

San Francisco Bay Area Rapid Transit District

300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688



BOARD MEETING AGENDA

Thursday, February 25, 2021

8:30 AM

via Teleconference Only.

Board of Directors

A regular meeting of the Board of Directors will be held at 8:30 a.m. on Thursday, February 25, 2021 and Friday February 26, 2021.

Please note, pursuant to Governor Newsom's Executive Order N-29-20 and the California Shelter-in-Place mandate, which prevents all but essential travel, public participation for this meeting will be via teleconference only.

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

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

You may also join the Board Meeting via Zoom by calling 1-669-900-6833

Access Code for Thursday, February 25, 2021: 932 7569 4930

Access Code for Friday, February 26, 2021: 925 3076 2738

Dial *9 to raise your hand when you wish to speak. Public comment is limited to three (3) minutes per person.

If you wish to make a written comment:

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 February 25, 2021 in order to be included in the record.

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 300 Lakeside Drive, 23rd Floor, Oakland, CA 94612; fax 510-464-6011; or telephone 510-464-6083.

Patricia K. Williams
District Secretary

Regular Meeting of the
BOARD OF DIRECTORS

1. CALL TO ORDER

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

2. CONSENT CALENDAR

- A. Approval of Minutes of the Meeting of February 11, 2021. Board requested to authorize.

Attachments: [Approval of Minutes of the Meeting of February 11, 2021](#)

3. PUBLIC COMMENT - 15 Minutes

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

4. WORKSHOP

A. **Introduction.**

Introduction.

Attachments: [Board Workshop Introduction Memo](#)
[Introduction - Presentation](#)

- B. Bay Area Council Presentation: Insights on Bay Area Economic Recovery.

Bay Area Council Presentation: Insights on Bay Area Economic Recovery.

Attachments: [Bay Area Council Presentation - Insights on Bay Area](#)
[Economic Recovery - Presentation](#)

RECESS (10 MINUTES)

C. Financial Stability.

Fiscal Stability.

Attachments: [Fiscal Stability - Presentation](#)

RECESS (10 MINUTES)

D. Funding Advocacy: Federal, State & Local.

Funding Advocacy: Federal, State & Local.

Attachments: [Funding Advocacy - Federal, State & Local - Presentation](#)

ADJOURN to Friday, February 26, 2021, at 8:30 a.m.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688, Oakland, CA 94604-2688

Board of Directors
Minutes of the 1,879th Meeting
February 11, 2021

A regular meeting of the Board of Directors was held on February 11, 2021, convening at 9:01 a.m. via teleconference, pursuant to Governor Gavin Newsom's Executive Order N-29-20 and the California Shelter-in-Place mandate. President Foley presided; Patricia K. Williams, District Secretary.

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

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

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

Directors Raburn and Simon entered the Meeting.

Consent Calendar items brought before the Board were:

1. Approval of Minutes of the Meeting of January 28, 2021.
2. Award of Information Technology Hardware Agreement with Cornerstone Technologies, for Computer Hardware Devices at BART Headquarters Office Building.
3. Employee Recruitment and Relocation Assistance for the Controller/Treasurer and Assistant General Manager of Administration.
4. District Base Pay Schedule.

Director McPartland made the following motions as unit. Director Raburn seconded the motions.

1. That the Minutes of the Meeting of January 28, 2021, be approved.
2. That the General Manager or his designee be authorized to execute an information technology hardware and services contract with Cornerstone Technologies for the base quote of \$2,633,121.65 with an option to exercise buying additional equipment for a total amount not to exceed \$2,900,000.00.
3. That the General Manager or his designee be authorized to approve a national recruitment agreement to assist the District with filling the positions of Assistant General Manager, Administration, and Controller/Treasurer in conformance with established District procedures governing the use of executive search services, to identify suitable candidates both inside and outside of California for the positions of Assistant General Manager, Administration and Controller/Treasurer; and that, in addition, the General Manager be authorized to enter into a relocation agreement, if necessary, in an amount not

to exceed \$18,000.00 for each position, in accordance with Management Procedure Number 70, New Employee Relocation Expense Reimbursement.

4. That the Board approves the base pay schedule in effect January 1, 2021.

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

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

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

President Foley announced that the Board would enter into closed session under Items 4-A (Public Employee Performance Evaluation); 4-B (Public Employee Employment/Appointment); and 4-C (Conference with Negotiators) of the Regular Meeting agenda, and that the Board would reconvene in open session upon conclusion of the closed session.

The Board Meeting recessed at 9:10 a.m.

The Board reconvened in closed session at 9:15 a.m.

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

Absent: None.

The Board Meeting recessed at 11:02 a.m.

The Board reconvened in open session at 11:16 a.m.

Directors present: Directors Dufty, Li, Raburn, Saltzman, Simon, and Foley.

Absent: None. Directors Allen, Ames, and McPartland entered the Meeting later.

President Foley announced that the Board had concluded its closed session under Items 4-A, 4-B, and 4-C and that the Board had appointed Christopher Gan as Interim Controller/Treasurer, effective March 22, 2021, by unanimous vote.

Director Dufty moved that the base salary of Christopher Gan while serving as the Interim Controller/Treasurer shall be at the annual rate of \$246,925.50 and that during this appointment his benefits will continue to be those applicable to non-represented managers, generally. Director Raburn seconded the motion.

Directors Ames and McPartland entered the Meeting.

The motion brought by Director Dufty and seconded by Director Raburn carried by unanimous roll call vote. Ayes: 8 – Directors Ames, Dufty, Li, McPartland, Raburn, Saltzman, Simon, and Foley. Noes: 0. Absent: 1 – Director Allen.

Director Li, Chairperson of the Administration Committee, brought the matter of Fiscal Year 2021 Second Quarter Financial Report before the Board. Christopher Simi, Director of Budgets, presented the item.

Aleta Dupree addressed the Board.

Director Saltzman thanked and commended staff for their work and requested that staff create a PowerPoint slide outlining financial report highlights for future presentations.

Director Ames noted her concern about uncertainty regarding available funding from the federal or state governments; inquired about seeking additional funding and requesting more funding from toll lane revenues; commented on high-occupancy vehicle (HOV) express lanes and working with the state to capture funding for public transit; and requested that the base case and worst-case budget scenarios be presented at the Board Workshop.

Director Li brought the matter of Update on Fare Coordination and Integration Study before the Board. Pamela Herhold, Assistant General Manager, Performance and Budget; Hannah Lindelof, Group Manager, Policy Planning, Strategic and Policy Planning; and Michael Eiseman, Director of Financial Planning presented the item.

The following individuals addressed the Board:

Aleta Dupree
Stephanie Beecham
John Minet
Adina Levin
Nishant Kheterpal

Director Allen entered the Meeting.

The item was discussed, with the following highlights:

Director Saltzman thanked public speakers for their comments and commented on transit decision-making, the Metropolitan Transportation Commission (MTC) Blue Ribbon Task Force meeting she had attended with President Foley, BART's opportunity to be a regional leader, and seeking financial support from the MTC and state legislature.

President Foley thanked public speakers for their comments and commented on seamless transit, BART becoming a better transit option, BART as the hub for Bay Area transit, and the transit network manager concept.

Director Ames commented on collaboration among transit operators; commended public speakers' comments; and inquired about including the Altamont Corridor Express (ACE) and the Capitol

Corridor Joint Powers Authority in the fare integration concept, a fare cap, and adjusting train departure times to accommodate late bus arrivals.

Director Raburn expressed gratitude for the progression of the fare integration project; commented on the BART – Alameda-Contra Costa Transit District (AC Transit) Interagency Liaison Committee, quality control regarding regional fare integration, new fare payment options, his experience riding Caltrain, and focusing on BART’s geographic intersection with other agencies and the customer experience; noted his desire for an advisory body to be created; and thanked President Foley and Director Saltzman for attending and reporting on the MTC Blue Ribbon Task Force meeting.

Director Li inquired about a working group.

Director Raburn commented on governing from transit experience and seeking input from transit users.

Director Li thanked public speakers for their comments; expressed support for fare integration; commented on BART’s leadership with fare integration; inquired about the region’s potential phased steps toward a more comprehensive fare integration model, the BART Board’s role and points of engagement until the planning study report is released, and the steps following release of the planning study report; and encouraged advocates to continue to build other regional transit board members’ receptiveness to fare integration.

Director Li brought the matter of Update on Next Steps for Government Alliance on Race and Equity (GARE) before the Board. Maceo Wiggins, Director of the Office of Civil Rights, and Russell Bloom, Independent Police Auditor, presented the item.

Aleta Dupree and Adina Levin addressed the Board.

The item was discussed, with the following highlights:

Director Raburn expressed enthusiasm for the equity strategy; commented on ensuring the District’s acknowledgement of the 16 GARE training participants, the increase in demand for GARE’s assistance, focusing on how the Board can further GARE principles to ensure they are woven into BART’s decision-making structure, and including equity and the homelessness plan in BART’s strategic framework; and inquired about how the Board can engage and utilize the GARE training.

Director Ames commented on transit justice and expanding beyond racial equity.

Director Li thanked the GARE cohort participants and Aleta Dupree for her public comment; requested that staff discuss how equity work will be performed, how issues are integrated, and how racial equity work is the bedrock of the integrated issues; and commented on creating an equity strategy in the near future.

Director Saltzman echoed Director Li’s comments; expressed support for a GARE-like training for the Board, and appreciation for staff’s equity work; commented on the inclusion of equity in the current strategic plan and Link21, the equity strategy, including all forms of equity, BART’s history, and prioritizing racial equity; and indicated her enthusiasm and support for the equity work.

Director Simon expressed enthusiasm about the equity work and commented on BART leading the national transit community in exploring equity issues, BART's employee diversity, and the importance of public agencies' addressing racism.

President Foley commended the equity work; thanked the GARE cohort participants; expressed support for the equity strategy and a GARE-like training for the Board; commented on the touchpoints of riders, employees, and contractors and other agencies; and indicated appreciation for staff's work.

Director Simon, Chairperson of the Engineering and Operations Committee, had no report.

Director Raburn, Chairperson of the Planning, Public Affairs, Access, and Legislation Committee, brought the matter of State Legislation for Consideration before the Board.

Director Li moved that the Board of Directors support Assembly Constitutional Amendment (ACA) 1, Senate Constitutional Amendment (SCA) 2, and Senate Bill (SB) 10. Directors Saltzman and Simon seconded the motion.

Director Allen exited the Meeting.

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

Director Simon exited the Meeting.

Director Saltzman commented on Senate Bill (SB) 57.

Director Saltzman moved that the Board of Directors support SB 57. Director Li seconded the motion.

SB 57 was discussed, with the following highlights:

Director Li expressed alignment with Director Saltzman's comments and thanked Director Dufty for his work on the safe injection site issue.

Director Ames expressed support for SB 57 and requested a briefing on ACA 1, SCA 2, and SB 10.

President Foley expressed that he was conflicted about supporting SB 57 and commented on the support program referral provision in the bill.

Jim Lites addressed the Board.

Discussion continued, with the following highlights:

Director Raburn referenced a safe injection clinic in Vancouver, Canada; commented on monitoring SB 57 for willingness to amend the bill to mandate participation in a support program; and expressed that he was conflicted about SB 57.

Director McPartland expressed support for SB 57.

Director Dufty expressed support for SB 57.

The motion brought by Director Saltzman and seconded by Director Li carried by unanimous roll call vote. Ayes: 7 – Directors Ames, Dufty, Li, McPartland, Raburn, Saltzman, and Foley. Noes: 0. Absent: 2 – Directors Allen and Simon.

Director Ames explained why she did not vote on ACA 1, SCA 2, and SB 10.

President Foley called for the General Manager's Report. Robert Powers, General Manager, reported on the Oakland Coliseum COVID-19 vaccination site.

Director Raburn announced that Coliseum Station has a new accessible fare gate at the elevator.

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

President Foley requested that the Meeting be adjourned in honor of Dwight Waller, Utility Worker at BART.

Director Raburn reported that he had attended the League of California Cities' legislative session, the League of Women Voters of Alameda's legislative session, the Service Review Advisory Committee for East Bay Paratransit meeting, the Alameda Chamber of Commerce meeting, a teleconference with the county health department, the Planning and Conservation League Assembly, the Bay Area Council's presentation on Link21, the San Francisco Business Times economic forecast event, the West Oakland Station modernization event with Director Simon, and California's Resilient and Inclusive Future presentation; and suggested that BART consider and plan for zero emission vehicles.

Director Dufty requested that the Meeting be adjourned in honor of The Honorable John J. Moylan, member of the Golden Gate Bridge Highway and Transportation District Board of Directors.

Director Saltzman reported that she and Director Simon had attended a virtual community meeting about the transit-oriented development vision plan in Berkeley and that she had attended a meeting with Upper Broadway Advocates.

Director Ames reported that she had attended a meeting with the City of Hayward and BART staff regarding the A-Line projects, the Link21 webinar, and climate action plan meetings with the community and City of Fremont; and that she would attend a Union City scoping session regarding Union City Station.

President Foley thanked Jeana Zelan Peterson, Attorney III, Office of the General Counsel, for her assistance with the Controller/Treasurer appointment and Board Appointed Officers' evaluations and recommended that a PowerPoint presentation containing the names of former employees and retirees who have passed away be presented at the Board meeting prior to Memorial Day.

The Meeting adjourned at 1:33 p.m. in honor of Dwight Waller and The Honorable John J. Moylan.

Patricia K. Williams
District Secretary

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors
FROM: Deputy General Manager
SUBJECT: BART Board 2021 Workshop

DATE: February 19, 2021

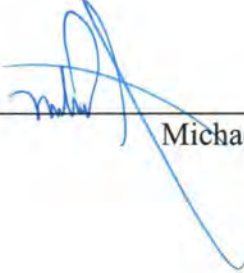
The annual BART Board Workshop will be held on February 25th and February 26th via Zoom videoconferencing (pursuant to Governor Newsom's Executive Order N-29-20 and the California Shelter-in-Place Mandate).

The Workshop offers an opportunity for more extensive conversations among Board members and staff on priority topics for the calendar year. Based on Board feedback from past Workshops, we have reduced the number of agenda items to provide space for more in-depth discussions.

The first day of the Workshop is focused on the economic conditions, commencing with a presentation by the Bay Area Council Economic Institute. BART staff will follow with presentations focusing on fiscal stability and funding advocacy.

The second day will focus on the customer experience, with staff presentations on regional transit coordination and an overview of our homeless action plan. We will conclude the Workshop honoring our dedicated staff who elected to retire as part of the District Retirement Incentive Program.

If you have any questions, please contact me at (510) 464-6126.



Michael Jones

cc: Board Appointed Officers
Executive Staff

San Francisco Bay Area Rapid Transit District

▶ Board Workshop 2021

Board Workshop Overview

Day 1: February 25, 2021

Economic Outlook, Fiscal Stability, and Funding Advocacy

- Introduction
- Bay Area Council Presentation: Insights on Bay Area Economic Recovery
- Recess
- Fiscal Stability
- Recess
- Funding Advocacy: Federal, State and Local
- Adjourn

Day 2: February 26, 2021

Customer Experience: Regional Coordination and Strategic Homeless Action Plan

- Update on Regional Transit Coordination: Transit Network Management
- Recess
- Strategic Homeless Action Plan
- District Retirement Incentive Program: Retiree Service Appreciation
- Workshop Recap
- Adjourn



Insight on the Bay Area Economic Recovery

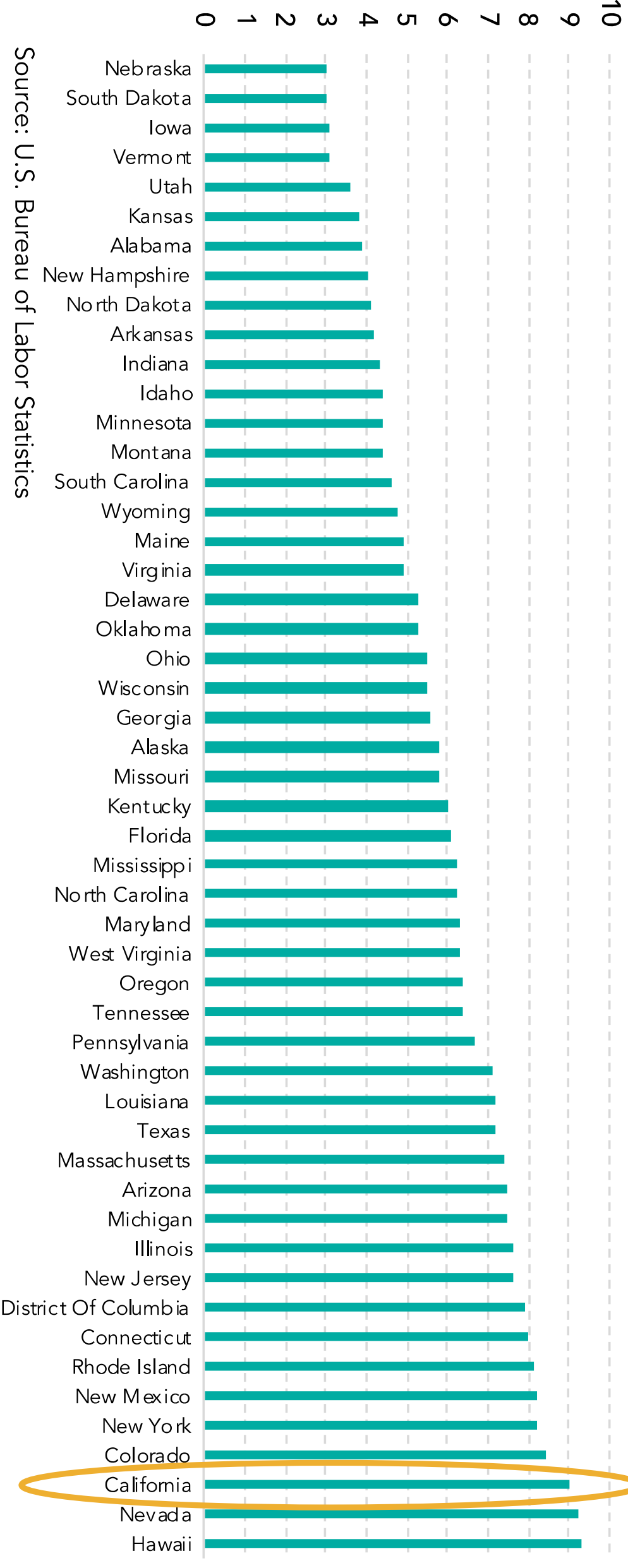
February 25, 2021

Presentation to BART Board



California's unemployment rate sits at 9.0% as of December – up from 8.2% in November – and 3rd highest in the nation

December 2020 State Unemployment Rates (%)



Source: U.S. Bureau of Labor Statistics

Southern California and Central Valley have experienced the highest unemployment levels in the state, while the Bay Area showed weakening toward end of 2020.

Unemployment Rates				
Metro Area	Feb 20	Apr 20	Nov 20	Dec 20
Vallejo	3.9%	15.1%	7.5%	8.8%
Oakland	3.0%	14.2%	6.8%	7.7%
Napa	3.2%	16.1%	6.0%	7.3%
Santa Rosa	2.8%	14.5%	5.5%	6.5%
San Francisco	2.2%	12.1%	5.4%	6.1%
San Jose	2.7%	12.0%	5.2%	6.0%
San Rafael	2.3%	11.2%	4.7%	5.5%
Bay Area	2.7%	13.1%	5.9%	6.8%

Bay Area unemployment: 6.8%

Sacramento unemployment: 8.5%

San Joaquin unemployment: 10.6%

Los Angeles unemployment: 10.7%

Merced unemployment: 11.5%

Source: California Employment Development Department (Seasonally Adjusted)

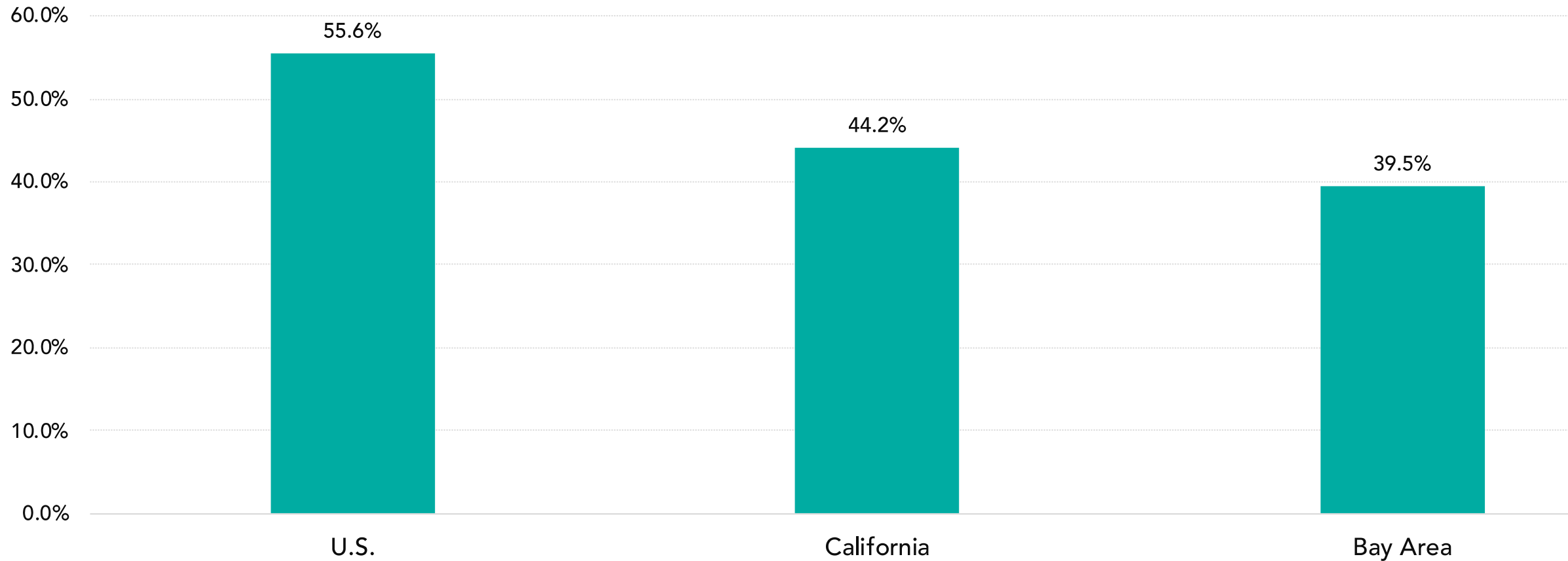
The Bay Area has lost over 300,000 jobs since the beginning of the pandemic. For perspective, December's job total matches numbers from late 2015/early 2016.

