



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
(BART)**

**REQUEST FOR QUALIFICATIONS (RFQ)
ARTISTS FOR ARTIST POOL AND MULTIPLE PROJECTS:**

- Artists for Market Street Canopy Project (1 project up to 4 artists)
- Artist on Design Team for Walnut Creek and Concord Stations, Lake Merritt Plaza/TOF, and Iron Horse Trail at Dublin/Pleasanton Station (4 total projects)
- Pool for future artist as design team member

OPEN ONLY TO ARTISTS or ARTIST-LED TEAMS RESIDING IN THE UNITED STATES.

Note: the five open projects have limitations to applicant location eligibility (see Section V.B. below).

Artists interested in being in the pool for artists as design team members, but do not meet the location eligibility for, or are not interested in one of the five projects currently being selected may apply for the pool only.

Applicants must have all necessary documentation and permits to work in the United States at the time of submittal of qualifications.

**SUBMISSION DEADLINE: March 5, 2018, 10:00 PM Pacific Standard Time
This is an online application process and the deadline cannot be extended**

Applications are available through CaFÉ; www.callforentry.org, an online application system for artist calls. There is no charge to artists for using CaFÉ. *If you are a first time user of CaFÉ, please allow adequate time to learn the use of this system. We recommend that artists complete their applications at least 48 hours prior to the stated deadline.*

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I. INTRODUCTION

Please read the entire RFQ to familiarize yourself with the opportunities. This RFQ will result in the selection of artists for five projects. All qualified applicants will become part of a pool to participate on design teams for future project selections.

The San Francisco Bay Area Rapid Transit District (BART) is issuing Requests for Qualifications for artists for art projects in stations that are being upgraded. Five projects are currently selecting artists:

1. Market Street Canopy Project
2. Lake Merritt Plaza/Transit Operations Facility (TOF)
3. Walnut Creek Station Access Improvements
4. Dublin/Pleasanton Station - Iron Horse Trail Access Enhancement
5. Concord Station Modernization

Applicants to this RFQ will indicate their interest in being considered for any of these projects, or for the pool only. Artists may submit to be considered for one or more of the five available projects, but will not receive a commission for more than one project (except as noted for the Market Street Canopy Project).

The artist experience requirements of the Market Street Canopy project are not the same as those necessary to be considered for the other four projects or the artist pool, specifically successful experience collaborating as a member of a design team. Artists applying for Market Street Canopy project who want to apply to other projects should ensure their available images and experience reflect those broader qualifications.

All artists will remain in a pool for up to three years, which will be used in the selection of artists for future projects, *specifically when an artist is desired as design team member*. BART may choose to supplement this pool with additional artists who did not apply to this specific Request for Qualifications at any time. Artists in the pool will be notified if they are placed in consideration for a future project to determine their interest and availability for the project.

Please note that this is not a general artist pool. BART will issue future RFQs for projects requiring different skills than those being sought for these projects. Artists from this pool will be notified of additional opportunities outside this pool and will need to apply specifically to those calls if they wish to be considered.

If you choose not to apply to this RFQ, and wish to be notified of future opportunities please email jeaston@bart.gov with "Future Notification" in the subject line. Please provide your name and preferred contact email and you will be placed on the mailing list for future communications. Please do not apply to this call if your skills do not meet the criteria, rather submit your name to be notified for future calls – thank you.

II. ART OPPORTUNITIES

The opportunities at Lake Merritt Plaza/TOF, Concord and Walnut Creek Station seek an artist as design team member to participate in community engagement and identify opportunities for art to be incorporated into elements of the station that as part of the planned renovation, replacement or new construction. The project at Dublin/Pleasanton Station - Iron Horse Trail (IHT) is for an artist as design team member to participate in community engagement and

identify opportunities to integrate art elements as part of an overall design program for bike/pedestrian access enhancement at the Dublin/Pleasanton station.

The Market Street Canopy project is seeking up to four artists to create *bas relief* designs to be incorporated to the underside of new fiber reinforced plastic (FRP) canopies that will protect the escalator/stair access points to four stations along Market Street in San Francisco (Embarcadero, Montgomery, Powell, and Civic Center). The canopies are already designed – this is an art enhancement project to that existing design. Artists submitting for the Market Street Canopy Project are not required to have experience as a design team member, and may submit for this project only and will not be placed in the pool for future design team opportunities.

