

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

BOARD MEETING AGENDA

January 23, 2020

9:00 a.m.

A regular meeting of the Board of Directors will be held at 9:00 a.m. on Thursday, January 23, 2020, in the BART Board Room, 2040 Webster Street, Oakland, California.

Members of the public may address the Board of Directors regarding any matter on this agenda. Please complete a "Request to Address the Board" form (available at the entrance to the Board Room) and hand it to the Secretary before the item is considered by the Board. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under Public Comment.

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.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

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>), in the BART Board Room, and upon request, in person or via mail.

Meeting notices and agendas are available for review on the District's website (<http://www.bart.gov/about/bod/meetings.aspx>); at bart.legistar.com; and via email (https://public.govdelivery.com/accounts/CATRANBART/subscriber/new?topic_id=CATRANBART1904) or via regular mail upon request submitted to the District Secretary. Complete agenda packets (in PDF format) are available for review on the District's website and 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

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

1. CALL TO ORDER

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

2. CONSENT CALENDAR

- A. Approval of Minutes of the Meeting of January 9, 2020. Board requested to authorize.
(Minutes will be available Tuesday, January 21, 2020).
- B. District Base Pay Schedule.* Board requested to authorize.
- C. Reject All Bids for Contract No. 11FE-110, Construction of Embarcadero Station Platform Elevator Capacity and Redundancy Project.* Board requested to reject.
- D. Amendment to Advertising Content Guidelines.* (Director Dufty's request) Board requested to authorize.

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. An additional period for Public Comment is provided at the end of the Meeting.)

4. CONTROLLER/TREASURER'S REPORT

- A. Quarterly Report of the Controller/Treasurer for the Period Ending September 30, 2019.* For information.

5. INSPECTOR GENERAL'S REPORT

- A. Report of the Inspector General for the Period August – December 2019.* For information.

6. ADMINISTRATION ITEMS

Director McPartland, Chairperson

- A. Title VI Civil Rights Program 2017-2019 Triennial Update.* Board requested to approve.
- B. Title VI Fare Equity Analysis and Public Participation Report for the Proposed Discontinuance of Sales of Magnetic-Stripe Tickets.* Board requested to authorize.

7. ENGINEERING AND OPERATIONS ITEMS

Director Dufty, Chairperson

- A. Award of Contract No. 15CQ-125, A65 and A75 Interlocking Renewal.* Board requested to authorize.
- B. Award of Contract No. 15LK-140, Market Street Entry Canopies.* Board requested to authorize.
- C. Change Order to Contract No. 54RR-420, Coverboard Enhancement, L-Line, with L.C. General Engineering, Inc., for Additional Pin Assemblies (C.O. No. 001).* Board requested to authorize.

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

Director Saltzman, Chairperson

- A. Agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority to Provide Funding to BART for Review of the Valley Link Project.* Board requested to authorize.
- B. Grant Application Agreements for Affordable Housing and Sustainable Communities for Fiscal Year 2018-2019.* Board requested to authorize.
- C. Update on BART and Valley Transportation Authority Phase I.* For information.

9. GENERAL MANAGER'S REPORT

- A. Review of Draft Agenda for Capitol Corridor Joint Powers Board Meeting of February 12, 2020.* For information.
- B. Report of Activities, including Updates of Operational, Administrative, and Roll Call for Introductions Items.

10. BOARD MATTERS

- A. Resolution in Support of a Bus-Only Lane on the Bay Bridge.* (Director Saltzman's request) Board requested to adopt.
- B. Resolution in Support of Proposition B in the City and County of San Francisco.* (Director Dufty's request). Board requested to adopt.
- C. Board Member Reports.
(Board member reports as required by Government Code Section 53232.3(d) are available through the Office of the District Secretary. An opportunity for Board members to report on their District activities and observations since last Board Meeting.)
- D. Roll Call for Introductions.
(An opportunity for Board members to introduce a matter for consideration at a future

Committee or Board Meeting or to request District staff to prepare items or reports.)

E. **In Memoriam.**

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

11. **PUBLIC COMMENT**

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

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

Board of Directors
Minutes of the 1,855th Meeting
January 9, 2020

A regular meeting of the Board of Directors was held on January 9, 2020, convening at 9:05 a.m. in the BART Board Room, 2040 Webster Street, Oakland, California. President Simon presided; Patricia K. Williams, District Secretary.

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

Absent: Director Ames.

President Simon called for Introduction of Special Guests and noted that a special guest would be introduced later in the Meeting.

Consent Calendar items brought before the Board were:

1. Approval of Minutes of the Meetings of December 5, 2019 and December 19, 2019.
2. 2020 Organization of Committees and Special Appointments.
3. BART Accessibility Task Force (BATF) Membership Appointment.
4. Award of Invitation for Bid No. 9067A, Automated External Defibrillator (AED) Devices.

Director Dufty requested that Item 2-B, 2020 Organization of Committees and Special Appointments, be removed from the Consent Calendar and Director McPartland requested that Item 2-D, Award of Invitation for Bid No. 9067A, Automated External Defibrillator (AED) Devices, be removed from the Consent Calendar.

Director Saltzman made the following motions as a unit. Director Allen seconded the motions, which carried by unanimous electronic vote. Ayes: 8 – Directors Allen, Dufty, Foley, Li, McPartland, Raburn, Saltzman, and Simon. Noes: 0. Absent: 1 – Director Ames.

1. That the Minutes of the Meetings of December 5, 2019 and December 19, 2019 be approved.
2. That the recommendation of the BATF be accepted and the nominated candidate, Marjorie McWee, be appointed for membership to the BATF for a term beginning January 23, 2020 for one year, or until the Board makes new appointments and/or reappointments for a new term, whichever occurs later.

Consent Calendar report brought before the Board was:

1. Fiscal Year 2020 First Quarter Financial Report.

President Simon brought the matter of 2020 Organization of Committees and Special Appointments before the Board.

Directors Dufty, Allen, McPartland, Saltzman, and Simon discussed amendments to the proposed 2020 Organization of Committees and Special Appointments. Specific changes to the Santa Clara Valley Transportation Authority Partnership Special Committee and Alameda County Transportation Commission (ACTC) were discussed. Director Saltzman suggested that the appointments to the ACTC be discussed and brought before the Board for consideration at a later time.

Director Dufty presented an amendment to the proposed 2020 Organization of Committees and Special Appointments to substitute Director Allen's appointment to the Santa Clara Valley Transportation Authority Partnership Special Committee with Director McPartland's appointment. Director Dufty moved that the 2020 Organization of Committees and Special Appointments, with the substitution of Director McPartland's appointment for Director Allen's appointment to the Santa Clara Valley Transportation Authority Partnership Special Committee, be ratified. Director McPartland seconded the motion, which carried by unanimous electronic vote. Ayes: 8 – Directors Allen, Dufty, Foley, Li, McPartland, Raburn, Saltzman, and Simon. Noes: 0. Absent: 1 – Director Ames.

President Simon brought the matter of Award of Invitation for Bid No. 9067A, Automated External Defibrillator (AED) Devices before the Board.

Director McPartland moved that the General Manager be authorized to award Invitation for Bid No. 9067A, for the Automated External Defibrillator (AED) Devices, to Mithril Enterprises DBA, FC Safety for an amount of \$224,891.12, pursuant to notification issued by the General Manager, subject to compliance with the District's Protest Procedures and the Federal Transit Administration's (FTA) requirements related to Protest Procedures.

(The foregoing motion was made on the basis of analysis by the staff and certification by the Controller/Treasurer that funds are available for this purpose.)

Director McPartland commented on the history of cardiopulmonary resuscitation in Northern California and the impact of AEDs on the success rate for cardiopulmonary resuscitation. Director McPartland recognized Mr. Robert Powers, General Manager; Ms. Tamar Allen, Assistant General Manager, Operations; and Mr. Jeffrey Lau, Chief Safety Officer, for their work associated with the implementation of AEDs and commented on the life-saving importance of the AEDs.

Director Foley expressed support for the implementation of AEDs and commented that every District employee should be trained to use the AEDs.

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

President Simon called for Public Comment. Al Miller and Trish Casey addressed the Board.

President Simon returned to Introduction of Special Guests and welcomed Sammy Wredberg, who was a victim of theft while riding a BART train. Ms. Wredberg addressed the Board. President Simon thanked Ms. Wredberg and commented on safety and reliability within the BART system.

Del Seymour addressed the Board.

President Simon announced that the order of agenda items would be changed.

Director Saltzman, Chairperson of the Planning, Public Affairs, Access, and Legislation Committee, brought the matter of Memorandum of Understanding for Transit Oriented Development at Ashby and North Berkeley Stations before the Board. Mr. Carl Homes, Assistant General Manager, Design and Construction; Ms. Abigail Thorne-Lyman, Manager of Transit Oriented Development; and Ms. Rachel Factor, Principal Planner, Systems Development, presented the item.

The following individuals addressed the Board:

Mayor Jesse Arreguin
Councilmember Rashi Kesarwani
James Chang on behalf of Councilmember Ben Bartlett
Richie Smith
Tony Wilkinson
Betsy Thagard
Deborah Matthews
Jeff Hobson
Willie Phillips

President Simon thanked community members for attending the meeting; commented on community members' efforts to achieve equity in the South Berkeley and Ashby neighborhoods, the affordability crisis in the neighborhoods, affordable housing, and BART's actions regarding developers, subsidies, and funding for the housing developments; and expressed support for community members' attendance at the Meeting and moving forward with the developments.

Director Saltzman commented on her experience with the North Berkeley development process; thanked Mayor Jesse Arreguin, Councilmember Rashi Kesarwani, former Councilmember Linda Maio, and Councilmember Bartlett for their leadership; and expressed appreciation for the Berkeley City Council's unanimous approval of the Memorandum of Understanding (MOU).

Director Saltzman moved that the General Manager or his designee be authorized to execute the Memorandum of Understanding with the City of Berkeley to cooperatively pursue transit oriented development (TOD) and the implementation of Assembly Bill 2923 at the Ashby and North Berkeley BART Stations. Director Saltzman commented on support for the MOU from the City of Berkeley and community members and joint efforts to create developments that will be beneficial to the community and alleviate the housing and climate crises. President Simon seconded the motion.

Director Li thanked President Simon and Director Saltzman for their leadership, Ms. Thorne-Lyman and BART staff for their work, and Assemblymember David Chiu for co-authoring Assembly Bill (AB) 2923. Director Li suggested that other cities across the BART region view Berkeley as an example of AB 2923 implementation and expressed support for the MOU. Director Li urged the City of Berkeley to find creative ways to identify and allocate significant funding to the project and commented on the City's resources, voter-approved funds, political unanimity surrounding the project, affordable housing percentages, public housing in Hong Kong, China, BART's accountability to the public, and public housing on BART's public land.

Director Raburn expressed support for the MOU and thanked the public speakers and President Simon and Director Saltzman for their leadership in the community. Director Raburn commented on Mayor Arreguin's expression of gratitude for BART staff, staff's work, BART's resources, and the MOU and recognized the City of Berkeley for working with BART to determine funding availability for the transit oriented development and affordability goals by 2021. Director Raburn commented on efforts to work with the Berkeley community members after BART adopted policies for transit oriented development and access; recognized Will Travis, former Executive Director of the Bay Area Conservation and Development Commission, and Peter Waller; addressed child-care related barriers to utilizing BART; and expressed full support for the MOU.

Director McPartland expressed full support for the MOU and commented on the job versus housing divide and the need for a mechanism that addresses the core issues that precipitate the current housing conditions.

Director Foley thanked members of the public for offering comments and staff, Ms. Thorne-Lyman, Ms. Factor, Mr. Holmes, and Val Menotti, Chief Planning and Development Officer, for their assistance with the MOU. Director Foley expressed full support for the MOU; commented on the affordable housing crisis; cautioned that not every community is ready to adopt a similar plan; discussed BART's effort to address challenges and support riders' ability to limit vehicle use and balancing the revenue displacement caused by transit oriented development; and expressed support for the MOU.

Director Allen commented on the Berkeley community's collaboration; the Berkeley City Council's unanimous approval of the MOU; the exemplary method of bringing transit oriented development projects forward; transit oriented development at Walnut Creek Station; support for development around the Station; the height of the buildings surrounding North Berkeley Station; references to the BART Transit Oriented Development Guidelines in the MOU; AB 2923; and guidelines for Board consideration. Director Allen expressed support for the MOU.

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

Director Saltzman brought the matter of Update on El Cerrito Plaza Transit Oriented Development before the Board. Mr. Holmes, Ms. Factor, and Ms. Thorne-Lyman presented the item.

Director Saltzman asked for clarification of parking availability.

Mayor Pro Tem Paul Fadelli addressed the Board.

Director Saltzman commented on her experience as a resident in El Cerrito and the opportunity for transit oriented development at El Cerrito Plaza Station; expressed appreciation for the El Cerrito City Council and community's openness to transformative development at the Station; and discussed the development of the cities of El Cerrito and San Pablo and public comments regarding housing at El Cerrito Plaza Station and access to the Station. Director Saltzman also commented on identifying solutions to the access issues, demand for parking, parking availability, working with the community, creating a new city library, and the El Cerrito City Council's vetting of and amendments to the goals and objectives. Director Saltzman reiterated that no decisions have been made to eliminate parking at El Cerrito Plaza Station.

Director Li commented on affordability rates and public land; expressed support for the Request for Qualifications approach; encouraged BART to work with El Cerrito and ACTC on the San Pablo Avenue Corridor Project; requested that future presentations include updates on the Project; and discussed parking replacement and vehicle access at El Cerrito Plaza Station.

Director Raburn asked for clarification of the diagrams presented by staff; commented on the diagrams, transit oriented development designs, and the library concept; expressed support for elements of the goals presented by staff; addressed the access study; and discussed the implementation of e-lockers at BART stations and parking management. Director Raburn expressed support for El Cerrito to move forward and thanked Mayor Pro Tem Fadelli and El Cerrito City Councilmembers for their efforts.

Director Allen asked for clarification regarding loss of parking revenue, leasing revenue, payment for the costs accrued prior to hiring a developer, and the amount and allocation of the Caltrans planning grant received by BART. Director Allen commented on providing transparent budget information; asked for clarification of the access study and related decision-making; and discussed transparency and changes to the access study and implementation process.

Director Foley expressed that BART should cautiously move forward with the project and commented on the potential loss of parking at multiple stations within the Berkeley Corridor, the use of residential streets for parking, and the loss of parking revenue.

Director Saltzman requested an informational update regarding revenue generated by transit oriented development projects and commented on the access study process, parking, and community engagement.

Director Saltzman brought the matter of Update on BART and Valley Transportation Authority Phase I before the Board. Mr. Holmes; Mr. Shane Edwards, Chief Maintenance and Engineering Officer; and Mr. Manan Garg, Chief Transit System Development Officer, Design and Construction, presented the item.

Director McPartland, Chairperson of the Administration Committee, brought the matter of Award of Digital Railway's Master Program License Agreement (MPLA), with Mobilitie Services, LLC before the board. Ms. Pamela Herhold, Assistant General Manager, Performance and Budget; Mr. Ravi Misra, Assistant General Manager, Technology/Chief Information Officer; and Mr. Travis Engstrom, Director of Technology, Office of the Chief Information Officer, presented the item.

Christos Karmis, President and Chief Executive Officer of Mobilitie Services, LLC, addressed the Board.

Director Dufty asked Mr. Karmis to address workforce aspects of the project. Director Dufty mentioned Mr. Maceo Wiggins, Director of the Office of Civil Rights, and suggested that Mobilitie Services, LLC coordinate with BART to retain skilled labor and workers from within the BART district.

President Simon asked when passengers would be able to utilize Wi-Fi on the trains and commented on informing the public about Wi-Fi availability, if the Board approved the project.

Director Li asked for clarification of decisions regarding potential pricing for Wi-Fi service for riders and the availability of free Wi-Fi service; commented on tiers for charging for access to Wi-Fi service

and revenue-generating elements of the project; expressed support for the project; noted concerns regarding coverage throughout the entire system; and commented on the expenditure of public funds.

Director Raburn expressed support for Director Dufty's comments; indicated that BART should help build new skills in the community; asked whether the free tier of Wi-Fi service is available in Las Vegas; indicated support for the project; asked for the level of revenue currently received for cellular and fiber optic services; and commented on the development of providing cellular and Wi-Fi service for riders, the management benefits of the project, the addition of fiber optic strands, the equity of the project, and training of future employees.

Director Raburn moved that (1) the BART Digital Railway Project be approved; and (2) the General Manager or his designee be authorized to execute a Master Program License Agreement (MPLA), and associated License Agreements with Mobilitie Services, LLC (Mobilitie), for development of the BART Digital Railway, including (a) Underground Cellular Services for the San Francisco Municipal Transportation Agency (SFMTA), (b) Wayside and Fleet of the Future Wireless Services, (c) In-Station Wireless Services, and (d) Fiber Optic Telecommunication Services for both BART and SFMTA. President Simon seconded the motion.

Director Foley expressed support for the project; asked for confirmation of guaranteed Wi-Fi service; expressed support for Director Li's comments; requested that staff identify a model in which BART would not charge for Wi-Fi service; and commented on access to Wi-Fi service.

Director Saltzman expressed support for the project; shared her experience with using her cellular phone while riding BART; and suggested Board consideration of charging for a higher level of Wi-Fi service. Director Saltzman proposed an amendment to the motion brought by Director Raburn to add that any future decision to charge for a higher tier of wireless access would require a Board vote.

Director Raburn and President Simon accepted Director Saltzman's proposed amendment.

Director McPartland noted that the Wi-Fi service would not be secure; asked whether the Wi-Fi service agreement would notify users that the Wi-Fi network is not secure when they sign into the network; commented on the implementation of communication technology at BART; and indicated a desire for first responders to have access to live feeds into trains.

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

Director Dufty, Chairperson of the Engineering and Operations Committee, brought the matter of Fiscal Year 2019 Quality of Life Reserve Expenditure Plan before the Board. Director Dufty commented on the progress of his previous Roll Call for Introductions request for staff to analyze Muni and explore the possibility of an ambassador program for BART, and thanked Mr. Robert Powers, General Manager; Mr. Michael Jones, Deputy General Manager; Director Allen, and Master Police Officer Keith Garcia, BART Police Officers' Association (BPOA), for their contributions. Mr. Jones, Chief of Police Ed Alvarez, and Ms. Clara Tsang, Supervisor of Human Resources Programs, presented the item.

Master Police Officer Keith Garcia and Police Sergeant Jason Ledford, BART Police Managers' Association (BPMA), addressed the Board.

Director Dufty asked for additional information regarding BART Police Department staffing; congratulated Chief Alvarez, Mr. Powers, and former General Manager Grace Crunican for their development of a police contract that has incentivized people to become BART Police Officers; and asked for additional information regarding recruitment of Community Service Officers.

Director Raburn expressed support for station hardening at Coliseum Station and indicated that additional officers and faregate testing at Coliseum Station represent priorities that would address safety issues faced by BART passengers and personnel.

Director Raburn moved that the General Manager be authorized to implement the BART Quality of Life initiatives to include: (1) \$690,000.00 to fund the BART Ambassador Program and (2) \$810,000.00 to fund Station Hardening; with the agreement not to exceed \$1,500,000.00 through Fiscal Year (FY) 2021. Director Dufty seconded the motion.

Director Allen expressed support for the program; commented on her proposals for additional police presence on trains, the development of the proposed Ambassador Program, and support for passengers regarding safety and security in the system; thanked Master Police Officer Keith Garcia, Police Sergeant Jason Ledford, staff, and Chief Alvarez for their work on the Program; noted that the Board would vote on the Program on National Law Enforcement Day; thanked sworn and unsworn BART Police Department employees for their efforts to keep BART safe; expressed appreciation for the additional allocation to Coliseum Station; and indicated that BART should be cautious and keep hiring police officers and implementing station hardening.

President Simon commented on the development of an ambassador program, community members' engagement with the Ambassador Program, commitment to 21st Century policing and understanding disparity, collaboration between sworn officers and laymen to provide help to riders; expressed support for the Program and the data that will be derived from the Program; and discussed efforts to address mental health issues.

Director Dufty thanked Director Saltzman for her effort to reserve funds.

Director Saltzman thanked Director Dufty and President Simon for their efforts and flexibility in developing the Program and their leadership; commented on the data that would be derived from the Program; requested that staff provide options in the Fiscal Year 2020-2021 budget that include continuation or potential expansion of the Program; expressed agreement with comments from Directors and the public; commented on her experience in the BART system at night and feeling safe and developing creative workforce solutions to address safety; and expressed strong support for the program.

Director Dufty expressed appreciation for Director McPartland's openness during the development of the Program.

Director McPartland commented that he had been skeptical about the potential liability due to lack of training and possibly worsening the situation and that utilizing Community Service Officers absolved his reservations about the Program; and recognized Director Dufty for his leadership and congratulated him for his success with the Program.

Director Dufty thanked Director Li for her leadership and support.

Director Li thanked Director Dufty for his Roll Call for Introductions Request that led to the Program; commented on her motivation for running for election to the BART Board of Directors and enthusiasm for bringing ambassadors to BART, listening to riders' comments, particularly regarding safety and the need for presence, BART Police Officer staffing, Director Li and riders' desire for unarmed ambassadors, and the history and development of the program; thanked BART staff, Mr. Powers, Mr. Jones, and the unions for their efforts to implement an ambassador program; indicated that the Program should be setup for success; discussed concerns regarding the Ambassador Program's placement within the BART Police Department, monitoring the impact of the Program, including the Program in future budgets, and providing resources for ambassadors; and expressed her support for the Program.

Director Dufty thanked Director Li for her support and commented on the timing for the program.

Director Foley thanked labor unions, management, and Board Members for their assistance with identifying and supporting an alternative solution; commented on the Program's benefit to riders who ride the train in the evenings, on weekends, or alone; suggested that the teams ride the last train to the end of the line; and expressed support for the Program.

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

Director Dufty brought the matters of Award of Contract No. 15EI-181, Willow Pass Road High Voltage Substation (CWS) Transformer Replacement Project, and Award of Contract No. 15II-120A, Station Emergency Lighting, before the Board. Mr. Reza Hessabi, Principal Electrical Engineer, Maintenance and Engineering, and Mr. Balvir Thind, Project Manager, Maintenance and Engineering, presented the items.

Directors Allen and Dufty exited the Meeting.

Director Raburn commented on the Disadvantaged Business Enterprise (DBE), Women's Business Enterprise (WBE), and Small Business Enterprise (SBE) participation levels reported by Shimmick Construction, Inc. (Shimmick) for Contract No. 15II-120A and Shimmick's history with BART; expressed his support for the award to Shimmick; and indicated that future investments of BART Safety, Reliability and Traffic Relief Program (Measure RR) funds should be reflective of providing opportunities for the community.