Bay Area Job Trends by Sector (2020)				
Sector	Feb. 20	Dec. 20	COVID Effect	% Gain/Loss
Leisure & Hospitality	436,900	299,400	-137,500	-31.5%
Government	488,600	447,000	-41,600	-8.5%
Education & Health Services	627,600	592,300	-35,300	-5.6%
Manufacturing	367,000	340,400	-26,600	-7.2%
Information	238,100	217,600	-20,500	-8.6%
Professional & Business Services	793,100	783,100	-10,000	-1.3%
Wholesale Trade	118,200	108,300	-9,900	-8.4%
Construction	209,000	200,900	-8,100	-3.9%
Retail Trade	334,100	326,700	-7,400	-2.2%
Transportation & Warehousing	109,000	109,600	600	0.6%
Financial Activities	202,000	203,300	1,300	0.6%
Total Non-Farm Employment	4,068,900	3,747,600	-321,300	-7.9%

Source: State of California Employment Development Department (Seasonally Adjusted)

The Bay Area trails the U.S. and California in terms of the jobs it has recovered. The region has regained just 40% of its lost jobs by December.

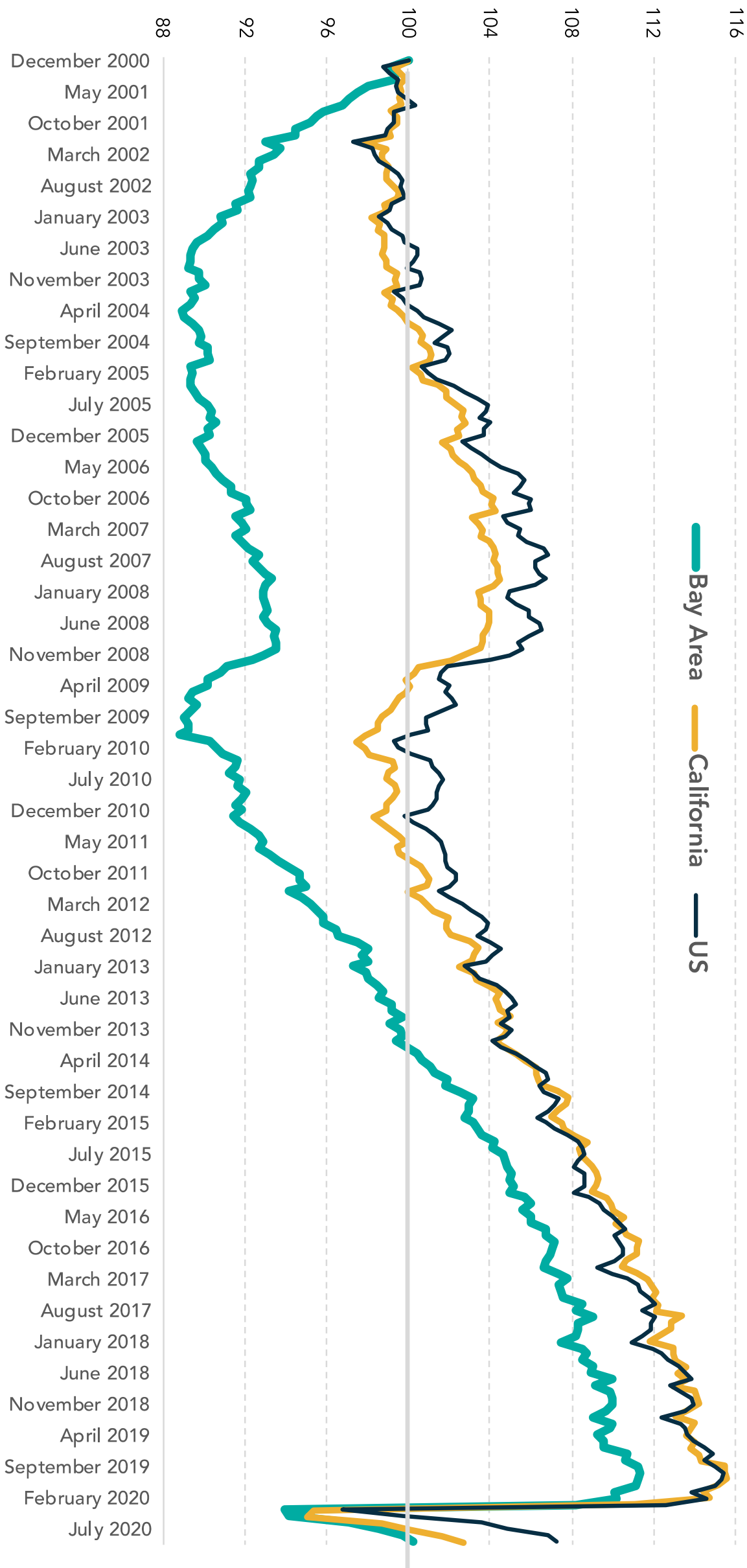
Jobs Recovered by December 2020 as % of Losses



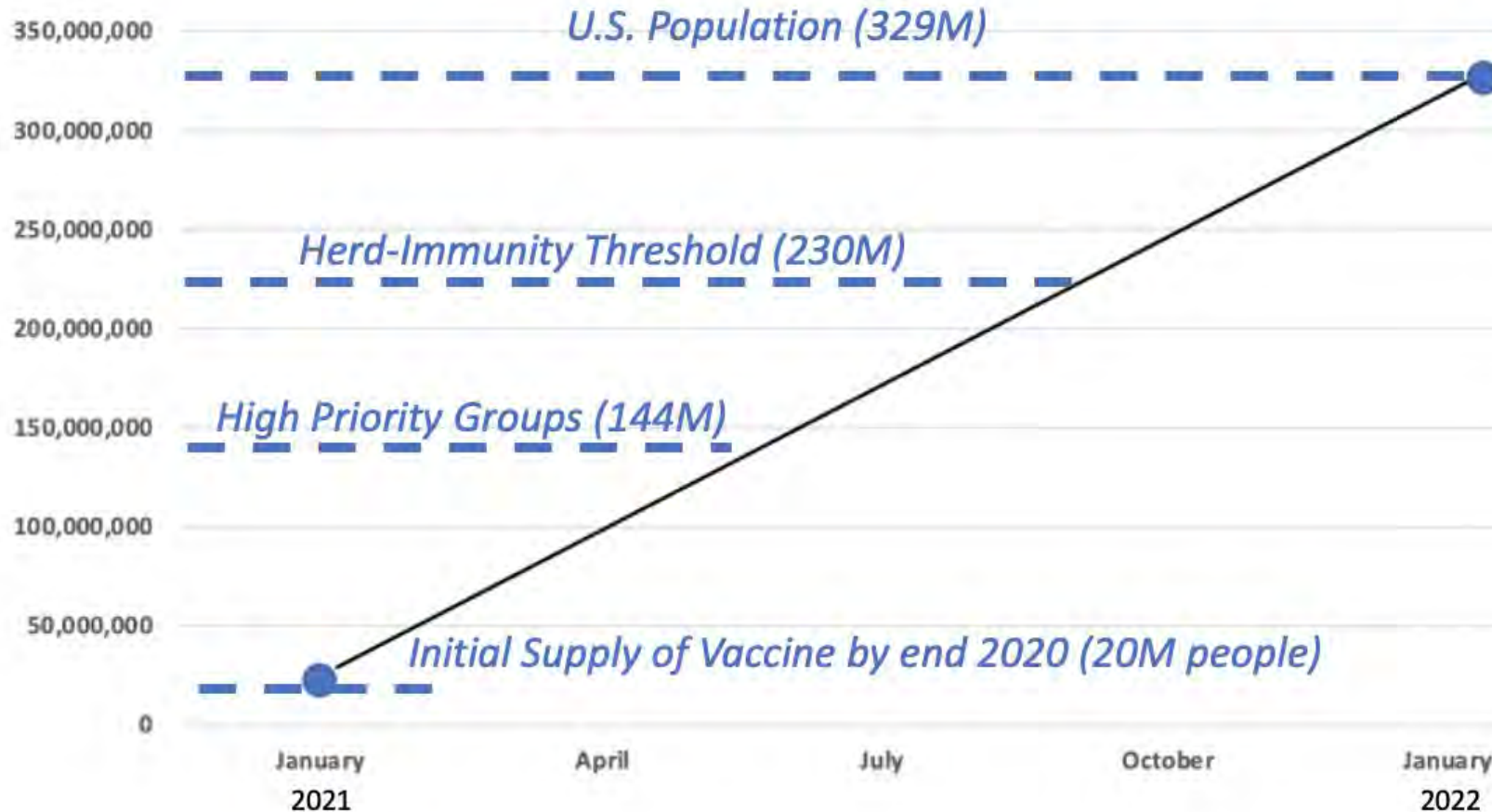
Source: Bureau of Labor Statistics

Analysis: Bay Area Council Economic Institute

20-year Employment Growth: Bay Area vs. California vs. US



U.S. Vaccine Availability and Eligible Groups



Source: Bob Wachter

Some Useful Numbers to Gauge Vaccine Timing (Ariadne estimates)

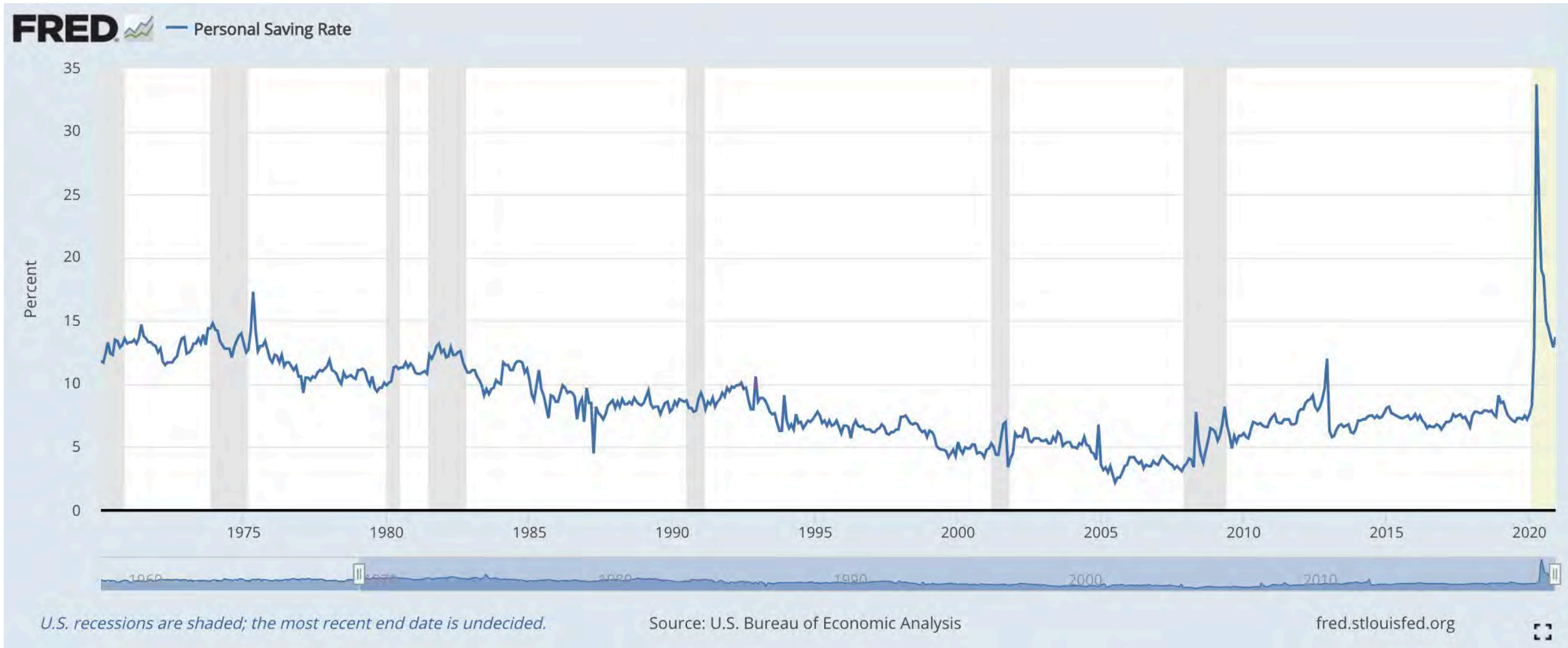
- Healthcare workers & first responders: 19.3M
- Patients with one or more comorbidities: 92M
- Patients over 65 with no comorbidities: 1.3M
- Over 65 in congregate settings: 2.3M
- Essential workers not fitting other categories: 22M
- Homeless: 6.7M
- Incarcerated: 0.7M

Total: ~144M

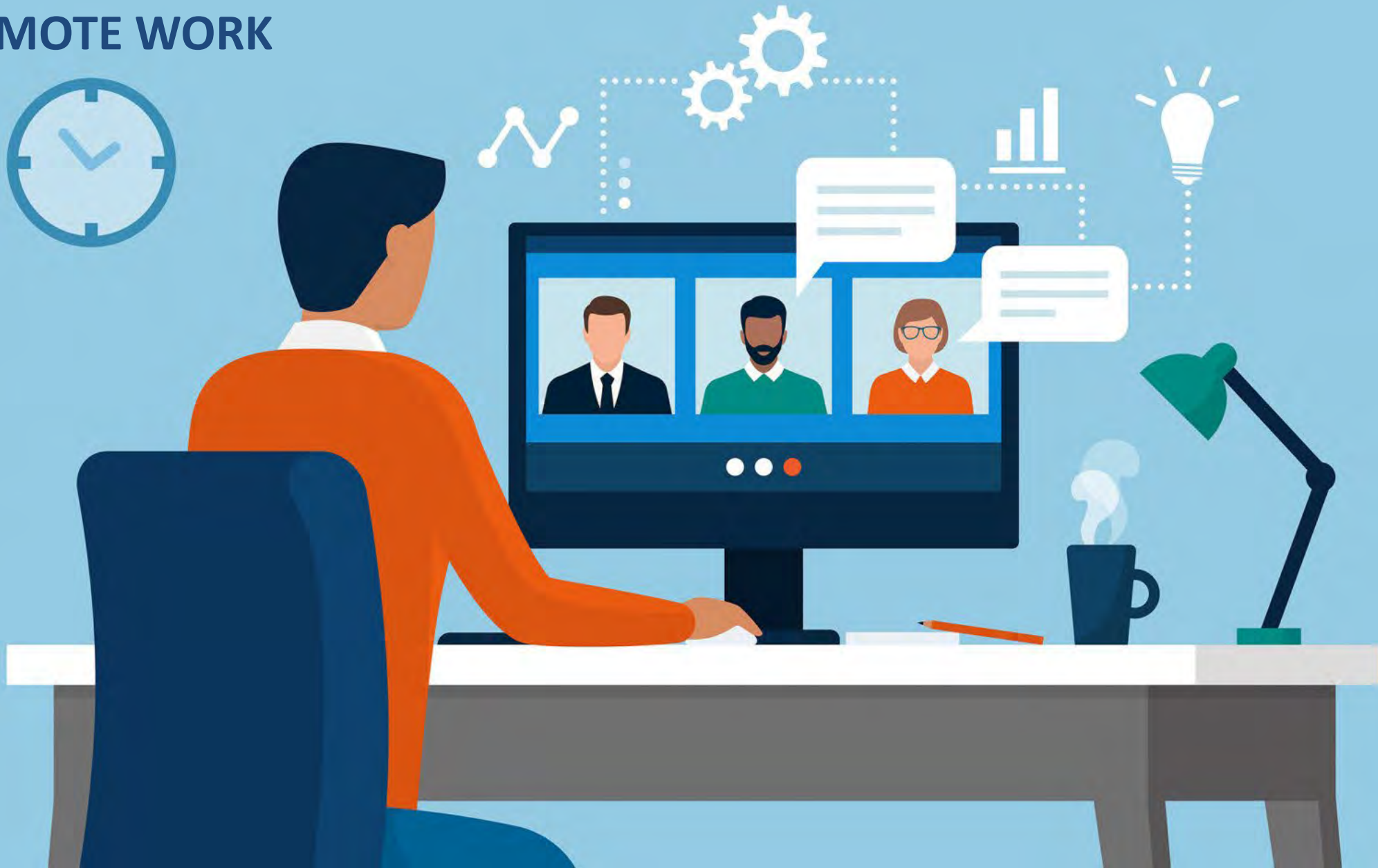
Number of people in U.S.: 329M

Herd immunity threshold (~70% of total population): 230M

The case for a rapid rebound: U.S. personal saving rate in December 2020 was 13.7% -- still above pre-COVID high set in the 1970s



REMOTE WORK



Nearly half of all Bay Area residents have an occupation that is remote work “eligible”

Pinterest cancels huge SF office lease in unbuilt project, citing work-from-home shift

Facebook Starts Planning for Permanent Remote Workers

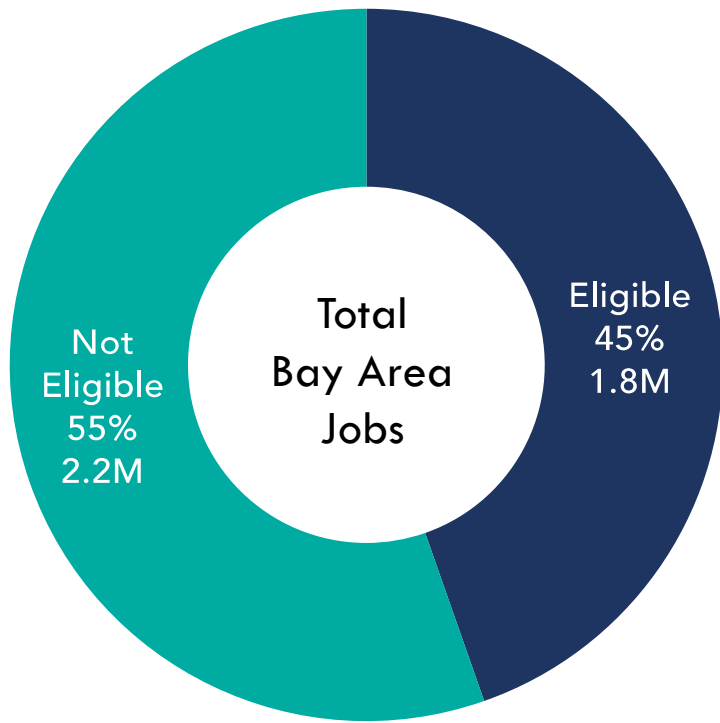
Tech companies are ending leases and consolidating offices as remote work is here to stay

Salesforce to allow remote or flexible work for most employees, with big implications for S.F.