A more detailed description of the project sites and the type of artwork to be commissioned are described below in Section V.B.

III. ELIGIBILITY REQUIREMENTS

1. This RFQ is open **only** to artists or artist teams residing in the United States. There are specific residency requirements for the five projects currently being selected that are detailed below in Section V.B. If applying as a team, the local residency requirements detailed in Section V.B must be fulfilled by one of the team members. All applicant artists must be U.S. citizens or have legal working status in the United States at the date of application.
2. Applications will be accepted directly from artists or artist teams whose work is being submitted in response to this RFQ only. Applications submitted by third parties, such as galleries, art consultants, family members, etc. will not be considered.
3. Bay Area artists that meet the eligibility requirements set forth above and following are strongly encouraged to apply

IV. PROJECT ASSUMPTIONS

1. Selected artists or artist teams will be required to waive their rights of integrity (also known as the artist's moral rights) to commissioned artwork as pertains to its removal or repair as set forth in the California Art Preservation Act and the Visual Artists Rights Act. Due to the function and nature of the stations as busy transportation hubs, BART will retain the right to remove or relocate the artwork as may be deemed necessary by BART in the future.
2. Selected artists or artist teams will retain copyright to their work, but will grant BART certain rights to reproduction.
3. Selected artists or artist teams will be required to adhere to the Model Agreement for Design of the Artwork, which can be found at: www.bart.gov/art. This agreement is provided in this RFQ for informational purposes and is subject to change based on the final scope of work with selected artists or artist teams.
4. **Compliance with Laws.** In the performance of the project under Agreement with BART, all team members shall comply with all applicable local, state and federal laws.

V. PROJECT BACKGROUND

A. Station Modernization and Art Program

BART opened for service in 1972. Since then, the system has expanded to 46 stations in four counties (Alameda, Contra Costa, San Francisco and San Mateo), soon to expand to Santa Clara County. Many of the contemporary needs of the system could not be foreseen in the early design/build of the stations, and therefore retrofit and updating is required. In addition to functional upgrades, opportunities related to station access and enhancing customer experience and the communities adjacent to the stations are being addressed throughout the system.

The BART Board adopted the first art policy in 2015. The policy was supplemented with a number of recommendations for the successful implementation of a comprehensive and impactful art program. Two of the key recommendations are 1) when feasible, artists should be included on the project design team, and 2) when a design team approach is desired artists should be selected concurrently with the design team and should be treated as an equal and important partner.

B. Art Sites & Project Descriptions

Please note that each of the five projects have specific residency requirements listed directly beneath the project name. Artists who do not meet these residency requirements will be disqualified from consideration for the project.

1. Market Street Canopies

This project is open to artists residing in the United States

a. Background

For over a century Market Street has been a central feature in San Francisco's evolution, connecting water to hills, downtown businesses to neighborhoods, and cultural facilities to places of recreation. From the very beginning, the dimensions of the street were designed to make a grand statement about San Francisco's civic stature, while also moving the maximum number of people and goods. On any given weekday, more than a quarter of a million people utilize Market Street.

The Market Street Canopy project is a partnership between BART and the City and County of San Francisco (CCSF). The canopies will protect the entrances to underground BART and Muni stations at Embarcadero, Montgomery, Powell St. and Civic Center along Market Street. Beyond the functional needs of the project, it must contribute to the enhancement of Market Street public life.

The design goal is to unify Market Street with an iconic identity. The integration of transit and public space for social uses is at the heart of the Market Street identity. At the same time, Market Street transects several different districts, each of which is interesting and unique. These districts can create a richer experience where the public realm design responds to the districts and varies along the street by creating elements in the that are specific to each (Embarcadero, Financial, Retail, Mid-Market, Civic Center, Octavia).

Designed by VIA Architecture, the Market Street Canopy Project will consist of 22 canopies at four BART/Muni stations along Market Street, the heart of San Francisco's downtown.

b. Scope of Art Project

The Market Street Canopy project is different than the other four projects. This project is seeking artists to incorporate a design to an existing canopy design (see image in Att. A) The collaboration with the design team will focus on determining the best design for the canopy underside, no other elements of the canopy structure will be engaged by the project artists. Up to four artists (one per station) will be selected for the project. The selection panel also will be offered the opportunity to choose fewer than four artists. The selected artists will work with the base-project design team to develop a bas-relief design that will be incorporated to base project construction specifications for implementation during the fabrication of the canopies. A fabricator for these FRP (Fiber Reinforced Plastic) element of the canopies will be specified as part of the base project bid submittals, therefore the artists will need to collaborate with the fabricator once they are hired to finalize designs and oversee production as required. It is expected that the artists will work with BART to implement appropriate community-engagement strategies. The selected artists should also expect to coordinate amongst themselves as necessary to create a cohesive feel for the entirety of the project.

