for growth in both ridership and rail freight; emphasized that there is a lack of transparency and lack of Board guidance as there are little to no updates on the projects that are being awarded; and asked staff for frequent updates on the scope of work.

Director Raburn commented that the program selection is coming next year and looks forward to working with the public in making decisions that will impact climate action and equity.

Director Allen echoed the concerns mentioned by Director Ames, and expressed support for planning now for decades ahead.

Director Allen made the following substitute motion: That (1) the General Manager be authorized to award, subject to the negotiation of fair and reasonable cost reimbursement rates and fees, Agreement No. 6M6155, Strategic Advising and Program Management (Round 2 Services) to HNTB Corporation for a Not-to-Exceed Amount of Eighty Million (\$80,000,000.00) Million for a four (4) year agreement (Phase 1); (2) the General Manager is directed to return to the Board for approval of the exercise of an option; and (3) staff provides semi-annual updates to the Board. Director Ames seconded the motion, which carried by roll call vote. Ayes: 6 – Directors Allen, Ames, Foley, McPartland, Simon, and Saltzman. Noes: 3 – Directors Dufty, Li, and Raburn.

Director Dufty exited the Meeting.

President Saltzman announced that the Board would enter into closed session under Item 11-A (Conference with Legal Counsel – Existing Litigation), 11-B (Conference with Legal Counsel – Existing Litigation), and 11-C (Public Employee Employment) 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 1:28 p.m.

The Board reconvened in closed session at 1:47 p.m.

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

Absent: Director Dufty.

The Board Meeting recessed at approximately 3:10 p.m.

The Board reconvened in open session at 3:11 p.m.

Directors present: Directors Allen, Dufty, Li, Raburn, and Saltzman.

Absent: Director Dufty. Directors Ames and McPartland entered the Meeting later.

Director McPartland entered the Meeting.

Director Ames entered the Meeting.

Directors Foley and Simon entered the Meeting.

Director Foley brought the matter of Link21 Stage Gate 1 Approval before the Board. Link21 Director Graham presented the item.

Director Raburn moved that the Board supports utilization of the Stage Gate process, adopts the revised Link21 Program Vision, Goals, and Objectives and authorizes the General Manager, or his designee, to advance the Program through Stage Gate 1 to proceed with Phase 1: Program Identification. President Saltzman seconded the motion.

The item was discussed with the following highlights:

Director Ames asked staff to elaborate on the list of program alternatives for Phase 0 of the Link21 Stage Gate 1 Program, and to identify problems with the existing rail network Link21 is going to be based on.

Director Allen commented that she appreciates the higher-level thought that Director Ames is putting into this project and that she had a lot of questions after talking with staff as well; expressed disappointment that in 2.5 years and \$50 million of outreach and surveys, we are not further along into the details of this program; and indicated support for moving to the next phase and a desire for staff to start focusing on deliverables that are being brought before the Board.

President Saltzman expressed that she also has some of the same concerns about freight, but this is not the primary issue that freight is facing; and commented that BART is not an agency that is in charge of freight.

The motion brought by Director Raburn and seconded by President Saltzman carried by unanimous roll call vote. Ayes: 7 – Directors Allen, Foley, Li, McPartland, Raburn, Simon, and Saltzman. Noes: 0. Abstentions: 1 – Director Ames. Absent: 1 – Director Dufty.

Director Simon exited the Meeting.

President Saltzman brought the matter of Response to Roll Call for Introductions Item No. 21-843: Exploration and Analysis of Increasing the Annual Contribution to the Section 115 Trust to Address the Continuously Increasing Amounts of Unfunded Pension Liabilities. Mary Beth Redding, Vice President of Batel Associates, presented the item.

The item was discussed with the following highlights:

Director Allen thanked Batel Associates Vice President Redding for addressing the risk and leverage associated with paying down some of the CalPERS liability layers; and commented on the data referencing the number of retirees to the number of people paying current contributions, and the factors that could create an increase over time.

Director Raburn thanked Batel Associates Vice President Redding for the presentation and inquired about the long-term implications of the contributions associated with the investment returns and the impact on retirees.

President Saltzman exited the Meeting and Vice President Li chaired the remainder of the Meeting.

Vice President Li inquired about whether staff could further elaborate on the CalPERS Trust associated with providing a return on investment for employee pensions and paying down liabilities.

Director Allen commented that the projections from 2019 have shifted out another 5 years, as putting \$10 million away in a pension reserve, will have an impact on our bond rating; and noted that it is time to look for ways to increase the contributions, rather than utilizing the assets to address budget deficits and unfunded liabilities.

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

Director Raburn reported that he had attended the Fruitvale Business District Safety Meeting along with Lieutenant Anisa McNack of the BART Police Department, the California Bicycle Summit, and the San Leandro Creek Alliance meeting, which included Lionel Sanchez, Deputy Managing Director of the Capitol Corridor Joint Powers Authority.

Director Foley submitted the following Roll Call for Introductions (RCI) request:

Request staff be directed to develop a Board Member Residency Verification process, to occur at least annually. The draft process shall be presented to the Board for adoption no later than the June 23, 2022 Board Meeting.

Vice President Li seconded Director Foley's RCI request.

Vice President Li thanked staff for setting up meetings with State Legislators; and reported that she had attended a meeting with Assemblymember Alex Lee and Assemblymember Ash Kalra on March 31, 2022, conducted a site visit at the Balboa Park Station with Tom Maloney and BART Police Department Lieutenant John Power, and also joined Director Dufty and San Francisco International Airport Staff (SFO) to visit the BART and SFO Air Train Station alongside SFO Airport Commissioner Jane Natoli.

The Meeting adjourned at 4:24 p.m.

April B. A. Quintanilla
Acting District Secretary

In the Matter of Re-Authorizing
the District's legislative and subordinate
legislative bodies to utilize the provisions
enacted by AB 361 to meet remotely
with teleconferenced meetings
during a re-proclaimed emergency as
authorized by law in accordance with
Government Code Section 54953(e)
and other applicable provisions of the
Ralph M. Brown Act for an additional
period of thirty (30) days from the adoption
of this Resolution. _____ /

Resolution No. _____

WHEREAS, the San Francisco Bay Area Rapid Transit District is committed to preserving and nurturing public access and participation in meetings of the Board of Directors; and

WHEREAS, all meetings of the San Francisco Bay Area Rapid Transit District's legislative and subordinate legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the District's legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provision for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the District's boundaries, caused by natural, technological or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the Board of Directors previously adopted a Resolution, Number 5511 on April 14, 2022, finding that the requisite conditions exist for the legislative and subordinate legislative bodies of the San Francisco Bay Area Rapid Transit District to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, as a condition of extending the use of the provisions found in section 54953(e), the Board of Directors must reconsider the circumstances of the state of emergency that exists in the District, and the Board of Directors has done so; and

WHEREAS, emergency conditions persist in the District, specifically; and

WHEREAS, social distancing best practices are still necessary and appropriate to prevent an imminent risk to the health and safety of public meeting; and

WHEREAS, the Board of Directors does hereby find that the continuing State of Emergency and conditions causing imminent risk to attendees has caused, and will continue to cause, conditions of peril to the safety of persons within the District that are likely to be beyond the control of services, personnel, equipment, and facilities of the District, and desires to affirm a local emergency exists and re-ratify the proclamation of state of emergency by the Governor of the State of California; and

WHEREAS, as a consequence of the local emergency persisting, the Board of Directors does hereby find that the legislative and subordinate legislative bodies of the San Francisco Bay Area Rapid Transit District shall continue to conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such legislative bodies shall continue to comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, all best practices to ensure access of the public to the District's remote meetings have been, and will continue to be faithfully observed during this extension period of this local emergency.

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The Board of Directors hereby considers the conditions of the state of emergency in the District and proclaims that a local emergency persists throughout the District, and social distancing measures recommended by the Center for Disease Control and modifications to public meeting laws that advance best practices still appear to be necessary and appropriate to safeguard the public's health and safety, and are therefore continued and maintained.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The Board hereby ratifies the Governor of the State of California's Proclamation of State of Emergency, effective as of its issuance date of March 4, 2020.

Section 4. Remote Teleconference Meetings. The General Manager, District Secretary, legislative and subordinate legislative bodies of the San Francisco Bay Area Rapid Transit District are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, continuing to conduct open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 5. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) thirty (30) days from the adoption of this resolution, or (ii) such time the Board of Directors adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the legislative bodies of the San Francisco Bay Area Rapid Transit District may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED AND ADOPTED by the Board of Directors of the San Francisco Bay Area Rapid Transit District, this _____ day of _____, 20____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Michael Jones</i> <small>47000790F2D7463...</small> </div>		GENERAL MANAGER ACTION REQ'D:		
DATE: 4/20/2022 5/5/2022		BOARD INITIATED ITEM: No		
Originator/Prepared by: Patricia Nelson Dept: Financial Planning <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> DocuSigned by: <i>Patricia Nelson</i> <small>2C70690039C64FD...</small> </div> Signature/Date: <div style="text-align: right;">5/3/2022</div>	General Counsel <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> DocuSigned by: <i>Jana Belan</i> <small>F8FD7B3A73E74E8...</small> </div> Signature/Date: <div style="text-align: right;">5/4/2022 []</div>	Controller/Treasurer <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> DocuSigned by: <i>Chris Gan</i> <small>EE11C8CEEEA04FD...</small> </div> Signature/Date: <div style="text-align: right;">5/4/2022 []</div>	District Secretary <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> DocuSigned by: <i>Pamela Herhold</i> <small>3BB24D65B8724F5...</small> </div> Signature/Date: <div style="text-align: right;">[]</div>	BARC <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> DocuSigned by: <i>Pamela Herhold</i> <small>3BB24D65B8724F5...</small> </div> Signature/Date: <div style="text-align: right;">5/4/2022 []</div>

Extension of the Letter Agreement for the BART Ridership Incentive Program for SFO Airport-Badged Employees

PURPOSE: To authorize the General Manager to extend the Letter Agreement for the BART Ridership Incentive Program for SFO Airport-Badged Employees. (Two-thirds vote required).

DISCUSSION: The Letter Agreement ("Agreement") between the District and the San Francisco International Airport ("SFO") was executed in 2013. The Agreement waives the \$4.79 SFO premium fare applied to trips to and from the SFO BART station for all participating airport-badged employees.

In October 2010, BART entered into an agreement with SFO to mitigate a one-time increase in the SFO premium fare from \$1.50 to \$4.00, by waiving the increase in the premium fare for SFO Airport-Badged employees. In the subsequent 2013 Agreement, SFO and BART agreed to waive the remaining \$1.50 of the premium fare, so participants paid only the base fare with no premium for trips to and from the SFO Station. SFO actively promoted the discount program to employees, and due to the high utilization, the elimination of the SFO premium fare was revenue positive before COVID. Between FY13 and FY19, SFO Airport-Badged Employees' annual trips increased from 130,000 to 500,000. Annual trips for FY22 are projected to be 190,000.

The 2013 Agreement between BART and SFO is set to expire at the end of the current fiscal year, June 30, 2022. Given the program's success, staff proposes to extend the Agreement for an additional year, from June 2022 to June 2023, and includes two one-year options to extend the Agreement. Staff expects to migrate this fare program to Clipper by late 2023 or early 2024. Further, staff intends to explore working with SFO as a potential participant in the second phase of the all-agency institutional pass demonstration project co-led by BART

and the Metropolitan Transportation Commission. As such, the extension options allow for further opportunities to innovate and enhance the program.

The Incentive Program revision does not constitute a "project" subject to review under the California Environmental Quality Act (CEQA), because it does not have the potential for causing a significant effect on the environment [CEQA Guidelines section 15061(b)(3)]. Nor would the Incentive Program require a Title VI equity analysis under these circumstance according to FTA guidance.

FISCAL IMPACT: The Agreement will be revenue neutral to BART. Should ridership fall below the agreed upon baseline threshold, SFO will reimburse BART accordingly to the terms of the Agreement.

ALTERNATIVES: Do not authorize the General Manager to extend the Agreement. Eligible BART passengers utilizing the discount will begin paying full BART fares effective June 30, 2022, upon expiration of the Agreement.

RECOMMENDATION: Approval of the following motion.

MOTION: The General Manager is authorized to extend the Letter Agreement for Ridership Incentive Program for SFO Airport-Badged Employees Program extension, including the two one-year options to extend. (Two-thirds vote required).



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <i>Michael Jones</i> <small>47000790F2D7463...</small> </div>		GENERAL MANAGER ACTION REQ'D: Approve and Send to Board		
DATE: 4/25/2022 5/4/2022		BOARD INITIATED ITEM: No		
Originator/Prepared by: Linda Lee Dept: Strategic Engineering <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <i>Linda Lee</i> <small>9FA454A5AF83469...</small> </div> Signature/Date: <div style="text-align: right;">4/29/2022</div>	General Counsel <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <i>Jana Belan</i> <small>F8FD7B3A73E74E8...</small> </div> Signature/Date: <div style="text-align: right;">5/1/2022 []</div>	Controller/Treasurer <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <i>Chris Gan</i> <small>EE11C8CEEEA04FD...</small> </div> Signature/Date: <div style="text-align: right;">4/29/2022 []</div>	District Secretary <div style="text-align: right;">[]</div>	BARC <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <i>Shane Edwards</i> <small>8128A2EB2F014F3...</small> </div> Signature/Date: <div style="text-align: right;">5/2/2022 []</div>

To Request for Board Authorization to Award Invitation For Bid (IFB) No. 9106, Aggregate Material

PURPOSE:

To obtain Board Authorization for the General Manager to Award IFB No. 9106 to Green Dream International LLC, Erie, Pennsylvania in the amount of \$1,876,714.13 (includes all taxes) for a period of five (5) years for the purchase of aggregate material.

DISCUSSION:

This Contract is to support the renewal of critical District infrastructure through the procurement of earthen materials. This procurement will supply ballast, aggregate base, drain rocks, and sand to support construction and maintenance of various track and cable replacement projects.

This is a five (5) year estimated quantity contract. Pursuant to the terms of the District's standard estimated quantity contract, during the term of the Contract the District is required to purchase from the supplier a minimum amount of 50% of the contract bid price. Upon Board approval of this contract, the General Manager will also have the authority to purchase up to 150% of the contract bid price, subject to availability of funding.

A notice requesting bids was published on January 21, 2022. On the same day, this solicitation was uploaded onto the BART Vendor Portal. Correspondence was sent to seven (7) prospective bidders inviting them to view the solicitation on the Vendor Portal. A total of thirteen (13) prospective bidders downloaded the solicitation. Bids were opened on March 15, 2022, and two (2) bids were received.

Bidder	Unit Price	Grand Total Including 10.75% Sales Tax
Green Dream International*	\$1,694,550.00	\$1,876,714.13
Granite Rock	\$2,477,828.00	\$2,744,194.51
Engineer's Estimate	\$1,959,370.00	\$2,170,002.28

***Lowest Responsive Bidder**

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 2.2% for Minority Business Enterprises ("MBEs") and 1.1% for Women Business Enterprises ("WBEs"). The Bidder Green Dream International (Green Dream) committed to 0% MBE and 0% WBE participation. The Bidder Green Dream did not meet either the MBE or WBE Availability Percentages; therefore, the Bidder Green Dream 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 the Bidder Green Dream the Office of Civil Rights found no evidence of discrimination.

Pursuant to the District's Non-Federal Small Business Program, the Office of Civil Rights set a 7% Local Small Business Prime Preference for this Contract for Small Businesses certified by the California Department of General Services and verified as Local (i.e., located in Alameda, Contra Costa or San Francisco counties) by the District. The lowest responsive Bidder Green Dream is not a certified Local Small Business and, therefore, is not eligible for the 7% Small Business Prime Preference but is still the lowest responsive Bidder.

Staff has determined that the apparent low bidder, Green Dream submitted a responsive bid. Staff has also determined that the bid pricing is fair and reasonable based on the Engineer's Estimate, which was based on historical pricing and market research of current aggregate pricing.

CAPITAL FISCAL IMPACT:

Funding in the amount of \$1,876,714.13 for IFB 9106 to Green Dream will come from the following projects.

Project: 15CQ007 – Oakland Yard Tracks Project \$5,360

As of April 18, 2022, \$11,490,653 is available for this project from the following sources:

Fund Description	Amount
F/G 802A/B/C – Measure RR GOB	\$11,490,653
TOTAL	\$11,490,653

BART has expended \$7,467,823, committed \$3,090,539, and reserved \$163,391 to-date for other action. This action will commit \$5,360 leaving an available fund balance of \$763,540 in these fund sources for this project.

Project: 15CQ008 – K-Line Interlocks at K23, K25, K33, C15 \$309,801

As of April 18, 2022, \$128,875,087 is available for this project from the following sources:

Fund Description	Amount
F/G 802A/B/C – Measure RR GOB	\$128,875,087
TOTAL	\$128,875,087

BART has expended \$10,541,623, committed \$2,128,991, and reserved \$11,649,998 to-date for other action. This action will commit \$309,801 leaving an available fund balance of \$104,244,674 in these fund sources for this project.

Project: 15CQ012 – A77 Interlocking Replacement \$8,528

As of April 18, 2022, \$34,338,000 is available for this project from the following sources:

Fund Description	Amount
F/G 802A/B/C – Measure RR GOB	\$34,338,000
TOTAL	\$34,338,000

BART has expended \$9,697,815, committed \$6,213,191, and reserved \$898,651 to-date for other action. This action will commit \$8,528 leaving an available fund balance of \$17,519,815 in these fund sources for this project.

Project: 15CQ015 – A85 Interlocking replacement \$92,587

As of April 18, 2022, \$13,626,906 is available for this project from the following sources:

Fund Description	Amount
F/G 802A/B/C – Measure RR GOB	\$13,626,906
TOTAL	\$13,626,906

BART has expended \$258,013, committed \$742,189, and reserved \$91,774 to-date for other action. This action will commit \$92,587 leaving an available fund balance of \$12,442,343 in these fund sources for this project.

Project: 15CQ018 Rail Relay Project **\$1,213,377**

As of April 18, 2022, \$57,000,000 is available for this project from the following sources:

Fund Description	Amount
F/G 802A/B/C – Measure RR GOB	\$57,000,000
TOTAL	\$57,000,000

BART has expended \$42,406,154, committed \$4,547,718, and reserved \$1,392,392 to-date for other action. This action will commit \$1,213,377 leaving an available fund balance of \$7,440,359 in these fund sources for this project.

Project: 15CQ020 – Richmond Yard Track Rehabilitation **\$107,206**

As of April 18, 2022, \$44,513,864 is available for this project from the following sources:

Fund Description	Amount
F/G 802A/B/C – Measure RR GOB	\$44,513,864
TOTAL	\$44,513,864

BART has expended \$2,081,984, committed \$455,134 and reserved \$1,595,587 to-date for other action. This action will commit \$107,206 leaving an available fund balance of \$40,273,953 in these fund sources for this project.

Project: 15EJRRC – C-Line 34.5kV AC Cable Replace **\$139,855**

As of April 18, 2022, \$92,557,281 is available for this project from the following sources:

Fund Description	Amount
F/G 802A/B/C – Measure RR GOB	\$92,557,281
TOTAL	\$92,557,281

BART has expended \$17,714,729, committed \$2,793,775, and reserved \$935,084 to-date for other action. This action will commit \$139,855 leaving an available fund balance of \$70,973,838 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

ALTERNATIVE:

The Board may elect to reject the Bid and readvertise the work of this Contract. There is no assurance that re-bid would increase the number of bidders or result in any lower bids. Choosing not to proceed with the current award may result in construction delays for various projects.

RECOMMENDATION:

It is recommended that the Board adopt the following motion:

MOTION:

The General Manager is authorized to award IFB No. 9106 to Green Dream International LLC in the amount of \$1,876,714.13, pursuant to notification to be issued by the General Manager, subject to compliance with the District's Protest Procedure.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...		GENERAL MANAGER ACTION REQ'D:	
DATE: 4/20/2022		5/4/2022		BOARD INITIATED ITEM: Yes	
Originator/Prepared by: Cristiano Torresi Dept: Strategic Administrative Group DocuSigned by: <i>C. Torresi</i> 15AD466D82FA476... Signature/Date: 5/3/2022		General Counsel DocuSigned by: <i>Jana Belan</i> F8FD7B3A73E74E8... 5/3/2022 []		Controller/Treasurer DocuSigned by: <i>Chris Gan</i> EE11C8CEEEA04FD... 5/3/2022 []	
				District Secretary []	
				BARC DocuSigned by: <i>Shane Edwards</i> 8128A2EB2F014F3... 5/3/2022 []	

Single Source Contract with RUF for Spare Parts

PURPOSE: To request Board Authorization, in accordance with Public Contract Code Section 20227, to negotiate and execute a Single Source Contract with Ruf Avatech AG ("Ruf Avatech") for the supply of spare parts for the Passenger Information System ("PIS") for the District's Diesel Multiple Unit ("DMU") revenue vehicles. Two thirds vote required.