Director Saltzman made the following motions as a unit. Director McPartland seconded the motions, which carried by unanimous electronic vote. Ayes: 6 – Directors Foley, Li, McPartland, Raburn, Saltzman, and Simon. Noes: 0. Absent: 3 – Directors Allen, Ames and Dufty.

1. That the General Manager be authorized to award Contract No. 15EI-181, Willow Pass Road High Voltage Substation (CWS) Transformer Replacement Project, to Blocka Construction, Inc. of Fremont, California for the Bid Price of \$6,164,500.00, pursuant to notification to be issued by the General Manager, and compliance with the District's Protest Procedures.
2. That the General Manager be authorized to award Contract No. 15II-120A, Station Emergency Lighting, to Shimmick Construction, Inc. of Irvine, CA for the Bid Price of

\$14,840,942.00, pursuant to notification to be issued by the General Manager, and compliance with the District's Protest Procedures.

Director Foley brought the matter of Award of Contracts for Communications Based Train Control: Contract No. 49GH-110, Communications Based Train Control, and Contract No. 49GH-120, Train Control Performance Support Services, before the Board. Mr. Holmes, Mr. Scott Van Dussen, Project Manager II, Extensions, and Mr. Powers presented the item.

Directors Allen and Dufty re-entered the Meeting.

Director Dufty thanked Mr. Van Dussen for his briefing and asked him to discuss his career background and experiences at BART. Director Dufty commented on Mr. Powers' experience with the project and asked him to discuss the project's process, including the FTA's involvement and the project management oversight consultant's role.

Lori Colangelo, Communications Based Train Control Technical Director for Parsons Corporation, addressed the Board.

The following individuals addressed the Board:

Tristan Blotzer
Ron Clarkson
Sal Cruz
John Arantes

President Simon commented on including union partners in the project development process and thanked senior leadership staff for continuing to be in consistent conversations with workers, and thanked Mr. Sal Cruz, President of the BART Chapter of the American Federation of State, County and Municipal Employees (AFSCME) and Mr. John Arantes, President of the BART Chapter of the Service Employees International Union (SEIU), for working with management.

Director Raburn commented on the magnitude of the project; applauded the bidders for developing their proposals; noted that the proposed motions were contingent on the Controller-Treasurer identifying the funds; and asked clarifying questions regarding the funding timeline for the options and the base bid, the Santa Clara Valley Transportation Authority's contributions to the project, and the contract price. Director Raburn commented on accountability for the project and proposed that the following amendment be added after the first sentence in each of the proposed motions: "The magnitude and long-term nature of the contract requires that BART provide annual accountability reports to the public and our partners." President Simon seconded the proposed amendment to the motions.

Director Raburn gave remarks regarding oversight and transparency.

Director Li commented on the history and modernization of the BART system; asked for clarification of the delivery timeline for the project; expressed support for the project; and requested semi-annual updates on timeliness, key milestones, and budget.

Director Foley expressed full support for the project and asked clarifying questions regarding the stipend agreement.

Director Saltzman expressed support for the project; commented on the project's benefit to riders; suggested more communication with riders about the project and progress updates; and requested that future reports to the Board include understandable information about the impact of the project at each station.

Director McPartland commented on the magnitude and impact of the project; expressed gratitude for the work spent on the project's development; thanked Hitachi Rail STS USA, Inc.; and indicated that Board Members would visit worksites to obtain explanations of the work completed.

Director Allen asked clarifying questions regarding the inclusion of a reserve and liquidated damages clause in the contract and the projected BART soft costs; expressed congratulations for the project; and indicated support for the project.

President Simon echoed the comments of the Board Members, colleagues, and staff.

Director Raburn made the following motions as a unit. Director Dufty seconded the motions, which carried by unanimous electronic vote. Ayes: 8 – Directors Allen, Dufty, Foley, Li, McPartland, Raburn, Saltzman, and Simon. Noes: 0. Absent: 1 – Director Ames.

1. That (1) the General Manager be authorized to award Contract No. 49GH-110 for the Design-Build of a Communications Based Train Control System to Hitachi Rail STS USA, Inc. for the price of \$798,551,928.00 (including all taxes), upon certification by the Controller-Treasurer that funding is available, pursuant to notification to be issued by the General Manager and subject to the District's Protest Procedures and the Federal Transit Administration's (FTA) requirements related to protests; (2) the magnitude and long-term nature of the contract requires that BART provide annual accountability reports to the public and our partners; (3) the General Manager be further authorized to exercise Option 3, Silicon Valley Berryessa Extension, and Option 4, Silicon Valley Santa Clara Extension, to Contract No. 49GH-110, for \$56,168,590.00 and \$25,736,514.00, respectively, subject to escalation and upon certification by the Controller-Treasurer that funding is available; and (4) the General Manager be authorized to execute a Stipend Agreement with Alstom Signaling, Inc. in the amount of \$1,000,000.00, subject to compliance with the conditions specified in the Request for Qualifications and Proposals, and upon certification by the Controller-Treasurer that funding is available.
2. That (1) the General Manager be authorized to award Contract No. 49GH-120 for Train Control Performance Support Services to Hitachi Rail STS USA, Inc. for the price of \$8,630,000.00 (including all taxes), subject to escalation, and subject to the District's Protest Procedures; (2) the magnitude and long-term nature of the contract requires that BART provide annual accountability reports to the public and our partners; and (3) the General Manager be further authorized to exercise Option A and Option B to Contract No. 49GH-120, for two 5-year extensions for \$3,150,000.00 each, subject to escalation, and upon certification by the Controller-Treasurer that funding is available.

President Simon called for the General Manager's Report. Mr. Powers asked the Board Members to seek assistance on behalf of BART to address mental health and drug abuse issues and asked Ms. Tamar Allen and Chief Alvarez to report on the incident that occurred on January 8, 2020 outside Concord Station. Chief Alvarez and Ms. Tamar Allen reported on the incident.

Director McPartland asked a clarifying question regarding the amount of time that patrons were stranded on trains.

Director Foley asked whether staff could reflect on areas for improvement regarding the incident.

Director Li asked whether staff could issue a memo to the Board of Directors to summarize their review and analysis of the incident.

President Simon requested consistent reporting on police officer staffing and models for working with onsite mental health providers, and commended and thanked first responders, including the BART Police Department, for their response to the incident.

Director Raburn asked clarifying questions regarding the station at which the individual involved in the January 8th incident boarded a train; whether the individual paid fare; and the individual's activities prior to entering the station.

Mr. Powers asked Mr. Roddrick Lee, Assistant General Manager, External Affairs, to provide an update about the Oscar Grant Vigil that occurred on January 1, 2020. Mr. Lee reported on the event.

President Simon recognized Mr. Lee for his assistance at the Oscar Grant Vigil; commented on community building and the Office of External Affairs and Mr. Lee's involvement with the community; and thanked Mr. Lee for his work with the community.

President Simon brought the matter of Amendment to Consent Calendar Guidelines before the Board. Mr. Jones presented the item.

Director Saltzman expressed support for the resolution.

Director Saltzman moved that Resolution No. 5431, In the Matter of Establishing Guidelines for Consent Calendar Items Which Are Referred Directly to the Board of Directors, be adopted. Director Allen seconded the motion.

Director Raburn commented on Disadvantaged Business Enterprise (DBE) goals and exposure of bidders that do not satisfy the goals.

President Simon requested that information regarding amounts and DBE qualifiers be bolded in Executive Decision Documents (EDD), that staff highlight DBE information during Board Members' Board preparation, and that staff indicate to the Board and the public whether DBE goals have been satisfied in EDDs.

Director Raburn expressed agreement with President Simon's requests regarding EDDs.

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

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

Director McPartland reported that he had attended the Tri-Valley-San Joaquin Valley Regional Rail Authority meeting.

Director Dufty thanked Mr. Tian Feng, District Architect, for the installation of real-time arrival and departure information for trains at the 16th Street Mission and 24th Street Mission stations.

Director Li asked about New Year's Eve ridership data and the revenue generated from the time extension on New Year's Eve and commented on prior free rides for Spare the Air days.

Director Saltzman commented on her efforts to coordinate funding for Spare the Air days.

Director Raburn reported that he and the Office of External Affairs had met with Supervisor Nate Miley, the Homeless Task Force from Alameda County, and the Mayor's Office and that he had met with this group again with Capitol Corridor Joint Powers Authority staff.

Director McPartland requested that the meeting be adjourned in honor of the victims of the Transbay Tube Fire on January 17, 1979.

President Simon requested that the meeting be adjourned in honor of Mr. Arthur B. Shanks, Chief Executive Officer of Cypress Mandela Training Center, Inc. and BART partner.



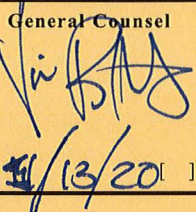
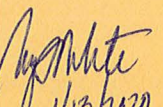
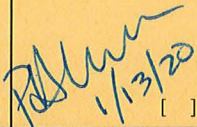
President Simon called for Public Comment. Suzanne Gamble addressed the Board.

The Meeting was adjourned at 2:11 p.m.

Patricia K. Williams
District Secretary



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  1/15/20		GENERAL MANAGER ACTION REQ'D:		
DATE: 1/8/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Ray Hathorn Dept: Human Resources Administration  Signature/Date: 1/13/2020	General Counsel  1/13/20 []	Controller/Treasurer  1/13/2020 []	District Secretary []	BARC  1/13/20 []

District Base Pay Schedule

PURPOSE:

To approve a base pay schedule effective January 1, 2020, in a form prescribed by CalPERS.

DISCUSSION:

The District contracts with the California Public Employees' Retirement System (CalPERS) for employee retirement benefits. CalPERS' rules control whether compensation qualifies as reportable to CalPERS for purposes of retirement calculations. For base compensation to be reportable for purposes of retirement calculation, CalPERS requires that the District's pay schedules be formally approved by the Board, including each position title and pay rate, and that they be publicly available (e.g., the District website).

Attachment A is the base pay schedule effective January 1, 2020. It is important to note this table does not make changes to compensation for any District employee. It reflects negotiated salary changes with each union already approved by the Board through its ratification of the Collective Bargaining Agreements (CBAs). The pay for Board-appointees has been approved by the Board. The pay bands for non-represented employees has been approved by the Board with the adoption of the annual budget or notice has been provided by the General Manager to the Board. Staff requests that the Board approve the attached salary schedule.

FISCAL IMPACT:

There is no fiscal impact to the District for this proposed action.

ALTERNATIVES:

To not approve the attached salary schedule. However, failure to do so may result in CalPERS' disqualification of pay as "compensation earnable" for reporting and determination of District employees' retirement benefits.

RECOMMENDATION:

Approve the following motion.

MOTION:

The Board approves the base pay schedule in effect January 1, 2020.

San Francisco Bay Area Rapid Transit District
Pay Schedule (Noted by Job Title)
As of January 1, 2020
ATTACHMENT A

#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
1	QC208	Access Coordinator	AFSCME	AFE	\$101,276.35	\$131,658.93
2	FA200	Account Clerk	SEIU	O11	\$45,675.55	\$59,706.61
3	FA205	Accountant	SEIU	S08	\$73,743.72	\$96,396.96
4	FA210	Accounting Analyst	SEIU	S11	\$85,275.48	\$111,471.24
5	000070	Accounting Supervisor	AFSCME	AFG	\$115,247.06	\$149,821.17
6	FA215	Accounting Technician	SEIU	O36	\$61,337.54	\$80,179.84
7	OF050	ACTO Central Control	Non-Rep	N12	\$147,736.00	\$223,819.00
8	OF075	ACTO Service Delivery	Non-Rep	N12	\$147,736.00	\$223,819.00
9	AE200	Administrative Analyst - BPOA	BPOA	O58	\$78,463.01	\$94,151.41
10	AF200	Administrative Analyst NR	Non-Rep	N04	\$85,983.00	\$130,265.00
11	AA200	Administrative Analyst SEIU	SEIU	S08	\$73,743.72	\$96,396.96
12	000208	Administrative Coordinator	Non-Rep	N04	\$85,983.00	\$130,265.00
13	AG100	Administrative Secretary SEIU	SEIU	O71	\$59,036.22	\$77,171.74
14	AA230	Administrative Support Officer	SEIU	S13	\$93,956.52	\$122,818.92
15	CB190	Administrative Technician ATU	ATU	O36	\$68,152.86	\$80,179.84
16	CA190	Administrative Technician SEIU	SEIU	O36	\$61,337.54	\$80,179.84
17	MA100	AFC Electronic Technician	SEIU	301	\$73,672.77	\$96,304.42
18	MA105	AFC Foreworker	SEIU	825	\$81,040.13	\$105,934.82
19	MA560	AFC Parts Runner	SEIU	151	\$55,450.72	\$72,484.67
20	IA100	Appl Programmer Analyst	SEIU	S08	\$73,743.72	\$96,396.96
21	000046	Architect	Non-Rep	N06	\$98,442.00	\$149,140.00
22	000051	Asset Coordinator	AFSCME	AFF	\$107,371.98	\$139,584.80
23	000178	Asset Data Manager	AFSCME	AFI	\$130,566.57	\$169,736.29
24	000272	Asset Mgmt Risk Coordinator	Non-Rep	N08	\$112,707.00	\$170,751.00
25	000307	Assistant Inspector General	Non-Rep	N10	\$129,038.00	\$195,493.00
26	LF100	Associate General Counsel	Non-Rep	N13	\$162,509.00	\$246,201.00
27	AA100	Asst Admin Analyst - SEIU	SEIU	S06	\$66,942.00	\$87,505.92
28	AF100	Asst Admin Analyst NR	Non-Rep	N01	\$69,769.00	\$105,701.00
29	UA200	Asst Buyer	SEIU	S06	\$66,942.00	\$87,505.92
30	000273	Asst Chief Engineering Officer	Non-Rep	N12	\$147,736.00	\$223,819.00
31	000083	Asst Chief Labor Relations	Non-Rep	N10	\$129,038.00	\$195,493.00
32	000086	Asst Chief Maint & Eng Officer	Non-Rep	N12	\$147,736.00	\$223,819.00
33	000274	Asst Chief Maintenance Officer	Non-Rep	N12	\$147,736.00	\$223,819.00
34	000082	Asst Chief Mechanical Officer	Non-Rep	N12	\$147,736.00	\$223,819.00
35	UA205	Asst Contract Administrator	SEIU	S06	\$66,942.00	\$87,505.92
36	FF225	Asst Controller	Non-Rep	N13	\$162,509.00	\$246,201.00
37	AF105	Asst District Secretary	Non-Rep	N08	\$112,707.00	\$170,751.00
38	ZF050	Asst GM Administration*	Non-Rep	N14	\$178,760.00	\$270,821.00
39	ZF118	Asst GM Design & Construction*	Non-Rep	N14	\$178,760.00	\$270,821.00
40	ZF117	Asst GM External Affairs*	Non-Rep	N14	\$178,760.00	\$270,821.00
41	ZF105	Asst GM Operations*	Non-Rep	N14	\$178,760.00	\$270,821.00
42	XF213	Asst GM Performance & Budget*	Non-Rep	N14	\$178,760.00	\$270,821.00
43	XF125	Asst GM Technology*	Non-Rep	N14	\$178,760.00	\$270,821.00

San Francisco Bay Area Rapid Transit District
Pay Schedule (Noted by Job Title)
As of January 1, 2020
ATTACHMENT A

#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
44	000019	Asst Logistics Program Manager	AFSCME	AFG	\$115,247.06	\$149,821.17
45	FC230	Asst Mgr of Revenue Control	AFSCME	AFH	\$122,380.59	\$159,094.65
46	SA100	Asst Safety Specialist	SEIU	S06	\$66,942.00	\$87,505.92
47	000150	Asst Supt eBART Systems	Non-Rep	N09	\$120,596.00	\$182,703.00
48	000090	Asst Supt eBART Vehicle Maint	Non-Rep	N09	\$120,596.00	\$182,703.00
49	000209	Asst Supt Maint Plan and Logs	Non-Rep	N09	\$120,596.00	\$182,703.00
50	000091	Asst Supt Operations eBART	Non-Rep	N09	\$120,596.00	\$182,703.00
51	000061	Asst Supt Power Mech Maint	Non-Rep	N09	\$120,596.00	\$182,703.00
52	MF822	Asst Supt Rolling Stock Maint	Non-Rep	N09	\$120,596.00	\$182,703.00
53	000163	Asst Supt System Service	Non-Rep	N09	\$120,596.00	\$182,703.00
54	MF830	Asst Supt Systems Maint	Non-Rep	N09	\$120,596.00	\$182,703.00
55	000020	Asst Supt Way & Facilities	Non-Rep	N09	\$120,596.00	\$182,703.00
56	FF230	Asst Treasurer	Non-Rep	N13	\$162,509.00	\$246,201.00
57	FA274	Asst Treasury Analyst	SEIU	S06	\$66,942.00	\$87,505.92
58	LF105	Attorney I	Non-Rep	N06	\$98,442.00	\$149,140.00
59	LF110	Attorney II	Non-Rep	N09	\$120,596.00	\$182,703.00
60	LF115	Attorney III	Non-Rep	N11	\$138,071.00	\$209,177.00
61	MA200	Auto & Equip Foreworker	SEIU	825	\$81,040.13	\$105,934.82
62	MC215	Auto & Equip Maint Supv	AFSCME	AFE	\$101,276.35	\$131,658.93
63	MA205	Auto & Equip Mechanic	SEIU	301	\$73,672.77	\$96,304.42
64	000275	Benefits Specialist	Non-Rep	036	\$67,607.90	\$80,179.84
65	000222	Board Analyst	Non-Rep	N05	\$92,002.00	\$139,383.00
66	FA100	Budget Analyst	SEIU	S08	\$73,743.72	\$96,396.96
67	FB141	Budget Clerk - ATU	ATU	031	\$65,015.60	\$76,489.09
68	MA300	Buildings Foreworker	SEIU	825	\$81,040.13	\$105,934.82
69	MA310	Buildings Worker	SEIU	301	\$73,672.77	\$96,304.42
70	UA210	Buyer	SEIU	S08	\$73,743.72	\$96,396.96
71	UA213	Buyer Technician	SEIU	036	\$61,337.54	\$80,179.84
72	TA298	CAD Drafter	SEIU	S08	\$73,743.72	\$96,396.96
73	FA245	Cash Handler	SEIU	025	\$53,996.18	\$70,583.34
74	000095	Cash Handler PT	SEIU	026	\$59,395.65	\$59,395.65
75	FA249	Cash Handling Elec Technician	SEIU	301	\$73,672.77	\$96,304.42
76	FA250	Cash Handling Foreworker	SEIU	813	\$81,040.13	\$105,934.82
77	TC220	Central Maintenance Supervisor	AFSCME	AFF	\$107,371.98	\$139,584.80
78	TF275	Central Veh Trouble Desk Supt	Non-Rep	N11	\$138,071.00	\$209,177.00
79	XF142	Chief Communications Officer	Non-Rep	N13	\$162,509.00	\$246,201.00
80	EF050	Chief Maint & Engineer Officer	Non-Rep	N13	\$162,509.00	\$246,201.00
81	MF805	Chief Mechanical Officer	Non-Rep	N13	\$162,509.00	\$246,201.00
82	000094	Chief Op Officer eBART/OAC	Non-Rep	N13	\$162,509.00	\$246,201.00
83	000276	Chief Planning Dev Officer	Non-Rep	N13	\$162,509.00	\$246,201.00
84	SF200	Chief Safety Officer	Non-Rep	N12	\$147,736.00	\$223,819.00
85	000050	Chief Transit Sys Dev Officer	Non-Rep	N13	\$162,509.00	\$246,201.00
86	XF100	Chief Transportation Officer	Non-Rep	N13	\$162,509.00	\$246,201.00

San Francisco Bay Area Rapid Transit District
Pay Schedule (Noted by Job Title)
As of January 1, 2020
ATTACHMENT A

#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
87	EF200	Civil Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
88	CG100	Clerk SEIU	SEIU	011	\$45,675.55	\$59,706.61
89	000013	Communication Coordinator	SEIU	S11	\$85,275.48	\$111,471.24
90	MA115	Communications Electronic Tech	SEIU	301	\$73,672.77	\$96,304.42
91	MA120	Communications Foreworker	SEIU	825	\$81,040.13	\$105,934.82
92	VF101	Communications Officer	AFSCME	AFI	\$130,566.57	\$169,736.29
93	OB100	Communications Specialist	ATU	831	\$93,288.00	\$109,750.78
94	000074	Community Outreach Specialist	Non-Rep	N07	\$105,333.00	\$159,580.00
95	PE076	Community Services Officer	BPOA	027	\$55,546.61	\$68,224.21
96	000155	Comp Vehicle Maint eBART	SEIU	400	\$73,672.77	\$96,304.42
97	IA105	Computer Documentation Asst	SEIU	031	\$58,514.14	\$76,489.09
98	MA700	Computer Electronic Technician	SEIU	321	\$73,672.77	\$96,304.42
99	IA110	Computer Operator	SEIU	031	\$58,514.14	\$76,489.09
100	000064	Computer Support Administrator	SEIU	S05	\$63,782.16	\$83,375.40
101	IA115	Computer Support Coordinator	SEIU	S14	\$98,625.00	\$128,921.64
102	EF102	Computer Systems Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
103	EF205	Construction Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
104	UA215	Contract Administrator	SEIU	S08	\$73,743.72	\$96,396.96
105	UF221	Contract Specialist I	Non-Rep	N02	\$75,101.00	\$113,778.00
106	UF222	Contract Specialist II	AFSCME	AFD	\$94,157.36	\$122,404.79
107	UF223	Contract Specialist III	AFSCME	AFE	\$101,276.35	\$131,658.93
108	000049	Contracts Technician SEIU	SEIU	036	\$61,337.54	\$80,179.84
109	XF105	Controller Treasurer	BAO	CT	\$277,825.05	\$277,825.05
110	000277	Core Capacity Program Manager	Non-Rep	N09	\$120,596.00	\$182,703.00
111	000168	Crew Office Supervisor	AFSCME	AFG	\$115,247.06	\$149,821.17
112	000183	Crime Analyst	BPOA	068	\$80,031.95	\$96,034.22
113	CA120	Customer Service Clerk	SEIU	031	\$58,514.14	\$76,489.09
114	VA110	Customer Service Rep	SEIU	S11	\$85,275.48	\$111,471.24
115	VA120	Customer Services Admin	SEIU	S13	\$93,956.52	\$122,818.92
116	000016	Customer Services Assistant	SEIU	S06	\$66,942.00	\$87,505.92
117	000173	Customer Services Supervisor	SEIU	S13	\$93,956.52	\$122,818.92
118	000180	Customer Services Technician	SEIU	036	\$61,337.54	\$80,179.84
119	000072	Cyber Security Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
120	IA135	Data Controller	SEIU	031	\$58,514.14	\$76,489.09
121	IA140	Data Entry Operator	SEIU	031	\$58,514.14	\$76,489.09
122	IC120	Database Administrator	AFSCME	AFH	\$122,380.59	\$159,094.65
123	AF115	Deputy Asst District Secretary	Non-Rep	N06	\$98,442.00	\$149,140.00
124	ZF110	Deputy General Manager*	Non-Rep	N15	\$196,636.00	\$297,904.00
125	000028	Deputy Managing Dir Cap Cor	Non-Rep	N11	\$138,071.00	\$209,177.00
126	000043	Deputy Police Chief	Non-Rep	N13	\$162,509.00	\$246,201.00
127	000156	Diesel Train Engineer, eBART	ATU	651	\$81,754.61	\$96,182.11
128	FF095	Dir of Budgets	Non-Rep	N12	\$147,736.00	\$223,819.00
129	QF101	Dir of Customer Access	Non-Rep	N12	\$147,736.00	\$223,819.00