The artists sought for this project will be able to develop designs with strong graphic appeal that will be rendered in low relief. It is expected that the relief will not be deeper than 2-3" from the finished surface of the canopy, and curvilinear designs are anticipated to be more successful in the fabrication process. The artwork will be centered to the canopy to ensure it remains outside the "touch zone." Work will be visible to people using the stair/escalator station access, as well as those on Market Street. The project budget will cover all costs for design of the artwork and collaborating on fabrication including research and design, insurance, reasonable travel (estimated 3-5 trips to the Bay Area), materials, and delivery of any required files for fabrication of the designs.

The time frame for the bidding of the base project will need the selected artists to begin work as soon as possible after selection, with an accepted design completed by June 2018. As indicated, it is likely the design may need additional revision after the fabricator is selected as part of the base project RFQ.

2. Lake Merritt Station – new Transit Operations Facility (TOF) and Plaza Redesign

This project is open to artists residing in California

a. Base Project

The project consists of the construction of a new TOF, and redesign of the adjacent plaza to include more opportunities for community engagement and interaction at the Lake Merritt Station, located in Oakland. The project lead is AECOM. More information can be found at www.bart.gov/lakemerritt.

i. Transit Operations Facility (TOF)

The TOF will consist of new facilities required to support improved and expanded BART operations. It will be situated on the west edge of the plaza. The overall structure is anticipated to be three stories tall and will have approximately 5,000 square feet of shell retail space wrapping three sides of the building (plaza facing and two sides facing streets. There is a potential that some of this space could be available as community-dedicated or community shared space.

ii. Lake Merritt Plaza Design

The overall vision for the Lake Merritt BART Station Plaza is to create a vibrant urban center that enriches the city and is a source of community pride. The plaza is approximately 53,000 sf. The plaza is bounded by 9th Street, Oak Street, 8th Street, and Madison Street. Much of the plaza is above the Lake Merritt BART station. The project is located in the heart of Oakland's Chinatown neighborhood, and is directly adjacent to Laney College and the Oakland Museum of California creating a rich mix of cultures, ages, and opportunities for engagement to fulfill the vision for the plaza.

b. Urban Design Principles

- i. Catalyze and Activate – by making the project an asset to the community through comprehensive community engagement
- ii. Connect and Integrate – a building that enhances the functionality of TOF, relationship to the surrounding community, and transit users
- iii. Safe and Secure – for the workers at the TOF and those using the plaza
- iv. Promote Sustainability – through intelligent building design

c. Scope of Art Project.

The selected artist will work with the design team to identify opportunities for art and design improvements to further the stated goals, as well as consider opportunities to enhance connection to the community, overall BART customer experience, and a general creative enhancement of BART. The project possibilities may be physical elements and/or opportunities for ongoing cultural and artistic engagement through partner programming. The artist and other design team members will collaborate to explore the best way to integrate resources desired by the community and the capacity of site and BART to deliver the best project. It is expected that the artists will work with BART and the design team to implement appropriate community-engagement strategies.

The outcome may be fully integrated to the base-building project, or the artist may be responsible for fabricating all or part of a design. A separate agreement will be executed for any work subsequent to participation on the design team and delivery of required design documentation (up to and including engineered construction documents for elements not integrated to planned station elements). The project budget will cover all costs for design of the artwork and collaborating on fabrication including research and design, insurance, reasonable travel (estimated 3-5 trips to the Bay Area), material expenses, and delivery of any required files for fabrication of the designs including engineered construction documents for elements not integrated into the base project. *A budget has not been established for the creation or integration of artworks and will be developed over the course of the design work.*

3. Walnut Creek Station Access Improvements

This project is open to artists residing in California

a. Background

Walnut Creek Station, located in Contra Costa County, is an important intermodal station that is at a unique point in its history; a new Walnut Creek Transit-Oriented Development (TOD) is starting construction that will transform the station area, putting the station at the heart of a dense, vibrant new mixed use development. As part of the new TOD, a garage is being built for BART. The developer has hired an artist to create a large-scale illuminated artwork over the garage entrance facing the station platform, additional artwork is being considered for other parts of the development.