DISCUSSION: BART operates 8 diesel powered DMU revenue vehicles that houses numerous Ruf Avatech equipment, including logics, cameras, speakers, passenger emergency intercoms, DVRs and multiple monitor displays per vehicle. These components insure that the PIS system operates as intended to provide the public with passenger safety information, destination information as well as video support during incidents. Both the visual and audio systems assist visual and hearing impaired patrons by ensuring that important information is relayed properly and in compliance with Americans with Disabilities Act ("ADA") regulations. This system also gives the train operator the ability to monitor and communicate with passengers on the revenue vehicles while in operation. BART has a limited number of revenue vehicles to maintain daily service operational requirements and a limited number of spare Ruf Avatech parts to support the maintenance of the PIS. These spare parts are needed to create a float stock of inventory for the revenue vehicle overhaul campaign and to address unforeseen failures due to the aging of the electronic system.

After purchasing the proposed PIS spare parts, eBART will have spares for the entire fleet. Twelve (12) PIS components are being requested, giving BART spares for all critical components in the PIS system.

Pursuant to Public Contract Code Section 20227, the Board may direct the purchase of any supply, equipment, or material without observance of competitive bidding upon a finding by

two-thirds of all members of the Board that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating or replacing equipment currently in use. Here, Ruf Avatech is the only vendor capable of producing the spare parts necessary for the PIS system currently in use in the District's DMU vehicles and integrated with its on-board systems, which were designed and networked around Ruf Avatech's PIS system. Furthermore, these parts are proprietary to RUF, and RUF has designed the software that integrates all the components and safety features of the system which communicates with the Stadler-built DMU vehicles.

The District's Non-Federal Small Business Program does not apply on single-source contracts.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 2.2% for Minority Business Enterprises (MBEs) and 1.1% for Women Business Enterprises (WBEs). The Vendor Ruf Avatech AG 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 Procurement Department will review the Contract to confirm compliance with the District's procurement standards. The Office of the General Counsel will approve the Contract as to form.

FISCAL IMPACT: Funding in the amount of \$407,365 for the procurement of vehicle spare parts is included in the total Project budget for FMS #04SO140 – eBART.

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:

Fund No.	Fund Description	Source	Amount
8535	FY21 Operating to Capital Allocation	BART	\$4,610,000
8536	FY22 Operating to Capital Allocation	BART	\$7,150,000
		TOTAL:	\$11,760,000

As of 04/19/2022, \$11,760,000 is the total budget for this project. BART has expended

\$1,070, committed \$2,025,808, and reserved \$1,296,608 to date. This action will commit \$407,365, leaving an available fund balance of \$8,029,149 in the 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.

ALTERNATIVE: The alternative is not to authorize the single source procurement. Due to the proprietary nature of the spare parts being procured, competitive bidding will not result in additional bidders or lower prices for the District.

RECOMMENDATION: It is recommended that the Board adopt the following motion.

MOTION: The Board finds, pursuant to Public Contract Code Section 20227, that Ruf Avatech AG is the single source supplier for the procurement of spare parts for the District's DMU Passenger Information System ("PIS"). The General Manager is authorized to enter into direct negotiations with Ruf Avatech AG to execute an agreement for spare parts for an amount not-to-exceed \$407,365 including all taxes.

Two thirds vote required.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="float: right; border: 1px solid black; padding: 2px;"> <small>DocuSigned by:</small> <i>Michael Jones</i> <small>47000790F2D7463...</small> </div>		GENERAL MANAGER ACTION REQ'D:		
DATE: 4/14/2022 5/4/2022		BOARD INITIATED ITEM: No		
Originator/Prepared by: Cristiano Torresi Dept: Strategic Administrative Group <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> <small>DocuSigned by:</small> <i>C. Torresi</i> <small>15AD466D82FA476...</small> </div> Signature/Date: <div style="text-align: right;">5/3/2022</div>	General Counsel <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> <small>DocuSigned by:</small> <i>Jana Belan</i> <small>F8FD7B3A73E74E8...</small> </div> Signature/Date: <div style="text-align: right;">5/3/2022 []</div>	Controller/Treasurer <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> <small>DocuSigned by:</small> <i>Chris Gan</i> <small>EE11C8CEEEA04FD...</small> </div> Signature/Date: <div style="text-align: right;">5/3/2022 []</div>	District Secretary <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> <small>DocuSigned by:</small> <i>Shane Edwards</i> <small>8128A2EB2F014F3...</small> </div> Signature/Date: <div style="text-align: right;">5/3/2022 []</div>	BARC <div style="border: 1px solid black; padding: 2px; margin-top: 10px;"> <small>DocuSigned by:</small> <i>Shane Edwards</i> <small>8128A2EB2F014F3...</small> </div> Signature/Date: <div style="text-align: right;">5/3/2022 []</div>

Single Source Contract with ABB for Spare Parts

PURPOSE: To request Board Authorization, in accordance with Public Contract Code Section 20227, to negotiate and execute a Single Source Contract with ABB Inc. ("ABB") for the supply of spare converters, power modules and maintenance training for the diesel multiple unit (DMU) vehicle propulsion system. Two thirds vote required.

DISCUSSION: The District operates 8 diesel powered DMU revenue vehicles, each with twelve (12) ABB electrical power system components. Each DMU (1) utilizes ABB's power converter, battery charger and power modules to manage the electrical system on the DMU. The District has a very limited number of spares to maintain service. The number of spares will not be enough to support the maintenance and overhaul of the ABB components in the DMUs. The spare parts are needed to create float stock for the overhaul campaign and unforeseen failures. The proposed new spare parts will, for example, allow vehicles to remain in service while power converters are overhauled in the shop. The spare parts are also needed for the safety and resiliency of the DMU fleet so that they may be available in the event an unforeseen failure damages a power converter component. Due to the aging of these electrical and electronic components District staff has begun to experience unforeseen failures. The training to be procured under this agreement will ensure that maintenance staff has the technical skills required to troubleshoot and repair the system. These purchases would allow us to mitigate the risk and restore the system to ensure the reliability of the DMU fleet to meet revenue service requirements.

The quantity of spare parts requested under this procurement will give the District thirty (30) percent spares as float in order to support DMU maintenance activities. The quantity of each is as follows:

Spare Parts:

ABB Part Number	Description	Qty	PU	Total
3BHE010657R0001	Voltage tr. 1000V:50mA, VS 1000 B	8	\$299.81	\$2,398.44
3BHE011047R0004	CC750_DE_0016_ A01: WR-filter cpl.	6	\$8,779.73	\$52,678.40
3BHE014658R0103	XF D151 A: CAN CONV BRD 9-36V Coated	6	\$373.81	\$2,242.85
3BHE019767R0001	WW D681 A: depot feeder	6	\$4,221.94	\$25,331.63
3BHE023799R0001	WW D681 A: filter kpl	6	\$5,948.66	\$35,691.98
3BHE035383R0001	IC196 Power Supply 24..36..48/24Vdc 150W	6	\$474.19	\$2,845.11
3BHE036208R0001	PBW E06 A01: PEBB cpl.	10	\$16,234.82	\$162,348.20
3BHE036209R0001	PBW E07 A01: PEBB cpl.	8	\$16,102.74	\$128,821.88
3BHE036461R0001	PBW A01 A01: BL- PEBB 28V/280A cpl	20	\$18,677.09	\$373,541.85
3BHE041576R3011	PP D517 A3011: Converter Control cpl	4	\$10,656.36	\$42,625.44
3BHE044686R0001	Power Supply +-15V	6	\$550.28	\$3,301.65
3BHE046536R0001	CC750: Bordline fan module size 25M 60Hz	20	\$1,688.78	\$33,775.50

Materials Total \$865,602.92

ABB Onsite Training Services Total: \$29,706.60

Materials and Training Total including tax: \$979,705.80

Pursuant to Public Contract Code Section 20227, the Board may direct the purchase of any supply, equipment, or material without observance of competitive bidding upon a finding by

two-thirds of all members of the Board that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating or replacing equipment currently in use. The District's DMU vehicles were designed and manufactured by Stadler. Stadler specified ABB electrical power system modules in its design for the DMU vehicles and no other vendor is specified as compatible with the DMU vehicles. Since ABB is the only authorized vendor and the proposed sole source contract is for the purpose of duplicating or replacing equipment currently in use, this Contract constitutes a sole source procurement under Public Contract Code Section 20227.

The District's Non-Federal Small Business Program does not apply on single-source contracts.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 2.2% for Minority Business Enterprises (MBEs) and 1.1% for Women Business Enterprises (WBEs). The Vendor ABB, 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.

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

FISCAL IMPACT: Funding in the amount of \$979,706 for the procurement of vehicle spare parts is included in the total Project budget for FMS #04SO140 – eBART.

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:

Fund No.	Fund Description	Source	Amount
8535	FY21 Operating to Capital Allocation	BART	\$4,610,000
8536	FY22 Operating to Capital Allocation	BART	\$7,150,000
TOTAL			\$11,760,000

As of 04/14/2022, \$11,760,000 is the total budget for this project. BART has expended \$1,070, committed \$2,025,808, and reserved \$281,669 to date. This action will commit \$979,706, leaving an available fund balance of \$8,471,747 in the 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.

ALTERNATIVE: The alternative is not to authorize the procurement. However, there are no vendors that are approved by Stadler for use in the DMU. ABB is the only vendor that can provide the materials needed. Thus, procuring the services through a competitive bidding process would only result in a single Bid.

RECOMMENDATION: It is recommended that the Board adopt the following motion.

MOTION: The Board finds, pursuant to Public Contract Code Section 20227, that ABB is the single source supplier for ABB power converters, battery chargers and power modules. The General Manager is authorized to enter direct negotiations with ABB to execute an agreement for the supply of spare converters, power modules and maintenance training for the DMU vehicle propulsion system in an amount not-to-exceed \$979,705.80 including all taxes.

Two thirds vote required.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: 47000790F2D7463... </div>		GENERAL MANAGER ACTION REQ'D: Yes		
DATE: 4/19/2022 5/5/2022		BOARD INITIATED ITEM: No		
Originator/Prepared by: Heath Maddox Dept: Customer Dev & Station Access <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: CDB89E76E6CD4E7... </div> Signature/Date: <div style="text-align: right;">5/2/2022</div>	General Counsel <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: F8FD7B3A73E74E8... </div> Signature/Date: <div style="text-align: right;">5/2/2022 []</div>	Controller/Treasurer <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: EE11C8CEEEA04FD... </div> Signature/Date: <div style="text-align: right;">5/3/2022 []</div>	District Secretary <div style="text-align: right;">[]</div>	BARC <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: 2243E3B49EA349E... </div> Signature/Date: <div style="text-align: right;">5/3/2022 []</div>

Extension of 19th Street Oakland Bike Station Cooperative Agreement and Lease

PURPOSE:

To authorize the General Manager or his designee to execute three-year extensions to (1) the cooperative agreement with the City of Oakland for the 19th Street Oakland Bike Station and (2) the commercial lease with 19th & Broadway LLC for the space housing the 19th Street Oakland Bike Station at 1775 Broadway.

DISCUSSION:

Project History

In 2012, the City of Oakland and BART together applied for and were granted \$531,000 through the Safe Routes to Transit program to construct a secure bicycle parking facility in the vicinity of the 19th Street/Oakland BART station. Since completion in 2015, the 19th Street Bike Station has operated inside 2,440 square feet of leased retail space at the corner of 19th and Broadway, immediately across the street from a BART entrance in Uptown Oakland. The initial lease term was five years and was extended once, through June 30, 2022. A 2018 survey found that 87% of 19th Street Bike Station customers connect to BART for a longer trip. Assuming the distribution of Bike Station customers' BART trips mirrors that of all trips originating at 19th Street station, annual pre-COVID BART fare revenue from 19th Street Bike Station users was approximately \$144,000 annually.

Project Operation

The 19th Street Bike Station has capacity to park 130 bikes with a valet style parking program. BART manages the operation of the Bike Station under Agreement 6M6150 with BikeHub, who subleases the retail space from BART to provide bicycle retail and repair services. BikeHub's sales and repair operation is designed to complement the secure bicycle parking and support and encourage bicycle access to BART. BikeHub offers BART a lower price for their services due their ability to profit from the retail sales at 19th Street and

BART's other two valet Bike Stations.

Long-term Operational Plan

The District is currently designing a new facility to house the 19th Street BART Bike Station. The site for the new facility is a BART-owned parcel at 21st Street and Broadway in Uptown Oakland, presently occupied by the surface parking lot adjacent to the Paramount Theater. It is anticipated that the new facility, designed with space to park approximately 400 bikes in addition to bicycle retail and repair, will be completed within three years if grants are secured. A BART-owned facility will significantly reduce bike station operating costs. Annual rent costs for the existing 130-bike location, at around \$110,000 per year, comprise approximately 44% of the ongoing 19th Street Bike Station operational expenses.

Proposed Cooperative Agreement Extension

In 2014, BART and the City of Oakland entered into a Cooperative Agreement to fund and operate the 19th Street Bike Station. This BART-Oakland Cooperative Agreement was amended once, in 2019 when the current lease was extended. Customer Access and Accessibility staff have negotiated the terms of a second three-year extension to the Cooperative Agreement commencing July 1, 2022. Under the proposed extension, the City would continue supporting the 19th Street Bike Station at the current level of \$65,000 per year through the end of the next three-year lease extension (see below section). Oakland Department of Transportation staff are pursuing City Council approval of the BART-City Cooperative Agreement in parallel with BART Board approval. BART's Office of the General Counsel will review and approve the amendment as to form.

Proposed Lease Extension

Customer Access and Real Estate staff have negotiated an extension to the Bike Station lease to continue operations at the existing location for three years for an additional \$330,936 until the new facility can be constructed. Under the draft lease agreement, rent would increase by three percent annually starting with the beginning of the new lease term July 1, 2022. BikeHub pays a portion of the rent for the space occupied by the retail/repair operations under a sublease, which would also be extended. BART's Office of the General Counsel will review and approve the lease amendment, any sublease amendment, and all related documents as to form.

FISCAL IMPACT:

A three-year lease extension will cost the District \$330,936 for the period of July 1, 2022 to June 30, 2025. Funds will be budgeted in the Customer Access and Accessibility operating budget (Dept 1102491), Account 680330 Building Space Rental. BART is reimbursed for a portion of the rent by other parties as indicated in the following table, but BART bears all other costs of ongoing Bike Station operations and management.

	Annual Rent	City of Oakland Share	Sublease	BART Share
FY 23	\$107,064	\$65,000	\$40,677	\$1,387
FY 24	\$110,280	\$65,000	\$41,897	\$3,383
FY 25	\$113,592	\$65,000	\$46,926	\$1,666
Three-year total	\$330,936	\$195,000	\$129,500	\$6,436

Funding will be included in the proposed annual operating budgets, which are subject to Board approval. This action is not anticipated to have any fiscal impact on unprogrammed District reserves.

ALTERNATIVES:

The alternative is to not enter into the cooperative agreement with the City of Oakland or the lease with 19th & Broadway LLC. If the agreement is not extended, BART would forego \$195,000 in financial contributions from the City. If the lease is not extended, the bike station would need to close until BART secures sufficient grant funding and the design and construction of the new facility is completed. Bike racks and other furnishings would need to be stored for three years. In the interim, BART customers accessing the station by bicycle would have the option of parking in less-secure racks at the concourse level of the station.


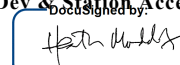
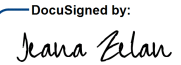

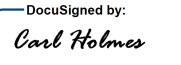
RECOMMENDATION:

It is recommended that the Board adopt the following motion.

MOTION:

The General Manager or his designee is authorized to execute three-year extensions to (1) the cooperative agreement with the City of Oakland for the 19th Street Oakland Bike Station and (2) the commercial lease extension in the amount of \$330,936 with 19th & Broadway LLC for the space housing the 19th Street Oakland Bike Station at 1775 Broadway.

EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="float: right; text-align: right;"> <small>DocuSigned by:</small>  <small>47000790F2D7463...</small> </div>		GENERAL MANAGER ACTION REQ'D: Yes		
DATE: 4/18/2022 5/5/2022		BOARD INITIATED ITEM: No		
Originator/Prepared by: Heath Maddox Dept: Customer Dev & Station Access <div style="text-align: right;"> <small>DocuSigned by:</small>  <small>CDB89E76E6CD4E7...</small> </div> Signature/Date: <div style="text-align: right;">5/4/2022</div>	General Counsel <div style="text-align: right;"> <small>DocuSigned by:</small>  <small>F8FD7B3A73E74E8...</small> </div> Signature/Date: <div style="text-align: right;">5/4/2022 []</div>	Controller/Treasurer <div style="text-align: right;"> <small>DocuSigned by:</small>  <small>EE11C8CEEEA04FD...</small> </div> Signature/Date: <div style="text-align: right;">5/4/2022 []</div>	District Secretary <div style="text-align: right;">[]</div>	BARC <div style="text-align: right;"> <small>DocuSigned by:</small>  <small>2243E3B49EA349E...</small> </div> Signature/Date: <div style="text-align: right;">5/4/2022 []</div>

Change Order to Agreement 6M6151 with eLock Technologies

PURPOSE:

To request Board authorization for the General Manager or his designee to execute a change order to Agreement 6M6151 with eLock Technologies to (1) add mobile app-based access functionality to one BikeLink bike station kiosk and all of the District's older on-demand BikeLink lockers, and (2) perform hardware security upgrades to some of BART's older BikeLink eLockers.

DISCUSSION:

BART provides secure bike parking in self-park BikeLink bike stations and on-demand BikeLink bike lockers District wide, a total of over 3,300 secure bike parking spaces throughout the BART system. The BikeLink lockers and bike station entry kiosks are manufactured by eLock Technologies (eLock) and are maintained by eLock under Agreement 6M6151, a five-year agreement executed in June 2021. eLock is a local certified Small Business under the District's Non-Federal Small Business Program.

eLock's BikeLink system functions using reloadable contactless BikeLink smart cards similar to the Clipper card. As MTC has found with Clipper, stored value smart cards are now an older technology that customers accustomed to mobile payment increasingly find cumbersome and outdated. In recognition of our increasingly smartphone-oriented economy, BikeLink has developed a mobile app and online account system that allows customers to access Bluetooth-equipped BikeLink lockers and bike stations by using their smartphones and credit/debit cards. While the option of using the BikeLink card to access BART's eLockers will be retained for those who need or wish to do so, customers who

prefer the BikeLink mobile app will no longer need to obtain a physical BikeLink card.

In anticipation of completion of the BikeLink mobile app in 2021, eLock Technologies has included Bluetooth functionality as a standard feature on BikeLink lockers in addition to smart card readers since 2019. For this reason, of the District's 1,804 BikeLink eLockers, the newest 93, purchased in 2020, are already equipped with Bluetooth controllers. Currently, these newer lockers operate only using BikeLink cards, but they are fully capable of operating with the BikeLink mobile app once Bluetooth has been added to all of BART's older eLockers and eLock rolls out mobile payment to BART customers. Of the District's six self-park bike stations, five of the BikeLink entry kiosks already have Bluetooth functionality. One kiosk, at Civic Center, is an older model that does not support Bluetooth and mobile-app access and needs to be upgraded.

Additionally, some of the older eLockers in BART's fleet have recently shown vulnerability to a specific type of vandalism. eLock will address this vulnerability through physical security upgrades to the older lockers' controllers, as they have done successfully with previously discovered vulnerabilities.

Prior to the change order execution, the Procurement Department will review the change order to confirm compliance with the District's procurement procedures and the Office of the General Counsel will approve the change order as to form.

FISCAL IMPACT:

Funding in the amount of \$215,812.34 for change order to Agreement 6M6151 with eLock Technologies is included in the total project budget for 91CW013 - Bike Program Capital.

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 source:

□

As of April 27, 2022, \$1,006,605 is the total budget for this project. BART has expended \$555,669, committed \$0.0, and reserved \$0.0 to date. This action will commit \$215,812, leaving an available fund balance of \$235,124 in these fund sources for this program.

The Office of Controller/Treasurer has certified 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 is to not authorize the change order. The District's on-demand bicycle

lockers and self-park bike stations would remain accessible only via the pre-paid BikeLink card, and older eLockers would remain vulnerable to a known security threat.

RECOMMENDATION:

It is recommended that the Board adopt the following motion.