San Francisco Bay Area Rapid Transit District
Pay Schedule (Noted by Job Title)
As of January 1, 2020
ATTACHMENT A

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130	XF117	Dir of Customer Services	Non-Rep	N12	\$147,736.00	\$223,819.00
131	FF090	Dir of Financial Planning	Non-Rep	N12	\$147,736.00	\$223,819.00
132	XF123	Dir of Govt and Comm Relations	Non-Rep	N12	\$147,736.00	\$223,819.00
133	000093	Dir of Human Resources	Non-Rep	N12	\$147,736.00	\$223,819.00
134	000084	Dir of Labor Relations	Non-Rep	N12	\$147,736.00	\$223,819.00
135	XF132	Dir of Marketing and Research	Non-Rep	N12	\$147,736.00	\$223,819.00
136	000309	Dir of New Transbay Rail Crsng	Non-Rep	N12	\$147,736.00	\$223,819.00
137	XF115	Dir of Office of Civil Rights	Non-Rep	N12	\$147,736.00	\$223,819.00
138	XF040	Dir of Operations Planning	Non-Rep	N12	\$147,736.00	\$223,819.00
139	XF126	Dir of Performance and Audit	Non-Rep	N12	\$147,736.00	\$223,819.00
140	XF135	Dir of Procurement	Non-Rep	N12	\$147,736.00	\$223,819.00
141	000027	Dir of Real Estate & Prop Dev	Non-Rep	N12	\$147,736.00	\$223,819.00
142	XF106	Dir of Risk and Insur Mgmt	Non-Rep	N12	\$147,736.00	\$223,819.00
143	SF100	Dir of Security Programs	Non-Rep	N12	\$147,736.00	\$223,819.00
144	000153	Dir of Technology	Non-Rep	N12	\$147,736.00	\$223,819.00
145	EF060	District Architect	Non-Rep	N11	\$138,071.00	\$209,177.00
146	QC216	District Right of Way Surveyor	AFSCME	AFG	\$115,247.06	\$149,821.17
147	XF150	District Secretary	BAO	DS	\$218,729.41	\$218,729.41
148	TA300	Document Config Controller	SEIU	S09	\$77,401.68	\$101,178.72
149	000161	Document Control Spec eBART	SEIU	500	\$77,401.68	\$101,178.72
150	TA310	Drafting Supervisor	SEIU	S11	\$85,275.48	\$111,471.24
151	HF108	Drug Testing Coordinator	Non-Rep	N04	\$85,983.00	\$130,265.00
152	MA313	Dump Truck/Equipment Operator	SEIU	301	\$73,672.77	\$96,304.42
153	000078	Elec/Electro-Mech Assembler II	SEIU	152	\$57,492.03	\$75,153.10
154	MA145	Elect/Electro-Mech Assembler	SEIU	151	\$55,450.72	\$72,484.67
155	EF215	Electrical Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
156	MA500	Electrical Foreworker	SEIU	824	\$84,517.47	\$110,480.45
157	000034	Electrical Helper	SEIU	151	\$55,450.72	\$72,484.67
158	MA510	Electrician	SEIU	301	\$73,672.77	\$96,304.42
159	EF110	Electronics & Comm Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
160	000302	Elevator Escalator Inspector	SEIU	311	\$77,020.11	\$100,680.11
161	MA515	Elevator/Escalator Foreworker	SEIU	825	\$81,040.13	\$105,934.82
162	MA530	Elevator/Escalator Trainee	SEIU	331	\$66,364.27	\$86,750.77
163	MA525	Elevator/Escalator Worker	SEIU	301	\$73,672.77	\$96,304.42
164	000196	Employee Dev Specialist FW	ATU	839	\$97,851.73	\$115,119.68
165	000190	Employee Dev Specialist SA	ATU	839	\$97,851.73	\$115,119.68
166	HJ105	Employee Dev Specialist SEIU	SEIU	EDS	\$88,067.16	\$115,120.44
167	HB105	Employee Dev Specialist TO	ATU	839	\$97,851.73	\$115,119.68
168	EF500	Engineer	Non-Rep	N06	\$98,442.00	\$149,140.00
169	000032	Engineer Intern	Non-Rep	081	\$37,440.00	\$37,440.00
170	SF145	Environmental Administrator	AFSCME	AFH	\$122,380.59	\$159,094.65
171	000006	Environmental Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
172	MA150	ERS Foreworker	SEIU	825	\$81,040.13	\$105,934.82

San Francisco Bay Area Rapid Transit District
Pay Schedule (Noted by Job Title)
As of January 1, 2020
ATTACHMENT A

#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
173	MA155	ERS Technician	SEIU	301	\$73,672.77	\$96,304.42
174	000210	Executive Assistant	Non-Rep	N05	\$92,002.00	\$139,383.00
175	UA195	Expeditor	SEIU	S06	\$66,942.00	\$87,505.92
176	UA100	Expeditor/Clerk	SEIU	O31	\$58,514.14	\$76,489.09
177	MC350	Facilities Maint Supv	AFSCME	AFE	\$101,276.35	\$131,658.93
178	000021	Facilities/Utilities Loc Coord	AFSCME	AFF	\$107,371.98	\$139,584.80
179	000182	Fare Inspection Officer	BPOA	O35	\$66,135.47	\$79,358.86
180	000278	Fare Programs Administrator	Non-Rep	N09	\$120,596.00	\$182,703.00
181	FC104	Financial Analyst I	AFSCME	AFC	\$85,289.13	\$110,876.44
182	FC105	Financial Analyst II	AFSCME	AFD	\$94,157.36	\$122,404.79
183	MA550	Fire Protection Worker	SEIU	301	\$73,672.77	\$96,304.42
184	MA330	Fire Service Worker	SEIU	301	\$73,672.77	\$96,304.42
185	XF160	General Counsel	BAO	GC	\$307,175.60	\$307,175.60
186	ZF130	General Manager	BAO	GM	\$393,372.24	\$393,372.24
187	VA050	Gov & Community Relations Spec	SEIU	S11	\$85,275.48	\$111,471.24
188	TA313	Graphic Artist	SEIU	S09	\$77,401.68	\$101,178.72
189	MA335	Grounds Foreworker	SEIU	825	\$81,040.13	\$105,934.82
190	MA345	Grounds Worker	SEIU	201	\$62,564.74	\$81,784.14
191	MA346	Grounds Worker/Applicator	SEIU	301	\$73,672.77	\$96,304.42
192	EF113	Grp Mgr AFC Capital Program	Non-Rep	N11	\$138,071.00	\$209,177.00
193	000041	Grp Mgr Capital Projects	Non-Rep	N11	\$138,071.00	\$209,177.00
194	KF300	Grp Mgr Capitol Corridor	Non-Rep	N11	\$138,071.00	\$209,177.00
195	EF223	Grp Mgr Elec Mech Engineering	Non-Rep	N11	\$138,071.00	\$209,177.00
196	EF222	Grp Mgr Engineering	Non-Rep	N11	\$138,071.00	\$209,177.00
197	EF224	Grp Mgr Integration Eng	Non-Rep	N11	\$138,071.00	\$209,177.00
198	OF426	Grp Mgr Operations Liaison	Non-Rep	N11	\$138,071.00	\$209,177.00
199	OF112	Grp Mgr Ops Support & Review	Non-Rep	N11	\$138,071.00	\$209,177.00
200	XF128	Grp Mgr Planning	Non-Rep	N11	\$138,071.00	\$209,177.00
201	000171	Grp Mgr Production Support	Non-Rep	N11	\$138,071.00	\$209,177.00
202	EF121	Grp Mgr Project Controls	Non-Rep	N11	\$138,071.00	\$209,177.00
203	EF107	Grp Mgr Rail Vehicle Cap Prog	Non-Rep	N11	\$138,071.00	\$209,177.00
204	MF807	Grp Mgr Rolling Stock & Shops	Non-Rep	N11	\$138,071.00	\$209,177.00
205	EF124	Grp Mgr Seismic Retrofit Cap	Non-Rep	N11	\$138,071.00	\$209,177.00
206	000279	Grp Mgr Station Planning	Non-Rep	N11	\$138,071.00	\$209,177.00
207	000280	Grp Mgr Strat & Policy Plng	Non-Rep	N11	\$138,071.00	\$209,177.00
208	000088	Grp Mgr Sustainability Program	Non-Rep	N11	\$138,071.00	\$209,177.00
209	EF080	Grp Mgr Systems Engineer	Non-Rep	N11	\$138,071.00	\$209,177.00
210	EF075	Grp Mgr Vehicle Maint Engineer	Non-Rep	N11	\$138,071.00	\$209,177.00
211	000211	HRIS Analyst	Non-Rep	N04	\$85,983.00	\$130,265.00
212	000281	HRIS Specialist	Non-Rep	O36	\$67,607.90	\$80,179.84
213	000212	Independent Police Adminstr	Non-Rep	N05	\$92,002.00	\$139,383.00
214	000042	Independent Police Auditor	BAO	IPA	\$209,221.15	\$209,221.15
215	000054	Independent Police Invest	Non-Rep	N08	\$112,707.00	\$170,751.00

San Francisco Bay Area Rapid Transit District
Pay Schedule (Noted by Job Title)
As of January 1, 2020
ATTACHMENT A

#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
216	SC132	Industrial Hygienist	AFSCME	AFG	\$115,247.06	\$149,821.17
217	IC159	Information Sys Security Offcr	AFSCME	AFF	\$107,371.98	\$139,584.80
218	FF260	Information Systems Auditor	Non-Rep	N05	\$92,002.00	\$139,383.00
219	000207	Inspector General	BAO	IG	\$209,457.95	\$209,457.95
220	OF025	Instructional Design Spec	AFSCME	AFE	\$101,276.35	\$131,658.93
221	FC240	Insurance Analyst	AFSCME	AFF	\$107,371.98	\$139,584.80
222	FA265	Intermediate Account Clerk	SEIU	021	\$52,332.18	\$68,408.08
223	CJ105	Intermediate Clerk SEIU	SEIU	021	\$52,332.18	\$68,408.08
224	FF251	Internal Auditor I	Non-Rep	N02	\$75,101.00	\$113,778.00
225	FF252	Internal Auditor II	Non-Rep	N04	\$85,983.00	\$130,265.00
226	UA105	Inventory Control Analyst	SEIU	S08	\$73,743.72	\$96,396.96
227	UA120	Inventory Control Technician	SEIU	036	\$61,337.54	\$80,179.84
228	MA348	Irrigation/Grounds Worker	SEIU	301	\$73,672.77	\$96,304.42
229	000059	IT Project Manager	AFSCME	AFI	\$130,566.57	\$169,736.29
230	FA275	Jr Accountant	SEIU	S05	\$63,782.16	\$83,375.40
231	IA160	Jr Appl Programmer Analyst	SEIU	S03	\$57,906.72	\$75,695.04
232	000282	Jr Computer Systems Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
233	000306	Jr Elec & Comm Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
234	000305	Jr Electrical Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
235	EF400	Jr Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
236	000304	Jr Mechanical Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
237	000283	Jr Project Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
238	000284	Jr Traction Power Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
239	000285	Jr Train Control Engineer	Non-Rep	N03	\$80,358.00	\$121,743.00
240	HF122	Labor Relations Rep I	Non-Rep	N02	\$75,101.00	\$113,778.00
241	HF123	Labor Relations Rep II	Non-Rep	N04	\$85,983.00	\$130,265.00
242	000286	Leave Management Analyst	Non-Rep	N04	\$85,983.00	\$130,265.00
243	000213	Leave Management Specialist	Non-Rep	036	\$67,607.90	\$80,179.84
244	LA115	Legal Administrative Analyst	SEIU	S06	\$66,942.00	\$87,505.92
245	LA100	Legal Administrative Asst	SEIU	S05	\$63,782.16	\$83,375.40
246	LC118	Legal Office Supervisor	AFSCME	AFD	\$94,157.36	\$122,404.79
247	FC282	Liability Risk Analyst	AFSCME	AFF	\$107,371.98	\$139,584.80
248	MA350	Locksmith	SEIU	301	\$73,672.77	\$96,304.42
249	OB108	Lost & Found Clerk	ATU	019	\$65,015.60	\$76,489.09
250	CA110	Mail and Supply Clerk	SEIU	021	\$52,332.18	\$68,408.08
251	000060	Maintenance Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
252	TA215	Maintenance Planner	SEIU	S08	\$73,743.72	\$96,396.96
253	000001	Maintenance Support Admin	AFSCME	AFD	\$94,157.36	\$122,404.79
254	ZF200	Managing Director Cap Corridor*	Non-Rep	N14	\$178,760.00	\$270,821.00
255	VC081	Marketing Rep II	AFSCME	AFE	\$101,276.35	\$131,658.93
256	PE132	Master Police Officer	BPOA	798	\$115,221.39	\$115,221.39
257	UA130	Material Control Analyst	SEIU	S08	\$73,743.72	\$96,396.96
258	UA135	Material Control Sys Analyst	SEIU	S08	\$73,743.72	\$96,396.96

San Francisco Bay Area Rapid Transit District
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#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
259	UA145	Material Coordinator	SEIU	301	\$73,672.77	\$96,304.42
260	UA150	Material Expeditor	SEIU	S08	\$73,743.72	\$96,396.96
261	EF240	Mechanical Engineer	Non-Rep	N06	\$98,442.00	\$149,140.00
262	HF151	Media Producer	Non-Rep	N05	\$92,002.00	\$139,383.00
263	000296	Mgr of Absence Mgmt	Non-Rep	N09	\$120,596.00	\$182,703.00
264	000024	Mgr of Access & Accessible Svc	Non-Rep	N09	\$120,596.00	\$182,703.00
265	000023	Mgr of Access Programs	AFSCME	AFH	\$122,380.59	\$159,094.65
266	FC215	Mgr of Accounting	AFSCME	AFI	\$130,566.57	\$169,736.29
267	000081	Mgr of Accreditation	Non-Rep	N08	\$112,707.00	\$170,751.00
268	000188	Mgr of Acquisition Support	AFSCME	AFI	\$130,566.57	\$169,736.29
269	000167	Mgr of Ad Franchise Program	AFSCME	AFI	\$130,566.57	\$169,736.29
270	MC225	Mgr of Auto & Equip Maint	AFSCME	AFH	\$122,380.59	\$159,094.65
271	000299	Mgr of Budget & Admin, Cap Cor	AFSCME	AFI	\$130,566.57	\$169,736.29
272	000215	Mgr of Cap Corr Market/Comm	Non-Rep	N09	\$120,596.00	\$182,703.00
273	FF119	Mgr of Capital Budgets	Non-Rep	N09	\$120,596.00	\$182,703.00
274	FF116	Mgr of Capital Project Control	Non-Rep	N09	\$120,596.00	\$182,703.00
275	000174	Mgr of Capital Project Support	AFSCME	AFI	\$130,566.57	\$169,736.29
276	OF115	Mgr of Central Control	Non-Rep	N10	\$129,038.00	\$195,493.00
277	EF225	Mgr of Civil & Structural Eng	Non-Rep	N09	\$120,596.00	\$182,703.00
278	QF109	Mgr of Community Relations	Non-Rep	N09	\$120,596.00	\$182,703.00
279	000287	Mgr of Comp & Analytics	Non-Rep	N09	\$120,596.00	\$182,703.00
280	EF119	Mgr of Computer Sys Engineer	Non-Rep	N10	\$129,038.00	\$195,493.00
281	MF400	Mgr of Construction Services	Non-Rep	N10	\$129,038.00	\$195,493.00
282	UF225	Mgr of Contract Administration	Non-Rep	N09	\$120,596.00	\$182,703.00
283	000170	Mgr of Creative Services	AFSCME	AFI	\$130,566.57	\$169,736.29
284	000009	Mgr of Credit/Debit Fare Prog	AFSCME	AFG	\$115,247.06	\$149,821.17
285	AC400	Mgr of Customer Services	AFSCME	AFH	\$122,380.59	\$159,094.65
286	000071	Mgr of Cyber Security	Non-Rep	N10	\$129,038.00	\$195,493.00
287	TC102	Mgr of Drafting & Configuratio	AFSCME	AFI	\$130,566.57	\$169,736.29
288	000295	Mgr of Drug & Alcohol Programs	Non-Rep	N09	\$120,596.00	\$182,703.00
289	EF120	Mgr of Elect & Comm Engineer	Non-Rep	N10	\$129,038.00	\$195,493.00
290	EF233	Mgr of Electrical Engineer	Non-Rep	N10	\$129,038.00	\$195,493.00
291	000065	Mgr of Emergency Preparedness	Non-Rep	N08	\$112,707.00	\$170,751.00
292	SC075	Mgr of Employee/Patron Safety	AFSCME	AFI	\$130,566.57	\$169,736.29
293	AF206	Mgr of Energy	Non-Rep	N09	\$120,596.00	\$182,703.00
294	SF111	Mgr of Engineer Safety	Non-Rep	N10	\$129,038.00	\$195,493.00
295	000063	Mgr of Engineering Liaison	Non-Rep	N10	\$129,038.00	\$195,493.00
296	000169	Mgr of Engineering Programs	Non-Rep	N09	\$120,596.00	\$182,703.00
297	SF140	Mgr of Environ Compliance	Non-Rep	N09	\$120,596.00	\$182,703.00
298	000288	Mgr of Equity Programs	Non-Rep	N09	\$120,596.00	\$182,703.00
299	000289	Mgr of Fin Analysis Admin	AFSCME	AFI	\$130,566.57	\$169,736.29
300	FF297	Mgr of Financial Planning	Non-Rep	N09	\$120,596.00	\$182,703.00
301	FF290	Mgr of Fleet & Capacity Plann	Non-Rep	N09	\$120,596.00	\$182,703.00

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#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
302	000290	Mgr of Gov't Rel & Leg Affairs	Non-Rep	N09	\$120,596.00	\$182,703.00
303	FF117	Mgr of Grant Dev & Reporting	Non-Rep	N10	\$129,038.00	\$195,493.00
304	000216	Mgr of HRIS & Benefits	Non-Rep	N09	\$120,596.00	\$182,703.00
305	IF177	Mgr of Information Systems	Non-Rep	N10	\$129,038.00	\$195,493.00
306	FF285	Mgr of Internal Audit	Non-Rep	N09	\$120,596.00	\$182,703.00
307	UC125	Mgr of Inventory Management	AFSCME	AFG	\$115,247.06	\$149,821.17
308	HF130	Mgr of Labor Relations	Non-Rep	N09	\$120,596.00	\$182,703.00
309	000291	Mgr of Leave Programs	Non-Rep	N09	\$120,596.00	\$182,703.00
310	QF107	Mgr of Local Govt & Com Rel	Non-Rep	N09	\$120,596.00	\$182,703.00
311	UF130	Mgr of Logistics	Non-Rep	N09	\$120,596.00	\$182,703.00
312	MF405	Mgr of Maint Administration	AFSCME	AFI	\$130,566.57	\$169,736.29
313	000159	Mgr of Maint Plan & Logistics	Non-Rep	N09	\$120,596.00	\$182,703.00
314	TF241	Mgr of Maintenance Engineer	Non-Rep	N10	\$129,038.00	\$195,493.00
315	OF425	Mgr of Maintenance Support	Non-Rep	N09	\$120,596.00	\$182,703.00
316	000214	Mgr of Marketing	Non-Rep	N09	\$120,596.00	\$182,703.00
317	EF234	Mgr of Mechanical Engr	Non-Rep	N10	\$129,038.00	\$195,493.00
318	000293	Mgr of Media Relations	Non-Rep	N09	\$120,596.00	\$182,703.00
319	FF125	Mgr of Operating Budgets	Non-Rep	N09	\$120,596.00	\$182,703.00
320	TF230	Mgr of Operations Reliability	Non-Rep	N09	\$120,596.00	\$182,703.00
321	SC105	Mgr of Operations Safety	AFSCME	AFH	\$122,380.59	\$159,094.65
322	000055	Mgr of Ops Training and Dev	Non-Rep	N09	\$120,596.00	\$182,703.00
323	QC205	Mgr of Parking Programs	AFSCME	AFI	\$130,566.57	\$169,736.29
324	000203	Mgr of Performance Analytics	AFSCME	AFI	\$130,566.57	\$169,736.29
325	QF115	Mgr of Planning	Non-Rep	N09	\$120,596.00	\$182,703.00
326	000294	Mgr of Program Planning Sppt	Non-Rep	N09	\$120,596.00	\$182,703.00
327	UF215	Mgr of Purchasing	AFSCME	AFI	\$130,566.57	\$169,736.29
328	TC105	Mgr of Quality Assurance	AFSCME	AFI	\$130,566.57	\$169,736.29
329	000199	Mgr of Rail Operations	Non-Rep	N09	\$120,596.00	\$182,703.00
330	000005	Mgr of Real Estate Services	Non-Rep	N09	\$120,596.00	\$182,703.00
331	EF159	Mgr of Research & Development	Non-Rep	N10	\$129,038.00	\$195,493.00
332	FF295	Mgr of Revenue Control	Non-Rep	N09	\$120,596.00	\$182,703.00
333	000303	Mgr of RS&S Administration	Non-Rep	N09	\$120,596.00	\$182,703.00
334	OF111	Mgr of Schedules & Services	Non-Rep	N09	\$120,596.00	\$182,703.00
335	000247	Mgr of Small Business Sppt Svc	Non-Rep	N09	\$120,596.00	\$182,703.00
336	AC300	Mgr of Special Projects	AFSCME	AFI	\$130,566.57	\$169,736.29
337	000198	Mgr of Station Operations	Non-Rep	N09	\$120,596.00	\$182,703.00
338	MF840	Mgr of Strategic Main Prog	Non-Rep	N11	\$138,071.00	\$209,177.00
339	000249	Mgr of Sys Capacity Planning	Non-Rep	N09	\$120,596.00	\$182,703.00
340	000248	Mgr of System Integration	Non-Rep	N09	\$120,596.00	\$182,703.00
341	000172	Mgr of Technology Programs	Non-Rep	N09	\$120,596.00	\$182,703.00
342	000008	Mgr of Telecommunications	Non-Rep	N09	\$120,596.00	\$182,703.00
343	FC205	Mgr of Time and Acct Admin	AFSCME	AFI	\$130,566.57	\$169,736.29
344	000250	Mgr of Title VI & Env Justice	Non-Rep	N09	\$120,596.00	\$182,703.00