Remote Work Eligibility by Job Location

Counties in bold are included in the nine-county Bay Area

	Share of Jobs Remote Eligible	Remote Eligible Jobs
San Francisco County	51%	391,248
Santa Clara County	51%	569,941
San Mateo County	47%	195,218
Bay Area	45%	1,789,622
Sacramento County	40%	274,133
Alameda County	40%	316,655
San Diego County	39%	580,670
Orange County	39%	642,799
Marin County	39%	45,013
Contra Costa County	38%	140,781
Los Angeles County	38%	1,708,733
Sonoma County	32%	67,926
Fresno County	30%	120,780
Solano County	29%	40,988
Napa County	26%	20,903



Bay Area Remote Work Summary Statistics

	Remote Work Eligible	Not Remote Work Eligible	Total
Race/Ethnicity			
White	838,221	820,667	1,658,888
%	51%	49%	100%
Black	82,977	168,141	251,117
%	33%	67%	100%
American Indian or Alaska Native	3,928	6,747	10,675
%	37%	63%	100%
Asian	531,029	488,549	1,019,578
%	52%	48%	100%
Native Hawaiian or Other Pacific Islander	6,697	14,789	21,487
%	31%	69%	100%
Two or More Races	46,975	57,699	104,674
%	45%	55%	100%
Hispanic or Latino	278,658	659,640	938,298
%	30%	70%	100%
Average Annual Income			
< \$40,000	77,299	1,170,607	1,247,906
	6%	94%	100%
\$40,001-\$60,000	366,006	520,755	886,761
	41%	59%	100%
\$60,001-\$80,000	332,580	216,021	548,601
	61%	39%	100%
\$80,001-\$100,000	312,569	94,559	407,128
	77%	23%	100%
\$100,001-\$150,000	528,401	161,936	690,336
	77%	23%	100%
> \$150,001	172,767	55,896	228,663
	76%	24%	100%

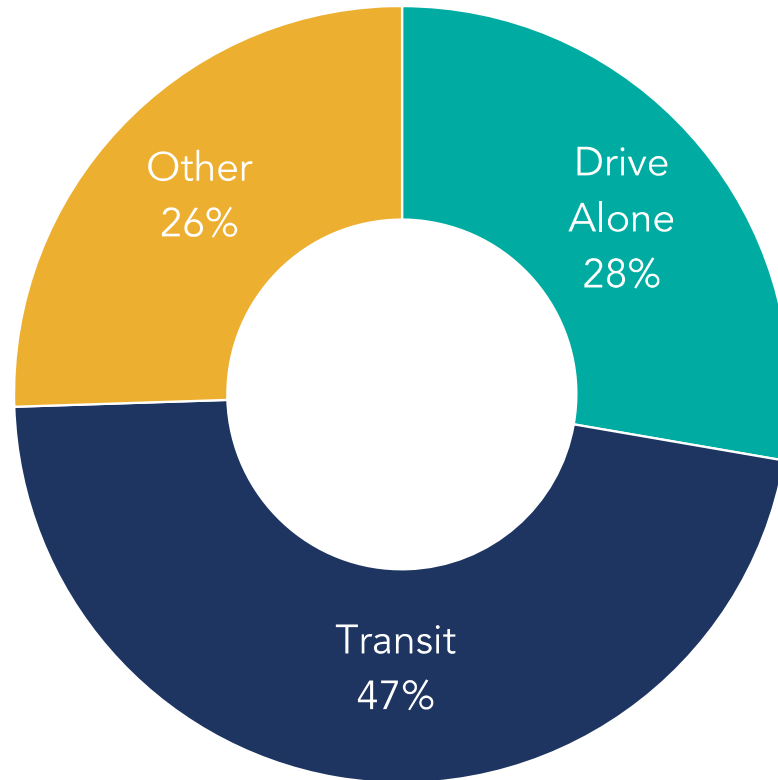
Example #1: San Francisco Employment

391,248

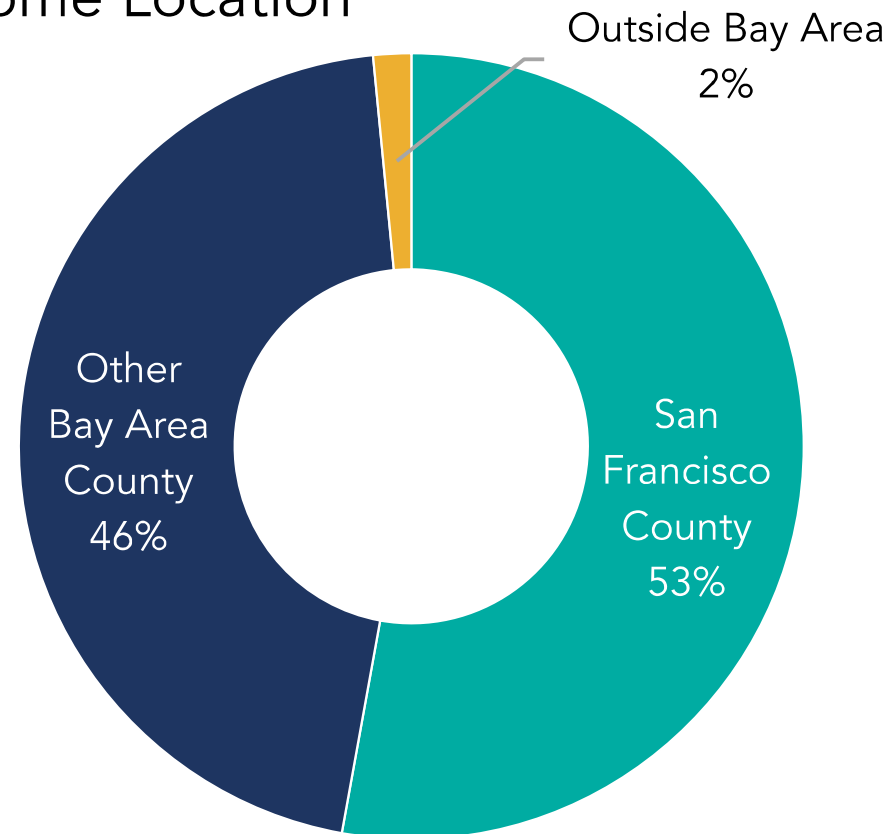
jobs are remote eligible.

51 percent of countywide jobs are remote eligible.

Mode Share



Home Location



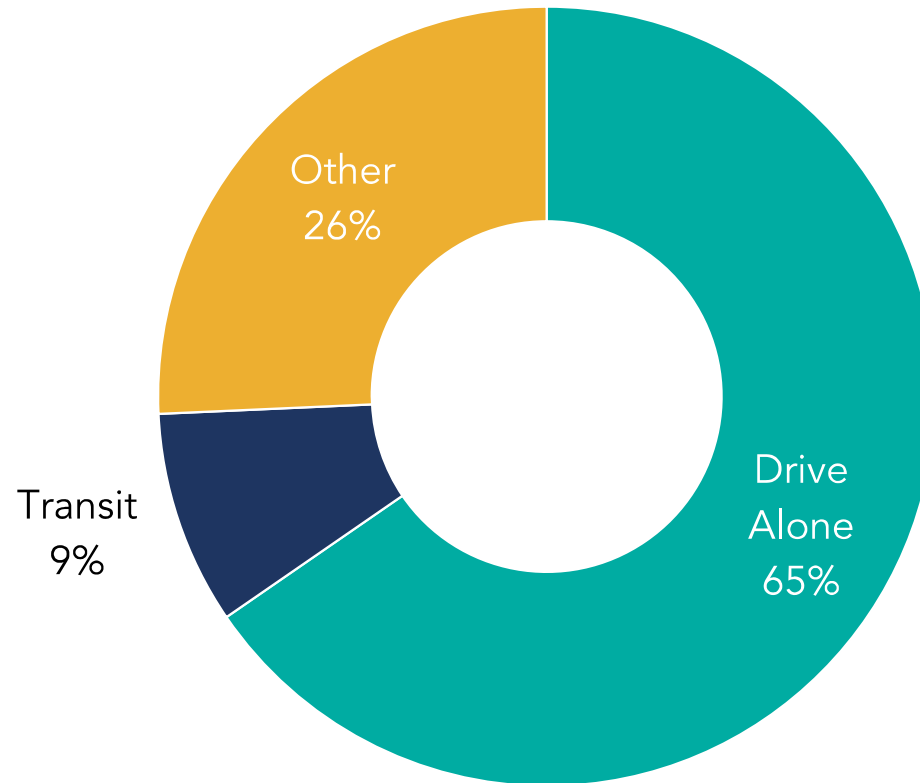
Example #2: Alameda County Employment

316,655

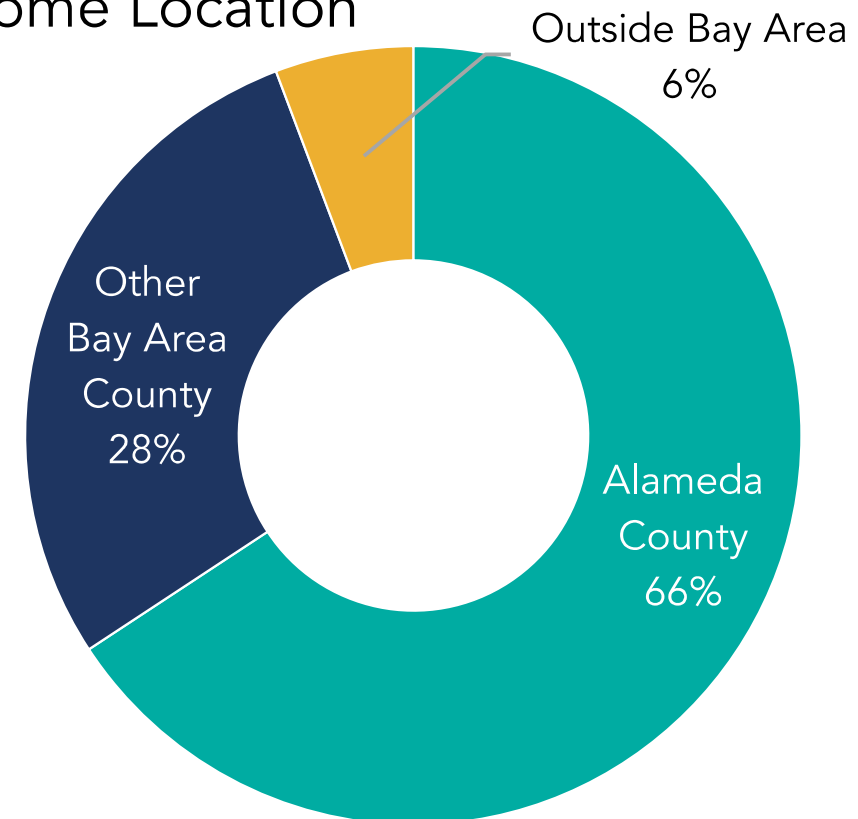
jobs are remote eligible.

40 percent of countywide jobs are remote eligible.

Mode Share



Home Location



Sizing Remote Work Effects

Weekly Remote Job-Days

Mode	Total Remote Jobs	5 out of 5 days (or 100%)	4 out of 5 days (or 80%)	3 out of 5 days (or 60%)	2 out of 5 days (or 40%)	1 out of 5 days (or 20%)
Drive Alone	1,111,800	5,559,000	4,447,200	3,335,400	2,223,600	1,111,800
→ Transit	265,715	1,328,575	1,062,860	797,145	531,430	265,715
Other	411,157	2,055,785	1,644,628	1,233,471	822,314	411,157
Total	1,788,672	8,943,360	7,154,688	5,366,016	3,577,344	1,788,672
In-person jobs days reduction among:						
Single occupancy vehicle commuters	-	-41%	-33%	-25%	-17%	-8%
→ Transit commuters	-	-55%	-44%	-33%	-22%	-11%
All other mode commuters	-	-63%	-51%	-38%	-25%	-13%
Total reduction in-person job-days (Share of weekly pre-COVID in-person job-days lost)	-	-47%	-38%	-28%	-19%	-9%

Data: Emsi Occupation Data 2019

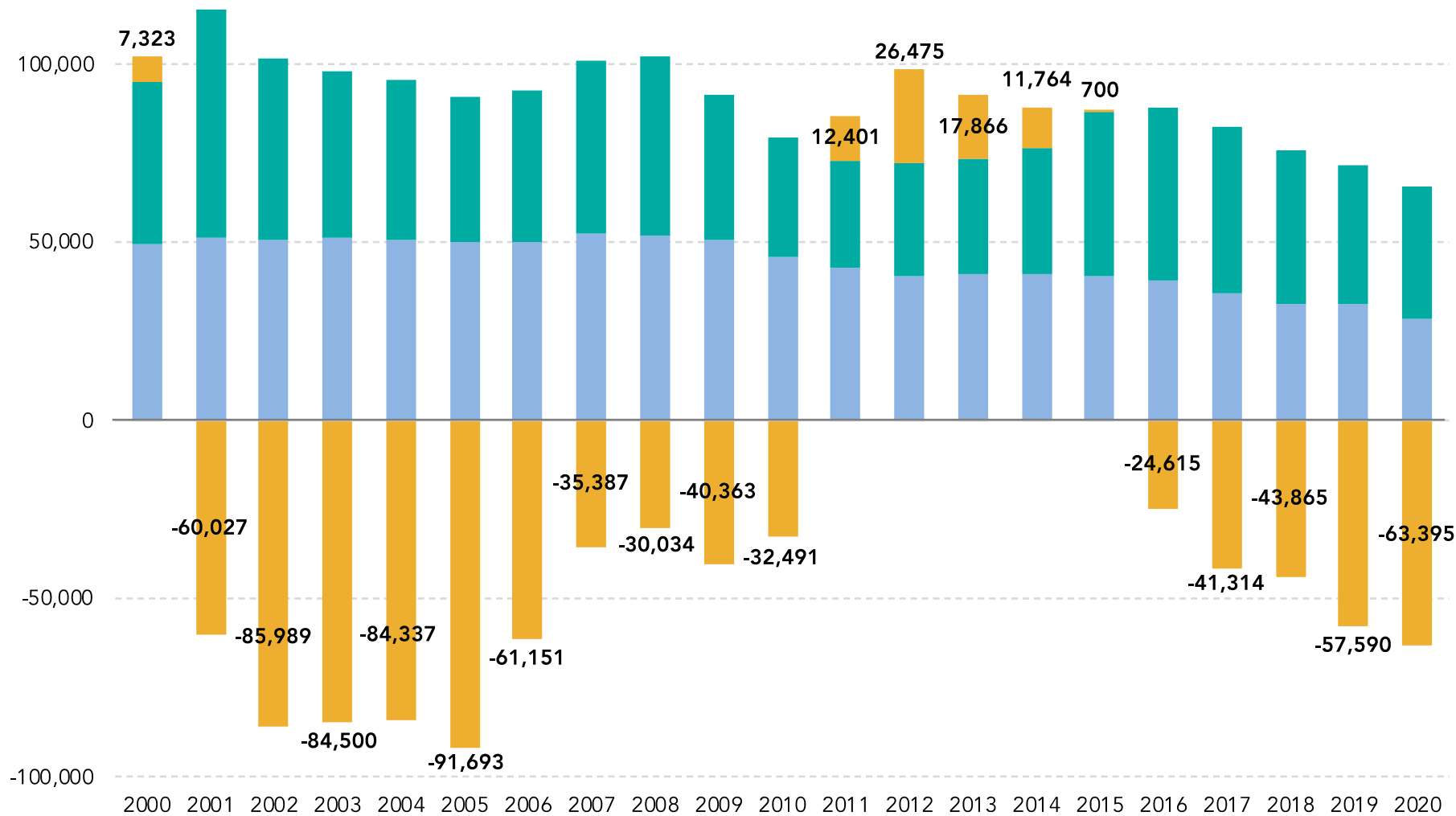
Note: Pre-COVID in-person job-days calculated using total jobs minus those already working from home pre-COVID based on ACS 2018 1-year estimates.

ON THE MOVE



Bay Area Population Change

Net Births/Deaths Net International Net Domestic

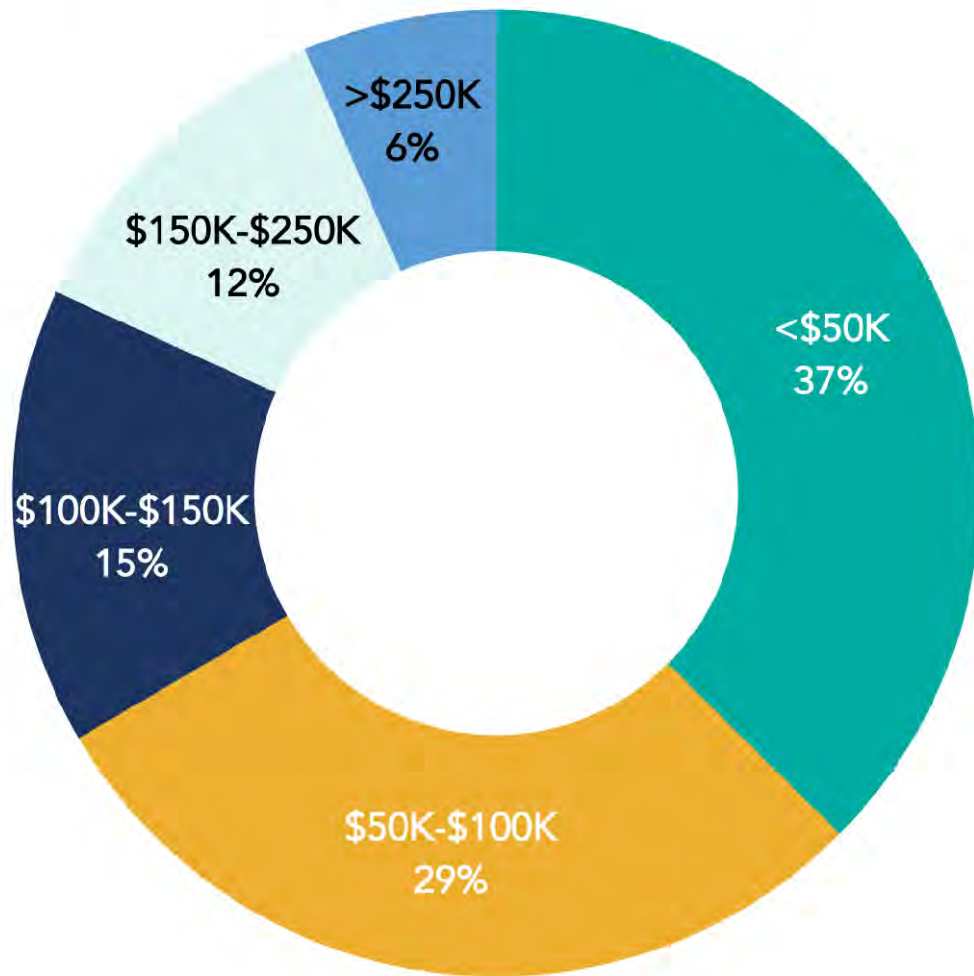


Net domestic migration was trending negatively even before COVID-19

Source: California Department of Finance, Demographic Research Unit

Analysis: Bay Area Council Economic Institute

Household income among those who moved away from California in 2019



Over half of the households that moved away from California in 2019 earned below \$100,000 annually.

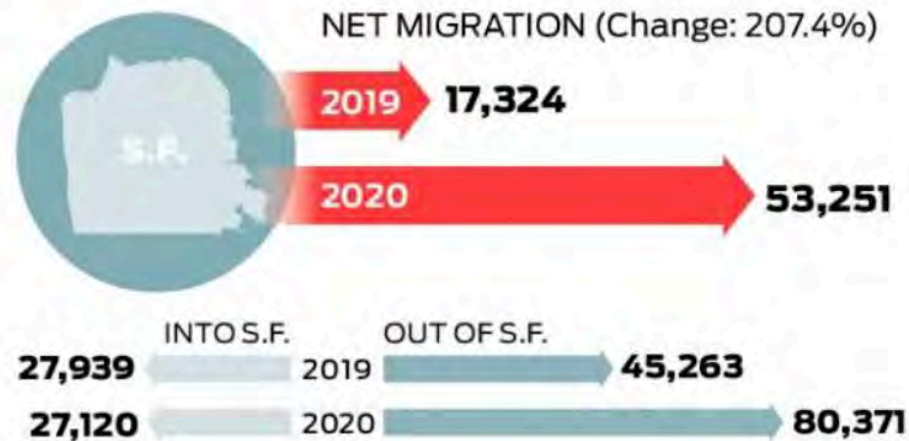
Top 5 destinations among households that moved away in 2019:

Texas	→ 32,820
Arizona	→ 28,135
Washington	→ 24,402
Nevada	→ 19,206
Oregon	→ 17,665

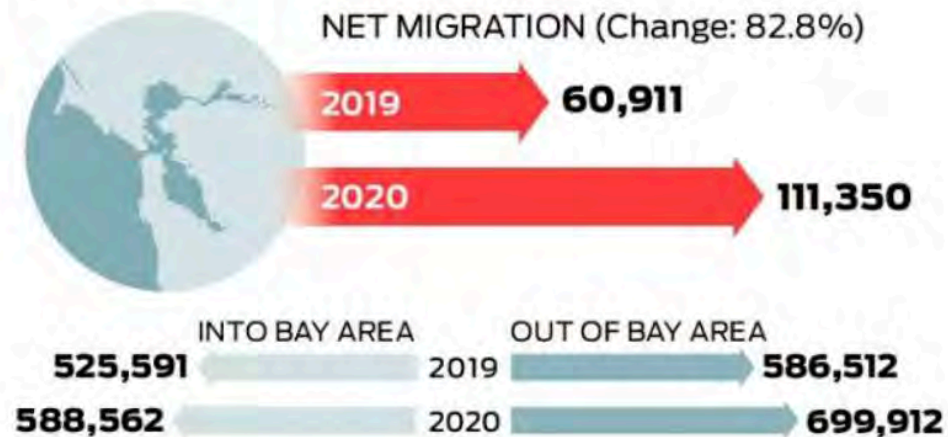
Data: American Community Survey 1-year Estimates
Analysis: Bay Area Council Economic Institute

San Franciscans on the move

The number of households in San Francisco/the Bay Area that filed a change of address from March to November:



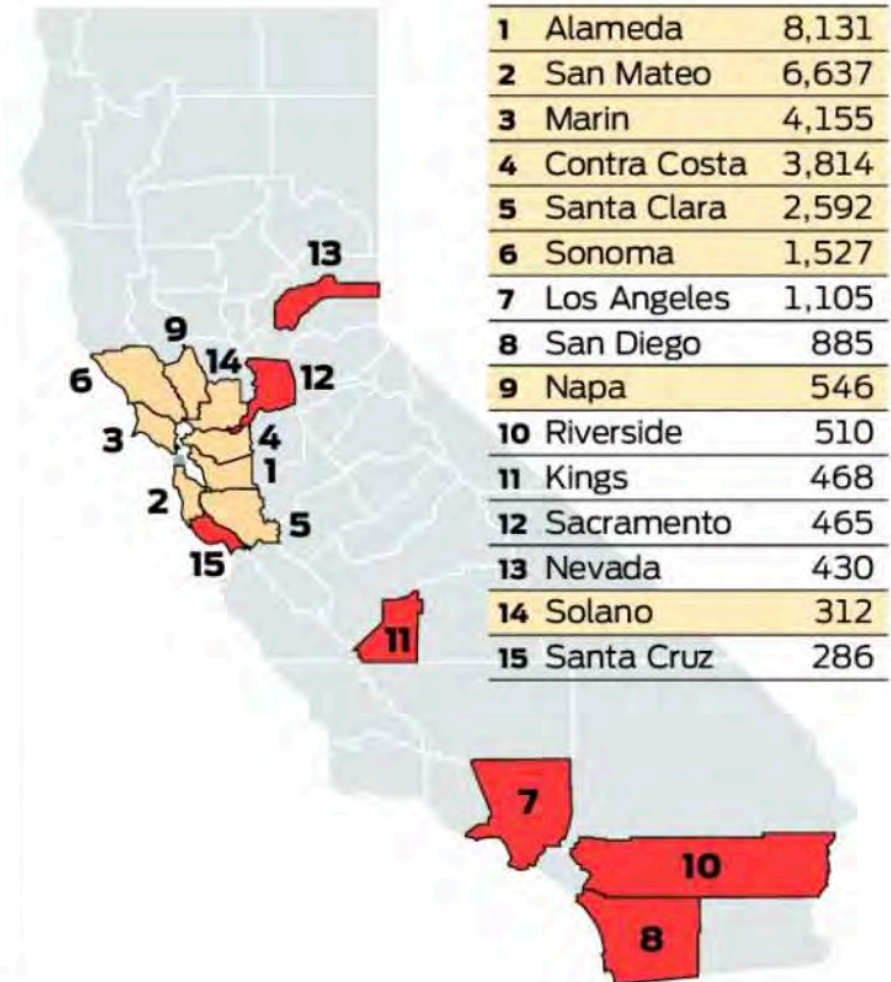
Bay Area residents on the move



Source: U.S. Postal Service

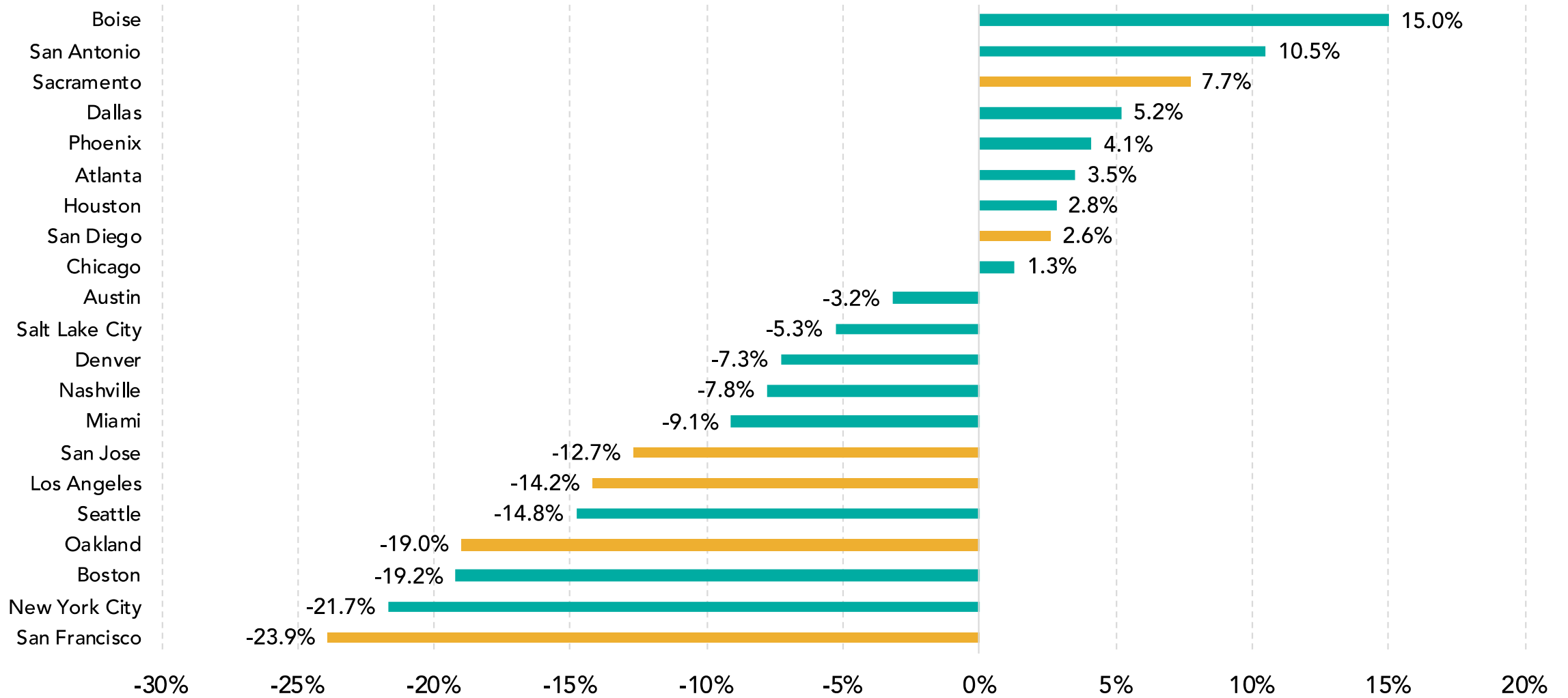
Where people moved

Most popular destinations among those from San Francisco who filed a change of address in a new county:



Todd Trumbull / The Chronicle

Percent Change in Average Rent for a 1-Bedroom (January 2020-January 2021)

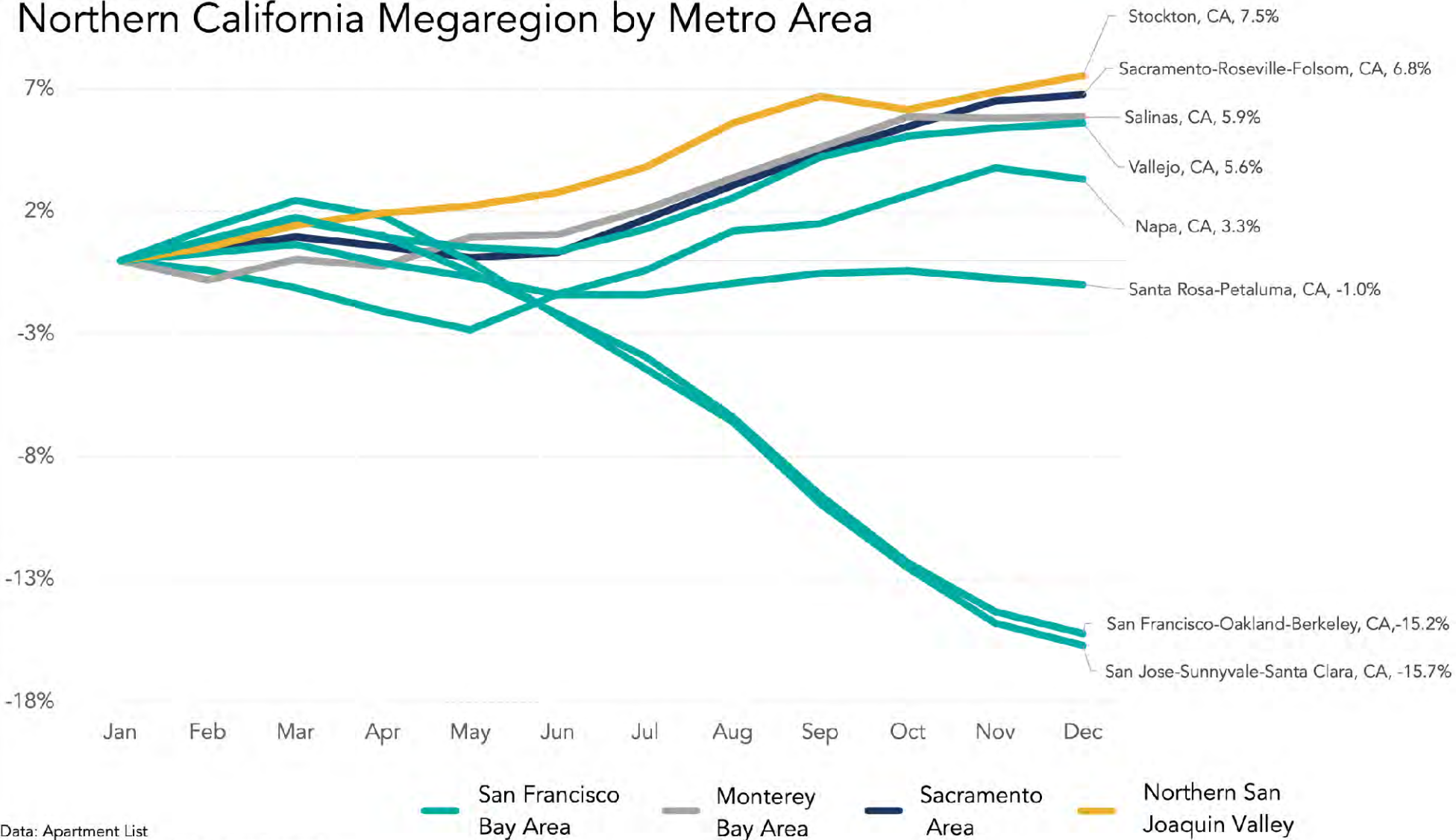


Source: Zumper

Analysis: Bay Area Council Economic Institute

2020 % Change in Overall Rent Estimates Across the Northern California Megaregion by Metro Area

Early trends show COVID-19 has shifted housing preferences across Northern California



Data: Apartment List
Analysis: Bay Area Council Economic Institute

Median Home Sale Price in Northern CA Megaregion Counties

Sorted by percent change over the last year amidst the COVID-19 pandemic

	Dec 2012		Dec 2019		Dec 2020		Annual Growth Rate 2012-2019		COVID Impact (2019-2020 % change)
Nevada County	\$	300,000	\$	460,000	\$	575,000	6%		25%
San Benito County	\$	345,000	\$	580,000	\$	720,000	8%		24%
Monterey County	\$	328,000	\$	595,000	\$	726,000	9%		22%
Marin County	\$	705,000	\$	1,118,000	\$	1,335,000	7%		19%
Contra Costa County	\$	350,000	\$	619,000	\$	715,000	8%		16%
Placer County	\$	295,000	\$	490,000	\$	565,000	8%		15%
Sacramento County	\$	185,000	\$	375,000	\$	432,000	11%		15%
Stanislaus County*	\$	150,000	\$	331,000	\$	375,000	12%		13%
Alameda County	\$	430,000	\$	815,000	\$	920,000	10%		13%
Napa County	\$	338,000	\$	700,000	\$	790,000	11%		13%
El Dorado County	\$	287,000	\$	480,000	\$	540,000	8%		13%
Santa Clara County	\$	603,000	\$	1,090,000	\$	1,225,000	9%		12%
Merced County	\$	130,000	\$	285,000	\$	320,000	12%		12%
San Joaquin County	\$	175,000	\$	385,000	\$	430,000	12%		12%
Sonoma County	\$	359,000	\$	610,000	\$	679,000	8%		11%
Solano County	\$	217,000	\$	449,000	\$	497,000	11%		11%
Santa Cruz County	\$	490,000	\$	839,000	\$	925,000	8%		10%
San Mateo County	\$	680,000	\$	1,292,000	\$	1,375,000	10%		6%
San Francisco County	\$	824,000	\$	1,328,000	\$	1,350,000	7%		2%

*Dec 2012 median sale price unavailable for Stanislaus County, the number used reflects the closest available number which is from February 2013.

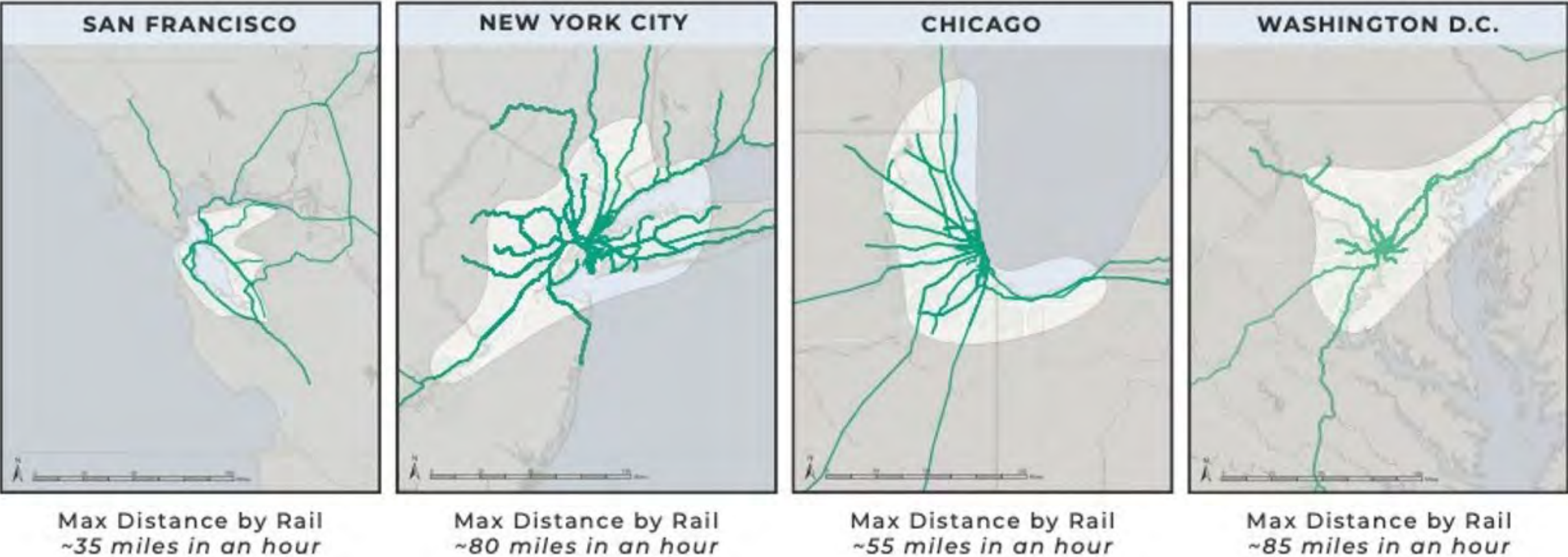
Data: Redfin

Analysis: Bay Area Council Economic Institute

**Home prices
corroborate
shift in
population**

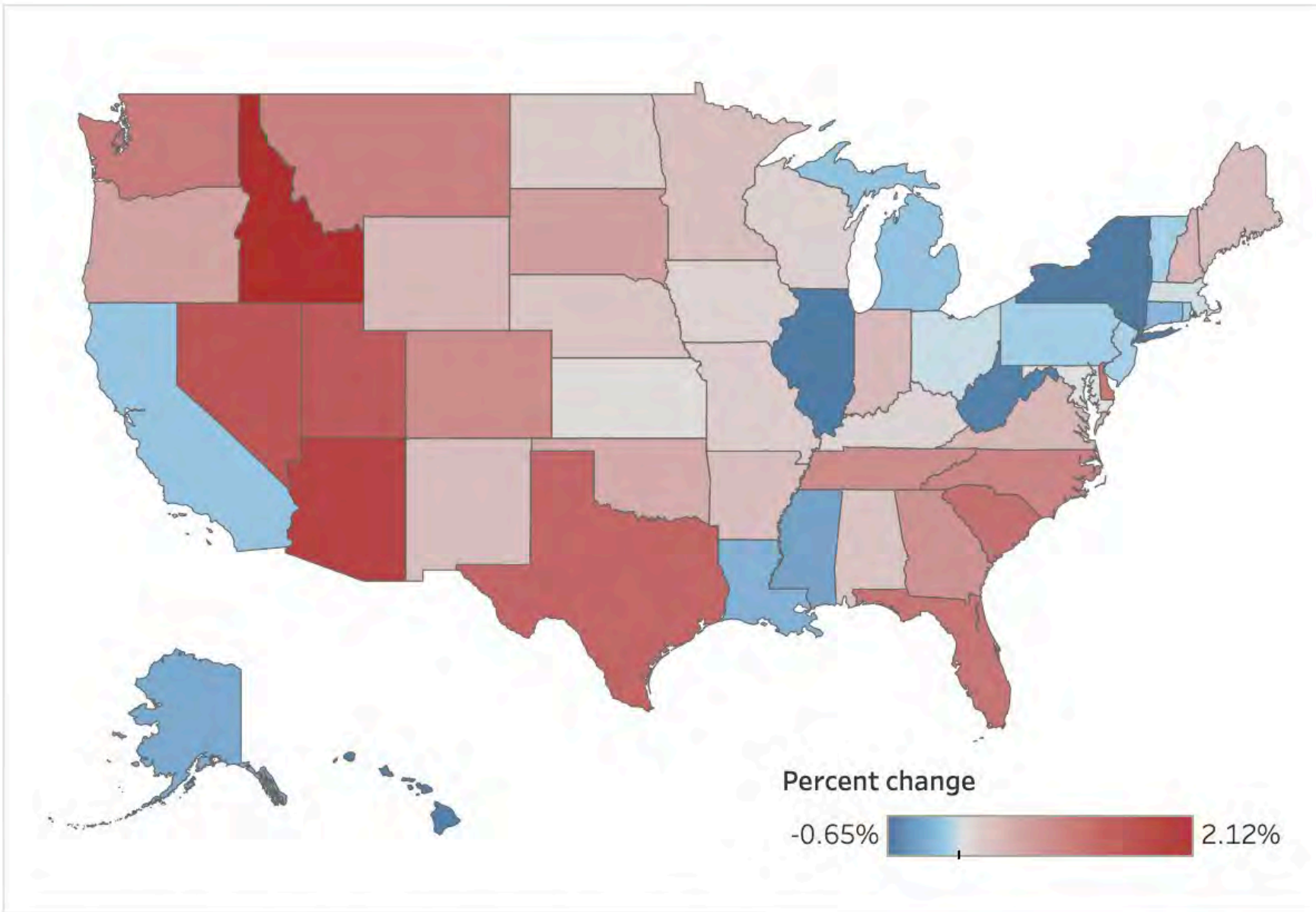
The Northern California megaregional rail system is slow and connects limited geographies compared to peer areas

1-HOUR COMMUTE SHEDS BY MEGAREGION





**ECONOMIC
COMPETITIVENESS**

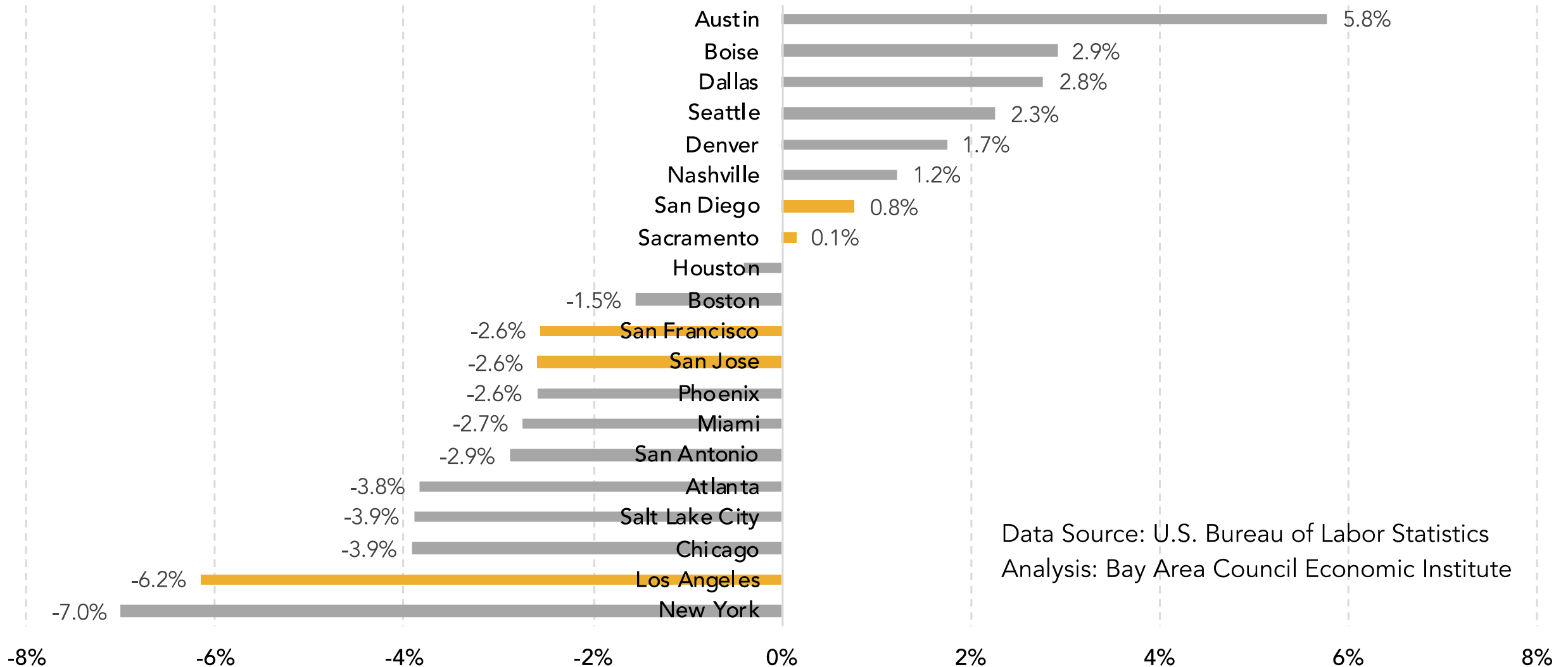


California is expected to lose population for the first time in 2020 since annual counts began in 1900...