MOTION:

The Board authorizes the General Manager or his designee to execute a change order to Agreement 6M6151 with eLock Technologies in an amount not to exceed \$215,812 to add mobile app-based access functionality to one BikeLink bike station kiosk and all of the District's older on-demand BikeLink lockers, and perform hardware security upgrades to some of BART's older BikeLink eLockers.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Michael Jones</i> <small>47000790F2D7463...</small> </div>		GENERAL MANAGER ACTION REQ'D: no		
DATE: 4/25/2022 5/5/2022		BOARD INITIATED ITEM: No		
Originator/Prepared by: Kimberly Koempel Dept: Real Estate & Prop Development <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Kimberly Koempel</i> <small>F7DE5520BDEB49C...</small> </div> Signature/Date: 4/29/2022	General Counsel <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Jana Belan</i> <small>F8FD7B3A73E74E8...</small> </div> Signature/Date: 5/2/2022 <div style="text-align: right;">[]</div>	Controller/Treasurer <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Chris Gan</i> <small>EE11C8CEEEA04FD...</small> </div> Signature/Date: 5/3/2022 <div style="text-align: right;">[]</div>	District Secretary <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Carl Holmes</i> <small>2243E3B49EA349E...</small> </div> Signature/Date: 5/3/2022 <div style="text-align: right;">[]</div>	BARC <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Carl Holmes</i> <small>2243E3B49EA349E...</small> </div> Signature/Date: 5/3/2022 <div style="text-align: right;">[]</div>

Authorization to Enter into Property Exchange Agreement with Millbrae Adrian Science Park LLC at Millbrae Station and to Grant Easements to the City of Millbrae to accommodate new multi-modal access infrastructure

PURPOSE:

To obtain Board Authorization for the General Manager or his designee to:

1. enter into a property exchange agreement with Millbrae Adrian Science Park, LLC
2. subject to, and following completion of the property exchange agreement, grant right-of-way easements to the City of Millbrae that will result in the construction and maintenance of a new road and multimodal access improvements on Harriet Tubman Way.

DISCUSSION:

The Millbrae Station (the “Station”) was built as part of a larger, federally funded project to extend BART to the San Francisco International Airport (SFO). Revenue service on the SFO extension project, including Millbrae Station, began in June 2003. Millbrae Station can be accessed on both the west and east sides of the Station.

As part of the SFO extension project, BART acquired Harriet Tubman Way (formerly known as South Station Road), which connects the east side of the Station to the local road network (Adrian Road) just south of the Station and under Millbrae Avenue. Harriet Tubman Way provides critical emergency access to and from Millbrae Station as well as an alternate egress for users of the BART garage. The BART Board approved the renaming of South Station Road to Harriet Tubman Way on October 22, 2020. As Harriet Tubman Way

extends past the immediate Station area (owned by BART), it passes through two privately owned parcels before it connects to Adrian Road (refer to Attachment A). The privately owned parcels adjacent to Harriet Tubman Way are currently being redeveloped, and the owners of those parcels are working with the City of Millbrae (City) to entitle two life science office/lab developments, which are expected to bring 3,500 – 4,000 jobs to the Millbrae Station area. One of those developments is located at 210 Adrian Road and is owned by Millbrae Adrian Science Park LLC ("Developer" and also known as Longfellow Real Estate Properties).

The City's Millbrae Station Area Specific Plan contemplates that a new road be constructed which would provide a straight and direct connection from Adrian Road to Millbrae Station, as opposed to the current configuration of Harriet Tubman Way, which is very narrow and has curves that create challenging line of sight issues. The City, the Developer, and BART have collaborated to develop a new road system design that improves vehicle, pedestrian, and bicycle access to and from both Millbrae Station and the proposed life science developments (refer to Attachment A). The new roadway design prioritizes Harriet Tubman Way for bicycles and pedestrians by including a new two-way cycle track and new sidewalks. The new direct roadway would allow all vehicle traffic to exit Millbrae Station directly to Adrian Road.

To allow the Developer's building site to be shifted approximately 11 feet to the east, which would enable construction of the desired multimodal access improvements, including the new road, BART and the Developer would need to exchange two, equal-sized parcels of land. An appraisal of the BART-owned parcel and the Developer-owned parcel was completed with an appraisal date of January 27, 2022, and the parcels were determined to be of equal value. In addition to the station access benefits, the land exchange will also benefit BART as the newly acquired parcel is directly adjacent to the BART trackway providing the opportunity to use the new road for maintenance activities.

Because the land owned by BART was purchased with federal funds, Federal Transit Agency approval is required for the property exchange and easements. BART staff has submitted a formal request to FTA and is coordinating with them on their review. BART staff would not complete a property exchange unless and until FTA approval is received.

Assuming the Board authorizes staff to do so, once the property exchange has been completed, BART will dedicate right-of-way easements to the City of Millbrae over the existing Harriet Tubman Way and the new road, which will allow the City to work with the developers to construct the new roadway improvements. In addition, the easements will require the City to be responsible for maintenance of the roadway improvements.

FISCAL IMPACT:

There is no fiscal impact from the proposed actions

ALTERNATIVES:

The Board can choose not to authorize the exchange of land or easement dedication and to direct staff to collaborate with the City and Millbrae Adrian Science Park LLC on improving Harriet Tubman Way in its current configuration. BART would continue to be responsible for the maintenance and repair of the roadway.

RECOMMENDATION:

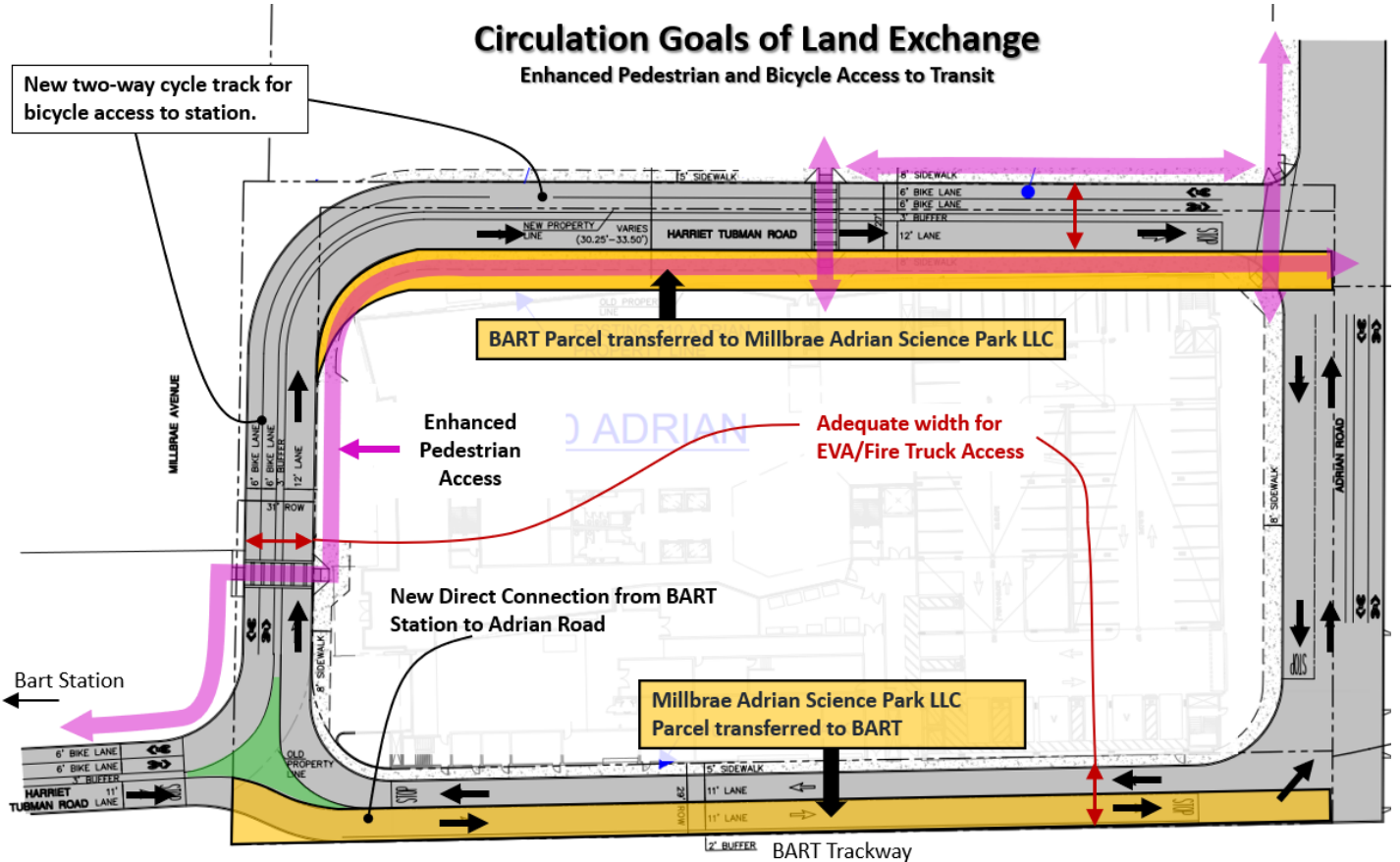
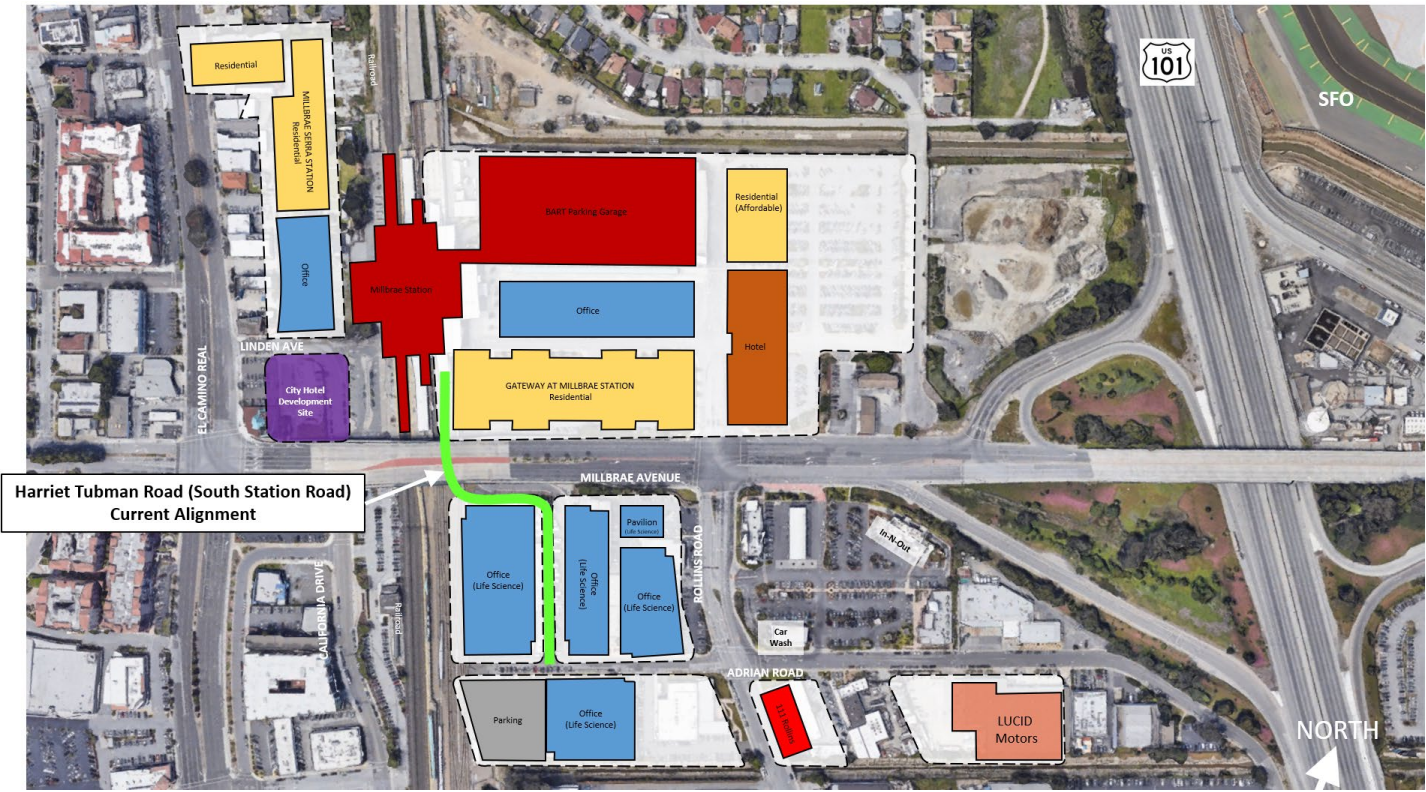
It is recommended that the following motions be adopted.

MOTIONS:

1. Authorize the General Manager or his designee, subject to approval by the Federal Transit Agency, to enter into a land exchange agreement with Millbrae Adrian Science Park, LLC
2. Authorize the General Manager or his designee to grant right-of-way easements to the City of Millbrae.
3. Authorize the General Manager or his designee to execute such documents and agreements as are necessary to effectuate the foregoing motions.

Attachment A

Millbrae Station Area



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

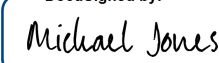
DATE: May 06, 2022

FROM: General Manager

SUBJECT: Administration Agenda: Regional Institutional and Employer Pass Pilot

At the May 12, 2022 BART Board of Director's meeting, the District's "Regional Institutional and Employer Pass Pilot" 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.

DocuSigned by:

47000790F2D7403...
Robert Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



Regional Institutional and Employer Pass Pilot

BART Board of Directors

May 12, 2022

Fare Policy Context

- Next Generation Clipper System launch (Late 2023)
- Regional Fare Coordination/Integration (FCIS) near term actions:
 - **Institutional all-agency transit pass pilot program** ← Today's focus
 - Free/reduced-price transfers
- State Legislation: SB 917; governor's free fare proposal

Staff will update Board throughout the year on broader fare landscape

FCIS business case recommended piloting an all-agency institutional pass



Regional Institutional Pass Definition

- 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 for Pilot

Rationale

- 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

- 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

A pilot institutional transit pass product is the first action in the FITF Policy Vision Statement



Bay Area Transit Fare Policy Vision Statement

Based on the draft findings of the Fare Coordination and Integration Study (FCIS), the Fare Integration Task Force (Task Force) recognizes that the implementation of more coordinated and integrated transit fare policies may offer cost-effective options for improving the transit customer experience, promoting transit ridership recovery from the COVID-19 pandemic, and reducing regional vehicle miles traveled, greenhouse gas emissions, and transit travel times for customers, in ways that are compatible with the equity goals of transit operators, local stakeholders, MTC, and the State of California.

Transit Fare Policy Initiatives for Further Development

The Task Force endorses continued work by transit operators and MTC staff to advance the following policy initiatives:

1. Deployment of an all-transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources/technical considerations.
2. Implement no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2023, coinciding with the rollout of the Next Generation Clipper® system/Clipper® 2.
3. Continue to develop a proposal for implementing an all-transit agency pass product for the general public after the launch of the Next Generation Clipper® system/Clipper® 2 in 2023 or later (pending outcomes and data from the pilot noted in no. 1 above).
4. Continue to refine the vision of eventually creating a common fare structure (distance or zone-based) for regional rail, ferry, and express bus service after Next Generation Clipper® system/Clipper® 2 implementation. Direct transit operator staff and MTC staff to continue to evaluate the benefits and costs of a common fare structure for regional transit services in the context of a broader evaluation of post-COVID-19 pandemic ridership patterns, the role of regional transit service in the region, and the funding strategy for these regional transit services.

Complementary and Necessary Objectives to Facilitate Delivery of Transit Fare Policy Initiatives

In collaboratively advancing these improvements for the benefit of the Bay Area's transit customers, we also recognize the continued economic challenges facing the region, and the transit industry in particular. The Task Force recommends that transit operator and MTC staff work to advance the above policies while also acknowledging that successful delivery will require pursuit of the following complementary and necessary objectives:

“Deployment of an all-transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources/technical considerations.”

Proposed Pilot Phases:

Pilot Phase 1 (8/2022): Educational institutions and affordable housing properties

Pilot Phase 2 (2023): Employers, especially in downtown SF and Oakland

Institutional Pass Pilot



Objectives:

Demonstrate that an institutional transit pass covering all operators may increase transit ridership by better meeting the needs of users. Evaluate program performance and collect data that could be used as the basis of a revenue model for permanent program.



Proposed Participants:

Phase 1: Public community colleges + universities and affordable housing property managers that are existing customers of transit agency institutional passes.

Phase 2: Employers, especially in transit rich locations like downtown San Jose, San Francisco, and Oakland



Financial Considerations:

Phase 1: Pass offered to educational institutions and affordable housing property managers at no additional cost, beyond existing transit agency institutional passes, for pilot period.

Phase 2: Price per pass during pilot will be negotiated based on size/location of employer.



Pilot Budget:

MTC Commission identified \$28 million for fare integration activities at an October 2021 Commission Workshop - \$6 million was targeted for the Institutional Pass Pilot, including to offset possible revenue losses at operators. Target is for pilot to last two years.

Phase 1 - Proposed Scale and Participants



Launch Date: August 2022

Scale: Up to 50,000 pass holders

Cost to Participants: None during pilot

Working with:



Criteria used to develop the participant list:

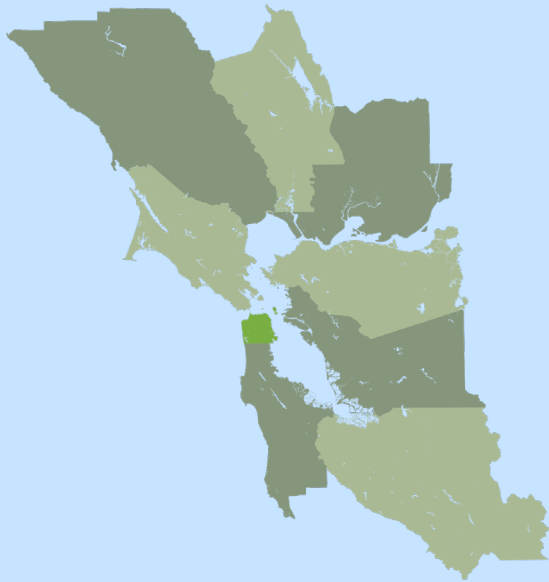
1. Must be a public educational institution or non-profit affordable housing property manager
2. Must offer students/residents an existing “all-you-can-use” transit pass covering at least one transit operator (technical requirement for August 2022 launch)
3. Geographic diversity of participants within the Bay Area

Phase 2 – Scale and Approach

Launch Date: Early 2023

Scale: Up to 10 employers of various sizes

Cost to Participants: Price per pass during pilot will be negotiated based on size/location of employer



1. Project team will engage with employers, transportation management associations (TMAs), and other stakeholder organizations to solicit interest in Phase 2 participation. Equity will be an important guide in developing Phase 2 recommendations
2. Goals include:
 - Geographic diversity around the Bay Area
 - Focus on transit rich employment centers
 - Employers/organizations that have not been well served by existing institutional pass products
3. Phase 2 would bring in new dollars to transit and would serve as an opportunity to test how a larger program could impact transit demand

Title VI approach



- The project will launch as a ‘pilot’ under Title VI, meaning agency boards will approve Title VI analyses after the pilot project is underway but before any permanent successor program is launched
- MTC is lead agency for pilot program Title VI process; staff working with FTA to finalize a Title VI approach for the full duration of the pilot
- FTA is currently updating its Title VI Circular, which may allow for more flexibility for ‘pilot’ projects starting later this year

Funding Plan

Existing business relationships:

For pre-existing Phase 1 institution/agency pairs, business relationship not impacted by the pilot.

All transit agency pass would be layered on top of single agency product(s)



Funding for Phase 1

Up to \$4.5 million over 2 years

Concept Proposal:

Distribute \$2.2 million of funding to operators up-front based share of regional fare revenue in FY 2018-19

Hold \$2.2 million in reserve as a “top up” to distribute in year 2 of the pilot

Funding for Phase 2

\$1 million over 2 years
(placeholder)

Proposal:

Amount represents a placeholder reserve pending the design of Phase 2. While Phase 2 will bring in new dollars, given novel nature of program some revenue uncertainty exists

Total =
\$6 million

Other Administrative Costs: \$0.5 million - Consulting support, Clipper card purchases, communications

Staffing Costs: 1.5 FTE - Staff hired at BART (+1) and MTC (+0.5), funded from Transformation Action Plan staffing funds

Work Underway



- Ongoing discussions with pilot partner institutions on logistics and communications
- Advancing research and evaluation approach for each pilot participant institution , assisted by behavioral economics consultant
- Transit agency boards will be briefed in May/June
- Focus currently remains on Phase 1, work on Phase 2 will begin this summer/fall
- Monitoring the Governor’s proposed “3 months of fare free transit” proposal (potential schedule impacts)

Next steps



- Staff will continue to manage program jointly with MTC staff, agency partners, and institutional partners
- BART participation in pilot will be included in FY23-24 budget resolution
- Staff will update Board on regional and agency-specific fare developments throughout the year, including Next Generation Clipper System/Clipper 2, state-level initiatives, and internal fare policy and programs



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** May 06, 2022

FROM: General Manager

SUBJECT: Administration Agenda: Rail Service Plan, FY23 & FY24 Operating Budget Sources & Uses

At the May 12, 2022 BART Board of Director's meeting, the District's "Rail Service Plan, FY23 & FY24 Operating Budget Sources & Uses" 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.

DocuSigned by:

Michael Jones

47000790F2D7483...