In coordination with the TOD project, BART is undertaking improvements to portions of the station not being improved by the TOD project, in order to seamlessly connect to the new development, improve the passenger experience, and prepare the station for future growth.

Base project impact area:

- Areas within the BART guideway 'drip line' (see Figure 3A)
- The station building
- Access between the parking garage, intermodal area, TOD, and the Station

b. Goals of the base project:

- i. Enhance station access, especially between new BART intermodal area, BART station, and new Transit Village
- ii. Accommodate future station growth in ridership
- iii. Enhance safety & security
- iv. Enhance customer experience and sense of place

c. Scope of Art

The selected artist will work with BART and the design team of the Walnut Creek Station Access Improvements project to identify opportunities for art and design improvements to further stated project goals, as well as consider opportunities to enhance connection to the community, overall BART customer experience, and a general creative enhancement of the BART. It is expected that the artists will work with BART and the base project design team to implement appropriate community-engagement strategies.

The outcome may be fully integrated to the base-building project, or the artist may fabricate all or part of a design. A separate agreement will be executed for any work subsequent to participation on the design team and delivery of required design documentation (up to and including engineered construction documents for elements not integrated to planned station elements). The project budget will cover all costs for design of the artwork and collaborating on fabrication including research and design, insurance, reasonable travel (estimated 3-5 trips to the Bay Area), material expenses, and delivery of any required files for fabrication of the designs including engineered construction documents for elements not integrated into the base project. *A budget has not been established for the creation or integration of artworks and will be developed over the course of the design work.*

4. Dublin/Pleasanton BART Station – Iron Horse Trail

This project is limited to artists residing within the nine Bay Area Counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma)

a. Background.

An infrastructure improvement vital to enhancing bike and pedestrian access to the Dublin/Pleasanton BART station is closing the gap through the station of the Iron Horse Trail (IHT), a 32-mile regional bicycle and pedestrian path spanning from Concord in the north to Pleasanton. Completely separated from motor vehicles, the IHT provides a safe bicycle commuting and recreational opportunity. Also it provides a safer and more comfortable walking environment for pedestrians. Since it is oriented diagonally to the

prevailing street grids in Dublin and Pleasanton, it provides far more direct access to the station than the available sidewalk and on-street bicycle infrastructure. There is currently a gap in the IHT infrastructure through the Dublin/Pleasanton Station. The project goal is to design a connection that provides adequate space for bicyclists and pedestrians to connect to and through the Dublin/Pleasanton BART station using the trail. This will be accomplished by implementing the following:

- i. Create a gateway plaza at the northwestern end of the trail where the trail is along BART's access Road.
- ii. Maintain a 12-foot trail from the proposed plaza across from the bus bays that would tie in with the proposed cycle track just north of the freeway overcrossing.
- iii. Separate pedestrian and bicycle facilities (proposed cycle track) through the station, using the west (southbound) side of the access road
- iv. Relocation of all vehicle activity under the overpass to the east (northbound) side of the access road
- v. Bicycle station siting
- vi. Parking lot reconfiguration on the south side of the station to provide a dedicated trail space to reach Owens Drive
- vii. Wayfinding and Branding Program
- viii. Lighting

b. Scope of Art

The selected artist will work with the design team to identify opportunities for art and design improvements to further stated project goals, as well as consider opportunities to enhance connection to the community, overall BART customer experience, and a general creative enhancement of the BART facility. It is expected that the artists will work with BART and the base project design team to implement appropriate community-engagement strategies.

The outcome may be fully integrated to the base-building project, or the artist may fabricate all or part of a design. A separate agreement will be executed for any work subsequent to participation on the design team and delivery of required design documentation (up to and including engineered construction documents for elements not integrated to planned station elements). The project budget will cover all costs for design of the artwork and collaborating on fabrication including research and design, insurance, reasonable travel, material expenses, and delivery of any required files for fabrication of the designs including engineered construction documents for elements not integrated into the base project. *A budget has not been established for the creation or integration of artworks and will be developed over the course of the design work.*

5. Concord Station Modernization

This project is open to artists residing in California

a. Background

Opened in 1973, Concord is one of the original BART stations and was a terminal station until 1995, when the line was extended to North Concord and Pittsburg/Bay Point.