Source: U.S. Census Bureau population estimates, July 2020

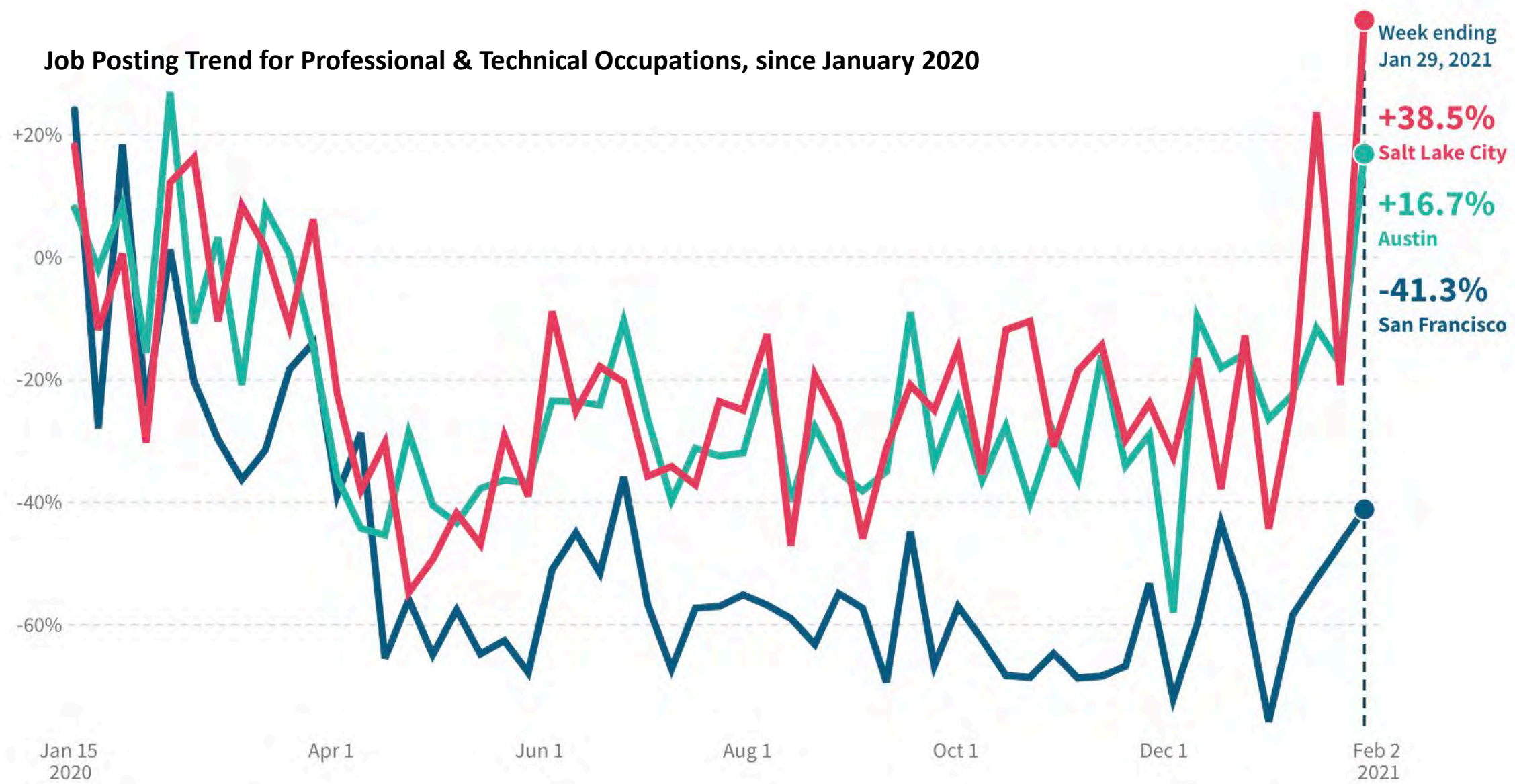
Metro Area Jobs in Information, Finance, Professional Services

Dec 2019 - Dec 2020 % Employment Change

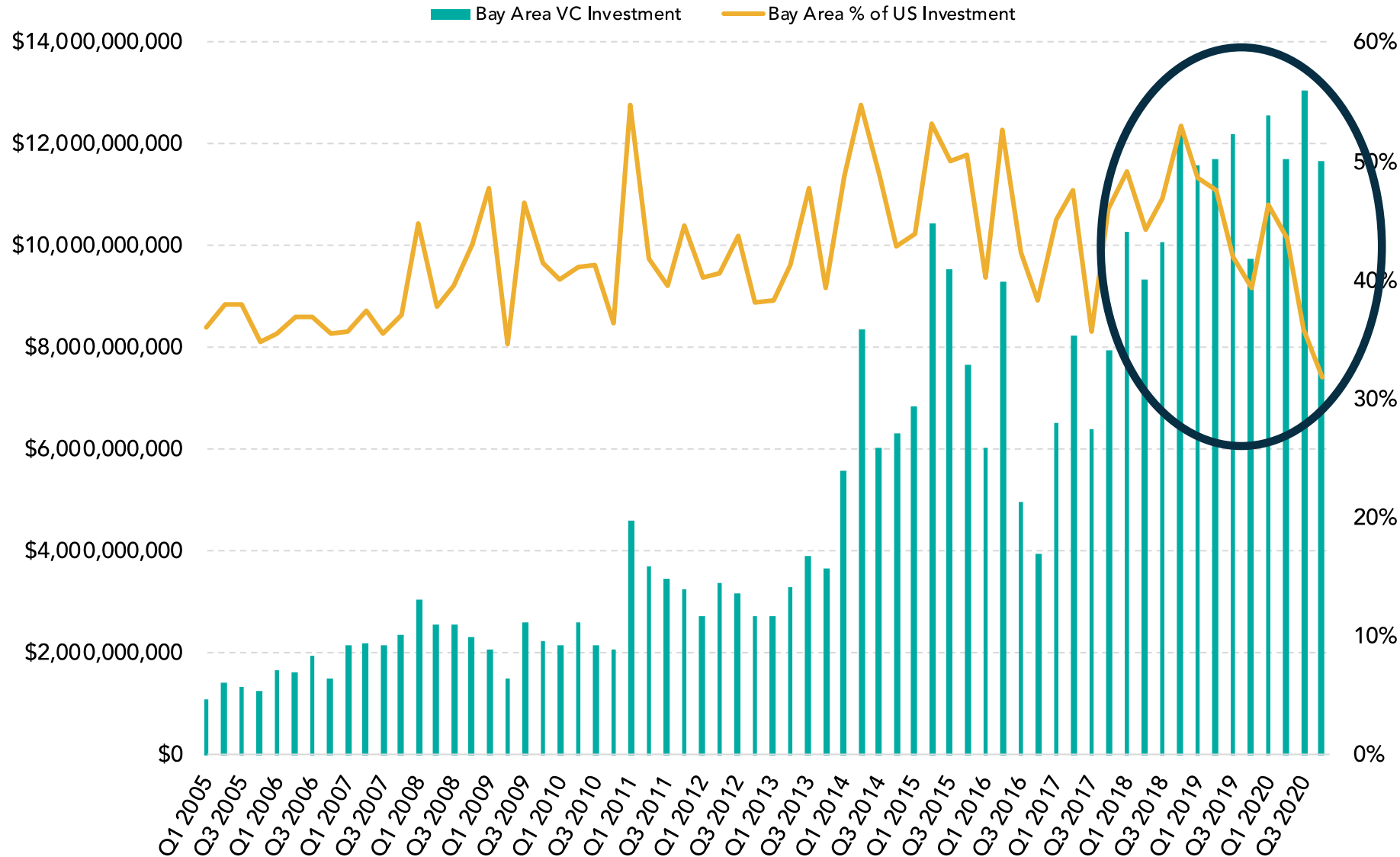


Data Source: U.S. Bureau of Labor Statistics
Analysis: Bay Area Council Economic Institute

Office employment in San Francisco has stalled, while “new tech” geographies grow



Bay Area Share of Venture Capital Investment

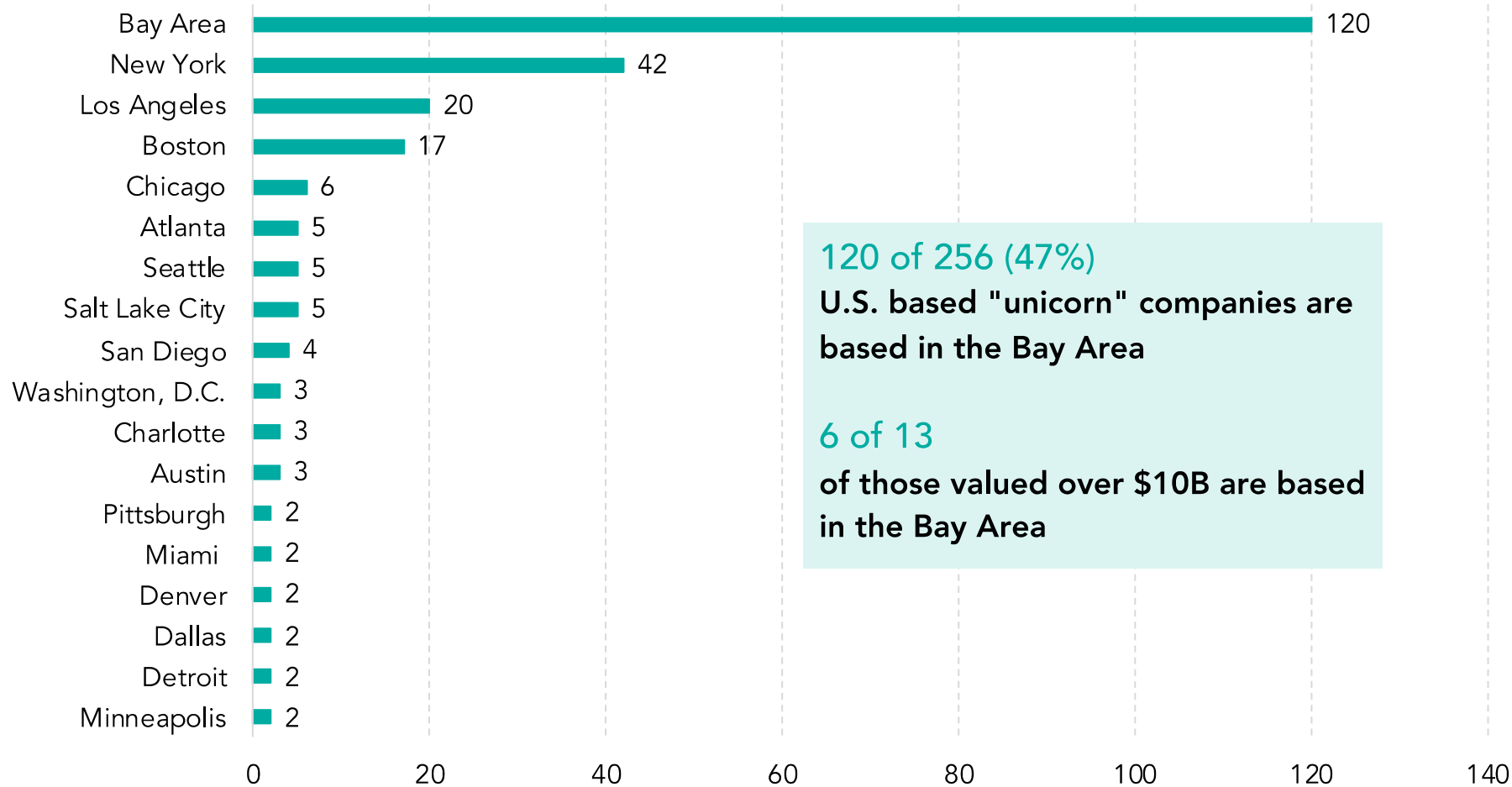


The beginning of a pullback in venture capital investment in the region...?

Source: PwC/CBI Insights MoneyTree

Analysis: Bay Area Council Economic Institute

Companies in IPO Pipeline with Valuations Over \$1 Billion (as of January 26, 2021)



... or is the region's
innovation
economy still miles
ahead of other
metro areas?

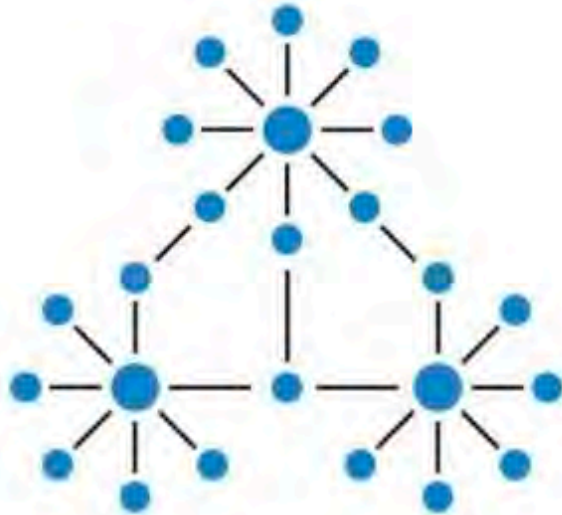
Source: CB Insights

Analysis: Bay Area Council Economic Institute

Note: There is one unicorn company located in each of the following locations: Buffalo, Columbus, Houston, Jacksonville, Kansas City, Milwaukee, Philadelphia, Portland, Raleigh-Durham, Santa Barbara, and Stamford.

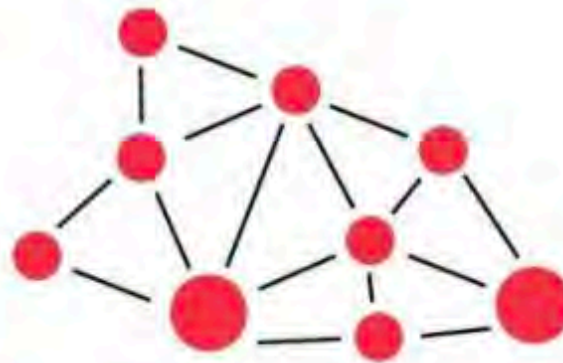
More tech companies will look to a dispersed workforce post-pandemic

Once the pandemic is over, what office model will your team choose:



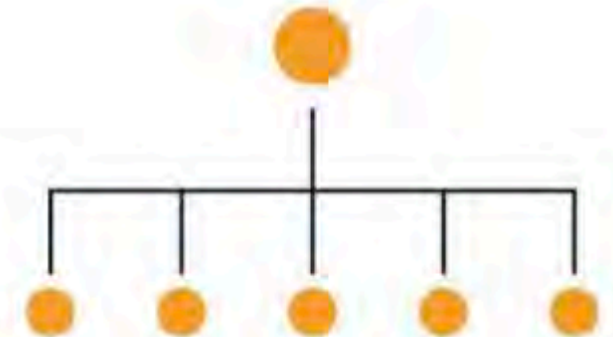
Hub and Spoke

37.3%



Fully Decentralized

36.1%



Primary Office

26.5%

CA FISCAL SITUATION

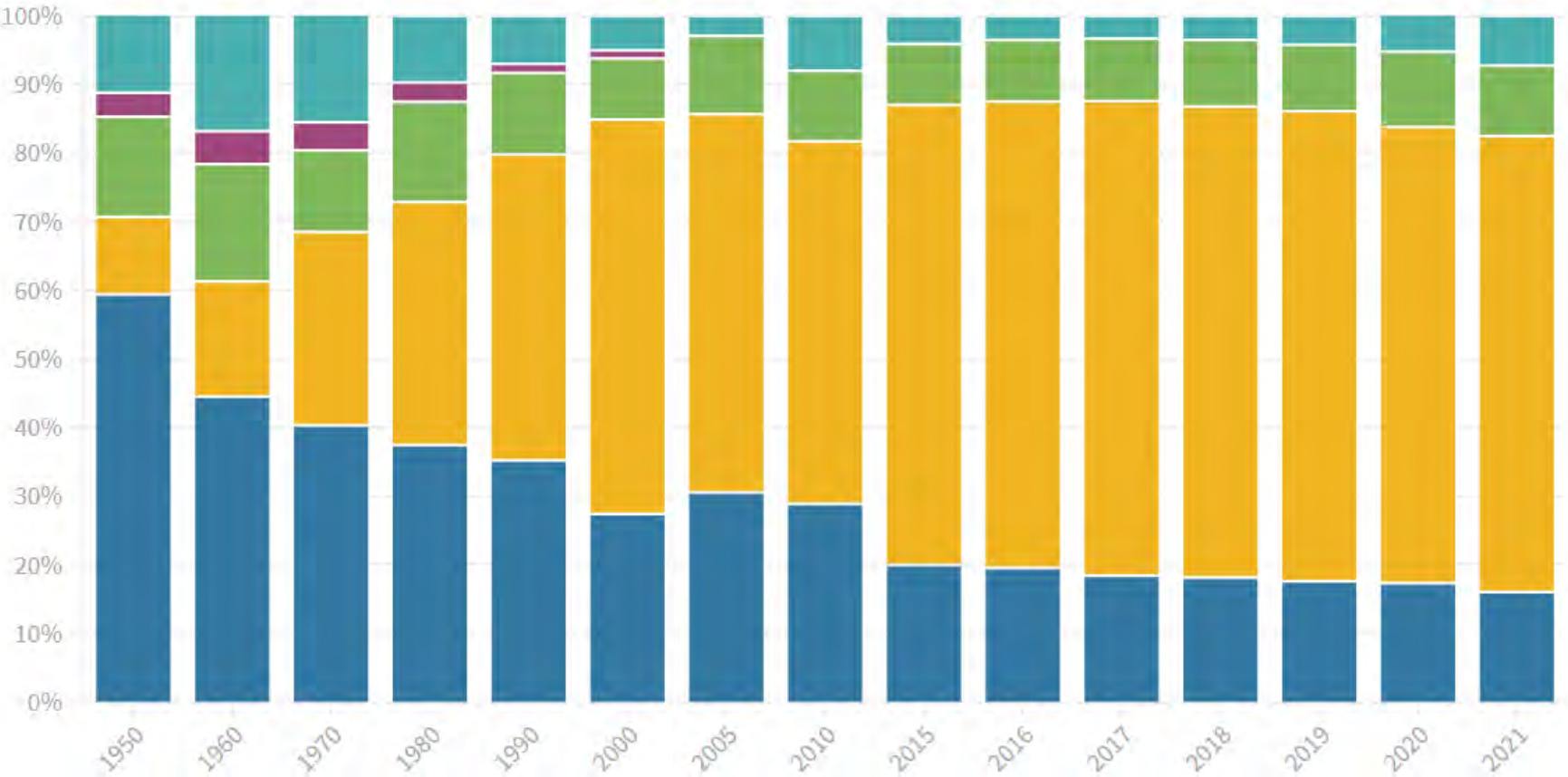


The sources of California's revenue

1950-2020

California's tax system is considered one of the most progressive in the nation. The state's education, health care and public assistance programs are funded largely by capturing money from the wealthy.

Retail Sales and Use Tax Personal Income Tax Corporation Tax Estate Tax Other



Two-thirds of the state's general fund revenues are derived from personal income taxes.

Those making \$1 million or more contribute 40% of personal income tax receipts.

Source: CalMatters

Source: Governor's Proposed 2021-22 Budget Summary

2018 California Personal Income Tax (PIT) by Region

Region	Population	PIT Assessed (\$ in thousands)	% of Population	% of PIT
Bay Area	7,770,564	36,882,041	19.5%	42.0%
Los Angeles	14,341,020	30,530,885	36.0%	34.8%
San Diego	3,533,386	6,404,530	8.9%	7.3%
Inland Empire	4,599,654	3,517,590	11.6%	4.0%
Sacramento	2,516,841	3,499,841	6.3%	4.0%
San Joaquin Valley	4,299,861	3,220,525	10.8%	3.7%
Central Coast	1,513,131	2,637,478	3.8%	3.0%
Rest of State	1,243,328	1,079,865	3.1%	1.2%

Data Source: California Franchise Tax Board

Analysis: Bay Area Council Economic Institute

Note: Excludes tax assessed on non-California residents

Bay Area Council member companies' 2021 priorities

More affordable housing/workforce **housing**

Improve **business climate**, oppose new business taxes

Help **transportation** system recover from COVID-19

Work to end chronic **homelessness**

Reduce fire risk ... climate resilience for water, heat and sea level rise.