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#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
345	EF236	Mgr of Traction Power Engr	Non-Rep	N10	\$129,038.00	\$195,493.00
346	EF130	Mgr of Train Control Engineer	Non-Rep	N10	\$129,038.00	\$195,493.00
347	000251	Mgr of Transit Oriented Dev	Non-Rep	N09	\$120,596.00	\$182,703.00
348	MC805	Mgr of Transit Vehicl Cleaning	AFSCME	AFH	\$122,380.59	\$159,094.65
349	OF170	Mgr of Transportation Ops Supp	Non-Rep	N09	\$120,596.00	\$182,703.00
350	TF237	Mgr of Vehicle Sys Engineer	Non-Rep	N10	\$129,038.00	\$195,493.00
351	MF850	Mgr of Warranty Administration	Non-Rep	N08	\$112,707.00	\$170,751.00
352	000252	Mgr of Workforce Dev	Non-Rep	N09	\$120,596.00	\$182,703.00
353	VA125	Multimedia Assistant Producer	SEIU	S11	\$85,275.48	\$111,471.24
354	HF152	Multimedia Producer	Non-Rep	N05	\$92,002.00	\$139,383.00
355	CA115	Office Services Supervisor	SEIU	800	\$68,322.18	\$89,310.21
356	CA111	Office Services Support Clerk	SEIU	021	\$52,332.18	\$68,408.08
357	OB120	Operations Foreworker	ATU	821	\$84,807.42	\$99,773.44
358	OC118	Operations Supervisor Liaison	AFSCME	AFF	\$107,371.98	\$139,584.80
359	OC115	Operations Supv	AFSCME	AFF	\$107,371.98	\$139,584.80
360	HF111	Operations Training Supervisor	AFSCME	AFG	\$115,247.06	\$149,821.17
361	MA547	Overhead Door Worker	SEIU	301	\$73,672.77	\$96,304.42
362	MA360	Painter	SEIU	301	\$73,672.77	\$96,304.42
363	000092	Paralegal	Non-Rep	710	\$80,670.10	\$95,646.51
364	QF135	Planner	AFSCME	AFC	\$85,289.13	\$110,876.44
365	CE175	Police Admin Specialist	BPOA	045	\$69,222.61	\$80,901.81
366	PD111	Police Admin Supervisor	BPMA	CS	\$116,292.00	\$134,940.00
367	PD116	Police CAD/RMS Admin	BPMA	CS	\$116,292.00	\$134,940.00
368	PF110	Police Chief*	Non-Rep	N14	\$178,760.00	\$270,821.00
369	PD115	Police Civilian Supv Admin	BPMA	CS	\$116,292.00	\$134,940.00
370	PD118	Police Civilian Supv Comm	BPMA	CS	\$116,292.00	\$134,940.00
371	PE115	Police Dispatcher	BPOA	048	\$71,957.81	\$87,583.18
372	PD125	Police Lieutenant	BPMA	LT	\$147,984.00	\$169,452.00
373	PE130	Police Officer	BPOA	778	\$75,425.38	\$106,477.90
374	PE129	Police Officer in Academy	BPOA	777	\$66,551.89	\$66,551.89
375	PD135	Police Sergeant	BPMA	SGT	\$119,004.00	\$141,204.00
376	PD138	Police Support Svcs Supv	BPMA	CS	\$116,292.00	\$134,940.00
377	MA535	Power & Mechanical Foreworker	SEIU	824	\$84,517.47	\$110,480.45
378	MA545	Power & Mechanical Worker	SEIU	301	\$73,672.77	\$96,304.42
379	OB130	Power & Support Controller	ATU	831	\$93,288.00	\$109,750.78
380	AC222	Principal Admin Analyst AFSCME	AFSCME	AFG	\$115,247.06	\$149,821.17
381	000045	Principal Architect	Non-Rep	N08	\$112,707.00	\$170,751.00
382	EF256	Principal Civil Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
383	EF090	Principal Computer Systems Eng	Non-Rep	N08	\$112,707.00	\$170,751.00
384	EF262	Principal Construction Engr	Non-Rep	N08	\$112,707.00	\$170,751.00
385	UF230	Principal Contract Specialist	AFSCME	AFG	\$115,247.06	\$149,821.17
386	000067	Principal EGIS Analyst	AFSCME	AFG	\$115,247.06	\$149,821.17
387	000253	Principal Elec Comm Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00

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#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
388	EF267	Principal Electrical Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
389	EF502	Principal Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
390	FC139	Principal Financial Analyst	AFSCME	AFG	\$115,247.06	\$149,821.17
391	VC055	Principal Gov & Comm Rel Rep	AFSCME	AFG	\$115,247.06	\$149,821.17
392	000192	Principal Grants Analyst	AFSCME	AFG	\$115,247.06	\$149,821.17
393	000254	Principal Integration Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
394	FF301	Principal Internal Auditor	Non-Rep	N07	\$105,333.00	\$159,580.00
395	HF128	Principal Labor Relations Rep	Non-Rep	N07	\$105,333.00	\$159,580.00
396	000205	Principal Landscape Architect	Non-Rep	N08	\$112,707.00	\$170,751.00
397	VC084	Principal Marketing Rep	AFSCME	AFH	\$122,380.59	\$159,094.65
398	EF271	Principal Mechanical Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
399	000298	Principal Ops Safety Spec	AFSCME	AFH	\$122,380.59	\$159,094.65
400	000201	Principal Performance Analyst	AFSCME	AFG	\$115,247.06	\$149,821.17
401	QC112	Principal Planner	AFSCME	AFH	\$122,380.59	\$159,094.65
402	000255	Principal Project Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
403	QC226	Principal Property Devlmt Ofc	AFSCME	AFH	\$122,380.59	\$159,094.65
404	TF256	Principal Reliability Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
405	QC225	Principal Right of Way Officer	AFSCME	AFH	\$122,380.59	\$159,094.65
406	AF234	Principal Rsch Proj Analyst	AFSCME	AFG	\$115,247.06	\$149,821.17
407	SF129	Principal Safety Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
408	EF276	Principal Structural Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
409	EF279	Principal Track Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
410	EF146	Principal Train Control Eng	Non-Rep	N08	\$112,707.00	\$170,751.00
411	TF236	Principal Vehicle Sys Engineer	Non-Rep	N08	\$112,707.00	\$170,751.00
412	000184	Procurement Support Mgr	AFSCME	AFI	\$130,566.57	\$169,736.29
413	MF842	Program Logistics Manager	Non-Rep	N09	\$120,596.00	\$182,703.00
414	FA130	Project Control Administrator	SEIU	S08	\$73,743.72	\$96,396.96
415	000256	Project Controls Manager	Non-Rep	N08	\$112,707.00	\$170,751.00
416	000257	Project Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
417	EF250	Project Mgr	Non-Rep	N09	\$120,596.00	\$182,703.00
418	000080	Project Mgr II	Non-Rep	N10	\$129,038.00	\$195,493.00
419	000258	Project Mgr, Accessibility	Non-Rep	N09	\$120,596.00	\$182,703.00
420	000262	Project Mgr, Architect	Non-Rep	N09	\$120,596.00	\$182,703.00
421	000259	Project Mgr, Capital	Non-Rep	N09	\$120,596.00	\$182,703.00
422	000260	Project Mgr, Cathodic	Non-Rep	N09	\$120,596.00	\$182,703.00
423	000261	Project Mgr, Construction	Non-Rep	N09	\$120,596.00	\$182,703.00
424	000263	Project Mgr, Earthquake	Non-Rep	N09	\$120,596.00	\$182,703.00
425	000264	Project Mgr, Extensions	Non-Rep	N09	\$120,596.00	\$182,703.00
426	000265	Project Mgr, Fire Life Safety	Non-Rep	N09	\$120,596.00	\$182,703.00
427	000266	Project Mgr, Int Agreements	Non-Rep	N09	\$120,596.00	\$182,703.00
428	000267	Project Mgr, Property Dev	Non-Rep	N09	\$120,596.00	\$182,703.00
429	000268	Project Mgr, Stations	Non-Rep	N09	\$120,596.00	\$182,703.00
430	000269	Project Mgr, Sys Integration	Non-Rep	N09	\$120,596.00	\$182,703.00

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431	000270	Project Mgr, Traction Power	Non-Rep	N09	\$120,596.00	\$182,703.00
432	000224	Project Mgr, Train Control	Non-Rep	N09	\$120,596.00	\$182,703.00
433	EF451	Project Support Manager	AFSCME	AFI	\$130,566.57	\$169,736.29
434	000204	Property Manager	AFSCME	AFH	\$122,380.59	\$159,094.65
435	VC110	Public Information Officer	AFSCME	AFE	\$101,276.35	\$131,658.93
436	VA115	Public Information Rep	SEIU	S11	\$85,275.48	\$111,471.24
437	TA110	Quality Assurance Analyst	SEIU	S08	\$73,743.72	\$96,396.96
438	000066	Quality Assurance Officer	SEIU	S11	\$85,275.48	\$111,471.24
439	000035	Quality Team Leader	SEIU	313	\$77,356.45	\$101,119.62
440	000015	Query & Reports Spec	AFSCME	AFF	\$107,371.98	\$139,584.80
441	KF175	Rail Svs Compl Officer Capitol	AFSCME	AFG	\$115,247.06	\$149,821.17
442	QA205	Real Estate Officer	SEIU	S11	\$85,275.48	\$111,471.24
443	QA100	Real Estate Tech	SEIU	036	\$61,337.54	\$80,179.84
444	IA185	Real Time Programmer Analyst	SEIU	S13	\$93,956.52	\$122,818.92
445	CP105	Receptionist	Non-Rep	036	\$67,607.90	\$80,179.84
446	000217	Recruiter I	Non-Rep	N02	\$75,101.00	\$113,778.00
447	000226	Recruiter II	Non-Rep	N04	\$85,983.00	\$130,265.00
448	000227	Recruiting Specialist	Non-Rep	036	\$67,607.90	\$80,179.84
449	000193	Reliability Analyst	AFSCME	AFE	\$101,276.35	\$131,658.93
450	TF245	Reliability Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
451	CA140	Reprographics Equipment Oper	SEIU	031	\$58,514.14	\$76,489.09
452	EF142	Research & Dev Specialist	AFSCME	AFG	\$115,247.06	\$149,821.17
453	AF233	Research Projects Supv	AFSCME	AFG	\$115,247.06	\$149,821.17
454	PE140	Revenue Protection Guard	BPOA	098	\$70,988.74	\$85,182.24
455	000228	Rolling Stock Acquisitn Admin	Non-Rep	N08	\$112,707.00	\$170,751.00
456	MA810	Rolling Stock Foreworker	SEIU	827	\$86,639.07	\$113,253.92
457	000149	Safety & Training Mgr eBART	AFSCME	AFI	\$130,566.57	\$169,736.29
458	SF120	Safety Specialist	AFSCME	AFD	\$94,157.36	\$122,404.79
459	OB135	Scheduling Analyst	ATU	731	\$97,851.73	\$115,119.68
460	000048	Scheduling Supervisor	AFSCME	AFF	\$107,371.98	\$139,584.80
461	MC725	Sect Mgr Elev/Escalator Maint	AFSCME	AFG	\$115,247.06	\$149,821.17
462	MC724	Sect Mgr Power & Mech Maint	AFSCME	AFG	\$115,247.06	\$149,821.17
463	MC726	Sect Mgr Struct Insp & Maint	AFSCME	AFG	\$115,247.06	\$149,821.17
464	MC721	Sect Mgr Structures Maint	AFSCME	AFG	\$115,247.06	\$149,821.17
465	MC720	Sect Mgr Systems Maint	AFSCME	AFG	\$115,247.06	\$149,821.17
466	MC722	Sect Mgr Track Maint	AFSCME	AFG	\$115,247.06	\$149,821.17
467	000229	Security Access Analyst	Non-Rep	N03	\$80,358.00	\$121,743.00
468	MA225	Shop Machinist	SEIU	301	\$73,672.77	\$96,304.42
469	TA260	Shop Scheduler	SEIU	S10	\$81,242.52	\$106,199.40
470	MA230	Shop Welder	SEIU	301	\$73,672.77	\$96,304.42
471	MC701	Spec Proj Mgr Track & Struct	AFSCME	AFH	\$122,380.59	\$159,094.65
472	000158	Special Projects Mgr AFSCME	AFSCME	AFG	\$115,247.06	\$149,821.17
473	FA288	Sr Account Clerk	SEIU	031	\$58,514.14	\$76,489.09

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474	AC220	Sr Admin Analyst AFSCME	AFSCME	AFD	\$94,157.36	\$122,404.79
475	AF220	Sr Admin Analyst NR	Non-Rep	N05	\$92,002.00	\$139,383.00
476	IA190	Sr Appl Programmer Analyst	SEIU	S14	\$98,625.00	\$128,921.64
477	IC142	Sr Applications Analyst	AFSCME	AFH	\$122,380.59	\$159,094.65
478	LF120	Sr Attorney	Non-Rep	N12	\$147,736.00	\$223,819.00
479	000218	Sr Benefits Analyst	Non-Rep	N06	\$98,442.00	\$149,140.00
480	000230	Sr Board Analyst	Non-Rep	N06	\$98,442.00	\$149,140.00
481	FH140	Sr Budget Clerk SEIU	SEIU	O31	\$58,514.14	\$76,489.09
482	000176	Sr Buyer	SEIU	S10	\$81,242.52	\$106,199.40
483	000166	Sr CAD Drafter	SEIU	S10	\$81,242.52	\$106,199.40
484	FA290	Sr Cash Handler	SEIU	O35	\$57,702.74	\$75,428.50
485	TC222	Sr Central Maint Supv	AFSCME	AFH	\$122,380.59	\$159,094.65
486	EF255	Sr Civil Engineer	Non-Rep	N06	\$98,442.00	\$149,140.00
487	000219	Sr Class and Comp Analyst	Non-Rep	N05	\$92,002.00	\$139,383.00
488	CB145	Sr Clerk ATU	ATU	O31	\$65,015.60	\$76,489.09
489	CG145	Sr Clerk SEIU	SEIU	O31	\$58,514.14	\$76,489.09
490	000075	Sr Computer Support Coord	SEIU	S16	\$107,598.36	\$140,651.52
491	EF138	Sr Computer Systems Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
492	EF260	Sr Construction Engineer	Non-Rep	N06	\$98,442.00	\$149,140.00
493	000231	Sr EEO Analyst	Non-Rep	N05	\$92,002.00	\$139,383.00
494	EF265	Sr Electrical Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
495	EF140	Sr Electronics & Comm Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
496	HF114	Sr Employee Dev Specialist	Non-Rep	N05	\$92,002.00	\$139,383.00
497	FC137	Sr Energy Analyst	AFSCME	AFF	\$107,371.98	\$139,584.80
498	EF501	Sr Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
499	FC138	Sr Financial Analyst AFSCME	AFSCME	AFE	\$101,276.35	\$131,658.93
500	000187	Sr Financial Analyst eBART	AFSCME	EB5	\$101,276.35	\$131,658.93
501	VC051	Sr Gov & Comm Relations Rep	AFSCME	AFE	\$101,276.35	\$131,658.93
502	TA314	Sr Graphic Artist	SEIU	S10	\$81,242.52	\$106,199.40
503	FF253	Sr Internal Auditor	Non-Rep	N05	\$92,002.00	\$139,383.00
504	UC108	Sr Inventory Control Analyst	AFSCME	AFD	\$94,157.36	\$122,404.79
505	000089	Sr Labor Relations Analyst	Non-Rep	N05	\$92,002.00	\$139,383.00
506	HF126	Sr Labor Relations Rep	Non-Rep	N06	\$98,442.00	\$149,140.00
507	000232	Sr Leave Mgmt Analyst	Non-Rep	N05	\$92,002.00	\$139,383.00
508	AA130	Sr Legal Secretary	SEIU	O71	\$59,036.22	\$77,171.74
509	UC190	Sr Logistics Supv	AFSCME	AFF	\$107,371.98	\$139,584.80
510	TA220	Sr Maint Planner	SEIU	S11	\$85,275.48	\$111,471.24
511	000053	Sr Maintenance Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
512	VC082	Sr Marketing Rep	AFSCME	AFF	\$107,371.98	\$139,584.80
513	000029	Sr Marketing Rep PT	AFSCME	AFE	\$101,276.35	\$131,658.93
514	EF270	Sr Mechanical Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
515	000189	Sr Mgr of Asset Management	Non-Rep	N10	\$129,038.00	\$195,493.00
516	000233	Sr Mgr of Contr Labor Complnce	Non-Rep	N10	\$129,038.00	\$195,493.00

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517	000234	Sr Mgr of Econ Oppy Policies	Non-Rep	N10	\$129,038.00	\$195,493.00
518	000179	Sr Mgr of Engineering Programs	Non-Rep	N10	\$129,038.00	\$195,493.00
519	000175	Sr Mgr of Engineering,eBART	Non-Rep	N10	\$129,038.00	\$195,493.00
520	000185	Sr Mgr of Fin Analysis & Admin	Non-Rep	N10	\$129,038.00	\$195,493.00
521	000308	Sr Mgr of M&E Asset Mgmt	Non-Rep	N10	\$129,038.00	\$195,493.00
522	000235	Sr Mgr of Maint Acquisition	Non-Rep	N10	\$129,038.00	\$195,493.00
523	000292	Sr Mgr of Maint Plan Sched	Non-Rep	N10	\$129,038.00	\$195,493.00
524	MF410	Sr Mgr of Maintenance Support	Non-Rep	N10	\$129,038.00	\$195,493.00
525	000177	Sr Mgr of Perf Analytics	Non-Rep	N10	\$129,038.00	\$195,493.00
526	000237	Sr Mgr of Procurement	Non-Rep	N10	\$129,038.00	\$195,493.00
527	000236	Sr Mgr of RS&S Ops Admin	Non-Rep	N10	\$129,038.00	\$195,493.00
528	000238	Sr Mgr of Wkfc Policy Complnce	Non-Rep	N10	\$129,038.00	\$195,493.00
529	CA155	Sr Office Services Supv	SEIU	S09	\$77,401.68	\$101,178.72
530	CA112	Sr Office Svs Support Clerk	SEIU	031	\$58,514.14	\$76,489.09
531	OB145	Sr Operations Foreworker	ATU	831	\$93,288.00	\$109,750.78
532	OC155	Sr Operations Supvr Liaison	AFSCME	AFG	\$115,247.06	\$149,821.17
533	SC135	Sr Ops Safety Spec	AFSCME	AFG	\$115,247.06	\$149,821.17
534	IB190	Sr Ops Suppt Sys Analyst	ATU	742	\$103,803.65	\$122,122.00
535	000191	Sr Performance Analyst	AFSCME	AFF	\$107,371.98	\$139,584.80
536	QC145	Sr Planner	AFSCME	AFF	\$107,371.98	\$139,584.80
537	000105	Sr Police Officer - Adv.	BPOA	792	\$112,962.30	\$112,962.30
538	PE131	Sr Police Officer - Int.	BPOA	788	\$109,672.16	\$109,672.16
539	000052	Sr Production Engineer	Non-Rep	N06	\$98,442.00	\$149,140.00
540	000220	Sr Project Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
541	000195	Sr Quality Administrator	AFSCME	AFG	\$115,247.06	\$149,821.17
542	EF238	Sr Quality Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
543	000181	Sr Quality Manager	Non-Rep	N10	\$129,038.00	\$195,493.00
544	QC210	Sr Real Estate Officer	AFSCME	AFF	\$107,371.98	\$139,584.80
545	000239	Sr Recruiter	Non-Rep	N05	\$92,002.00	\$139,383.00
546	TF255	Sr Reliability Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
547	AF232	Sr Research Projects Analyst	AFSCME	AFE	\$101,276.35	\$131,658.93
548	QC224	Sr Right of Way Officer	AFSCME	AFF	\$107,371.98	\$139,584.80
549	000240	Sr Safety Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
550	SC130	Sr Safety Specialist	AFSCME	AFF	\$107,371.98	\$139,584.80
551	000031	Sr Scheduling Analyst ATU	ATU	732	\$107,571.15	\$126,554.48
552	AB135	Sr Secretary ATU	ATU	061	\$65,015.60	\$76,489.09
553	AJ135	Sr Secretary SEIU	SEIU	061	\$54,875.81	\$71,733.17
554	UA160	Sr Storekeeper	SEIU	171	\$68,322.18	\$89,310.21
555	EF275	Sr Structural Engineer	Non-Rep	N06	\$98,442.00	\$149,140.00
556	IC200	Sr Systems Programmer	AFSCME	AFE	\$101,276.35	\$131,658.93
557	IA210	Sr Telecommunications Tech	SEIU	S14	\$98,625.00	\$128,921.64
558	FC200	Sr Time & Labor Admin Analyst	AFSCME	AFD	\$94,157.36	\$122,404.79
559	000241	Sr Traction Power Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00