BART's 2016 Station Modernization Plan

https://www.bart.gov/sites/default/files/docs/Final%20BART%20Concord%20Mod%20Plan_Report-web.pdf identifies a set of long-term improvements that can be phased in over time that address state-of-good-repair issues, expand capacity, improve the customer experience, and improve station access.

BART is proceeding with a Phase I project to implement some improvements identified in this plan, and will be resuming design work later in 2018. In 2018, BART also expects to complete construction on an improved station plaza at Concord station, which will improve automobile, bicycle, and pedestrian access to the station.

BART's goals for Phase I Station Modernization Improvements include:

- Repairing and/or replacing the existing leaking roof
- Improving station lighting
- Improving passenger circulation
- Reducing fare evasion
- Adding new architectural finishes, wayfinding, and public art to enhance customer experience, sense of safety, and placemaking

b. Scope of Art Project

The selected artist will work with the design team to identify opportunities for art and design improvements to further stated project goals, as well as consider opportunities to enhance connection to the community, overall BART customer experience, and a general creative enhancement of the BART. It is expected that the artists will work with BART and the base project design team to implement appropriate community-engagement strategies.

The outcome may be fully integrated to the base-building project, or the artist may fabricate all or part of a design. A separate agreement will be executed for any work subsequent to participation on the design team and delivery of required design documentation (up to and including engineered construction documents for elements not integrated to planned station elements). The project budget will cover all costs for design of the artwork and collaborating on fabrication including research and design, insurance, travel, material expenses, and delivery of any required files for fabrication of the designs including engineered construction documents for elements not integrated into the base project. *A budget has not been established for the creation or integration of artworks and will be developed over the course of the design work.*

C. Art Budgets

1. *Lake Merritt Station Plaza/TOF \$25,000*
2. *Walnut Creek Station Access Improvements: \$20,000*
3. *Concord Station Modernization: \$20,000*
3. *Dublin/Pleasanton – Iron Horse Trail: \$15,000*
4. *Market Street Canopies - \$40,000/artist. If fewer than four artists are selected and an artist is assigned to complete more than one design, an additional fee of \$15,000 per design will be added.*

Art budgets must include collaboration with the base project design team including up to 5 on-site or Bay Area-based meetings, design development, computer-related design work and stamped engineering documents as needed to deliver the approved design(s) for fabrication, professional consultants, the artist's project management fees, insurance (please refer to boilerplate agreement for BART scope of insurance), travel, fabrication review for elements included in the base project scope of work, and all other associated costs for the scope of work.

A separate contract will be implemented in the event Artist proposes an artwork for which they will be responsible to fabricate and deliver to the project to the base project site for installation by the base project general contractor.

VI. QUALIFICATIONS

This project is open to artists who have demonstrated experience of successful collaborative process and outcome as a member of a design team, working at an architectural scale. Selected artists must be available to work collaboratively with project teams consisting of BART staff, project architects and engineers, and community representatives throughout the design and fabrication oversight as necessary.

For those applying to the **Market Street Canopy** project, specific experience in realizing designs into architectural elements is highly desirable, in particular designs in relief for façades, ceilings or walls.

Applicants must demonstrate a history of professional activity as an artist and must demonstrate appropriate skills or experience in designing, fabricating and managing an art project relative to the scale and complexity of the art project described above.

Artist Teams: Two or more artists may apply together as a team, but each artist may submit only **one** application for one project (i.e. an artist may apply either as an individual **or** as a member of **one** team. Artists **may not** apply as a member of more than one team).

Qualifications that will be used to evaluate the applications in the Artist Selection Process (Part VII of this RFQ) are as follows:

A. Minimum Qualifications

1. A minimum of five years of work as a practicing artist as evidenced by resume and professional recognition (awards, honors, exhibition record, etc.).
2. Specifically for artists applying to the artist/design team pool and all projects except Market Street Canopies: demonstrated successful experience collaborating with design professionals as part of a team to deliver a comprehensive approach to integrating art and design.
3. Experience engaging communities to define objectives and inform scope of designs.