Help 400k laid off workers ... prepare students for future jobs

Workforce **diversity, equity and inclusion**

Get **office work widely and safely reopened**

Reliable and affordable **energy**

Further strengthen region's **innovation** and technology ecosystem



Fiscal Stability

BART Board of Directors

February 25, 2021

Agenda

1. Overview
2. BART Ridership History and Recovery Scenarios
3. Operating Outlook
 - Operating Revenue Scenarios
 - Operating Expense Projection
 - Operating Deficit Scenarios
4. Capital Program Priorities and Risks
5. Pathways to Fiscal Stability

Overview

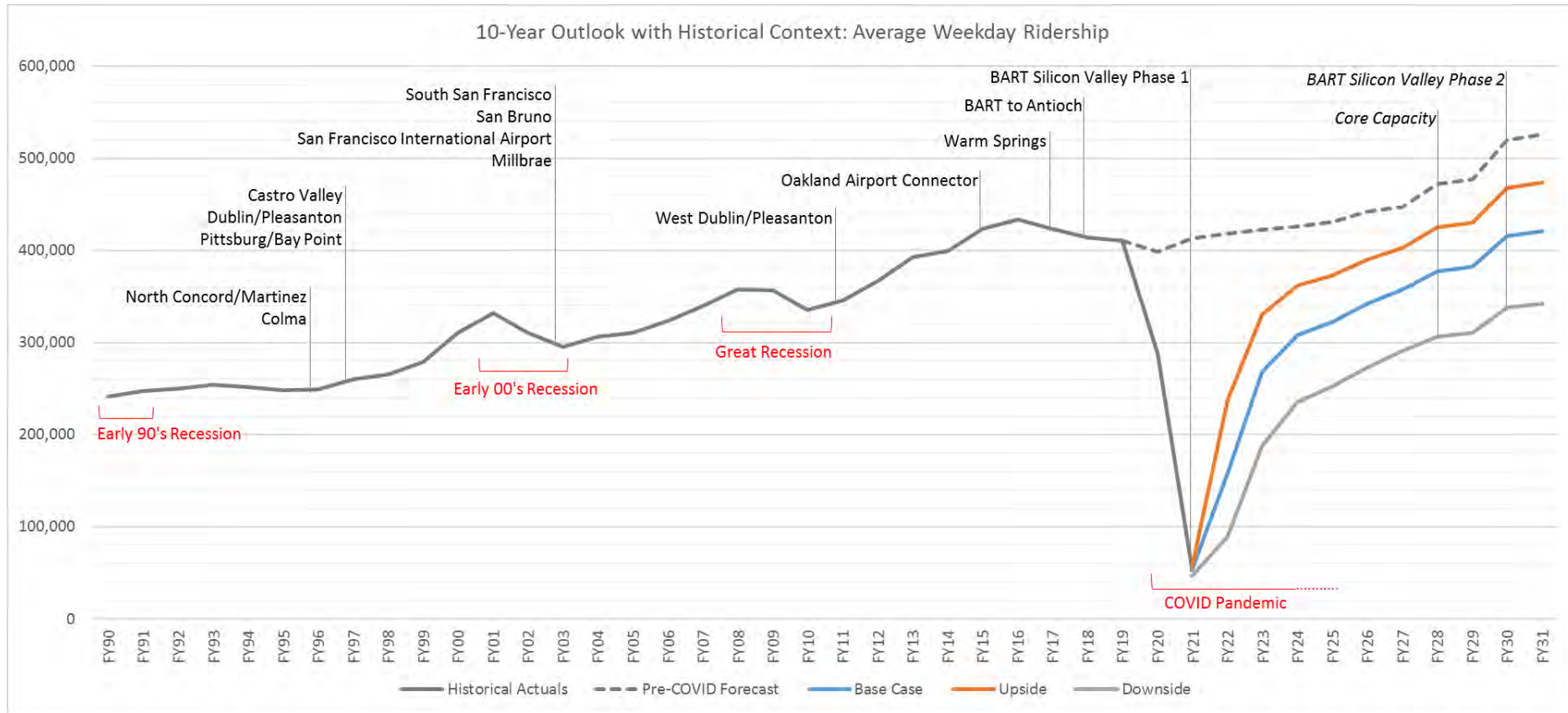
BART faces an unprecedented drop in revenue and an uncertain future

- Pandemic revenue loss is expected to be over \$1B by the end of FY22
- Near term, federal emergency funding allows us to continue to provide reliable service for transit dependent riders and essential workers
- Ridership and revenue uncertainty likely to persist for years
 - Increases in remote work could lead to fare revenue far lower than prior expectation
- Lower operating revenue also increases risks to the capital program

Fiscal Recovery Approach

- Prepare for a wide range of outcomes, position BART to be nimble
- Focus on ability to adapt to changing travel patterns
- Drive ongoing improvements, recalibrate when necessary
- Immediate strategies
 - Maximize ridership recovery
 - Manage expense
 - Secure new revenue

BART Ridership History and Recovery Scenarios



BART Ridership Recovery Factors

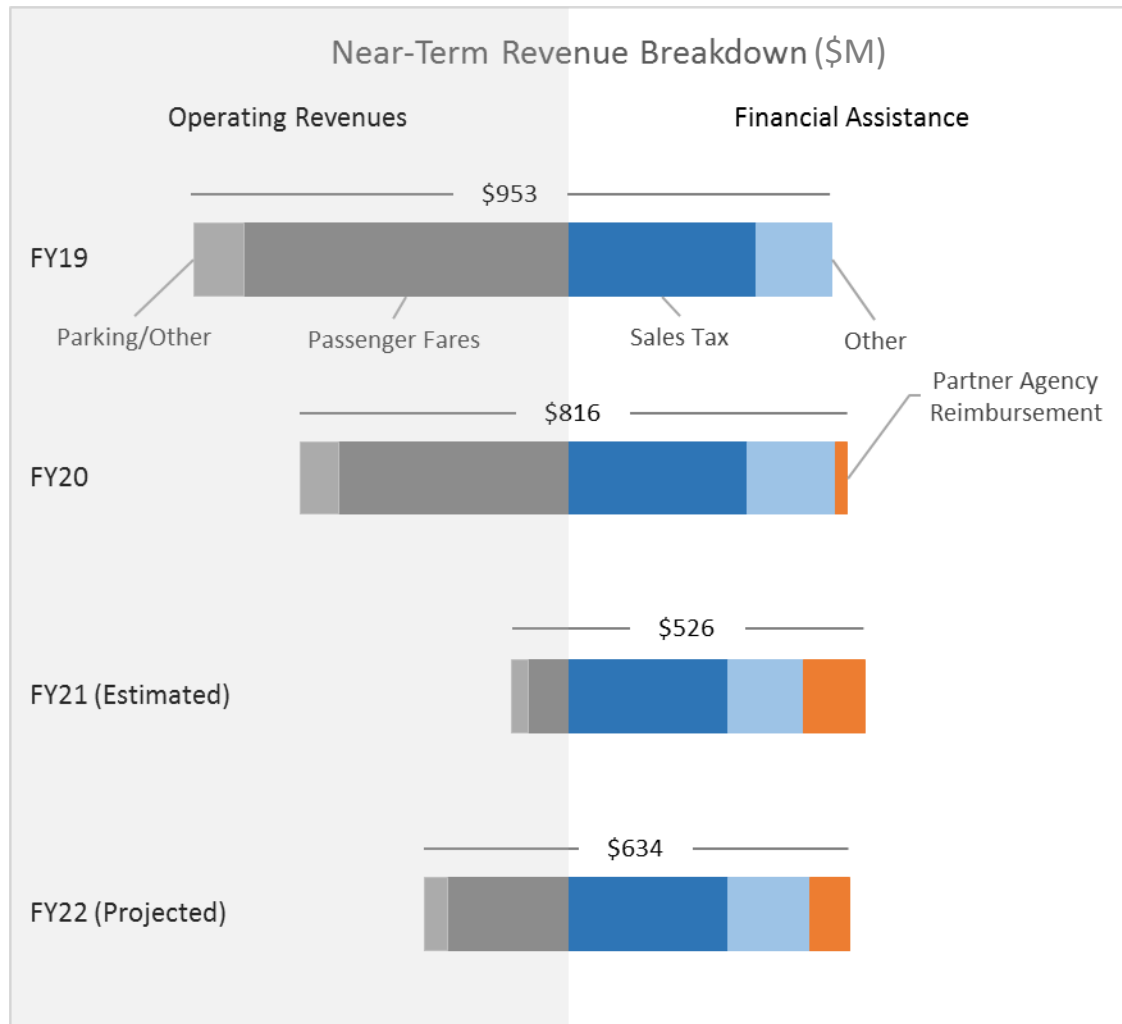
Near
Term

Factors in Recovery	Opportunities	Risks
Timing and pace of pandemic end	Effective vaccines	Virus variants; pace of vaccination; vaccine acceptance
Post-pandemic market size/ market share	Diversity/resilience of Bay Area economy; BART customer loyalty; Transbay speed/reliability advantage	Economic impacts/unemployment; rise of remote work; Employers shifting away from downtown SF?
Impact of pre-pandemic trends	Regional growth; regional integration	Rise of Uber/Lyft; declining airport ridership; regional homelessness crisis
Long-term market size: How will Bay Area population/employment grow in the years ahead?	New growth centers? New markets to serve?	Slower downtown employment growth? Slower regional growth?

Long
Term

Operating Revenue: Near-Term Challenge

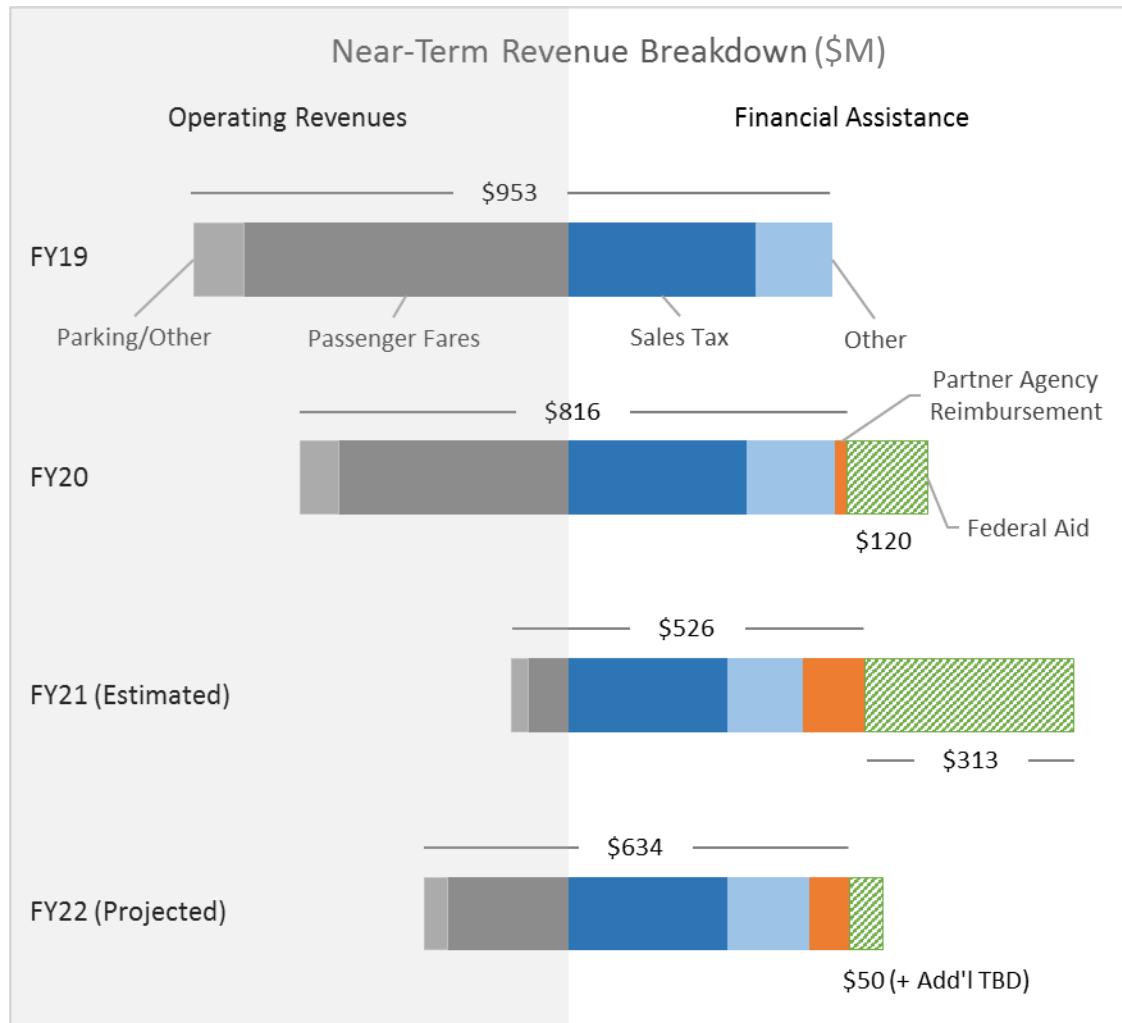
BART's near-term fiscal crisis is driven by the collapse of ridership and fare revenue



- Operating revenue collapsed; financial assistance much more stable
- Revenue impacts through FY22 well over \$1B: FY20 (\$167M); FY21 (\$523M); FY22 estimate (\$375M-450M)

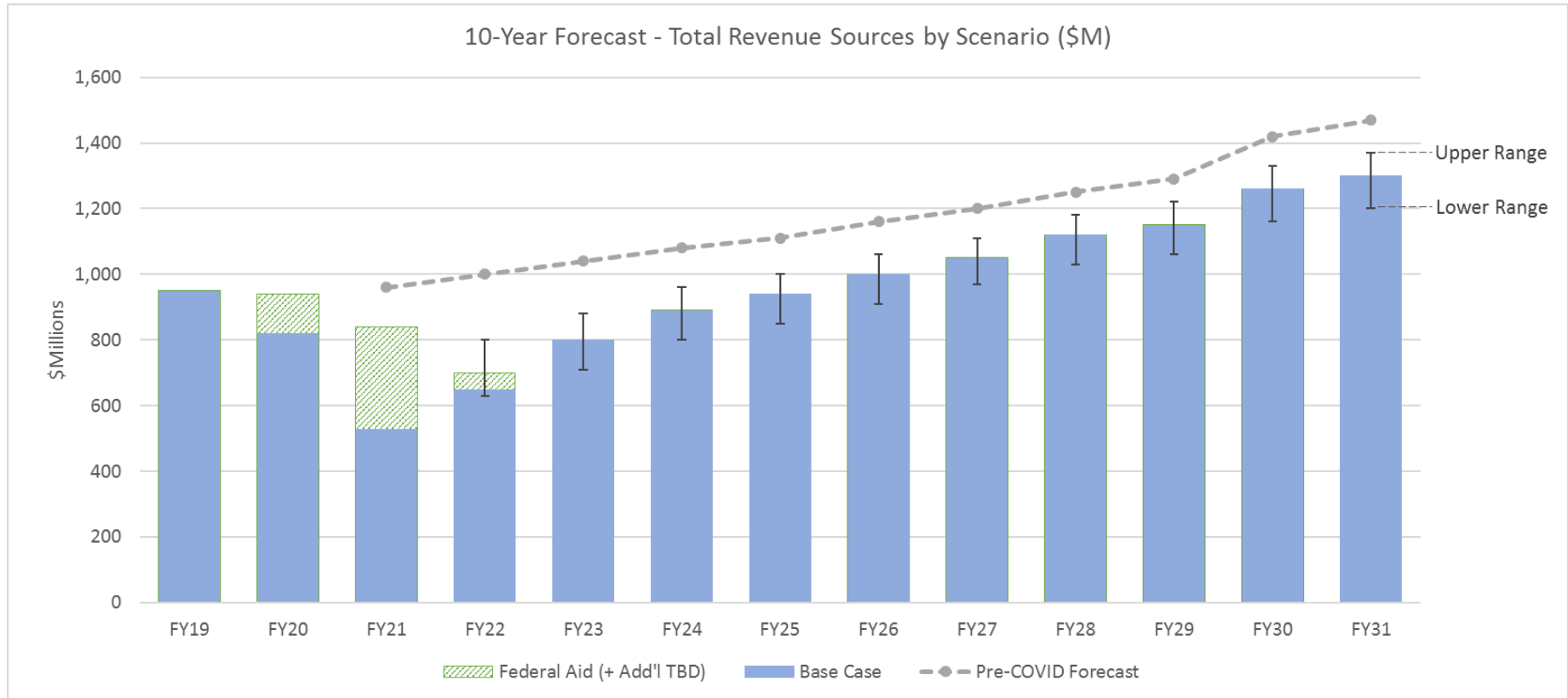
Operating Revenue: Near-Term Challenge

BART's near-term fiscal crisis is driven by the collapse of ridership and fare revenue



- Operating revenue collapsed; financial assistance much more stable
- Revenue impacts through FY22 well over \$1B: FY20 (\$167M); FY21 (\$523M); FY22 estimate (\$375M-450M)
- \$377M of CARES Act + \$104M of CRRSAA to date offsets only part of this impact

Operating Revenue: 10-Year Scenarios



Revenue Assumptions/Notes:

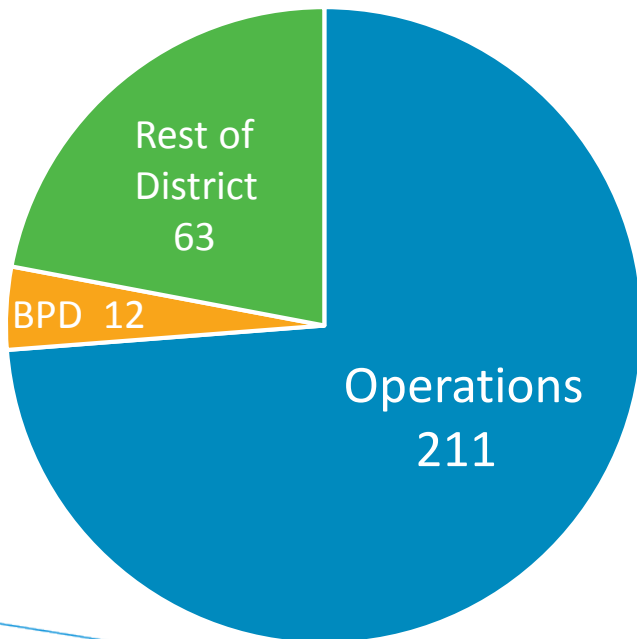
- No additional CRRSAA aid assumed after FY21 until final allocations have been made by MTC Commission
- Operating revenue scenarios correspond with base case/upside/downside ridership recovery scenarios
- One preliminary non-fare revenue scenario

Operating Expense: Near-Term Challenge

Major cost saving measures in FY20 and FY21:

- ~40% service reduction
- Load shedding to critical capital projects
- Hiring freeze, overtime restrictions, and labor concessions
- Elimination or deferral of capital allocations
- District Retirement Incentive Program (DRIP)

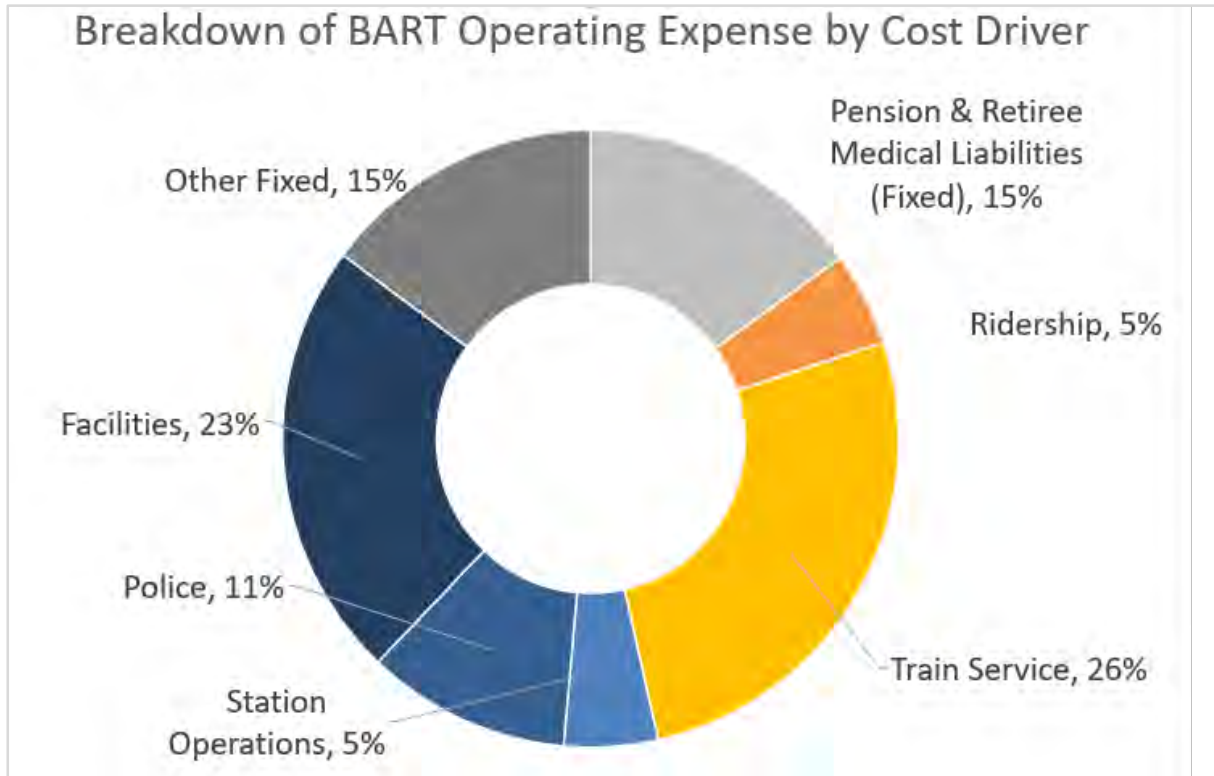
DRIP Results



Unit	Separations	Share of Current Headcount
Operations	211	7%
Police	12	3%
Rest of District	63	11%
Total	286	7%