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560	EF145	Sr Train Control Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
561	000044	Sr Transp Training Clerk	ATU	036	\$68,152.86	\$80,179.84
562	000194	Sr Transportation Analyst	AFSCME	AFF	\$107,371.98	\$139,584.80
563	CB160	Sr Transportation Clerk	ATU	031	\$65,015.60	\$76,489.09
564	TF232	Sr Transportation Planner	AFSCME	AFF	\$107,371.98	\$139,584.80
565	TF234	Sr Vehicle Systems Engineer	Non-Rep	N07	\$105,333.00	\$159,580.00
566	000297	Sr Wkfrce & Policy Compl Anlys	Non-Rep	N05	\$92,002.00	\$139,383.00
567	000242	Sr Workforce Dev Analyst	Non-Rep	N05	\$92,002.00	\$139,383.00
568	OB155	Station Agent	ATU	521	\$69,516.30	\$81,783.94
569	OB156	Station Agent PT	ATU	541	\$76,467.87	\$89,962.29
570	UA170	Storekeeper	SEIU	201	\$62,564.74	\$81,784.14
571	000223	Strategic Budget Administrator	AFSCME	AFH	\$122,380.59	\$159,094.65
572	000057	Strategic Prg Mgr, Ext Affairs	Non-Rep	N10	\$129,038.00	\$195,493.00
573	EF280	Structural Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
574	MA615	Structures Equipment Operator	SEIU	301	\$73,672.77	\$96,304.42
575	MA620	Structures Foreworker	SEIU	825	\$81,040.13	\$105,934.82
576	MA638	Structures Inspect Foreworker	SEIU	810	\$84,722.14	\$110,747.94
577	MA637	Structures Inspector	SEIU	311	\$77,020.11	\$100,680.11
578	MA636	Structures Inspector Asst	SEIU	201	\$62,564.74	\$81,784.14
579	MA630	Structures Welder	SEIU	301	\$73,672.77	\$96,304.42
580	MA635	Structures Worker	SEIU	201	\$62,564.74	\$81,784.14
581	000036	Structures Worker PT	SEIU	221	\$68,821.17	\$68,821.17
582	000085	Supt of eBART Operations	Non-Rep	N11	\$138,071.00	\$209,177.00
583	MF535	Supt of Power & Mech Maint	Non-Rep	N11	\$138,071.00	\$209,177.00
584	MF818	Supt of Rolling Stock & Shops	Non-Rep	N11	\$138,071.00	\$209,177.00
585	000087	Supt of Sys eBART	Non-Rep	N11	\$138,071.00	\$209,177.00
586	000164	Supt of System Service	Non-Rep	N11	\$138,071.00	\$209,177.00
587	MF703	Supt of Systems Maintenance	Non-Rep	N11	\$138,071.00	\$209,177.00
588	MF610	Supt of Way & Facilities	Non-Rep	N11	\$138,071.00	\$209,177.00
589	000010	Supv Bus Sys Operations	AFSCME	AFI	\$130,566.57	\$169,736.29
590	HF133	Supv Human Resources Programs	Non-Rep	N08	\$112,707.00	\$170,751.00
591	000301	Supv of Compensation	Non-Rep	N07	\$105,333.00	\$159,580.00
592	000243	Supv of EEO Programs	Non-Rep	N07	\$105,333.00	\$159,580.00
593	000244	Supv of HRIS	Non-Rep	N07	\$105,333.00	\$159,580.00
594	000300	Supv of Leave Mgmt	Non-Rep	N07	\$105,333.00	\$159,580.00
595	000148	Supv of Operations eBART	AFSCME	EB7	\$115,247.06	\$149,821.17
596	000245	Supv of Recruiting	Non-Rep	N07	\$105,333.00	\$159,580.00
597	000221	Supv of Workforce Development	Non-Rep	N07	\$105,333.00	\$159,580.00
598	TF263	Survey Taker	Non-Rep	093	\$77,604.59	\$77,604.59
599	EA315	Survey Tech	SEIU	091	\$64,168.00	\$83,879.74
600	000157	Sys General Custodian eBART	SEIU	401	\$53,242.80	\$69,598.67
601	000152	System Main Signal Comm eBART	SEIU	400	\$73,672.77	\$96,304.42
602	000154	System Main Track Signal eBART	SEIU	400	\$73,672.77	\$96,304.42

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603 MA385	System Service Crewleader	SEIU	141	\$54,955.26	\$71,836.96
604 MA390	System Service Foreworker	SEIU	818	\$74,919.31	\$97,933.89
605 MC395	System Service Supv	AFSCME	AFD	\$94,157.36	\$122,404.79
606 MA400	System Service Worker	SEIU	111	\$53,242.80	\$69,598.67
607 MA399	System Service Worker 141	SEIU	141	\$54,955.26	\$71,836.96
608 MA401	System Service Worker PT	SEIU	121	\$58,566.98	\$58,566.98
609 IC198	Systems Programmer	AFSCME	AFF	\$107,371.98	\$139,584.80
610 000007	Tech Maintenance Support Coord	AFSCME	AFF	\$101,276.35	\$131,658.93
611 TA140	Tech Publications Admin	SEIU	S10	\$81,242.52	\$106,199.40
612 TA302	Technical Administrator	SEIU	S11	\$85,275.48	\$111,471.24
613 TA125	Technical Editor	SEIU	S03	\$57,906.72	\$75,695.04
614 IA300	Technical Programmer Analyst	SEIU	S11	\$85,275.48	\$111,471.24
615 000025	Technical Publications Analyst	SEIU	S09	\$77,401.68	\$101,178.72
616 TA301	Technical Resources Admin	SEIU	S13	\$93,956.52	\$122,818.92
617 IA200	Telecommunications Specialist	SEIU	S06	\$66,942.00	\$87,505.92
618 IA205	Telecommunications Technician	SEIU	S09	\$77,401.68	\$101,178.72
619 FA212	Time & Labor Admin Analyst	SEIU	TAD	\$81,424.44	\$106,437.12
620 000068	Time & Labor Admin Analyst ATU	ATU	741	\$90,471.06	\$106,436.72
621 UA180	Tool Room Attendant	SEIU	201	\$62,564.74	\$81,784.14
622 MA640	Track Equipment Operator	SEIU	301	\$73,672.77	\$96,304.42
623 MA645	Track Foreworker	SEIU	825	\$81,040.13	\$105,934.82
624 MA655	Track Welder	SEIU	301	\$73,672.77	\$96,304.42
625 MA660	Track Worker	SEIU	201	\$62,564.74	\$81,784.14
626 000022	Track Worker PT	SEIU	221	\$68,821.17	\$68,821.17
627 MA720	Train Control Electronic Tech	SEIU	301	\$73,672.77	\$96,304.42
628 EF165	Train Control Engineer	Non-Rep	N05	\$92,002.00	\$139,383.00
629 MA725	Train Control Foreworker	SEIU	825	\$81,040.13	\$105,934.82
630 OC190	Train Controller	AFSCME	AFI	\$130,566.57	\$169,736.29
631 OB160	Train Operator	ATU	621	\$69,516.30	\$81,783.94
632 OB161	Train Operator PT	ATU	641	\$76,467.87	\$89,962.29
633 CA165	Transit Information Clerk	SEIU	031	\$58,514.14	\$76,489.09
634 CA175	Transit Information Supv	SEIU	S11	\$85,275.48	\$111,471.24
635 CA159	Transit Information Tech	SEIU	036	\$61,337.54	\$80,179.84
636 MA825	Transit Veh Elec Tech	SEIU	301	\$73,672.77	\$96,304.42
637 MA830	Transit Vehicle Mechanic	SEIU	301	\$73,672.77	\$96,304.42
638 000037	Transit Vehicle Mechanic PT	SEIU	314	\$81,039.92	\$81,039.92
639 000033	Transportation Adm Specialist	ATU	031	\$65,015.60	\$76,489.09
640 CB175	Transportation Clerk	ATU	021	\$65,015.60	\$76,489.09
641 OF080	Transportation Operations Mgr	Non-Rep	N09	\$120,596.00	\$182,703.00
642 OC150	Transportation Supervisor	AFSCME	AFG	\$115,247.06	\$149,821.17
643 FC275	Treasury Analyst	AFSCME	AFD	\$94,157.36	\$122,404.79
644 CA180	Trouble Desk Data Specialist	SEIU	036	\$61,337.54	\$80,179.84
645 MA826	TVET Trainee	SEIU	331	\$66,364.27	\$86,750.77

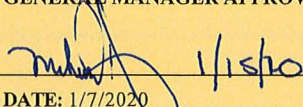
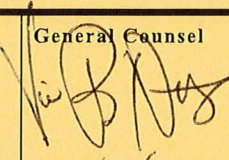
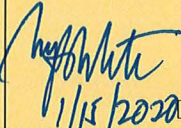
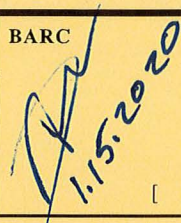
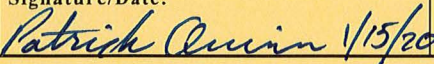
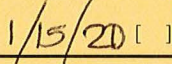
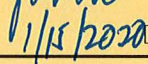
San Francisco Bay Area Rapid Transit District
 Pay Schedule (Noted by Job Title)
 As of January 1, 2020
 ATTACHMENT A

#	Job Code	Job Title	Bargaining Unit	Salary Grade	Minimum/Annual	Maximum/Annual
646	MA840	Utility Foreworker	SEIU	818	\$74,919.31	\$97,933.89
647	MA835	Utility Worker	SEIU	111	\$53,242.80	\$69,598.67
648	MA836	Utility Worker PT	SEIU	121	\$58,566.98	\$58,566.98
649	TA130	Vehicle Inspector	SEIU	311	\$77,020.11	\$100,680.11
650	MC830	Vehicle Performance Analyst	AFSCME	AFF	\$107,371.98	\$139,584.80
651	TF233	Vehicle Systems Engineer	Non-Rep	N06	\$98,442.00	\$149,140.00
652	MA900	Warranty Administrator	SEIU	S11	\$85,275.48	\$111,471.24
653	TA135	Wayside Inspector	SEIU	311	\$77,020.11	\$100,680.11
654	TA311	Web Page Specialist	SEIU	S10	\$81,242.52	\$106,199.40
655	000246	Workforce Dev Specialist	Non-Rep	036	\$67,607.90	\$80,179.84

* Due to the unique nature of these jobs as executive management employees reporting directly to the General Manager, these classifications are eligible to receive Management Incentive Pay of \$4,800 annually (27 equal pay period installments of \$177.77).



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  1/15/20		GENERAL MANAGER ACTION REQ'D: Approve and forward to Board		
DATE: 1/7/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Patrick Quinn Dept: Extensions	General Counsel 	Controller/Treasurer 	District Secretary	BARC 
Signature/Date:  1/15/20	 1/15/20 []	 1/15/2020 []	[]	[]

Reject all Bids for Contract Number 11FE-110, Embarcadero Station Platform Elevator Capacity and Redundancy Project

PURPOSE:

To request Board Authorization to reject all Bids received for Contract No. 11FE-110, Embarcadero Station Platform Elevator Capacity and Redundancy Project.

DISCUSSION:

Contract No. 11FE-110, Embarcadero Station Platform Elevator Capacity and Redundancy Project, is for the procurement and installation of a new concourse to platform elevator at the North end of the Embarcadero Station and modifications to accommodate customer access to the new elevator. The existing concourse to platform elevator will be modernized along with the construction of a new elevator machine room located on the MUNI Metro platform of the station. The existing North and South end stairs will be removed and new stairs will be installed. A Bid Option is included to install one set of stairs from the concourse to the MUNI Metro platform that would be exercised upon request and funded from MUNI Metro.

Advance Notice to Bidders was mailed on September 10, 2019, to eight (8) firms. The Contract was Advertised on September 17, 2019 and Contract Books were posted to the BART Procurement Portal, where it was sent to two hundred thirty-four (234) additional prospective Bidders. A total of thirty-five (35) online plan holders downloaded the Bid Documents. A Pre-Bid Meeting was held on October 9, 2019 with a total of thirty (30) potential Bidders attending. A site tour was held following the Pre-Bid Meeting on October 2, 2019. Three (3) Addenda to the Contract were issued. Bids were opened publicly on November 19, 2019. Two (2) Bids were received.

The Bid submitted by Rodan Builders, Inc., contained arithmetical errors in the Bid Item totals and/or in the total Bid Price. Instructions to Bidders, Paragraph 16.B, Evaluation, provides that item totals are provided by the Bidder for the convenience of the District, and that the District will calculate the total Bid Price based on the unit prices or lump sum prices bid, as applicable. In the event of a discrepancy between the District's calculations and the item totals for all Bid Items as submitted by the Bidder, the District's calculations shall govern. Tabulation of the corrected Bids (including the Option Bid Item), and the Engineer's Estimate, is as follows:

BIDDER/LOCATION	TOTAL BASE BID	OPTION 1	TOTAL BID PRICE
Rodan Builders, Inc., Hayward, CA	\$14,685,350	\$800,000	\$15,285,350
Proven Management, Inc., Oakland, CA	\$16,559,413	\$1,550,000	\$18,109,413
Engineer's Estimate	\$8,847,700	\$247,300	\$9,095,000

Review of the Bids by District staff revealed that the low bidder's bid is \$6,190,350 over the Engineer's estimate and exceeds the project budget.

The following were key contributors to Bid prices far above the Engineer's Estimate:

- Less competition due to a saturated job market
- One elevator subcontractor submitted bids to both Bidders
- One steel subcontractor submitted bids to both Bidders
- Bid prices were not consistent with current steel pricing trends
- Contractors' markup of subcontractor's prices, in some cases, were as high as 130%

Staff recommends that the Board reject all Bids. Staff will be re-evaluating the Contract requirements with respect to elevator and stair construction and better understand the risks involved with the work to ensure the Bid Documents are more clearly defined and accurate. Staff will also determine if the work scope can be repackaged and re-advertised in order to attract more favorable bids for the District.

FISCAL IMPACT:

There is no fiscal impact as a result of rejecting all Bids.

ALTERNATIVES:

The Board can elect to award this Contract. However, additional funding will need to be identified to address the difference between the low Bid received and the Engineer's Estimate.

RECOMMENDATION:


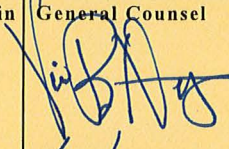
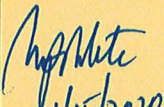
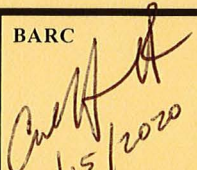
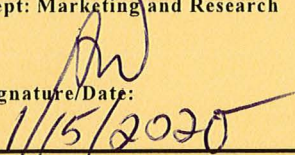
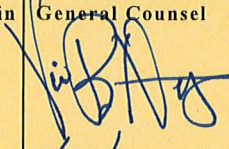
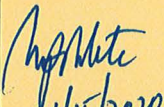
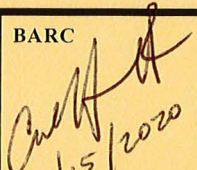
Staff recommends that the Board approve the following Motion:

MOTION:

All Bids for Contract No.11FE-110, Embarcadero Station Platform Elevator Capacity and Redundancy Project, are rejected and the General Manager is authorized to re-advertise the Contract.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  1/15/20		GENERAL MANAGER ACTION REQ'D:		
DATE: 1/13/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Aaron Weinstein Dept: Marketing and Research	General Counsel 	Controller/Treasurer 	District Secretary	BARC 
Signature/Date:  1/15/2020	 1/15/2020 []	 1/15/2020 []	[]	 1/15/2020 []

Amendment to Advertising Content Guidelines

PURPOSE: Amend the Advertising Content Guidelines to remove a restriction on ads that support or oppose the policies of another organization.

DISCUSSION: The Board adopted new Advertising Content Guidelines in December 2018. Now that the new guidelines have been in place for a year, it is proposed to remove the prohibition of ads that support or oppose "a policy or policies of a named or identified governmental, business, or nonprofit entity other than the policies of the advertiser itself." Removal of this prohibition from section B.1. of the Guidelines will allow a greater diversity of ads on BART and is not likely to impede the overall objective to maintain a safe and welcoming environment for BART passengers. Revised guidelines incorporating this change are attached.

FISCAL IMPACT: The proposed change could have a small, positive impact on ad revenues.

ALTERNATIVES: Do not make the proposed change to the current Guidelines.

RECOMMENDATION: Delete the following restriction in the current guidelines that prohibits ads that are "supporting or opposing a policy or policies of a named or identified governmental, business, or nonprofit entity other than the policies of the advertiser itself."

MOTION: The motion is to delete the following restriction in the current guidelines that prohibits ads that are "supporting or opposing a policy or policies of a named or identified governmental, business, or nonprofit entity other than the policies of the advertiser itself."

BART ADVERTISING CONTENT GUIDELINES

OBJECTIVE

Through these guidelines, the San Francisco Bay Area Rapid Transit District (“BART”), in keeping with its primary function as a provider of public transportation, does not intend to convert its property into an open public forum for public discourse, debate, or expressive activity. In furtherance of the discrete and limited objectives described below, BART shall retain control over the nature of advertisements accepted for posting in the BART system, and maintain its advertising space as a nonpublic forum with limited content neutral subject matter restrictions. In setting its advertising standards, BART seeks to meet the following goals and objectives:

- (a) Maintain a secure and orderly operating environment;
- (b) Maintain a safe and welcoming environment for all BART passengers, including minors who use the BART system, without regard to race, color, marital status, sexual orientation, religion, national origin, ancestry, age, sex, gender identity, disability, medical condition, or veterans’ status, and avoid claims of discrimination from the public;
- (c) Maintain and increase ridership and fare revenue;
- (d) Avoiding unintentional appearance of favoritism, association with, or bias towards any group, movement, or viewpoint;
- (e) Preserve the marketing potential of the advertising space by avoiding content that the community could view as inappropriate or harmful to the public;
- (f) Increase advertising revenue to help support BART service to the public;
- (g) Avoid imposing demeaning or disparaging messages on a captive audience; and
- (h) Reduce the diversion of resources from BART objectives caused by controversy surrounding advertisements.

BART retains the unqualified right to display, on or in its facilities, advertisements and notices that pertain to BART operations and promotions, consistent with the provisions of its agreement with the Advertising Contractors. Promotional materials may include, but not be limited to, internal marketing collateral, BART branding campaigns, and co-promotional campaigns with third parties. Consistent with the status of the BART premises to which this policy pertains as a nonpublic forum, BART does not accept free public service announcements. These Guidelines shall be effective upon adoption and shall be enforced to the degree that it does not impair the obligations of any executed contract. BART reserves the right, from time to time, to suspend, modify, or revoke the application of any or all of these Guidelines as it deems necessary to comply with legal mandates, facilitate its primary transportation function, to ensure the safety or security of BART customers and BART facilities, or to fulfill the goals and objectives referred to herein. All provisions of these Guidelines shall be deemed severable.

For purposes of understanding the meaning of advertisements, BART may refer to information beyond the advertisement including, but not limited to, dictionaries, reviews by authoritative bodies,

or public information regarding the advertiser. BART shall assess whether an independent, reasonably prudent person, knowledgeable of BART's customer profile and using prevailing community standards, would believe that the advertisement complies with the provisions of these Guidelines. In the case of advertisements that use double entendres or multiple interpretations, all meanings of the advertisement must comply with these Guidelines. BART reserves the right, in all circumstances, to require that an advertisement in the BART system include a disclaimer indicating that such advertising is paid for by the advertiser, stating that "The views expressed in this advertisement do not reflect the views of BART," or a similar statement, and BART may set minimum size standards for the disclaimer to ensure legibility.

ADVERTISING STANDARDS

A. Permitted Advertising Categories

The BART system is limited to only the following categories of advertising:

1. **Commercial Advertising.** Paid communications from a for-profit entity or entities.
2. **Governmental Advertising.** Paid communications from public entities created by government action with the intent to advance a specific government purpose as well as communications from BART related to BART programs, products, services, or partnerships.
3. **Public Service Announcements.** Paid communications from any entity not described under Sections A1 or A2 of these guidelines which promotes or furnishes any of the following goods or services:
 - a. The prevention or treatment of an illness, injury, condition, or syndrome recognized by the most recent Diagnostic and Statistical Manual ("DSM") or the Centers for Disease Control ("CDC");
 - b. The recruitment or solicitation of participants for medical, psychological, or behavioral studies;
 - c. Museums, theaters, or galleries which are open to the general public;
 - d. Licensed or accredited pre-K through 12 education programs or services;
 - e. Colleges or universities that have received regional or statewide accreditation;
 - f. Vocational or trade programs;
 - g. Visual or performing arts, fairs, or festivals, provided that the venue or event is open to the general public and has a valid operating permit issued by a governmental entity;
 - h. Environmental matters;
 - i. Provision of services and programs that provide support to low income citizens, victims of abuse, families, youth, immigrants, historically disadvantaged populations, senior citizens, veterans, people identifying as LGBT, or people with disabilities;
 - j. Solicitation by broad-based contribution campaigns which provide funds to multiple charitable organizations;
 - k. Diet or nutrition;
 - l. Sporting events, sporting activities, or services related to sports;
 - m. Travel services, information, or promotion;
 - n. Licensed farmers markets, public botanical gardens, or public parks;
 - o. Commercial or professional trade organizations;

- p. Credit unions, investment entities, or financial services;
- q. Zoos, planetariums, or aquariums;
- r. Governmentally funded public broadcast entities; or
- s. Government-designated historic sites.

B. Prohibited Advertising Categories

Notwithstanding any provisions in Section A of these Guidelines, advertising content that falls into one or more of the following categories is prohibited in the BART system based on inconsistency with the goals and objectives described above:

1. **Political or Public Issue Content.** Any material that, when viewed as a whole, can reasonably be regarded as directly:
 - a. Supporting or opposing a political party;
 - b. Supporting or opposing any political or judicial office holder;
 - c. Supporting or opposing a proposed ballot measure;
 - d. Supporting or opposing a law, ordinance, regulation, or proposed legislation;
 - e. Supporting or opposing a constitutional amendment or amendments;
 - f. Supporting or opposing an active governmental investigation;
 - g. Supporting or opposing ongoing civil litigation;
 - h. Supporting or opposing ongoing criminal prosecution;
 - i. Supporting or opposing a judicial ruling or rulings;
 - j. Supporting or opposing a strike, walkout, boycott, protest, divestment, embargo, or groupings thereof;
 - k. Supporting or opposing the election of any candidate or group of candidates;
 - l. ~~Supporting or opposing a policy or policies of a named or identified governmental, business, or nonprofit entity other than the policies of the advertiser itself;~~
 - m. Supporting or opposing any foreign nation or group of nations or any policy of a foreign nation or group of nations other than the policies of the advertiser itself;
 - n. Depicting an image or images of one or more living political or judicial figures or depicting an image of one or more political or judicial figures that have died within the last five (5) years;
 - o. Referring to one or more living political or judicial figures or referring to one or more political or judicial figures that have died within the last five (5) years; or
 - p. Using a slogan, symbol, slogans, or symbols associated with any prohibited category of this section B1.

2. **Religious Content.** Any material that, when viewed as a whole, can reasonably be regarded as directly:
 - a. Promoting or opposing any religion, atheism, spiritual beliefs, or agnosticism, inclusive of images depicting religious iconography occupying 15% or more of any advertisement frame.

3. **Obscene or Vulgar Content.** Any material that, when viewed as a whole, can reasonably be regarded as:
 - a. Meeting the standards for obscenity as set forth in the California Penal Code Section 311; or
 - b. Utilizing words, text, symbols, or images recognized by the community as extremely vulgar, indecent, or profane for display in a public setting that includes minors.

4. **Unlawful, Unsafe, or Disruptive Content.** Any material that depicts or, when viewed as a whole, can reasonably be regarded as encouraging or promoting any of the following:
 - a. The sale, use, possession, or distribution of goods or services that are unlawful;
 - b. A contest or contests that violate applicable law;
 - c. Unlawful or unsafe behavior;
 - d. Detrimental actions to the maintenance and safe operation of public transportation; or
 - e. Graffiti or vandalism.

5. **False, Misleading, or Tortious Content.** Any material that depicts or, when viewed as a whole, can reasonably be regarded as:
 - a. False or fraudulent;
 - b. Deceptive or misleading;
 - c. Copyright, trademark, or patent infringement;
 - d. Constituting a tort of libel, trade libel, public disclosure of private facts, intrusion into private matters, misappropriation of a person's name or likeness, or depiction in a false light; or
 - e. BART graphics, logos, or representations without the express written consent of BART, or which implies or declares an endorsement by BART, its directors, management, or employees, of any service, product, or point of view, without prior written authorization by BART.