B. Desired Qualifications

1. Past work that demonstrates the artist or team's overall approach to making art and perceived ability to create artwork that would be relevant to the station, the adjacent community, and BART riders.
2. A minimum of 2 years of professional experience that illustrates the applicant's ability to design and manage the project as required (i.e. past experience with public art projects, project management, public art administration, studio experience, related work skills or experience etc). Desired skills may include budgeting, scheduling, communications with clients, and collaborating with third parties completing implementation, construction, or fabrication.
3. Past public art projects utilizing a variety of materials and methods with low long term maintenance needs.

VII. ARTIST SELECTION PROCESS

A. Selection of Finalists

Step 1: Applications will be pre-screened by BART staff to ensure that applicants meet the Minimum Qualifications described in Section VI of this RFQ, and that the applications are complete as described in Section X.

Step 2: If more than 100 applications are received for any of the projects, a screening panel comprised of arts professionals will review the applications and will create a short list of artists whose work will remain under consideration for that project. The screening panel will evaluate and short-list each applicant's work based on whether they meet the Desired Qualifications described in Section VI of this RFQ.

Step 3: A selection panel comprised of arts professionals, community stakeholders, design team members, and BART staff will be established for each project to review the applications and will rank them according to the selection criteria outlined above.

Step 4: For the projects at Walnut Creek, Concord, and Dublin/Pleasanton – IHT Stations, and Lake Merritt Plaza, up to three finalists per project may be selected to be interviewed to determine the final artist/artist team for the project. It will be the sole discretion of the panel to determine if the artist selection will include an interview of finalist candidates. If interviews are implemented for any of the projects, artists will be given a minimum of two weeks' notice prior to the interviews, and phone/Skype interviews will be an available option if in person attendance is not possible.

For the Market Street Canopy project, up to four artists and two alternates will be identified for the project with recommendations for which station(s) the artist will create designs.

VIII. BART'S RIGHT TO IMPLEMENT

BART reserves the right to implement any or all of the projects identified in this RFQ. The issuances of this RFQ is no guarantee that a project will be awarded. BART may also change the scope of the RFQ at any time prior to the deadline. All changes to the RFQ will be posted to RFQ project description at www.callforentry.com, and all artist who have submitted applications at the time of the change will be informed of the change.

IX. PROJECT SCHEDULE

March 2018:	Initial selection panels and interviews
March 2018:	Final Artists Selections (Notice of Award): Market Street and Lake Merritt Plaza
	Final Agreements Executed: Market Street and Lake Merritt Plaza
April/May 2018	Final Artist Selections (Notice of Award): Dublin/Pleasanton – IHT, Walnut Creek and Concord Stations of award agreements awarded
	Final Agreements Executed: Dublin/Pleasanton – IHT, Walnut Creek and Concord Stations

Artist selection is anticipated to proceed for projects in the following order: Market Street Canopies, Lake Merritt Plaza, Walnut Creek, Dublin/Pleasanton, and Concord. BART will keep applicants apprised of selection schedules. Notice to Proceed will be issued immediately after contracts executed.

Each project has specific time frames for design work aligned to the base project:

1. Market Street Canopies:
100% Design as needed for base project construction documents: June 2018

2. Lake Merritt Plaza/TOF
35% Design: April 2018
65% Design: August 2018
100% Design December 2018

3. Walnut Creek Station
15% Design: October 2018
100% Design: October 2019

4. Dublin/Pleasanton Station – Iron Horse Trail
35% Design: August 2018
65% Design: October 2018
100% Design: January 2019

5. Concord Station
35% Design: Jan 2019
65% Design: May 2019
100% Design: November 2019

X. APPLICATION REQUIREMENTS & PROCESS

APPLICATION DEADLINE

Submissions (described below) must be received as a complete application in CaFÉ™ by no later than **10 P.M. (PST) on March 5, 2018**. DO NOT SUBMIT APPLICATIONS DIRECTLY TO BART.

All materials will be submitted online, via CaFÉ™ website (www.callforentry.org). There is no application fee to apply or to use the CaFÉ™ online application system. To view the application, go to www.callforentry.org, register a username and password, navigate to “Apply to Calls,” and search the list for “SFBART – Multiple Projects & Artist Pool”.

Please make sure you have started your application with time to ask questions, particularly if you have not used CaFÉ™ previously. Late and incomplete applications will not be accepted.
Assistance in using the CaFÉ™ system is available during regular business hours via e-mail at cafe@westaf.org.

REQUIRED APPLICATION MATERIALS

The application submission must include the information and materials described below, all of

which are required to constitute a complete application. Specific proposals are not requested and will not be reviewed.