Operating Expense: Near-Term Challenge

BART costs do not scale proportionally with service changes

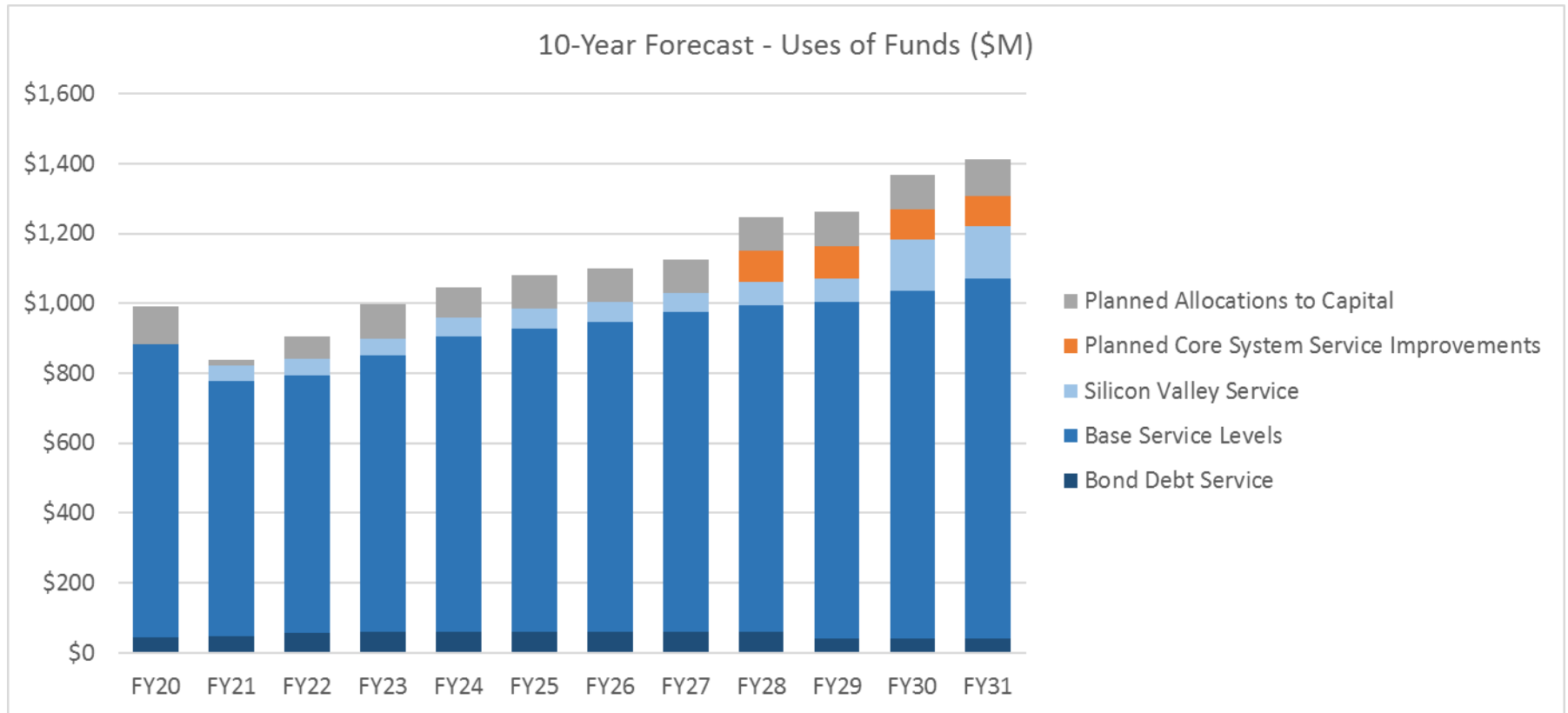


Source: BART O&M Cost Model

Constraints

- The majority of BART's operating expenses do not scale down proportionally with rail service levels
- Further cuts, especially to service, would limit BART's ability to capture revenues from projected ridership recovery

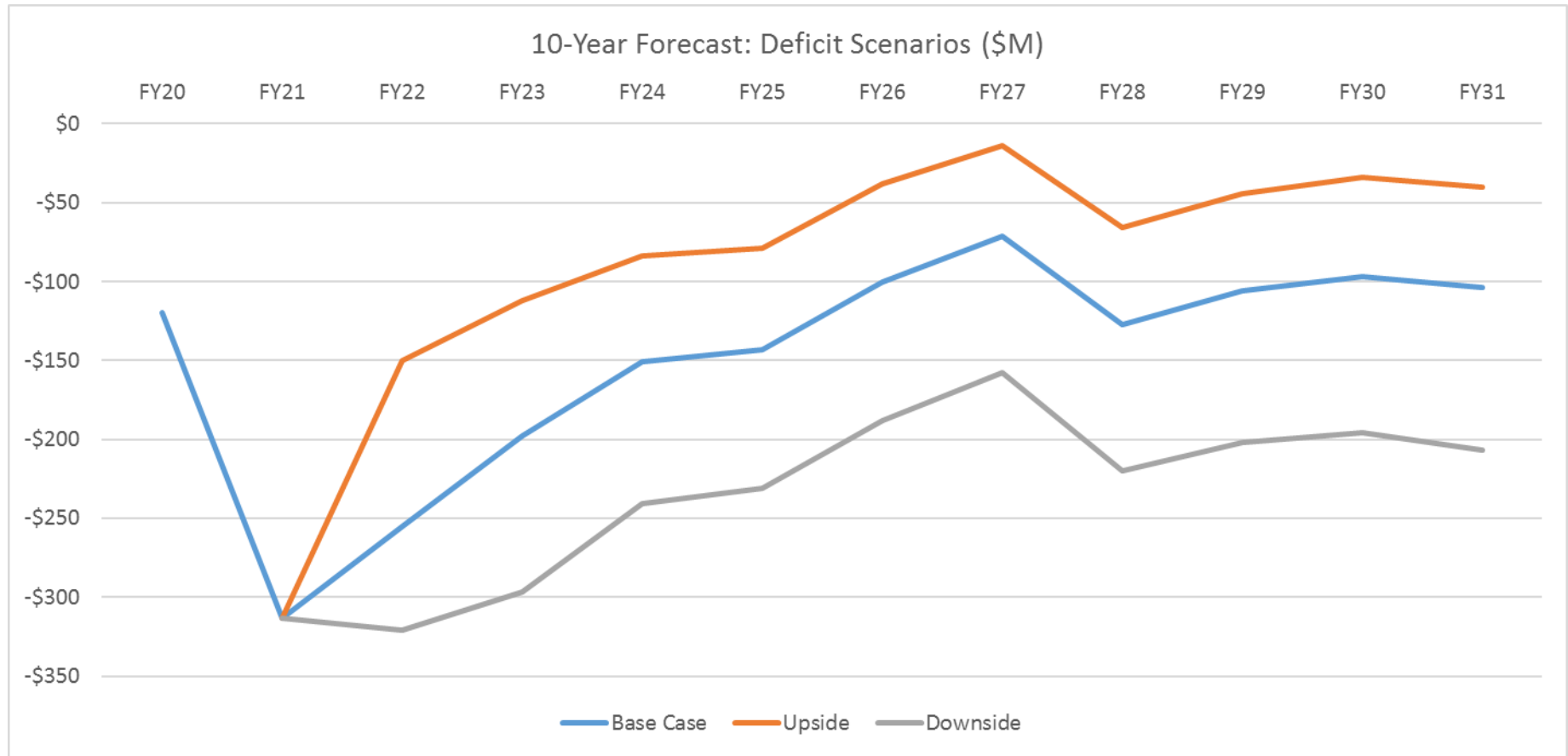
Expense: 10-Year Base Case Forecast



Expense Assumptions/Notes:

- Allocations cut in FY21, which increases risks to service and infrastructure. Assume full allocation levels return by FY23
- Wage escalation per new contracts; benefits per actuarial forecasts
- Assume full pre-COVID service levels by FY24, Core Capacity service increases in FY28, BART Silicon Valley Phase 2 FY30

Expense and Revenue: Operating Deficit Scenarios



Note: Excludes Federal Emergency Assistance

Capital Program and Priorities

- Capital Improvement Program (CIP) forecasts costs and funding associated with planned and active capital projects
- Funding-constrained CIP reflects BART priorities, determined through:
 - Measure RR - \$3.5B commitment to the voters
 - Board-Approved Priorities
 - Priority Capital Program:
 - Fleet of the Future
 - Train Control Modernization Program
 - Hayward Maintenance Complex
 - Core Capacity Program
 - Next Generation Fare Gates
 - Other Emergent Urgent Needs

Priority Capital Funding At-Risk and/or Unsecured

Project/Program	Funding Details (\$millions)			
	Total Cost	Secured Funding ¹	Funding Secured, but At-Risk	Unsecured Funding
State of Good Repair (5-Year Need)	\$ 5,577	\$ 1,177	\$ -	\$ 4,400
Fleet of the Future, Phase 1 (775 cars)	2,584	2,268	316	-
Vehicle Overhaul & Heavy Repair Shop Project	320	-	59	261
Core Capacity Program	3,317	2,276	622	420
Fleet of the Future, Phase 3 (119 cars)	423	213	-	210
Next Generation Faregates Project	90	33	7	50
Emergent Urgent Needs	50	-	-	-
Total	\$ 12,325	\$ 5,971	\$ 1,004	\$ 5,349

1 SOGR secured funding includes 5-year forecast of Federal formula funds and Measure RR.

Pathways to Fiscal Stability

Maximize Ridership Recovery

- Deliver top customer experience (frequent, reliable, safe, clean)
- Maintain industry-leading reliability and restore frequent service
- Maximize connections, optimize regional network
- Adapt to changing commute and growth patterns

Constraints

- Economic & social trends outside of our control

Manage Expense

- Maximize efficiencies across the district
- Right size labor force, overtime in all departments
- Invest in State of Good Repair to maintain system performance and maximize cost-effectiveness

Constraints

- Need to restore service to capture ridership demand recovery
- Cutting service does not lead to commensurate savings

Secure New Revenue

- Maximize non-fare operating revenue (advertising, telecom, parking, TOD)
- Explore opportunities for ongoing federal, state, or regional operating subsidy
- Develop new capital sources to relieve pressure on operating program

Constraints

- More limited funding opportunities and many needs after pandemic recedes

Board Discussion

Supporting Slides

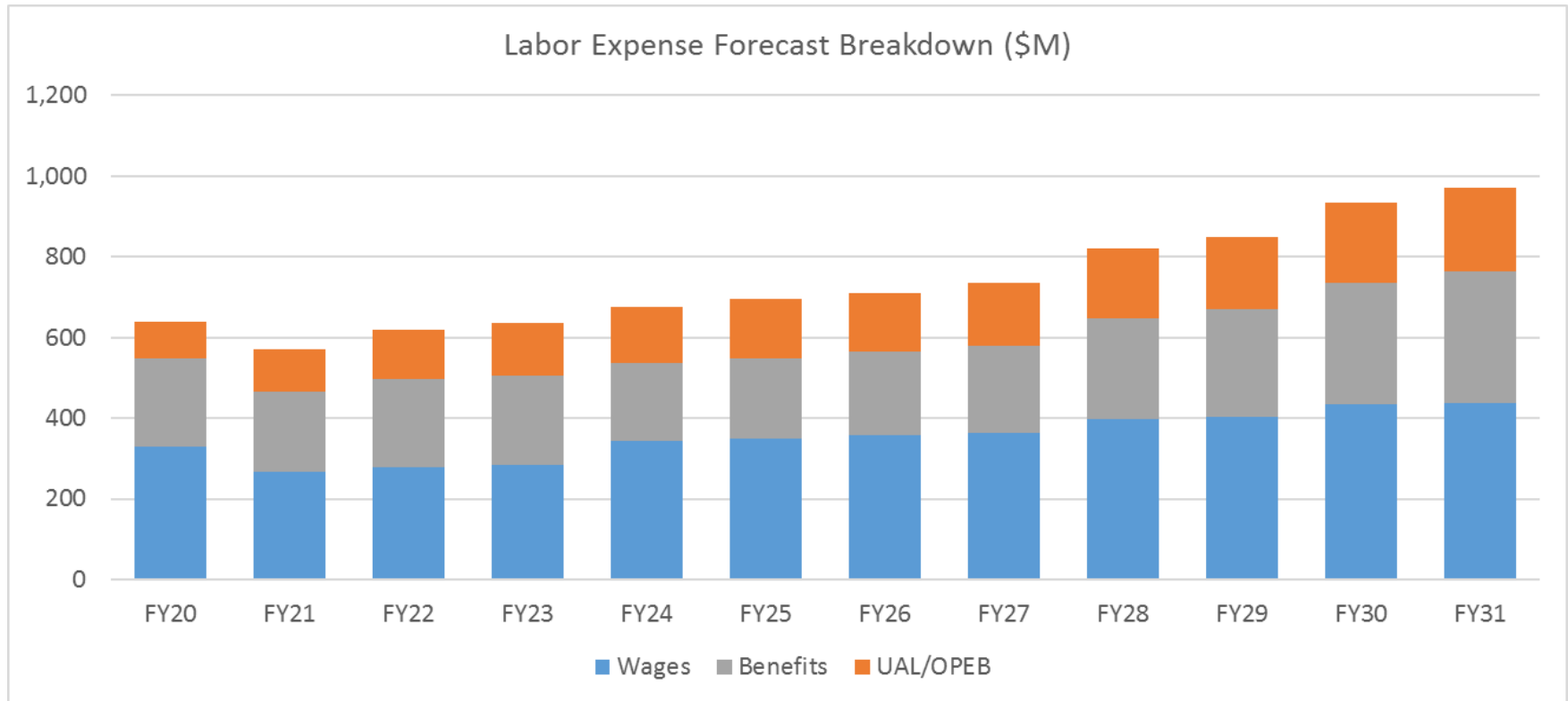


FY21-23 Revenue and Expense Projections

January 14 Board Meeting

Sources (\$M)	FY21 January Projection	FY22 January Projection	FY23 January Projection
Rail Passenger Revenue	58	179	328
Parking Revenue	6	12	19
Other Operating Revenue	19	22	24
Sales Tax Proceeds	239	254	264
Other Financial Assistance	204	182	165
<i>TOTAL REGULAR REVENUES</i>	<i>525</i>	<i>649</i>	<i>799</i>
Federal Assistance (CARES)	257	-	-
FEMA Reimbursement	2	-	-
Deferred Allocation (FY20 Railcars)	-	-	-
Additional Federal Assistance	55	TBD	TBD
<i>TOTAL EMERGENCY ASSISTANCE</i>	<i>314</i>	<i>-</i>	<i>-</i>
TOTAL SOURCES	839	649	799
Uses (\$M)			
Labor & Benefits	(576)	(589)	(627)
Power	(45)	(45)	(48)
Other Non-Labor	(139)	(149)	(164)
COVID Expense	(15)	-	-
Bond Debt Service	(47)	(57)	(60)
Allocations	(17)	(63)	(98)
TOTAL USES	(839)	(903)	(997)
Net Result	0	(254)	(198)

Projected Labor Costs

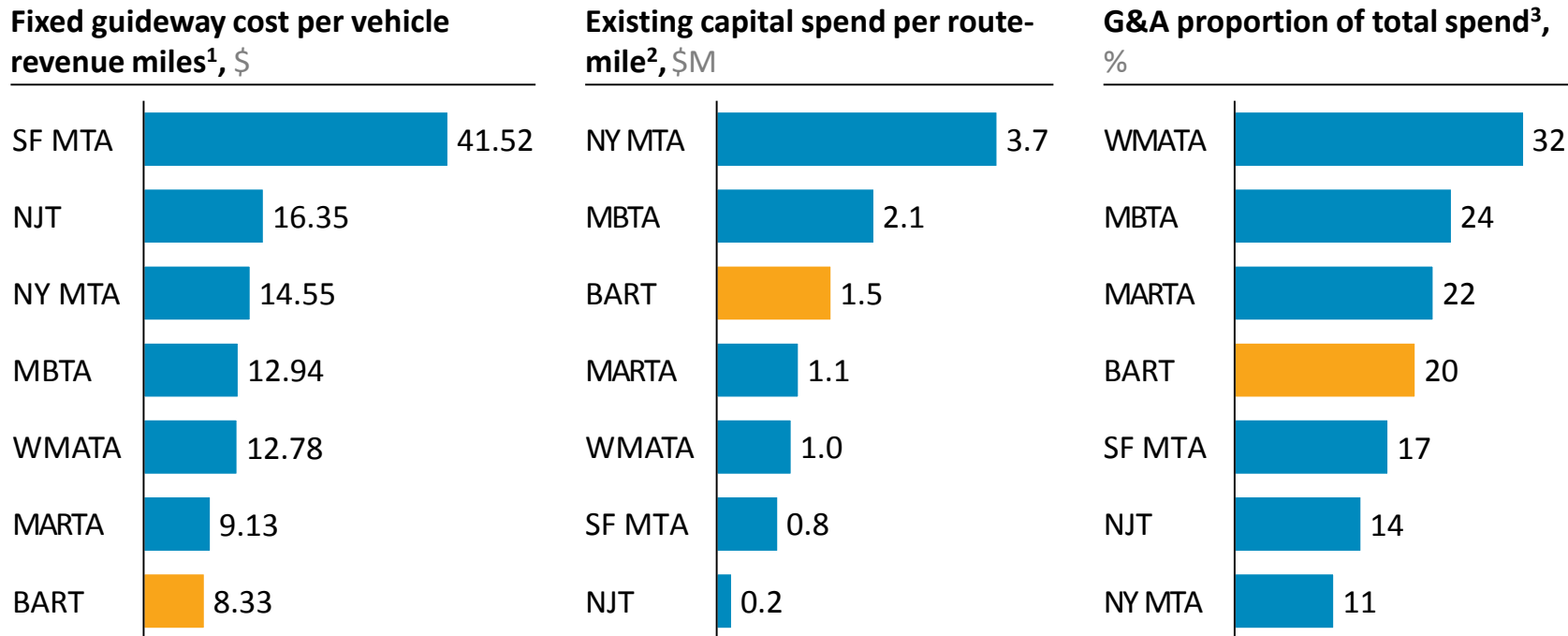


Unfunded Accrued Liability (**UAL**) is the amortized dollar amount needed to fund past service credit earned (or accrued) for members who are currently receiving benefits, active members, and for members entitled to deferred benefits, as of the valuation date.

Other Post-Employment Benefits (**OPEB**) are benefits beyond pension distributions, such as healthcare, provided to retirees

BART Unit Costs

BART has low operating expense per vehicle revenue-mile compared with other major transit agencies in the US



1 Fixed Guideway is a public transportation facility using and occupying a separate right-of-way for the exclusive use of public transportation

2 State of Good Repair route miles per NTD; Amtrak maintains a portion of NJ Transits rail network

3 G&A includes all activities associated with the general administration of the transit agency, including: Transit service development; Safety, Personnel administration; Legal services, Insurance, Data processing, Finance and

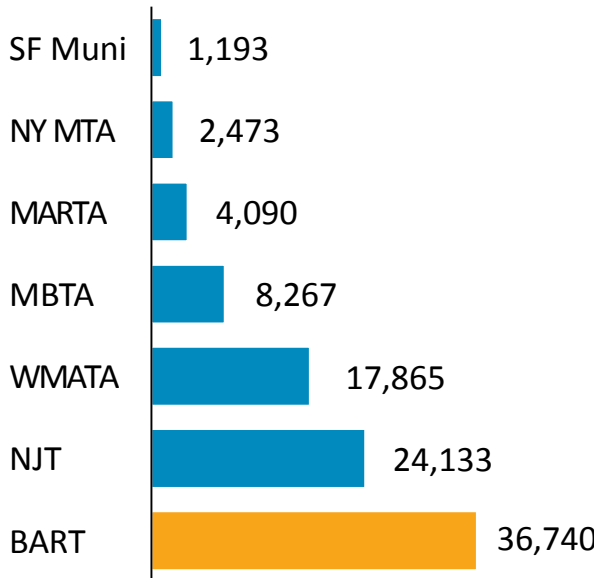
Note: NJ Transit only include Commuter Rail service. SF MTA includes only Light Rail service. MBTA includes only Heavy Rail

Source: National Transit Database, 2018

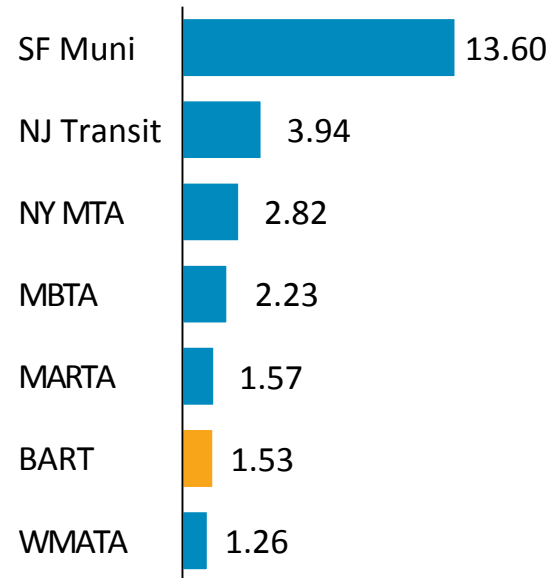
BART Reliability Metrics

Maintaining the railroad pays off

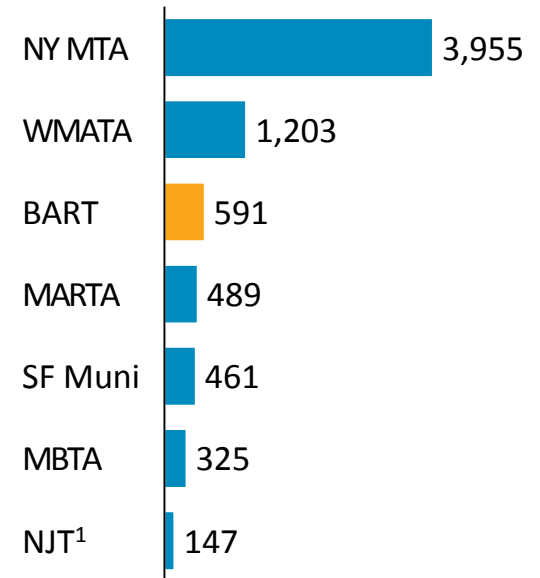
Mean distance between vehicle mechanical failures, Train miles