6. **Content Advertising Specified Goods or Services.** Any material that directly advertises any of the following categories of goods or services:
 - a. Alcohol, or any material that depicts the consumption of alcoholic beverages or signs of excessive alcohol intoxication;
 - b. Firearms or non-firearm weapons;
 - c. Tobacco, or depictions of tobacco-related products, e-cigarettes, products that simulate smoking, or products that resemble tobacco products; or
 - d. "Adult"-oriented goods or services, including the use of brand names, trademarks, or slogans, for goods or services rated "X" or NC-17 by the Motion Picture Association of America ("MPAA"), adult book stores, adult video stores, nude dance clubs, adult telephone services, adult internet sites, or escort services.

Notwithstanding items 6.a. and 6.c. above, depictions of tobacco products or alcohol consumption are permissible to the extent that the purposes of such depictions are non-commercial and are otherwise advancing a scientific, medical, journalistic, artistic, or public health objective.

7. **Inappropriate, Offensive, or Violent Content.** Any material that, when viewed as a whole, can reasonably be regarded as depicting or describing any of the following:
- a. A graphic or realistic dead, mutilated, or disfigured human body or bodies;
 - b. A graphic or realistic human body part or body parts in a state of mutilation, dismemberment, decomposition, or disfigurement;
 - c. A fetus or fetuses in a state of mutilation, dismemberment, decomposition, or disfigurement;
 - d. Human or animal excrement, vomit, or graphic depictions of blood or viscera;
 - e. An act of animal abuse as defined in California Penal Code Section 597;
 - f. The act of killing, mutilating, or disfiguring human beings or animals;
 - g. Genocide, mass-murder, or war crimes recognized under the laws and customs of war;
 - h. Weapons or violent implements, if either appear to be aimed or pointed at the viewer;
 - i. Images of firearms, non-firearm weapons, or threatening sharp-edged device in the foreground of an image or occupying 15% or more of any advertisement image or frame;
 - j. Graphic violence or graphic sexual harassment;
 - k. Denigrating public transportation or the mission of BART;
 - l. Graphic images that, under contemporary community standards, would be reasonably considered extremely frightening to minors or the elderly; or
 - m. Material that is insulting, degrading, disparaging, demeaning, or disrespectful; or material that belittles or is dismissive of genocide, war crimes, or slavery that is so objectionable under contemporary community standards as to make it reasonably foreseeable that the material will result in harm to (including loss of ridership), disruption of, or interference with the transportation system.

ADVERTISING PROGRAM ADMINISTRATION

(a) BART may, from time to time, select “Advertising Contractors” who shall be responsible for the daily administration of BART’s advertising programs, in a manner consistent with these Guidelines and with the terms and conditions of their agreements with BART.

(b) BART shall designate an employee as its “Contract Administrator” to be the primary contact for the Advertising Contractors on issues related to advertising content. Questions regarding the terms, provisions, and requirements of these Guidelines shall be addressed initially to the Contract Administrator.

(c) The Advertising Contractors shall comply with these Guidelines, and shall review all advertising with reference to them. If there is any question as to whether a proposed advertisement falls into a prohibited category--as outlined in these Guidelines--the Advertising Contractors shall refer that advertisement to the Department Manager of Marketing and Research, or their designee for review and consideration. The Department Manager of Marketing and Research or their designee shall determine whether the proposed advertising will be accepted. In the event that the advertising is rejected, the advertiser may request in writing that the decision be reconsidered. Upon such request, the Department Manager of Marketing & Research shall consult with BART’s Office of the General Counsel and with the Assistant General Manager for External Affairs, or the officer designated by the General Manager for this purpose. The Assistant General Manager for External Affairs or General Manager designee, on the basis of such consultation, shall determine whether the proposed advertising will be accepted or rejected.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

TO: Board of Directors

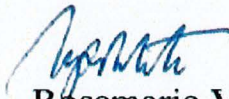
Date: January 16, 2020

FROM: Controller-Treasurer

SUBJECT: QUARTERLY REPORT OF THE CONTROLLER-TREASURER

Attached is the Quarterly Report of the Controller-Treasurer for the quarter ending September 30, 2019 which will be presented to the Board on January 23, 2020.

Please feel free to call me at 510-464-6070 with any questions you may have.



Rosemarie V. Poblete

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** January 15, 2020
FROM: Inspector General
SUBJECT: Report of Activities of the Office of the Inspector General

Attached is the first Report of Activities of the Office of the Inspector General for the period August 2019 through December 2019, which will be presented to the Board on January 23, 2020. Future reports will be remitted on a quarterly basis.

Please call me at 510.464.6132 if you have any questions.

Harriet Richardson
Harriet Richardson



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i> 1/15/20		GENERAL MANAGER ACTION REQ'D:		
DATE: 1/13/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Jennella Sambour-Wallace Dept: Office of Civil Rights	General Counsel <i>[Signature]</i> 1/15/20 []	Controller/Treasurer <i>[Signature]</i> 1/15/2020 []	District Secretary []	BARC <i>[Signature]</i> 1/15/20 []
Signature/Date: <i>[Signature]</i> 01/14/2020				

Title VI Civil Rights Program 2019 Triennial Update and Service Standards and Policies Update

PURPOSE:

To request Board approval of the District's Title VI Civil Rights Program 2019 Triennial Update and Service Standards and Policies updated for reporting period 2020-2022.

DISCUSSION:

BART, as a recipient of federal funding, is required by the Federal Transit Administration (FTA) to conform to Title VI of the Civil Rights Act of 1964 (Act) and its related regulations. Pursuant to FTA Title VI Circular 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients, effective October 2012 (Circular), BART is required to submit a Title VI Civil Rights Program (Title VI Program) to the FTA once every three years. The Title VI Program also outlines Service Standards and Policies, which will be used to monitor transit service over the subsequent reporting period (2020-2022). The Title VI Program must be approved by the Board prior to submission to FTA.

I. Requirements and Guidelines

BART's Title VI Program consists of the following general requirements and guidelines:

- Notification to Beneficiaries of Protection under Title VI
- Title VI Complaint Procedures and Complaint Form
- Recording and Reporting of Title VI Investigations, Complaints, and Lawsuits
- Promoting Inclusive Public Participation

- Providing Meaningful Access to LEP Persons
- Minority Representation on Planning and Advisory Bodies
- Assisting and Monitoring Subrecipients
- Determination of Site or Location of Facilities

The Circular also requires that all fixed route transit providers, such as BART, comply with the following requirements:

- System-Wide Service Standards and Policies
- Transit Service Monitoring
- Collection and Reporting of Demographic Data
- Major Service Change Policy
- Disparate Impact and Disproportionate Burden Policy
- Equity Analysis of Service and Fare Changes

II. Title VI Compliance Efforts

In addition to the requirements and guidelines listed above, a Circular requirement is Board approval of Title VI related policies, service and fare equity analyses, and transit service monitoring. These documents demonstrate BART's Title VI compliance during the Program's reporting period.

Title VI Service and Fare Equity Analyses:

BART must conduct an equity analysis for any Fare Change or Major Service Change to determine if the proposed change will have a disparate impact on minority populations or a disproportionate burden on low income populations. The list below summarizes the Fare and Service equity analyses conducted during this reporting period. None of the following equity analyses resulted in a disparate impact or disproportionate burden on minority or low-income populations, respectively.

- *Transit Operations Facility Title VI Siting Analysis.* Approved by the Board on June 13, 2017.
- *BART to Antioch Title VI Analysis – Fares and Service.* Approved by the Board on October 26, 2017.
- *Title VI Fare Equity Analysis for BART Participation in the Metropolitan Transportation Commission's Regional Means-Based Transit Fare Discount Pilot Program.* Approved by the Board on April 25, 2019.
- *Silicon Valley Berryessa Extension Title VI Analysis – Fares and Service.* Approved by the Board on May 23, 2019.

The results of the following equity analyses found either a disparate impact or disproportionate burden on minority and/or low-income populations. Mitigation measures were identified in these analyses and implemented to address adverse impacts.

- *Proposed Productivity-Adjusted Inflation-Based Fare and FY 2018 Fare Changes*
 - Approved by the Board on May 31, 2017, though the Board later opted not to implement the reduction of any discounted fares.
- *Title VI Fare Equity Analysis of Possible Changes to the Fare Discount Offered to Youth Riders*
 - Approved by the Board on May 31, 2017.
- *Title VI Fare Equity Analysis for Discontinuing the BART Discounted Orange Ticket Program for Students at Participating Middle and High Schools.*
 - Approved by the Board on June 14, 2018.
- *Title VI Fare Equity Analysis for the Proposed 2020 Productivity-Adjusted Inflation-Based Fare Increase, Series 3, 2022-28, of the Productivity-Adjusted Inflation-Based Fare Increase Program; and Magnetic-Stripe Surcharge Increase*
 - Approved by the Board on May 23, 2019, though the Board later opted not to implement the surcharge increase.

III. Monitoring Transit Service

Staff seeks Board approval of the Service Monitoring results, included in the Title VI Program. As a fixed route transit provider, BART is required to monitor the performance of its transit system relative to its adopted system-wide Service Standards and Policies every three years. BART's transit service in the 2019 Title VI Program was monitored based on the standards adopted by the Board in BART's 2016 Title VI Program (effective January 1, 2017 – December 31, 2019).

The Service Standards Monitoring Results are divided into four sections: Vehicle Load, Vehicle Headway, On-time Performance, and Service Availability. The Service Policies Monitoring Results are divided into two sections: Distribution of Transit Amenities and Vehicle Assignment. For all categories except Transit Amenities, BART's Disparate Impact/Disproportionate Burden (DI/DB) Policy threshold is used as guidance in applying a 5% threshold for assessment of these System-wide Standards and Policies. Transit Amenities are to be distributed equitably, generally in proportion to station ridership and as a function of location (urban/suburban) and station design. Applying this methodology and threshold to an assessment of BART's system-wide Service Standards and Policies, no disparate impact or disproportionate burden was found in the levels of service that BART provides to minority and low-income communities.

IV. Current and Upcoming Title VI Policies

The 2019 Title VI Program sets standards and policies for BART to incorporate and comply with for its future Title VI efforts. These policies have been previously adopted by the Board and are included with this 2019 Triennial to use for the following three years, 2020-2022.

- **Major Service Change Policy:** Establishes a threshold to determine when a service change is considered “major.” The Board adopted an amended version of this Policy on October 13, 2016.
- **Disparate Impact and Disproportionate Burden Policy:** Establishes a threshold to determine when adverse impacts are borne disproportionately by protected populations or riders. The current policy establishes a 5% threshold for assessing impacts on existing fares and service and a 10% threshold for evaluating new fares and service. The Board adopted this Policy on July 11, 2013.
- **System-wide Service Standards and Policies:** Establishes quantitative standards for the following indicators:
 - Vehicle Load
 - Vehicle Headway
 - On-time Performance
 - Service Availability
 - Additionally, policies are developed for each of the following service indicators: i) Distribution of Transit Amenities and ii) Vehicle Assignment to address how service is distributed across the BART system.

V. Updated Title VI Policy: System-wide Service Standards and Policies

The Board approved the standards and policies used for the 2019 Title VI Program on January 9, 2017 as part of the previous Triennial Update and is requested to approve updates to the current Service Standards and Policies. Amendments include:

- **Vehicle Headways:** Amending the weekday evening Vehicle Headways standard from 20 minutes to 24 minutes to accommodate single tracking through the Transbay Tube for a major seismic retrofit project starting in 2019.
- **On-Time Performance:** Amending the Train On-Time performance goal to 91% in 2019 and the Customer On-Time performance goal to 94% in 2019.
- **Transit Amenities:** Amending the list of Transit Amenities from 21 to 24 to include Clipper Vending Machines in the current Automated Fare Collection Equipment list and to better reflect the current types of Bicycle Parking and Storage amenities.

FISCAL IMPACT:

Approving the Title VI Civil Rights Program 2019 Triennial Update and updated Service Standards and Policies would allow the District to maintain its eligibility for federal funding.

ALTERNATIVES:

Do not approve the Title VI Civil Rights Program 2019 Triennial Update, including the

updated Service Standards and Policies, resulting in the District being non-complaint with Title VI of the Civil Rights Act of 1964 and its related regulations and loss of federal funding.

RECOMMENDATION:

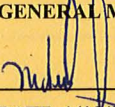
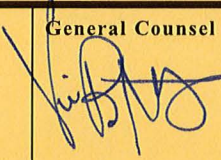
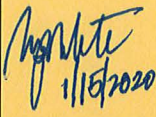
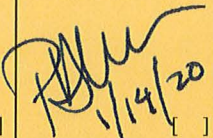


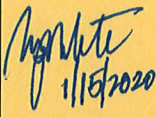
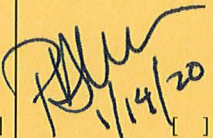
Approval of the following motions.

MOTION:

1. The Board of Directors approves the District's Title VI Civil Rights Program 2019 Triennial Update.
2. The Board of Directors approves the District's updated Service Standards and Policies for the Subsequent Reporting Period.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  1/15/20		GENERAL MANAGER ACTION REQ'D:		
DATE: 1/13/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Jennella Sambour-Wallace Dept: Office of Civil Rights	General Counsel 	Controller/Treasurer 	District Secretary	BARC 
Signature/Date:  01/14/2020	 1/13/2020 []	 1/15/2020 []	[]	 1/14/20 []

Title VI Fare Equity Analysis and Public Participation Report: Discontinuance of Sales of Magnetic-Stripe Tickets

PURPOSE:

To request Board approval of the "Title VI Fare Equity Analysis for the Proposed Discontinuance of Sales of Magnetic-Stripe Tickets."

DISCUSSION:

To ensure compliance with federal Title VI regulations, BART is required to conduct an analysis of any proposed fare change to determine if the change could potentially place a disparate impact on minority riders or a disproportionate burden on low-income riders (protected riders). A fare change equity finding is made based on a demographic assessment of affected riders and public outreach that is inclusive of minority, low-income, and Limited English Proficient (LEP) populations. Should a disparate impact or disproportionate impact be found, then in accordance with BART's Disparate Impact/Disproportionate Burden (DI/DB) Policy and the Title VI Circular, BART is required to take steps to mitigate such impacts.

Staff analyzed and conducted public outreach on the following proposed fare changes:

- A. Discontinuance of the sales of the Blue magnetic-stripe tickets;
- B. Discontinuance of the sales of the Green magnetic-stripe tickets for seniors;
- C. Discontinuance of the sales of the Red magnetic-stripe tickets for people with disabilities and youth.

Discontinuance of Sales of Blue Mag-Stripe Tickets

The DI/DB Analysis shows that the proposed discontinuance of the sale of the Blue mag-stripe tickets would result in a disproportionate burden on low-income riders but not on minority riders. The equity finding based on the fare change analysis and public comment received is that, while the discontinuance of the sales of Blue mag-stripe tickets may be disproportionately borne by low-income riders, most surveyed low-income riders already use Clipper cards and actually support the discontinuance of the sales of the Blue mag-stripe tickets, which balances out the disproportionate burden analysis finding. Regardless, mitigation measures are still recommended and outlined in further detail in Attachment A.

Discontinuance of Sales of Green and Red Mag-Stripe Tickets

Due to insufficient demographic information from the 2018 Customer Satisfaction Survey (Customer Sat), a DI/DB analysis could not be conducted to determine whether there are any disproportionate impacts on protected riders using Green (senior) or Red (disabled and youth) discount mag-stripe tickets. Alternative data sources were used to evaluate the likelihood of an impact on these protected riders, though the specific demographic information necessary to perform a DI/DB analysis was not available. Accordingly, an equity finding based on the fare change analysis and public comment received also cannot be determined due to insufficient ridership and public input data. In the absence of an equity finding, this report assumes the discontinuance of Green (senior) and Red (disabled and youth) discount mag-stripe tickets may disproportionately impact minority and low-income riders using each fare type and existing fare media alternatives could mitigate these adverse effects. Proposed mitigation measures are outlined in further detail in Attachment A.

In addition to the mitigation measures, Attachment A also provides detail for each proposed fare change regarding analysis findings, public input, and the fare change's equity findings.

FISCAL IMPACT:

There is no fiscal impact associated with approval of the Title VI Fare Equity Analysis.

ALTERNATIVES:

Do not approve the Title VI Fare Equity Analysis. If the Title VI Fare Equity Analysis is not approved or if approval is deferred, BART must continue to sell and vend mag-stripe paper tickets.

RECOMMENDATION:

Approval of the following motion.

MOTION:

The Board of Directors approves the “Title VI Fare Equity Analysis for the Proposed Discontinuance of Sales of Magnetic-Stripe Tickets.”

Attachment A

For each proposed fare change, Attachment A provides detail on the analysis findings; public input; equity findings (which consider both the analysis results and public comment received), and proposed mitigations.

1. Discontinuance of Sales of Blue Magnetic-Stripe Tickets

a. Analysis Findings

The DI/DB Analysis shows that the proposed discontinuance of the sale of the Blue mag-stripe tickets would result in a disproportionate burden on low-income riders but not on minority riders.

b. Public Outreach

Question 1 of the Clipper-Only Survey was an open-ended question regarding the impact of transitioning to Clipper-Only sales on the respondent and their use of BART. 486 total survey respondents indicated that they paid a regular fare. Of this number, 68.9%, or 335 survey respondents, chose to comment. Of these 335 respondents, 174 or 51.9% identified as minority. Of these minority respondents, 78.2% (136) were in favor (conditional/unconditional support) of the proposed discontinuance of sales of magnetic-stripe tickets, while 21.8% (38) did not support. 72 respondents or 21.5% identified as low-income. Of these respondents, 58 or 80.6% were in favor (conditional/unconditional support) of the discontinuance of sales of mag-stripe tickets while only 14 or 19.4% did not support.

c. Equity Finding

The equity finding based on the fare change analysis and public comment received is that, while the discontinuance of the sales of Blue mag-stripe tickets may be disproportionately borne by low-income riders, most surveyed low-income riders already use Clipper cards and actually support the discontinuance of the sales of the Blue mag-stripe tickets. This balances out the disproportionate burden analysis finding. Regardless, proposed mitigations will still be considered.

d. Proposed Mitigations

- *Established Mitigation -- Promotional Events and MTC Clipper-Pipeline Program for Community-Based Organizations:* From December 2017-March 2018, BART and MTC conducted 29 promotional events at multiple BART stations and community-based organizations (CBOs) located in or near low-income communities to distribute free Clipper cards. MTC operates an ongoing free Clipper card program through eligible CBOs; they added a number of additional CBOs to this program as a result of the BART promotional events. The MTC program will continue for as long as the

CBO requests cards for their members/clients, and provides a consistent pipeline of free Clipper cards to low-income communities. To date, 92 CBOs serving low-income communities distribute free Clipper cards through MTC's program.

- *Recently Completed Mitigation -- Clipper-Only Pilot Program:* Clipper and BART staff were available on-site during the launch of each of the four station's pilot programs to answer questions, help customers with Clipper card purchases, and hand out free Clipper cards. During these outreach events, 26,132 free Clipper cards were handed out to BART riders in 16 days.
- *Upcoming Mitigation-Means Based Fare Pilot Discount Program:* The MTC-sponsored program is scheduled to begin in Spring 2020 and will be available to all qualifying adults who submit an application, including proof of identity and proof of income, through ClipperSTART. This discount pilot program will not only alleviate the cost to ride for low-income customers, but also should help mitigate the burden of the \$3 Clipper card acquisition fee on low-income BART riders.

2. Discontinuance of Sales of Green Magnetic-Stripe Tickets

a. Analysis Findings

Due to insufficient demographic information about Green senior discount mag-stripe ticket users from the 2018 Customer Satisfaction Survey (Customer Sat), a DI/DB analysis could not be conducted to determine whether there are any disproportionate impacts on protected populations using these tickets.

Customer Sat data did show that a senior discount fare rider is 22% less likely to be minority than a rider in the overall BART population. Senior discount fare riders are also less likely to be low-income than the overall BART ridership, though the difference is much smaller at 4.5%. Senior discount riders also use mag-stripe tickets at a significantly lower rate than riders paying a regular BART fare. As a result, the impact of the discontinuance of Green ticket sales will likely be lower on Senior discount riders than on regular fare riders.

b. Public Outreach

Input from the same Question 1 as described in Section 1b above is as follows: 42 respondents indicated that they pay a discounted senior fare and 33 of them chose to answer this question. Of these 33 respondents, ten identified as minority, eight of whom supported the proposed discontinuance of sales (both unconditionally and with caveats) of magnetic-stripe tickets and two did not support it. Only three respondents who pay a senior fare have been identified as low-income. Two of these commenters unconditionally supported the proposed discontinuance of sales, while one did not.

c. Equity Finding

An equity finding based on the fare change analysis and public comment received cannot be determined due to insufficient demographic data and limited public responses from these fare users. In the absence of an equity finding, this report assumes the discontinuance of Green senior discount mag-stripe tickets may disproportionately impact minority and low-income riders using this fare type but that existing fare media alternatives could mitigate these adverse effects.

d. Proposed Mitigations

Green mag-stripe ticket riders pay a \$0.19 per-ride surcharge. Protected riders can avoid the mag-stripe ticket surcharge by paying their fares with a Clipper card, which has no acquisition fee for senior discount riders. A BART rider can apply for a senior discount Clipper card at the Customer Services Center at Lake Merritt Station or the Clipper Customer Services Center at Embarcadero Station. Senior Clipper cards are issued immediately with valid proof of age.

3. Discontinuance of Sales of Red Magnetic-Stripe Tickets for People with Disabilities

a. Analysis Findings

Due to insufficient demographic information about Red disabled discount mag-stripe ticket riders from the Customer Sat, a DI/DB analysis could not be conducted to determine whether there are any disproportionate impacts on protected populations using these tickets.

Customer Sat data did show that disabled discount riders are predominantly minority and are 13.1% more likely to be minority than an average BART rider. Disabled discount riders are also disproportionately low-income, with 51.7% of respondents who use this discount reporting that they are low-income, making Disabled discount riders 31.6% more likely to be low-income than the average BART rider. As a result, it is more likely that the discontinuance of the sales of Red disabled discount mag-stripe tickets will disproportionately impact protected riders using this fare type. Disabled discount riders use mag-stripe tickets at a lower rate than regular fare riders, but the difference is small enough to reasonably assume that a disproportionate impact may be borne by protected riders of this fare discount group.

b. Public Outreach

Input from the same Question 1 as described in Section 1b above is as follows: 34 respondents received a disabled discount on their BART fare and of these, 22 chose to answer this question with some sort of comment.