Robert Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



Rail Service Plan FY23 & FY24 Operating Budget Sources and Uses

BART Board of Directors

May 12, 2022

Agenda

Rail Service Plan

- FY22 Service Review
- FY23 Rail Service Plan
- Future Service Expansion: Constraints and Path Forward

FY23 & FY24 Sources & Uses

- Major Changes
- Operating Budget Sources and Uses
- Net Result & Federal Emergency Assistance Need
- Revised Fiscal Runway
- Next Steps & Calendar

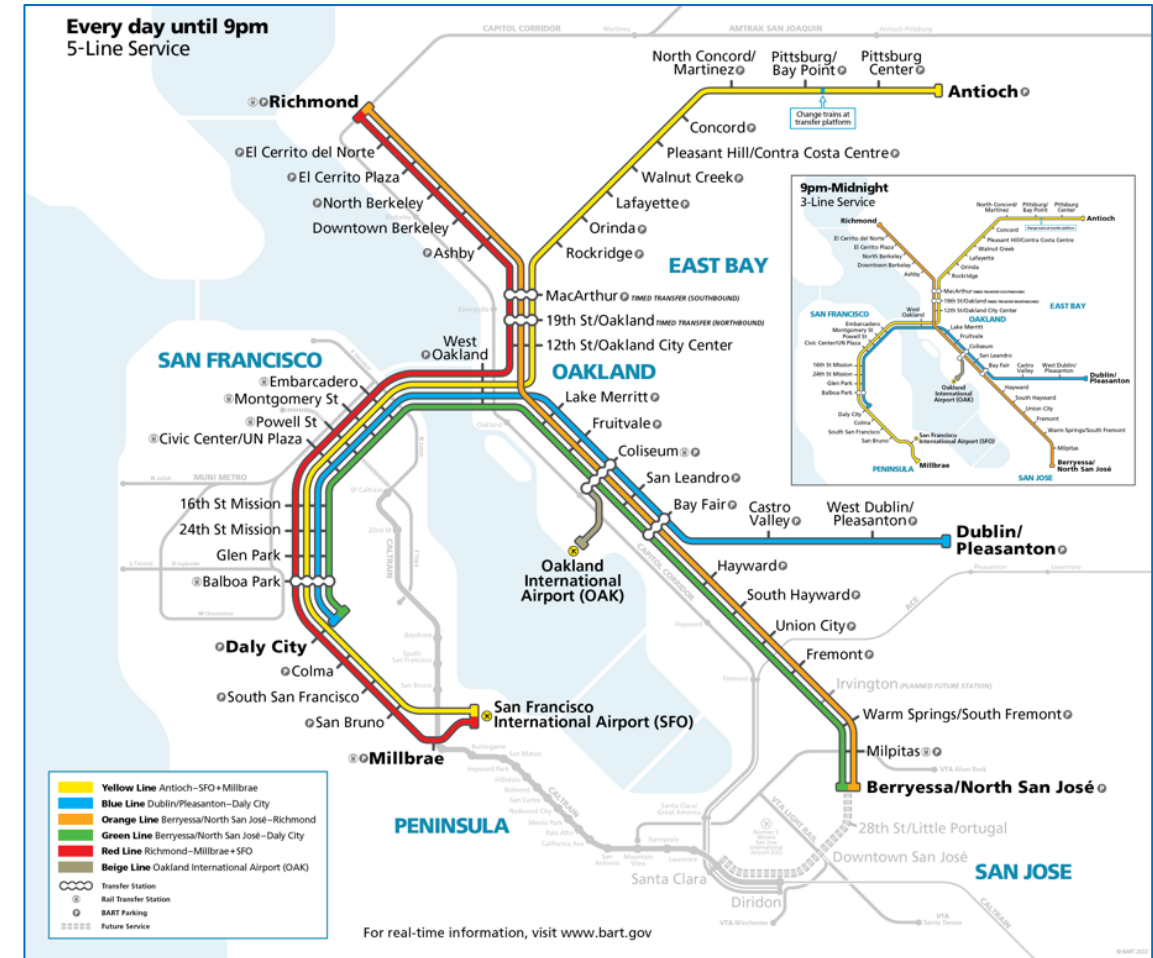
FY22 Operations & Service Summary

Successes:

- August return to full-service
- Operating almost 5% more train hours than in 2019
- Direct Yellow- & Red-line service to SFO
- 5-line 7-day service
- Supported accelerated project work
 - M-line cable project
Substantial completion in 2022, ahead of schedule
 - TBT Seismic Retrofit
Substantial completion in 2022, ahead of schedule
- Restarted FOTF railcar deliveries in Feb 2022
- Redesigned train routing and signage at SFO

Challenges:

- Pandemic recovery; critical staffing
- Hold on railcar deliveries
- R-line power cable issue

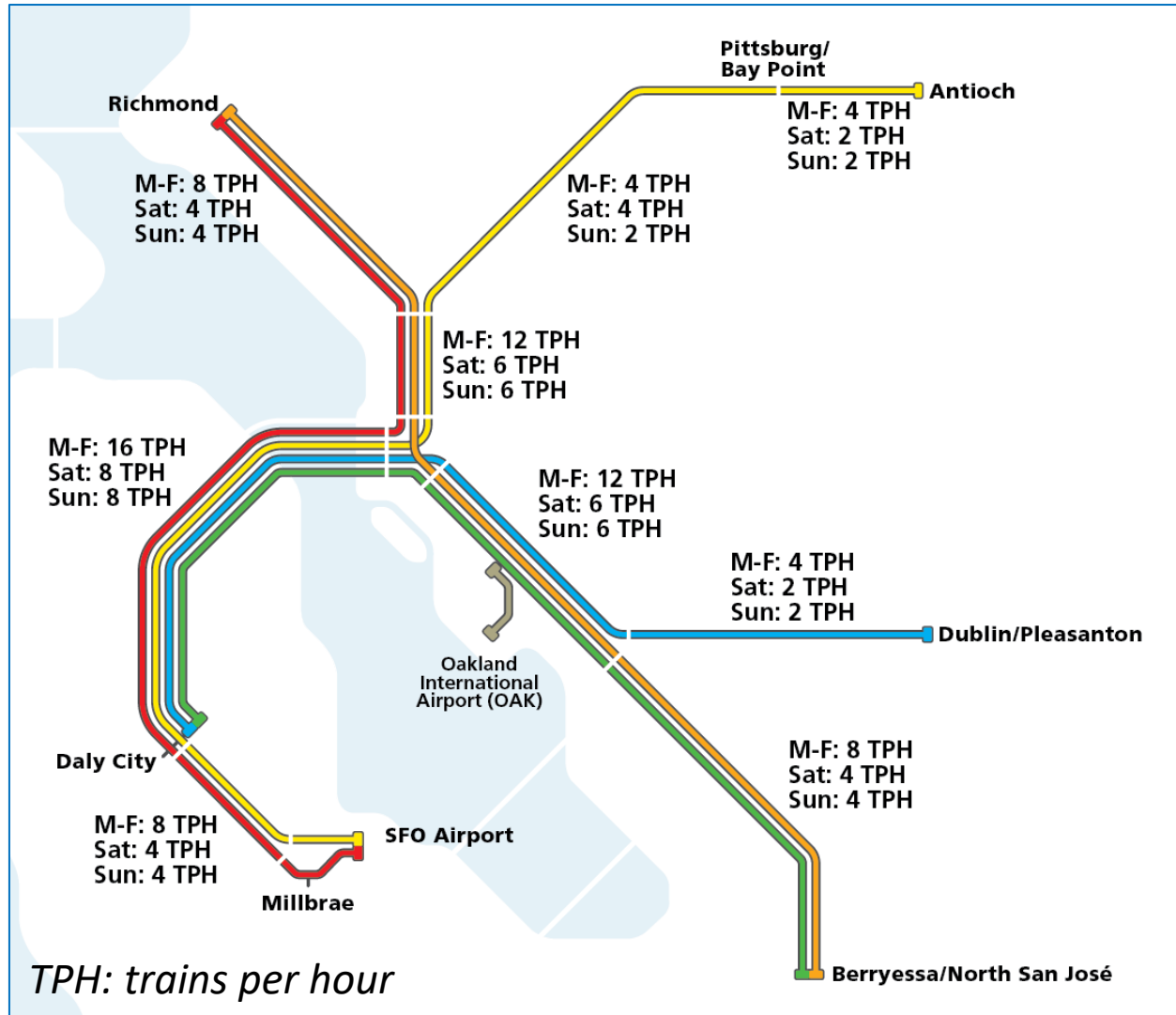


FY23 Rail Service Objectives & Improvements

Service design is guided by the following principles:

- **Service design goals:** efficient, passenger-friendly service design
 - 7-day consistent timetable for easy planning; for passengers and Regional partners
 - More even headways where possible
 - Well-planned transfers
- **Equity focus:** Inclusive approach benefiting commute riders as well as essential and service workers, weekends and off-peak
- **Operations priorities:**
 - Catch up on critical staffing: Rail Controllers and Train Operators
 - Continued commitment to RR and Core Capacity construction

FY23 Daytime 5-Line Rail Service Plan



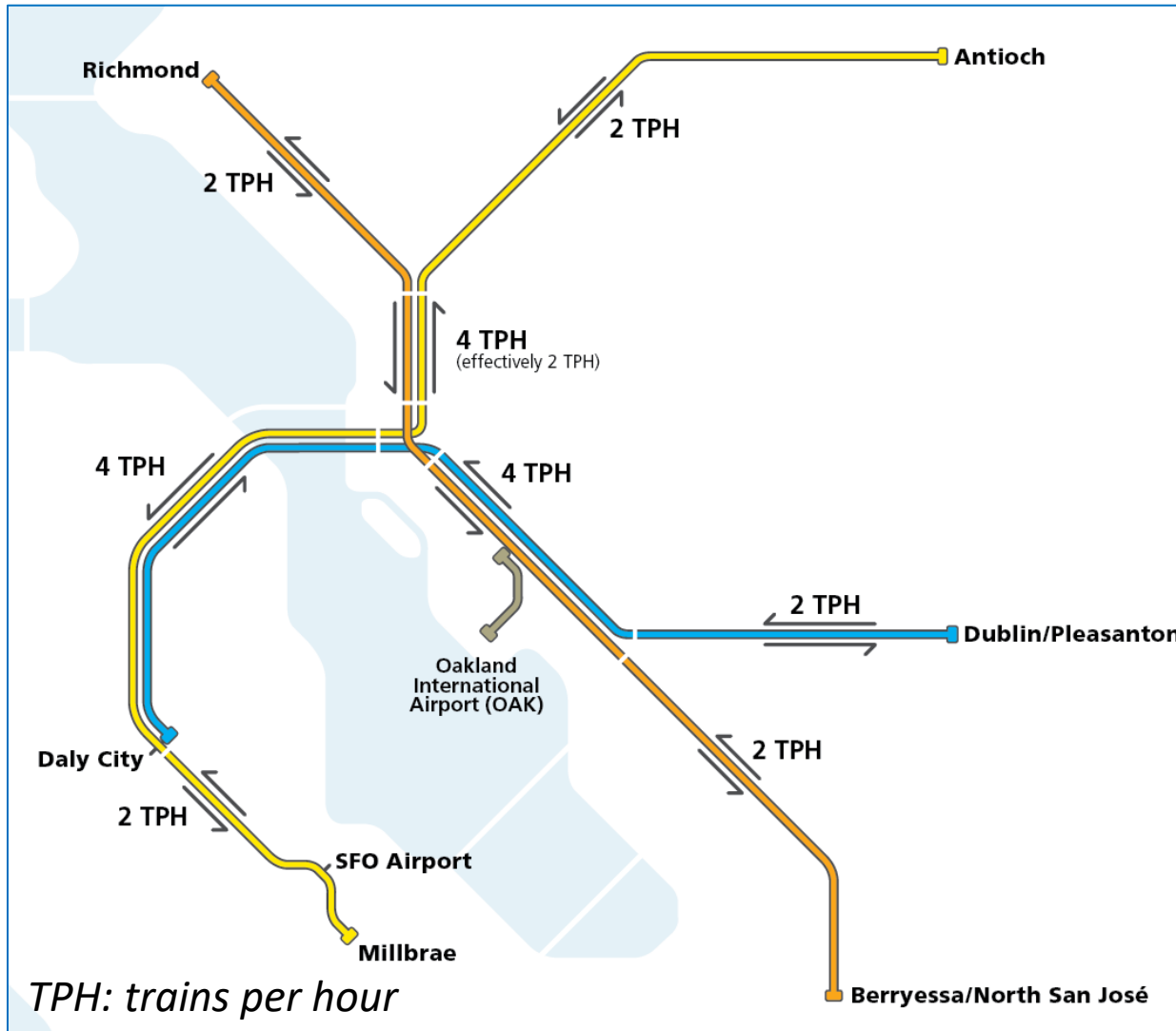
Current service

- 5-line service provides 4+ TPH to most stations
- More weekly train hours than in 2019
- Allows Sunday all-day single-tracking through San Francisco

Planned September 2022 improvements

- Lifting of Sunday single-tracking restrictions allows more even headways through San Francisco
- Consistent schedule, with most lines having similar clock-face schedules 7 days a week
- Improved alignment with other providers for better connections
- Special event trains

FY23 Evening 3-Line Rail Service Plan



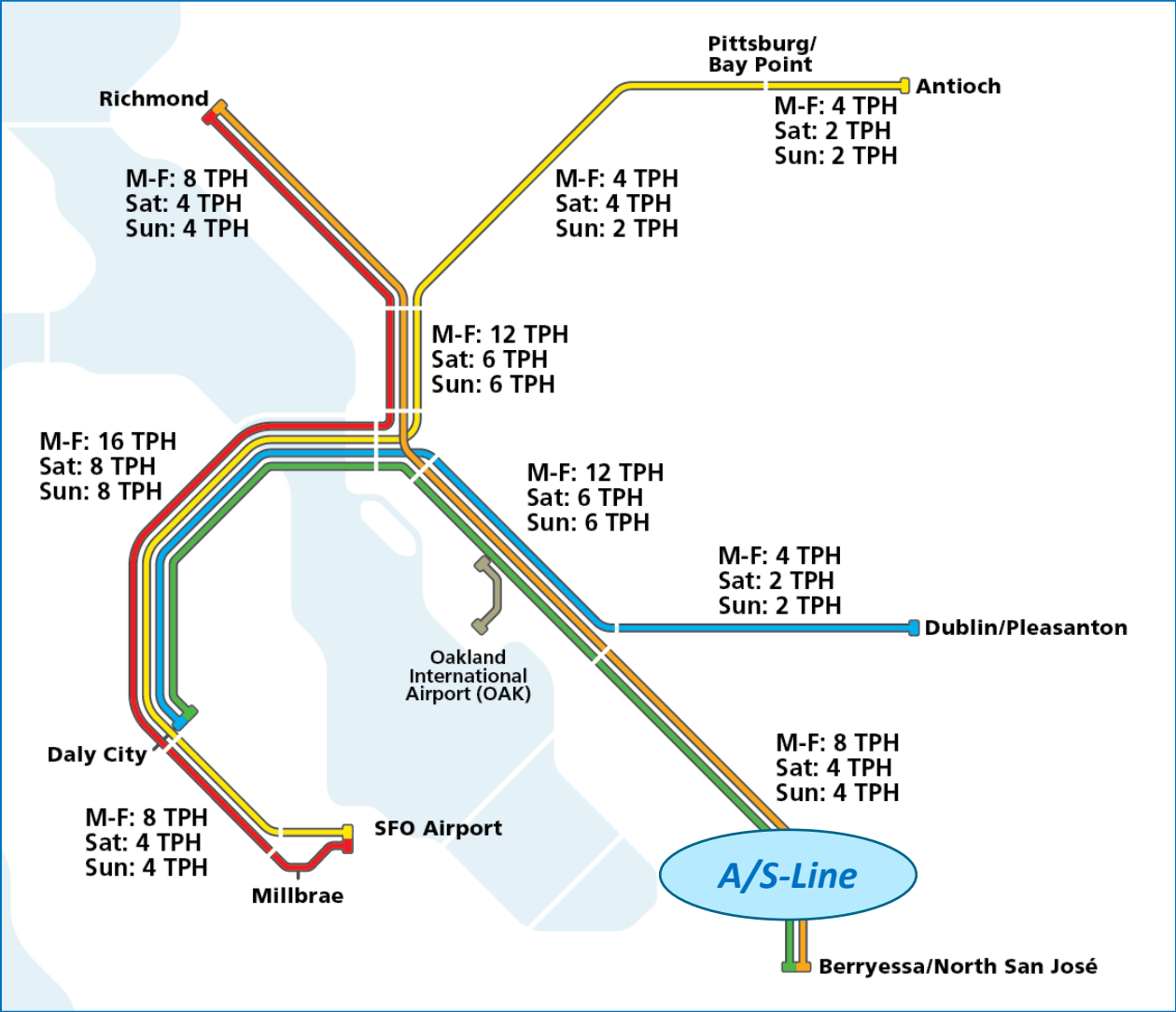
Current service

- 3-line service provides 2 or more TPH after 9 pm
- Allows evening single-tracking through Transbay Tube

Planned September 2022 improvements

- Lifting of evening single-tracking restrictions allows more even headways through San Francisco
- Consistent schedule, with similar clock-face schedules 7 days a week
- Improved alignment with other providers for better connections
- Special event trains

Improved Headways: FY23 Daytime 5-Line Service

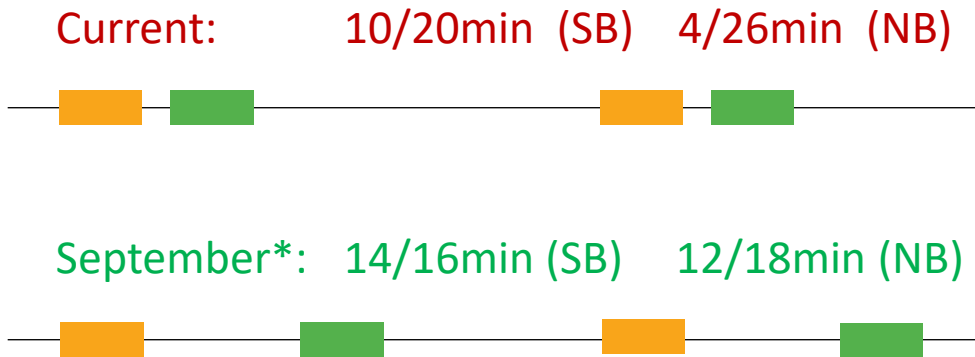


Trains will arrive at more regular intervals

- Less bunching of trains means shorter wait times

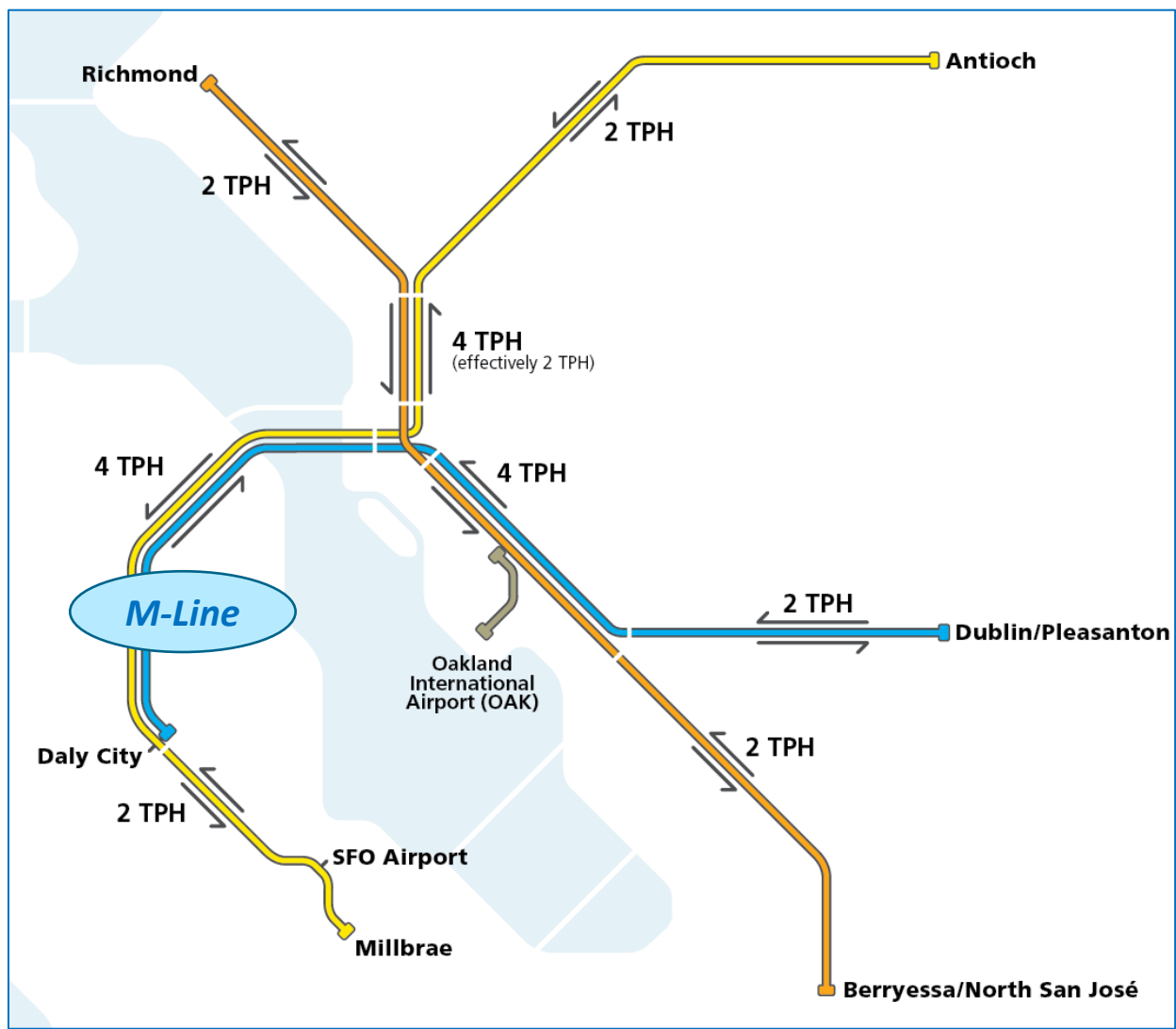
Example intervals:

- **Berryessa (A/S) Line – Bay Fair to Berryessa**



* Based upon Draft September 2022 schedule

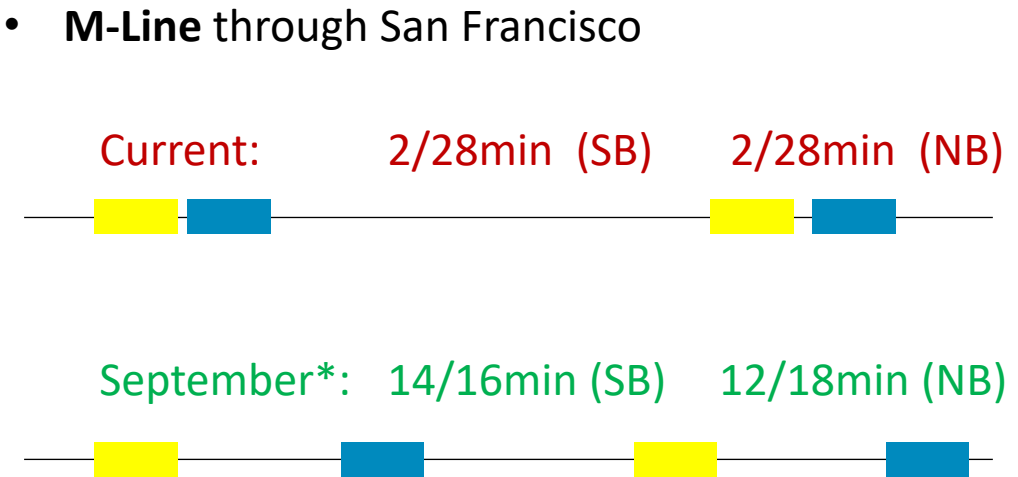
Improved Headways: FY23 Evening 3-Line Service



Trains will arrive at more regular intervals

- Less bunching of trains means shorter wait times

Example intervals:



** Based upon Draft September 2022 schedule*

Future Service Expansion

Current Service

BART now provides more train hours of service than before the pandemic

Phases of Service Improvement

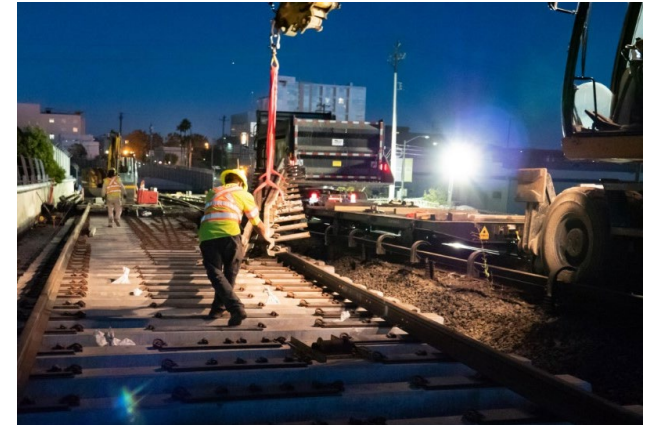
1. Improve service frequencies and 7-day alignment
2. Focus on service equity with more night and weekend service
 - a. Expand evening service on Saturday after 9:00pm, then consider Friday evening
 - b. Increase Saturday headway to 15-minutes to match weekday
3. Evaluate 5:00am system opening; after CBTC and Measure RR field work is complete

Constraints

More complex operations require additional staff:

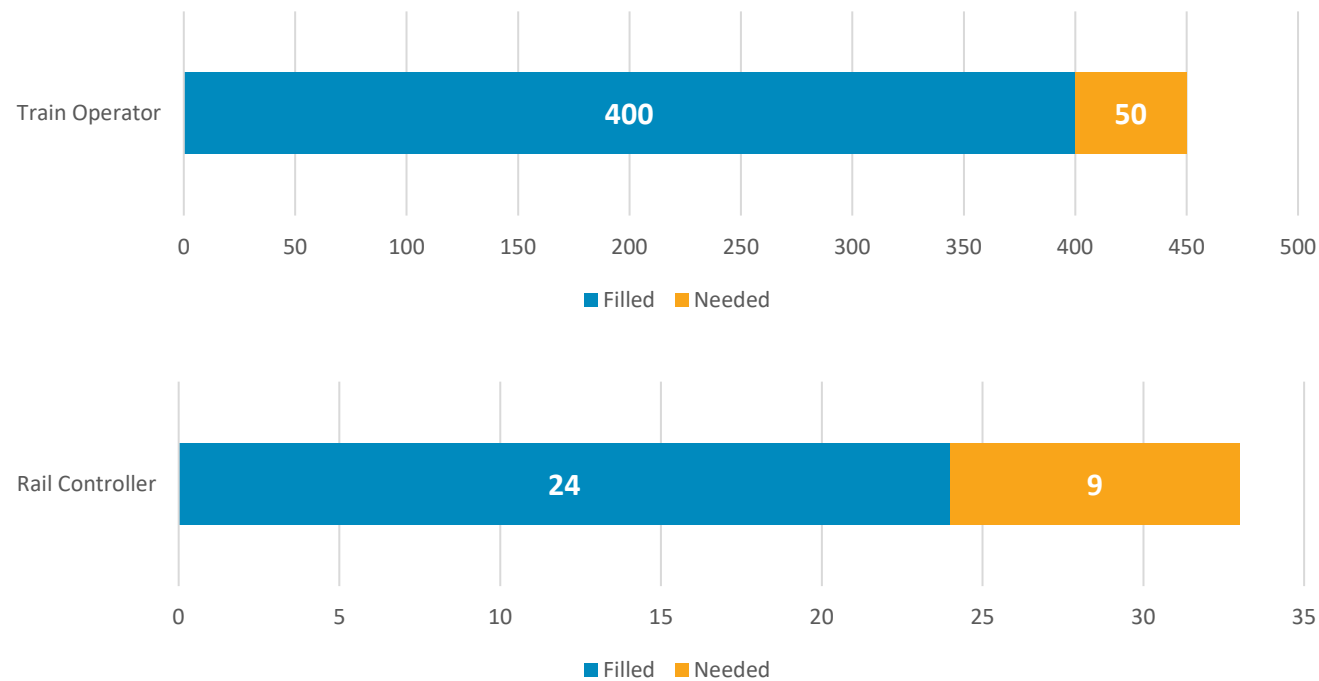
- Increased hours of service
- Additional 5-line service
- Increased evening and overnight work

Recruiting and certification challenges for key safety-critical positions: Train Operators and Rail Controllers



Critical Positions Needed for Service Increase

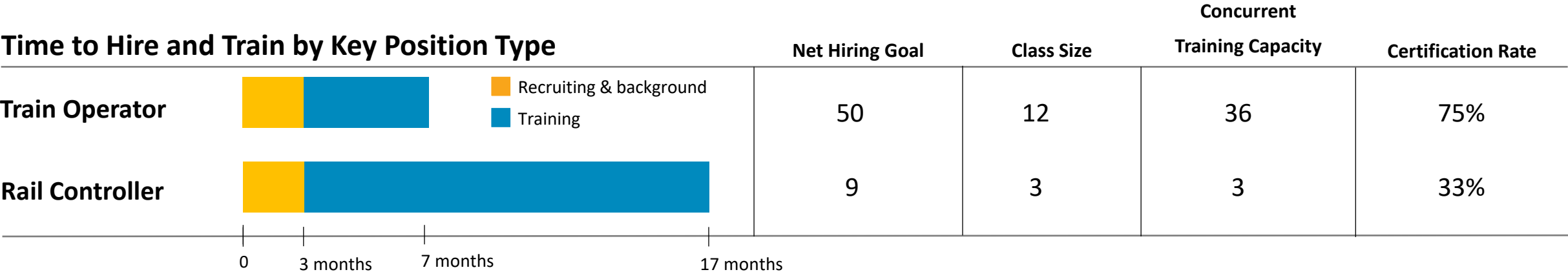
Recruiting is a top priority



BART needs to hire and certify 50 Train Operators and 9 Rail Controllers (net) to fully staff potential weekend and off-peak service expansion



Critical Position Hiring and Training Timelines



Train Operator positions projected to be filled by mid-FY23

- Larger classes – up to 12
- Shorter training & certification period
- Concurrent training capacity
- Higher certification rate

Rail Controllers face a longer timeline

- Smaller classes – up to 3
- Longer training & certification period
- Number of trainees fixed at 3 due to number of consoles
- Low certification rate

Efforts to Speed Up Rail Controller Hiring & Training

BART is streamlining the end-to-end Rail Controller hiring & training process

Short Term

- Launched an independent evaluation of Operations Control Center (OCC) work environment, operation, and staffing
- Revised job description and recruiting plan expected end of May
- Up to two additional train controllers may be certified July 31st
- Up to three additional train controllers may be certified by December 31st

Medium Term

- Expand interest from qualified candidates for a larger pool
- Improve success rate for certification of trainees
- Optimize total staffing and training capacity
- Evaluate pay scale to ensure the position is competitive
- Generate a work force plan



Future Service Expansion Timeline

Phase	Improvement	Projected Timeline	Limiting Factor	Annual Cost
Phase 1	More consistent frequencies	September 2022	None	N/A
Phase 2a	Saturday evening 5-line until system close	February 2023	Train Operators Rail Controllers	\$4.0M
Phase 2b	Saturday 5-line 15-minute service all day (Saturday = weekday)	TBD	Train Operators Rail Controllers	\$9.1M
Phase 3	Evaluate 5:00am opening time	2028	Infrastructure Renewal Program	TBD



► FY23 & FY24 Operating Budget Sources & Uses

FY23 & FY24 Sources & Uses – Executive Summary

The FY22 Operating Budget made investments in:

- More frequent service, including weekends, and longer service hours
- Less crowding
- Increased employee presence throughout the system to promote safety and security
- Cleaner trains and stations
- Reducing long-term expenses and liabilities

In FY23 & FY24, BART will continue to deliver reliable, safe, frequent service with a focus on ridership experience

At the same time, BART is also focused on extending the fiscal runway

- Underspending in FY22 will result reduced federal emergency assistance need, extending the fiscal runway

The FY23 & FY24 Operating Budget includes several budget process improvements:

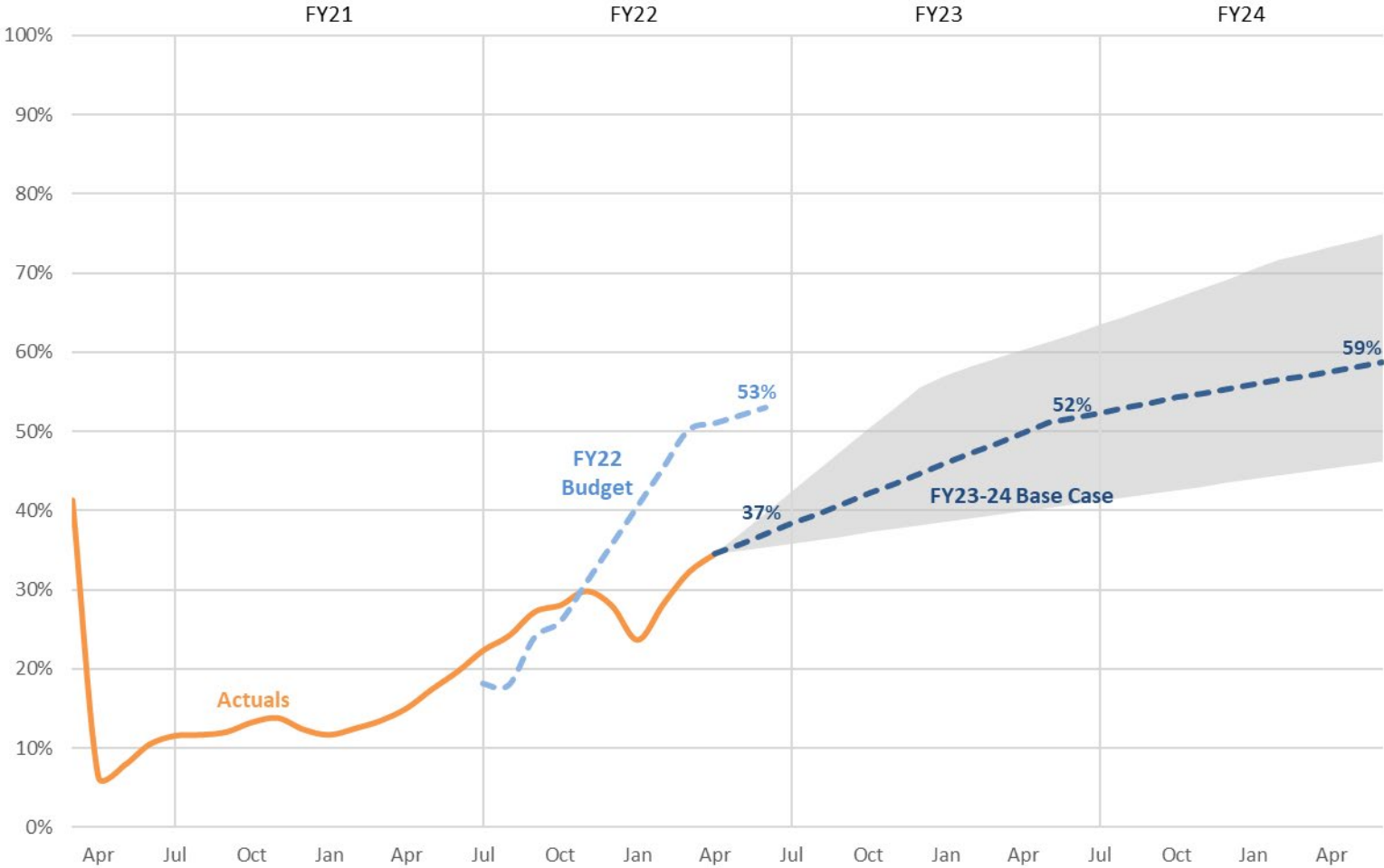
- BART's first two-year budget
- Efforts to reduce budget to actuals variance, notably by reflecting industry-wide and regional hiring challenges

FY23 & FY24 Sources & Uses

Major changes since Preliminary Budget (released 3/31):

- Revisions to operating revenues
- Additional technical cleanup of positions to:
 - Reflect actual time charging
 - Provide more hiring authority for positions critical to service expansion
- Vacancy rate adjusted to more closely reflect actuals
- Adjustments to miscellaneous fringe costs
- New allocation for underground restroom rehabilitation

FY23 & FY24 Ridership Outlook



Assumes average weekday ridership of:

- ~140,000 by end of FY22
- ~210,000 by end of FY23
- ~240,000 by end of FY24

FY23 & FY24 Operating Revenue

Operating Revenue	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	Prelim to Proposed		FY24 Prelim	FY24 Proposed	Prelim to Proposed	
(\$Millions)					\$	%			\$	%
Rail Passenger Revenue	165.9	133.5	221.7	222.1	0.4	0%	282.1	283.0	0.9	0%
ADA Passenger Revenue	0.5	0.5	0.5	0.5	0.0	0%	0.5	0.5	0.0	0%
Parking Revenue	9.4	10.9	13.1	13.1	0.0	0%	14.3	14.3	0.0	0%
Other Operating Revenue	19.9	19.6	19.4	19.4	0.0	0%	22.6	22.6	0.0	0%
Total - Operating Revenue	195.7	164.5	254.8	255.2	0.4	0%	319.5	320.4	0.9	0%

- Rail Passenger Revenue includes CPI-based 3.4% fare increase effective July 1, 2022
- FY22 fare revenue projected to be ~\$30-35M (18-21%) below budget
- FY23 preliminary operating revenue budget reflects a 56% increase over FY22 YE estimate. FY24 budget reflects a further 25% increase
- Fare and parking revenue estimates assume base case ridership forecast
- Advertising revenue estimates reflect revised OUTFRONT contract and base case ridership
- Other operating revenue composed mostly of ground lease, telecom / digital railway, concessions

FY23 & FY24 Financial Assistance

Financial Assistance (\$Millions)	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	Prelim to Proposed		FY24 Prelim	FY24 Proposed	Prelim to Proposed	
					\$	%			\$	%
Sales Tax Proceeds	261.7	297.3	299.0	299.0	0.0	0%	306.6	306.6	0.0	0%
Property Tax Proceeds	54.5	56.8	58.0	58.0	0.0	0%	61.2	61.2	0.0	0%
SFO Ext Financial Assistance	22.6	30.3	0.0	0.0	0.0	-	0.0	0.0	0.0	-
VTA Financial Assistance	35.2	38.1	34.3	32.7	(1.6)	-5%	33.4	31.2	(2.2)	-7%
MTC Financial Assistance Clipper Start	0.6	0.1	0.2	0.3	0.1	34%	0.3	0.4	0.1	31%
Local & Other Assistance	7.4	10.8	6.9	9.1	2.2	33%	7.0	9.3	2.3	33%
State Transit Assistance	28.4	36.2	22.7	22.7	0.0	0%	38.6	38.6	0.0	0%
Low Carbon Transit Operations Program	4.4	4.4	10.3	10.3	0.0	0%	10.3	10.3	0.0	0%
Low Carbon Fuel Standard Program	22.6	12.8	16.6	16.6	0.0	0%	16.4	16.4	0.0	0%
Total - Financial Assistance	437.3	486.8	448.0	448.6	0.7	0%	473.8	474.0	0.2	0%

- Sales tax FY22 year-end estimate is ~\$36M (14%) above FY22 budget; lower growth projected for FY23 or FY24 due to economic uncertainty (inflation outlook, strength of durable & consumer goods spending)
- State Transit Assistance reduced by \$15M in FY23 due to a planned fund swap with MTC
- Small decrease in VTA assistance reflects forecast increases in SVBX fares; SFO assistance drops to \$0 after reserve is depleted in FY22

FY23 & FY24 Operating Revenue & Financial Assistance

Total Traditional Sources	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	Prelim to Proposed		FY24 Prelim	FY24 Proposed	Prelim to Proposed	
(\$Millions)					\$	%			\$	%
Operating Revenue										
Rail Passenger Revenue	165.9	133.5	221.7	222.1	0.4	0%	282.1	283.0	0.9	0%
ADA Passenger Revenue	0.5	0.5	0.5	0.5	0.0	0%	0.5	0.5	0.0	0%
Parking Revenue	9.4	10.9	13.1	13.1	0.0	0%	14.3	14.3	0.0	0%
Other Operating Revenue	19.9	19.6	19.4	19.4	0.0	0%	22.6	22.6	0.0	0%
<i>Subtotal - Operating Revenue</i>	<i>195.7</i>	<i>164.5</i>	<i>254.8</i>	<i>255.2</i>	<i>0.4</i>	<i>0%</i>	<i>319.5</i>	<i>320.4</i>	<i>0.9</i>	<i>0%</i>
Financial Assistance										
Sales Tax Proceeds	261.7	297.3	299.0	299.0	0.0	0%	306.6	306.6	0.0	0%
Property Tax Proceeds	54.5	56.8	58.0	58.0	0.0	0%	61.2	61.2	0.0	0%
SFO Ext Financial Assistance	22.6	30.3	0.0	0.0	0.0	-	0.0	0.0	0.0	-
VTA Financial Assistance	35.2	38.1	34.3	32.7	(1.6)	-5%	33.4	31.2	(2.2)	-7%
MTC Financial Assistance Clipper Start	0.6	0.1	0.2	0.3	0.1	34%	0.3	0.4	0.1	31%
Local & Other Assistance	7.4	10.8	6.9	9.1	2.2	33%	7.0	9.3	2.3	33%
State Transit Assistance	28.4	36.2	22.7	22.7	0.0	0%	38.6	38.6	0.0	0%
Low Carbon Transit Operations Program	4.4	4.4	10.3	10.3	0.0	0%	10.3	10.3	0.0	0%
Low Carbon Fuel Standard Program	22.6	12.8	16.6	16.6	0.0	0%	16.4	16.4	0.0	0%
<i>Subtotal - Financial Assistance</i>	<i>437.3</i>	<i>486.8</i>	<i>448.0</i>	<i>448.6</i>	<i>0.7</i>	<i>0%</i>	<i>473.8</i>	<i>474.0</i>	<i>0.2</i>	<i>0%</i>
Total - Traditional Sources	633.0	651.2	702.7	703.8	1.1	0%	793.3	794.4	1.1	0%