1. **Images of Past Work:** Submission shall include visual representations of past artwork that demonstrate your qualifications for this project. Submit up to 10 images of completed projects. Images of designs for previously proposed projects that were not developed to completion may be submitted, but should be clearly marked as proposals and cannot be more than 3 of the requested 10 images. Please avoid multiple views of a project within a single image. (Instructions on how to format images to CaFÉ™ specifications can be found on the CaFÉ™ website under “CAFE Help”).
2. **Annotated image list:** Include a list of the submitted images with descriptions that clearly explain both the projects (when applicable) and images and if the work was the result of a collaboration with other design team members and/or community. Include dimensions, medium, location, commissioning agency and budgets (when allowable).
3. **Artist Statement of Interest** (3000 character maximum): Submission shall include an *Artist Statement of Interest* that outlines a general interest in this opportunity. If you are applying for multiple opportunities, please answer question 3 below for each opportunity in a few sentences. If the answer is generally similar for two or more projects you may provide a general answer as to your interest and reference the projects.

As part of the Artist Statement of Interest, please answer the following questions:

1. What perspective, strengths and experience do you bring to a project?
 2. What is your experience in collaborating with design professionals and communities? Give one or more examples of your collaboration with both and the resulting outcome.
 3. What specifically interests you about the project(s) you are applying for?
4. **Resume** (3000 character maximum/5000 character maximum for teams): Submission shall include a current resume that outlines your professional accomplishments as an artist, particularly as relates to the station art project.
 5. If applying as a team, indicate the name and contact information of the team’s representative. Please place this as the first name in the CaFE application.

BART reserves the right to reject any or all applications or proposals and to modify or terminate the application process or the selection process for any reason and without prior notice.

XI. CONTACT INFORMATION

Questions about the RFQ or commissioning process must be sent to Jennifer Easton at: JEaston@bart.gov not later than 5:00 p.m. PST on February 23, 2018. Please use “**RFQ Inquiry**” in the subject heading of your email.

Responses to all inquiries and any addenda will be posted at www.bart.gov/art and via CAFÉ to artists who have submitted applications prior to the due date.

ALL REQUESTS FOR INFORMATION MUST BE VIA EMAIL AS INDICATED ABOVE. BART WILL NOT ACCEPT PHONE INQUIRIES.

ATTACHMENT A: CONTEXTUAL PHOTOS AND ILLUSTRATIONS

Figure 1: Concept Proposal of Market Street Canopy



Figures 2a & b: Project Location: Dublin/Pleasanton Station – Iron Horse Trail Plan Area and Site Photo Station Entrance/IHT

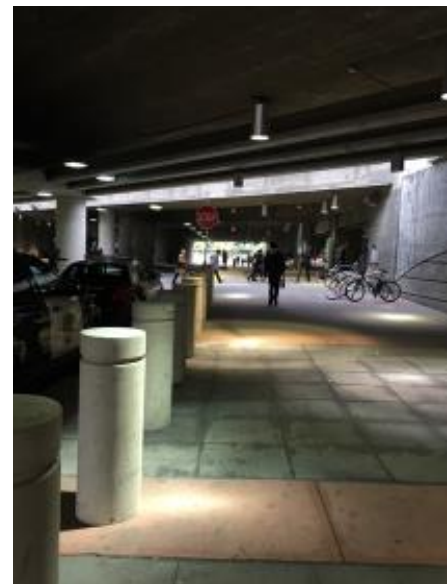
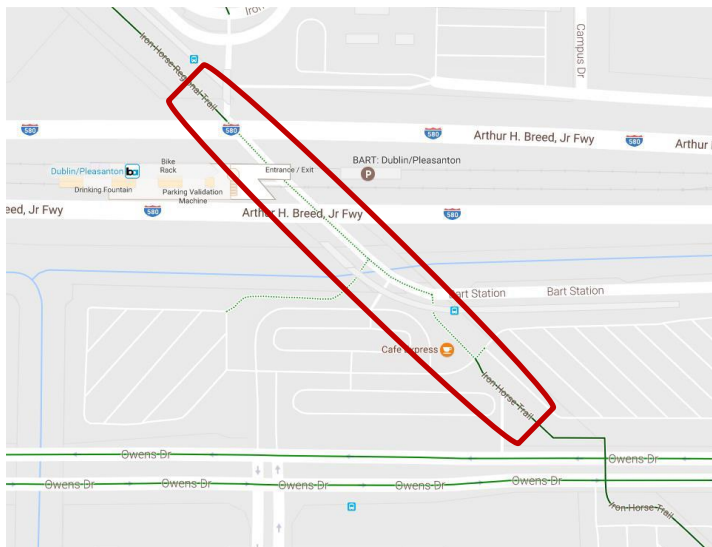