Of these 22 respondents, 12 identified as minority riders. Of these minority respondents, seven supported the proposed discontinuance of sales of Red mag-stripe tickets; the remaining five respondents did not support the discontinuance of sales. Eight respondents identified as low-income. Of these respondents, four unconditionally supported the discontinuance of sales and four did not.

c. Equity Finding

An equity finding based on the fare change analysis and public comment received cannot be determined due to insufficient demographic data and limited public responses from these fare users. In the absence of an equity finding, this report assumes the discontinuance of Red disabled discount mag-stripe tickets may disproportionately impact minority and low-income riders using this fare type. While existing fare media alternatives exist that could help mitigate these adverse effects, these alternatives include an administration fee that may serve as a barrier to some protected riders.

d. Proposed Mitigations

Red disabled discount mag-stripe ticket riders pay a \$0.19 per-ride surcharge and must pay a \$3 administration fee to receive their alternative fare card, the RTC card. Riders must complete 16 BART trips in order to recoup this fee, which is ten more trips than a regular fare rider who purchases a Clipper card due to the prorated surcharge. As a result, the proposed mitigation is to offset the \$3 administration fee for BART riders. The recommendation is that staff work with our regional partners to identify a feasible solution to offset this fee for the RTC card.

4. Discontinuance of Sales of Red Magnetic-Stripe Tickets for Youths

a. Analysis Findings

Due to insufficient demographic information about Red youth discount mag-stripe tickets from the Customer Sat, a DI/DB analysis could not be conducted to determine whether there are any disproportionate impacts on protected populations using these tickets. Customer Sat data did show that youth discount riders are disproportionately minority and low-income compared to the overall BART protected ridership. Youth discount riders are using mag-stripe tickets at a significantly lower rate, however, than regular BART fare riders, and accordingly, are less likely to be disproportionately impacted by the discontinuance of the sales of Red youth discount mag-stripe tickets.

b. Public Outreach

Input from the same Question 1 as described in Section 1b above is as follows: 13 respondents indicated that they pay a youth fare, seven of whom chose to answer this question. Of these seven respondents, four identified as minority. Of these minority

respondents, two supported the proposed discontinuance of sales of magnetic-stripe tickets, while two did not. Only one respondent who indicated that they paid a discounted youth fare was identified as low-income based on their responses to household income and household size, and this respondent did not support the proposed discontinuance of sales.

c. Equity Finding

An equity finding based on the fare change analysis and public comment received cannot be determined due to due to insufficient demographic data and limited public responses from these fare users. In the absence of an equity finding, this report assumes the discontinuance of Red youth discount mag-stripe tickets may disproportionately impact minority and low-income riders using this fare type, but that existing fare media alternatives could mitigate these adverse effects.

d. Proposed Mitigations

Red youth discount mag-stripe ticket riders pay a \$0.25 per-ride surcharge. Protected riders can avoid the mag-stripe ticket surcharge by paying their fares with a Clipper card, which has no acquisition fee for youth discount riders.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>[Signature]</i> 1/15/20		GENERAL MANAGER ACTION REQ'D: Transmit General Counsel Memo and Procurement Report to the Board		
DATE: 12/4/2019		BOARD INITIATED ITEM: No		
Originator/Prepared by: Kevin Reeg Dept: Maintenance and Engineering <i>Kevin Reeg</i> Signature/Date: JANUARY 13, 2020	General Counsel <i>[Signature]</i> 1/13/20 []	Controller/Treasurer <i>[Signature]</i> 1/13/2020 []	District Secretary []	BARC <i>[Signature]</i> 1.13.2020 []

To Request Board Authorization to Award Contract 15CQ-125 - A65 and A75 Interlocking Renewal Project

PURPOSE:

To request Board authorization for the General Manager to award Contract No. 15CQ-125, A65 and A75 Interlocking Renewal Project, to ProVen Management Inc. of Oakland, CA for the total bid price of \$16,883,964.

DISCUSSION:

This Project is intended to improve system reliability at the A65 and A75 interlockings by replacing all ties, switches, and traction power. There are eight turnouts in the A65 and A75 interlockings which have reached the end of their useful life. The contract work includes demolition of existing tracks, site preparation, restoration of areas used for staging, construction of new track, switches, traction power, train control and all other associated work. All of which will reduce long term maintenance costs and improve ride quality.

The scope of work requires the Contractor to provide all labor, equipment, select material and services required for installation of the new interlockings. The District will be providing certain materials as listed in the District Furnished Materials (DFM) section of the specifications. This project will utilize nine weekend track shutdowns, spanning from July 2020 thru June 2021, and will be supported by bus bridges from local transit agency partners during the weekend shutdowns.

On September 30, 2019, the District provided an Advance Notice to one hundred-five (105) prospective Bidders who received the electronic version of the Contract book, including forms to submit, from the District's Vendor Portal. Plans were sent to six (6) Plan Rooms.

On October 2, 2019, the Contract was advertised in local publications. A total of fifty-five (55) firms downloaded the Contract Documents from the District's Portal. A Pre-Bid Meeting was conducted on October 23, 2019 and site tours took place on October 24th and 25th with four prospective bidders. Two addendums were issued during the bid period.

A total of three bids were received and publicly opened on December 9, 2019. Tabulation of the bids, including the Engineer's Estimate is indicated in Table 1 as follows:

Table 1: Contract 15CQ-125 A65 and A75 Interlocking Renewal Project Bids

BIDDER	LOCATION	Total Bid Price
ProVen Management Inc.	Oakland, CA	\$16,883,964
DMZ Builders	Concord, CA	\$17,799,900
Shimmick Construction	Suisun City, CA	\$18,853,500
ENGINEER'S ESTIMATE		\$30,043,891

BART believes that the bids were significantly below the Engineer's Estimate due to increased competition and efficiencies gained with recent experience completing interlocking projects on the BART system.

District staff determined that ProVen Management Inc. was the lowest responsive bidder. ProVen's total bid price of \$16,883,964 was found to be fair and reasonable based upon the independent cost estimate and a market survey of qualified contractors.

NON-DISCRIMINATION PROGRAM

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 20.3% for Minority Business Enterprises ("MBEs") and 14.1% for Women Business Enterprises ("WBEs"). ProVen Management committed to 72.5% MBE and 13.5% WBE participation and did not meet the WBE Availability Percentage. ProVen Management was requested to provide the Office of Civil Rights with supporting documentation to determine if it had discriminated on the basis of race, national origin, color, gender or ethnicity. Based on the review of the information submitted by ProVen Management, the Office of Civil Rights found no evidence of discrimination.

SMALL BUSINESS PROGRAM

Pursuant to the District's Non-Federal Small Business Program, the Office of Civil Rights set a 16% Local Small Business (LSB) Subcontractor Participation Goal for this Contract. Bidders who meet the LSB Subcontractor Participation Goal are eligible for an LSB Preference of 7% of the lowest responsible Bidder's Bid, up to a cap of **\$150,000**. The

low bidder, ProVen Management committed to subcontracting 18.6% to LSBs, met the LSB Subcontractor Participation Goal and, therefore, is eligible for the 7% Bid Preference. After the application of the 7% Bid Preference, ProVen Management is still the lowest responsive Bidder and, therefore, the application of the Bid Preference will not alter the award to ProVen Management.

CAPITAL FISCAL IMPACT:

Funding in the amount of \$16,883,964 for Contract No. 15CQ-125 is included in the total project budget for FMS# 15CQ011 – A65/A75 Interlocking (Replacement).

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

Proposed Funding	
F/G 802A – 2017 Measure RR GOB	135,461
F/G 802B – 2019 Measure RR GOB	33,564,539
TOTAL	33,700,000

As of January 6, 2020, \$33,700,000 is the total budget for this project. BART has expended \$200,493, committed \$450,049, and reserved \$0 to date. This action will commit \$16,883,964, leaving an available fund balance of \$16,165,494 in these fund sources for this project.

The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation. This action is not anticipated to have any Fiscal Impact on unprogrammed District reserves.

ALTERNATIVES:

Reject the Bids and re-advertise the Contract. This is not likely to result in increased competition or lower prices and would delay the critical A65 and A75 Interlocking Renewal project, which could negatively impact revenue service.

RECOMMENDATION:

On the basis of analysis by Staff and certification by the Controller-Treasurer that the funds are available for this purpose, it is recommended that the Board adopt the following motion.

MOTION:

The General Manager is authorized to award Contract No. 15CQ-125, A65 and A75 Interlocking Renewal, to ProVen Management Inc. of Oakland, California for the Bid Price of \$16,883,964, pursuant to notification to be issued by the General Manager, and subject to compliance with the District's Protest Procedures.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 		GENERAL MANAGER ACTION REQ'D: Approve and forward to the E&O Committee		
DATE: 12/4/2019		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Mark Dana Dept: Planning, Development and Construction Signature/Date: 1/15/20	General Counsel 1/15/2020 []	Controller/Treasurer 1/15/2020 []	District Secretary []	BARC 1.15.2020 []

Award Contract 15LK-140 Market Street Entry Canopies

PURPOSE:

To obtain Board authorization for the General Manager to award Contract No. 15LK-140, Market Street Entry Canopies to Shimmick Construction Company, Inc. of Oakland, CA.

DISCUSSION:

Contract No. 15LK-140 Market Street Entry Canopies provides for purchasing and installing nineteen (19) canopies at several BART station entrances on Market Street as part of the Base Contract, and includes Option 1 for two canopies, Option 2 for one canopy, and Option 3 for incorporating art into the ceiling surface material of the canopies. Current State Law requires protection of new escalators that are exposed to the weather. In March 2019, the Board approved the award of Contract No. 15LK-120A Market Street Escalators Renovation Project to Schindler Elevator Corporation for installation of escalators for the four downtown San Francisco BART Stations of Embarcadero, Montgomery St., Powell St., and Civic Center. Fabrication of the first new escalators is currently in process and staff anticipates installation to begin in late Spring 2020. Two of the first escalators will be installed in entrances that are already protected by canopies constructed under Contract No. 15LK-130 Canopies Contract. Other escalators that are to be installed from the Street Level to the Concourse Level of the Stations will need to be protected by additional canopies to be constructed by Contract No. 15LK-140 Market Street Entry Canopies.

Numerous public and stakeholder meetings and outreach were conducted by BART and the City and County of San Francisco in connection with the project. Enhancements to the design of the canopies for this Contract have been incorporated from observations and

recommendations made from the pilot canopy installations.

Advance Notice to Bidders was mailed on September 17, 2019, to nineteen (19) firms. The Contract was Advertised on September 24, 2019 and Contract Books were posted to the BART Procurement Portal, where it was sent to two hundred thirty four (234) additional prospective Bidders. A total of thirty one (31) online plan holders downloaded the Bid Documents. A Pre-Bid Meeting was held on October 9, 2019 with a total of thirty (30) potential Bidders attending. A site tour was held following the Pre-Bid Meeting on October 9, 2019. Six (6) Addenda to the Contract were issued. Three (3) Bids were received. A fourth Bid was offered late and not accepted. Bids were opened publicly on December 3, 2019. The Instructions to Bidders specify that Bids will be evaluated on the basis of the Total Bid Price. Tabulation of the Bids, including Options and the Engineer's Estimate, is as follows:

BIDDER/LOCATION	TOTAL BASE	BID OPTION NO. 1	BID OPTION NO. 2	BID OPTION NO. 3	TOTAL BID PRICE
Shimmick Construction Company, Inc. 8201 Edgewater Drive, Oakland, CA 94621	\$64,565,000	\$3,160,000	\$2,600,000	\$855,000	\$71,180,000
Thompson Builders Corporation 250 Bel Marin Keys Blvd, Bldg. A, Novato, CA 94949	\$66,362,000	\$5,237,000	\$5,077,000	\$900,000	\$77,576,000
Plant Construction, L.P. San Francisco, CA	\$76,838,189	\$8,695,436	\$5,295,165	\$3,963,294	\$80,000,000 (errors in calculations)
Engineer's Estimate	\$63,172,953	\$5,544,602	\$5,957,472	\$1,617,204	\$75,292,231

Shimmick Construction Company, Inc. (Shimmick) submitted the apparent low Total Bid of \$71,180,000. After review, Staff determined that the apparent low Bid price submitted by Shimmick is fair and reasonable, compared to the Engineer's Estimate and the other Bids submitted. A review of Shimmick's business experience and financial capabilities has resulted in a determination that Shimmick is a responsible Bidder, and that the Shimmick's Bid is responsive to the requirements of the Contract Book. Bids from the 2nd and 3rd Bidders were found to be non-responsive.

In order to meet the requirements of the California Environmental Quality Act (CEQA), a Draft Initial Study/Mitigated Negative Declaration (IS/MND) was circulated for a 30-day

public review on April 30, 2018 that evaluated the impacts associated with the installation of the canopies, and on the escalators being installed by BART Contract No. 15LK-120A Market Street Escalators Renovation Project that has since been awarded. On June 28, 2018, the Board adopted the IS/MND, the Mitigation Monitoring and Reporting Plan, and the Project.

Pursuant to the District's Non-Discrimination Program for Subcontracting, the Availability Percentages for this Contract are 18.2% for Minority Business Enterprises (“MBEs”) and 9.3% for Women Business Enterprises (“WBEs”). The Office of Civil Rights has determined that Shimmick has exceeded both the MBE and WBE Availability Percentages for this Contract at 44.6% for MBEs and 44.9% for WBEs.

Pursuant to the District’s Non-Federal Small Business Program, the Office of Civil Rights set a 23% Local Small Business (LSB) Subcontractor Participation Goal for this Contract. Bidders who meet the LSB Subcontractor Participation Goal are eligible for an LSB Preference of 7% of the lowest responsive Bidder’s Bid, up to a cap of \$150,000. The Office of Civil Rights determined that Shimmick committed to subcontracting 1.7% to LSBs. Shimmick did not meet the LSB Subcontractor Participation Goal and, therefore, is not eligible for the Bid Preference, but is still the apparent low Bidder.

FISCAL IMPACT:

Funding in the amount of \$64,565,000 for award of Contract No. 15LK-140 is included in the total Project budget for FMS #15LK001 - Canopy Replacement.

Table 1 below lists current funding assigned to the referenced project and is included to track funding history against spending authority. Table 2 below lists funding that has been programmed, but not yet allocated to the referenced project.

Funds needed to meet this request will be expended from the following current and programmed sources:

Table 1 - Current Funding

Fund Group	Amount
PTMISEA Prop 1B Funds	\$ 28,702,547
Measure RR Funds	\$17,300,000
TOTAL	\$ 46,002,547

As of January 13, 2020, \$46,002,547 is the total budget for this project. BART has expended \$11,630,079, committed \$4,936,750 and reserved \$0 to date. This action will

commit \$29,435,718 leaving an available fund balance of \$0 in these fund sources for this project.

The remaining \$35,129,282 will come from Programmed funds as shown in Table 2 below.

Table 2 - Programmed Funding

Fund Group	Amount
SF GO Bond Prop A Funds	\$ 42,000,000
TOTAL	\$ 42,000,000

This action will authorize the General Manager to commit \$64,565,000 for Contract No. 15LK-140.

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

ALTERNATIVES:

The Board may elect to reject all Bids and authorize staff to re-advertise the Contract. Re-advertising the Contract would result in significant delay and cost impacts to the associated Market Street Escalators Renovation Contract that requires canopies over street escalators to comply with State Law. This would also result in additional cost and time to the District with no assurance that rebidding will result in lower Bid prices.

RECOMMENDATION:

It is recommended that the Board adopt the following motion.

MOTION:

The General Manager is authorized to award Contract No. 15LK-140, Market Street Entry Canopies, to Shimmick Construction Company, Inc. for the Total Base Bid price of \$64,565,000, pursuant to notification to be issued by the General Manager and subject to the District's protest procedures.

In addition, the General Manager is authorized to exercise Bid Option No. 1 for \$3,160,000, Bid Option No. 2 for \$2,600,000, and Bid Option No. 3 for \$855,000, all subject to certification by the Controller/Treasurer that funding is available.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Michael Gerbracht</i> 1/15/20		GENERAL MANAGER ACTION REQ'D: Approve and forward to Board		
DATE: 10/25/2019		BOARD INITIATED ITEM: No		
Originator/Prepared by: Michael Gerbracht Dept: Maintenance and Engineering Signature/Date: <i>Michael Gerbracht</i> 1/13/20	General Counsel <i>[Signature]</i> 1/13/20 []	Controller/Treasurer <i>[Signature]</i> 1/13/2020 []	District Secretary []	BARC <i>[Signature]</i> 1.13.2020 []

Change Order to Contract No. 54RR-420, Coverboards Enhancement, L-Line

PURPOSE:

To authorize the General Manager to execute Change Order Number 001 to Contract 54RR-420 Coverboard Enhancement, L-Line in an amount not to exceed \$670,054.00.

DISCUSSION:

Third rail coverboards are currently attached to fixed brackets at each end of the ten-foot coverboard. The District has designed an enhancement to better secure the coverboards by installing a third bracket at the mid-point of the existing coverboards. The enhancement has been successfully implemented at locations throughout the District and shown to reduce the frequency that coverboards come loose.

On November 1, 2018 the District issued Notice to Proceed on Contract 54RR-420 with an original Contract value of \$3,192,843.73. The Contract provides for the enhancement of third-rail coverboards along the L-line with the additional third bracket, as well as replacement of coverboards found to be damaged, aged or otherwise degraded in the work area.

The original Contract provided for the installation of 15,386 new bracket assemblies, and 30,598 pin assemblies to attach coverboards to the brackets. This was a sufficient number of pin assemblies to attach the coverboards to the new brackets, but was not sufficient to replace the pin assemblies on the existing brackets.

The pin assemblies attaching the coverboards to the existing brackets are aging and degraded and require replacement. To replace all pin assemblies in the work area will require an additional 29,260 pin assemblies be added to the Contract quantities for a total of 59,858.

The addition of the pin assemblies will not affect the duration of the Contract.

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

The contractor is LC General Engineering and Construction, of San Francisco, California.

FISCAL IMPACT:

Funding in the amount of \$670,054 for Contract No. 54RR-420 Change Order No. 001 is included in the total project budget for FMS# 54RR004 – M&E Line Rail Equipment.

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

Proposed Funding	
F/G 802A – 2017 Measure RR GOB	2,251,008
F/G 802B – 2019 Measure RR GOB	12,568,572
TOTAL	14,819,580

As of November 22, 2019, \$14,819,580 is the total budget for this project. BART has expended \$3,318,321, committed \$5,438,527, and reserved \$0 to date. This action will commit \$670,054, leaving an available fund balance of \$5,392,678 in these fund sources for this project.

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

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

ALTERNATIVES:

The Board can elect not to authorize the General Manager to approve the Change Order.

Pins will be installed on all new brackets and as-needed on existing brackets to ensure system integrity until the Contract quantity of 30,598 pin assemblies is exhausted. The remaining sections of track would not have the coverboards enhanced due to the lack of pins, and would be at elevated risk of failure due to the aged and degraded pin assemblies.

RECOMMENDATION:

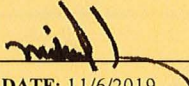
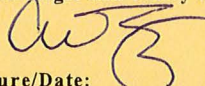
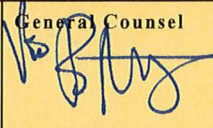
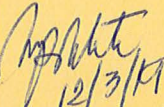
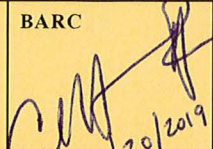
Staff recommends that the Board approve the following Motion:

MOTION:

The General Manager is authorized to execute Change Order Number 001 to Contract 54RR-420 Coverboard Enhancement, L-Line in the amount of \$670,054.00.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  1/2/20		GENERAL MANAGER ACTION REQ'D:		
DATE: 11/6/2019		BOARD INITIATED ITEM: No		
Originator/Prepared by: Andrew Tang Dept: Strategic and Policy Planning  Signature/Date: 3 Dec 2019	General Counsel  12/3/19 []	Controller/Treasurer  12/3/19 []	District Secretary []	BARC  12/30/2019 []

Agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority to Provide Funding to BART for its Review of the Valley Link Project

PURPOSE:

To obtain BART Board approval for the General Manager to enter into an agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) for the TVSJVRRA to provide funding to BART for continued BART review of the TVSJVRRA's proposed Valley Link Project.

DISCUSSION:

On May 24, 2018, the BART Board directed staff to not advance the BART to Livermore Extension Project, and directed staff to continue to collaborate with the District's regional partners. Since that time, BART staff has been collaborating with the TVSJVRRA on its proposed Valley Link Project. The TVSJVRRA is a new transit agency established by state law AB758, which was signed by the Governor in October 2017.

The Valley Link Project is a proposed new rail system from BART's existing Dublin/Pleasanton Station to the San Joaquin Valley. Phase I of the proposed Valley Link Project is 41-miles long and includes stations at: Dublin/Pleasanton BART; Isabel Avenue and Greenville Road in Livermore; in San Joaquin County; and a terminus at North Lathrop. There would be connections with ACE at Greenville Road and at North Lathrop. A future Phase II would extend the system from North Lathrop to Stockton. The proposed rail vehicles are Diesel/Battery Electric Hybrid Multiple Units. The TVSJVRRA estimates the capital cost of Phase I to be \$2.4-3.2 billion, in year of expenditure dollars. The TVSJVRRA issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) on September 13, 2018. The TVSJVRRA issued a Project Feasibility Report on October 8, 2019.

The TVSJVRRRA proposes a transfer facility between Valley Link and BART at BART's existing Dublin/Pleasanton Station. The TVSJVRRRA proposes to construct: (1) a single Valley Link track parallel to and just north of BART's northern track at Dublin/Pleasanton Station; and (2) a transfer platform between BART's northern track and the Valley Link track at Dublin/Pleasanton Station. Since BART's existing Dublin/Pleasanton Station is in the median of I-580, to create room for the transfer facility the TVSJVRRRA proposes to shift the westbound lanes of I-580 northward. Construction of the transfer facility will require extensive modifications to BART's existing Dublin/Pleasanton Station.

The TVSJVRRRA projects that the Valley Link Project will increase systemwide boardings on the BART system by 13,400 per weekday in the year 2040. BART has informed the TVSJVRRRA that managing patron crowding and accommodating this increase will require 25 additional BART vehicles, expanded storage facilities at Dublin/Pleasanton BART for these vehicles, as well as ancillary facilities to accommodate the additional BART staff required to operate the additional vehicles. The increased BART ridership may also adversely affect existing BART stations, especially in downtown San Francisco. BART staff is in the process of analyzing these impacts.

To design a transfer facility that meets BART standards and provides BART and Valley Link riders a positive experience, and to address impacts the Valley Link system may have on the existing BART system, BART staff has been coordinating with TVSJVRRRA staff in the development of the proposed Valley Link Project. BART had an agreement with the Alameda County Transportation Commission (ACTC) to provide funding to BART to provide this support. This agreement expired on December 31, 2019. BART requires an agreement with the TVSJVRRRA to provide funding for continuing support. BART staff is working together with TVSJVRRRA staff to develop an agreement, which would cover the period January 1, 2020 to June 30, 2021. BART Office of the General Counsel will approve the agreement as to form. Anticipated BART support during this time period includes: (1) planning and environmental support; and (2) preliminary engineering support. The estimated costs for BART staff and consultant time for the year and a half period is \$1,100,000. The amount of review BART will provide and the associated costs is currently being negotiated with the TVSJVRRRA; therefore, the cost amount in the final agreement may differ. Invoices to the TVSJVRRRA will indicate actual costs incurred.