- Total operating revenue budget (excluding federal assistance) increases 11% in FY23 and 13% in FY24
- Sales tax remains largest single regular revenue source
- Strong sales tax revenues in FY22 offsets below budget ridership revenue

FY23 & FY24 Labor Expense

Labor & Benefits	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	Prelim to Proposed		FY24 Prelim	FY24 Proposed	Prelim to Proposed	
(\$Millions)					\$	%			\$	%
Wages	506.0	360.1	493.3	482.2	(11.1)	-2%	507.5	500.2	(7.3)	-1%
Overtime	48.4	77.6	70.8	70.8	0.0	0%	70.8	70.8	0.0	0%
CalPERS Pension	115.5	135.6	127.9	128.0	0.0	0%	127.1	127.2	0.2	0%
Other Retirement Benefits	13.9	16.3	14.3	14.4	0.1	1%	14.3	14.5	0.2	1%
Active Employee Medical Insurance	84.5	99.3	88.0	88.7	0.7	1%	87.4	88.4	1.0	1%
Retiree Medical	44.0	44.0	45.7	45.7	0.0	0%	47.0	47.0	0.0	0%
Workers' Compensation	17.3	17.3	17.2	17.2	0.0	0%	17.2	17.2	0.0	0%
Capital Reimbursement Wages	(137.5)	(96.8)	(143.8)	(146.6)	(2.8)	2%	(144.9)	(148.2)	(3.4)	2%
Capital Fringe	(67.7)	(67.8)	(71.9)	(73.7)	(1.8)	3%	(71.8)	(73.9)	(2.1)	3%
Capital Overtime	0.0	(27.1)	(22.4)	(22.4)	0.0	0%	(22.4)	(22.4)	0.0	0%
Other Labor*	25.3	29.7	27.6	28.0	0.4	1%	27.7	28.1	0.5	2%
Total - Labor	649.7	588.3	646.8	632.2	(14.6)	-2%	659.9	649.0	(10.9)	-2%

*Other labor includes Vision, Dental, Medicare, Life Insurance, Disability, Unemployment, Meal and Uniform Allowances, Temp Help, and Employee Wellness Benefits

- FY23 vacancy rate adjusted from 7.5% in Preliminary Budget to 10% in Proposed Budget; FY24 vacancy rate adjusted from 5.5% in Preliminary Budget to 7.5% in Proposed Budget
 - Reflects current hiring challenges
- Pension cost increase driven by Unfunded Actuarial Liability (UAL) payments
- Increase in capital reimbursements reflects additional capital-funded positions

FY22 to FY23 Budgeted FTE Changes

FY22 to FY23 FTE Summary				
	Operating	Capital	Reimbursable	Total
FY22 Adopted Budget	3,409.5	983.6	39.5	4,432.6
<i>FY22 to FY23 Changes</i>				
Removals	(4.6)	-	-	(4.6)
Funding Conversions	31.7	(31.7)	-	-
Midyear Additions	20.6	33.4	2.0	56.0
Technical Adjustments	12.7	9.5	1.0	23.2
New Positions	15.5	55.0	-	83.0
<i>Total Changes</i>	<i>75.9</i>	<i>66.2</i>	<i>3.0</i>	<i>157.6</i>
FY23 Proposed Budget	3,485.4	1,049.8	42.5	4,577.7

- Additional positions converted from capital to operating funding
- New Positions:
 - 3 Operating positions for compliance
 - Hiring authority for 25 positions in Transportation with 6 months funding in FY23 and annualizing to full-year funding in FY24 (FTE impact in FY23 is 12.5; 25 in FY24)
 - 55 Capital positions for Fleet of the Future (FOTF) modifications and Computer Based Train Control (CBTC) development

FY23 & FY24 Non-Labor Expense

Non-Labor (\$Millions)	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	Prelim to Proposed		FY24 Prelim	FY24 Proposed	Prelim to Proposed	
					\$	%			\$	%
Clipper, Ticket Sales & Bank Fees	8.8	3.9	8.0	8.0	0.0	0%	9.4	9.4	0.0	0%
Insurance	9.2	10.2	9.7	9.7	0.0	0%	9.7	9.7	0.0	0%
Materials & Supplies	46.1	47.1	46.6	47.5	0.9	2%	46.6	46.6	0.0	0%
Professional & Technical Fees	42.9	38.9	50.1	49.7	(0.4)	-1%	50.1	49.6	(0.4)	-1%
Repairs & Maintenance	9.2	10.0	11.0	11.3	0.3	3%	11.2	11.5	0.3	3%
Rent	6.3	4.2	4.1	4.1	0.0	0%	4.1	4.1	0.0	0%
Power	48.9	48.7	52.7	52.7	0.0	0%	54.4	54.4	0.0	0%
ADA Paratransit	14.0	14.0	16.7	16.7	0.0	0%	19.6	19.6	0.0	0%
Purchased Transportation	12.4	7.3	12.7	12.7	0.0	0%	13.0	13.0	0.0	0%
Utilities	8.0	7.3	8.1	8.6	0.6	7%	8.3	8.9	0.5	7%
Other Miscellaneous	4.1	5.9	6.9	6.9	0.0	0%	4.6	4.6	0.0	0%
Total - Non-Labor	209.9	197.6	226.5	227.8	1.3	1%	230.9	231.3	0.4	0%

- Non-labor base budget reset to FY21 actual spending levels, with adjustments made for:
 - Service level needs (power, fuel, materials & supplies)
 - Regulatory & compliance needs (election costs, paratransit, some licenses & fees)
- Funding for restroom attendants at 4 stations added to FY23 & FY24 (may be transferred to labor budget during budget period based on staffing levels)

FY23 & FY24 Debt Service & Allocations

Debt Service & Allocations	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	Prelim to Proposed		FY24 Prelim	FY24 Proposed	Prelim to Proposed	
(\$Millions)					\$	%			\$	%
Debt Service	57.2	57.2	59.9	59.9	0.0	0%	60.1	60.1	0.0	0%
Capital Reinvestment	56.3	59.7	44.6	46.5	1.9	4%	45.3	45.3	(0.0)	0%
Priority Capital Projects/Programs	34.0	34.0	33.0	33.0	0.0	0%	64.0	64.0	0.0	0%
Sustainability	0.0	0.0	8.8	6.4	(2.4)	-28%	8.7	6.4	(2.3)	-27%
Other	1.6	1.6	1.6	1.6	0.0	0%	1.7	1.7	0.0	0%
Pension	10.0	10.0	10.0	10.0	0.0	0%	10.0	10.0	0.0	0%
Total - Debt Service & Allocations	159.1	162.5	158.0	157.4	(0.6)	0%	189.8	187.5	(2.3)	-1%

- Sustainability allocation restored (not included in FY21 or FY22 adopted budgets) but reduced from Preliminary Budget numbers due to reduced projections of FY22 Low Carbon Fuel Standard (LCFS) credit sales
- Additional one-time allocation of \$1.9M in FY23 included in Capital Reinvestment to fund underground restroom re-openings

FY23 & FY24 Total Expense

Total Uses					Prelim to Proposed				Prelim to Proposed	
(\$Millions)	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	\$	%	FY24 Prelim	FY24 Proposed	\$	%
Labor	649.7	588.3	646.8	632.2	(14.6)	-2%	659.9	649.0	(10.9)	-2%
ADA Paratransit	14.0	14.0	16.7	16.7	0.0	0%	19.6	19.6	0.0	0%
Purchased Transportation	12.4	7.3	12.7	12.7	0.0	0%	13.0	13.0	0.0	0%
Power	48.9	48.7	52.7	52.7	0.0	0%	54.4	54.4	0.0	0%
Other Non-Labor	134.6	127.6	144.3	145.7	1.3	1%	144.0	144.4	0.4	0%
<i>Subtotal - Operating Expense</i>	<i>859.6</i>	<i>785.8</i>	<i>873.2</i>	<i>860.0</i>	<i>(13.2)</i>	<i>-2%</i>	<i>890.8</i>	<i>880.3</i>	<i>(10.5)</i>	<i>-1%</i>
Debt Service	57.2	57.2	59.9	59.9	0.0	0%	60.1	60.1	0.0	0%
Capital Reinvestment	56.3	59.7	44.6	46.5	1.9	4%	45.3	45.3	(0.0)	0%
Priority Capital Projects/Programs	34.0	34.0	33.0	33.0	0.0	0%	64.0	64.0	0.0	0%
Other	0.0	0.0	8.8	6.4	(2.4)	-28%	8.7	6.4	(2.3)	-27%
Allocation to LCFS Reserves	1.6	1.6	1.6	1.6	0.0	0%	1.7	1.7	0.0	0%
Allocations to Pension Trust	10.0	10.0	10.0	10.0	0.0	0%	10.0	10.0	0.0	0%
<i>Subtotal - Debt Service & Allocations</i>	<i>159.1</i>	<i>162.5</i>	<i>158.0</i>	<i>157.4</i>	<i>(0.6)</i>	<i>0%</i>	<i>189.8</i>	<i>187.5</i>	<i>(2.3)</i>	<i>-1%</i>
Total - Uses	1,018.7	948.4	1,031.2	1,017.4	(13.8)	-1%	1,080.6	1,067.8	(12.8)	-1%

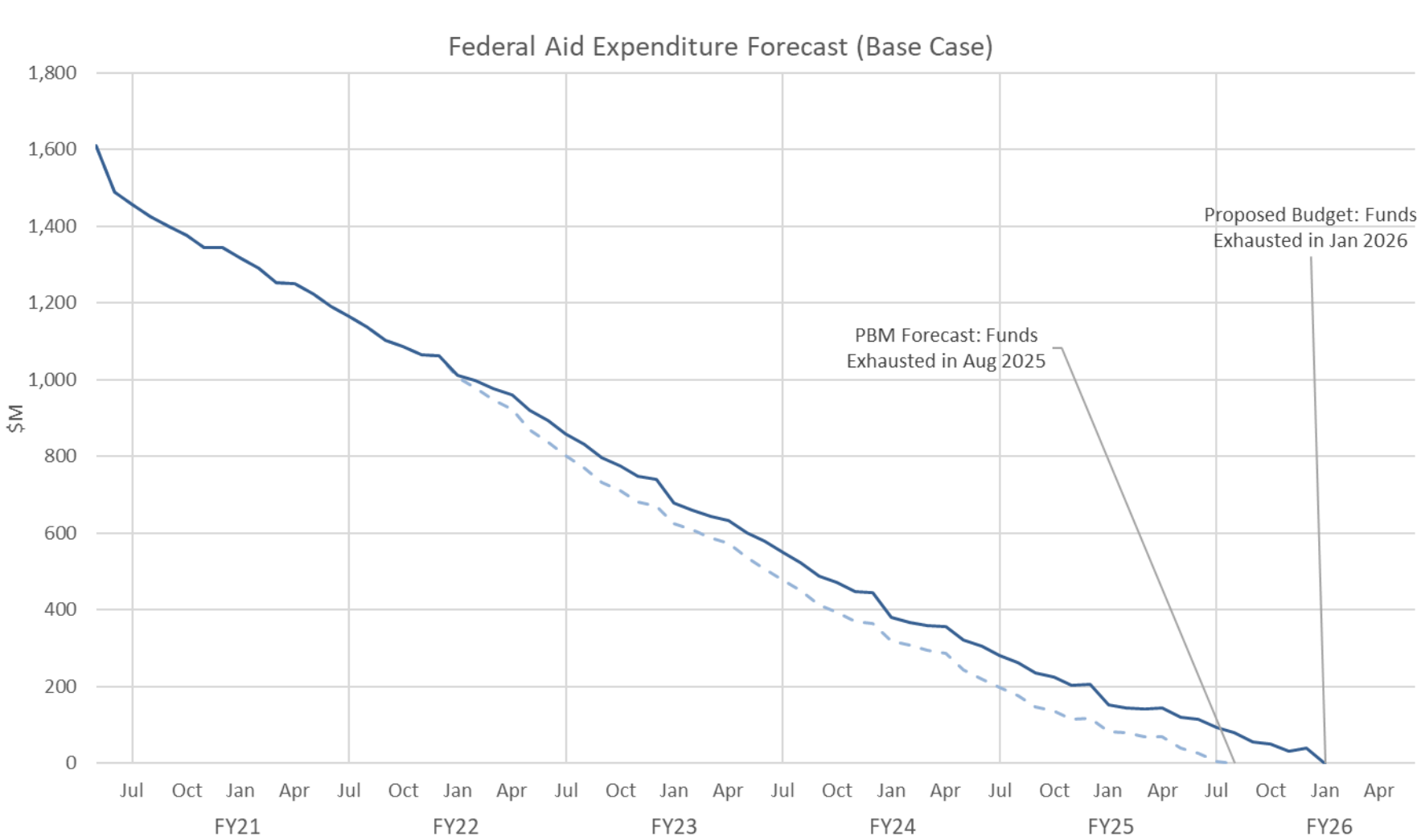
- FY22 expense forecast is \$70.3M below FY22 Adopted Budget
 - \$61.4M attributed to labor underspending, primarily due to unfilled positions
 - \$8.9M attributed to miscellaneous non-labor categories
- Total FY23 Proposed Budget comparable to FY22 Adopted Budget

FY23 & FY24 Net Result & Federal Emergency Assistance Need

Federal Assistance Need					Prelim to Proposed				Prelim to Proposed	
(\$Millions)	FY22 Adopted	FY22 Forecast	FY23 Prelim	FY23 Proposed	\$	%	FY24 Prelim	FY24 Proposed	\$	%
Operating Revenue	195.7	164.5	254.8	255.2	0.4	0%	319.5	320.4	0.9	0%
Financial Assistance	437.3	486.8	448.0	448.6	0.7	0%	473.8	474.0	0.2	0%
<i>Total Traditional Sources</i>	<i>633.0</i>	<i>651.2</i>	<i>702.7</i>	<i>703.8</i>	<i>1.1</i>	<i>0%</i>	<i>793.3</i>	<i>794.4</i>	<i>1.1</i>	<i>0%</i>
Operating Expense	859.6	785.8	873.2	860.0	(13.2)	-2%	890.8	880.3	(10.5)	-1%
Debt Service & Allocations	159.1	162.5	158.0	157.4	(0.6)	0%	189.8	187.5	(2.3)	-1%
<i>Total Uses</i>	<i>1,018.7</i>	<i>948.4</i>	<i>1,031.2</i>	<i>1,017.4</i>	<i>(13.8)</i>	<i>-1%</i>	<i>1,080.6</i>	<i>1,067.8</i>	<i>(12.8)</i>	<i>-1%</i>
Net Result Before Federal Emergency Assistance	(385.7)	(297.1)	(328.5)	(313.6)	14.9	-5%	(287.3)	(273.4)	13.9	-5%
Federal Emergency Funding	385.7	297.1	328.5	313.6	(14.9)	-5%	287.3	273.4	(13.9)	-5%

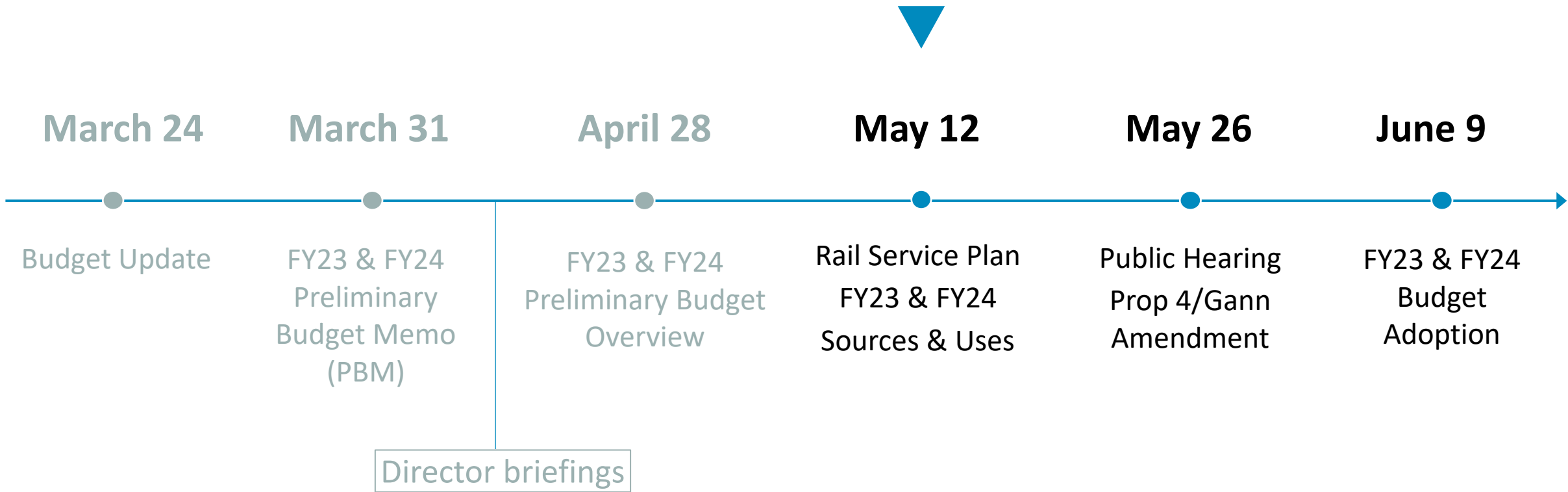
- Net FY22 revenue and expense projections show reduction of \$85.1M in federal emergency assistance need
- Projected FY22 variance from budget will be used to extend fiscal runway
- ~\$305M of emergency federal assistance expected to remain after FY24
- Fiscal runway projected to end in mid-FY26

BART's Fiscal Runway



- Forecasted projects ~\$305M of federal aid available after FY24
- In the base case scenario, federal funding now covers projected deficits until January 2026

Timeline and Next Steps



Discussion

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: May 06, 2022

FROM: General Manager

SUBJECT: Administration Agenda: FY23 Capital Program and Project Update

At the May 12, 2022 BART Board of Director's meeting, the District's "FY23 Capital Program and Project Update" 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.

DocuSigned by:

Michael Jones

47000790F2D7463...