Figure 3a: Focus area of Walnut Creek Station Access Improvements Project, relative to surrounding Walnut Creek Transit Village TOD (Parcels 1, 2, and 3)

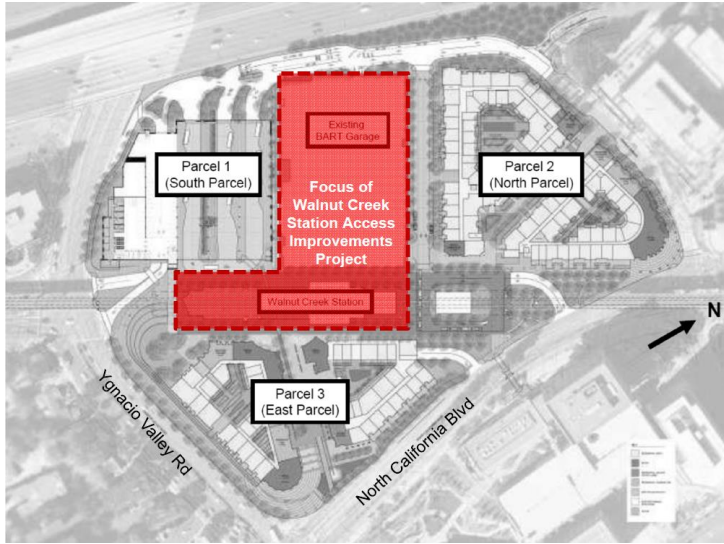


Figure 3b: Walnut Creek Station façade and ticket vending & information under platform



Figure 4a: Lake Merritt Station Site (current)

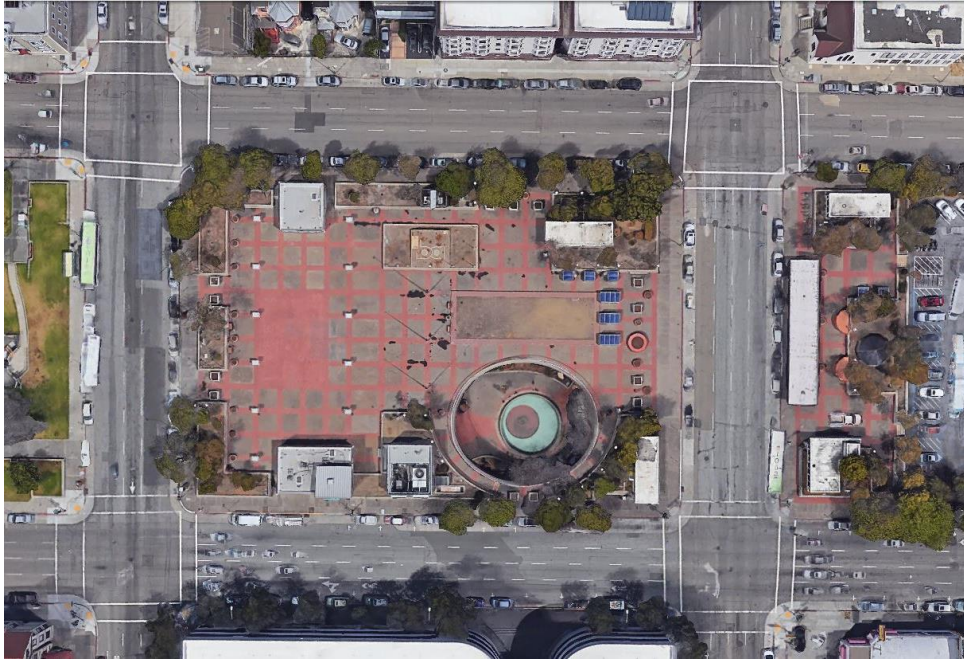


Figure 4b: Lake Merritt Station Site Plan Concept (not final design)



Figure 5A: Concord Concourse – Paid Area



Figure 5B: Concord Station Entrance – East Side