FISCAL IMPACT:

BART Board approval is required for the District to enter into an agreement with the TVSJVRRRA for the TVSJVRRRA to provide funding to BART for continued BART review of the development of the TVSJVRRRA's proposed Valley Link Project. This action is not anticipated to have any fiscal impact on unprogrammed District reserves in the current fiscal year. Without this agreement, BART will not have a mechanism to fund BART review of the Valley Link Project.

ALTERNATIVES:

Do not approve the following Motion. Failure to approve the Motion would mean BART would not have funding to review the development of the TVSJVRRRA's proposed Valley Link Project.

RECOMMENDATION:

Approve the following Motion.

MOTION:

The Board of Directors authorizes the General Manager or his designee to enter into an agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRRA) for the TVSJVRRRA to provide funding to BART for BART to review the development of the TVSJVRRRA's proposed Valley Link Project.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Michael</i> 1/15/20		GENERAL MANAGER ACTION REQ'D: No		
DATE: 1/8/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Abigail Thorne-Lyman Dept: Systems Development <i>Abigail Thorne-Lyman</i> Signature Date: 1/13/2020	General Counsel <i>[Signature]</i> 1/14/2020 []	Controller/Treasurer <i>[Signature]</i> 1/15/2020 []	District Secretary []	BARC <i>[Signature]</i> 1/14/2020 []

Affordable Housing and Sustainable Communities Applications for FY2018-2019

PURPOSE:

To obtain authorization to enter into agreements required to apply for and receive funds for transit access improvements and new rail cars from the FY2018-2019 Affordable Housing and Sustainable Communities (AHSC) grant program.

DISCUSSION:

The State of California Strategic Growth Council (SGC) and Housing and Community Development Department (HCD) have issued a Notice of Funding Availability for the FY2018-2019 Affordable Housing and Sustainable Communities (AHSC) Grant Program, funded by the Greenhouse Gas Reduction Fund ("Cap-and-Trade") auction proceeds.

BART's Transit-Oriented Development (TOD) Policy sets a goal of "Partner(ing) to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes." BART has successfully partnered with private developers both on and off BART property, and used the AHSC program to secure funding that will both build affordable housing and enhance active transportation access to stations. For this round of funding, BART has been working with six developers on a total of eight applications, set forth in Attachment 1. Developers who are seeking AHSC funds to subsidize the construction of affordable housing projects are more competitive if their funding requests include projects that improve pedestrian, bicycle, and transit access. In addition, 30% of the score for AHSC applications is based on the estimated reduction in greenhouse gas emissions, which largely comes from a strong transit component. BART's application components would include funding requests for new BART Fleet of the Future rail cars,

station improvements such as wayfinding, and pedestrian and bicycle access projects.

AHSC is a highly competitive funding program, and BART's transportation components would greatly boost the competitiveness of these affordable housing projects near the stations. The program does not require BART to be a direct applicant for these funds, and typically the lead applicant is the affordable housing developer, sometimes jointly with the local jurisdiction. BART would be a subrecipient to the affordable housing developers, and under the terms of the funding application, must enter into agreements in advance of the application deadline to confirm BART's role. The State of California requires AHSC-related agreements to be executed in advance of the AHSC grant application deadline of February 11, 2020.

This Board action is requested to authorize staff to enter into these required agreements, and to authorize the pass-through of funds from the private developers to BART if the applications are successful.

In three of the anticipated applications, some BART-related transportation improvements may be made by the affordable housing developer directly. These projects – Fruitvale Phase IIB, Balboa Park Upper Yard, and Mandela Station (West Oakland) – are immediately adjacent to BART facilities and have long been part of BART's own joint development portfolio. These improvements are necessary to ensure improved station access due to the modifications to BART facilities to support the transit-oriented development. Other agreements pertaining to the larger real estate transactions for Mandela Station and Balboa Park Upper Yard will be brought to the Board for consideration at future meetings.

Staff is seeking Board approval to enter into agreements with various parties as described in Attachment 1. The agreements would:

- Describe BART's previous experience with at least two similar projects within the last 10 years;
- Stipulate the terms of the agreement between the developer, City, and BART for completion of the application components including roles and responsibilities for making the BART-related improvements;
- Stipulate the terms for funding and reimbursement of transportation improvements;
- Confirm that BART has site control and any environmental approvals or other rights needed to construct the transportation improvements; and
- Confirm that BART will work in good faith and in a timely manner with the developer to provide any necessary permits to enter BART-owned property, as appropriate.

Staff is also requesting authorization from the Board to enter into pass-through agreements with Applicants to receive funds needed for the transportation improvements if the applications are successfully awarded by the State, contingent on Board authorization of all other required agreements as stated above. SGC and HCD are expected to announce grant

awards in Summer 2020.

All agreements will be approved as to form by the Office of the General Counsel.

FISCAL IMPACT:

Depending on which applications are awarded, the AHSC program could provide as much as \$38.78 million in contributions to BART capital improvements as described in Attachment 1. Some of these contributions would support planned Measure RR station access projects and the Fleet of the Future, leveraging BART's own funds which have already been allocated to these projects. Proposed AHSC station improvements at the Balboa Park, Ashby, Concord, and West Oakland stations may not take place without AHSC funds as no other fund source has been identified.

ALTERNATIVES:

Do not authorize staff to enter into these agreements. BART will not apply for funds from AHSC as a subrecipient. The related affordable housing projects could be negatively impacted as the BART portion of the applications contributes to the competitiveness of their applications for AHSC, and some of the proposed improvements as noted above would not necessarily occur.

RECOMMENDATIONS:

Adopt the following Motion.

MOTION:

Authorize the General Manager or his designee to enter into agreements required to apply for the FY2018-2019 Affordable Housing and Sustainable Communities grant program, including Memoranda of Understanding and Pass-Through Agreements to receive funds. Agreements will be with the following parties:

- City of Oakland with BRIDGE Housing and the Spanish Speaking Unity Council
- City of Oakland with China Harbour Engineering Corp. and Strategic Urban Development Alliance
- City of San Francisco with the Related Companies of California, LLC, and Mission Housing Development Corporation
- City of San Francisco with Tenderloin Neighborhood Development Corporation
- Satellite Affordable Housing Associates
- Resources for Community Development

APPENDIX 1: Summary of FY 2018-2019 Affordable Housing and Sustainable Communities Applications with BART Partnerships

	Station	Applicant(s)	BART-Related Improvement(s)	Funding Amount for BART Improvements
Included in BART's Joint Development Portfolio	Balboa Park / San Francisco	City of San Francisco, Related Companies of California, LLC, Mission Housing Development Corporation, Inc.	3 Rail Cars Reconfiguration of passenger drop off into ped/bike/transit plaza	\$8.33 million
	Fruitvale	City of Oakland/BRIDGE Housing/Spanish Speaking Unity Council	4 Rail cars, Clipper passes Bicycle/Pedestrian improvements from fare gates to 37th Ave.	\$5.45 million
	West Oakland	City of Oakland, China Harbour Engineering Corporation and Strategic Urban Development Alliance	3 Rail Cars Bicycle Station Wayfinding Improvements	\$4.83 million
Housing Does Not Require BART Property	Ashby	Resources for Community Development	3 Rail Cars Bicycle access improvements Signage/Wayfinding upgrades	\$4.31 million
	Bay Fair	Resources for Community Development	2 Rail Cars	\$2.2 million
	Concord	Resources for Community Development	3 Rail Cars Signage and wayfinding	\$4.43 million
	North Berkeley	Satellite Affordable Housing Associates	3 Rail Cars Ohlone Greenway Pedestrian/Bicycle Improvements	\$5.9 million
	Powell	City of San Francisco, Tenderloin Neighborhood Development Corporation	3 Rail Cars	\$3.33 million
Total FY 2018-2019 BART Request				\$38.78 million

Attachment 1: Summary of FY 2018-2019 AHSC Applications with BART Partnerships

Page 2: Other Application Information

Station	Housing Project Name	Units	Other City Transportation Projects Included
Balboa Park / San Francisco	Balboa Park Upper Yard	131	19th Ave Rapid Transit project, Mission St. Excelsior bike and pedestrian improvements
Fruitvale	Fruitvale Phase IIB	181	Fruitvale Alive bike, ped and amenities, International Blvd. pedestrian lighting project
West Oakland	Mandela Village	240	18th St. bike lane from Mandela to Wood
Ashby	Maudelle M. Shirek	79	Bicycle boulevard from BART to points East via Woolsey, ped/bike intersection crossing improvements, improvement of six bus stops
Bay Fair	Madrone Terrace	87	E. 14th St bike and ped improvements and amenities such as lighting and wayfinding
Concord	Galindo Terrace	62	Downtown Corridor bicycle and pedestrian improvement project
North Berkeley	Blake Apartments	63	New bike boulevards, bike and ped intersection improvements, traffic calming
Powell	Central Subway / 266 4th St.	70	Better Market Street bike and pedestrian improvements
	<i>Total New Housing Units Supported</i>	<i>913</i>	

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

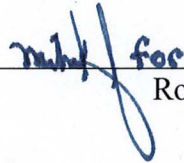
DATE: January 16, 2020

FROM: General Manager

SUBJECT: PPAAL Agenda: BART-VTA Phase 1 Extension - For Information

At the Board of Directors meeting on January 23, 2020, the BART Silicon Valley Berryessa Extension (SVBX) Phase I, will be presented for information.

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



Robert Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff



MEMO

TO: BART Board of Directors
Bob Powers, BART General Manager

FROM: Robert Padgette, Managing Director

DATE: January 16, 2020

SUBJECT: CCJPA Board of Directors Meeting, February 12, 2020

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
300 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

I am submitting this memo to provide an overview of the agenda for the February 12, 2020 CCJPA Board of Directors Meeting in lieu of the typical presentation that is covered in the General Manager's report.

Attached is the draft agenda for the upcoming meeting, which will include the following action items:

- Annual Business Plan (FY 2020-21 – FY 2021-22)
- Legislative Matters/Governor's Draft FY 20/21 Budget
- Bay Bridge Bus Only Lane
- Hercules Station – Candidate Station

In addition, the CCJPA Board will be provided with the following information items:

- South Bay Connect: Cooperative Reimbursement Agreement with AC Transit and MTC/BATA6
- Capital Projects Update – Alviso Wetlands Railroad Adaptation Alternatives Study

Should you have any questions, please do not hesitate to contact me at robp@capitolcorridor.org or 510-464-6990. Thanks.

Attachment: Draft Agenda Page – February 12, 2020 CCJPA Board Meeting



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS**

Wednesday February 12, 2020

10 a.m.

City Council Chambers
Suisun City Hall
701 Civic Center Blvd.
City of Suisun City, CA
(see attached map)

A simultaneous conference call will take place at:

TBD

DRAFT AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action*
 - 1. Minutes of the November 20, 2019 Meeting
 - 2. Wi-Fi Budget Amendment for FY 19/20
 - 3. On-Call Consultant Services Renewal
- V. Action and Discussion Items
 - 1. Annual Business Plan (FY 2020-21 – FY 2021-22) *Action**
 - 2. Legislative Matters/Governor’s Draft FY 20/21 Budget *Action*
 - 3. Bay Bridge Bus Only Lane *Action*
 - 4. Hercules Station – Candidate Station *Action*
 - 5. South Bay Connect Project Update: Cooperative Reimbursement Agreement with AC Transit and MTC/BATA *Info*
 - 6. Capital Projects Update – Alviso Wetlands Railroad Adaptation Alternatives Study *Info*
 - 7. Managing Director’s Report *Info*
 - 8. Work Completed *Info*
 - a. Capitol Corridor Annual Performance Report (FY 2019)
 - b. CCJPA Annual Independent Audit (FY 2019)
 - c. FY 2020 CCJPA Amtrak Operating Agreement
 - d. BART – CCJPA Administrative Services Agreement
 - e. Marketing Activities (November 2019 – January 2020)
 - 9. Work in Progress *Info*
 - a. Onboard WiFi Upgrade
 - b. AC Transit Service – Emeryville to San Francisco
 - c. California Passenger Information Display System (CalPIDS)
 - d. South Bay Connect
 - e. Sacramento to Roseville Third Mainline Track, Phase I
 - f. Renewable Diesel Pilot Program, Phase II
 - g. Procurement of Door Panels for NorCal Surfliner Rail Cars
 - h. Santa Clara Siding
 - i. Upcoming Marketing and Communications Activities

VI. Board Director Reports

VII. Public Comment

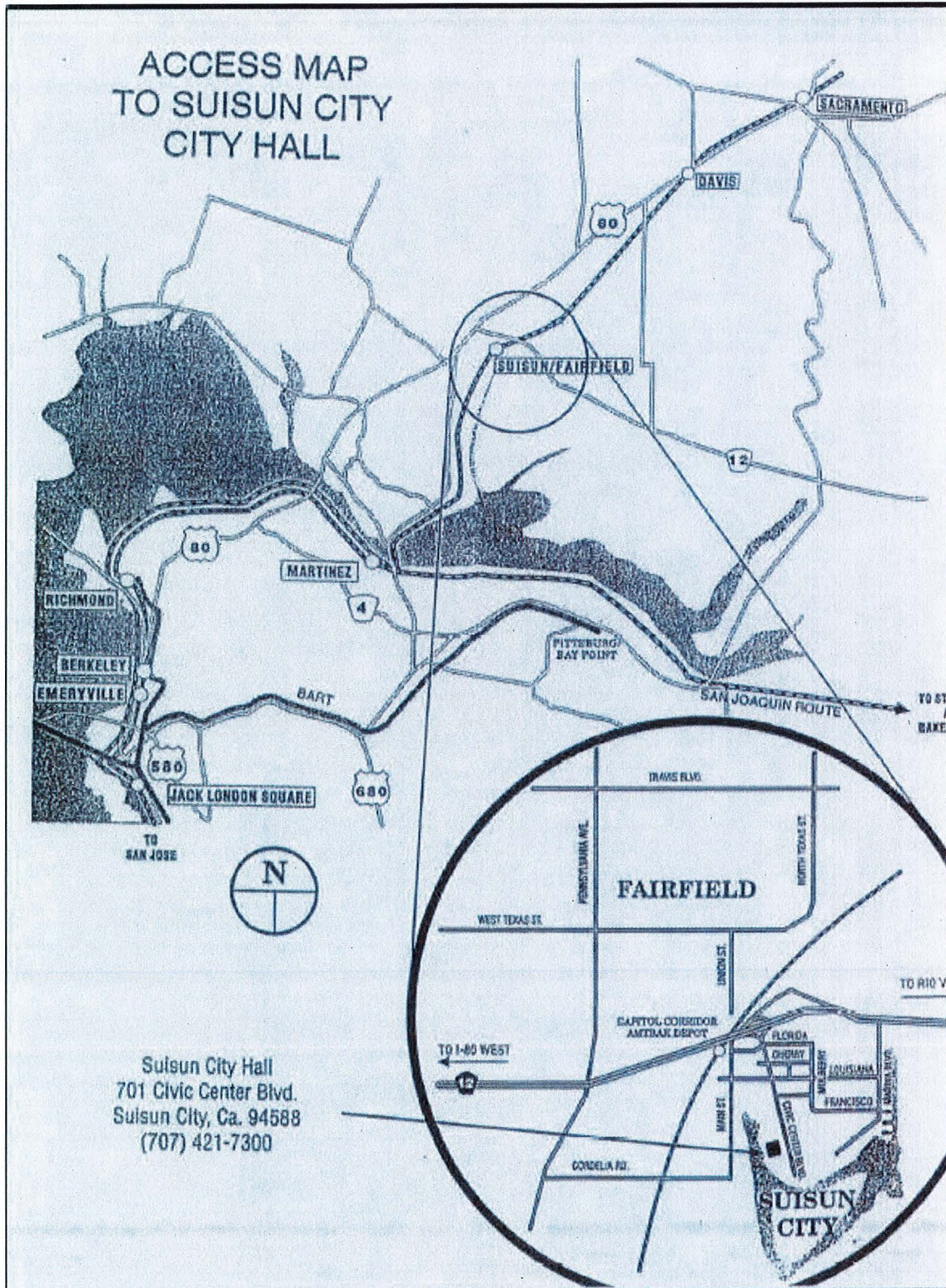
VIII. Adjournment. Next Meeting Date: 10:00 a.m., April 15, 2020 at City Council Chambers, Martinez, CA
Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is considered by the Board. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under Public Comment. Speakers are limited to three (3) minutes for any item or matter. The CCJPA Board reserves the right to take action on any agenda item.

Consent calendar items are considered routine and will be enacted, approved or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience.

* Approval of the business plan requires an affirmative vote of at least two-thirds (11) of the appointed members.

The CCJPA Board provides services/accommodations upon request to persons with disabilities who wish to address Board matters. Requests must be made within one and five days in advance of Board meetings, depending on the service requested. Call (510) 464-6085 for information.

MAP DIRECTIONS TO SUISUN CITY HALL



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

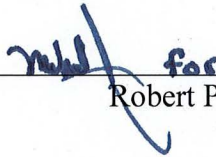
DATE: January 16, 2020

FROM: General Manager

RE: Resolution in Support of a Bus-Only Lane on the Bay Bridge

At the Board meeting on January 23, 2020, at the request of Director Saltzman, attached is a proposed resolution in support of the concept of installing a bus-only lane on the Bay Bridge. Recently this item has attracted interest from some Bay Area legislators, and is supported by our partners at AC Transit.

If you have any questions, please contact Val Menotti at (510) 287-4794.

A handwritten signature in blue ink, appearing to read 'R. Powers', is written over a horizontal line.

Robert Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

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

In the Matter of Support of
Bus-Only Lane on the Bay Bridge /

Resolution No. _____

WHEREAS, the State of California, through Senate Bill (SB) 32 (Pavley, 2016), requires that statewide greenhouse gas (GHG) emissions are reduced to 40% below the 1990 level by 2030; and

WHEREAS, the California Air Resources Board (CARB), the entity responsible for monitoring SB32, indicates in California's 2017 Climate Change Scoping Plan that transportation is responsible for 39 percent of statewide GHG emissions, and the single-largest source of CO₂ in the state; and

WHEREAS, the State of California seeks to reduce greenhouse gas (GHG) emissions in the transportation sector; and

WHEREAS, the Metropolitan Transportation Commission (MTC) consistently ranks the San Francisco-Oakland Bay Bridge (Bay Bridge) Corridor as the most congested corridor in the region; and

WHEREAS, the MTC Bay Area Core Capacity Transit Study (CCTS) (Sept. 2017) showed that the corridor was operating in the peak at 105% of capacity in 2015; and

WHEREAS, the CCTS near-term findings showed that, even with all planned improvements in the corridor, peak conditions would continue to worsen, and the corridor would be operating at 152% of capacity by 2040; and

WHEREAS, Public transit already carries approximately 65% of the peak hour travel in the Bay Bridge Corridor; and

WHEREAS, Bay Area Rapid Transit (BART) transbay peak train service is currently operating at approximately 110% of capacity; and

WHEREAS, while the Board of Directors has awarded a Communications Based Train Control contract and has commenced the planning for the construction of a New Transbay Rail Crossing to increase BART train capacity in the corridor, capacity improvements for riders will not be realized until at least 2027; and

WHEREAS, a dedicated right-of-way for buses can attract additional riders as the service can be faster and more reliable; and

WHEREAS, the availability of Transbay bus services can give riders travel choices as an alternative to high parking demand at BART stations; and

WHEREAS, the Board of Directors shares and supports the goal of better utilization of regional infrastructure to move people instead of vehicles;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Francisco Bay Area Rapid Transit District that it hereby supports the advancement of the concept to install dedicated bus-only lanes on the San Francisco-Oakland Bay Bridge, and connecting highways, interchanges, onramps, offramps, and approaches; and

BE IT FURTHER RESOLVED, that the Board of Directors calls on the California Department of Transportation to coordinate with the MTC and relevant bus transit operating agencies to plan and implement the bus-only lanes; and

BE IT FURTHER RESOLVED, that the Board of Directors encourages the General Manager to assign BART staff to assist in the planning and implementation efforts with all relevant agencies.

Adopted on _____, 2020

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: January 15, 2020

FROM: General Manager

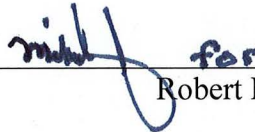
RE: Resolution in Support of Proposition B in the City and County of San Francisco

At the request of Director Dufty, attached is a proposed resolution in support of the 2020 Earthquake Safety and Emergency Response (ESER) Bond in the City and County of San Francisco.

ESER is the City's bond program that funds upgrades and improvements to capital infrastructure and first responder facilities, bolstering San Francisco's resiliency and allowing the City to quickly respond to a major earthquake or other disasters and to recover from its aftermath.

The 2020 ESER bond will be on the March 2020 ballot as Proposition B.

If you have any questions, please contact Rodd Lee, Assistant General Manager of External Affairs, at (510) 464-6235.



Robert Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

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

In the Matter of Support of
2020 Earthquake Safety and Emergency Response Bond (ESER)

Resolution No.

WHEREAS, the U.S. Geological Survey has determined there is a 72% chance of an earthquake in San Francisco measuring a magnitude of 6.7 or greater, measured by the Richter scale, in the next 20 years; and

WHEREAS City and County of San Francisco (CCSF) continues to upgrade its public safety facilities to ensure the utmost safety for their first responders and residents during times of catastrophic and other emergencies; and

WHEREAS, San Francisco voters overwhelmingly approved the first ESER bond in 2010 to enhance emergency preparedness efforts, and the second ESER bond in 2014 to enhance its efforts and prepare for the next major earthquake and other disasters; and

WHEREAS, CCSF recognizes that more strategic improvements must be made to ensure the safety of first responders and the residents and visitors of San Francisco during an emergency; and

WHEREAS, CCSF has placed a 2020 ESER bond on the March 2020 ballot for \$628.5 million to fund upgrades and improvements for its capital infrastructure and first responder facilities; and

WHEREAS, the ESER 2020 components include \$275 million for Neighborhood Fire Stations and Support Facilities, \$120.8 million for District Police Stations and Support Facilities, \$153.5 million for Emergency Firefighting Water System, \$70 million for Disaster Response Facilities, and \$9 million for 9-1-1 Call Center Renovation; and

WHEREAS, San Francisco property tax rates will not increase as a result of ESER 2020; and

WHEREAS, the San Francisco Bay Area Rapid Transit (BART) District provides critical transportation services for residents, visitors, and workers using its seven stations located in San Francisco; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Francisco Bay Area Rapid Transit District that it hereby supports the City and County of San Francisco's 2020 Earthquake Safety and Emergency Response Bond as it vital to ensure public safety systems are ready for the next major disaster.

Adopted on _____, 2020