Robert Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



FY23 Capital Program & Project Update

May 12, 2022



Agenda

1

FY23 Capital Budget

- Sources & Uses
- Dashboard
- Historical Capital Budget to Actuals Comparison
- Top Priority Programs/Projects

2

Looking Back

- Prior Capital Updates Review
- Improving Project Selection and Funding
- Calendar Year 2021 and 2022 (YTD) Grants Review

3

Strengthening Capital Program Management

- FY23 Funding Strategy
- FY23 Capital Program & Project Update Report

FY23 Capital Budget

FY23 Capital Budget – Sources & Uses

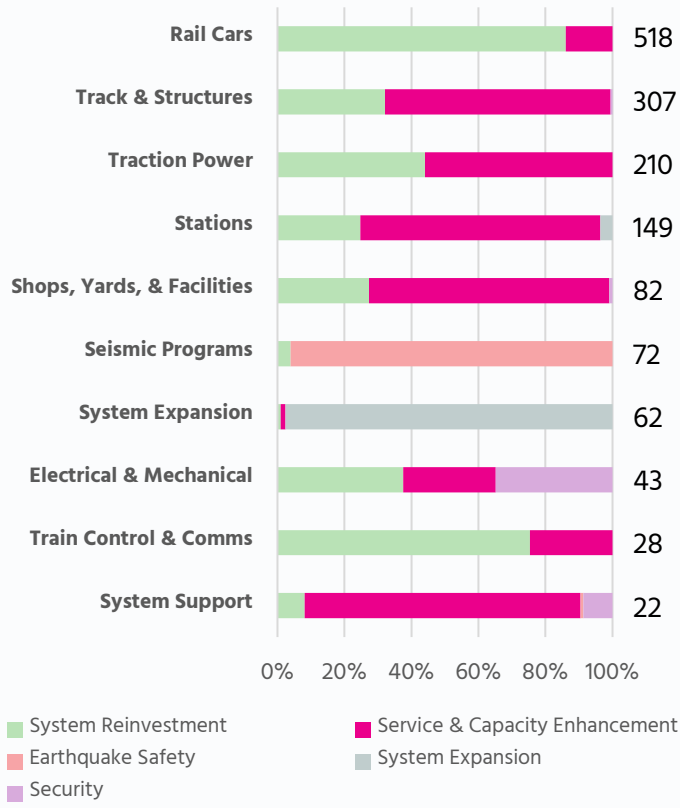
SOURCES AND USES (Millions)	FY22 ADOPTED	FY23 PROPOSED
Measure RR	\$512	\$539
Other BART	\$100	\$139
Local	\$60	\$78
MTC	\$409	\$434
State	\$9	\$61
FTA CIG	\$195	\$123
Other Federal	\$126	\$119
Reimbursable	\$8	\$8
TOTAL - CAPITAL SOURCES	\$1,419	\$1,502
CIP PURPOSE		
Earthquake Safety	\$86	\$69
Security	\$39	\$21
Services & Capacity Enhancements	\$524	\$599
System Expansion	\$79	\$66
System Reinvestment	\$683	\$739
Reimbursable	\$8	\$8
TOTAL - USES	\$1,419	\$1,502
NET RESULT	\$0	\$0

FY23 Capital Program & Project Dashboard

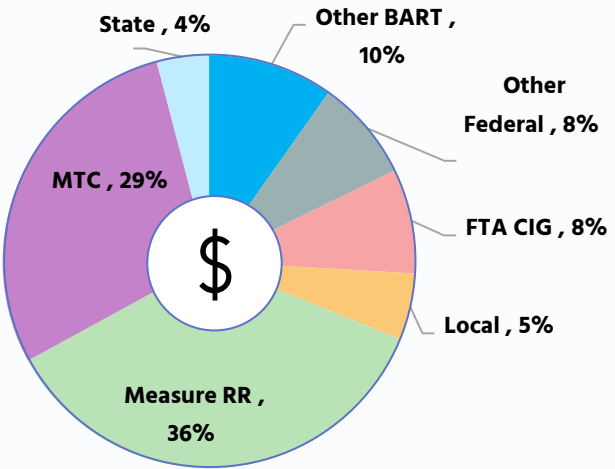
Total Project/Project Component Count
284

Funded Budget
\$ 1,501,953,496

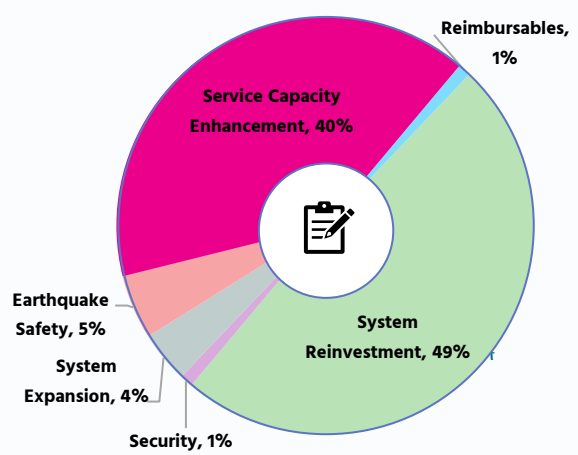
Budget by CIP Category* (\$M)



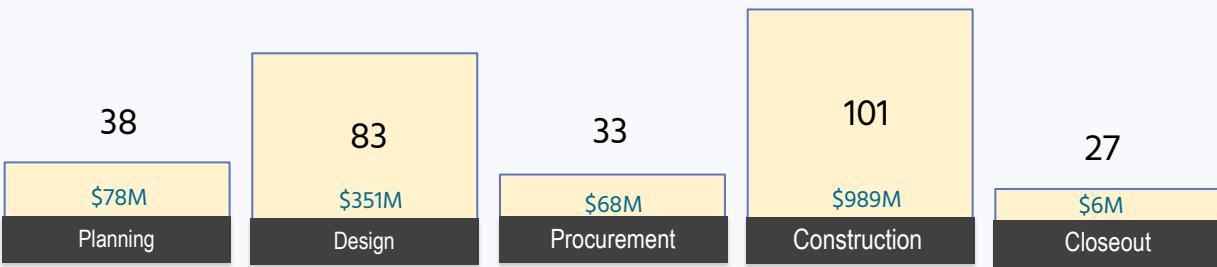
Budget By Funding Source



Budget by CIP Purpose



Budget By Phase*



*Does not include (2) CCIPA Reimbursable capital projects, expenses (\$8M)

Top Ten Priority Programs

Priority Capital Programs*	FY23 Budget (\$M)
Rail Car Program**	516
Measure RR Program***	429
Core Capacity Program	274
Transbay Tube Earthquake Retrofit	69
Escalator & Canopy Program	40
Elevator Modernization Program	6
OCC Related Improvements	3
Fencing & Security Program	2
Next Generation Fare Gates Program	2
Fleet of the Future Maintenance Facility	-
Total	\$1,341M

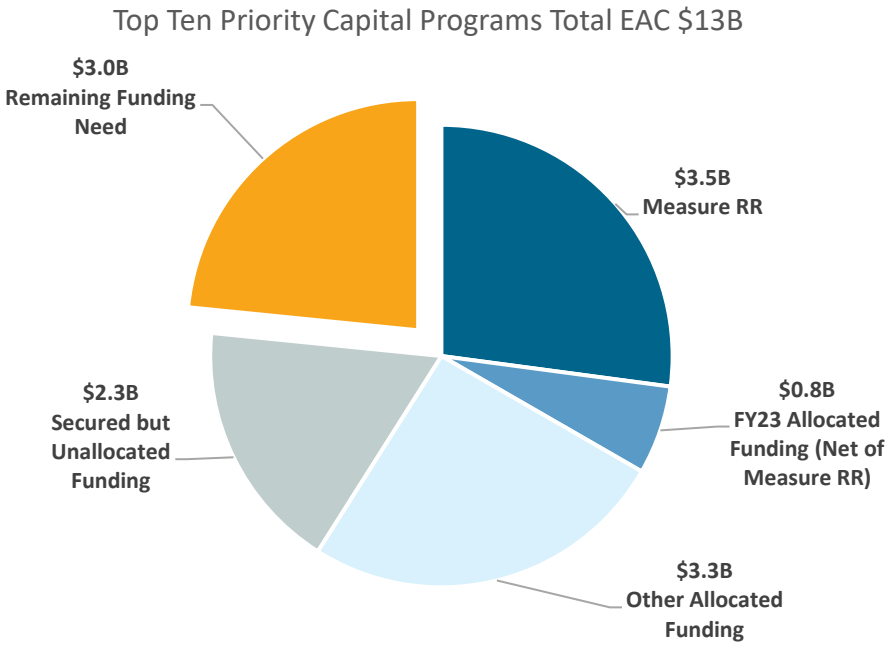
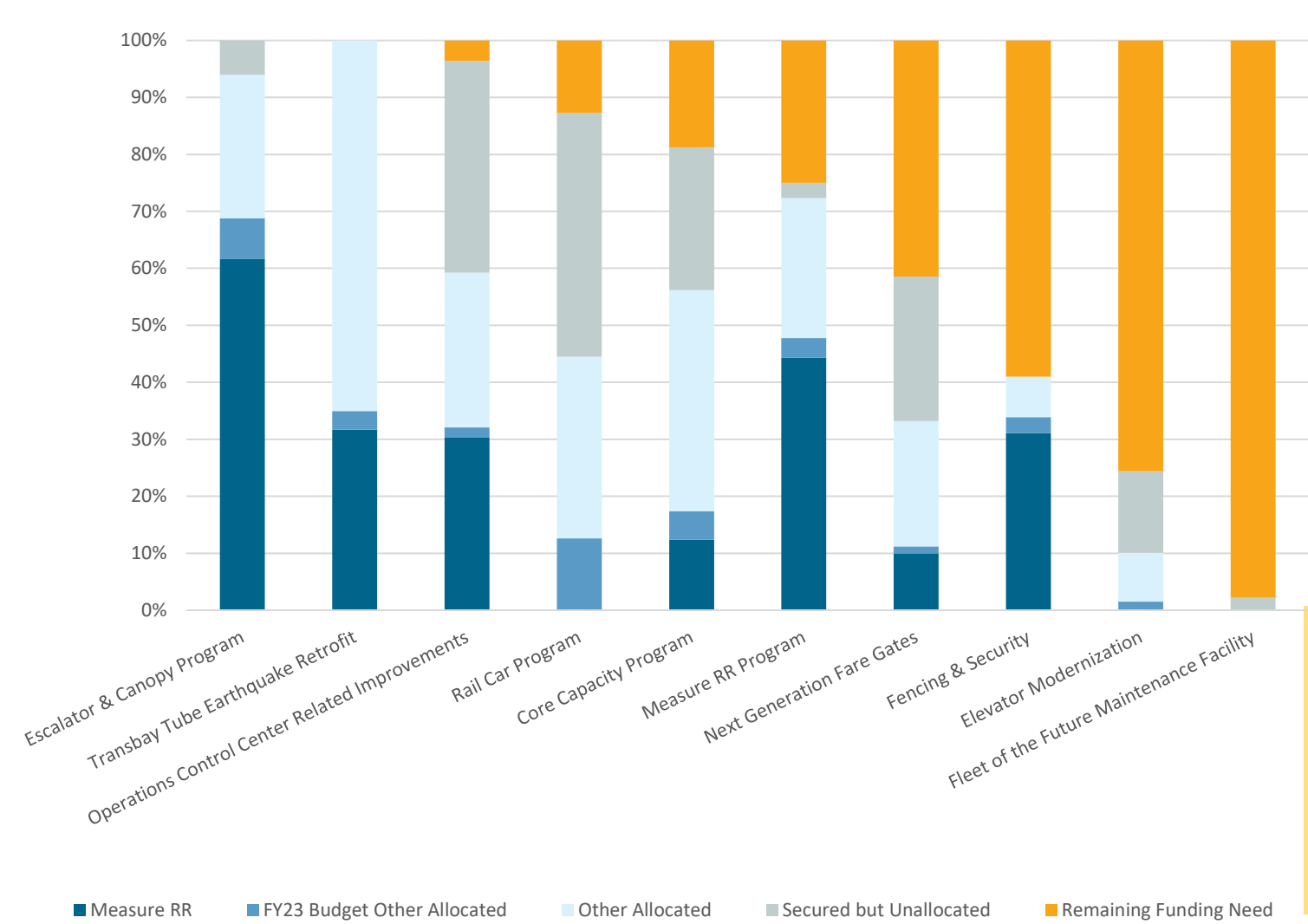
FY23 Budget = \$1.5B

**Programs sorted by FY23 Budget.*

*** Rail Car Program overlap with Core Capacity Program (306 Rail Cars) not shown, totaling ~\$2M. Total FY23 Rail Car Program budget is \$518M.*

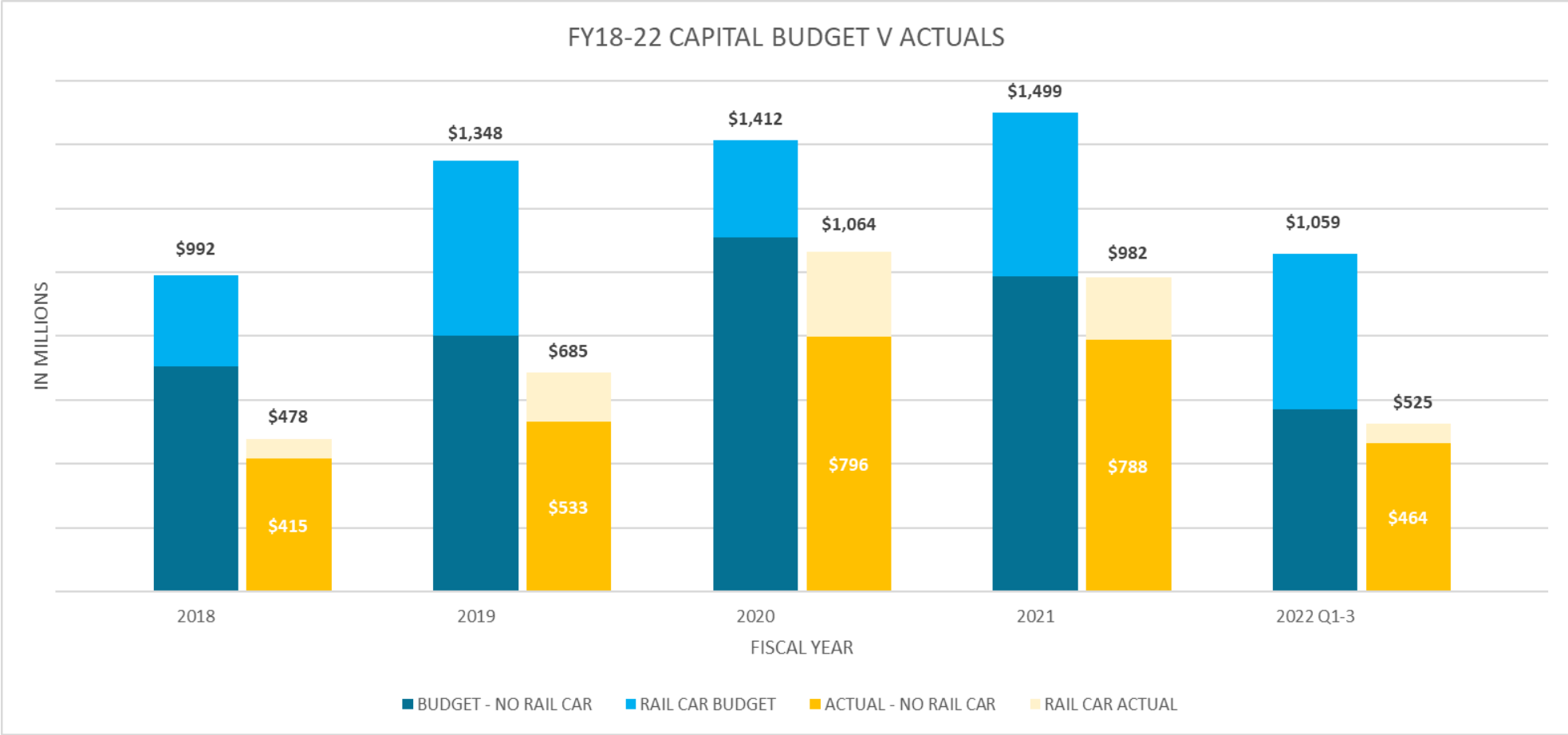
****Several Priority Programs have Measure RR funds, totaling \$385M. Overlaps are not shown. Total FY23 Measure RR budget is \$814M.*

Top Ten Priority Programs



- Some projects are scalable and can be managed within available funding
 - Ex. Elevator Modernization
- Other projects need full or substantial funding to advance
 - Ex. Fleet of the Future Maintenance Facility

Historical Capital Budget to Actuals Comparison

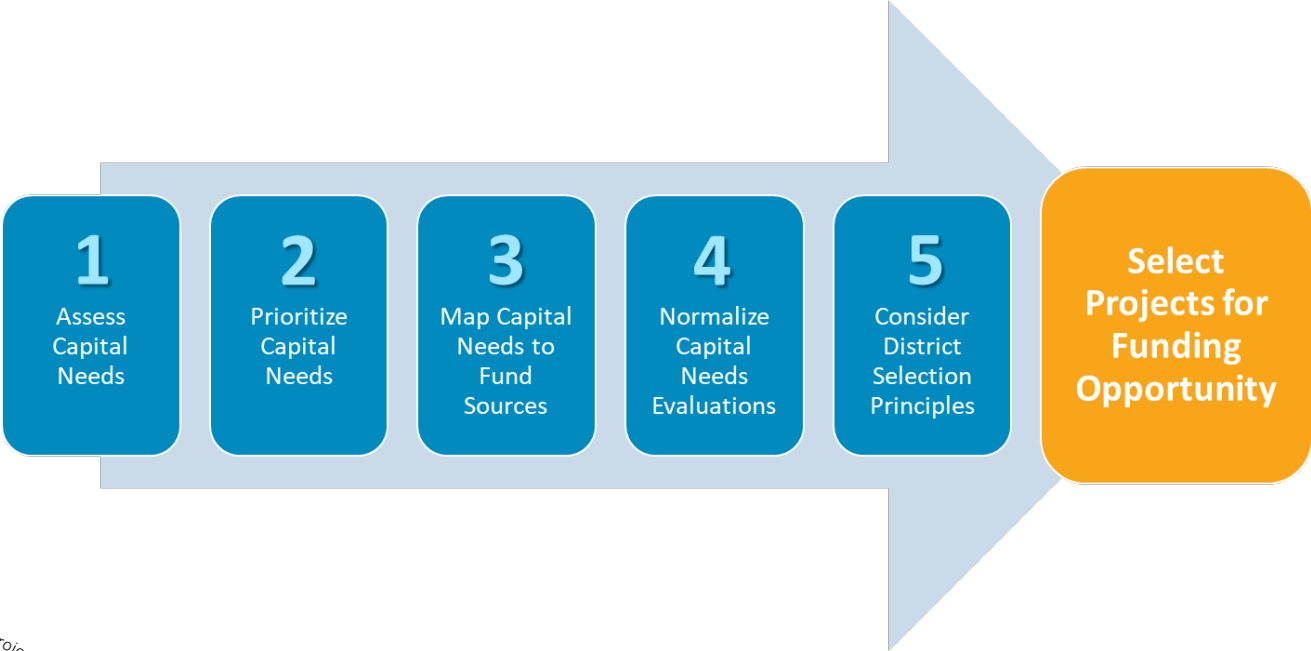


**Budgets and Actuals does not include CCIPA Reimbursables of approximately \$7-8M per FY*

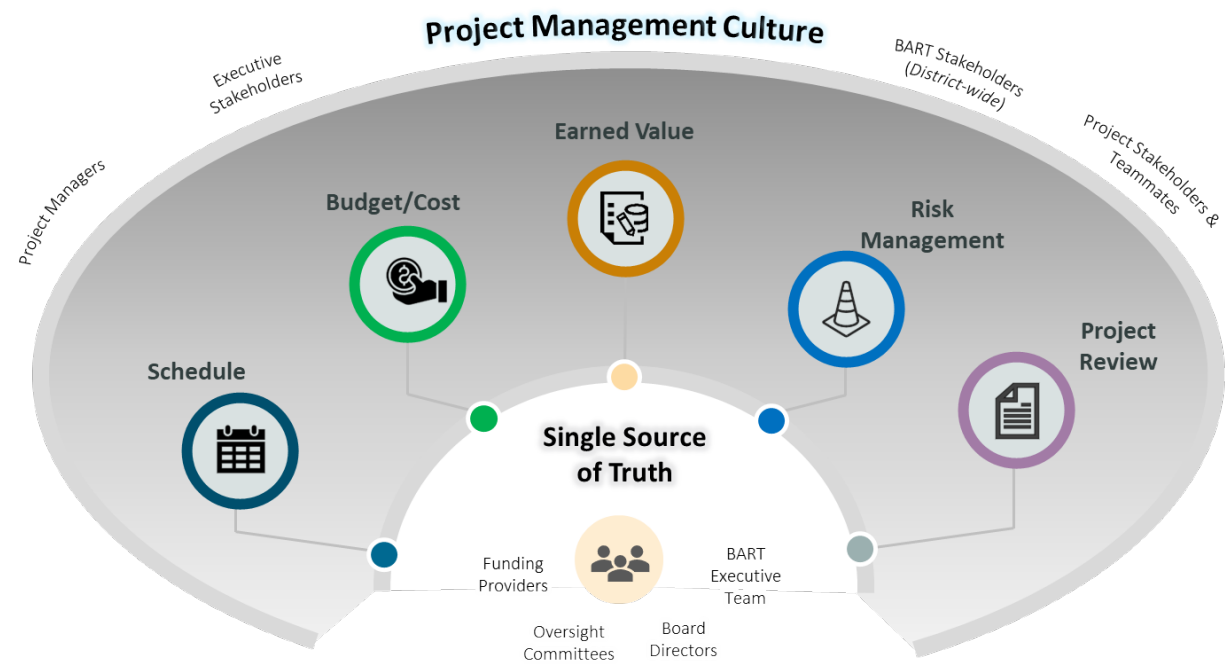
Looking Back

Presented Summer 2021

Capital Project Selection Framework



Capital Project Controls Framework



Improving Project Selection and Funding

DISTRICT SELECTION PRINCIPLES

- **Optimize Probability of Securing Funding**
 - Advance projects that best fit guidelines and rules of the funding program
 - Package needs into compelling project or program bundles
- **Seek to Close Funding Gaps on Critical Projects**
 - Prioritize completing the funding plan for projects that are already under contract/construction
- **Advance Hard-to-Fund Programs/Projects**
 - Give preference to projects that are difficult to fund through existing fund sources
- **Target Programmatic Balance**
 - Seek funding within following ranges:
 - 55-70% Systemwide State of Good Repair (includes security & sustainability elements)
 - 30-45% Core Capacity, Service Improvements & Expansion, and Station Modernization (includes security & sustainability elements)
 - 1-3% Security & Sustainability Improvements (stand-alone projects – security & develop funding plans that enable project to proceed timely)

Improving Project Selection and Funding

OTHER FUNDING CONSIDERATIONS

- **External Funding not Fungible Across Projects:** Generally, cannot reallocate secured funding from one project to another.
 - Capital grants cannot be spent on operating uses.
- **Complex Funding Plans Introduce Risk:** Funding projects with small grants from multiple funders introduces risk and escalation to cost and schedule.
- **Secure Funding Foundation Reduces Risk:** Pursue larger funding opportunities for major projects at the time of project initiation to mitigate funding risk.