Vehicle maintenance cost, \$/revenue mile



Infrastructure maintenance cost, \$K/route mile



Source: National Transit Database, 2018



BART
ba





Funding Advocacy

BART Board of Directors

February 25, 2021

Presentation Overview

1. Looking Back at 2020

- Grant Efforts and Awards
- COVID-19 Emergency Relief

2. Advocacy Strategy

- Successful Advocacy – A Collaboration
- Path Forward

3. Federal Funding Advocacy

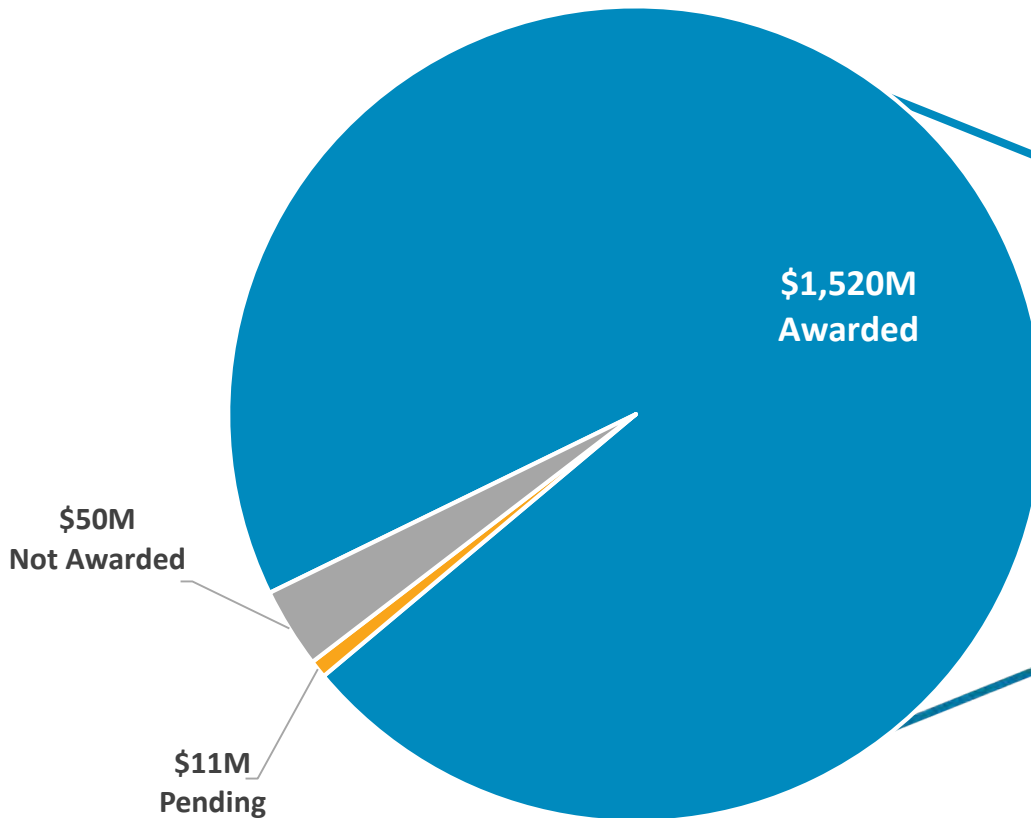
- American Rescue Plan and Budget Reconciliation
- Infrastructure Investment Stimulus and Framework

4. State Funding Advocacy

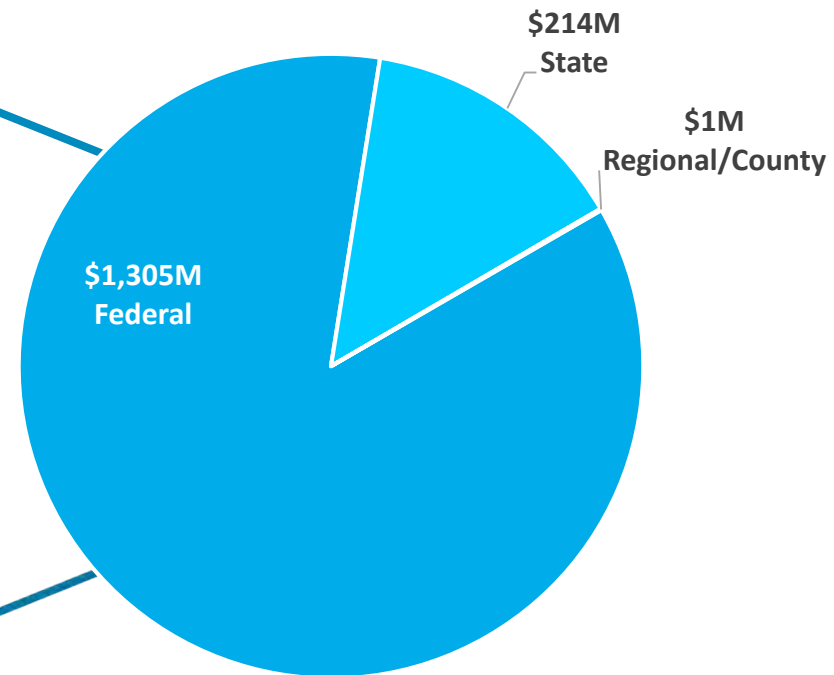
5. Regional and County Advocacy

Grant Awards 2020

Status of 2020 Grants Pursued



2020 Grant Awards by Source



COVID-19 Emergency Relief

Federal funding has been critical to Bay Area operators, providing \$2.2B in relief

Coronavirus Aid, Relief, and Economic Security (CARES) Act

- \$25B for public transportation systems nationally
- MTC allocated \$377M to BART over two tranches
 - Full allocation has been drawn down as of Q2 of FY21

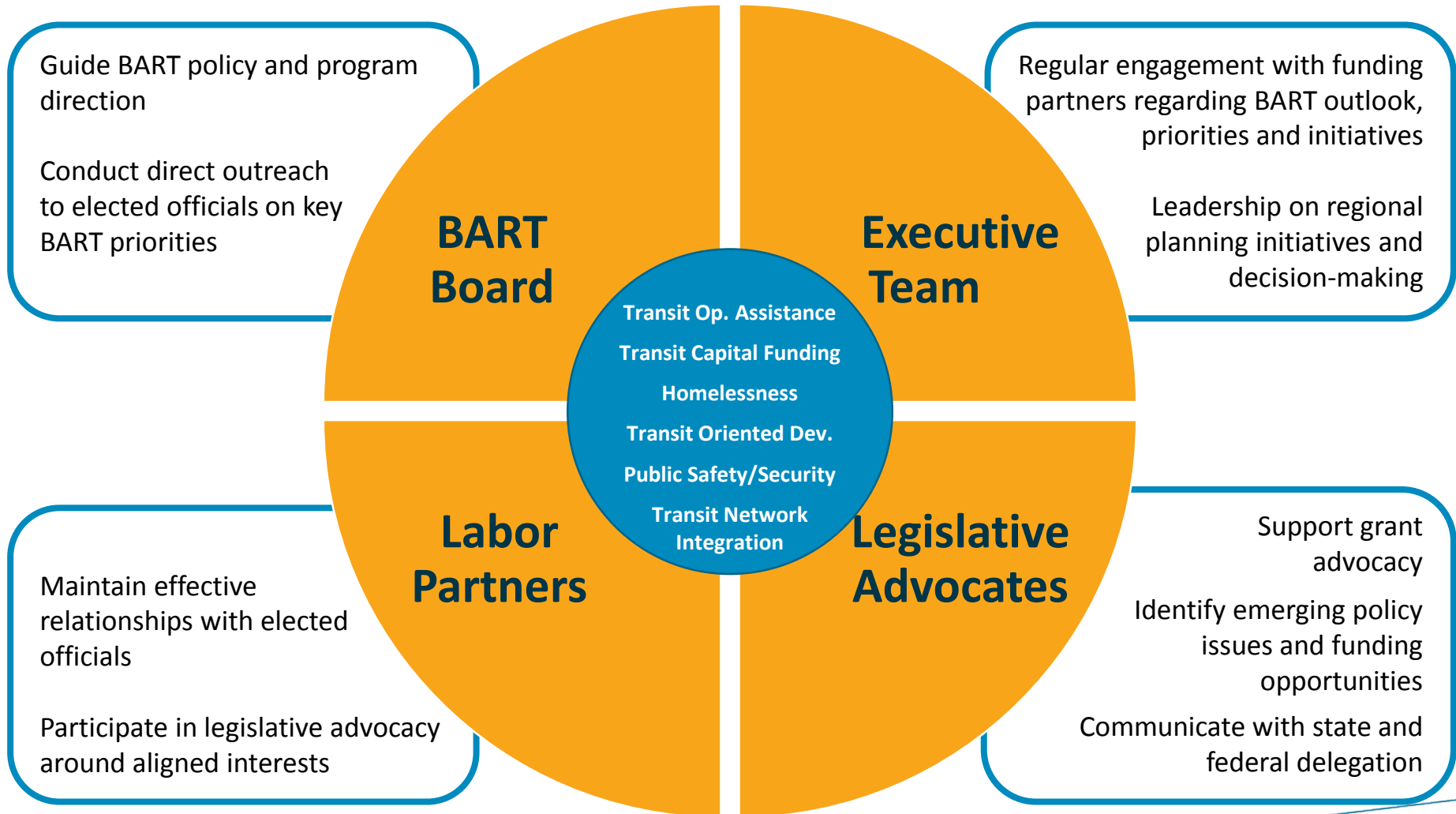
Coronavirus Response & Relief Supplement Appropriations Act of 2021 (CRRSAA)

- \$14B in supplemental appropriations to support public transit
- \$982M to three Bay Area urbanized areas
- MTC to allocate over two tranches
 - \$103.7M to BART on Jan 27 (1st tranche)
 - Formula for 2nd tranche in March

Advocacy Strategy

- Pandemic creates opportunity to reassess District priorities
- BART Focus
 - Deliver priority capital commitments
 - Advance projects and programs to rebuild BART ridership and support Bay Area economic recovery
 - Lead and support regional and state efforts around transit network connectivity, the needs of the unhoused and TOD
- BART Plan
 - Provide transparent, frequent updates on BART outlook and COVID impact
 - Deepen relationships with funding partners and elected officials
 - Build and mobilize a coalition of support
 - Clear consistent District message regarding BART financial outlook, priorities and role in the Bay Area region

Successful Advocacy – A Collaboration



Path Forward

- Previous presentation identified challenges to fiscal stability
- Grants are largely funding one-time opportunities that could help:
 - Bridge the pandemic operating financial gap
 - Fund priority capital projects
- Need clearer picture of duration and economic impact of pandemic before can consider a longer term regional solution
 - Widespread distribution of vaccine and herd immunity
 - Changing work dynamics and commute patterns
 - Regional economic recovery forecasts

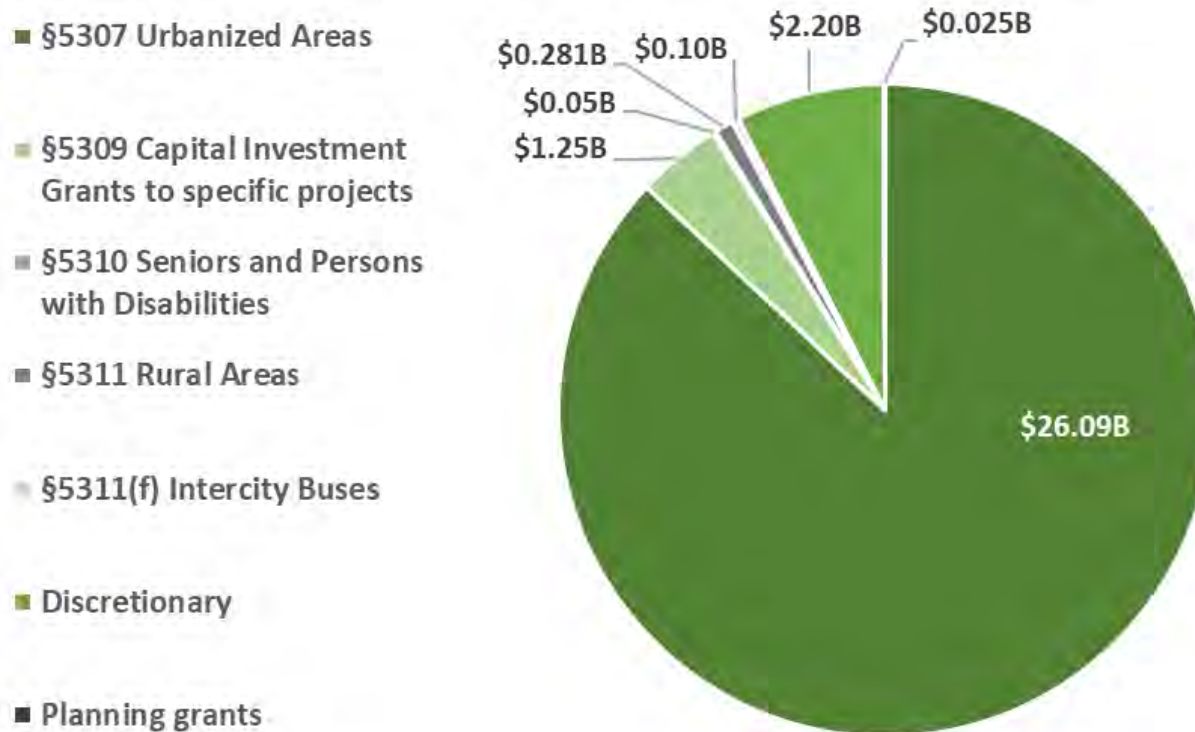
Can Biden save public transit from the pandemic?

Ridership—and revenue—are cratering. Will there be anything left once we're vaccinated? The Biden administration and new Transportation Secretary Pete Buttigieg will have to act fast to give federal help so states and cities can turn things around.



American Rescue Plan and Budget Reconciliation

- FY21 Budget Resolution allows Congress to pass President's \$1.9 trillion relief legislation with simple majority in Senate
- House Transportation and Infrastructure (T&I) Committee Budget Reconciliation Title allocates \$30B to public transit:



Additional Federal Funding Advocacy

Issue Area	Supporting Advocacy
Capital Investment Grant Program <ul style="list-style-type: none">• Ensure FY22 appropriations include sufficient funding for FTA commitments• Secure outstanding balance of CIG funds per grant agreement	<p>Report funding updates and project milestones to:</p> <ul style="list-style-type: none">• Political and career staff at DOT and FTA• Key appropriations and authorizing committee members and staff• Congressional delegation <p>Submit appropriations requests to delegation offices and committees consistent with project funding levels</p>
Transit Security & Safety <ul style="list-style-type: none">• Pursue funding to support critical safety programs and security infrastructure	<ul style="list-style-type: none">• Educate DHS/FEMA staff on project needs related to Transit Security Grant Program (TSGP); secure letter of support from delegation for FY21 application• Advocate for increased TSGP funding levels in FY22 budget• Seek new funding opportunities to support BART's progressive and equitable policing practices
Surface Transportation Reauthorization <ul style="list-style-type: none">• Grow all transit formula programs• Address state of good repair needs/backlog• Direct new resources to metropolitan areas to enhance transit mobility	<ul style="list-style-type: none">• Support legislative efforts to pass long-term reauthorization and increase revenues through new user-based fees and taxes• Seek opportunities through MTC and APTA to make program requests and inform funding levels• Direct outreach to members on key committees: T&I, Banking, Ways & Means, Finance, and Appropriations

Potential Infrastructure Investment Stimulus

- Likely introduction in late-spring as part of President's recovery plan
- May be structured around \$1.5T House Moving Forward Act (HR 2)
- Funding opportunities for BART
 - SGR
 - Safety and security
 - Core Capacity
 - Service improvements
- Intercity rail funding category could support Link 21
- BART will work with partners in the region on coordinated strategy, as appropriate



Potential Infrastructure Investment Framework

Program/Project	Potential Stimulus Ask (\$millions, rounded)	Moving Forward Framework Categories					
		State of Good Repair	Climate Resiliency	Access to Jobs ²	Safety	Create Family-Wage Jobs ²	Buy America
Systemwide State of Good Repair¹	\$ 4,400						
Elevator and Escalator Rehabilitation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Station Renovation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Track & Structures Renovation and Replacement		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traction Power Rehab Program		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train Control & Communications		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shops, Yards and Facilities Renovation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrical/Mechanical Infrastructure Renovation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seismic		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Capacity, Service Improvements & Station Modernization	2,100						
HMC Vehicle Overhaul and Heavy Repair Shop & Main Shop Improvements		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Capacity Train Control Modernization		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Capacity Traction Power Substations		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fleet of the Future Railcar Procurement			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hayward Maintenance Complex & Storage Yard		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CCP Program Management		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Station Modernization		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
System Safety & Security Improvements	100						
Next Generation Faregates		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety & Security Improvements		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability Improvements		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total BART Programs/Projects	\$ 6,600						

1. Represents 5-year estimate of SOGR unfunded needs.

2. BART capital projects support family-wage jobs, whether work performed by BART forces or external contractors.

* Megaregional \$950M ask for Link21 to advance planning, design, engineering & environmental work

State Funding Advocacy

Issue Area	Supporting Advocacy
Transit Funding	<ul style="list-style-type: none">• Inform budget language on statutory relief for transit agencies• Continue discussions with members and Administration on long-term solutions to support transit recovery and potential for new transit funding opportunities within SB1
Support for Homelessness Initiatives	<ul style="list-style-type: none">• Pursue eligibility for state funding through outreach to budget committees, BCSHA, CalSTA, HCD, and Governor's Office• Inform legislative efforts to create a permanent funding source for homelessness and improve statewide coordination
Transit Oriented Development Work Plan	<ul style="list-style-type: none">• Continue targeted meetings with state's housing entities and members to highlight benefits of TOD program related to regional housing targets and state's climate goals• Convey BART's need for state funding eligibility to facilitate accelerated planning and development
State Rail Plan and Expansion of Megaregional Rail	<ul style="list-style-type: none">• Provide comments to CalSTA on Draft Climate Action Plan for Transportation Infrastructure (CAPTI) - release in early March• Advocate for increased investments in transit, regional rail, infill development, and projects that reduce VMTs
Transit Network Management & Governance	<ul style="list-style-type: none">• Provide comments directly to author on impacts of legislative reforms• Advocate that reforms not require a significant infusion of funds from operators or compromise recovery efforts

Regional and County Advocacy

- Advocate re: regional distribution of CRRSA Act funds and any future federal relief funds
 - Enable BART to address near-term budgetary challenges and support the region's economic recovery
- Ramp up engagement of County Transportation Agency (CTA) leadership
- Pursue CTA-controlled funding for BART priority capital projects
- Advance station access projects that compete well for discretionary funding
- Collaborate with CTAs and other county agencies to address needs of the unhoused and mitigate impacts to our riders' experience
 - Actively support SF Proposition C
 - Coordinate efforts with county agencies
 - Pursue funding, such as MTC Lifeline Program funds, to support efforts

Board Discussion

Supporting Slides



Capital Program Grant Awards in 2020

FEDERAL PROGRAMS	AMOUNT	STATUS
FY20 Federal Formula Funds (Federal Sections 5307 and 5337)	\$131,399,116	Awarded
FTA Capital Investment Grant (Transbay Corridor Core Capacity Project)	\$1,169,000,000 *	Awarded
FEMA Transit Security Grant Program	2,148,589	Awarded
FTA Pilot Program for Transit Oriented Development	2,350,000	Awarded
TOTAL FEDERAL AWARDS	\$1,304,897,705	
FEMA Public Assistance	2,360,000	Pending
TOTAL FEDERAL PENDING	\$2,360,000	
Adv Technology & Congestion Mgmt Technology Deployment	4,500,000	Not awarded
State of Good Repair Grant	1,250,000	Not awarded
Capital Investment Grant (CIG) COVID Research Demonstration	350,000	Not awarded
TOTAL FEDERAL NOT AWARDED	\$6,100,000	

* Multi-year Full Funding Grant Agreement; \$775.7M (2/3) allocated to date

Capital Program Grant Awards in 2020

STATE PROGRAMS	AMOUNT	STATUS
State Transit and Intercity Rail Capital Program (TCCCP)	\$107,100,000	Awarded
State Solutions for Congested Corridors Program (TCCCP)	60,000,000	Awarded
State Affordable Housing Sustainable Communities Program	38,780,000	Awarded
State Transit-Oriented Development Housing Program	5,000,000	Awarded
State Sustainable Communities Planning Grant	704,747	Awarded
CalOES Hazard Mitigation Grant Program	2,286,000	Awarded
TOTAL STATE AWARDS	\$213,870,747	
Solar Heating, Cooling & Power Industrial & Commerical App.	844,433	Pending
Community Power Resiliency Allocation to Special Districts	300,000	Pending
TOTAL STATE PENDING	\$1,144,433	
Active Transportation Program (ATP)	1,198,000	Not awarded
Local Partnership Program (LPP) - Competitive Program	25,000,000	Not awarded
Proposition 1 - Stormwater Grant Program	9,601,986	Not awarded
Decarbonizing Healthcare and Large Buildings	1,362,849	Not awarded
TOTAL STATE NOT AWARDED	\$37,162,835	

Capital Program Grant Awards in 2020

REGIONAL AND COUNTY PROGRAMS	AMOUNT	STATUS
MTC Lifeline Program Cycle 6	\$1,172,000	Awarded
TOTAL REGIONAL AND COUNTY AWARDS	\$1,172,000	
Safe and Seamless Mobility Quick Strike Program	3,144,302	Pending
Regional Traffic Relief Plan	1,172,000	Pending
Congestion Mitigation and Air Quality Improvement	370,000	Pending
SF Transbay Transit Center Dist., Community Facilities Dist. Fds	3,000,000	Pending
TOTAL REGIONAL AND COUNTY PENDING	\$7,686,302	
Congestion Mitigation and Air Quality Improvement	562,000	Not awarded
SF Proposition K: Expenditure Plan #13	4,500,000	Not awarded
SF Proposition K: Expenditure Plan #8	1,950,000	Not awarded
TOTAL REGIONAL AND COUNTY NOT AWARDED	\$7,012,000	

- CCTA and ACTC deferred most funding decisions in 2020 due to pandemic
- The listed awards does not include named projects in CTA sales tax measures



BART
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