Calendar Years 2021 and 2022 (YTD) Grants in Review



**Excludes \$271M competitive discretionary ARP Additional Assistance Grant awarded in March 2022 for operating.*

CY21 & CY22 (YTD) Grants in Review

■ Awarded
■ Pending
■ Not Awarded

FEDERAL PROGRAMS	AMOUNT	CY	STATE PROGRAMS	AMOUNT	CY	REGIONAL & COUNTY PROGRAMS	AMOUNT	CY
FEMA COVID-19 Assistance	\$ 609,976	2022YTD	State Transportation Improvement Program (STIP)	10,000,000	2022YTD	MTC Lifeline Program (Alameda County)	\$ 404,000	2022YTD
FY22 Congressional Member Directed Spending	\$ 2,000,000	2022YTD	Affordable Housing & Sustainable Communities (AHSC)	36,520,000	2021	Alameda County Measure BB	\$ 7,650,000	2022YTD
FY21 FTA Sections 5307/5337 Formula Programs	188,764,022	2021	State of Good Repair (STA - Formulaic)	6,471,025	2021	San Francisco Proposition K	\$ 950,000	2022YTD
American Rescue Plan Supplemental CIG Funds	87,075,134	2021	Local Partnership Program - Formulaic	845,000	2021	Transit Center District Transpo. & Street Imp. Impact Fees	\$ 750,000	2022YTD
FTA Pilot Program for Transit Oriented Development	350,000	2021	California Community Power Resiliency Allocation	300,000	2021	Quick Strike Program	\$ 3,144,302	2022YTD
Transit Security Grant Program	4,512,704	2021	Low-Carbon Transit Operations Program (LCTOP)	4,368,203	2021	Proposition AA	\$ 3,144,270	2022YTD
TOTAL FEDERAL AWARDED*	\$ 283,311,836		TOTAL STATE AWARDED	\$ 58,504,228		Alameda County Msr. BB	\$ 15,000,000	2021
RAISE	25,000,000	2022YTD	Hazard Mitigation Grant Program	487,000	2022YTD	Quick Strike Program	3,144,302	2021
RAISE (Planning)	10,000,000	2022YTD	FY23 State Budget Member Requests	68,310,000	2022YTD	San Francisco Proposition K	950,000	2021
Ridership Restoration Grant	1,000,000	2021	TOTAL STATE PENDING	\$ 68,797,000		Mobility Pilot HUB	750,000	2021
Innovative Coordinated Access and Mobility Grant	500,000	2021	Caltrans Sustainable Transportation Planning Grant	400,000	2021	Transit Center District Transpo. & Street Imp. Impact Fees	1,250,000	2021
TOTAL FEDERAL PENDING	\$ 36,500,000		California Resilience Challenge 2021 Grant Program	200,000	2021	TOTAL REGIONAL & COUNTY AWARDED	\$ 37,136,874	
FY22 Congressional Member Directed Spending	3,000,000	2021	FY22 State Budget Member Requests	50,000,000	2021	Contra Costa County Measure J	3,500,000	2022YTD
RAISE	25,000,000	2021	2021 Urban and Multibenefit Drought Relieve Grant Program	6,151,466	2021	Low-Carbon Transit Operations Program (LCTOP)	9,586,000	2022YTD
RAISE (Planning)	1,000,000	2021	TOTAL STATE NOT AWARDED	\$ 56,751,466		San Francisco Proposition K	3,040,000	2022YTD
East Bay Innovation Cluster (EBIC)	451,165	2021				TOTAL REGIONAL & COUNTY PENDING	\$ 16,126,000	
TOTAL FEDERAL NOT AWARDED	\$ 29,451,165							

**Excludes \$271M competitive discretionary ARP Additional Assistance Grant awarded in March 2022 for operating.*

Strengthening Capital Program Management

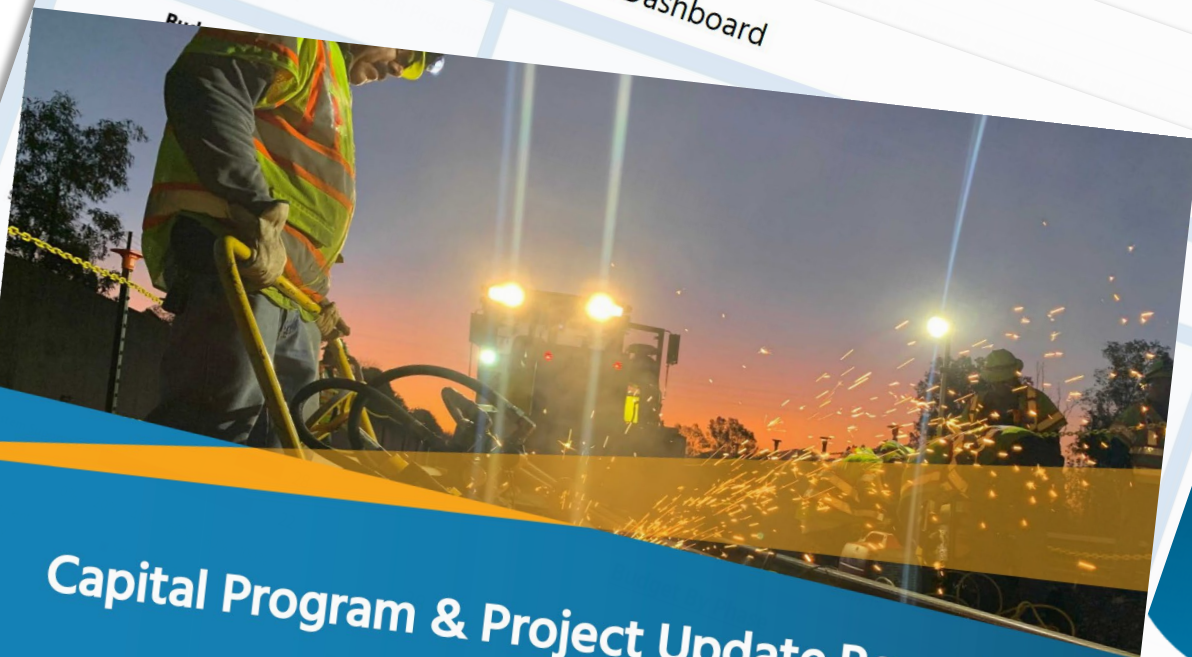
FY23 Funding Strategy

- Top federal funding priority is the Core Capacity Program (CCP)
- Top state funding priorities are CCP and Fleet of the Future Maintenance Facility (FotFMF)
- MTC
 - Megaproject Advancement Policy (MAP)
 - Bipartisan Infrastructure Law (BIL) Regional Approach
 - One Bay Area Grant Cycle 3 (OBAG3) Program top priorities Next Generation Fare Gates (NGFG) and Elevator Modernization (EM)
- County Transportation Authorities top priorities are CCP, NGFG and EM
 - ACTC Capital Investment Plan Update
 - New SF Transportation Sales Tax Expenditure Plan includes \$145M for BART, including full \$100M commitment to CCP and some funding for NGFG/EM
 - CCTA Countywide Transportation Plan & Sales Tax Reauthorization Expenditure Plan

FY23 Capital Program & Project Update Report

- 1. FY23 Capital Program & Project Dashboard
- 2. Top Ten Priority Programs
- 3. Priority Program Report
- 4. Projects by CIP Category
- 5. Project Report
- 6. Completed Projects FY22

Total Project Count
284

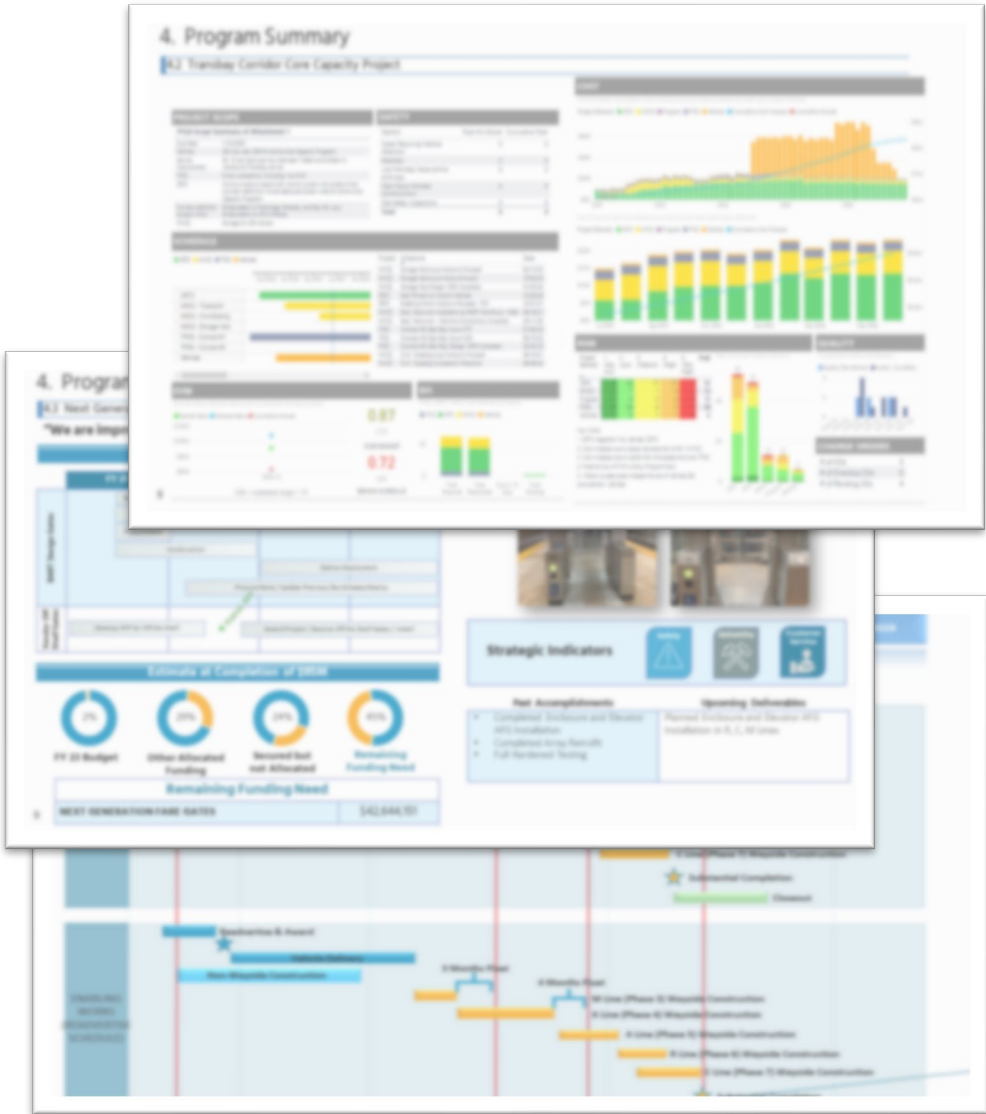


Capital Program & Project Update Report

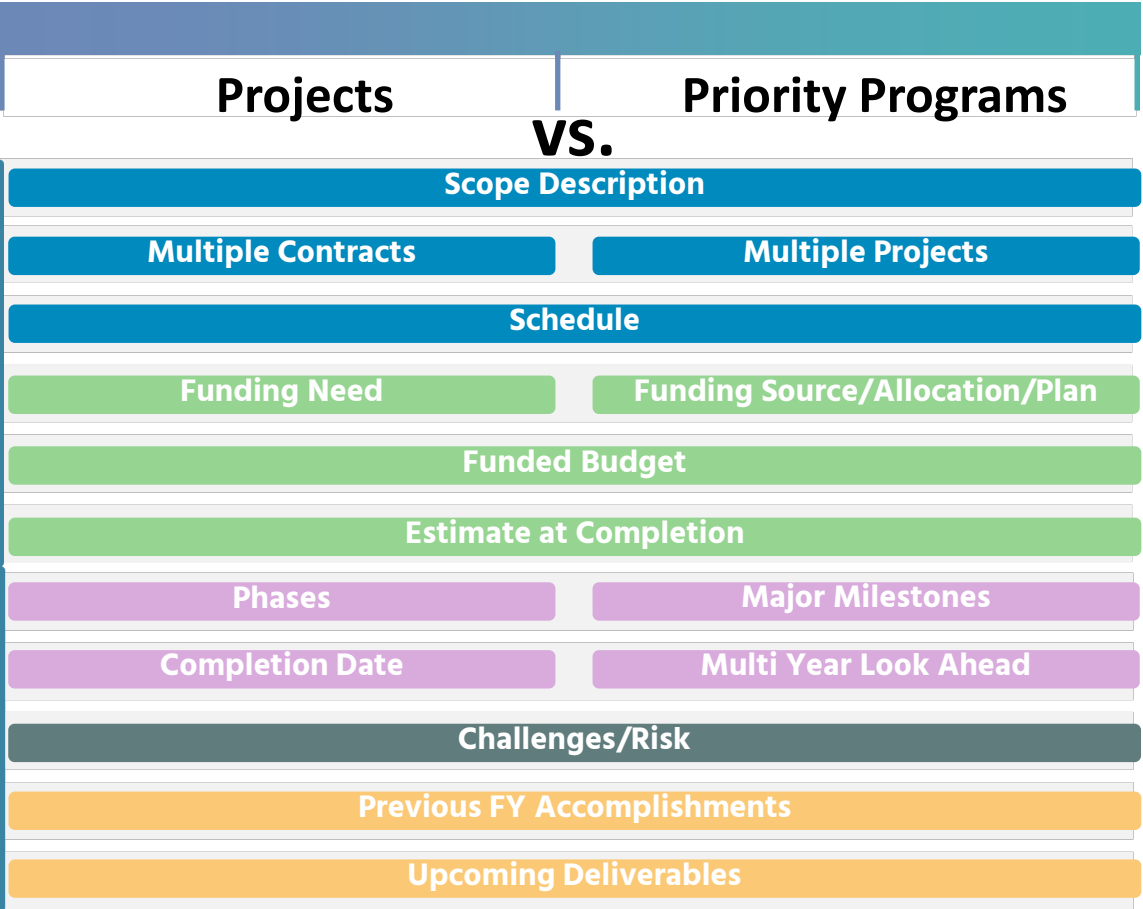
FY23



Priority Program Reports



Report
Content

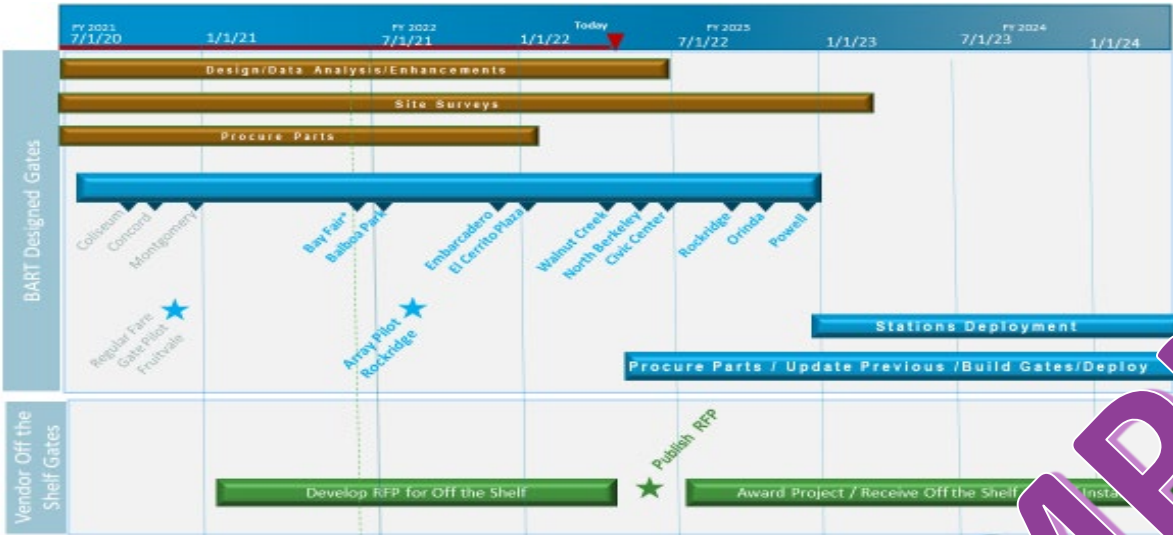


3. Priority Program Reports

3.3 Next Generation Fare Gates



Schedule – 2 Year Look Ahead



FY 22 Accomplishments

Contracts Awarded

	\$
--	----

Funding: EAC=\$90M



Remaining Funding Need

FY 23 Deliverables

Challenges/Risks/Watchlist

- Elevator Enclosure
- RFG
- AFG
- BART Design
- Vendor

FY23 Capital Program and Project Data

4. Projects by CIP Category

4.2 Traction Power

	Project Name	Completion	Total Planned Budget	FY22 Budget	FY22 Spend	Spent to Date	Remaining Planned Budget	% Complete	Current Status
	15EJ								
	15EK								
C	15EK								
	15EL								
	15EJ								
	15EL								
	15EL								
R	15EJ								
R!	15EJ								
	15EK								
	15EK								
	15EJ								



Legend

- Projects with Summary Reports
- Projects for funding risk
- Security Sensitivity Project

- C Core Capacity Program Projects
- R Measure RR Program Projects
- R! 3rd Tranche of Measure RR

FY23 Capital Program and Project Data

4. Projects by CIP Category

Project ID	Project Name	Estimate at Completion	Total Funded Budget	FY23 Budget	FY22 Spend	Spent to Date	Remaining Funded Budget	% Complete	Closeout Date
15EJRR	34.5 kV AC Cable Replacement-C line	\$95,687,061	\$92,557,281	\$13,102,865	\$7,990,454	\$17,220,071	\$70,626,589	11%	



- Project ID** - A unique identifier for a project or project component defined by BART to track a project
- Project Name** - Descriptor used for the project in Peoplesoft data base
- Estimate at Completion (EAC)** - The current expectation of total cost at the end of a project.
- Total Funded Budget** – Total available amount so for a project
- FY 23 Budget** - The projected cost to perform work on this project in fiscal year 2023
- FY22 Spend** – Actual expensed of FY22 Budget
- Spent To Date** – Actual amount spent to date
- Remaining Funded Budget** – The remaining or unspent amount out of the Total Funded Budget
- % Complete** – Actual work completed against measurable and quantifiable unit established for the project
- Closeout Date** - Projected closing date of the project

★ Physical % Complete

Project Summary Report

15EKRR1 | Traction Power Substations and Switching Station Replacements | Traction Power



PROJECT SUMMARY

What Assets are we improving?	Replacement of multiple substations, 1 Switching Station.
Where are the Assets located?	M and C-Lines
How do we improve the assets?	Design, procurement, and construction for the replacement of 6 to 8 substations, 1 Switching Station. Design for total of 35 facilities

Increases service reliability	Enhances Safety and Security	Promotes Sustainability



BUDGET/FUNDING/FORECAST

Timeline:



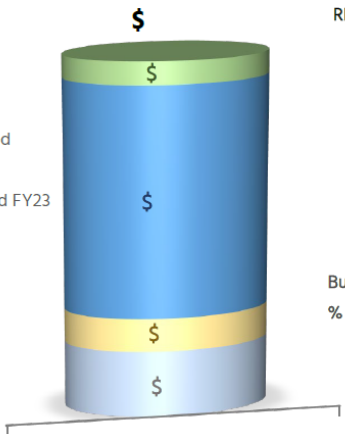
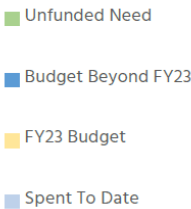
Challenges/Risks

- Need additional skilled BART engineering resources in Traction Power.
- Market conditions preclude multiple bidders.

Accomplishments

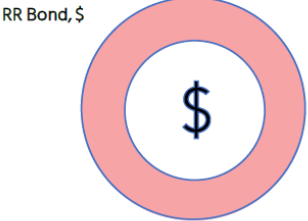
- Commenced procurement (EBID) of Walnut Creek (CVVC) Substation.

In Million Dollars

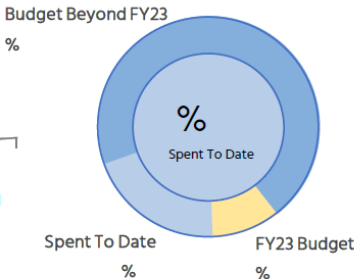


Estimate at Completion

Funding Source



Funded Budget



Key DATA

- SUMMARY
- SCHEDULE/TIMELINE
- RISKS
- PROGRESS
- FUNDING/BUDGET/COST

Next Steps to Capital Program & Project Reporting





BART Entrance
Proof of payment required beyond this point

Thank you!



50 YEARS
1972-2013